



County Offices
Newland
Lincoln
LN1 1YL

17 February 2017

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 27 February 2017 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 black ink, appearing to be 'T McArdle', written over a horizontal line.

Tony McArdle
Chief Executive

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

Councillors M Brookes (Chairman), A G Hagues (Vice-Chairman), M G Allan, D Brailsford, K J Clarke, R L Foulkes, R G Fairman, N M Murray, Mrs A M Newton, A H Turner MBE JP and P J O'Connor

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 27 FEBRUARY 2017**

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 23 January 2017	5 - 12
4	Announcements by the Executive Councillor for Highways, Transport and IT and Chief Operating Officer	Verbal Report
5	Performance Report, Quarter 3 - (1 October to 31 December 2016) <i>(A report by Paul Rusted, Infrastructure Commissioner, which sets out the performance of the highways service)</i>	13 - 54
6	Street Lighting Transformation Project Update <i>(A report by Richard Hardesty, Senior Project Leader, which provides a progress update on the project up to 26 January 2017)</i>	55 - 58
7	Highways Asset Management Strategy <i>(A report by Mike Coates, Highways Asset and Laboratory Manager, which describes how the highway assets contribute to achieving the Council's objectives)</i>	59 - 138
8	Highways Asset Management Plan <i>(A report by Richard Fenwick, Policy and Strategic Asset Manager, in connection with a need to review the Plan due to revisions to internal operating procedures as a result of budget pressures, including grass cutting and drainage cleansing)</i>	139 - 242
9	Grantham Southern Relief Road - Financial Approval to Award Contract for Grade Separated Interchange, King 31, Phase 2 <i>(A report by Dave Walton, Major Schemes and Design Commissioner, which seeks the Committee's views on the award of the contract for the King 31 Phase 2 Grade Separated Interchange onto the A1 for the the Grantham Southern Relief Road and to pass these to the Executive Councillor for Highways, Transport and IT)</i>	243 - 254
10	Highways and Transport Scrutiny Committee Work Programme <i>(A report by Daniel Steel, which enables the Committee to consider and comment on the content of its work programme for the coming year)</i>	255 - 258

Democratic Services Officer Contact Details

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E Mail Address steve.blagg@lincolnshire.gov.uk

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

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

Contact details set out above.

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www.lincolnshire.gov.uk/committeerecords



HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE 23 JANUARY 2017

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

Councillors A G Hagues (Vice-Chairman), M G Allan, A M Austin, K J Clarke, G J Ellis, R L Foulkes, R G Fairman, Mrs A M Newton and A H Turner MBE JP

Councillors: R G Davies, Ms T Keywood-Wainwright, Mrs S Ransome and R A Renshaw attended the meeting as observers

Officers in attendance:-

Steve Blagg (Democratic Services Officer), Mike Coates (Highways Assessment and Laboratory Manager), Michelle Grady (Head of Finance (Communities)), Richard Hardesty (Senior Project Leader), Matt Jones (Parking Services Manager), Peter Ramsey (Mouchel Divisional Manager, Transport Planning), Paul Rusted (Infrastructure Commissioner), Daniel Steel (Scrutiny Officer) and Steve Willis (Chief Operating Officer, Development Services)

39 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

The Chief Executive reported that under the Local Government (Committee and Political Groups) Regulations 1990, he had appointed Councillors A Austin and G J Ellis, respectively, in place of Councillors D Brailsford and N M Murray, for this meeting only.

40 DECLARATIONS OF MEMBERS' INTERESTS

No declarations of interests were made at this stage of the meeting.

41 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE HELD ON 28 NOVEMBER 2016

RESOLVED

That the minutes of the previous meeting held on 28 November 2016, be agreed as a correct record and signed by the Chairman.

42 ANNOUNCEMENTS BY THE EXECUTIVE COUNCILLOR FOR HIGHWAYS, TRANSPORT AND IT AND CHIEF OPERATING OFFICERS

Executive Councillor R G Davies stated that the County Council had secured additional funding from the Department for Transport (DfT) and the Council would now receive just over £35m for highway projects, an increase of £3m on the original

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figure of £32m. He agreed to circulate the details of the funding package to members. Executive Councillor R G Davies requested that members should notify the Council if they had any specific concerns about the highway network. Councillor R G Davies and the Committee placed on record their appreciation to the officers for their efforts in obtaining additional funding from the Government.

43 MAJOR SCHEMES UPDATE

The Committee received an update of the latest situation of major schemes as follows:-

- Lincoln East West Link – now completed and opened to traffic with the exception of some tidying up work required.
- Skegness Business Park – discussions were on-going with the contractor and utility companies about potential savings.
- Go Skegness – progress was on schedule, including, amongst others, the award of a contract for a cycle path on the A52; work had started on Gibraltar Point Phase 1; completion of bus stops on Lumley Road and remedial works required on Roman Bank.
- Lincoln Eastern Bypass – archaeological investigations were on-going with some interesting artefacts found and recorded. Network Rail's contractor for the construction of a rail bridge over the by-pass had begun.
- Sutterton Roundabout – work was about to commence in January 2017.
- Grantham Southern Relief Road – Phase 2 was the next section to be built and discussions were on-going with Highways England with an expected start in June/July 2017.
- Street Lighting Transformation Project – on schedule for completion in March 2017.
- A17/A151 – Peppermint Junction, Holbeach – on schedule with a start being made in mid- 2017.

Officers agreed to respond to Councillor K Clarke's enquiry about the provision of highway signage following the opening of the Lincoln East West Bypass.

44 BOSTON TRANSPORT STRATEGY 2016-2036

The Committee received a pre-decision report and presentation in connection with the Boston Transport Strategy 2016-2036 which was due to be considered by the Executive Councillor for Highways, Transport and IT. The views of the Committee along with those of Boston Borough Council's Overview Committee would be reported to the Executive Councillor.

The Transport Strategy examined a number of proposals in the short, medium and long term to improve travel access within the town and the immediate surrounding area.

Comments by the Committee and responses of officers included the following:-

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- County and Boston Borough Council members needed to be involved in the Strategy Steering Group which was important for the delivery of the Strategy in the future. Officers welcomed member involvement in the Steering Group.
- Officers in response to the questions submitted responded as follows: – 1. Real Time Passenger Information was not yet available. 2. The Lincolnshire car sharing scheme was successful with over 2,000 participants from around the county, 350,000 miles saved and £88,000 saved. 3. The enforcement of 20mph zones had been examined elsewhere and was the responsibility of the Police. The use of signage helped and there was a need to examine the current speed limits. 4. Cycle storage on buses had not been done in Lincolnshire but had been trialled in the UK and there was an opportunity to trial this in Boston. 5. The opportune time to lobby train operators was during the franchise process were renewed and to present a business case to show an increase in passenger usage.
- Boston was a Sub-Regional Centre but lacked a proper road and rail structure. There was a lot of local traffic coming into Boston using the same routes as through traffic. Rail infrastructure into and around Boston had been drastically reduced since the 1960's and there was no direct rail line between Lincoln and Boston. There was an opportunity to improve rail passenger services when the new rail franchises came up for renewal. The Port rail head needed to be protected.
- The Pilgrim Hospital attracted a lot of traffic.
- The inter-town bus was suitable only if you lived near to its route.
- There was only one bus operator in Boston and therefore there was little incentive for operators to develop new routes.
- Economic development was prevented in Boston due to the perception of congestion problems and there was a need for investment to address this problem.
- The proposals for the Boston Distributor Road were welcomed.
- Conflict due to shared pedestrian and cycle routes was caused by lack of consideration. Officers stated that one of the aims of the strategy was to try and get people out of their cars and to use more sustainable transport.
- There had not been any account taken of the issues caused by population growth.
- What were Business Travel Zones? Officers stated that these Zones involved local authorities working with businesses to encourage car sharing and cycling.
- Traffic issues raised included the destination of the proposed East West Link Road which was needed due to the shortage of bridges; a lot of the traffic coming from the south of Boston was commercial, went through residential areas and a minor break downs caused gridlock. Officers stated that proposals for the East West Link Road required examination but the route would alleviate the amount of traffic using John Adam's Way which was the most congested road in the county. Officers stated that strategic traffic comprised less than 4% of journeys in Boston, HGV traffic was low and the biggest factor contributing to congestion was local traffic.

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Following the discussion it was agreed that the Committee's conclusions should be passed to the Executive Councillor for Highways, Transport and IT as follows:-

- The importance of the Boston Distributor Road in conjunction with the South East Lincolnshire Local Plan.
- The importance of the Strategy Steering Group in delivering the Strategy with Member involvement on this Group welcomed.
- The opportunity to improve rail services when rail franchises were renewed.
- The current bus services were not meeting needs.
- The importance of developing the East West link.

RESOLVED

(a) That the recommendation to the Executive Councillor for Highways, Transport and IT, detailed in the report, is supported.

(b) That the additional comments made by the Committee, below, be passed to the Executive Councillor as follows:-

- The importance of the Strategy Steering Group, with Member involvement on this Group, in delivering the Strategy.
- The importance of economic development to Boston.
- The opportunity to improve rail services when rail franchises were renewed.
- The current bus services were not meeting needs.
- The importance of developing the East West link.
- The importance of the Boston Distributor Road in conjunction with the South East Lincolnshire Local Plan.

45 CCTV PILOT SCHEME - PARKING ENFORCEMENT OUTSIDE SCHOOLS

The Committee received a progress report in connection with the introduction of a trial for a CCTV enforcement scheme to take place outside schools, which was due to commence in January 2017. The idea behind the proposal was to prevent irresponsible parking outside of schools particularly by parents picking up their children at the start and beginning of each school day. Officers stated that since the publication of the report the enforcement vehicle was now on site; that the transfer of information from the enforcement vehicle to the back office was still being tested; the vehicle would be marked up to show clearly that CCTV was in operation and that the exercise was designed to act as a deterrent. Officers stated that the Department of Transport had indicated that school keep clear markings could not be enforced by local authorities unless there was an underlying traffic order as the zig zag road markings were advisory only. Officers stated that when the vehicle was not being used on school duties it would be used to enforce Clearways and pedestrian crossings and members would be kept informed of its use.

Comments by the Committee and the responses of officers included the following:-

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- A number of comments were made in connection with car parking, including allowing parents within the school boundary to drop off/pick and that, if this was allowed, how could it be rolled out in the county because it was resource intensive? If parking for parents was allowed within the school boundary schools might be liable for any injuries. Parents needed to be made aware that irresponsible parking was dangerous to all. The Executive Councillor for Highways, Transport and IT stated that the provision of car parking was not a mandatory requirement for schools, that car parking was provided for school staff and that car parking in the vicinity of a school caused problems for local communities.
- Some parents ignored the warnings not to park on single yellow lines outside of a school because there was no enforcement. Officers stated that while the CCTV was unable to enforce parking on a single yellow line, the CCTV vehicle would still be on site to monitor and an enforcement officer would be present to carry out enforcement although it was noted that action could only be taken by the Enforcement Officer following a five minute observation.
- In some local authority areas the use of CCTV had caused public concern. The Executive Councillor for Highways, Transport and IT stated that the CCTV was overt and that there had only been problems caused by the covert use of CCTV. He stated that irresponsible parking outside of schools was a problem.
- The numbers of pupils on roll at the Priory Witham School had increased and traffic calming measures on the road outside of the school aggravated parking problems and could the traffic calming measures be removed? The Executive Councillor for Highways, Transport and IT stated that this matter should be raised with the Area Highways Manager.
- In one case the developer wished to install a separate access to a school to facilitate pupil access but the school had refused the new access because of concerns about safety.

RESOLVED

That the progress of the scheme and the comments made by the Committee be noted.

46 REVENUE AND CAPITAL BUDGET PROPOSALS 2017/18

(Note: Councillors M G Allan, K J Clarke and A H Turner MBE left the meeting during this item)

The Committee received a report in connection with the budget proposals arising from the Provisional Local Government Settlement, announced on 15 December 2016 and its implications for Highways and Transport Services. The Committee's views were sought and their comments passed to the Executive meeting on 7 February 2017.

Comments by the Committee and the response of officers included the following:-

- Was the additional funding of £3m awarded by the Department for Transport from the productivity fund to be spent in the financial year 2017/18? Officers

explained how the additional funding would be spent and that, ideally, it should be spent in the financial year 2017/18.

- Alternative street lights should only be switched off; people working shifts needed the street lights on; in some cases residents had been advised by the Police to lock their property because of the poor lighting; older versions of CCTV did not operate in the dark but newer versions used infra-red which was able to see in the dark; there had been an increase in burglaries and footpaths should be lit. The Executive Councillor for Highways, Transport and IT stated that the cost of reinstating street lighting would be too expensive to undertake with the Council needing to save £100m in this financial year. He added that the Police had stated that there had not been increase in crime, that North Yorkshire and Worcestershire County Councils had already adopted a similar reduction in street lighting and crime had gone down. He stated that the majority of areas in Lincolnshire did not have street lighting with street lighting provided where there was a night time economy and where there were high numbers of frail elderly people.
- With regard to the proposal to reduce amenity grass cutting the Executive Councillor for Highways, Transport and IT reiterated his previous comments on the need for the Council to save £100m this financial year. The Council had communicated with local communities, including Parish Councils, about the proposals to reduce amenity grass cutting and that safety cuts would be carried out if required. The Committee welcomed the offer of 20% funding to Parish and Town Councils to continue with the amenity cuts on a self-service basis.
- Officers stated the Council would save £1.7m a year by reducing street lighting and that the Council would get back £35m from the Government for its 2017/18 net capital programme.
- Officers asked Councillor R A Renshaw to let them have the details of a street light located on a playing field footpath which he raised at the meeting.
- The reduction in gully emptying and drainage cleansing to less than one cycle per annum and emergencies was highlighted as an area of concern. There was concern about the impact on the public and the increased risk of localised flooding and complaints. Officers highlighted the impact would be minimal as the cleansing would be targeted to those areas that needed it more.

A motion by Councillor Mrs A M Newton that the Executive should be asked to reconsider the recommendation to reduce the Highway Asset Maintenance budget in connection with street lighting as detailed in the report, because of safety concerns, was not seconded and therefore was not carried. It was agreed to pass Councillor Mrs A M Newton's comments to the Executive on 7 February 2017.

RESOLVED

That the comments made by the Committee on the Revenue and Capital Budget proposals 2017/18 be passed to the Executive on 7 February 2017.

47 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK
 PROGRAMME

The Committee received a report in connection with its Work Programme. Officers stated that as the next meeting of the Committee was due to be held in the period leading up to the County Council Election on 4 May 2017, the Committee agreed that this meeting would only be held if there emergency items to consider.

RESOLVED

That the Committee's Work Programme be noted and updated accordingly.

The meeting closed at 12.45 pm

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

Report to:	Highways and Transport Scrutiny Committee
Date:	27 February 2017
Subject:	Performance Report, Quarter 3 – (1 October to 31 December 2016)

Summary:

This report sets out the performance of the highways service including the National Highways and Transportation (NHT) Survey, Lincolnshire Highways Alliance, Major Highway Schemes Update and the Customer Satisfaction Information (including service specific complaints and compliments).

Actions Required:

The Committee is asked to consider and comment on the detail of performance contained in the report and recommend any changes or actions to the Executive Member for Highways, Transport and IT.

1. Background

This report draws together performance and update information on the whole of the highway service in Lincolnshire.

This performance report contains:

- National Highways and Transportation Survey Report 2016
- Lincolnshire Highways Alliance Performance Report Year 7, Quarter 3
- Lincolnshire Major Highway Schemes Update February 2017;
- Customer Satisfaction Information (including service specific complaints and compliments).

Highway Condition information is measured and reported annually and will be included in a future report.

There are five major highway schemes reported through the Council Business Plan:

- Lincoln Eastern Bypass
- Grantham Southern Relief Road
- Lincoln East West Link – Now Completed
- Spalding Western Relief Road
- Progress with North Hykeham Relief Road (Lincoln Southern Bypass)

There are a number of other major highway and other infrastructure projects which are of a significant scale and may have a major impact on the County and surrounding area. All of these schemes are included in the Lincolnshire Major Highway Schemes Update Report February 2017 found as Appendix C to this report.

The highway service has again been successful at attaining the standard required to be registered for BS11000 Collaborative Working Relationships.

We have submitted this year's Department for Transport Self-Assessment with 21 of the 22 areas at the Band 3 level. Although still to be audited, this will give an overall Band 3 level resulting in the full retention of the Local Highways Maintenance Incentive/Efficiency Element Funding, the level of which has yet to be confirmed.

1.1 The National Highways and Transportation (NHT) Survey Report 2016

This survey measures the public perception of the importance of our highway services and the satisfaction with those services. 106 highway authorities now take part which includes 20 of the 22 County Councils. Over 3000 questionnaires are sent out to Lincolnshire residents during June and July with a response rate of 27.7%, up from 24.7% last year. This is higher than the national response rate which is 24.4% and 21.3% respectively. Lincolnshire were asked to present to this year's NHT Conference after being named one of the top two highway authorities in the country by Andrew Jones MP, the Roads Minister.

Overall satisfaction with our highway services has increased slightly this year to about the national average. Satisfaction with key themed service areas has increased for Accessibility, Walking/Cycling, Tackling Congestion and Road Safety. There has been a reduction in the satisfaction with the themes of Public Transport and Highway Maintenance possibly resulting from some negative publicity around changes to bus and street lighting services.

The NHT Survey Report 2016 can be found as Appendix A.

1.2 Lincolnshire Highways Alliance Performance

Introduction

The Lincolnshire Highways Alliance is an Alliance between the Council, Dynniq, Mouchel/WSP and Kier. The Alliance delivers the majority of highway services through the Traffic Signals Term Contract, the Professional Services Contract and the Highways Works Term Contract which all started on 1 April 2010.

Each of the Alliance contracts has been extended by 1 year to 31st March 2019, which means that the contract has been issued to year 9 of a possible 10.

Performance

Quarterly performance is reported through the Alliance management structure, with performance issues becoming the subject of an improvement action plan. A copy

of the Lincolnshire Highway Alliance Performance Report for Year 7, Quarter 3, can be found in Appendix B. This covers the period of October to December 2016.

The Alliance partners have managed to achieve their targets for Quarter 3. The results per contract area are:

- Alliance Key Performance Indicators (LCC/Kier/Mouchel(WSP)/Dylnniq) – 95%
- Highways Works Term Contract Performance Indicators (Kier) – 97.8%
- Traffic Signals Term Contract Performance Indicators (Dylnniq) – 87%
- Professional Services Contract Performance Indicators (Mouchel/WSP) – 84.4%
- Client Performance Indicators (LCC) – 77%

The performance achieved in Quarter 3 suggests that the Alliance Indicators are at a good level and look set to remain at a high standard as we complete Year 7. A series of new indicators are being trialled alongside the current set of indicators to target and challenge each partner so that the Alliance continues to evolve.

Traffic Signals Term Contract

Dylnniq have met their "Carbon Footprint per employee" target, following a recent environmental KPIs study for 2016.

In 2015 Dylnniq produced 8.1 tonnes of CO₂ per employee, the target for 2016 was a 5% improvement on this. Dylnniq actually achieved 6.25 tonnes which is close to a 30% improvement. This takes them closer to being Carbon Neutral and reduces the overall businesses carbon footprint by 450 tonnes of CO₂ per year.

The performance of Dylnniq indicates the level of attention and positive attitude shown towards the contract and their desire to work with the Authority beyond 2020.

Highway Works Term Contract

The main focus of work is to improve the carriageway condition. In Quarter 3 we have repaired approximately 22540 potholes and completed 4,337 jobs.

Permitting went live on the 5th October and so far the implementation has run smoothly. Data to demonstrate the impact of the scheme will be available for the next performance report.

The Verge Biomass trial continues, having gained interest at a regional and national level. The material collected during the trail cuts has been fed into the Anaerobic Digester. The results from this will enable the study to reach its conclusion

Professional Services Contract

The Technical Services Partnership continues to be engaged in the design of our major schemes, other internal and external design of schemes, traffic modelling and other consultancy work.

The flexibility of this "mixed economy" public/private sector contractual arrangement continues to work well, responding to the resource needs associated with Phases 2 and 3 of Grantham, the project management of the street lighting transformation programme and making arrangements for a mixed Mouchel/LCC site team for the construction phase of the Lincoln Eastern Bypass.

Mouchel have recently been sold by Kier to the Canadian Consultancy WSP. WSP already operate in the United Kingdom and have a combined worldwide workforce numbering 34,000 employees. We do not envisage any negative impact to Lincolnshire from this change but will monitor performance closely during the change process.

The outcome of the Future Operating Model in the highways service is a programme that focusses on enhancing particular aspects of TSP performance. Mouchel have added value to this process through sharing comparator data and "best practice" processes from other local authorities and have been instrumental in helping develop proposals. The combined Mouchel/LCC management team in TSP are now taking shared responsibility for implementing these proposals.

1.3 Customer Satisfaction Information

Customer Complaints relating to highways have increased this quarter mainly due to the changes in street lighting policy. Transport related complaints reduced slightly.

Compliments relating to highways and transport declined this quarter.

2. Conclusion

The Lincolnshire highway service continues to perform at a high level. This level of performance is evidenced by the national recognition of the service by the Department for Transport through its Assessment Process.

The Committee is asked to consider and comment on the detail of performance contained in the report and recommend any changes or actions to the Executive Member for Highways, Transport and IT.

3. Appendices

These are listed below and attached at the back of the report	
Appendix A	The National Highways and Transportation Survey Report 2016
Appendix B	Lincolnshire Highways Alliance Performance Report Year 7 Q3 (October to December 2016)
Appendix C	Lincolnshire Major Highway Schemes Update - February 2017
Appendix D	Customer Satisfaction Survey (including service specific complaints and compliments)

4. Background Papers

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

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

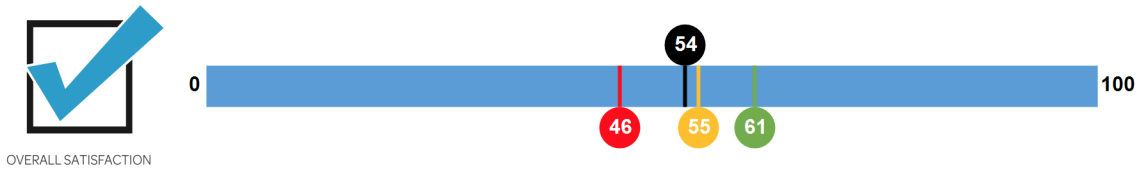
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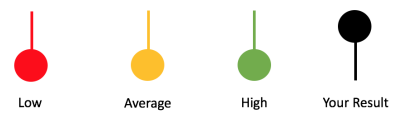
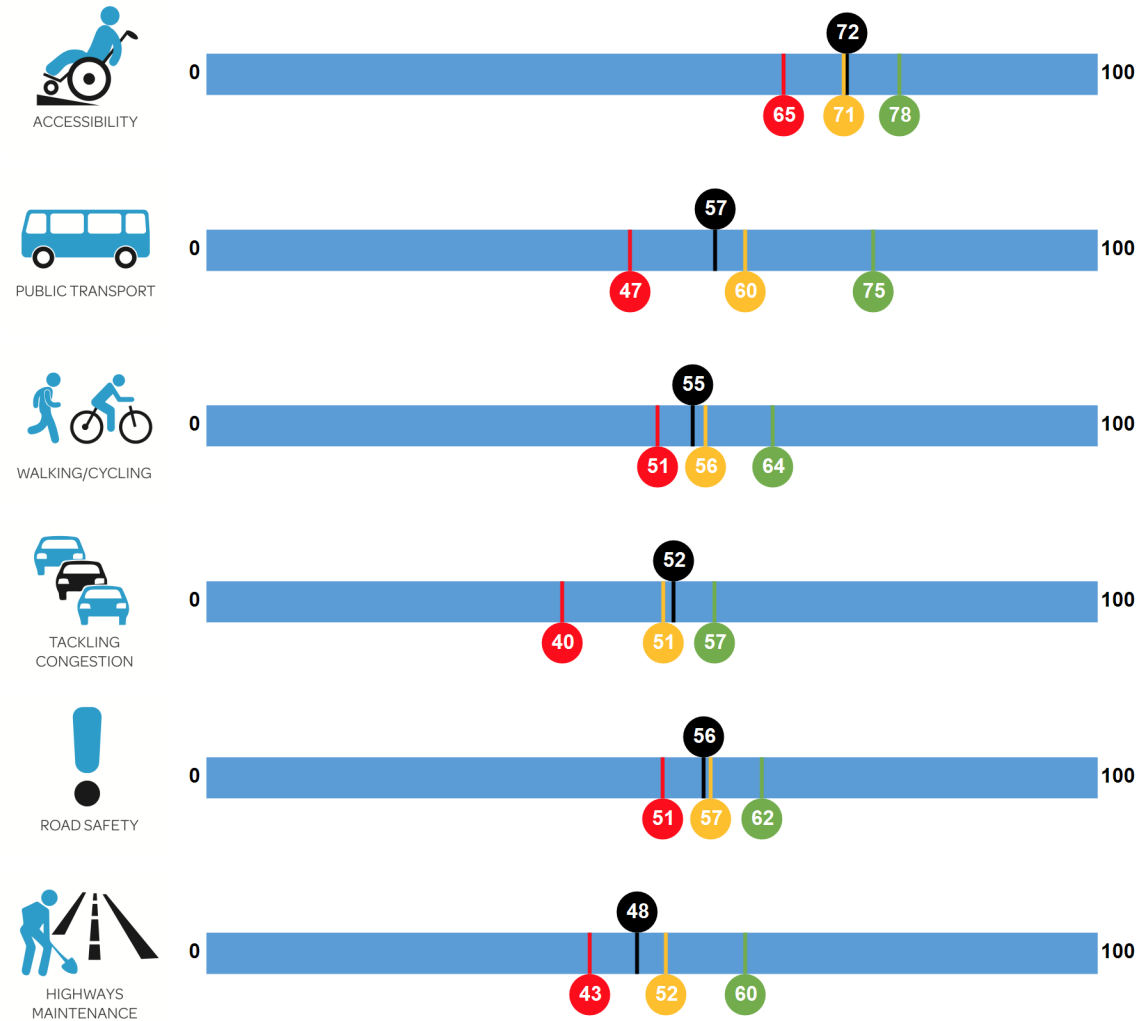
Summary Report for Lincolnshire CC

Executive Overview	3
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Tackling Congestion	7
Road Safety	8
Highways Maintenance/Enforcement	9

Satisfaction Overall



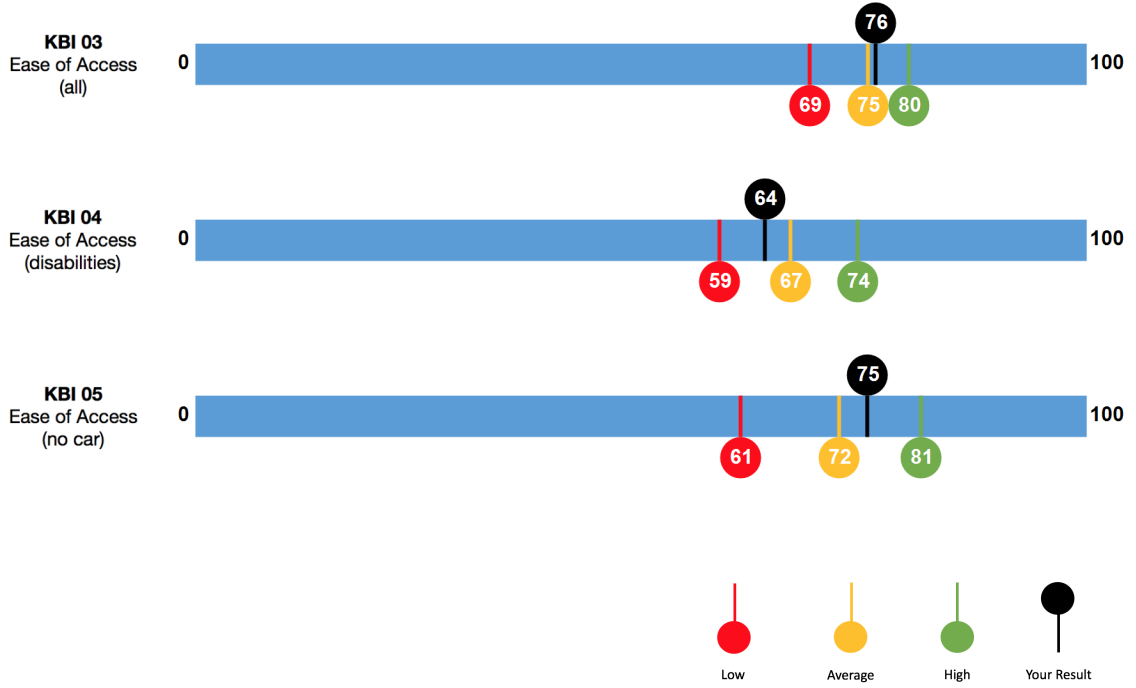
Satisfaction by Theme



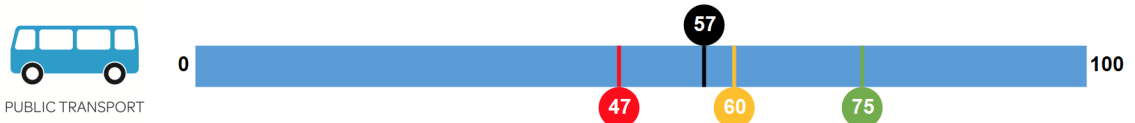
Accessibility Satisfaction Overall



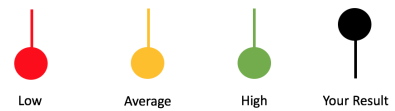
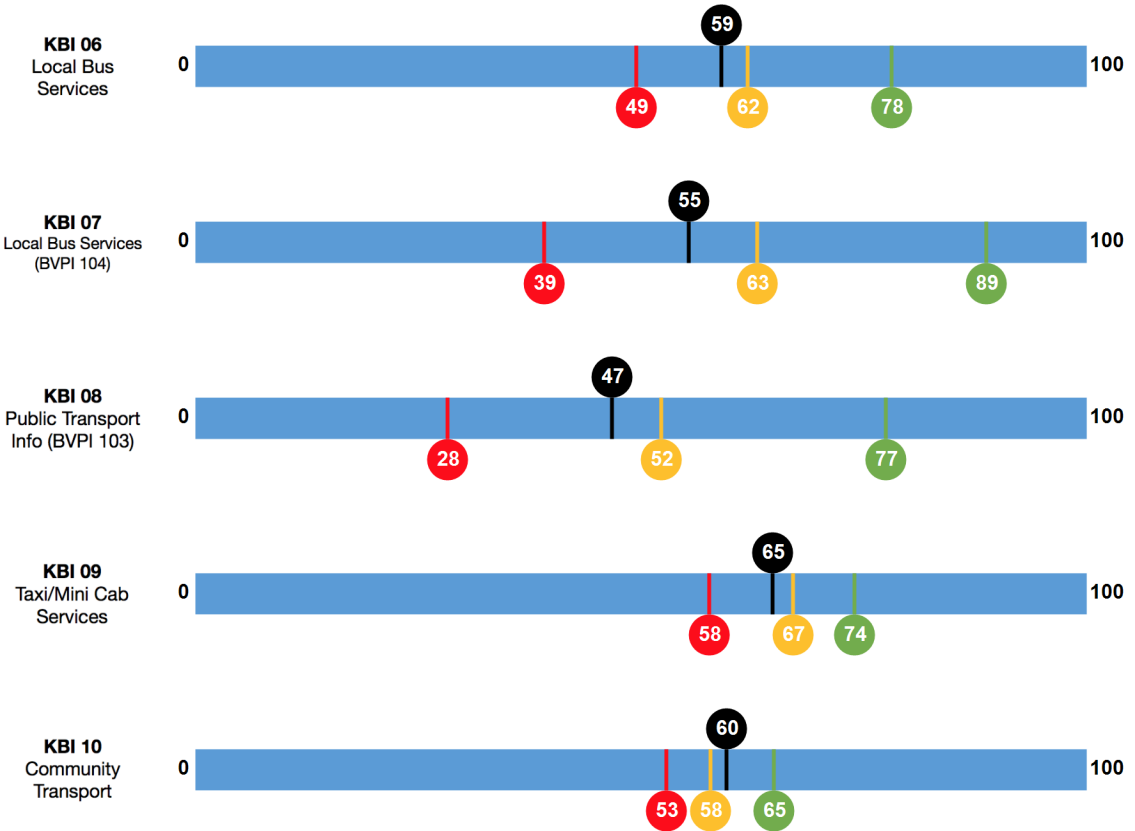
Accessibility Key Benchmark Indicator Results



Public Transport Theme



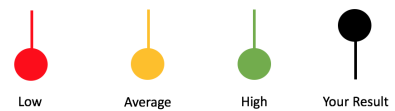
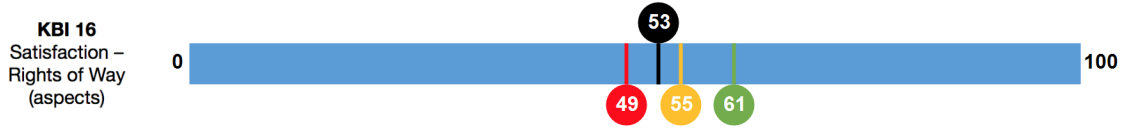
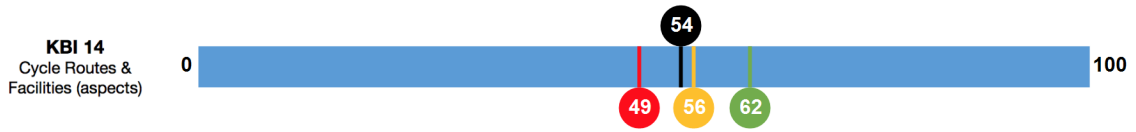
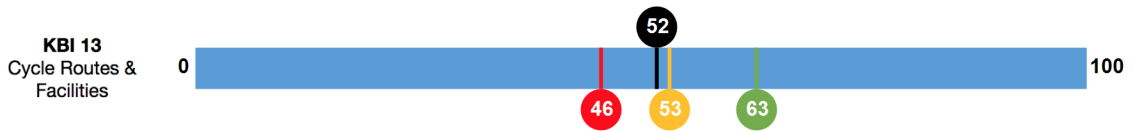
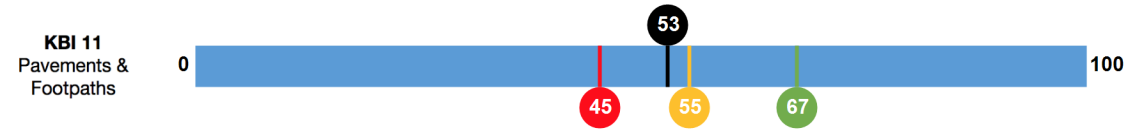
Public Transport Key Benchmark Indicator Results



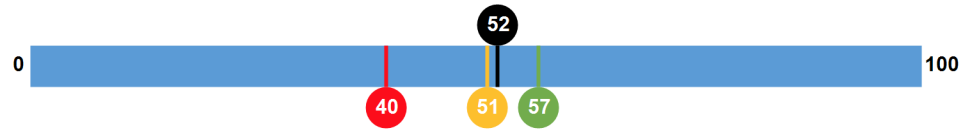
Walking & Cycling Theme



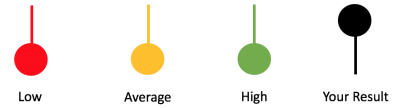
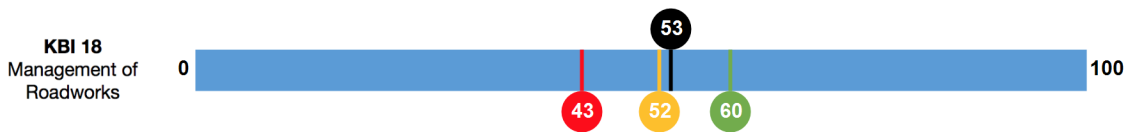
Walking & Cycling Key Benchmark Indicator Results



Tackling Congestion Theme



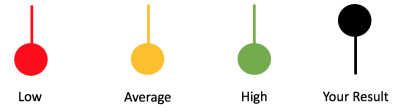
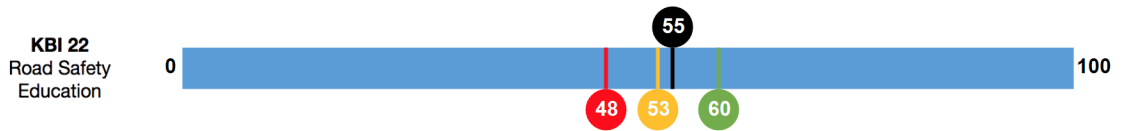
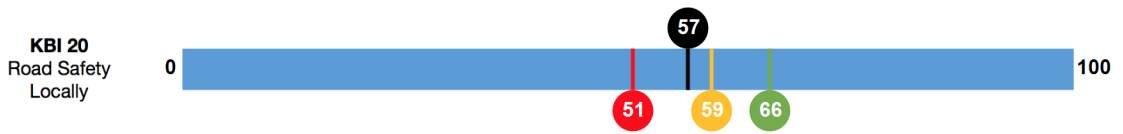
Tackling Congestion Key Benchmark Indicator Results



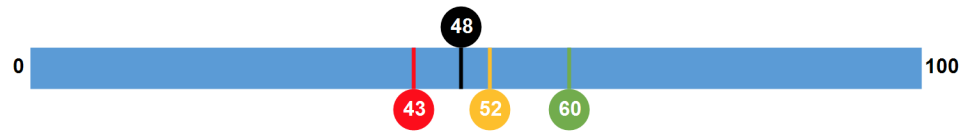
Road Safety Theme



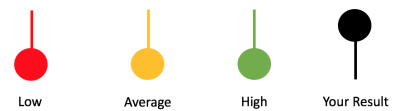
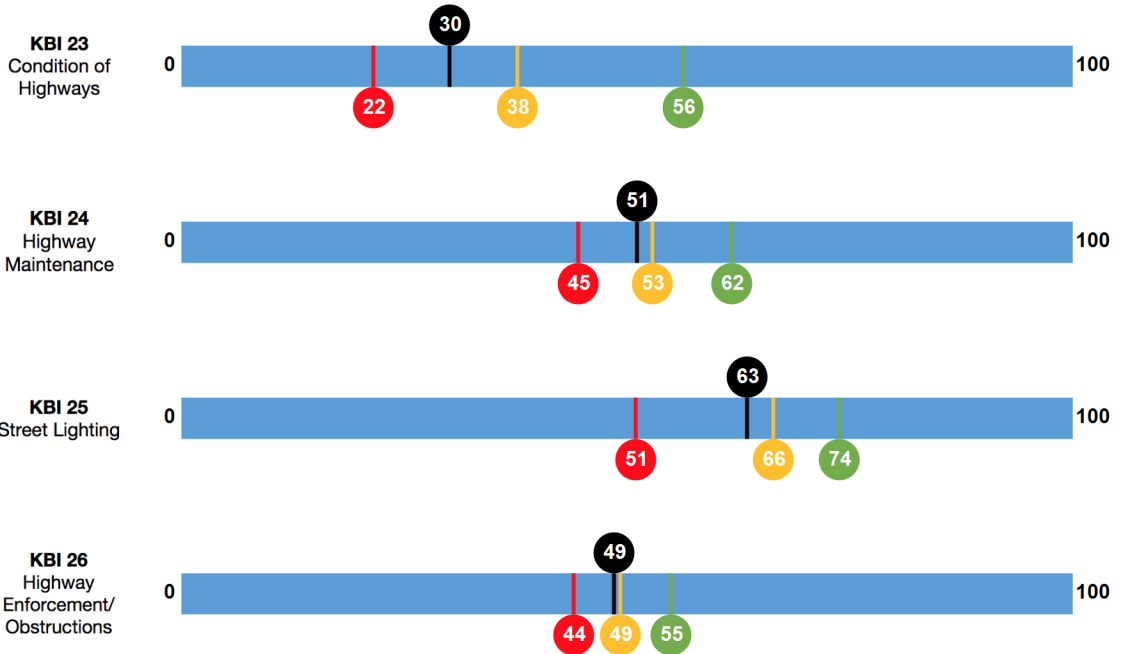
Road Safety Key Benchmark Indicator Results



Highways Maintenance/Enforcement Theme



Highways Maintenance/Enforcement Key Benchmark Indicator Results



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**Lincolnshire Highways Alliance
Performance Report
Year 7 Q3 (October to December 2016)**

January 2017

Introduction

This report is prepared for the Highways Network Alliance Group (HNAG) by the Performance Working Group. It offers a summary of the results from each of the agreed KPIs and PIs.

Highway Works Term Contract

HIGHWAY WORKS TERM CONTRACT				PERFORMANCE DASHBOARD			Quarter 3	TREND
PI	INDICATOR	TARGET	RESULTS	SCORE	0	5	10	
1	Street lighting Indicator	98.9% or above	97.52% compliance	9.80				=
2	Response times for emergency works	99.5% or above	99.52% compliance	10				=
3	Tasks completed within timescale	97% or above	98.8% compliance	10				=
5	Acceptable site safety assessments	95% or above	100% compliance	10				=
7	Defect corrections requiring TM	98% or above	99.93% compliance	10				=
8	% waste reused/recycled	90% or above	96.38% compliance	10				=
9	Compliance with tendered Quality Statements	100% compliance	79.17% compliance	8				=
10	Quality assessment of workmanship	100% compliance	100% compliance	10				▲
11	Measure/reduce carbon over the whole fleet	100% compliance	100% compliance	10				=
12	% task orders in compliance with TMA	95% or above	98.25% compliance	10				=
4	RIDDOR incidents	0 RIDDOR incidents	0 RIDDOR incident	0				=
6	Service strikes	0 Services Strikes	0 Service Strikes	0.0				▲
			TOTAL	97.8				▲

Highway Works Term Contract Performance commentary 2016/17 Q3

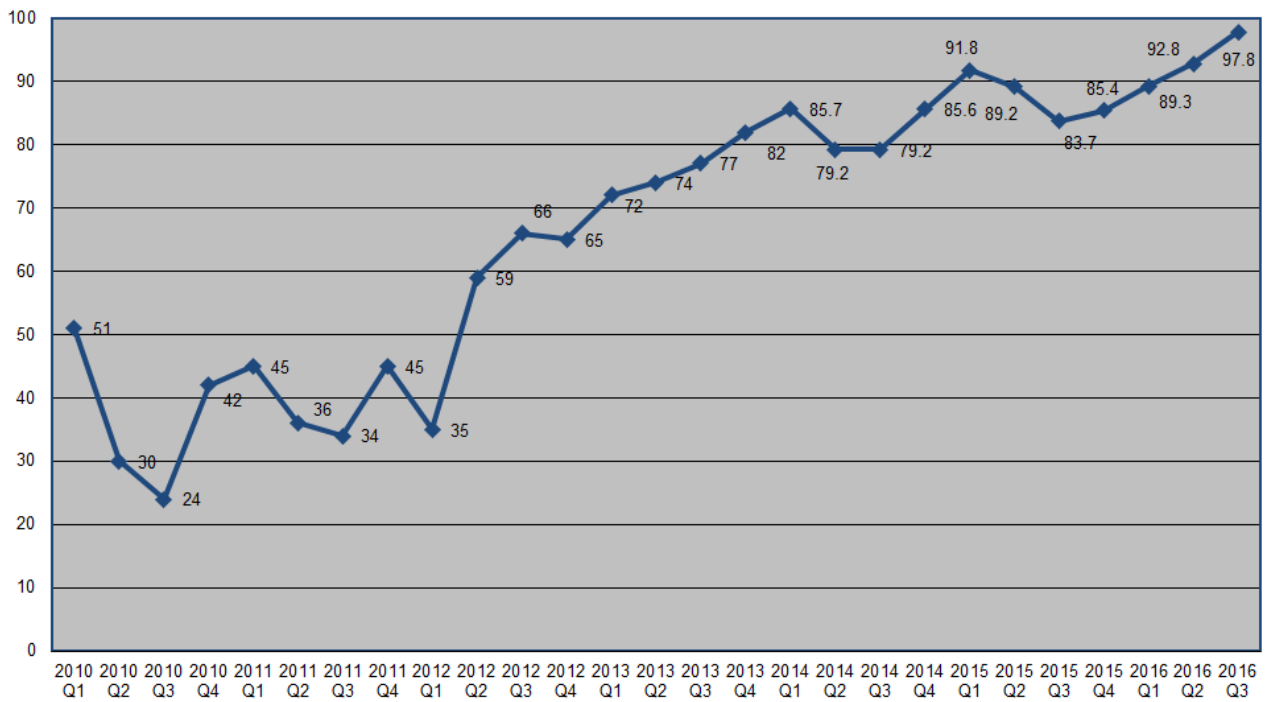
PI1 Street Lighting service standard: The indicator scored 9.8 which equates to an overall score of 97.52% on the indicator. The method of assessment has been amended to suit the transformation project.

PI2 Response times for Emergency works: Performance has slightly dipped this Quarter to 99.52% from 99.58%. This has no effect on the overall score. Out of the 1032 emergency jobs over the quarter, 1027 achieved the required response rate.

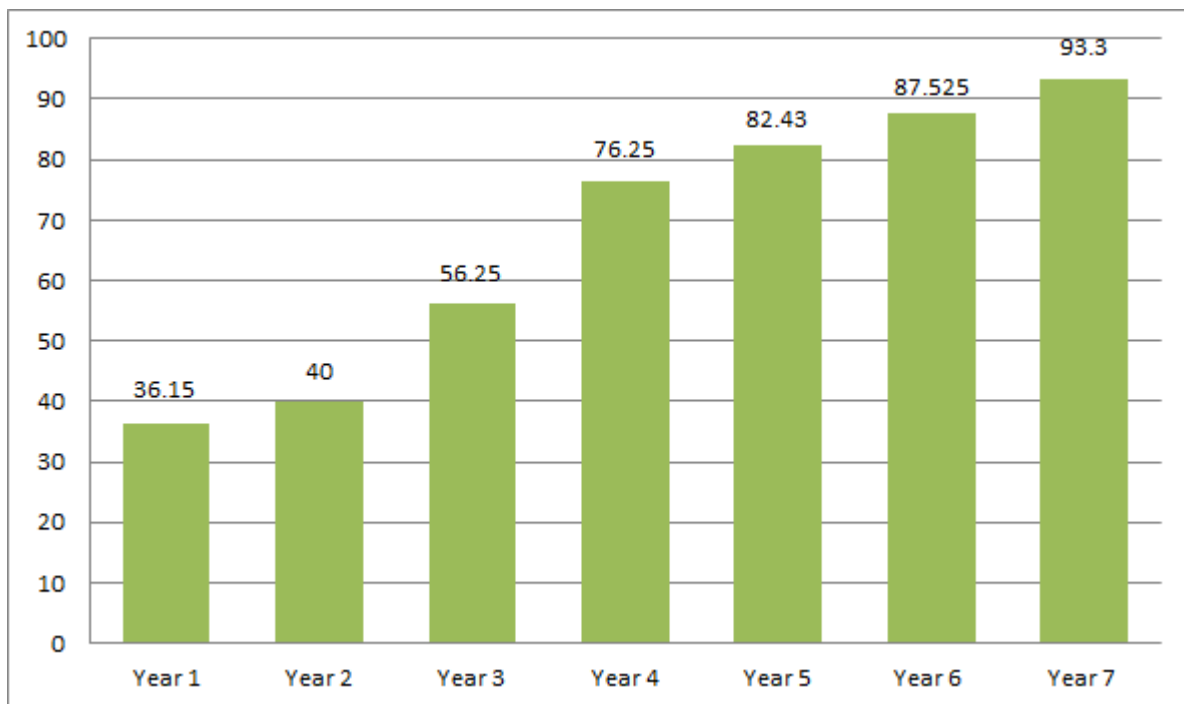
- PI3 Tasks completed in time scale – 83 jobs out of 82 jobs were completed on time giving this PI a 98.8% score and full marks.
- PI5 Acceptable site safety assessment – This indicator was revised in Year 6. Instead of looking at the Quarter average the indicator now looks at a Yearly average. This is because not enough assessments were being undertaken over the Quarter to give meaningful data. The Indicator was scored as follows;
- Quarter 4 Year 6 = 3 assessments/3 passes
 - Quarter 1 Year 7 = 13 assessments/13 passes
 - Quarter 2 Year 7 = 15 assessments/15 passes
 - Quarter 3 Year 7 = 19 assessments/19 passes
- This gives a total of 50 assessments over the year with a total of 50 passes. This gives a score of 100% which means the indicator scores full markers for this Quarter.
- PI7 Defect correction requiring traffic management: There were 4337 jobs this quarter with 3 defects requiring traffic Management. This means that the indicator is at 99.93% and gains full marks.
- PI8 % waste reused/recycled: Performance remains at a good level achieving top marks.
- PI9 Delivery against a series of quality statements made during the tender for the contracts which are chosen each year by the performance group.
- PI10 Quality assessment of workmanship: This quarter there was 23 tests of which 23 passed giving a total of 100% pass rate.
- PI11 Measure/reduce carbon over the whole fleet: This indicator continues to improve, showing that the Alliance fleet is continuing to reduce unnecessary mileage and journeys against a set baseline.
- PI12 % task orders in compliance with Traffic Management Act: The indicator has slightly increased from 97.59% last quarter to 98.25% this quarter. This does not change the score and the indicator still scores full marks. Out of the 57 orders 56 had been assigned the correct notice.
- PI4 RIDDOR Incidents: There were no RIDDOR incidents reported this Quarter.
- PI6 Services Strikes: There was no service strikes this quarter.

Overall Commentary

There has been a significant rise in performance scores this quarter, from 92.8 in Quarter 2 to 97.8 points this Quarter. This is the highest score achieved by Kier over the life of the Contract. This increase was mainly due to an improvement in PI10 Quality Assessment of Workmanship and that there were no Service Strikes this quarter.



Highway Works Term Contract Scores over the Contract Period.



Highway Works Term Contract yearly average totals

Professional Services Contract

Professional Services Contract				PERFORMANCE SCOREBOARD											
				Quarter 3											
PI	CATEGORY	INDICATOR	RESULT	SCORE	0	5	10	15							
1	Client Satisfaction	Product	8.53 (out of 10)	11.43											
2	Client Satisfaction	Service	9.53 (out of 10)	15											
3	Alliance Wellbeing	Compliance with tendered Quality Statements	82%	8.2											
4	Predictability of Design Costs	Design Costs prior to Construction	9.5% (>10% over)	10.41											
5	Predictability of Works Costs	Cost of Construction	28.6% (>10% over)												
6	Predictability of Time for Design	Time for Design	0% (>10% late)	13.43											
7	Predictability of Time for Construction	Time taken to undertake Works	0% (>10% late)	13.28											
TOTAL				84.4	0 100										

PSP Performance commentary 2016/17 Q3

Overall commentary

Performance remains at a good level. The Q3 result is fractionally down on last quarter but remains at a higher level than all other results in previous years.

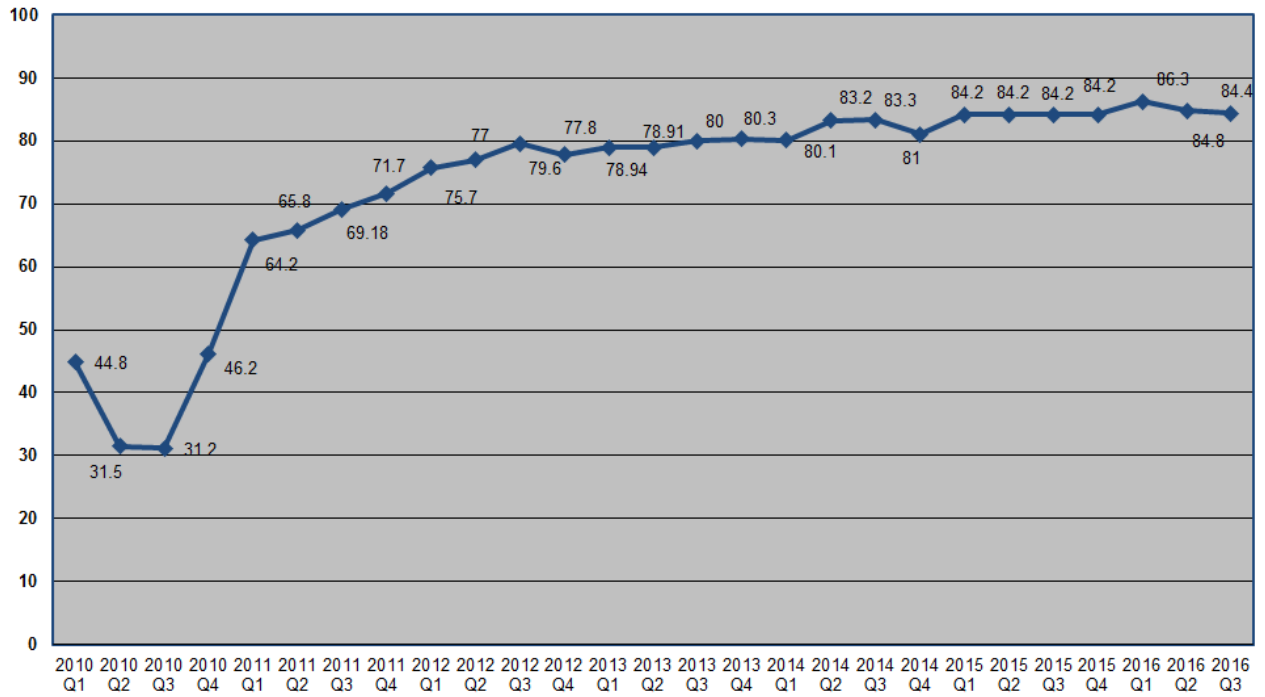
Comments on specific indicators are as follows:

PSP 1 and 2: Satisfaction scores remain at a high level. The response rate is less than satisfactory but Mouchel have allocated an additional resource to try and help make this happen.

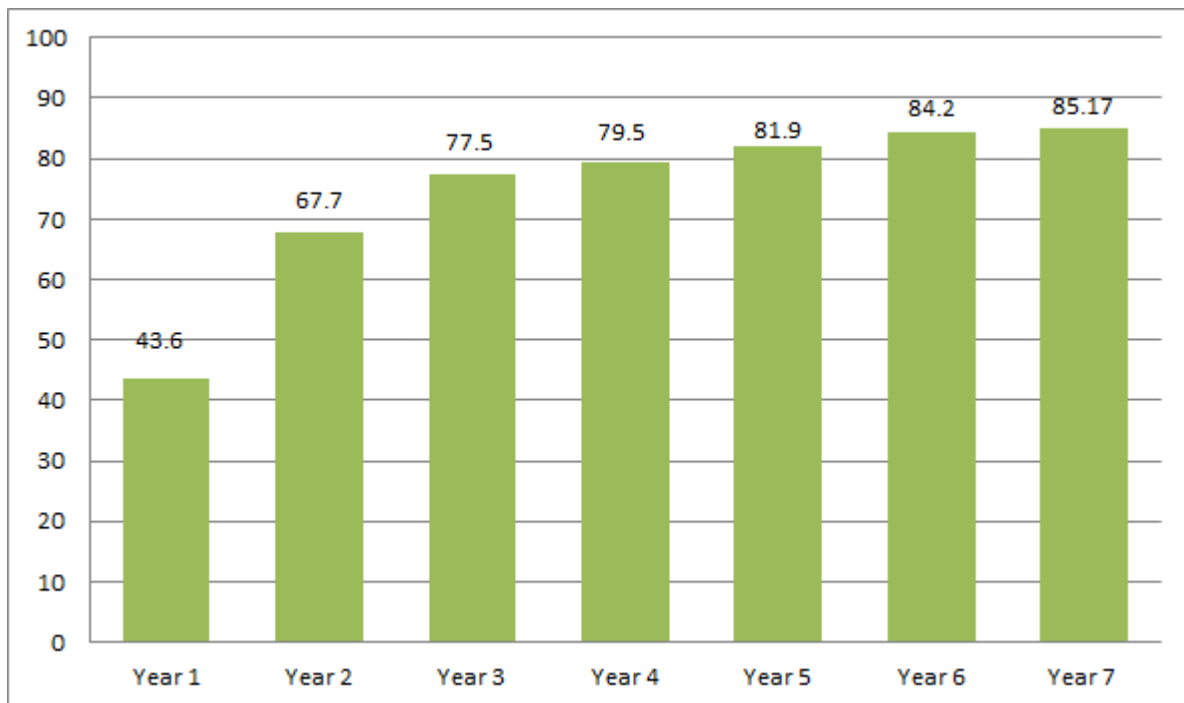
PSP 3: Quality statements. These 'promises' are revised each year. This year's incorporate requirements to support delivery of key aspects of the TSP Improvement Plan and changes to the Mouchel management arrangements. The result this quarter is at 82% against last quarter of 85%, reflecting generally good progress on the improvement plan but also some areas where December deadlines were met in January.

PSP 4 & 6: Design delivery to cost and time: Delivery to time is good, and delivery to cost is improved on last quarter with a halving of the percentage that were more than 10% over cost. Improving these aspects of performance is a key aspect of the TSP improvement plan.

PSP 5 & 7: Works delivery to cost and time: As with design, delivery to time is good. Gathering the 'delivery to cost' data has proved challenging this month for works delivered by the Alliance due to delays in data availability. An alternative measure for influencing the designer's role in achieving the target works cost is proposed for next year.



Professional Services Contract Scores over the Contract Period



Professional Services Contract yearly averages total

Traffic Signals Term Contract

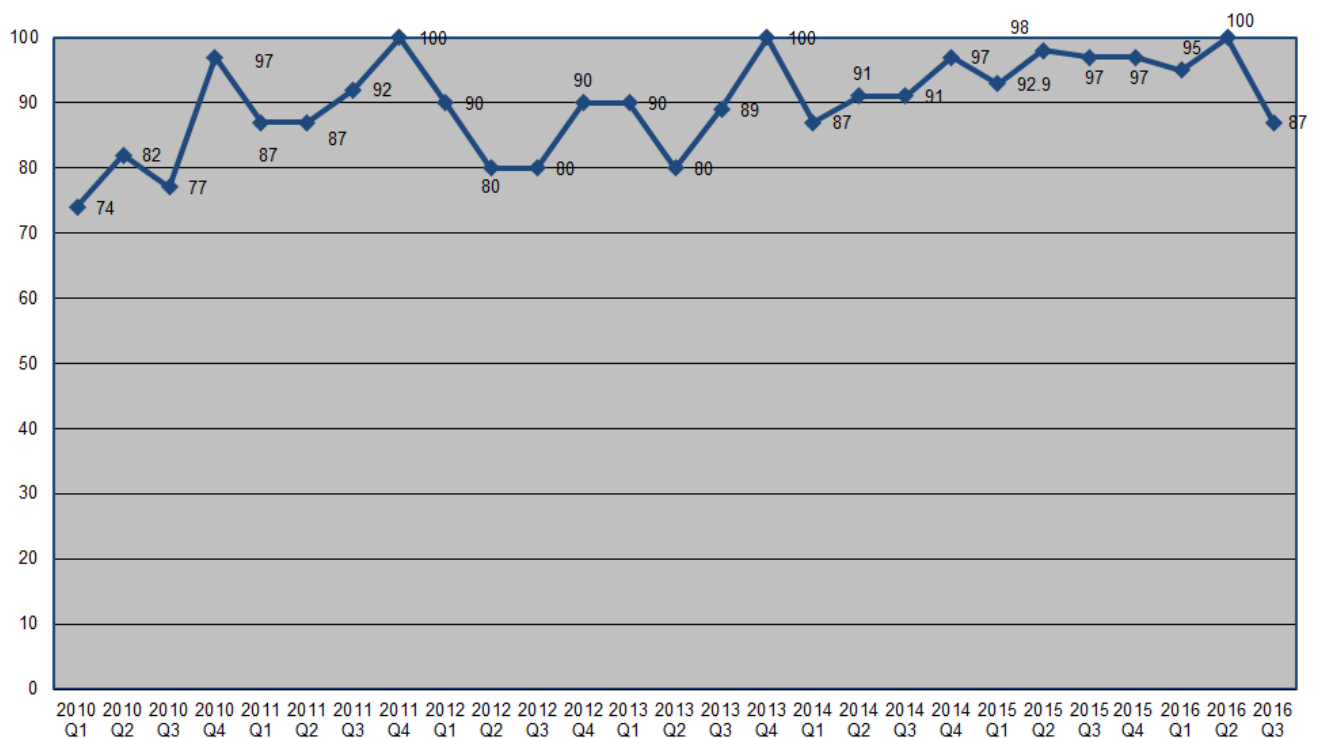
TRAFFIC SIGNALS TERM CONTRACT				PERFORMANCE SCOREBOARD												Quarter 3		TREND		
PI	CATEGORY	INDICATOR	SCORE	0	5	10	15													
1	Alliance Wellbeing	10 Critical Contractors Quality Promises	3	■			■									▼				
4	Service Standards	Weekly works planning and asset data supplied within agreed timescales	10	■										■		=				
5	Service Standards	Number of Faults Cleared within Contract Timescales	10	■										■		=				
6	Service Standards	% Task Orders completed on Time that LCC have specified the completion date	7	■					■			■				▼				
7	Service Standards	% Task Orders completed free of remedial works	7	■					■			■				▼				
8	Service Standards	% Faults resolved at the first visit.	10	■										■		▼				
9	Service Standards	% Task Orders carried out in compliance with TMA	10	■										■		=				
10	Service Standards	% Annual Inspections completed PA	7	■					■			■				▼				
11	Environmental Impact	Carbon Emissions Target set to 123.77 Tonnes CO2	10	■										■		▼				
12	Environmental Impact	Waste / Recycling Target to be agreed with Contractor	3	■			■									▼				
				-15												0				
2	Health & Safety	Reportable Accidents at Work	0												■	=				
3	Health & Safety	Acceptable Site Safety Assessments PA	10	■										■		=				
				0												100				
TOTAL			87	■										■		=				

Traffic Signals Term Contract Performance commentary 2016/17 Q3

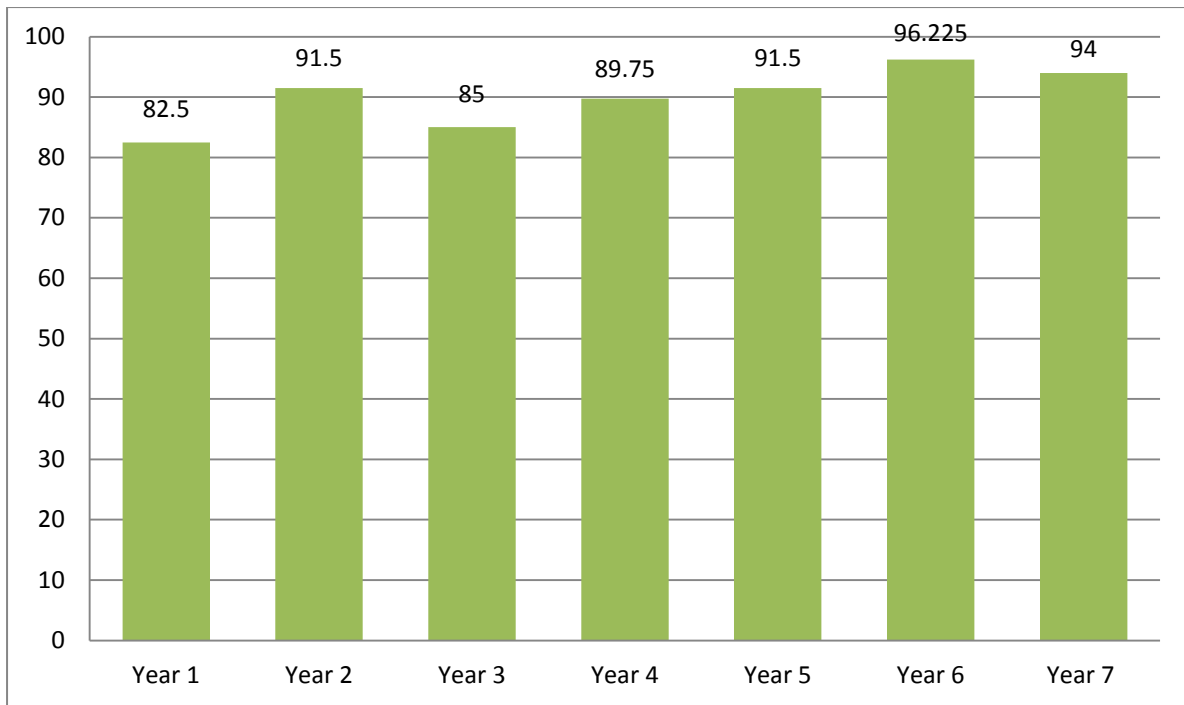
Comments for the TSTC

- PI1 9 Quality promises are being met scoring 3 points for 90%, Current FMS has failed, and a new system is to replace the existing by mid Q4.
- PI4 Weekly works planning and asset data supplied within agreed timescales. 3/3 Inventory's received and 13/13 Whereabouts submitted. 13/13 Dashboard compliance checks carried out in Q3. Total100%.
- PI5 Timescales for clearance are at 100%. All 383 faults received during Q3 have been cleared within the contract timescales.
- PI 6 88 / 94 task orders that have been received during Q3 have been completed within the contract timescales. 93.621%.
- PI 7 One remedial have been reported for Q3 with the 9 task orders that required TMA, associated with PI9. 90%

- PI 8 375/383 Standard faults & Emergency faults all faults resolved first time. 98.68%. 8 repeat visits in total during Q3.
- PI9 10 task orders have been completed in Q3 in line with TMA, 100%
- PI10 There are 317 Sites in Lincolnshire per annum that require the annual inspections to be carried out. Quarterly totals are Q1-71, Q2-82, Q3-82 & Q4-82. 80 out of 82 inspections have been carried out by the end of Quarter 3. 97.56%.
- PI11 Benchmarking results have now been established and agreed at 123.77 Tonnes CO2. Target is to reduce by 5%, equalling 117.5815 by the end of Q4. Our emissions are at 28.502 Tonnes CO2 for Q2.
- PI12 78.54% Recycled materials & 21.46% Recovered materials from Dynniq Depot by the end of the 3rd Quarter. Zero waste has gone to landfill.
- PI2 Zero reportable incidents during Q3.
- PI3 No Inspections have been carried out during Q3, other than 1 joint inspection, dynniq and LCC Traffic Signals.



Traffic Signals Term Contract Scores over the Contract Period.

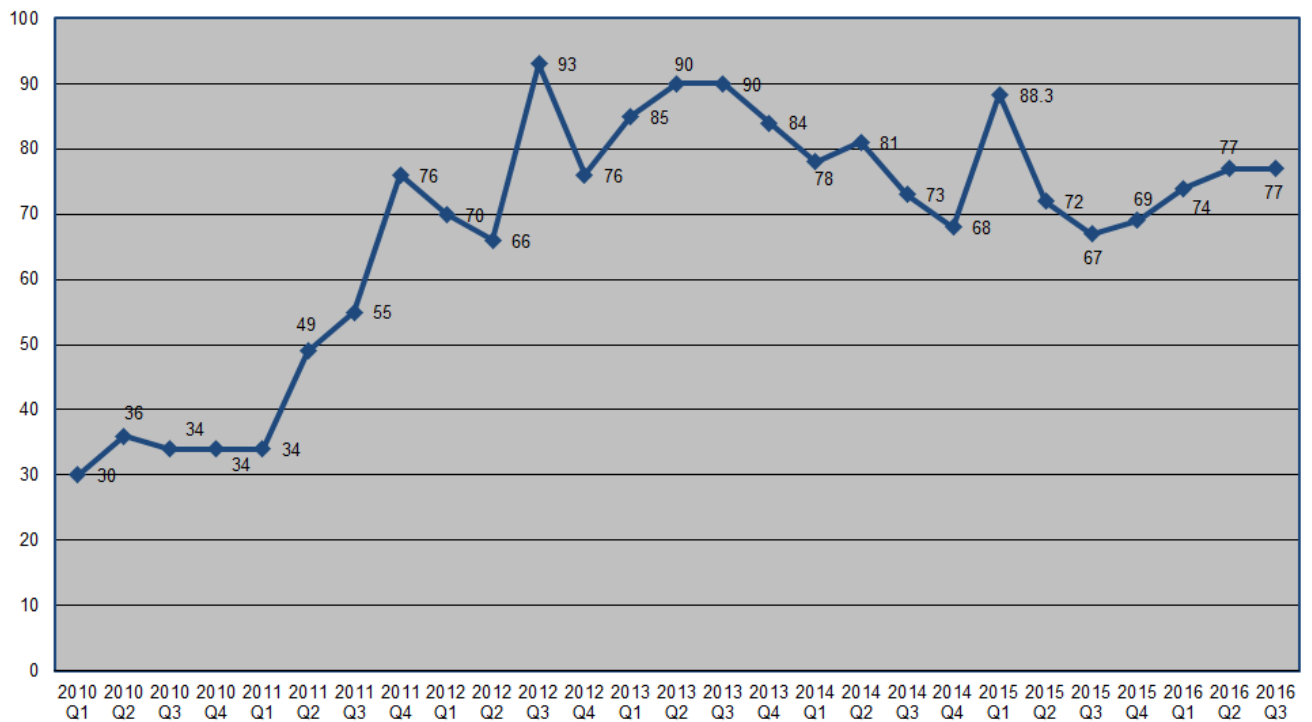


Traffic Signals Term Contract yearly averages total

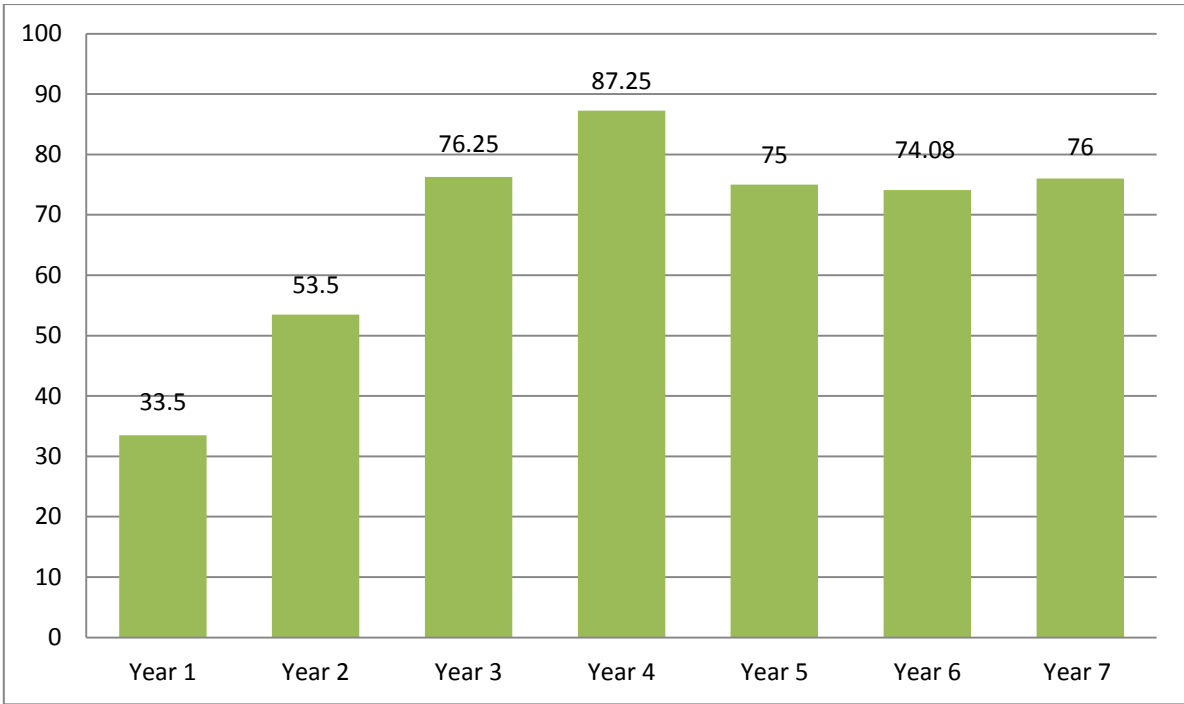
parties of this performance. The level of vacancies, currently running at over 30% within Divisions, has meant that as the level of compensation events increases, staff are struggling to assess them within the target timescale.

Overall Commentary

The Client score has maintained its score this Quarter. This is mainly due to PI4 % of Jobs with Value giving info 8 Weeks prior to start has maintained its high score. Staffing resource and Agresso issues are clearly still having an impact and this can be seen in PI6 which has failed to score, though it has improved considerable from the previous Quarters low. All these scores have been reported through to staff and will continue to be monitored for improvement.



Client Performance Scores over the Contract Period.



Client Performance yearly average totals

Alliance

Lincolnshire Highways Alliance			PERFORMANCE DASHBOARD												Quarter 3					TREND		
KPI	INDICATOR	TARGET	RESULT	SCORE	0			5			10			15			20		25			
1	Nett positive and neutral press coverage	95% or greater	96.50%	25																	▲	
2	Public Satisfaction survey	0% or greater	2.00%	25																		▲
3	Tasks delivered against the agreed Client programme - monthly	95% or greater	97.47%	15																		=
4	Relationships scoring	6.5 points or Greater	6.27	15																		=
6	Creation of an agreed programme	31st October	31st October	15																		=
					0																100	
TOTAL				95																		▲

Alliance Performance commentary 2016/17 Q3

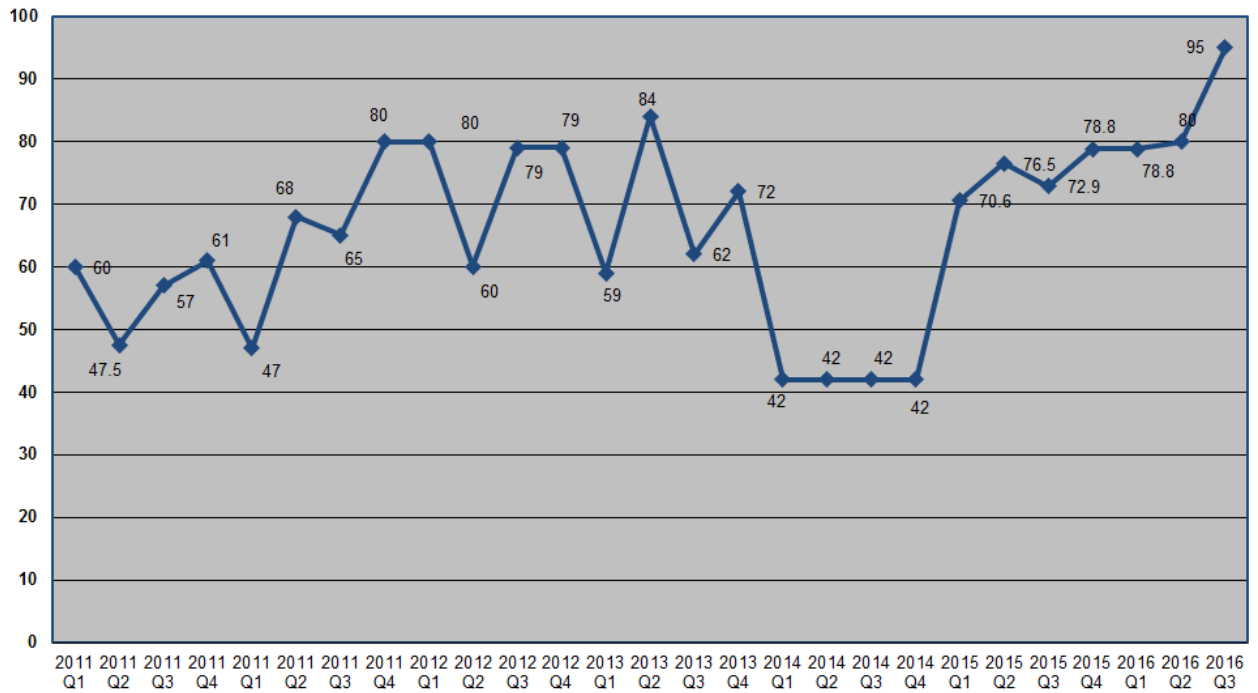
KPI1 Net positive and neutral press coverage: This Quarter there was 221 positive and neutral stories out of 229. This gives a total of 96.5% for the Quarter. This means that the Indicator has cleared the 95% barrier and scores full marks.

KPI2 Public Satisfaction Survey: This is annual data, and the figure for 2016 was an increase of 2% in satisfaction with the overall highway service. This result changes once per year in October.

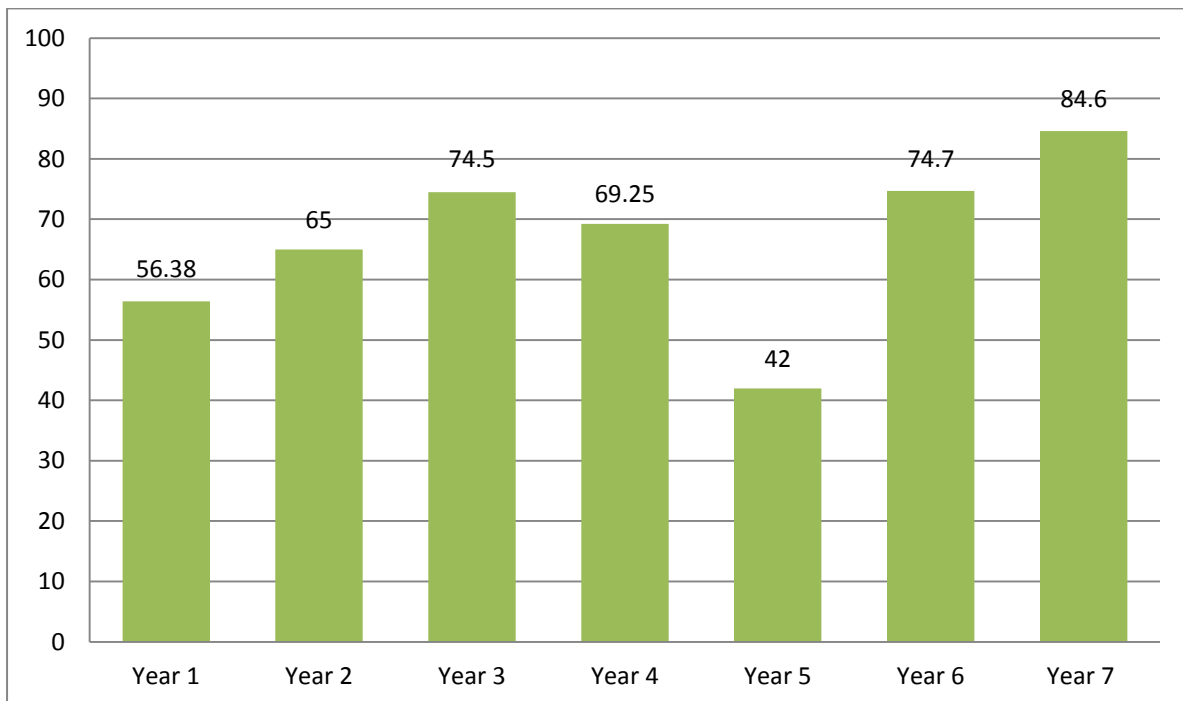
KPI3 Tasks delivered against the agreed Client programme (monthly): The rise in the amount of jobs hitting their programmed targets has been sustained this Quarter.

KPI4 Relationship Scoring: The Scoring mechanism was adjusted at the start of year 6 so that the relationship is scored out of 10 instead of 12. This changed the score for maximum points to be a target of 6.5. This Quarter the relationship score was 6.27 which means the indicator has slightly increased by 0.15 of a point.

KPI6 Creation of an agreed programme: The programme was issued on time.



Highway Alliance scores over the Contract period.



Highway Alliance yearly average totals

Conclusion

Scoring is still being affected by the implementation of Agresso and has caused a few problems when collecting data, but this is now becoming a lesser problem. This has been noted in the commentary above. We have been able to score all the dashboards this Quarter.

The Highway Works Term Contract has risen this Quarter and is now at its highest level since the start of the contract. The previous highest score of 92.8 was scored in Q2 of Year 7.

The Professional Service Contract has slightly decreased from 84.8 to 84.4 points. This is still an excellent score, being the third highest total over the life of the contract

The Traffic Signals Contract scored 87 this quarter but the performance result must be viewed in context. During this period their Alliance Service Supervisor Richard Williams had an enforced absence due to ill health. Richard's role is key to the organisation and due to the size of the contract team his loss has a disproportionate effect on the delivery of the service. Dynniq made alternative cover arrangements and still provided a high level of service throughout this period.

The Client score has maintained its score of 77 points from last Quarter. Good scores have been maintained in PI 4 % of JV's giving all info 8 weeks prior to start and PI5 Value of Compensation Events versus targets. Though PI 6 % of CE's committed within 2 weeks scored no point it has recovered dramatically over the period – falling just 0.19% short of scoring this Quarter.

The Alliance Indicator has risen impressively from 80 points to 95 points this Quarter. This is mainly down to the fact that we have scored full marks in the Positive/Neutral Press Coverage and Satisfaction with the Highway Service.

Darrell Redford
January 2017

Appendix 1 – Highways Works PI Improvement Actions

Indicator No	Description	Action	Owner	Target Date	On Track
KPI 10	Quality assessment of workmanship	Regular Quarterly meeting between Divisional staff and Contractor to discuss and rectify issues. Laboratory to review testing regime with LCC Performance Manager. New process and procedure submitted to aid in rectifying issues. There has been some progress on this – and we have seen an improvement in the scoring, though this Quarter the scores have slipped back. Continue to review	Target Cost and Performance Manager, Kier Officer and Divisional Officers.	March 2017 Q4 Year 7	

Appendix 2 – Client Performance Indicator Actions

Indicator No	Description	Action	Owner	Target Date	On Track
CPI 6	CE's committed within Timescale	Assess all CE's committed by Officer to see if there is a pattern. Report information on Divisional Dashboard and to the monthly NDM's meeting. Monitor results for future Quarters as Confirm/Agresso shut down will effect CE commitment. Continue to monitor the effects of Agresso and staffing levels on data	Network and Development Managers, TSP management and Divisional management.	March 2017 Q4 Year 7	

LINCOLNSHIRE MAJOR HIGHWAY SCHEME UPDATE – FEBRUARY 2017

LINCOLN EAST WEST LINK

Background – Scheme cost £23 m, part of the Lincoln Integrated Transport Strategy and also a regeneration scheme. Will offer an across town route to mitigate the impact of a potential lengthy level crossing closure and also opens up development opportunities. Contract awarded to Balfour Beatty, off highways works started 3 November 2015.

Current Position – The highway scheme is now operational with a temporary bus station to the north of Tentercroft Street with the access controlled by permanent traffic signals in a temporary position, whilst the new Transport Hub is constructed by the City of Lincoln. The full scheme benefits will only be realised when the Lincoln Transport Hub is open and the temporary bus station removed.

Rose House was handed over to the Lincolnshire County Council Client on the 31 January 2017 with the Contractor given four weeks to address an agreed list of defects.

SKEGNESS COUNTRYSIDE BUSINESS PARK

Current Position - Tenders were returned at the beginning of October. A value engineering meeting has been carried out with the contractor which identified just under £0.5m of potential savings within the scheme. The value engineering measures include some limited redesign, removal of constraints, and starting at a different time of year.

A delegation of Lincolnshire County Council officers and elected members together with the local Member of Parliament met with Anglian Water to discuss issues surrounding the costs for development. As a result, the scheme has become affordable.

A contract for the main works will be awarded once the Heads of Terms with the private sector partner are signed. In the interim, a letter of intent has been sent to Eurovia (the contractor), to facilitate their mobilisation with an expected start on site on the 27 February 2017.

GO SKEGNESS

Background – The Smarter Choices Team have secured £4 m of funding through the Greater Lincolnshire Local Enterprise Partnership to help improve sustainable transport links to and through Skegness and Ingoldmells. Transport studies have been conducted to identify sites where improvements can be made to assist bus movements, cyclists and pedestrian provisions and to help promote local attractions.

Various sites have cascaded out of this study and we have progressed designs, the first of which started on site in September last year. With Skegness being a busy holiday destination, we are limited to working through the winter months, so as not to unnecessarily affect summer traffic movements. The first wave of schemes will therefore be complete by the end of March.

Current Position:

- Gibraltar Point Cyclepath Phase 3 has been successfully completed;
- Lumley Road Bus Stops have successfully been completed;
- Roman Bank, Ingoldmells layby extension has successfully been completed but in need of some minor remedials;
- A52 Bus Lane Extension and cyclepath, £1.2m tender awarded to North Midland Construction, work on site commenced on Monday 7 November, good progress has been made to date.
- Gibraltar Point Phase 1 has started and good progress being made.
- Gibraltar Point Phase 4a is due to start on site on the 27 February 2017.

Design and project management work is well underway with the next winter tranche of schemes.

HYKEHAM RELIEF ROAD (FORMERLY LINCOLN SOUTHERN BYPASS)

Background – Scheme progressed to Preferred Route status agreed by the Executive on the 5 December 2006 and some "blight" property bought to deliver the scheme. Estimate for dual scheme at that time was £67 m but this has now been revised to £90 m. Some discussions with developers regarding constructing part of the scheme to allow access to development land. The next stage is to submit a planning application for all or part of the route. Timescales for this activity are unknown at the present. Bids have been submitted to both the Lincolnshire Enterprise Partnership and Highways England to assist with funding construction of the improvements to the A46 roundabout, both were unfortunately unsuccessful.

Current Position –A bid was submitted to the DfT in late July for funds to develop the scheme to planning application stage. The bid was unfortunately unsuccessful. A further bid has been made to the HCA Capacity Fund and a decision is expected shortly. There have been no significant changes to the Scheme.

LINCOLN EASTERN BYPASS

Current Position - The legal process to acquire land needed for the scheme has now started. Following the submission to DfT (Department for Transport) in early October for approval to release the £50m funding they are currently provisionally contributing for the scheme, a decision to grant the funding was announced in late November. The contract has therefore been awarded to Carillion who are mobilising to start on site in June 2017. In advance of the start on site, a soft start has been proposed by

the contractor to establish the site team, secure resources through the supply chain and carry out an effective Value Engineering process.

A track possession has been provisionally booked by Network Rail for October 2017, to allow them to construct the bridge that will take the Lincoln to Spalding railway over the bypass. Network Rail commenced work on site in December 2016 and will be complete by April 2018.

A scheme of archaeological investigation commenced in September, initially focussed on the area required by Network Rail. A number of interesting finds have been discovered and recorded.

The scheme is being progressed as a single carriageway under the current funding arrangements.

LINCOLN FOOTBRIDGES

High Street Footbridge - The footbridge opened in June 2016. A series of remedial works to correct defects are currently being implemented by Network Rail. The bridge has not been constructed to highway standards and LCC are currently resisting adoption on the basis that it presents an unacceptable liability to the highway authority. A further review will take place once the bridge has been subject to the effects of winter conditions.

Brayford Wharf East – A planning application for the new bridge was submitted to the City of Lincoln Council in December 2016. Subject to planning permission being granted, the bridge is expected to open in late 2017.

SUTTERTON ROUNDABOUT

Current Position – following award to North Midlands Construction, works commenced on site in January 2017 and are expected to be complete by the end of April 2017 to avoid clashing with the Peppermint Junction works.

BOSTON QUADRANT

Background – A developer led scheme for a new football ground and mixed use commercial and residential use. This includes a link road between A16 and London Road with a new roundabout on the A16 and signalised junction on London Road. The Boston Quadrant forms what will become the first section of a proposed Boston Distributor Road.

Current Position – Quadrant 1 is well under way, with the installation of a new roundabout south of Boston on the A16 complete. Lincolnshire County Council has completed a Section 38 design check on the section of road which links the A16 roundabout to the adjacent London Road, this is also on site being constructed. The

London Road signalised junction is currently being design checked by TSP designers.

None of the other corridor sections of the Boston Distributor Road have progressed more than Lincolnshire County Council being in a strong proactive position to help and work with developers to deliver the distributors road and development growth.

SPALDING WESTERN RELIEF ROAD

Background – A scheme to provide alternative route for potential through town traffic and to unlock development potential. Phase 1 south is designed, with the developer due to submit the scheme to South Holland District Council as part of a reserved matters planning application early 2017. Negotiations are under way in relation to the share of cost between Lincolnshire County Council and the developer, through the use of a Memorandum of Understanding.

The Spalding Western Relief Road is referred to in the draft South East Lincolnshire Local Plan. Further draft plan consultation events have been held locally during July and August with "Phase 2 North" being a key part of the plan. The North phase has a high level design and also awaits developer stimulus.

Current Position – South Phase – Broadgate Homes are due to submit a reserved matters planning application for this phase early 2017. LCC continues to negotiate with the developer in relation to shared costs on this section.

North Phase – SHDC have submitted a HCA Capacity Fund Bid for the purpose of developing this phase up to the planning stage. Awaiting outcome of the bid and/or developer stimulus.

GRANTHAM SOUTHERN RELIEF ROAD (GSRR)

Background; GSRR consists of three phases 1 and 2 on King 31 and Phase 3 on Southern Quadrant Link Road (SQLR).

Current Position; King 31 Phase 1 – The road from the new roundabout on the B1174 running towards the A1 with another roundabout to a proposed development, was completed in July 2016.

King 31 Phase 2 – Highways England are in the process of conducting a technical approval on the submitted design. Once this is approved, Lincolnshire County Council will work alongside Highways England on the Line Orders Process. Galliford Try have been appointed (through the Midlands Highways Alliance) to produce a target cost and to carry out the works, however, a works contract cannot be awarded until the outcome of the Line Orders process is known. The current design is based on consented development in the area. There is a proposal to change the use of one of these developments from warehousing to that of a Designer Outlet

Village, which proposes to significantly increase traffic flows at this junction. Lincolnshire County Council is currently working with the developer and Highways England in order to understand whether this will require changes to the current design, which could delay the process.

Southern Quadrant Link Road - Phase 3 – The scheme is currently on programme. Lincolnshire County Council has a valid planning permission following approval of the S73 change to planning. The detailed design is now substantially complete. Network Rail are insisting on securing a ransom for crossing the East Coast main line in accordance with their Shared Value policy. Whilst the basis of a settlement has been agreed, a satisfactory outcome of the detail is required to this issue and the ongoing S106 discussions to secure a funding package. The Compulsory Purchase Orders and the Side Road Orders cannot be published until the Network Rail issue is resolved since they would object to the Orders as a statutory consultee.

STREET LIGHTING TRANSFORMATION PROJECT

Background – Lincolnshire County Council is making changes to its street lighting across the County in order to provide a more sustainable network. The combination of changes are designed to save £1.7 m revenue funding per year, to further reduce Lincolnshire County Council's carbon footprint by 6000 tonnes CO2 and reduce light pollution. It currently costs approximately £5 m per year to operate and maintain the County Council's 68,000 street lights. The project uses capital funding to introduce a combination of LED and part night lighting.

A17/A151 – PEPPERMINT JUNCTION, HOLBEACH

Background – A joint highways and development scheme which will consist of a three arm roundabout at A17/A151 junction and a four arm roundabout on the A151. This will improve road safety and open up land for mixed development, including around 1000 houses and is designed to relieve traffic from Holbeach Town Centre. Overall estimated cost of £5.4m with £2.4m from GLLEP Growth Deal. The project also considers improvements to the Boston Road roundabout as well as the resurfacing of adjacent sections of carriageway.

Current Position – The scheme went out to tender, via the Lincolnshire Highways Select Tender List on 4 January 2017. Tenders are due back on 15th February. Contract due in March.

Papers were considered at the Executive Council Meeting of the 7 February 2017 where sign off for capital forward funding and delegated powers for contract award for the Highways Scheme were approved.

The scheme is due to commence on site from mid May 2017 and will include resurfacing works on adjacent sections of the A17 and A151, plus capacity improvements at the adjacent Boston Road Roundabout on the A17.

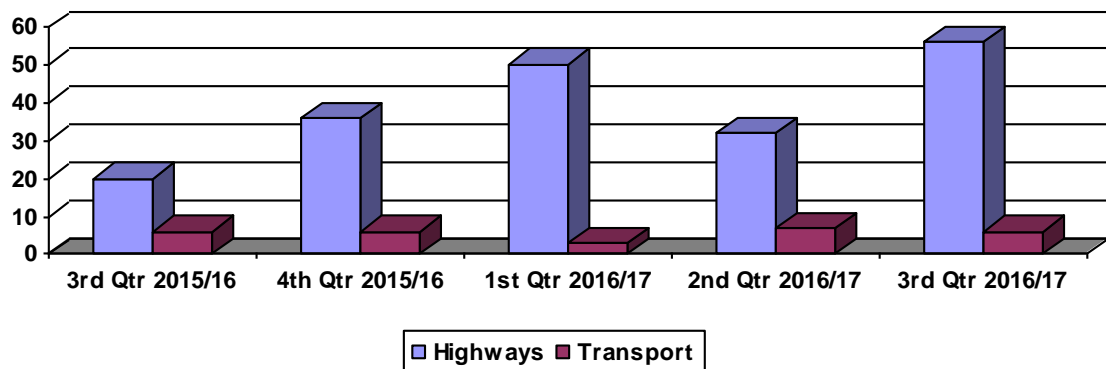
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Customer Satisfaction Information – Scrutiny Committees

Highways and Transport Scrutiny Committee		
Date Range for Report	1st of October – 31st of December (1st of July – 30th of September)	
Total number of complaints received across all LCC service area.	143 (117)* individual school complaints not included.	
Total number of complaints relating to <u>Highways and Transport Scrutiny Committee</u>	62 (39)	
Total number of compliments relating to <u>Highways and Transport Scrutiny Committee</u>	30 (44)	
Total Service Area Complaints	Highways	56 (32)
	Transport	6 (7)
Highways Complaint Reasons	Age	0 (0)
	Breach of confidence	0 (0)
	Conduct/Attitude/Rudeness of staff	5 (2)
	Delayed Assessment of Service Request	7 (4)
	Disability	0 (0)
	Disagree with Policy	20 (5)
	Disagree with Procedure	11 (15)
	Gender	0 (0)
	Insufficient Information Provided	1 (1)
	Lack Of Choice	0 (0)
	Other	0 (0)
	Policy of LCC to not provide service	1 (0)
	Procedural – Other	6 (2)
	Procedure Not Followed	1 (0)
	Professional – Breach of confidence	0 (1)
	Professional - Other	2 (1)
Service Delay	2 (1)	
Transport Complaint Reasons	Age	0 (0)
	Breach of confidence	0 (0)
	Conduct/Attitude/Rudeness of staff	0 (1)
	Delayed assessment of a service request	0 (0)

	Disability	0 (0)
	Disagree with Policy	2 (2)
	Disagree with Procedure	2 (1)
	Geographic Location	0 (0)
	Insufficient Information Provided	0 (1)
	Lack of Choice	0 (0)
	Other	0 (0)
	Policy of LCC not to provide service	0 (1)
	Policy – Other	0 (1)
	Procedural – Other	1 (0)
	Procedure not followed	1 (0)
	Professional - Other	0 (0)
	Service Delay	0 (0)
Service Area Compliments	Highways	30 (42)
	Transport	1 (2)
How many LCC Corporate complaints have not been resolved within service standard		6 (8)
Number of complaints referred to Ombudsman		8 (8)

Total Complaint Receipts by Quarter



Summary

LCC Overview of Complaints

The total number of LCC complaints received this Quarter (Q3) shows a 18% increase on the previous quarter (Q2). When comparing this Quarter with Q3 of 2015/16, there is a 6% decrease when 152 complaints were received.

Highways Complaints

This Quarter Highways has received 56 complaints which is a 43% increase from last Quarter when they received 32 complaints. When comparing this Quarter with Q3 2015/16, there is a difference of 36 complaints when 20 were received.

The outcomes of the 56 complaints were:

- 5 complaints were substantiated
- 8 complaints were partially substantiated
- 43 complaints were not substantiated

The 5 substantiated complaints were regarding:

- 1 complaint was regarding the lack of notices regarding roadworks on the A153
- 1 complaint was regarding contractor staff
- 1 complaint was regarding East West link road fault on Portland Street
- 1 complaint was regarding the inconsiderate parking of a Highways Alliance vehicle
- 1 complaint was regarding the delay in repairing a street light

The 8 partially substantiated complaints were regarding:

- 6 complaints were regarding highways reports relating to street lights that hadn't been actioned
- 1 complaint was regarding a Bikeability instructor
- 1 complaint was regarding street works being completed after midnight.

Of the 43 not substantiated complaints 20 complaints were regarding Lincolnshire County Councils change in street lighting policy. 9 were regarding potholes and the general condition of roads. There are no other themes to the not substantiated complaints.

Transport Complaints

This Quarter Transport has received 6 complaints which is 1 less than last Quarter when they received 7 complaints. There has been no change in the number of complaints received from Quarter 3 of 2015/16 when 6 complaints were received.

The outcomes of the 6 complaints were:

- 1 complaint was partly substantiated
- 5 complaints were not substantiated

The 1 complaint that was partly substantiated was regarding an application for school transport where 1 student was awarded transport due to medical reasons and the sibling was refused.

Of the 5 not substantiated complaints 4 complaints were regarding the change to a school bus route, and 1 was regarding Lincolnshire County Councils policy to not provide concessionary travel for carers.

Overall Compliments

The overall compliments received for Highways and Transport shows a decrease of 30% this Quarter, with 30 compliments being received compared to 44 received last Quarter.

Highway Compliments

Highways received 29 compliments this Quarter. The compliments were:

- 28 compliments regarding maintenance work that has been carried out
- 2 compliments were regarding streetlight repairs

Transport Compliments

Transport received 1 compliment this Quarter. This was regarding independent travel training

Ombudsman Complaints

In Quarter 3 of 2016/17, 8 LCC complaints were registered with the Ombudsman. 5 of these complaints were recorded against Highways and Transport. These are still active investigations.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	27 February 2017
Subject:	Street Lighting Transformation Project Update

Summary:

Lincolnshire Council Council (LCC) manages street lighting to make sure it is efficient, sustainable and relevant for the county. Where possible, the council is looking to make savings on these costs whilst making sure roads and communities remain safe. The project started to deliver changes on 4 April 2016.

The county wide invest to save project is currently due to complete by the end of March 2017. It is on target to achieve the projected savings of £1.7m following a budgeted £6.4m capital investment (3.6 year payback).

The project has adjusted 47,815 lights to date and has delivered over 40% reductions in street lighting electricity usage so far. The project is currently due to underspend by approximately £650,000 which is in part due to value engineering efficiencies by the Kier street lighting crews – as part of the Highways Alliance.

This paper provides a progress update on the project up to 26 January 2017.

Further information can be found on the LCC Website:
www.lincolnshire.gov.uk/streetlighting

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the report.

1. Background

Lincolnshire County Council (LCC) manages street lighting to make sure it is efficient, sustainable and relevant for the county.

We are transforming the way we provide street lighting in Lincolnshire to save over £1.7m per year, reduce LCC's carbon footprint by over 6,000 tonnes of CO₂, reduce light pollution and ongoing maintenance needs. The project started to

deliver changes from 4 April 2016 and is due to complete by the end of March 2017.

The changes are being implemented in line with Lincolnshire County Council's street lighting policy which has been approved through the political decision making process.

This savings will be achieved by the:

- Conversion to LED of approximately 17,000 lights, which are currently rated at 90W or above. These will also be dimmed in accordance with policy.
- Introduction of 'part-night' lighting to approximately 38,000 street lights, mainly in residential areas, where street lights will switch on at dusk and stay on until around midnight. They will then come back on at 6am (providing lighting levels require it) until dawn.
- Switching off of up to 3000 lights on roads away from built up areas, following careful assessment by Lincolnshire Road Safety Partnership.

2. Project Update

The Street Lighting Transformation Project is currently due to complete by March 2017 and has achieved the following changes as at 26 January 2017.

13,628 LED lantern conversions completed.

33,482 Part Night conversions completed.

705 street lights have been fully switched off after careful assessment alongside colleagues at Lincolnshire Road Safety Partnership.

These changes convert into the following annualised savings being achieved so far:

Item	Annual Energy Reduction	Annual £ Saving
Project Totals	9,793,600 kWh	£989,154
456 new Items since 01/04/16	-97,200 kWh	-£9,818
Overall Total	9,696,400* kWh	£979,336

*of 12,500,000 kWh predicted annual reduction.

Street lighting crews are now completing the changes in the final areas in and around Boston, Skegness, Mablethorpe, Spilsby and Horncastle. The intention is to complete the introduction of part night lighting by week ending 10th March 2017. At this point the street lighting crews will focus on investigating and repairing outstanding non-emergency faults; with a view to completing, those within our control, by 31 March 2017. At this point normal street lighting fault response times will resume.

The project is currently due to underspend by approximately £650,000 which is in part due to delivery efficiencies by the Kier street lighting crews – as part of the

Highways Alliance. Delivery against the agreed programme, and attaining the projected underspend, has been achieved having also managed the need to revisit 2,500 lamps due to the agreed change from 10pm to Midnight switch offs part way through the programme.

3. Communications

The project has issued press releases to local media on an area by area basis, in advance of changes being made, and has also been highlighted within the Spring and Autumn editions of County News – copies of which are distributed to households across the county.

Parish and Town Councils, along with LCC Councillors, have been updated throughout the project. Some have also shared information with their residents through local newsletters etc. These have also been specifically written to in advance of street lights being completely switched off (following careful assessment) in their areas.

These forms of communications have raised awareness of the project to residents, whilst also addressing the perception of increased crime and road traffic collisions. However, we are aware that some residents may still have an increased fear of crime as a result of the changes.

Whilst the country wide Lanterns Project assessed the impact of part night lighting, dimming and the use of LED on accidents on an extensive scale; and found that there is no evidence that reduced street lighting is associated with increases in road traffic collisions or crime, other authorities have also done their own analysis.

Warwickshire County Council has specifically analysed crime data since the introduction of part night lighting in their area and have reported that domestic burglary has reduced by 24% and anti-social behaviour has reduced by 29%. Their report is available at <http://news.warwickshire.gov.uk/blog/2014/07/03/15703/> Lincolnshire County Council proposes to conduct similar analysis once all the changes to street lights have been in place for 12 months. This timescale allows for seasonal variations in crime levels.

Closer to home, Neil Rhodes, Chief Constable of Lincolnshire Police, was recently questioned about the changes to street lights whilst on the BBC Radio Lincolnshire 'Hot Seat' programme. He stated that "...the impact is virtually nil and extra policing patrols are not having to be put in place as a consequence of street lights going off...the impact in terms of crime is not something that we are seeing".

4. Conclusion

The project is progressing well and is due to complete by March 2017 following which the Street Lighting budget will be reduced by £1.7m. The project currently projects an underspend of £650,000.

5. Consultation

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

Yes

b) Risks and Impact Analysis

An Equality Impact Assessment was conducted and considered as part of the decision making process.

6. 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 Richard Hardesty, who can be contacted on 01522 550393 or richard.hardesty@lincolnshire.gov.uk.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	27 February 2017
Subject:	Highways Asset Management Strategy

Summary:

Lincolnshire County Council are responsible for managing a large highway network comprising over 8,700km of carriageway and its associated footways, structures, street lighting and signals assets. The management of this asset has a significant impact on the County's economy, residents, businesses and visitors.

The purpose of this Highways Asset Management Strategy is to:

- Formalise strategies for investment in key highway asset groups
- Define affordable service standards
- Improve how the highway assets are managed
- Enable a more effective and efficient highways service to be delivered

The strategy aligns with the Council's vision for Lincolnshire and describes how the highway assets contribute to achieving the Council's objectives.

Actions Required:

The Highways and Transport Scrutiny Committee are invited to:

- 1) Consider the attached report and to determine whether the Committee supports the recommendations to the Executive Councillor for Highways, Transport and I.T as set out in the report.
- 2) To agree any additional comments to be passed to the Executive Councillor in relation to the Highways Asset Management Strategy.

1. Background

In 2012 the first Highways Asset Management Plan was replaced with the Transport Asset Management Strategy which covered the period for 2012 – 2016 and set out the strategy for the management of the highway asset for that period with a strong focus on preventative maintenance.

The Highways Asset Management Strategy contains descriptions of the key assets, future demands on the assets, investment strategies, service standards, finance and budget detail and an improvement action plan. A draft for the new Highways Asset Management Strategy is appended for member consideration and comment.

The Executive Councillor for Highways, Transport and I.T is due to consider the report regarding the update to the Highways Asset Management Strategy on 06 March 2017. The full report to the Executive Councillor is attached at Appendix 1 to this report.

2. Conclusion

The Highways and Transport Scrutiny Committee are invited to consider the attached report and to determine whether the Committee supports the recommendations to the Executive Councillor for Highways, Transport and I.T set out in the report.

3. Consultation

a) Have Risks and Impact Analysis been carried out

Yes

b) Risks and Impact Analysis

See Appendix C.

4. Appendices

These are listed below and attached at the back of the report	
Appendix 1	Highways Asset Management Strategy - Executive Councillor decision I012800

5. Background Papers

Document title	Where the document can be viewed
Highways Asset Management Policy	Lincolnshire County Council Website
Highways Asset Management Plan	Lincolnshire County Council Website

This report was written by Mike Coates, who can be contacted on 01522555231 or mike.coates@lincolnshire.gov.uk.

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

Report to:	Councillor R G Davies, Executive Councillor for Highways, Transport and IT
Date:	06 March 2017
Subject:	Highways Asset Management Strategy
Decision Reference:	I012800
Key decision?	Yes

Summary:

Lincolnshire County Council are responsible for managing a large highway network comprising over 8700km of carriageway and its associated footways, structures, street lighting and signals assets. The management of this asset has a significant impact on the County's economy, residents, businesses and visitors.

The purpose of this Highways Asset Management Strategy is to:

- Formalise strategies for investment in key highway asset groups
- Define affordable service standards
- Improve how the highway assets are managed
- Enable a more effective and efficient highways service to be delivered

This document updates the previous Transport Asset Management Strategy and covers the period from 2017 to 2021 for which the Department for Transport proposals for the capitalised maintenance grant have been announced.

The strategy aligns with the Council's vision for Lincolnshire and describes how the highway assets contribute to achieving the Council's objectives. The information provided in the Highways Asset Management Strategy will allow the Council to make more informed decisions and ensure that the condition of our highway assets meets the Council's requirements into the future.

Recommendation(s):

That the Executive Councillor approves the attached draft Highways Asset Management Strategy at Appendix A.

Alternatives Considered:

- | | |
|----|--|
| 1. | The Highways Asset Management Strategy is not approved and adopted. Lincolnshire County Council will continue without a defined strategy for the management of its highway assets. This will impact on the level of "Incentive" funding available from the Department for Transport capital maintenance grant. |
| 2. | The Highways Asset Management Strategy attached at Appendix A is approved and adopted with amendments. |

Reasons for Recommendation:

Approving the proposed Highways Asset Management Strategy will ensure that the County Council's policies, in respect of its key assets, align with its longer term vision for a sound, asset management based approach to highway maintenance, as defined in the Highways Asset Management Policy.

1. Background

- 1.1. In 2006 the County Council's developed its first Highways Asset Management Plan which was the initial step towards an asset management based approach to highways maintenance.
- 1.2. In 2010, the CONFIRM asset management software was implemented, allowing better data capture, asset inventory and the tools to implement the vision of the Highways Asset Management Plan more effectively. This coincided with the commencement of the Lincolnshire Highways Alliance.
- 1.3. In 2012 the first Highways Asset Management Plan was replaced with the Transport Asset Management Strategy which covered the period for 2012 – 2016 and set out the strategy for the management of the highway asset for that period with a strong focus on preventative maintenance.
- 1.4. In December 2014 the Government announced the capital maintenance settlement for local highways authorities for the period from 2015-2021. This settlement provides some stability in the funding for local highway authorities and assists in the implementation of an Asset Management approach to maintenance works.

As part of this settlement the government introduced an "incentive" element to the funding whereby Authorities are assessed as being in one of three bands which determine the level of funding they will receive. Below is a table which shows the impact of the incentive funding on Lincolnshire County Council.

	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Total Funding at Incentive Band Level 1	£31.0m	£29.9m	£29.1m	£26.5m	£25.5m	£25.0m
Total Funding at Incentive Band Level 2	£31.0m	£30.1m	£29.9m	£28.6m	£27.6m	£26.6m
Total Funding at Incentive Band Level 3	£31.0m	£30.1m	£30.1m	£30.1m	£30.1m	£30.1m

The above funding levels exclude the £2.5m from the "Pot Hole" Fund for 2017/18 and any funding from the National Productivity Investment Fund

The banding level achieved by authorities is dependent on a self-assessment questionnaire and supporting evidence which is heavily focused on the implementation of an asset management approach to highways maintenance and the adoption of the national guidance produced by the HMEP (Highways Maintenance Efficiency Programme).

Lincolnshire was one of only two authorities assessed as being in the highest "Band 3" category for 2016/17 and will submit documentation to maintain this position for 2017/18. Authorities without a current Asset Management Policy and Strategy are automatically placed in the lowest "Band 1" category.

1.5 The structure and purpose of our documents is set out below.

Highways Asset Management Policy;- Outlines the policy and principles that will be adopted for the management of the highways assets and how these align to the long term vision and purpose of the county council.

Highways Asset Management Strategy;- Contains descriptions of the key assets, future demands on the assets, investment strategies, service standards, finance and budget detail and an improvement action plan.

Highways Asset Management Plan;- Outlines the systems and processes that will be used to inspect, manage and maintain the highways network and associated assets.

1.6 The policy for the management of our Highways Assets was produced and approved in December 2015. A draft for the new Highways Asset Management Strategy is appended for member consideration and comment.

2. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- * Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- * Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- * Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- * Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
- * Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
- * Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding

Compliance with the duties in section 149 may involve treating some persons more favourably than others

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process

The Equality Act has been taken into account in this instance and an Equality Impact Analysis is attached Appendix B. This review of the Highways Asset Management Strategy is considered to have no impact as the strategy is at a high level of generality and is neutral in its impact on people with a protected characteristic when compared with people who do not share that characteristic.

Joint Strategic Needs Analysis (JSNA) and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision

The effect of revisions to the Asset Management Strategy on the JSNA and JHWS has been considered and deemed to have no direct impact.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area

The duties under section 17 of the Crime and Disorder Act 1988 have been considered and it is deemed that the proposed changes to the Highways Asset Management Strategy will have no direct impact.

3. Conclusion

The Highways Service has adopted a sound asset management based approach for the maintenance of its assets and has already achieved the highest "Band 3" rating from the Department for Transport.

This Highways Asset Management Strategy is part of a continuing programme of work to ensure that the network continues to be managed in accordance with the principles of good asset management practice and that our position as a "Band 3" Authority is maintained.

4. Legal Comments:

The Council has the power to adopt the Strategy proposed.

The decision is consistent with the Policy Framework and within the remit of the Executive Councillor.

5. Resource Comments:

Capital maintenance settlement grant is received as planned for the current year as we comply with the grant conditions.

6. Consultation

a) Has Local Member Been Consulted?

n/a

b) Has Executive Councillor Been Consulted?

n/a

c) Scrutiny Comments

The Report will be considered by the Highways and Transport Scrutiny Committee at its meeting on 27th February 2017 and the comments of the Committee will be reported to the Executive Councillor.

d) Have Risks and Impact Analysis been carried out?

Yes

e) Risks and Impact Analysis

See the body of the Report

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Highways Asset Management Strategy
Appendix B	Equality Impact Analysis for Highways Asset Management Strategy

8. Background Papers

Document title	Where the document can be viewed
Highways Asset Management Policy	Lincolnshire County Council Web Site
Highways Asset Management Plan	Lincolnshire County Council Web Site

This report was written by Mike Coates, who can be contacted on 01522 555231 or mike.coates@lincolnshire.gov.uk.



Highways Asset Management Strategy

Issued 2016

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Registry of Amendments

Amendment Number	Page / Drawing Number	Signature and Date of Incorporation

Foreword

Lincolnshire County Council has a duty to maintain a sizeable highway asset, valued at over £9bn, which is used by all members of the community on a daily basis. The management of this asset has a significant impact on the County's residents, businesses and visitors. It is important to recognise how much we all depend upon our highway network to sustain our economic and transportation needs and develop a strategy that uses the resources available in an efficient, responsible and sustainable way.

This Asset Management Strategy aligns with the Council's vision for Lincolnshire and describes how the highway assets contribute to the achieving of our objectives. In the current economic climate, managing the work to get the best value outcomes with what we have has never been more important. This strategy will cover a 5 year period from 2017 to 2022 and provides scenarios for different budget levels showing the effects on service levels of assets, which in the end are the primary concern of each user of the highway network.

The information provided in this document will allow us to make more informed decisions to ensure that the standard of highway assets meets our desires both now and into the future.

1. Introduction

1.1. Overview

The Association of Directors of Environment, Planning and Transport (ADEPT) define asset management as:

"A strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highways infrastructure to meet the needs of current and future customers."

Lincolnshire County Council has been at the forefront of the development of an Asset Management led approach to the maintenance of highways infrastructure assets. This approach is encouraged by Central Government, who in December 2014 announced that the capital settlement for local highway authorities would include an incentivised funding element for authorities who were able to demonstrate that they had adopted an asset management based approach to the management of their infrastructure assets.

This Asset Management Strategy (AMS) replaces the previous Transport Asset Management Plan 2012-2016 and has been updated to reflect:

- Current financial constraints
- Recent national and regional developments in asset management
- Changes in local practice since the previous Transport Asset Management Plan was published

It will be amended as a live document and comprehensively reviewed when necessary.

1.2. Purpose

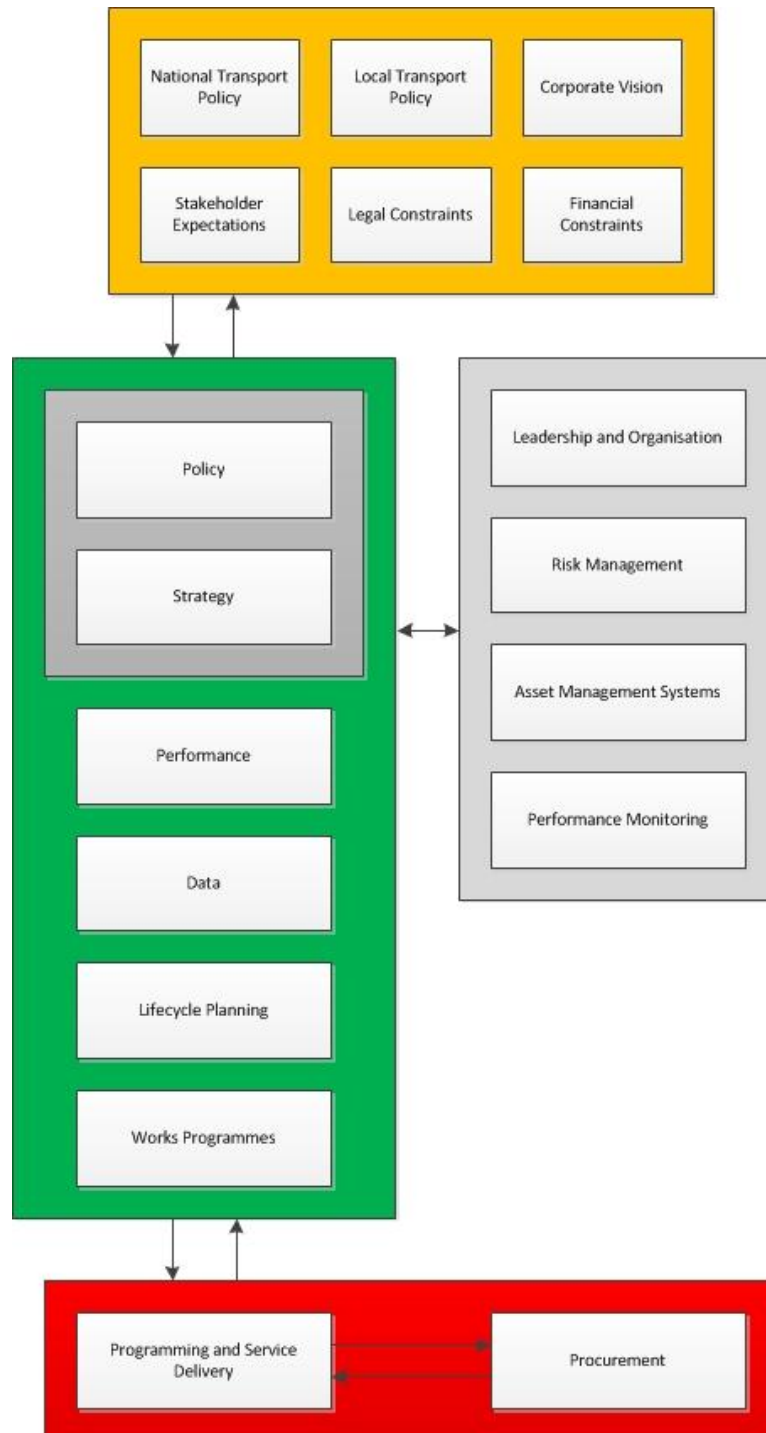
The purpose of this Asset Management Strategy (AMS) is to:

- Formalise strategies for investment in key highway asset groups
- Define affordable service standards
- Improve how the highway assets are managed
- Enable a more effective and efficient highways service to be delivered

The plan also identifies the funding requirements and pressures for the key asset groups.

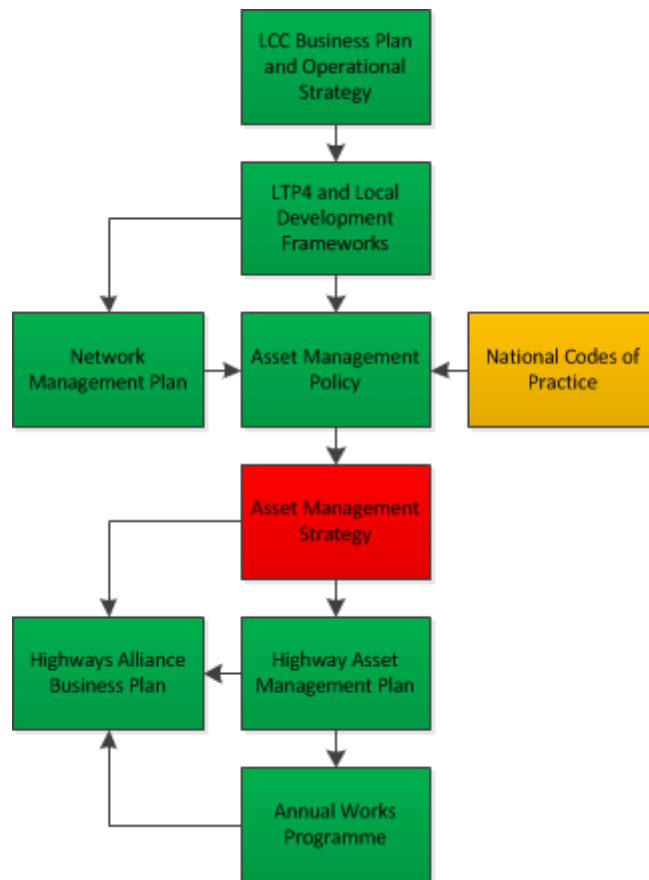
1.3. Asset Management Framework

The following diagram illustrates the asset management framework and how processes and components relate to national and local factors:



1.4. Links to Other Plans

The following document framework shows how this Asset Management Strategy relates to other Lincolnshire County Council plans and policy documents:



2. Asset Description

2.1. Asset Table

The following table outlines the major highways assets managed by the County Council:

Asset Group	Element	Quantity	Data Confidence
Carriageway	A Roads	1,073 km	High
	B Roads	788 km	High
	C Roads	2,912 km	High
	Unclassified Roads	3,996 km	High
	Unmetalled "Green" Lanes	322km	Medium
	White and Yellow Lines	No Data	Low
Footways and Cycle tracks	Footways (including combined Cycleways)	4,134 km	High
	Dedicated Cycleways	3 km	High
Verges	Highway Verge	70,456Ha	High
Public Rights of Way (PRoW)	Remote from the carriageway – total length of PRoW	4,005 km	High
Structures	Bridges	1,516 No.	High
	Footbridges	126 No.	High
	Culverts >0.6m diameter	2,163 No.	High
	Retaining walls	144 No.	High
	Subways (including submersible pumps)	12 No.	High
	Gantries	11 No.	High
Street Lighting	Lighting columns	64,543 No.	High
	Illuminated signs and posts	9,694 No.	High
	Illuminated bollards	2,525 No.	High
	Feeder pillars	798 No.	High
	Vehicle activated signs	271 No.	High
	Zebra crossings	270 No.	High
Traffic Management Systems	Signals at junctions	147 No.	High
	Signals at pedestrian crossings	125 No.	High
	Signals at pedestrian and cycle crossings	33 No.	High
	Signals at pedestrian and cycle/ horse crossings	1 No.	High
	CCTV cameras (traffic control)	35 No.	High
	Traffic Signal UTMC in-station system equipment (SCOOT/UTC, remote monitoring & strategy manager)	1 No.	High
	Tidal flow system (Canwick Road Lincoln)	1 No.	High
	Traffic signal CCTV matrix	1 No.	High
Drainage	Gullies	140,814 No	High
	Offlets	29,167 No	High
	Drainage Systems	No Data	Low
	Sustainable Urban Drainage System (SUDS)	*1	Low
Street Furniture	Vehicle safety fences	202,743 m	High
	Pedestrian Guard rails	No Data	Low
	Non-illuminated signs (warning, regulatory and local direction / info signs)	86,563 No.	Medium

	Grit bins	1893 No.	High
	Trees, Tree Groups and Woods (Principal Roads only)	5,982 No	Medium
	Automatic Traffic Counters (carriageway and cycleway)	57 No.	High
	Weather stations (ice prediction equipment managed by Vaisala Ltd.)	12 No.	High
	Bus Stops	2,131 No.	High
	Safety Cameras	49 No.	High
	Average Speed Safety Cameras	2 No.	High

*¹ Data under review

2.2. Data Collection

A programme of inventory surveys is developed each year based on priorities and available budgets. Inventory data is only collected and maintained where there are demonstrable benefits when compared to the cost of collecting and maintaining this data.

Further details of how the asset data will be collected and maintained is included in the Highway Asset Management Plan.

2.3. Assets Not Covered by this Plan

Some highway related assets are not the responsibility of the County Council and Highways Department. The assets not covered in this plan include:

- Car parks (multi-storey and street level managed by either private or District Councils)
- Street name plates (owned and managed by the District Councils)
- Picnic Sites

2.4. Asset Growth

The quantity of highways infrastructure assets, managed by the County Council continues to grow each year due to new adoptions and improvements to the highway network. On average approximately 15km to 20km of new highway is added to the network each year together with associated footways, street lighting, traffic signals, signs and street furniture.

3. Community Requirements

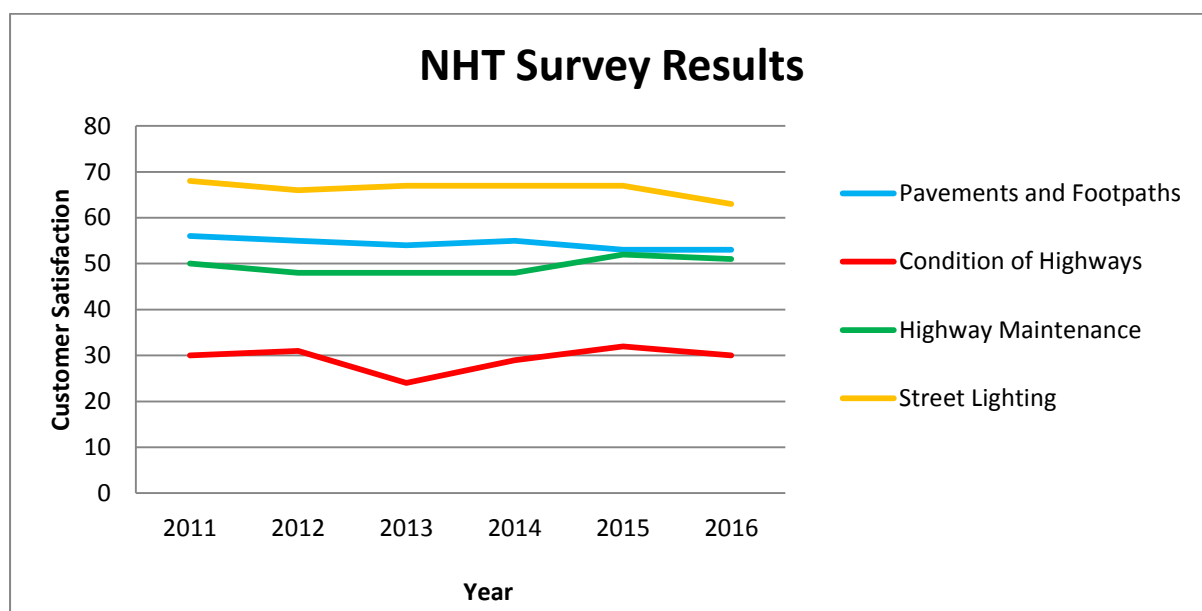
This section describes information about the community’s requirements for the transport/highways asset. It outlines how this information is obtained and what it says in relation to community preferences.

3.1. Customer Consultation

In order to obtain information on the customer view of the Highways Service the Council participates in the National Highway and Transport (NHT) Public Satisfaction Survey which covers all aspects of Highways and Transport service delivery. Details of the results of the surveys are available at www.nhtsurvey.org.

The Council has participated in the NHT survey since 2008 and this enables us to understand the views and preferences of a sample of resident and to compare these against other similar councils. The survey, undertaken by Ipsos MORI, is based on a sample of residents and is designed to represent a spread of customers' views of the service across the county, geographically by gender and by age.

The following graph provides details of the results for Lincolnshire County Council. The score is given out of 100, representing the level of satisfaction of those surveyed:



The results from the 2016 survey indicate that in general there has been no significant change in customer satisfaction levels with the condition of highways and highway maintenance over the past 5 years although a reduction was recorded in the 2013 survey.

The street lighting service continues to score highly for Public Satisfaction, although there has been a small decline in 2016. This was anticipated as a potential consequence of the "Street Lighting Transformation Project" which includes a programme of part night time lighting and switch-offs. The project and its rationale and benefits are being actively communicated to the public through a variety of channels and it is expected that these results will level off and improve as this becomes accepted as normal operational practice.

The figure for customer satisfaction in pavements and footpaths has shown a decline over the previous plan period 2011 – 2016. This reduction in satisfaction reflects the previous strategy which was to transfer some of the funding for footway maintenance into carriageway maintenance.

3.2. Customer Care

Customer contacts with the Council regarding highways are managed using a Customer Relationship Management (CRM) system. The system is used to record and categorise contacts made by customers and the actions taken in response to the queries and issues are monitored and reported.

A new system (LAGAN) has been introduced to provide an improved interface between the customer and LCC's asset management teams. The County Council website has also been updated to allow for the public to log defects and complaints directly, which feeds into the Confirm asset management software.

Lincolnshire County Council will continue to explore the options afforded by modern asset management practices and developments in IT to provide a more efficient service and improved customer care.

4. Future Demands

This section outlines the anticipated demands that will be placed on the asset over the duration of the plan. These have been considered when formulating the plan and presenting the risks associated with it.

4.1. Asset Growth

New assets are continuing to be added to the network thereby creating an additional need for maintenance and management. This growth in the asset is due to the adoption of additional roads into the network and through improvement activities such as traffic safety schemes and construction of new road links. Over the last 10 years (2006 to 2016) the key highways assets have grown as follows:

	10 Year Growth	Average Growth per Annum
Carriageway	165.2 km	16.5 km
Footway	164.5 km	16.4 km
Street Lighting Columns	7380 No	738 No
Structures	76 No	7.6 No
Signal Installations	30 No	3.0 No

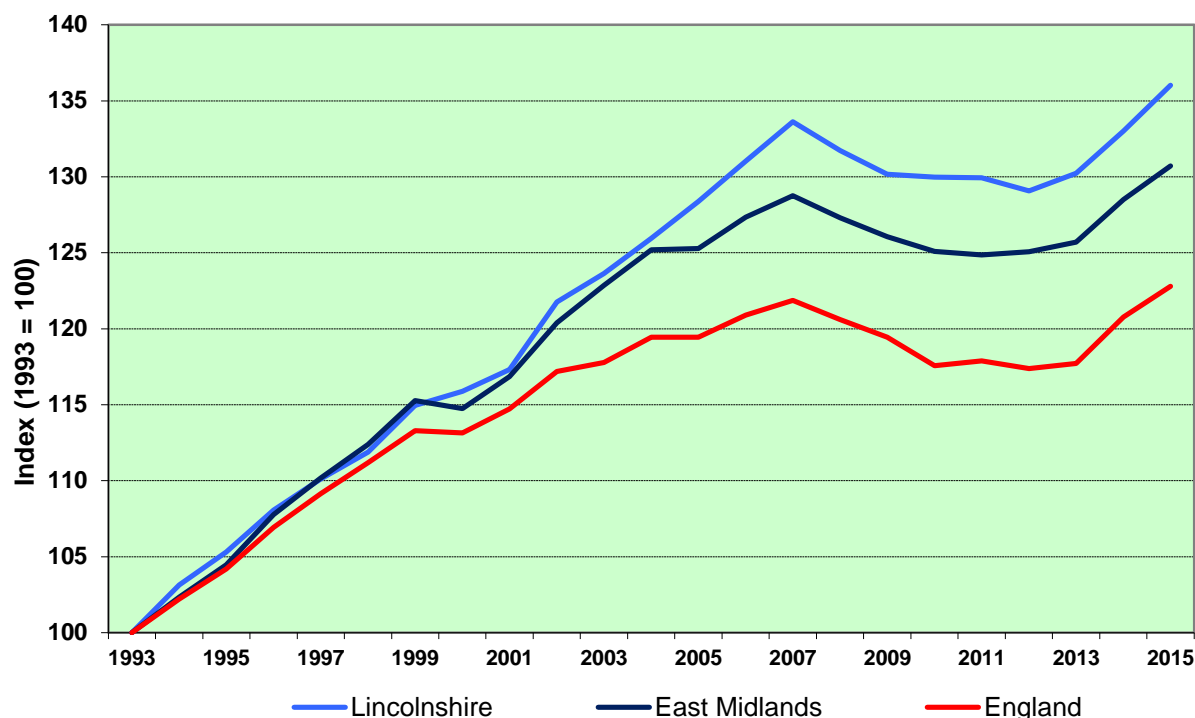
There has also been a corresponding growth in associated assets such as street furniture, signs and drainage systems which will all require inspection and maintenance.

4.2. Traffic Growth

Traffic growth is monitored regularly and details are published in an annual Transport Monitoring Report. The Key elements identified in this report are:

- Between 1993 and 2007, the number of vehicle kilometres travelled in Lincolnshire rose by 33.6%. This was greater than that for the East Midlands (28.8%) and for England (21.9%) as a whole over that same period.
- Following a peak in 2007, the number of vehicle kilometres travelled in the county fell noticeably between 2007 and 2009 (by some 2.5%) before levelling off in recent years. However, in 2013 flows rose slightly for the first time in six years.
- Further increases in 2014 and 2015 resulted in the number of vehicle kilometres now exceeding the previous peak in 2007.

The following graph illustrates the growth in traffic in Lincolnshire in comparison with the East Midlands and National trends:



4.3. Traffic Composition

Traffic composition is a major factor affecting the rate of deterioration of our highway infrastructure. In particular, concentrations of heavy good vehicles on roads that were never designed to cope with such loadings can cause accelerated deterioration of carriageway pavements. This has a significant impact in certain areas of the county where there are a number of distribution warehouses with very significant levels of heavy goods vehicle traffic.

4.4. Environmental Conditions, Climate Change and Network Resilience

Environmental conditions have a significant influence on the condition of the road network. During winter periods, freeze/thaw action can accelerate the deterioration of carriageways and footways, and winter maintenance operations have a direct effect on the resources needed for other maintenance activities. The UK experienced particularly harsh winters in 2009/10 and 2010/11 with periods of severe weather, but the winters since have been relatively mild. There is a high chance of at least one severe winter occurrence within the scope of this plan and the contingencies are outlined in the Risk Register (Appendix F).

Changes in the climate also have significant implications for the management of highways infrastructure assets.

Within Lincolnshire, roads constructed in the fenland areas are susceptible to severe damage during long periods of very dry conditions. This is due to the uneven settlement of roads constructed on moisture susceptible soils which, on drying, shrink significantly and

unevenly. This reduces the carrying capacity of the road construction and creates surface alignments that are not consistent with high or medium speed traffic requirements. Work has been undertaken to identify the areas of the county which are susceptible to damage during drought conditions and identify specific treatments to remediate the roads affected in these areas.

Increased rainfall and flooding events impact on the capacity of drainage systems and also create additional maintenance requirements for carriageways and footways.

In 2012 the Floods and Water Management Act introduced new duties for local authorities which will need to be considered when managing the various asset groups. Investment in Sustainable Urban Drainage Systems (SUDS) and design considerations in new schemes has an increased focus on preventing surface water flooding. In 2016 the County Council published an updated Development Road Specification which details the requirements which have to be met for developments with SUDS (e.g. permeable pavements) to be adopted.

However, the introduction and maintenance of SUDS is a further pressure on maintenance budgets as these are more expensive to maintain than traditional drainage systems.

5. Financial Summary

5.1. Asset Valuation

The following table outlines the value of our highways assets at 31 March 2016 as submitted for the WGA (Whole of Government Accounts) return:

Asset Type	Gross Replacement Cost (GRC)	Depreciated Replacement Cost (DRC)	Annualised Depreciation
Carriageways	£7,908m	£7,553m	£35.2m
Structures	£732m	£455m	£15.3m
Footways	£527m	£472m	£9.2m
Street Lighting	£88m	£38	£2.3m
Traffic Management	£16m	£9m	£0.7m
Street Furniture	£106m	£54m	£4.8m
Total	£9,377m	£8,581m	£67.4m

The Gross Replacement Cost (GRC) represents the cost of replacing the existing asset with a new modern equivalent asset. The Depreciated Replacement Cost (DRC) represents the GRC less the value of the deductions for physical deterioration and obsolescence.

The annualised depreciation figure is the cost of all the treatment required to restore the service life of the asset spread over the lifecycle. This is the theoretical annual cost of maintaining the Asset in a "Steady State" condition although in practice the budgets and costs are significantly less than this.

5.2. Historical Expenditure

The following table shows details of the historic budgets allocated for maintaining the highways infrastructure:

Asset	Works	Historic Budget Allocations £000					
		2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Carriageways	Reactive	4,128	3,912	3,759	3,795	3,692	3,089
	Planned	18,909	22,424	30,249	21,527	26,103	25,027
Footways	Reactive	Included in Carriageways					
	Planned	4,898	4,304	3,636	3,096	3,494	3,293
Structures and Safety Barriers	Routine and Reactive	1,173	1,232	1,272	1,311	1,306	1,120
	Planned	2,175	2,075	2,075	2,015	2,015	2,118
Street Lighting	Energy Costs	2,510	2,600	3,002	3,349	3,026	2,648
	Routine and reactive	2,134	2,236	1,995	2,013	1,876	2,003
	Planned	750	750	750	750	750	750
Drainage	Routine and reactive	1,571	1,837	1,998	1,736	1,762	1,378
	Planned	Included in Carriageways					
Traffic Signals	Routine and Reactive	795	827	833	845	844	844
	Planned	600	600	600	600	600	600
Street Furniture / Signs and Markings	Routine and Reactive	1,601	1,665	1,658	1,673	1,558	1,084
	Planned	50	50	50	50	50	50
Winter Maintenance	Winter Maintenance	4,437	4,568	4,649	4,800	4,870	4,858
Environmental	Routine and Reactive	3,134	3,304	3,424	3,439	3,599	2,831
Other	Surveys, Inspections, Fees and Contributions	2,727	2,463	2,679	2,575	2,510	2,403
Totals		55,628	51,333	54,804	62,294	58,055	54,231

5.3. Funding

Funding for maintaining the asset is made available from a combination of Revenue and Capital allocations. In general Revenue funding is provided by the County Council and Capital funding is provided by central government. In addition, specific grants (Revenue and Capital) may be made available by both the County Council and Central Government for certain items e.g. excessive deterioration and damage caused by severe winters, drought and flooding.

Transport assets generally deteriorate slowly and the effect of a change in the level of funding is not always immediately evident. The strategies in this plan have been compiled using long term predictions of condition for all the key highways assets. The periods chosen (typically 20 years plus) are designed to cover a reasonable number of replacement cycles and enable strategies to be developed which consider the whole life cost of maintaining the asset. Using long term predictions means that decisions about funding levels can also be taken with due consideration of the future maintenance funding liabilities that are being created.

The table below shows the capital funding which has been made available between 2016 and 2021 to deliver the strategies and future condition of the assets outlined in Sections 6 and 7. These figures exclude funding for "Routine" and "Reactive" maintenance which are funded by revenue and also exclude the repair and maintenance of specific major structures (see Appendix C).

	Projected Capital Maintenance Budgets			
	2017/18	2018/19	2019/20	2020/21
Carriageways (Including Drainage)	£25.9m	£25.3m	£25.3m	£25.3m
Footways	£2.9m	£2.9m	£2.9m	£2.9m
Structures	£2.0m	£2.0m	£2.0m	£2.0m
Street Lighting	£0.8m	£0.8m	£0.8m	£0.8m
Signals	£0.60m	£0.60m	£0.60m	£0.60m
Signs & Lines	£0.40m	£0.40m	£0.40m	£0.40m
Total	£32.6m	£32.0m	£32.0m	£32.0m

The above funding levels assume that the Department for Transport capital grant for highways maintenance remains constant over the period and that Lincolnshire County Council continues to receive the full allocation of the incentive element of the grant.

The actual funding levels allocated to the key assets will be reviewed on an annual basis taking into account any specific funding pressures identified.

The level of funding that will be made available from 2021 onwards has still to be determined. It should be noted that there is a significant gap between the estimated annual depreciation value (£67.4m) and the level of funding allocated for capital maintenance (£32.0m). Whilst the annual depreciation value is a theoretical figure and tends to overstate the level of funding required, it is likely that an increase in the level of funding will be required from 2021 onwards in order to maintain the condition of our key assets in their current state.

6. Asset Investment Strategies

Lifecycle Planning and Long Term Cost Prediction (LTCP) modelling enables the Council to understand the relationship between future funding needs and the resulting condition and performance levels. The level of complexity of each asset model is dependent on the asset data available and the deterioration mechanism used.

The following summarises the asset investment strategies being developed for each of the main asset groups.

6.1. Carriageways

It is estimated that to maintain the carriageway asset in good condition over the long term will require investment of up to £35m per annum in planned maintenance works (reconstruction, resurfacing and surface treatment).

The budgets available for carriageway maintenance are currently significantly below this level (£25.9m). This plan is based on taking the opportunities for making the available funding deliver the best possible value and to obtain the best possible condition for the available budget using a “prevention is cheaper than cure” approach. This will entail the following:

- Maintenance schemes will be identified and prioritised based upon information from Engineering condition surveys
- Aiming to maintain the condition of the network in the bands outlined in Section 7
- A focus on continued investment in preventative maintenance, predominantly surface dressing and targeted structural patching
- A continuing reviewing of reactive maintenance works to determine if greater efficiency can be achieved
- A reduction in service levels relating to the condition of some lightly trafficked roads where maintenance will primarily comprise works to make safe category 1 defects.
- The standards applied to the repair of priority defects (category 1) both in terms of what constitute a category 1 defect and the response times will be determined using a risk-based approach, details of which can be found in the Highway Asset Management Plan. These response times will continue to be reviewed throughout the life of this document

Further detail and analysis on the above is contained in Appendix A.

6.2. Footways (including Shared Cycleways)

Footway Network condition Surveys (FNS) have now been undertaken on the whole of the footway (and shared cycleway) network. The current performance indicators show that the footways are generally relatively good condition overall. A revised maintenance programme with a greater emphasis on preventative treatments (slurry sealing and selective structural repairs) will be implemented which will allow further budget to be transferred to carriageway maintenance whilst maintaining the overall condition of the footway network.

The asset management strategy for the footway network will involve the following:

- Continued monitoring of the condition of the footway network based on FNS surveys
- Maintenance schemes will be identified using information from engineering condition surveys.
- Aiming to maintain the condition of the network in a steady state up to 2021 through a focus on preventative maintenance treatments and selective structural repairs

Further detail and analysis on the above is contained in Appendix B.

6.3. Structures

Continued investment in planned maintenance has ensured that the Lincolnshire bridge stock is generally in good condition and performance indicators show that the stock is being maintained in a steady state overall.

There are a number of larger structures with critical elements which are a cause of concern. Repairs to these structures will be expensive and will require significant additional funding over the base budget in the year repaired.

The asset management strategy for structures will involve the following:

- Aiming to maintain the condition of the structures stock (as measured by the BSCI) at a steady state through a programme of routine planned maintenance and a targeted programme of works.
- Monitoring the condition of those structures giving cause for concern and highlighting the associated budget pressures at the point when repair is required

Further detail and analysis on the above is contained in Appendix C.

6.4. Street Lighting

Analysis of the age and condition of the street lighting stock shows that this is in good condition and also indicates that a budget for renewals and replacements of £750k per year (at 2016 prices) should be sufficient to maintain a steady state in the short to medium term.

In 2016 the County Council invested a further £6.4m of capital financing as part of an "invest to save" initiative to significantly reduce Street Lighting energy costs.

In the longer term (from 2030 onwards) additional funding will be required (up to £3m per year) to maintain the condition of the street lighting stock as it reaches the end of its anticipated service life.

The asset management strategy for Street Lighting will involve the following;

- Aiming to maintain the condition of the lighting stock in a steady state
- A focus on investments which further reduce energy consumption and routine maintenance costs

Further detail and analysis on the above is contained in Appendix D.

6.5. Traffic Signals

Analysis of the age and condition of the traffic signals assets show them to be generally in good condition and that at current funding levels the asset can be maintained in a steady state condition based upon an assumed replacement life of 25years. However, from 2021 onwards additional capital funding will be required periodically for replacement of the CCTV systems and Urban Traffic Control (UTC) system.

Specifically the strategy for the management of the traffic signals assets will involve the following;

- Aiming to maintain the condition of the traffic signals stock at a steady state based upon a 25 year lifecycle and replacement programme
- Replacing the supporting infrastructure (CCTV and UTC systems etc.) as the need arises
- Reducing future maintenance costs wherever practicable through investment in appropriate new technologies and systems

Further detail and analysis on the above is contained in Appendix E.

6.6. Street Furniture

This covers a wide range of assets including non-illuminated signs, safety fencing, vehicle-activated signs, bus shelters etc. The age of many of these assets is unknown. There is limited inventory and detailed condition information available and this is relatively expensive to collect and maintain.

These assets are generally replaced as the need occurs and as identified in routine network Safety and Service inspections and budgets will be reviewed annually to reflect this.

Where non regulatory traffic signs fail or require replacement a review of the requirement for the asset will be undertaken and signs will not be replaced where this is appropriate.

7. Service Standards

This section defines standards that users can expect from the County's transport assets. It records how these are measured and outlines the targets that have been set for the duration of the plan.

7.1. Purpose

This strategy is based upon delivery of the service standards set out below. The standards described are based upon the funding levels and strategies outlined in sections 5 and 6 and are challenging in the current economic climate and with the projected levels of funding available.

Publishing these standards enables users (customers) to understand what they can expect from our transport assets.

Details of how the specific measures shown in the tables on the following pages have been established are included in the Highway Asset Management Plan.

Carriageways				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Response to incidents	Percentage of emergency incidents answered within response times	100%	100%	100%
Repair of high priority defects	Percentage of Category 1 defects repaired within response times (risk matrix defining Category 1 defects is contained within the Highway Asset Management Plan).	85%	85% - 90%	>90%
Repair of other defects	Percentage of Category 2 defects repaired within response times (risk matrix defining Category 2 defects is contained within the Highway Asset Management Plan).	80%	80% - 85%	>85%
Maintain road surface condition	Percentage by network length of Principal roads where maintenance should be considered (A roads)	1.9%	2% - 3%	2% - 3%
	Percentage by network length of Non-principal roads where maintenance should be considered (B roads)	3.5%	3% - 5%	3% - 5%
	Percentage by network length of Non-principal roads where maintenance should be considered (classified C)	6.5%	6% - 8%	6% - 8%
	B & C Roads combined	5.9%	5% - 7%	5% - 7%
	Percentage by network length of Unclassified roads where maintenance should be considered	29.8%	28% - 32%	28% - 32%

Footways				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Maintain skid resistance of road surfaces	Percentage of the Principal Road Network at or below the Skidding Investigatory level (3 year average value)	9.7%	≤10%	≤10%
Maintain the structural condition of the carriageways	Percentage of the Principal Road network with a “zero residual life”	4.5%	4% - 5%	4% - 5%
Response to incidents	Percentage of emergency incidents answered within response times	100%	100%	100%
Repair of high priority defects	Percentage of Category 1 defects repaired within response times (risk matrix defining Category 1 defects is contained within the Highway Asset Management Plan).	85%	85% - 90%	>90%
Repair of other defects	Percentage of Category 2 defects repaired within response times (risk matrix defining Category 1 defects is contained within the Highway Asset Management Plan).	80%	80% - 85%	>85%
Maintain footway surface condition	Percentage of Hierarchy 1 and 2 footways in FNS Condition Category 4 (Structurally Impaired)	3.2%	3% - 4%	3% - 4%
	Percentage of Hierarchy 3 and 4 footways in FNS Condition Category 4 (Structurally Impaired)	10.0%	9% - 11%	9% - 11%

Street Lighting				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Repair street lights that go out	Percentage of street lights not working as planned on any one evening	<0.8%*	<0.8%	<0.8%
	Percentage of repairs completed within 5 working days	>75%*	>75%	>75%
Maintain street lighting column condition	Percentage of columns exceeding their average expected service life	6%*	6%	7%
Maintain street lighting lanterns condition	Percentage of lanterns that have exceeded their expected service life	28%*	28%	32%
Maintain illuminated sign post condition	Percentage of sign posts exceeding their average expected service life	22%*	22%	27%
Maintain illuminated sign unit condition	Percentage of sign units that have exceeded their average expected service life	33%*	33%	38%
Maintain illuminated bollard condition	Percentage of illuminated bollards exceeding their average expected service life	33%*	33%	38%

*Figures based on most current statistics. The ongoing Street Lighting Transformation Project is impacting performance but this will be reviewed following completion.

Structures				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Repair of damage to structures	% of reactive repairs made safe repaired within specified response times	100%	80%	80%
Maintain structure/bridge condition	Bridge stock condition indicator (BCLav)	92.6%	90%	90%
	Percentage of bridges in very poor condition (BCLcrit <39)	0.8%	0%	0%
	Percentage of bridges in poor condition (BCLcrit <60)	10.2%	10%	10%
	Percentage of retaining walls in very poor condition (BCLcrit < 39)	4.8%	5%	5%
Maintain the load carrying capacity of the bridge stock	Number of structures requiring strengthening	2 No.	2 No.	2 No.

Traffic Signals				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Repair of 2 hour emergency faults	Percentage of 2 hour emergency faults made safe within response times	99.5%	100%	100%
Faults resolved at first visit	Percentage compliance with fault repair response times	99.5%	100%	100%
Maintain condition of traffic signals	Percentage of traffic signal installation exceeding average expected service life (25 years)	3%	5%	5%

Winter Service				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Keep roads open during snow and ice	Maximum percentage of the network treated by salt during periods of snow and ice. (Route Based forecasting allows for only a portion of this percentage to be treated on marginal nights.)	33%	33%	33%
	Percentage of precautionary road salting completed on time	>85%	85% - 90%	>90%

Verge Maintenance				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Keep verges cut to provide safe visibility	No. cuts of grass verges and visibility splays (at junctions etc.) per annum	2	2	2

Drainage				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Keep highway drainage working	Full cycle of gully cleansing per year on the full network (rural and urban)	1	Under review	Under review

Safety Fences				
Service	Measured By	Current Performance	Target Standard	
			2017	2021
Maintain integrity of safety fencing	Percentage of safety fencing 7 day repair orders closed within time	80%	80%	100%

8. Risk Management

Managing risks is a critical part of the management of the highway asset. This section describes how these risks are managed. It identifies the risks that could prevent this plan being delivered with how these risks are to be controlled.

8.1. Risk Context

This Asset Management Strategy will align with the Lincolnshire County Council Risk Management Strategy which sets out how the Council manages risk corporately. This risk strategy has been applied to managing the Council’s transport assets and the highest rated risks that were considered when compiling this plan were:

- Reduction in funding for capital maintenance works
- The condition of unclassified roads is relatively poor and whilst recently this has seen a slight improvement any severe winter or weather event could reverse this trend
- There is no long term trend data available to estimate deterioration in the condition of footways
- Failure of a critical element of a large structure or embankment
- Adverse weather events
- Reductions in revenue funding impact on the long term condition of key assets

8.2. Risk Identification

Risks are identified from historical experience from both contractor and Lincolnshire County Council staff. They are informed by the internal Legal Services, Risk Management and Insurance teams.

8.3. Risk Assessment/Evaluation

The following process is used to evaluate and assess risks, to give a consistent approach:

Impact		Likelihood	
Risk Rating Score	Impact	Risk Rating Score	Likelihood
1	Insignificant	1	Remote
2	Minor	2	Unlikely
3	Moderate	3	Possible
4	Significant	4	Likely
5	Catastrophic	5	Very Likely
Overall Risk (Likelihood X Impact)			
Net Risk Score	Risk Rating	Action	
16-25	Red	Action Required	
11-15	Amber	Consider Action	
1-10	Green	May Consider Action	

8.4. Risk Treatment/Control

"Control is a response to risk – to contain the risk to an acceptable level and to reduce the likelihood of an unwanted outcome."

Each risk identified in this plan should have an associated control measure. If the existing control measure is considered to be inadequate or a control measure does not exist, a Mitigating Action should be identified to enhance the existing control measure or put a suitable control measure in place. These Mitigating Actions should be specific tasks allocated to a specified Lead Officer with a deadline for completion.

8.5. Risk Reporting

Risks should be monitored and any progress made should be recorded in accordance with the reporting regime in the Corporate Risk Management Strategy. The Management Team and Elected Members will be kept informed of the risks and progress in their control and management via regular reports.

8.6. Risks Relevant to this Plan

A detailed Risk Register is included at Appendix E.

9. Asset Management Planning Practice

This section defines the asset management planning practices that the Council uses. The application of these practices is essential to the achievement of this plan.

9.1. Highways Asset Management Policy

Sets out the policy and principles that will be adopted for the management of the highways assets and how these align to the long term vision and purpose of the county council.

9.2. Highways Asset Management Strategy

Contains descriptions of the assets, future demands on the assets, investment strategies, service standards, finance and budget detail and an improvement action plan. It has been developed by Senior Management and managers with specific responsibilities for key assets and reviewed by Council members at Highways, Transportation and Technology Scrutiny Committee meetings.

9.3. Highway Asset Management Plan

The systems used to manage the County's transport assets are set out in the Highway Asset Management Plan. The plan defines how and when we:

- Inspect
- Categorise and prioritise reactive repairs
- Assess condition
- Identify and prioritise sites for resurfacing (or strengthening/replacement)
- Choose the materials used
- Prepare works programmes
- Procure and manage works
- Record and report costs
- Records and respond to customer contacts

9.4. Asset Investment Strategies

Specific investment strategies for the major asset groups of carriageways, footways, structures, street lighting and traffic signals will be reviewed each year as part of the budget setting process. Each strategy will define how the target service standards are to be delivered and any specific requirements for additional funding or opportunities for improvements. This review will also address the types of works to be planned and outline where a "prevention is better than cure" approach will be adopted.

9.5. Performance Reporting

A performance report will be compiled annually summarising the condition of each asset group. The report will describe the result of the previous year's investment in terms of meeting the target service standards and key outcomes.

The report will also include long term predictions of levels of defects and condition and will be used to enable the Council to best allocate the following years budgets and to decide whether any of the service standards contained in this plan or funding levels need to be revised.

10. Improvement Plan

This asset management strategy has been designed to deliver improvements to the management of the county's assets. This section describes the changes that are planned to ensure that these benefits are achieved.

10.1. Improvement Actions

A review of the Council's current transport asset management capability undertaken as part of the development of this plan has identified the following desirable improvements:

Theme	Status	Actions	Completion Date
Data	Future customer contact data and NHT survey results to be reviewed and analysed.	1. Customer contact data to be collected and analysed as appropriate. 2. NHT survey results to be reviewed and analysed as appropriate.	Ongoing
Safety and Condition Inspections	New Code of Practice "Well Managed Highway Infrastructure" published October 2016 introducing opportunity for review of strategy and hierarchy.	Review of hierarchy and safety inspection frequencies in coordination with Legal Services. Review of operations in line with Future Operating Model.	October 2018
Value for Money	Current value for money of service delivery is undefined in terms of management of highways assets.	Value for money assessments will be carried out for specific service areas, with results clearly communicated to the Elected Members. Programme leads will be accountable for performance and improvements if value for money is not demonstrated as being delivered.	2020
Programming and Job Management	Programming and job management is split across divisional teams with generic working practices. Engineers are unable to focus on management of the asset and programming of works.	A disciplined and consistent approach to programming and job management will be implemented. This will enable effective resources management, reducing costs. All work types will be overseen by the Programming & Job	2020

		Management function, including; planned, reactive and cyclical jobs.	
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11. Management of the Plan

11.1. Responsibility for Delivery

The following people are charged with the delivery of this AMS:

Item	Main Council Position
AMS Document	<ul style="list-style-type: none"> • Infrastructure Commissioner • Highways and Transportation Scrutiny Committee • Executive Councillor for Highways and Transportation
AMS Implementation and practice improvements	<ul style="list-style-type: none"> • Infrastructure Commissioner • Highways Assessment and Laboratory Manager • Highways Asset Manager
AMS document updating and reporting	<ul style="list-style-type: none"> • Highways Assessment and Laboratory Manager • Asset Management Commissioner
Finance and valuation	<ul style="list-style-type: none"> • Highways Assessment and Laboratory Manager • Head of Finance – Economy and Environment
AM Data	<ul style="list-style-type: none"> • Highways Assessment and Laboratory Manager • Asset Management Commissioner
AMS Risk	<ul style="list-style-type: none"> • Infrastructure Commissioner • Highways Assessment and Laboratory Manager
Carriageway lifecycle plan and annual options report	<ul style="list-style-type: none"> • Programme Manager – Highways Assets • Principal Engineer (Pavements)
Footway lifecycle plan and annual options report	<ul style="list-style-type: none"> • Programme Manager – Highways Assets • Principal Engineer (Pavements)
Street lighting lifecycle plan and annual options report	<ul style="list-style-type: none"> • Principal Engineer (Lighting, Signs and CAD)
Structures lifecycle plan and annual options report	<ul style="list-style-type: none"> • Principal Engineer (Structures)
Traffic signals lifecycle plan and annual options report	<ul style="list-style-type: none"> • Principal Engineer (Traffic Signals)

11.2. Associated Documents and References

The following documents are essential components of the Council's approach to the management of its Highways Assets and complement and support this strategy.

- **Highways Asset Management Policy**
The policy outlines the general principles that will be applied to the management of the County Councils assets and has been approved by members.
- **Highway Asset Management Plan (HAMP)**
The HAMP documents how the highway asset is managed. It records the policies and procedures used. It is the owner's manual and formalises the practices used to operate the highway network.
- **4th Local Transport Plan**
The 4th Lincolnshire Local Transport Plan was published in April 2013 and sets out the Transport Strategy for the County for a 10 year period. The Transport Act 2000 set out the need for Statutory Local Transport Plans to be produced.
- **Winter Maintenance Plan (WMP)**
The Winter Maintenance Plan documents how the winter service operates. It records the policies and procedures used and the sections of the network that will be treated.
- **Lincolnshire County Council Risk Management Strategy**
The Risk Management Strategy aims to provide an effective framework for the council to manage the key risks facing its services and the successful delivery of its Business Plan.

Appendix A – Carriageways

The Asset

	Km
A Roads	1,073
B Roads	789
C Roads	2,912
U/C Roads	3,996
Green Lanes	322

Asset Valuation

The asset has been valued as follows:

	2016
Gross Replacement Cost (GRC)	£7,908m
Depreciated Replacement Cost (DRC)	£7,553m
Annualised Depreciation (AD)	£35.2m

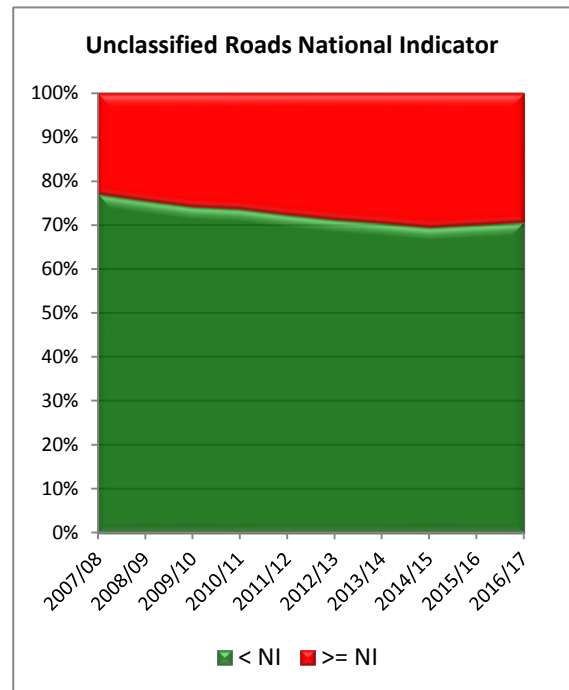
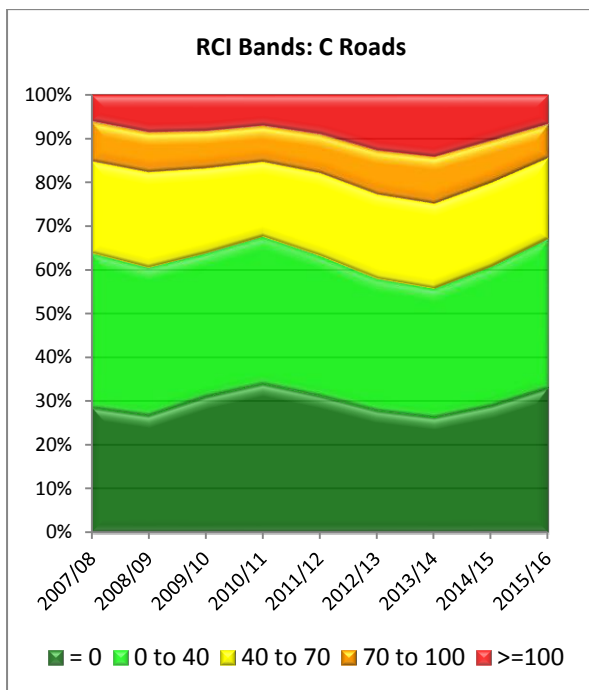
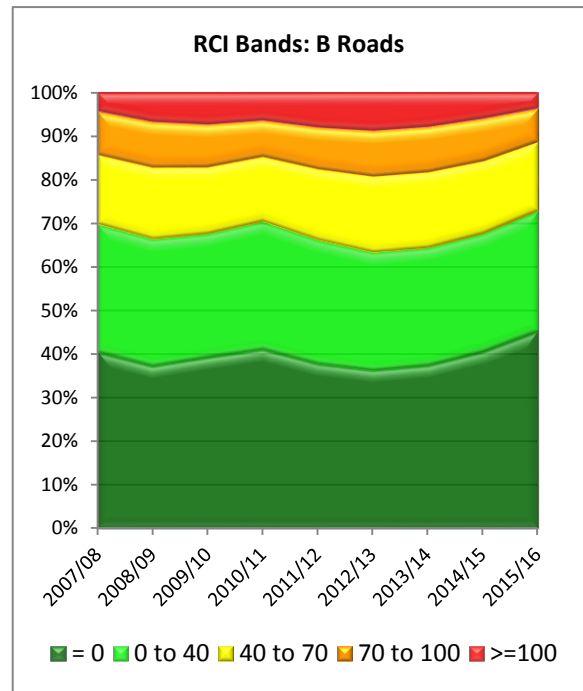
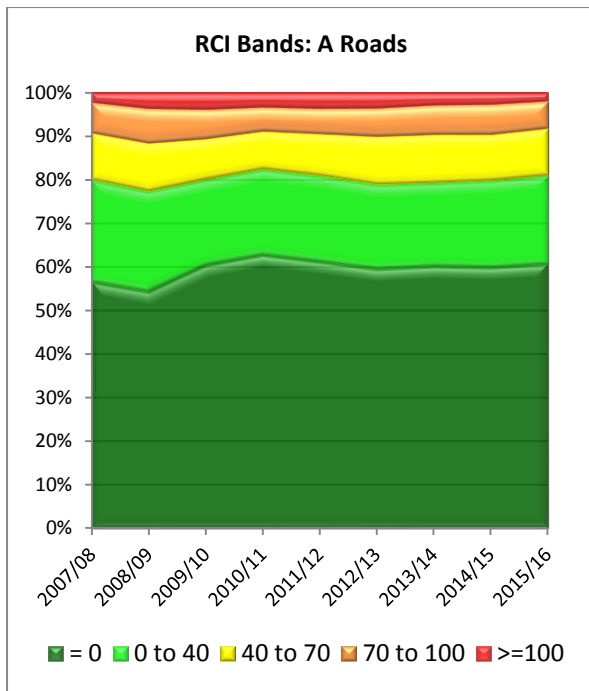
In theory the annualised depreciation represents the average amount of annual investment required in asset renewals in order to keep the asset in its current state. In practice this is significantly higher than the budget available to maintain the carriageway network.

Condition

An annual programme of condition surveys is undertaken across the network. For A, B and C Roads the SCANNER machine is used to measure surface condition (RCI - Road Condition Indicator). For Unclassified Roads a visual condition survey is undertaken (CVI).

The following graphs illustrate the condition of the network using the following condition bands

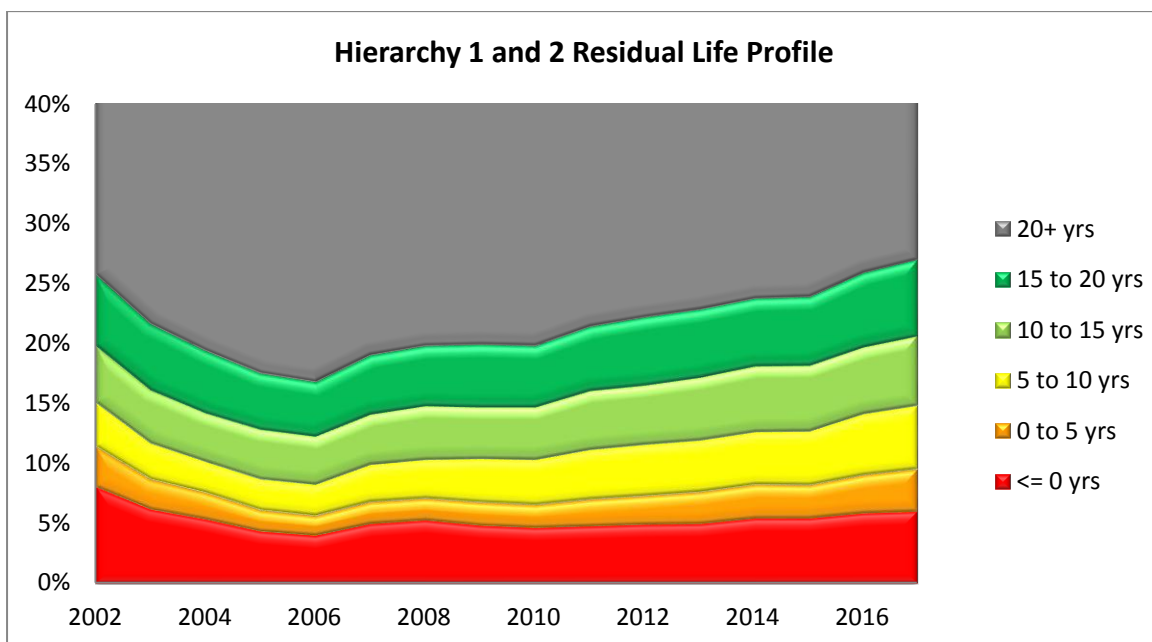
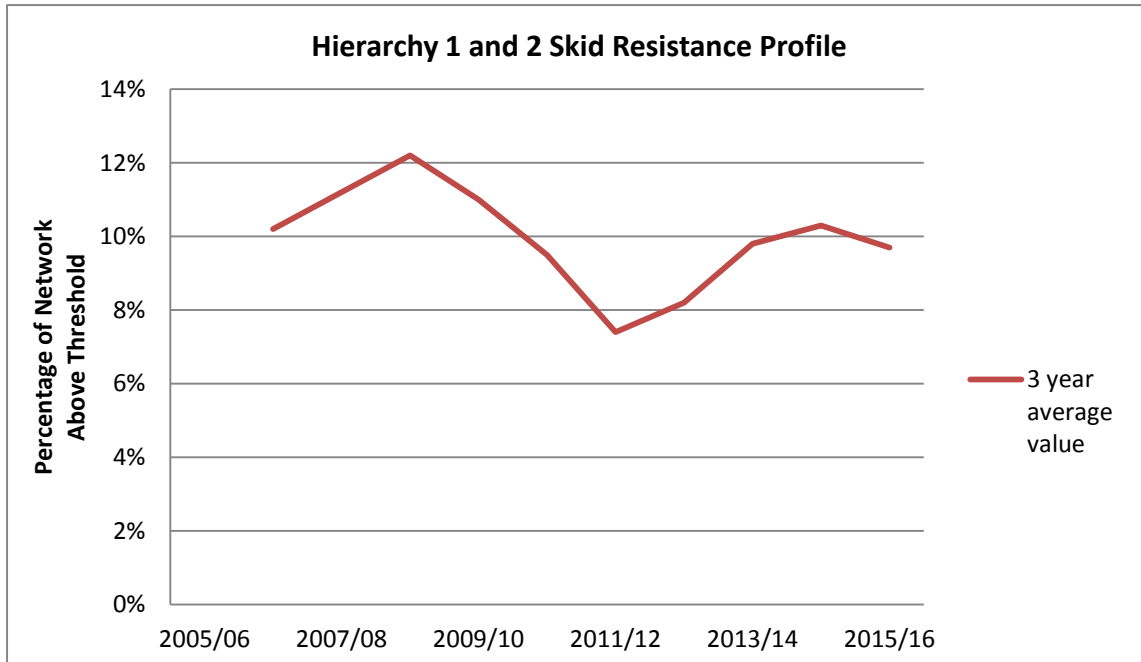
- Green/Light Green - No maintenance required
- Yellow/Amber - Requires investigation for potential maintenance (SCANNER surveys only)
- Red – Planned maintenance required



Note; There is some concern over the SCANNER survey results for the period 2012 to 2014 which may have overstated the red and amber conditions, particularly on the B and C road network. This has been audited and reviewed by the Transport Research Laboratory and a new SCANNER machine is now operating on the Lincolnshire road network.

In addition to the measurement of surface condition, surveys are also undertaken on the more heavily trafficked A & B roads (Hierarchy 1 & 2) to measure Skid Resistance (using SCRIM) and Structural condition (using Deflectograph).

The following graphs illustrate the long term trends in these measurements



Lincolnshire has managed its large road network well. The condition indicators show that the strategy of preventative maintenance is generally delivering a surface condition which is in a steady state overall. However, structural condition surveys indicate that whilst the very worst condition (below zero residual life) is being managed effectively, there has been a small but perceptible year on year deterioration in the overall structural condition of the network since 2006. This is not a cause of immediate concern but does indicate that the network will require additional investment in reconstruction and strengthening works over the longer term

Investment Requirements

The historic budgets for Carriageway Maintenance are outlined in the following table

Asset	Works	Historic Budget Allocations £000's					
		11/12	12/13	13/14	14/15	15/16	16/17
Carriageways	Planned	18,909	22,424	30,249	21,527	26,103	25,027
	Reactive	4,128	3,912	3,759	3,795	3,692	3,089

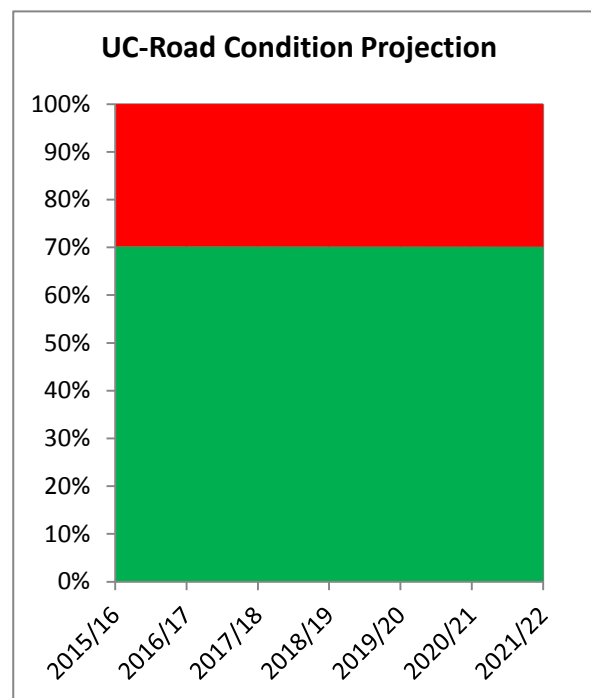
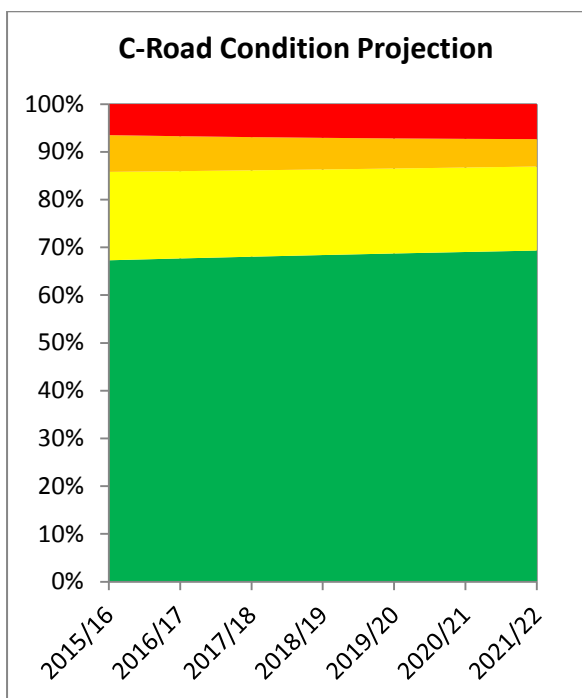
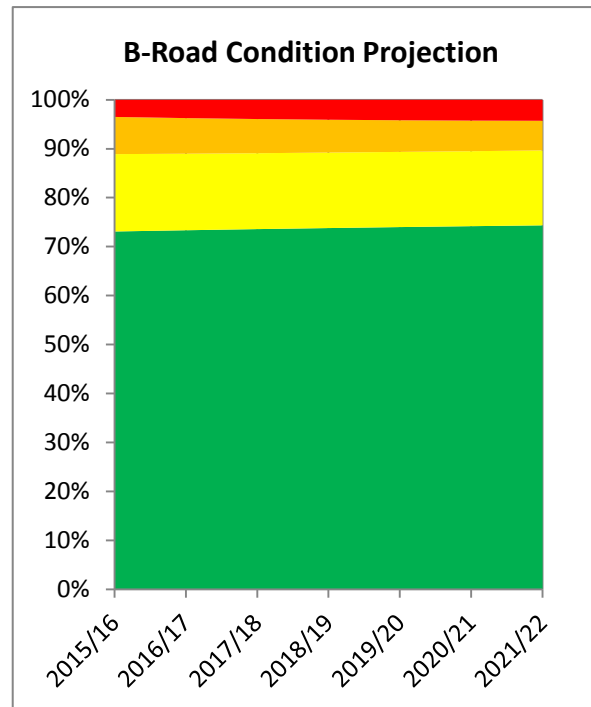
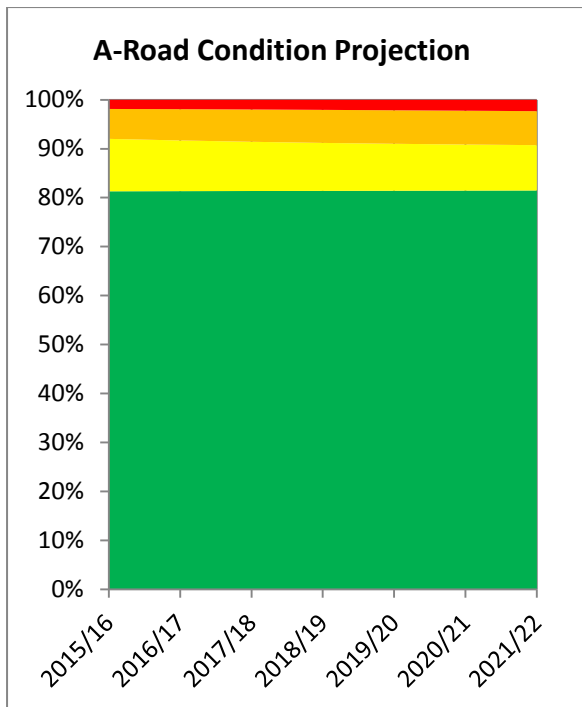
The above table illustrates that the budgets for reactive maintenance have been reducing year on year. This in part reflects our strategy to divert funding away from short term reactive repairs into planned and preventative maintenance. This approach is encouraged and supported by central government who in 2015 announced a six year capital maintenance settlement for the period from 2015 to 2021. This includes an element of incentive funding which is reliant on authorities adopting an asset management led approach to highways maintenance.

For carriageway maintenance the county council had developed a lifecycle model approach to strategic asset management planning based upon the principles of the Highways Maintenance Efficiency Programme (HMEP). This enables us to plan and adjust budgets at a strategic level to optimise the condition of the network for the available budget.

The following table outlines the current planned budget for maintaining the condition of the carriageway asset over the next four years.

Cost Category	Projected Expenditure £000's			
	2017/18	2018/19	2019/20	2020/21
Planned (Capital)	£25.3m	£25.3m	£25.3m	£25.3m
Reactive	£3.1m	£3.1m	£3.1m	£3.1m

The following graphs model the potential surface condition of the network in future years assuming that the current level of capitalised maintenance funding is maintained. The graphs are based on deterioration models of the network which will be refined and adapted as required to reflect changes in the condition of the network and the level of funding available.



Achieving the service standards, as set out for the carriageway asset in Section 7 is critically dependent upon the level of funding available, the adoption of an Asset Management led approach to maintenance and implementing the right treatment at the right time on the network.

Appendix B – Footways

The Asset

	Km
Bituminous Footways	3,881
Block Paved Footways	69
Flagged Footways	123
Concrete Footways	65

Asset Valuation

The asset has been valued as follows:

	2016
Gross Replacement Cost (GRC)	£527m
Depreciated Replacement Cost (DRC)	£472m
Annualised Depreciation (AD)	£9.2m

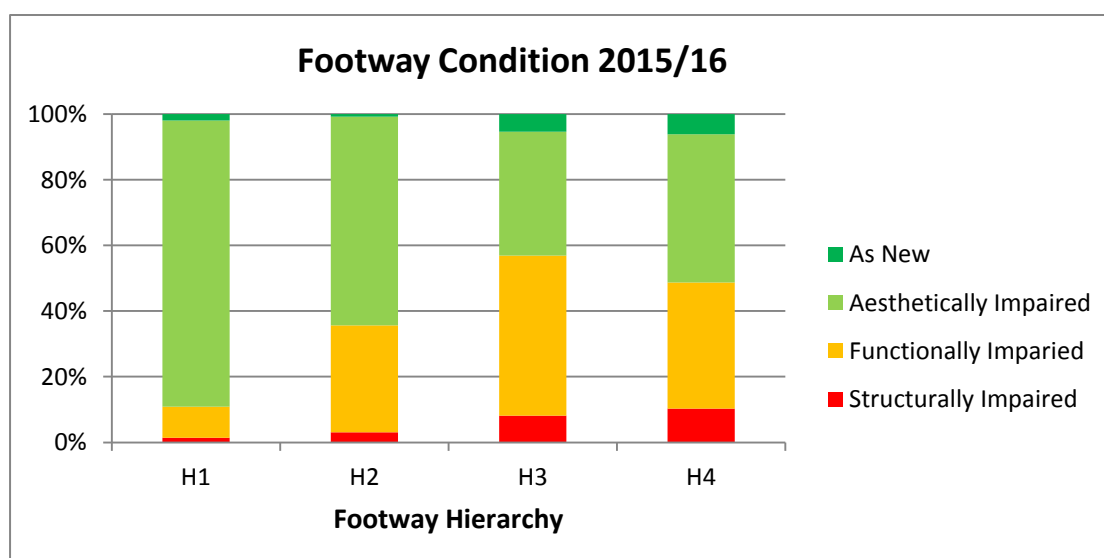
In theory the annualised depreciation represents the average amount of annual investment required in asset renewals in order to keep the asset in its current state. In practice this is significantly higher than the budget available to maintain the footway network.

Condition

For footways the condition monitoring is based upon the Footway Network Survey (FNS). This is a simplified survey which categorises the footways into one of four bands

- As New (Green)
- Aesthetically Impaired (Light Green)
- Functionally Impaired (Amber)
- Structurally Impaired (Red)

The following graph summarises the results of FNS surveys on the network:



Investment Requirements

The historic budgets for Footway Maintenance are outlined in the following table

Asset	Works	Historic Budget Allocations £000's					
		11/12	12/13	13/14	14/15	15/16	16/17
Footways	Planned	4,898	4,304	3,636	3,096	3,494	3,293
	Reactive	Included in Carriageways					

From 2013 to 2016 funding for the footway network was reduced year on year and transferred to the carriageway network due to a significant and long term deterioration in the condition of carriageways.

For maintenance purposes and the reporting of GRC and DRC it has been assumed that bituminous footways have a lifecycle of 40 years before resurfacing is required with a single surface treatment of slurry seal applied at an appropriate point during the 40 year lifecycle.

Footways comprising modular slabs, block and concrete paving represent a relatively small proportion (7%) of the Lincolnshire Footway Network.

A single full cycle of FNS surveys have now been completed however, in order to develop a model for deterioration or scheme prioritisation multiple surveys will be required over a period of years to determine the rates of deterioration. Investment levels have therefore been determined on an historic basis

The following table outlines the planned budget for maintaining the condition of the footway network over the next four years.

Cost Category	Projected Budget £000's			
	2017/18	2018/19	2019/20	2020/21
Planned (Capital)	£2,900	£2,900	£2,900	£2,900
Reactive	Included in Carriageways			

The above budgets have been adjusted to reflect the increased emphasis on preventative maintenance. The condition of the footway network will be monitored, reported and investment levels adjusted accordingly if FNS surveys indicate a significant change in their overall condition.

Appendix C – Structures

The Asset

	Number
Bridges	1516
Subways	12
Culverts	2163
Highway Footbridges	126
Retaining Walls	144
Gantries	11

Asset Valuation

The asset has been valued as follows:

	2016
Gross Replacement Cost (GRC)	£732m
Depreciated Replacement Cost (DRC)	£455m
Annualised Depreciation (AD)	£15.2m

Depreciation calculations are worked out using the “Structures Toolkit” which has been developed by the Department for Transport as part of the Whole of Governments Accounting (WGA) initiative. The toolkit has recently been built into the Confirm asset management system.

In theory the annualised depreciation represents the average amount of annual investment required in asset renewals in order to keep the asset in its current state however, in practice actual maintenance budgets and costs are significantly below this level.

Condition

The condition of the bridges asset is reflected in the following summary:

Year	11/12	12/13	13/14	14/15	15/16
BSCI AVE	*	91.4	92.0	92.6	92.9
BSCI CRIT	*	86.7	86.1	86.7	85.7

NOTE: 2011/12 no data available during the introduction of Confirm. 2012/13 Inspection rotas regulated to improve consistency from year to year.

Bridge condition is reported in a variety of ways and the most common are; Bridge Condition Index (BCI) and Bridge Stock Condition Index (BSCI).

BCI values relate to particular bridges whereas BSCI refers to the entire bridge stock and gives an overall picture of the condition of the stock. For both of these indices a value of 100 indicates that the structure or stock is in good condition and as the index reduces towards zero then the condition also reduces as can be seen from the table below (extract from ADEPT Bridges Group document – BCI Vol. 3: Evaluation of Bridge Condition Indicators).

BSCI Range	BCS Range	Bridge Stock Condition based on BSCI _{Av}	Bridge Stock Condition based on BSCI _{Crit}
100 – 95 Very Good	1.0 – 1.3	Bridge stock is in a very good condition. Very few bridges may be in a moderate to severe condition.	Very few critical load bearing elements may be in a moderate to severe condition. Represents very low risk to public safety
94 – 85 Good	1.31 – 1.8	Bridge stock is in a good condition. A few bridges may be in a severe condition.	A few critical load bearing elements may be in a severe condition. Represents a low risk to public safety.
84-65 Fair	1.81 – 2.7	Bridge stock is in a fair condition. Some bridges may be in a severe condition. Potential for rapid decrease in condition if sufficient maintenance funding is not provided. Moderate backlog of maintenance work.	Wide variability of conditions for critical load bearing elements, some may be in a severe condition. Some bridges may represent a moderate risk to public safety unless mitigation measures are in place.
64 – 40 Poor	2.71 – 3.7	Bridge stock is in a poor condition. A significant number of bridges may be in a severe condition. Maintenance work historically underfunded and there is a significant backlog of maintenance work.	A significant number of critical load bearing elements may be in a severe condition. Some bridges may represent a significant risk to public safety unless mitigation measures are in place.
39 – 0 Very Poor	3.71 – 5	Bridge stock is in a very poor condition. Many bridges may be unserviceable or close to it. Maintenance work historically underfunded and there is a huge backlog of work.	Many critical load bearing elements may be unserviceable or close to it and are in a dangerous condition. Some bridges may represent a high risk to public safety unless mitigation measures are in place.

Further insight is given into structure and stock condition by use of average (AVE) and critical (CRIT) values. The ‘average’ value is a measure of the overall condition of the structure or stock whereas the ‘critical’ value is a measure of the condition of the ‘critical’ elements of the structure or stock.

Critical elements are those such as those identified as being of ‘Very High’ importance in the table below.

Set	Item No.	Element Description	Element Importance	
Deck Elements	1	Primary deck elements	Very High	
	2	Secondary deck element(s)	Transverse beams	Very High
	3		Element from table 2 of Ref.2	Very High
	4	Half joints	Very High	
	5	Tie beam/rod	Very High	
	6	Parapet beam or cantilever	Very High	
	7	Deck bracing	High	
Load-Bearing Substructure	8	Foundations	High	
	9	Abutments (incl. arch springing)	High	
	10	Spandrel wall/head wall	High	
	11	Pier/column	Very High	
	12	Cross-head/capping beam	Very High	
	13	Bearings	High	
	14	Bearing plinth/shelf	High	
Durability Elements	15	Superstructure drainage	Medium	
	16	Substructure drainage	Medium	
	17	Waterproofing	Medium	
	18	Movement/expansion joints	High	
	19	Painting: deck elements	Medium	
	20	Painting: substructure elements	Medium	
	21	Painting: parapets/safety fences	Medium	
Safety Elements	22	Access/walkways/gantries	Medium	
	23	Handrail/parapets/safety fences	High	
	24	Carriageway surfacing	Medium	
	25	Footway/verge/footbridge surfacing	Low	
Other Bridge Elements	26	Invert/river bed	Medium	
	27	Aprons	Medium	
	28	Fenders/cutwaters/collision protection	Medium	
	29	River training works	Medium	
	30	Revetment/batter paving	Low	
	31	Wing walls	High	
	32	Retaining walls	Medium	
	33	Embankments	Low	
34	Machinery	Medium		

Investment Requirements

The Structures baseline (current) budget is outlined in the table below:

Cost Category	2016/17	% Spend
Routine and Reactive sub-total	£994,113	32%
Planned sub-total	£2,114,100	68%
TOTAL	£3,108,213	100%

The BSCI figures indicate that the overall condition of the Lincolnshire Bridge stock is “Good” and the BSCI(CRIT) indicator for the Critical elements is also just within the “Good” category.

In recent years the revenue budget has been targeted to a planned maintenance regime (with the capability to respond reactively when required), minor works having been identified from the inspection regime and prioritised according to need and risk. The capital budget is targeted towards larger maintenance schemes and reconstructions (where the latter is the only economic option). The overall objective has been to work towards 'steady state' condition and this appears to be reflected in the BSCI scores.

Whilst the theoretical annual depreciation value for the structures stock (£15.2m) is significantly higher than the projected capital budget available (£2.1m) this is an average value over the whole life of the structures stock and in practice the condition can be maintained in a steady state with lower levels of funding.

It can be seen that after the next three years of planned maintenance, there are some larger projects which require significant expenditure. In addition as some of the larger bridges reach the end of their serviceable lifespan a number of much larger projects have been identified which will incur significant costs in the longer term. These structures will continue to be monitored, repaired and reported on until such time as major works become unavoidable. These structures are

- Pelham Bridge - Waterproofing and Joints (£600k) Programmed for 2019 (Following completion of Lincoln Eastern By-Pass)
- Cross keys Swing Bridge – Repainting (£1m) Programmed for 2021
- Langrick Bridge – Rebuild off-line? (£12m)
- Bardney Bridge – Rebuild off-line? (£6m)
- A17 Sleaford Bypass – Embankments and safety Fencing (£1.8m)

The following table outlines the projected budget available (at current prices) to maintaining the overall bridge stock over the next four years. These budgets exclude provision for the larger schemes identified above and will be subject to ongoing review as part of the annual budget setting process.

Cost Category	Projected Budgets £000's			
	2017/18	2018/19	2019/20	2020/21
Routine and Reactive	£1,000	£1,000	£1,000	£1,000
Planned (Capital)	£2,100	£2,100	£2,100	£2,100
TOTAL	£3,100	£3,100	£3,100	£3,100

Appendix D – Street Lighting

The street lighting stock is currently being upgraded as part of the Street Lighting Transformation project to improve its energy efficiency. An assessment of the asset will be undertaken during 2017 following completion of the project.

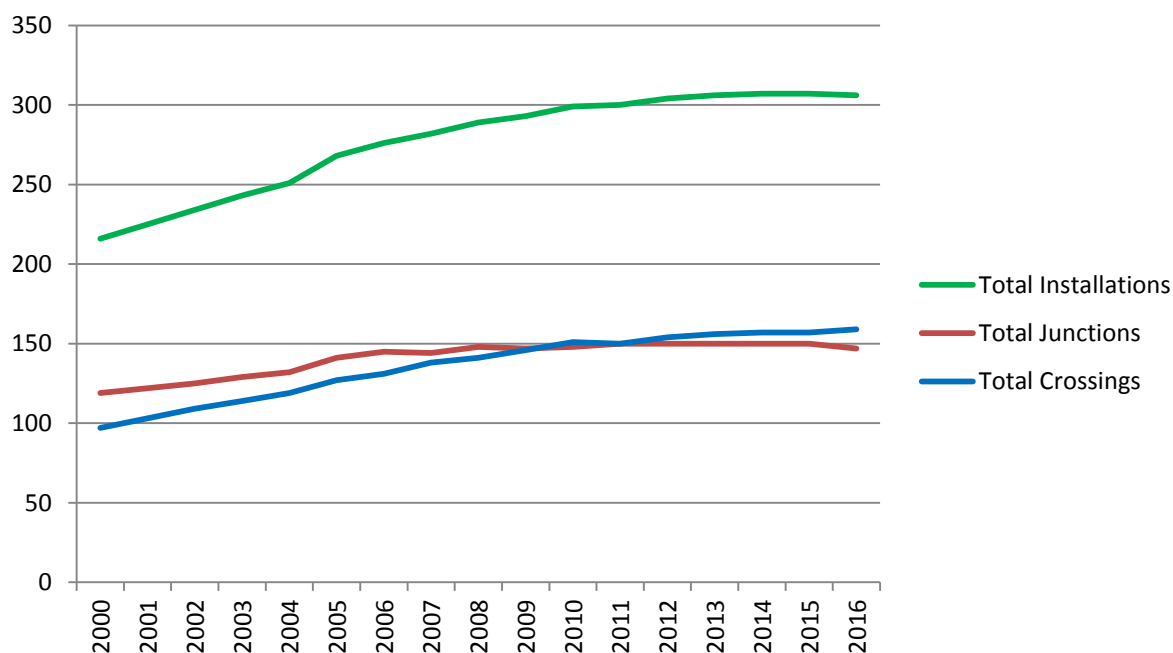
Appendix E – Traffic Signals

The Asset

	No
Traffic Signals at Junctions	147
Traffic Signals at pedestrian crossings	125
Traffic Signals at pedestrian and cycle crossings	33
Traffic Signals at equestrian crossing	1
Outstation Monitoring Units	210
Outstation Transmission Units (including 3 no. Fire Station greenwave units)	97
CCTV camera installations	35
Tidal Flow System (including 41 overhead and 8 approach VMS)	1

In addition to the above on-street equipment the Traffic Signals Team manage assets associated with the Urban Traffic Control, Remote Monitoring, Common Database and CCTV systems within the Lincoln based traffic control room.

Asset Growth

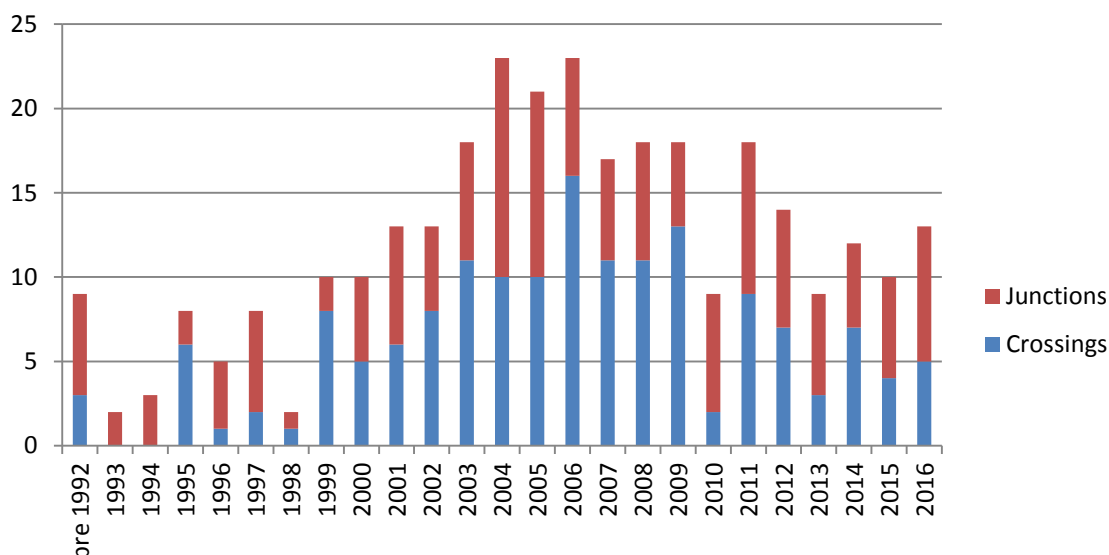


The overall annual rate of asset growth has reduced significantly since 2010 as the general economic environment has led to a reduction in additional installations funded through new developments. In addition new initiatives which have historically contributed to the increase in Signals installations such as "Community Travel Zones" have also declined.

Improved controller technology has also made it easier to combine two or more neighbouring but previously separate assets into larger single assets thus reducing the total number of assets. This has been introduced when practical at new and replacement installation schemes to reduce initial capital and ongoing revenue costs. Additionally some installations have been removed due to local area schemes or asset rationalisation.

Asset Age Profile

In the period 2010 to 2015 the asset benefitted from large capital and development schemes which funded or contributed towards the replacement of some aging but not end of life assets. This, with the pre 2010 growth and the recent move to a 25 year replacement cycle, has created a distorted installation age and future replacement profile requirement for the asset as indicated in the chart below.



Asset Valuation

The traffic signal assets have been valued as follows:

	2015 (20 yr. basis)	2016 (25 yr. basis)
Gross Replacement Cost (GRC)	£12.1m	£12.1m
Depreciated Replacement Cost (DRC)	£6.0m	£6.8m
Annualised Depreciation (AD)	£0.6m	£0.5m

In theory the annualised depreciation represents the average amount of annual investment required in order to keep the asset in a steady state condition. However it should be noted that the current valuations do not represent the actual cost of signals installations replacements due to the cost of the associated Civil Engineering works.

Historic Investment

Asset	Works	Historical Budget Allocations £ 000's						
		10/11	11/12	12/13	13/14	14/15	15/16	16/17
Traffic Signals	Reactive	£895	£795	£827	£833	£840	£844	£844
	Planned	£600	£600	£600	£600	£600	£600	£600

Issues

For the purpose of this options assessment it is assumed that the electrical and civil engineering infrastructure are replaced at the same time on a like for like basis at the end of an extended 25 year design life. The replacement programme and previous Asset Management strategies used a 20 year design life based around annual condition assessments and need.

In practice installations age at different rates due to location and usage. Existing equipment especially controllers can be declared obsolete 7-10 years after production ends and will need to be replaced if it can no longer be supported. Total replacement or modifications to an installation also occur at various stages of its design life due to larger network improvement or development lead schemes.

Actual replacement costs vary widely (£30,000 to £150,000) based on the scale and condition of individual installations, the requirements of current standards and developing technologies. Installations are rarely replaced on a like for like basis; schemes usually include corrective works and improvements. Such works can also be fully or partly funded from other sources and costs can be reduced when possible by inclusion of the works within multi-asset replacement schemes.

Other Key Assets

These include

- Urban Traffic Management Control (UTMC) systems
- Urban Traffic Control (UTC)
- Remote Monitoring System Equipment (RMS)

The UTMC system servers, operating equipment and associated software is nearing end of its operational life and maintenance support. Replacement options have been considered based on the renewal of LCC owned equipment or transfer to a "cloud" based hosted service provided by the system supplier. System replacement or conversion costs are expected to be in the region of £50,000 and will be funded from the capital allocation in 2017/18.

The UTC system on-street transmission equipment (97 sites) was replaced and converted to digital communications prior to the previously planned 2017/18 project as part of the property review and UTMC control room relocation in 2015.

The RMS on-street transmission equipment (210 sites) is analogue based and whilst not currently obsolete will require replacement and conversion to digital communications over the next 5-6 years. Monitoring and reporting options exist offering differing levels of control and functionality. Replacement or conversion costs vary depending on level of service and type of equipment used. The proposed strategy will be funded from the current capital allocation in preparation for full transfer to the next generation systems around 2023.

CCTV System Equipment

The BT Redcare leased lines were redirected to Orchard House as part of the control room relocation in 2015 and converted to digital fibre connections. CCTV system replacement options include conversion to broadband but current charging policies would significantly increase annual revenue costs if the existing 24/7 usage is to be maintained. Technology, service level, communications charges and control room location will lead any system replacement decision.

The varying age pre-existing columns used for the 2010 camera replacement project were inspected in 2014 and were not found to be in need of replacement.

CCTV System Installation date	2010
Expected replacement cycle (years)	10
Cost est.	£110,000 (excluding any comms costs)
Camera installation dates	2010 (25) + 2014-16 (10)
Expected replacement cycle (years)	10
Cost per unit including column	£5,000/£10,000

Tidal Flow System

The system controller, approach Variable Message Signs and all system cabling were replaced in 2015. The overhead LED lane control signs were installed in 2008. The signs have aluminium casings which are designed to last at least 20 years. The individual internal components are industry standard units which are replaceable from the stock of spares held at the Term Contractor's depot.

The original overhead gantry structures date from 1985. They were inspected in 2014 and no issues were found. Three gantries were replaced with new mast arm poles as part of the 2015 works. These and the original gantries form part of the Structures Asset.

Expected replacement cycle (years)	15
Cost est.	Unknown
System (excluding gantries and mast arms)	£130,000
Variable Message Signs	£70,000

Future Budget Implications

HAMP Cost Category	Expenditure (£000's) (2016/17)	% Spend
Routine - Reactive Repairs	£844	59%
Planned Maintenance	£590	41%
TOTAL	£1,434	

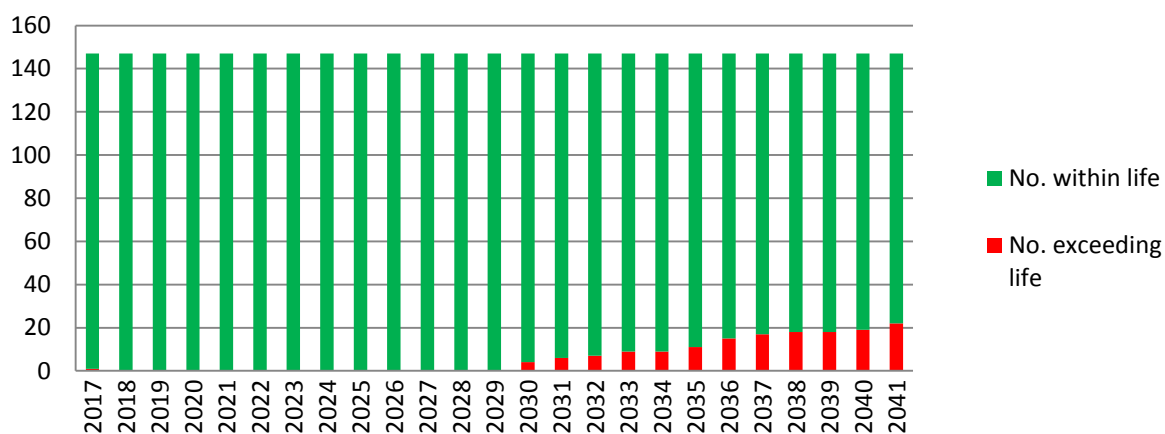
Continuance of current funding

This reflects the current budget allocation of £590,000 in relation to the planned maintenance funded replacement of the traffic and pedestrian signal installation asset only.

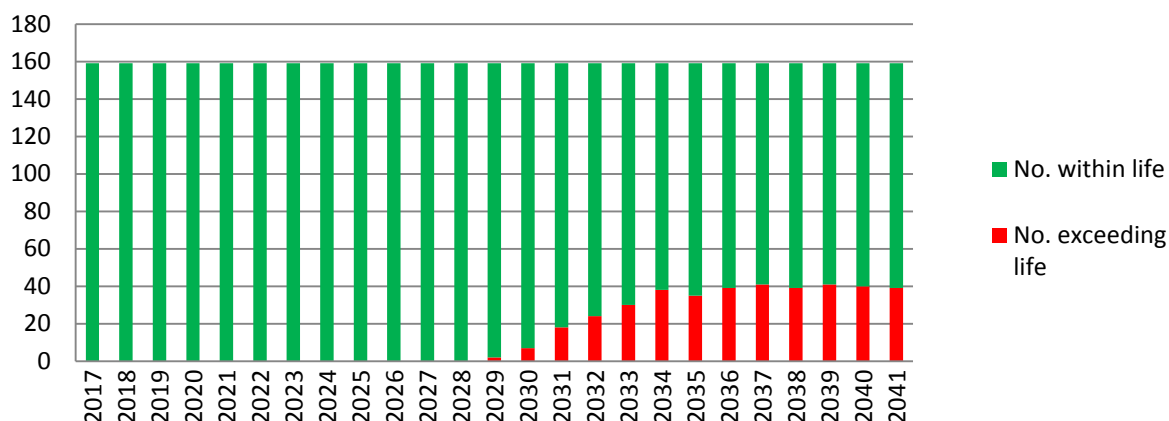
Note: This funding level does not include the additional budget pressures to replace the CCTV system and cameras, the Tidal Flow system and the Urban Traffic Management Control Systems at the end of their expected life. These are separately identified in the budget projection table. It does however include the conversion of traffic signal equipment and communications from analogue to digital at the 200+ remotely monitored installations over the next 6 years.

The chart below illustrates the use of the current budget of £600,000 over the next 25 years with the existing asset level and estimated average replacement costs of £80,000 for junctions and £35,000 for pedestrian crossings. For analysis purposes this has been split to fund an average of 5 no. junction installations and 4 no. pedestrian crossing installations to 2023 reverting to 5 no. thereafter. The analysis also assumes that the signal equipment is replaced at the end of design life 25 year cycle in conjunction with minor associated works to the civil engineering infrastructure.

Junction Installations



Pedestrian Crossing Installations



It can be seen from the above charts that the extended design life offers a theoretical period of asset decline control until 2029-30. In reality installations will have to be addressed on an individual assessment basis during the 20-25 year age range especially with pre 2004 Term Contract installations having been built to lower standards. Beyond 2030 this level of expenditure will not be sufficient to ensure that the traffic signal junction and crossing installation equipment can be replaced within the new extended design life cycle.

Reactive Maintenance

With the extended design life it can be expected that there will be an increased need for more reactive repairs and this would impact on the revenue funded budgets. It is also likely that the installation controllers will have to be replaced during the 25 year period. Each generation of controller released to date has had a 6-7 year production lifespan. This is generally followed by a period of up to 10 years of guaranteed maintenance support but this varies by manufacturer. Due to ongoing advances in technology associated equipment is also becoming obsolete at an increasing rate as new products and alternative solutions enter the market.

Maintenance Backlog

The ongoing maintenance backlog will increase in extent if the revenue budgets are not supported. If insufficiently funded the installation replacement backlog beyond 2030 could lead to an increasing level of installation failures and associated short and medium term service losses.

Customer Satisfaction

This approach could initially result in a decreasing level of customer satisfaction if the anticipated increasing reactive maintenance requirements cannot be fulfilled. The longer term post 2030 installation replacement issue would result in an increasing level of complaints if the potential service losses were realised.

Taking into account the other asset elements, the forecast estimated budgetary requirements for the continuance of the £590,000 current funding option based on 16/17 values for 2017 to 2023 is as follows:

Year	Asset Costs				Whole Asset Costs
	Signals	CCTV	UTC/SCOOT System	Tidal Flow System	
2017	£540,000	£0	£50,000	£0	£590,000
2018	£540,000	£0	£50,000	£0	£590,000
2019	£540,000	£0	£50,000	£0	£590,000
2020	£540,000	£0	£50,000	£0	£590,000
2021	£540,000	£250,000	£50,000	£0	£840,000
2022	£540,000	£0	£50,000	£0	£590,000
2023	£590,000	£0	£100,000	£0	£690,000

Continuance of current condition beyond 2023

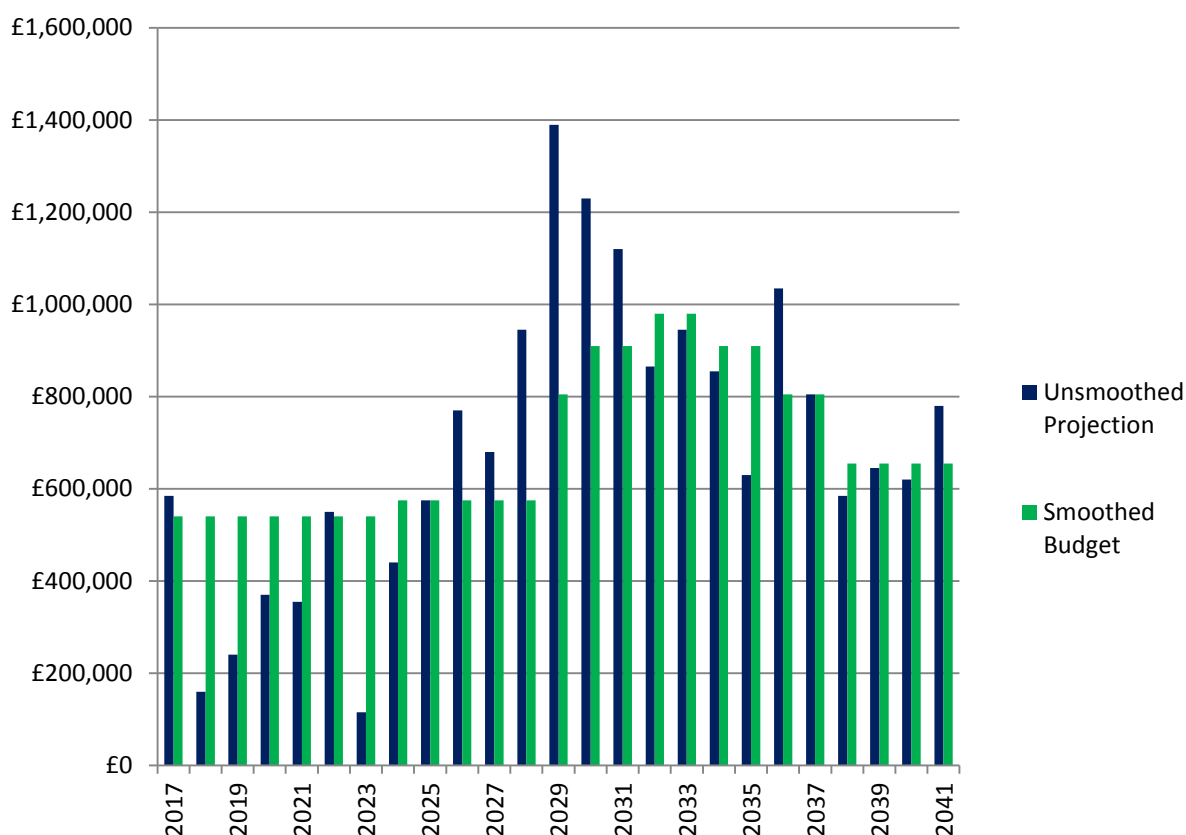
The chart below indicates the asset age profile of the junction and crossing installations and indicates the budget allocation required to maintain a steady state with the number of installations exceeding the extended 25 year expected life being controlled and kept to an absolute minimum.

Note: This funding level does not include the additional budget pressures to replace the CCTV system and cameras, the Tidal Flow system and the Urban Traffic Management Control Systems at the end of their expected life.

The chart shows the use of a varying budget over the next 25 years with the existing asset level and the estimated average replacement costs of £80,000 for junctions and £35,000 for pedestrian crossings. Again this has been split to fund an average of 5 no. junction installations and 4 no. pedestrian crossing installations to 2023.

Thereafter the replacement rate rises to control the number of installations exceeding the 25 year design life with a smoothed budget profile to minimise the impact of future year annual budget increases. The analysis again assumes that the signal equipment is replaced at the end of design life 25 year cycle in conjunction with minor associated works to the civil engineering infrastructure.

Budget Profile



To achieve this it is identified that expenditure on the replacement of traffic signal installations only should follow the following pattern:

Years	Potential Capital Expenditure
2017 – 2023	£540,000
2024 – 2028	£590,000
2029	£805,000
2030 – 2031	£910,000
2032 – 2033	£980,000
2034 - 2035	£910,000
2036 - 2037	£805,000
2038 - 2041	£655,000

Summary

It is clear from the above analysis that due to the planned and externally funded schemes of recent years, the state of the asset in 2017 now offers a period of condition and service level control up to the year 2030 if funding is retained at current levels.

The historic installation profile of the junctions and crossings has however created what will become an increasing asset replacement challenge beyond 2030 in terms of funding and the associated design and construction resource requirements.

If left to develop, this challenge will have a significant impact on the future condition of the asset and budget managers with the associated potential for reduced levels of service and customer satisfaction.

The option exists to minimise the future impact on budgets through a controlled and smoothed asset replacement programme. This adopts a degree of flexibility around the 25 year replacement target but avoids peaks and troughs, minimises unnecessary early intervention and excessive additional life expectancy requirements.

The budget profile options include measures to deal with the immediate need to modernise the remotely monitored installations communication equipment connected to the UTM system. Due to the above mentioned state of the asset this can be achieved within the current equivalent junction and crossings budget allocation until 2023.

Other significant investment requirements for the related Traffic Signals assets will be programmed to minimise the impact of the additional budget pressures in the year undertaken.

Traffic Signals systems technology continues to develop at an increasing pace. This assessment is based on the equipment which is currently available to the market but it is unrealistic to project on this basis to 2041. It is highly likely that within this timeframe traffic control systems and installation replacement options will differ markedly with the anticipated introduction of increased vehicle interconnectivity and cooperative systems. Future asset assessments will have to be reviewed at an appropriate point in the development and release of such systems.

Appendix F – Risk Register

ID	Description of Risk		Risk Owner	Controls	Current Risk Score		Overall Risk Score	Review Date
	Source	Consequence			Likelihood	Impact		
1	The plan makes the assumption that will be normal rather than "severe" or "extreme" as defined in the Winter Maintenance Plan	Adverse weather will create higher levels of defects and deterioration than have been allowed for.	Infrastructure Commissioner	Budgets and predictions will be revised and this plan updated if abnormally harsh winters occur.	3	4	12	Annual
2	The plan is based on the assumption of no further drought event affecting the network.	Drought events create higher levels of defects and deterioration	Infrastructure Commissioner	Budgets and predictions will be revised and this plan updated if further drought events take place.	3	2	6	Annual
3	The plan is based on the assumption of no significant flood damage occurring.	Flood damage will create higher levels of defects and deterioration. Significant events could result in failure of key structures.	Infrastructure Commissioner	Budgets and predictions will be revised and this plan updated if flood damage occurs.	3	4	12	Annual
4	Available budgets have been assumed as shown in section 7.	External pressures mean that government further reduce the funding available for highways.	Infrastructure Commissioner	Target service standards will be revised to affordable levels.	3	3	9	Annual
5	Construction inflation will remain at level similar to the last 5 years.	Construction inflation will increase the cost of works (particularly oil costs as they affect the cost of road surfacing materials).	Infrastructure Commissioner	Target service standards will be revised to affordable levels.	2	3	6	Annual
6	Levels of defect and deterioration are based on current data which is limited for some assets (e.g. footways)	Assets deteriorate more rapidly than predicted and the investment required to meet targets is insufficient.	Infrastructure Commissioner	Split between planned and reactive maintenance budgets will be revised.	2	3	6	Annual
7	Resources are available to deliver the improvement actions.	Pressures on resources mean that staff is not allocated to service improvement tasks such that the predicted benefits cannot be fully achieved.	Infrastructure Commissioner	Target dates will be revised and reported.	4	3	12	Annual
8	Any increase in assets will be matched by sufficient additional maintenance funding	New requirements e.g. Floods and Water Management Act and developments result in increased assets to maintain.	Infrastructure Commissioner	Budgets and predictions will be revised and this plan updated	4	3	12	Annual
9	Reductions in revenue funding	Impacts on the long term condition of key assets	Infrastructure Commissioner	Budgets and predictions will be revised and this plan updated	4	3	12	Annual

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Equality Impact Analysis to enable informed decisions

The purpose of this document is to:-

- I. help decision makers fulfil their duties under the Equality Act 2010 and
- II. for you to evidence the positive and adverse impacts of the proposed change on people with protected characteristics and ways to mitigate or eliminate any adverse impacts.

Using this form

This form must be updated and reviewed as your evidence on a proposal for a project/service change/policy/commissioning of a service or decommissioning of a service evolves taking into account any consultation feedback, significant changes to the proposals and data to support impacts of proposed changes. The key findings of the most up to date version of the Equality Impact Analysis must be explained in the report to the decision maker and the Equality Impact Analysis must be attached to the decision making report.

****Please make sure you read the information below so that you understand what is required under the Equality Act 2010****

Equality Act 2010

The Equality Act 2010 applies to both our workforce and our customers. Under the Equality Act 2010, decision makers are under a personal duty, to have due (that is proportionate) regard to the need to protect and promote the interests of persons with protected characteristics.

Protected characteristics

The protected characteristics under the Act are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

Section 149 of the Equality Act 2010

Section 149 requires a public authority to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by/or under the Act
- Advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share those characteristics
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The purpose of Section 149 is to get decision makers to consider the impact their decisions may or will have on those with protected characteristics and by evidencing the impacts on people with protected characteristics decision makers should be able to demonstrate 'due regard'.

Decision makers duty under the Act

Having had careful regard to the Equality Impact Analysis, and also the consultation responses, decision makers are under a personal duty to have due regard to the need to protect and promote the interests of persons with protected characteristics (see above) and to:-

- (i) consider and analyse how the decision is likely to affect those with protected characteristics, in practical terms,
- (ii) remove any unlawful discrimination, harassment, victimisation and other prohibited conduct,
- (iii) consider whether practical steps should be taken to mitigate or avoid any adverse consequences that the decision is likely to have, for persons with protected characteristics and, indeed, to consider whether the decision should not be taken at all, in the interests of persons with protected characteristics,
- (iv) consider whether steps should be taken to advance equality, foster good relations and generally promote the interests of persons with protected characteristics, either by varying the recommended decision or by taking some other decision.

Conducting an Impact Analysis

The Equality Impact Analysis is a process to identify the impact or likely impact a project, proposed service change, commissioning, decommissioning or policy will have on people with protected characteristics listed above. It should be considered at the beginning of the decision making process.

The Lead Officer responsibility

This is the person writing the report for the decision maker. It is the responsibility of the Lead Officer to make sure that the Equality Impact Analysis is robust and proportionate to the decision being taken.

Summary of findings

You must provide a clear and concise summary of the key findings of this Equality Impact Analysis in the decision making report and attach this Equality Impact Analysis to the report.

Impact – definition

An impact is an intentional or unintentional lasting consequence or significant change to people's lives brought about by an action or series of actions.

How much detail to include?

The Equality Impact Analysis should be proportionate to the impact of proposed change. In deciding this asking simple questions “Who might be affected by this decision?” “Which protected characteristics might be affected?” and “How might they be affected?” will help you consider the extent to which you already have evidence, information and data, and where there are gaps that you will need to explore. Ensure the source and date of any existing data is referenced.

You must consider both obvious and any less obvious impacts. Engaging with people with the protected characteristics will help you to identify less obvious impacts as these groups share their perspectives with you.

A given proposal may have a positive impact on one or more protected characteristics and have an adverse impact on others. You must capture these differences in this form to help decision makers to arrive at a view as to where the balance of advantage or disadvantage lies. If an adverse impact is unavoidable then it must be clearly justified and recorded as such, with an explanation as to why no steps can be taken to avoid the impact. Consequences must be included.

Proposals for more than one option If more than one option is being proposed you must ensure that the Equality Impact Analysis covers all options. Depending on the circumstances, it may be more appropriate to complete an Equality Impact Analysis for each option.

The information you provide in this form must be sufficient to allow the decision maker to fulfil their role as above. You must include the latest version of the Equality Impact Analysis with the report to the decision maker. Please be aware that the information in this form must be able to stand up to legal challenge.

Background Information

Title of the policy / project / service being considered	Highways Asset Management Strategy	Person / people completing analysis	Richard Fenwick / Mike Coates
Service Area	Infrastructure Commissioning	Lead Officer	Richard Fenwick
Who is the decision maker?	Mike Coates	How was the Equality Impact Analysis undertaken?	Discussion between officers involved using guidance on Equality & Diversity.
Date of meeting when decision will be made	27/02/2017	Version control	V1.0
Is this proposed change to an existing policy/service/project or is it new?	Existing policy/service/project	LCC directly delivered, commissioned, re-commissioned or de-commissioned?	Commissioned
Describe the proposed change	<p>Lincolnshire County Council are responsible for managing a large highway network comprising over 8700km of carriageway and its associated footways, structures, street lighting and signals assets. The management of this asset has a significant impact on the County's economy, residents, businesses and visitors.</p> <p>The Highways Asset Management Strategy updates the previous Transport Asset Management Strategy and covers the period from 2017 to 2021 for which the Department for Transport proposals for the capitalised maintenance grant have been announced.</p>		

Evidencing the impacts

In this section you will explain the difference that proposed changes are likely to make on people with protected characteristics. To help you do this first consider the impacts the proposed changes may have on people without protected characteristics before then considering the impacts the proposed changes may have on people with protected characteristics.

You must evidence here who will benefit and how they will benefit. If there are no benefits that you can identify please state 'No perceived benefit' under the relevant protected characteristic. You can add sub categories under the protected characteristics to make clear the impacts. For example under Age you may have considered the impact on 0-5 year olds or people aged 65 and over, under Race you may have considered Eastern European migrants, under Sex you may have considered specific impacts on men.

Data to support impacts of proposed changes

When considering the equality impact of a decision it is important to know who the people are that will be affected by any change.

Population data and the Joint Strategic Needs Assessment

The Lincolnshire Research Observatory (LRO) holds a range of population data by the protected characteristics. This can help put a decision into context. Visit the LRO website and its population theme page by following this link: <http://www.research-lincs.org.uk> If you cannot find what you are looking for, or need more information, please contact the LRO team. You will also find information about the Joint Strategic Needs Assessment on the LRO website.

Workforce profiles

You can obtain information by many of the protected characteristics for the Council's workforce and comparisons with the labour market on the [Council's website](#). As of 1st April 2015, managers can obtain workforce profile data by the protected characteristics for their specific areas using Agresso.

Positive impacts

The proposed change may have the following positive impacts on persons with protected characteristics – If no positive impact, please state '*no positive impact*'.

Age	No positive impact.
Disability	No positive impact.
Gender reassignment	No positive impact.
Marriage and civil partnership	No positive impact.
Pregnancy and maternity	No positive impact.
Race	No positive impact.
Religion or belief	No positive impact.

Sex	No positive impact.
Sexual orientation	No positive impact.

If you have identified positive impacts for other groups not specifically covered by the protected characteristics in the Equality Act 2010 you can include them here if it will help the decision maker to make an informed decision.

Adverse/negative impacts

You must evidence how people with protected characteristics will be adversely impacted and any proposed mitigation to reduce or eliminate adverse impacts. An adverse impact causes disadvantage or exclusion. If such an impact is identified please state how, as far as possible, it is justified; eliminated; minimised or counter balanced by other measures.

If there are no adverse impacts that you can identify please state 'No perceived adverse impact' under the relevant protected characteristic.

Negative impacts of the proposed change and practical steps to mitigate or avoid any adverse consequences on people with protected characteristics are detailed below. If you have not identified any mitigating action to reduce an adverse impact please state 'No mitigating action identified'.

Age	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic .
Disability	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic .
Gender reassignment	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic.
Marriage and civil partnership	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic.
Pregnancy and maternity	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic.

Race	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic.
Religion or belief	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic.
Sex	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic.
Sexual orientation	No perceived adverse impact. The Strategy describes in general terms the state of highway assets and how they will be maintained. Its impacts are neutral between those with a protected characteristic and people who do not share that protected characteristic.

If you have identified negative impacts for other groups not specifically covered by the protected characteristics under the Equality Act 2010 you can include them here if it will help the decision maker to make an informed decision.

Stakeholders

Stake holders are people or groups who may be directly affected (primary stakeholders) and indirectly affected (secondary stakeholders)

You must evidence here who you involved in gathering your evidence about benefits, adverse impacts and practical steps to mitigate or avoid any adverse consequences. You must be confident that any engagement was meaningful. The Community engagement team can help you to do this and you can contact them at consultation@lincolnshire.gov.uk

State clearly what (if any) consultation or engagement activity took place by stating who you involved when compiling this EIA under the protected characteristics. Include organisations you invited and organisations who attended, the date(s) they were involved and method of involvement i.e. Equality Impact Analysis workshop/email/telephone conversation/meeting/consultation. State clearly the objectives of the EIA consultation and findings from the EIA consultation under each of the protected characteristics. If you have not covered any of the protected characteristics please state the reasons why they were not consulted/engaged.

Objective(s) of the EIA consultation/engagement activity

No consultation or engagement activity undertaken.

Who was involved in the EIA consultation/engagement activity? Detail any findings identified by the protected characteristic

Age	As detailed above. None identified.
Disability	As detailed above. None identified.
Gender reassignment	As detailed above. None identified.
Marriage and civil partnership	As detailed above. None identified.
Pregnancy and maternity	As detailed above. None identified.
Race	As detailed above. None identified.
Religion or belief	As detailed above. None identified.

Sex	As detailed above. None identified.
Sexual orientation	As detailed above. None identified.
Are you confident that everyone who should have been involved in producing this version of the Equality Impact Analysis has been involved in a meaningful way? The purpose is to make sure you have got the perspective of all the protected characteristics.	Yes.
Once the changes have been implemented how will you undertake evaluation of the benefits and how effective the actions to reduce adverse impacts have been?	

Further Details

Are you handling personal data?	<p>No</p> <p>If yes, please give details.</p>
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Actions required	Action	Lead officer	Timescale
Include any actions identified in this analysis for on-going monitoring of impacts.	Regular Review	Mike Coates	Continual Monitoring.
Signed off by	Paul Rusted	Date	14/02/2017

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

Report to:	Highways and Transport Scrutiny Committee
Date:	27 February 2017
Subject:	Highways Asset Management Plan

Summary:

The Highways Asset Management Plan sets out the Council's highway maintenance policies, legal duties and standards. The document details any deviation from national guidance which is set out in "Well Managed Highway Infrastructure - A Code of Practice". The policy is in need of review in 2017 due to revisions to internal operating procedures as a result of budget pressures, including grass cutting and drainage cleansing.

Actions Required:

The Highways and Transport Scrutiny Committee are invited to:

- 1) Consider the attached report and to determine whether the Committee supports the recommendations to the Executive Councillor for Highways, Transport and I.T set out in the report.
- 2) To agree any additional comments to be passed to the Executive Councillor in relation to the Highways Asset Management Plan.

1. Background

The Highways Asset Management Plan sets out the Council's highway maintenance policies, legal duties and standards. The document details any deviation from national guidance which is set out in "Well Managed Highway Infrastructure - A Code of Practice". The policy is in need of review in 2017 due to revisions to internal operating procedures as a result of budget pressures, including grass cutting and drainage cleansing.

The Executive Councillor for Highways, Transport and I.T is due to consider a report regarding the update to the Highways Asset Management Plan on 06 March 2017. The full report to the Executive Councillor is attached at Appendix 1 to this report.

2. Conclusion

The Highways and Transport Scrutiny Committee are invited to consider the attached report and to determine whether the Committee supports the recommendations to the Executive Councillor for Highways, Transport and I.T.

3. Consultation

a) Have Risks and Impact Analysis been carried out

Yes

b) Risks and Impact Analysis

See Appendix C.

4. Appendices

These are listed below and attached at the back of the report	
Appendix 1	Executive Councillor Decision – I012802 Highway Asset Management Plan

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 Richard Fenwick, who can be contacted on 01522550452 or richard.fenwick@lincolnshire.gov.uk.

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

Report to:	Councillor R G Davies, Executive Councillor for Highways, Transport and IT
Date:	06 March 2017
Subject:	Highway Asset Management Plan
Decision Reference:	I012802
Key decision?	Yes

Summary:

The Highways Asset Management Plan sets out the Council's highway maintenance policies, legal duties and standards. The document details any deviation from national guidance which is set out in "Well Managed Highway Infrastructure - A Code of Practice". The policy is in need of review in 2017 due to revisions to internal operating procedures as a result of budget pressures, including grass cutting and drainage cleansing.

A draft copy of the proposed Highways Asset Management Plan is attached at Appendix A for consideration.

Recommendation(s):

That the Executive Councillor approves the attached draft Highways Asset Management Plan at Appendix A including the removal of amenity grass cutting and revised maintenance frequencies to drainage cleansing.

Alternatives Considered:

1. The revision to the Highways Asset Management Plan and maintenance frequencies are not adopted. Lincolnshire County Council will continue with current policies, requiring additional funding in order to provide the resources needed to meet existing standards or the finding of savings from other areas of the Council's activities.

Reasons for Recommendation:

Approving the proposed revisions to the Highways Asset Management Plan should allow the County Council's operational plan to align with proposed budget reductions for the financial year 2017/18. The current version of the Highways Asset Management Plan reflects the budgets set in 2016/17.

1. Background

- 1.1 October 2016 saw the release of Well Managed Highway Infrastructure – Code of Practice. This document sets out suggested standards to be used in highway maintenance policy and operation and the document is usually used as a reference point during legal claims. The Highways Asset Management Plan is therefore required to show Lincolnshire County Council's maintenance standards and where applicable any deviation of these standards from Well Managed Highway Infrastructure. The plan includes levels of service such as highway inspections, grass cutting, gully cleaning and all maintenance duties the Authority is responsible for.
- 1.2 The plan has been thoroughly reviewed and consultation has taken place with all sections of the Council about the amendments to standards or codes of practice.
- 1.3 Following the budget review for 2017/18, it was necessary to find savings in revenue spending and it has been proposed that one potential area to achieve this was in amenity grass cutting programmes. If the Plan at Appendix A is approved, these will not be carried out during the financial year 2017/18. This operational change needs to be reflected in the changes to the policy, which is documented via the Highways Asset Management Plan. Whilst the number of amenity cuts is reduced from the 7 specified in the previous version of the plan, there is no change to the number of safety cuts.
- 1.4 Another potential area for savings in revenue spending is in drainage cleansing. Gullies are currently cleaned out once a year, but data that has been collected in previous years now allows a targeted cleanse and this is reflected in the draft Plan at Appendix A. This will allow further efficiencies, for example, gullies and catchpits which have been running fine for years will not have to receive unrequired maintenance and the focus within the proposed Plan will be on assets which are regularly blocked by leaves or silt.
- 1.5 The Highways Asset Management Plan is used by all sections in the Directorate, as well as being used as a legal reference point during claims. A copy of the Plan is included with this report, together with a cover sheet which highlights the changes from the previous version.

2. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- * Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- * Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

* Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

* Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic

* Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it

* Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding

Compliance with the duties in section 149 may involve treating some persons more favourably than others

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process

The Equality Act has been taken into account in this instance and an Equality Impact Analysis is attached at Appendix C. Whilst the changes in policy are generally considered to have no impact, the Analysis identifies the potential for a differential impact on older people and people with a disability in that grass verges will become more difficult to walk upon and this could affect those groups more than people who do not share those protected characteristics.

The Analysis concludes that this potential impact cannot be mitigated in itself but the impact is assessed as low given that grass cutting will still take place alongside footpaths where walking is encouraged and the impact will be in isolated areas with very low pedestrian use and where such is not encouraged for safety reasons.

Joint Strategic Needs Analysis (JSNA and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision

The effect of revisions to the Highway Asset Management Plan on the JSNA has been considered and deemed to have no impact.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area

The new Highway Maintenance Policy should not lead to a change in the safety of the highways in Lincolnshire. The duties under section 17 of the Crime and Disorder Act 1988 have been considered and it is deemed that the Highways Asset Management Plan will have no impact.

3. Conclusion

It is therefore proposed that a recommendation is given to approve the revisions to the Highways Asset Management Plan and the revised maintenance frequencies covered by the document.

4. Legal Comments:

The Council has the power to adopt the Highways Asset Management Plan attached at Appendix A to the Report.

The decision is consistent with the Policy Framework and within the remit of the Executive Councillor

5. Resource Comments:

These revisions are required to meet the planned budget reductions in the areas specified.

6. Consultation

a) Has Local Member Been Consulted?

n/a

b) Has Executive Councillor Been Consulted?

n/a

c) Scrutiny Comments

This Report will be considered by the Highways and Transport Scrutiny Committee at its meeting on 27 February 2017. Any comments from the Committee will be presented to the Executive Councillor for Highways, Transport and I.T.

d) Have Risks and Impact Analysis been carried out?

See the body of the Report

e) Risks and Impact Analysis

See the body of the Report

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Highways Asset Management Plan (Draft) A hard copy of this report is available from Democratic Services and online at – http://lincolnshire.moderngov.co.uk/ieListDocuments.aspx?Clid=492&Mid=4763&Ver=4
Appendix B	Summary of changes - Highways Asset Management Plan
Appendix C	Equality Impact Analysis for Highways Asset Management Plan

8. Background Papers

Document	Where it can be viewed
Well-managed Highway Infrastructure – A code of Practice	http://www.ukroadsliaisongroup.org/en/codes/

This report was written by Richard Fenwick, who can be contacted on 01522 550452 or richard.fenwick@lincolnshire.gov.uk.

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HIGHWAYS ASSET MANAGEMENT PLAN

Issued April 2017

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1. Introduction and Policy

1.1 Introduction

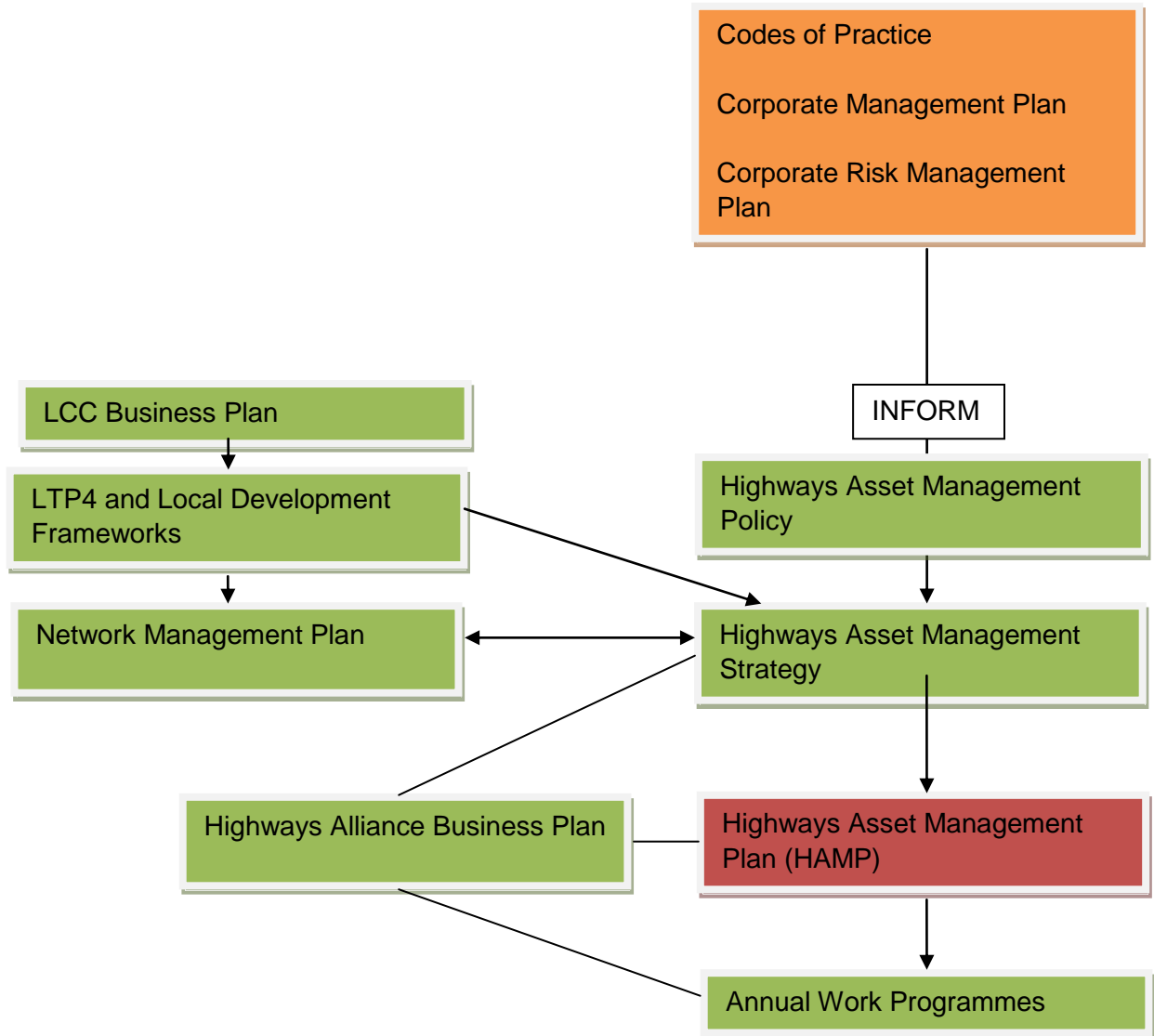
- i. The purpose of this document is to define Lincolnshire County Council's (The Council) policies and methods for maintenance of the County Road Network. This will examine standards in relation to "Well Managed Highway Infrastructure – A Code of Practice" (October 2016) and how Lincolnshire County Council aims to deliver its standards.

Cross references to the Code of Practice and other documents are shown in the right hand margin throughout the document. Recommended Standards from Well Maintained Highways are shown cross referenced against Lincolnshire County Councils actual standards. Any deviations from these national guidelines are explained.

- ii. This document aims to provide an overview. For more detailed information refer to "Well Managed Highway Infrastructure – A Code of Practice" (October 2016).
- iii. Prior to 1994 many maintenance policies had not been documented and many standards were based on historic practice rather than current needs and resources. In 1994 the Highway Maintenance Plan was written and, over the following years, has under gone many revisions. With the introduction of the Best Value initiative and The Highway Asset Management Plan the plan has been subject to major review.
- iv. The framework and recommendations set down in this plan are taken from the document, "Well Managed Highway Infrastructure – A Code Practice" which was published in October 2016. This Document is published by The UK Roads Liaison Group and is recommended by Department of Transport, ADEPT (formally County Surveyor's Society) and the Local Government Association through the UK Roads Board. This Document supersedes "Well Maintained Highways – Code of Practice for Highway Maintenance Management" (July 2005), "Delivering Best Value in Highway Maintenance" (July 2001) and the "Highway Maintenance- A Code of Good Practice" which was published in 1989. This Plan is a key element in implementing the recommendations proposed by the new code of practice.
- v. The plan references the Highways Maintenance Efficiency Programme (HMEP) which is a Department for Transport (DfT) funded, sector-led transformation programme. HMEP provides tools and resources to help manage the transformation of delivery of roads and services through greater efficiencies. Where possible, Lincolnshire has aligned itself with this programme in an effort to improve the condition of the road network through a sound asset-management based approach to highway maintenance.
- vi. The Department for Transport (DfT) announced its local highways maintenance capital block funding from 2015 – 2021 as part of the National Infrastructure Plan. Lincolnshire County Council will have an opportunity to secure additional funding on an "incentive basis", dependent on its pursuit of efficiencies and use of asset management. This plan complements Lincolnshire County Council's Asset Management Strategy (AMS), demonstrating policies and procedures which pursue efficiency and asset management.

1.2 Links to Other Plans

The Highways Maintenance Plan links to other Council plans as illustrated below:



1.3 Policies

The maintenance programme is divided into four main policy areas:

- Structural
- Environmental
- Safety
- Winter

General policies are set out below dealing with needs assessment, standards and quality. Specific policies and standards are detailed in the relevant section of this document. Winter service is covered separately in the Winter Maintenance Plan.

1.4 General

- | | | |
|-----|--|---|
| HM1 | The allocation of highway maintenance resources will normally be achieved by assessing needs objectively and using the Council approved standards based upon the principals of sound Asset Management. | <u>4.3</u> |
| HM2 | Maintenance programmes and activities will allow some limited flexibility to respond to the local needs of Lincolnshire’s road users, including pedestrians, cyclists and public transport operators and elected members. | |
| HM3 | Regular highway inspections will be undertaken to identify defects and plan maintenance work. | <u>4.1 to 4.25</u> |
| HM4 | Maintenance standards will reflect the role of the individual categories within the carriageway and footway hierarchies. The highest standards will apply to the strategic road network (carriageways), main shopping/busy urban areas (footways) and Historic/Tourist areas (for example Lincoln, Stamford and Skegness). | <u>3.4 to 3.7</u> |
| HM5 | The specification for and supervision of highway maintenance works will aim for a high quality consistent with European and British Standards, other National Codes and the Councils Maintenance Design Manual. | |
| HM6 | Cost effective maintenance programmes and treatments will be developed and implemented recognising the importance of whole life costing where appropriate. | |
| HM7 | The County Council will co-operate with District and/or Parish Councils in combining works programmes and entering into agreements, where this will provide a better service. | |
| HM8 | In conservation areas highway features and surfaces will be designed and maintained to preserve or enhance the character | <u>Manual for Streets</u> |

and appearance of the street scene and minimise visual intrusion. Wherever possible, opportunities will be explored to seek external funding for the extra costs involved.

- HM9 The County Council will promote and actively encourage the maximum practicable use of secondary/recycled materials in road construction and maintenance schemes, where it is the responsible authority.

1.5 Structural

- HM10 In allocating resources for carriageways and footways, priority will be given to works that contribute the most to preserving the structure of the highway network.
- HM11 The disaggregation of the carriageway structural maintenance budget will be based upon SCANNER (Surface Condition Assessment of the National Network of Roads) condition data for the classified road network and CVI (Coarse Visual Inspection) condition data for the unclassified road network from the Highway Asset Management System.
- HM12 The disaggregation of the footway structural maintenance budget will be based on inventory data from Confirm/SCANNER maintenance management system.
- HM13 The disaggregation of the non-structural maintenance budget between geographical areas and between different highway hierarchy will be based on inventory data from the Confirm asset management system.
- HM14 Surface dressing and other surface treatments will be given priority for resources where such treatments restore sub-standard skidding resistance or are cost effective in reducing future maintenance requirements. [4.3](#)
[4.4](#)
[4.5](#)
- HM15 Structural maintenance works on bridges, culverts and other important highway structures will be given a priority within a 5 point scale from low to very urgent. Position within a range will depend upon the severity of the identified defects and the operational, financial and safety consequences of delaying remedial works. [4.6](#)

1.6 Environmental

- HM16 Maintenance treatments and operations will take account of environmental factors seeking to minimise environmental damage and protect wildlife habitat.
- HM17 Operational procedures and budgets for environmental maintenance and other cyclic activities will be based upon highway inventory data from the Confirm/SCANNER system, frequency standards and contract rates.

1.7 Safety

HM18	Street lighting will be operated throughout the hours of darkness with maintenance programmes designed to minimise the number and duration of faults.	4.8 4.9 4.10 4.12
HM19	Traffic Signals will be operated with maintenance programmes designed to minimise the occurrence and duration of faults.	4.11 4.12
HM20	Signs/ Markings/Studs will be maintained on a priority basis determined by the results of routine condition inspections.	

1.8 Winter

A separate Winter Maintenance Plan has been produced and holds all relevant information for this service. Information included is as follows:

- Policy
- Responsibilities
- Precautionary and Secondary Salting
- Snow Clearance
- Footway Clearance
- Winter Maintenance Contacts

2. Legal Framework

2.1 Duty of Care for Highway Maintenance

The Authority has a general duty of care to users of the highway to maintain the highway in a condition fit for its purpose. All decisions taken will uphold this principle, be they policy, priority, budgetary, programming or the implementation of highway maintenance works.

2.2 Powers and Duties for Highway Maintenance

- The Highways Act 1980
- The Local Authorities (Transport Charges) Regulations 1998
- The New Roads and Street Works Act 1991
- Traffic Management Act 2004

2.3 Related Powers and Duties

The following is a list of Acts, which refer duties and standards for wider issues on the highway network.

- Road Traffic Regulations Act 1984
- Traffic Signs and General Directions 2002
- Road Traffic Act 1988
- Road Traffic Reduction Act 1997
- The Transport Act 2000
- Wildlife and Countryside Act 1981
- The Environmental Protection Act 1990
- The Noxious Weeds Act 1959
- Rights of Way Act 1990
- Countryside and Rights of Way Act 2000
- The Railway and Transport Safety Bill 2003
- Disability Discrimination Act 1995
- The Ragwort Control Act 2003

2.4 Local Government Act 1999 and Best Value

The Local Government Act 1999 puts forward the general duties of Best Value. The following points must be taken into consideration:

- Statutory basis Local Government Act 1999
- Best Value Performance Plans
- Reviews of all services on five year cycle
- Statutory Inspection by Audit Commission
- Statutory Framework of Best Value Performance Indicators

2.5 Risk Management

All highways assessments, inspections and surveys should be established with a clear understanding of the risks and consequences involved.

Risk Management should address the following crucial issue which could affect users of the Network and employees:

- Safety of the network and liability for accident
- Asset loss or damage
- Service failure or reduction
- Operational
- Environmental
- Financial
- Contractual
- Reputation
- Risk Register

2.6 Health and Safety

The Health and Safety at Work Act 1974, together with the Construction (Design and Management) Regulations 2014 instructs the Local Authority to carry out work in a safe manner and establish arrangements for the management of construction works.

All staff involved in the planning, management and delivery of highway services will receive appropriate training and will be regularly updated in health and safety requirements.

2.7 Management and Records Systems

All records and information maintained by the Authority will be accurate and effectively managed. This will not only help to manage the service, but also to defend the Authority against alleged failure to maintain the network.

Various Highway Advice Notices (HAT's), Departmental Policy Documents (DPDs) and Good Practice Guidelines detail the procedures that will be adhered to ensure the effective management of records relevant to highway maintenance.

The QMS (Quality Management System) has been implemented for the effective management of documents and records, which structures areas to complement the layout of Highways Structure and contains links to other areas, HATs and DPDs.

3. Strategy and Hierarchy

3.1 Principles and Objectives of Highway Maintenance Strategy

Highway Maintenance in Lincolnshire is, as far as is reasonably practicable, undertaken by means of a systematic logical approach based upon recognised principals of Asset Management. The principles of this strategy are:

- To deliver the statutory obligations of the authority.
- To be responsive to the needs of the community and users.
- To provide effective management to preserve or enhance the highway network asset.
- To support highway network management strategy and integrated transport objectives.
- To support and add value where possible to wider policy objectives.

3.2 Components of Highway Maintenance Strategy

i. The foundations for Lincolnshire's maintenance Strategy are:

- A detailed Inventory of components of the network asset.
- A detailed hierarchy for elements of the network.
- A robust framework of policies.
- Defined objectives and actions plans from Best Value Reviews.
- Risk Register

ii. **Asset Management Strategy**

The development of a Highways Asset Management Plan (HAMP) to show the Authority is delivering value when maintaining highways as well as addressing wider objectives of corporate strategy, transport policy and value for money has been undertaken by the Directorate.

The HAMP will be a key component of the Asset Management Strategy and will include such items as:

- A set of objectives and policies linked to business objectives.
- An asset or inventory register.
- Maintenance strategies for the long term based on sustainable use of physical resources and whole life costing.
- An identification of future funding requirements to maintain required level of service.
- Managing risk of failure or loss of use
- Development of co-ordinated forward programme for highway maintenance, operation and improvement
- Measurements of performance and continuous improvement.

iii. **HMEP**

- HMEP (Highways Maintenance Efficiency Programme) is a sector-led transformation programme, sponsored and funded by the Department for Transport. It is designed to maximise returns from highways investment and help to improve efficiency and effectiveness of the local highways sector which it is aimed at.
- HMEP has developed a series of products to inform highways authorities of examples of best practice and recommendations which should lead to an improved highway maintenance service and better value for money for taxpayers.

- Lincolnshire County Council will adopt, where affordable, recommendations which add value to current practices.
 - The pothole review and asset management guidance products produced by HMEP both recommend that authorities should employ an asset management approach. The principle "prevention is better than cure" in determining the balance between structural, preventative and reactive maintenance activities has been embraced by Lincolnshire County Council. This philosophy should improve the resilience of the highway network and minimise the occurrence of potholes in the future, informing the risk-based approach to response times in a move to "first-time fixes" to highway defects.
 - The Department for Transport has indicated that around 20% of funding for local highways authorities will be reliant on an ability to demonstrate an engrained approach to asset management and efficiency advised by HMEP. This includes a move away from reactive to proactive maintenance.
- iv. The majority of Lincolnshire’s highways network assets are recorded in detail and are widely available through the use of the corporate/directorate systems such as “Map Info” Geographical Information System (GIS), Confirm, “MayRise” (street lighting), Structures database, Traffic Signal database and the Traffic Signs database.
- v. It is recognised that Lincolnshire is very diverse in terms of its distribution of population. Population densities range from Lincoln City, Boston and Grantham through the large market towns such as Louth, Spalding, Stamford and Gainsborough, to small villages and large, sparsely populated, rural areas.

Defined Towns

Those towns defined within the Lincolnshire Structure Plan (1998). Refer to Appendix D – Urban Area Plan

Alford	Horncastle	Spalding
Boston	Lincoln (inc North Hykeham)	Spilsby
Bourne	Long Sutton	Stamford
Caistor	Louth	Sutton Bridge
Crowland	Market Rasen	Sutton on Sea
Gainsborough	Mablethorpe	Tattershall/Conningsby
Grantham	Skegness	The Deepings
Holbeach	Sleaford	

3.3 Network Hierarchy

- i. Lincolnshire is a large and sparsely populated county with a greater than average length of road per head of population. The length of the road network is 9,000 km of carriageway. The network also comprises 3,643 Km, of footway. Clearly it is not practicable to develop and maintain the whole of the road network to the same standards.
- ii. The County Council has therefore designated a hierarchy of road types with each highway link being allocated to one of these types. The types reflect the roles of different roads.

There are also separate hierarchies for footways and cycle-ways based upon these principles.

3.4 Carriageway Hierarchy

Local Standard	National Standard
<p>Hierarchy Type 1</p> <p>The major long distance, inter-urban routes which either:</p> <ul style="list-style-type: none"> - Provide a network of routes for traffic passing through the county, - Link major urban areas (over 8000 population) to areas outside the county <p>Particularly for long distance through industrial and commercial traffic.</p>	<p>Category 2 - Strategic Route</p> <p>Trunk and some Principal “A” roads between Primary Destinations</p> <p>Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.</p>
<p>Hierarchy Type 2</p> <p>The remaining inter-urban routes of more than local importance by virtue of their role in handling substantial flows of long distance traffic between:</p> <ul style="list-style-type: none"> - Adjacent towns within the county. - Lincolnshire towns near the county boundary and nearby centres of populations in adjacent counties. <p><i>Hierarchy 1 and 2 roads comprise the County’s strategic road network</i></p>	<p>Category 3a - Main Distributor</p> <p>Major urban and Inter-Primary links. Short to medium distance traffic.</p> <p>Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.</p>
<p>Hierarchy Type 3</p> <p>Local roads which provide a good quality connection between the main settlements (population of 500 plus) to the Type 1 and 2 Roads, including rural bus routes and links to major HGV</p>	<p>Category 3b – Secondary Distributor</p> <p>Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions</p>

<p>generators.</p>	<p>In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.</p>
<p>Hierarchy Type 4</p> <p>Minor rural roads, which link the smaller villages and settlements to the 1, 2 or 3 roads.</p> <p>The remaining roads whose main purpose is to provide access to residential properties.</p>	<p>Category 4a - Link Roads</p> <p>Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions</p> <p>In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial inter-connecting roads with 30 mph speed limits random pedestrian movements and uncontrolled parking.</p> <p>Category 4b – Local Access Road</p> <p>Roads serving limited numbers of properties carrying only access traffic.</p> <p>In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.</p>
<p>Hierarchy Type 5</p> <p>Minor rural roads, which serve a very limited number of properties or provide access to agricultural land.</p>	<p>Category 4b – Local Access Road</p> <p>Roads serving limited numbers of properties carrying only access traffic.</p> <p>In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.</p>

3.5 Footway Hierarchy

Local Standard	National Standard
<p>Type 1 – Primary Walking Routes</p> <ul style="list-style-type: none"> – Footways in the main shopping street of the urban areas of towns listed in the structure plan – Pedestrianised shopping streets in the urban areas of towns listed in the structure plan. <p><i>Note: Type 1 status will not be extended beyond the main shopping street area merely because there are other shops or a proliferation of public buildings etc. outside the main shopping centre.</i></p>	<p>Category 1 – Primary Walking Routes</p> <p>Busy urban shopping and business areas and main pedestrian routes.</p>
<p>Type 2 – Secondary Walking Routes</p> <ul style="list-style-type: none"> – Footways along main pedestrian routes just outside the main shopping area but within the central areas of towns listed in the structure plan. – Local shopping streets in settlements not listed in the structure plan where there is a linear shopping development to 10 retail units or more within a 100 metre length. – Footways remote from the carriageway linking main shopping streets (Type 1) to other areas e.g. pedestrian access to car park etc. 	<p>Category 2 – Secondary Walking Routes</p> <p>Medium usage routes through local areas feeding into primary routes, local shopping centres etc.</p>

<p>Type 3 – Link Footways</p> <p>Linking local access footways through urban areas and busy rural footways.</p>	<p>Category 3 – Link Footways</p> <p>Linking local access footways through urban areas and busy rural footways.</p>
<p>Type 4 – Local Access Footways</p> <p>Footways associated with low usage, for example estate roads to the main routes, cul-de-sacs, adjacent to local access roads and rural footways between villages.</p>	<p>Category 4 – Local Access Footways</p> <p>Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.</p>

3.6 Cycle Hierarchy

Local Standard	National Standard
<p>Type 1</p> <p>Cycle lanes forming part of the carriageway.</p>	<p>Category A</p> <p>Cycle lane forming part of the carriageway, commonly 1.5 metre strip adjacent to the nearside kerb. Cycle gaps at road closure point (no entries allowing cycle access)</p>
<p>Type 2</p> <ul style="list-style-type: none"> - Shared segregated cycle / pedestrian facilities - Shared unsegregated facilities in urban areas 	<p>Category B</p> <p>Cycle track, a highway route for cyclists not contiguous with the public footway or carriageway. Shared cycle/pedestrian paths, either segregated by a white line or other physical segregation, or un-segregated.</p>
<p>Type 3</p> <p>Shared unsegregated facilities in rural areas and other cycle tracks that are not contiguous with the public footway or carriageway.</p>	<p>Category C</p> <p>Cycle trails, leisure routes through open spaces. These are not necessarily the responsibility of the highway authority, but may be maintained by an authority under other powers and duties.</p>

4. Asset Inspections, Surveys, Assessments and Recording

4.1 Importance of Inspection, Surveys, Assessments and Recording Regime

- i. The establishment of an effective regime of inspection, assessment and recording is the most crucial element of highway maintenance. The characteristics of the regime, including frequency of inspections, items to be recorded and nature of response are defined following an assessment of the relative risk.
- ii. All elements of the inspection and assessment regime are applied systematically and consistently. This is particularly important in respect of network safety, where information is critical in the case of legal proceedings. It is important to recognise however that all information recorded, even if not primarily intended for network safety purposes, may have consequential implications for safety and may therefore be relevant to legal proceedings.

4.2 Safety Inspections

- i. Safety inspections are designed to identify defects that are likely to create a safety issue to users of the network. Such defects will be made safe as soon as reasonably practicable, and in any case within the timescales detailed in Appendix B. If in the opinion of the inspecting officer a defect not detailed in Appendix B is so significant as to constitute a safety issue this will be recorded and acted upon within 24 hours.
- ii. Safety inspections on carriageways and footways are carried out at varying frequencies dependent upon their hierarchy type. Deviations from National Guidance Standard have been made due to the nature, extent and usage of the highway network in Lincolnshire. It is considered that the local frequency of inspections will provide the required level of safety for the users of the network.

Safety inspection frequencies are as follows:

	Lincolnshire County Council Standard	National Guidance Standard
Carriageways		
Hierarchy 1	12 per annum	12 per annum (Cat 2)
Hierarchy 2	4 per annum	12 per annum (Cat 3(a))
Hierarchy 3	4 per annum	12 per annum (Cat 3 (b))
Hierarchy 4 and 5	1 per annum	4 per annum (Cat 4(a))/1 per annum (Cat 4(b))
Footways		
Hierarchy 1	12 per annum	12 per annum
Hierarchy 2	4 per annum	4 per annum
Hierarchy 3	4 per annum	4 per annum
Hierarchy 4	1 per annum	1 per annum
Cycleway		
Type 1	As for carriageway	As for carriageway
Type 2	As per footway inspection	2 per annum
Type 3	1 per annum	1 per annum

- iii. Deterioration identified at the time of the safety inspection shall be noted in relevant detail by the inspecting officer. These defects will be recorded within the annual condition inspection and information will be prioritised and used to formulate future programmes.

4.3 Carriageway Surveys

i. Machine Surveys

Three types of machine surveys are carried out on a regular basis. The objectives of these surveys are:

- To identify lengths of road needing further investigation and possibly subsequent treatment.
- To produce an annual review of the performance.

These surveys are:

<p>1. Deflectograph</p>	<p>These surveys measure the structural integrity of the carriageway. The results provide an estimate of its residual life and are a crucial component when assessing structural maintenance requirements.</p> <p>Deflectograph is a valuable tool and is in line with national guidance.</p>
<p>2. SCRIM (Sideway-force Coefficient Routine Investigation Machine)</p>	<p>SCRIM results are used to identify lengths of road with poor skidding resistance. SCRIM surveys are carried out in accordance with HAT 60/1/09. SCRIM is in line with national good practice.</p>
<p>3. SCANNER Surveys (Surface Condition Assessment of the National Network of Roads)</p>	<p>SCANNER surveys are mandatory requirement for reporting of Data Topic 130-01 (formerly NI 168/ BVPI 223), "Condition of principal roads" and Data Topic 130-02 (formerly NI 169/BVPI 224a) "Condition of non-principal classified roads". These surveys are undertaken by a specialist vehicle at traffic speed. The survey collects data on transverse and longitudinal profiles, texture and cracking of carriageway. The information is both reliable and repeatable giving a consistent survey.</p>

- ii. The following programme is being used to regulate the frequency of surveys undertaken:

SCANNER Surveys	
'A' roads –	100% of the network in one direction or 50% of the network in both directions each year
'B' roads –	100% of the network in one direction each year.
'C' roads –	50% of the network each year (in one direction).

CVI Surveys	
Unclassified roads	25% per year on a 4 year rolling program.

iii. Visual Condition Assessment Surveys

The condition of carriageways is monitored by means of SCANNER and CVI surveys and an accredited UKPMS pavement management system.

CVI Survey	CVI surveys are a fast and efficient way of covering large areas of the network. CVI surveys are carried out from slow moving vehicle. They record lengths which have consistent defects rather than a detailed measurement of individual defects.
	CVI survey data is collected using UKPMS accredited data capture software. Inspectors are trained in house at Lincs Laboratory in accordance with the UKPMS Visual Survey Manual. All inspectors are accredited.
	CVI surveys are undertaken by Lincs Laboratory. A 5% sample self-audit is undertaken to ensure quality and consistency of data. The results of these audits are recorded and analysed in order that any trends can be identified and retraining undertaken if necessary.

- iv. The following programme is being used to regulate the frequency of surveys undertaken:

Deflectograph Surveys
All single carriageway Hierarchy Type 1 and 2 roads are covered on a 5 year rolling programme.
On dual carriageways with a residual life of 10 years or more it is generally omitted from the next survey cycle.

SCRIM Surveys
All Hierarchy Type 1 and 2 roads are covered on a 3 year rolling programme.

SCANNER Surveys	
'A' roads –	Covered by a two year rolling programme with 100% of the network in one direction.
'B' roads –	Covered by a two year rolling programme with 100% of the network in one direction each year.
'C' roads –	Covered by a four year rolling programme with 50% of the network in one direction each year.

CVI Surveys	
Unclassified roads	25% per year on a 4 year rolling programme.

- vi. The Asset Management Team are responsible for producing plans for the Area Highways Teams showing the results of SCANNER, CVI and deflectograph surveys to assist them to target and prioritise maintenance in their areas.

v. Condition of Carriageway

The condition of carriageways is monitored by means of SCANNER machine and CVI surveys and an accredited UKPMS pavement management system.

Plans are produced by Highways Infrastructure Commissioning annually, for Area Highways Managers to assist in the targeting of maintenance resources. These plans are based upon the results of the UKPMS survey data and indicate the sections that are approaching and exceed the condition indices for:

- Data Topic 130-01 (formerly NI 168/ BVPI 223), "Condition of principal roads"
- Data Topic 130-02 (formerly NI 169/BVPI 224a) "Condition of non-principal classified roads".
- GC:HT:05 (formerly BVPI 224b) "Condition of unclassified roads"

Local targets are set for each Area Highways Manager with an aim to improve our overall Performance Indicator. A six monthly monitor is reported to check progress of these targets.

- vi. The Asset Management Team are responsible for producing plans for the Area Highways Teams showing the results of SCANNER, CVI and deflectograph surveys to assist them to target and prioritise maintenance in their areas.

4.4 Footway Surveys

- i. The condition of footways is monitored by means of FNS (Footway Network Surveys) and DVI (Detailed Visual Inspection) surveys and an accredited UKPMS pavement management system.
- ii. FNS surveys record defects in four categories:
 - As new
 - Aesthetically impaired
 - Functionally impaired
 - Structurally impaired

FNS is a relatively new survey which was introduced onto the Lincolnshire Network in 2012. All Hierarchy 1, 2 and 3 Footways have been surveyed to establish a base line position and a programme will be developed for the Hierarchy 4 network for 2013.

The Asset Management Team are responsible for providing data to the Area Highways Teams on the condition of footways.

- iii. DVI surveys are carried out in 20 metre lengths and records accurately the position and defect type in that area. This gives a much more detailed survey than the FNS. DVI surveys are carried out when more detailed information is required to support and validate a treatment decision or identify a scheme (supplementing the FNS data). Also DVIs are used on a cyclic basis on footway (Type 1 and 2) in accordance with the requirements of BVPI 187.
- iv. Securing continuous improvement in the safety and serviceability of footways, in particular network integrity is a necessary component for encouraging walking as an alternative to the private car, particularly for journeys of up to two miles in urban areas.
- v. Priorities for footway maintenance must ensure that opportunities are taken to aid social inclusion particularly improving accessibility for older and disabled people and also the use of prams and pushchairs. This will include the provision of dropped kerbs in suitable locations and textured paving adjacent to crossing points.
- vi. Although ensuring the safety of footways for users will be a priority, in some cases the presence of highway trees may compromise the provision of footway surface regularity. The radical treatment or complete tree removal necessary to ensure surface regularity may not be possible or desirable and therefore reduced standards of surface regularity may be a more environmentally acceptable and sustainable outcome.
- vii. Maintenance requirements for public rights of way are not covered by this plan.

4.5 Condition of Cycleways

- i. No formal inspections are carried out on Cycleways.
- ii. The Directorate have produced a comprehensive guide to new cycleway provision entitled "Providing for Cyclists (May 2003)". This document gives comprehensive advice on the consideration of factors pertaining to the needs of cyclists as vulnerable road users and the standards that will be applied to the various categories of cycle track provision.
- iii. Cycle track provision within the county has increased significantly since the implementation of the Local Transport Plan through the Community Travel Zone

Initiative and Rural Priority Initiative. Therefore the majority of cycling provision is of relatively new stock and maintenance is yet to become a significant issue. However it is recognised that maintenance standards for these facilities will be established quickly in order to provide guidance to divisional staff and to ascertain the financial commitment, in terms of the future maintenance costs.

- iv. Currently the standards for cycleways match those of the footway or carriageway over which they exist.

4.6 Structures Inspection

- i. Structures include bridges, footbridges, subways, culverts, gantries and retaining walls. Structures inspections exclude all drainage that is defined as a pipe with a diameter or span less than 600mm.

The County Council policy is to generally abide with the National Code of Practice, 'Management of Highway Structures, A Code of Practice', dated September 2005. The main changes relate to inspection cycles, and in particular the frequency of Principal Inspections of bridges with spans less than 5m which are subjected to a risk assessment. The inspection cycles are summarised in the Table 2 below.

At present all structures on County Roads are inspected on a regular basis, including those not in the ownership of the County Council, on the basis of a duty of care. Structures not owned by the County do not receive Principal Inspections but receive General Inspections. Inspections are divided into three categories:

1. General	A visual inspection of representative parts of the structure. These are carried out on all structures regardless of ownership
2. Principal	A close inspection (within 1m) of all visible parts of the structure. Specialist access equipment may be required in some cases. Carried out on all County owned structures with a span greater than or equal to 5m. Structures with spans less than 5m will be subject to a risk assessment.
3. Special	These include a programme of bridges to be monitored following an assessment failure or where there is some on-going movement. In addition there is a programme of diving inspections where structures are known to be at risk from the effects of scour.

Table 1

The frequency of these inspections are listed below:

Structure Type	Inspection Type	Classification	Cycle
Culverts	General	All	2 years
Bridges & Miscellaneous	General	All	2 years
Bridges & Miscellaneous	Principal	Span>5m	6 years
Bridges & Miscellaneous	Principal	Span<5m	Subject to risk assessment
Bridges & Miscellaneous	Special	All	Subject to risk assessment
Retaining Wall	General	Ret Ht.>1.37m	6 years

Table 2

- ii. Dedicated, experienced bridge inspectors inspect the county bridge stock including safety fencing intended to prevent direct impact with the end of parapets.
- iii. It is required that all structures are maintained to a sufficient sound structural condition to serve the purpose it was designed for and not to pose a danger to road users or pedestrians.
- iv. Recommendations from inspections, reported defects or accident damage will be acted upon and safety measures implemented where there is risk to the road user, pedestrians or property. The risks will include the potential consequences of flooding.
- v. Accident damage (generally parapet damage), which is deemed a risk to the road user or pedestrian, will initially be signed and guarded as soon as practicable until permanent repairs can be undertaken.

4.7 Condition Inspections of Safety Fences and Barriers

- i. All steel beam safety fences will be inspected at the intervals in the table below:

Steel beam safety fence	Inspection every five years for mounting height, surface protective treatment and structural condition.
Tensioned safety fence	Tensioning bolts should be checked and reset to correct torque every two years.

Pedestrian guard rails, boundary fences and environmental barriers will be inspected in respect of integrity during the course of a condition inspection.

(The general condition of timber guard rails, not associated with a structure, will be checked each year in conjunction with condition inspections.)

- ii. It is required that all safety fence be maintained to a sufficient sound structural condition to serve their purpose and not to be a danger to road users or pedestrians. All damaged sections of safety fence will be treated as a Category 1 defect and made safe (signing and guarding) within 24 hours unless the damage is superficial and there is no loss of integrity.

4.8 Street Lighting Inspections

- i. The regime of street lighting inspection is in accordance with the budget priorities set out in 2011 (core offer review) and the one man working proposal for street lighting. This forms part of an asset management strategy intended to reduce cost, stay within the law and apply common sense. They comprise:
 - Immediate attention to any damage or defects which could result in exposed electrical conductors, unsafe lighting column structures or components hanging loose of by its wires that is liable to fall to the ground.
 - Night time patrols to identify unlit lamps.
 - Repair of faulty lights
 - Routine maintenance inspections and electrical tests.

Inspection frequencies:

Night time patrols	Every 4 weeks.
Lantern internal and external	Lantern cleaning is coincidental with routine maintenance inspections.
Routine maintenance	The routine maintenance frequency is commensurate with the core offer and is six years. A general condition inspection of the whole unit is carried out at the same time and the lamp is changed if appropriate.

Electrical and structural testing	Upon commissioning, Street Lighting units are electrically tested in accordance with BS7671 and periodically tested at routine maintenance intervals. Street lighting cable networks will have their electrical earth loop impedance tested at each exit point. Structural defects are noted at the time of routine maintenance. Further non -destructive structural testing may be necessary.
Response to faults	Emergencies are defined in paragraph iv below. The response time is “within 2 hours”. Lamp failure or similar non urgent faults are attended in accordance with schedule iv below. Electricity supply faults are restored by the electricity company, the service level is twenty one working days from the time the fault is notified to the Electricity Company to the date when the electricity company advise that the supply has been restored

- ii. As far as reasonably practicable there is a need to maintain streetlights and illuminated signs to ensure that they are electrically safe, structurally sound, random lamp failures are minimised and to maintain the lumen output of the lamps. The following regime has been adopted in accordance with the core offer.

Bulk Lamp Change Cycles Table:

Lamp Type	Description	Bulk Change Interval	
		Expected burning hours	Bulk change Interval
Low Pressure Sodium	SOX+, SOX PSG, SOX HF, SOXE 35w and 55w	16,000	25,000
Low Pressure Sodium	90 w, 135w, 180w	12,000	25,000
LED	Light emitting Diode	60,000	60,000
High Pressure Sodium	SONT, SONE, SONI, SONC, PIA	16,000	25,000
Low Pressure Mercury	MCF/E	12,000	25,000
Compact Fluorescent	PLT PLL PLS	12,000	25,000
Subway Installations	LED	60,000	60,000
Cosmopolis	COP	16000	25,000

- iii. Routine Maintenance for Street Lighting consists of inspection, cleaning, lamp change where applicable, visual structural inspection, reporting and electrical

testing.

- iv. Defects are classified as Category 1A, Category 1B, Category 2 or Category 3. These are as follows:

Category 1A Emergency Defects: attend within 2 hours.

These defects are defined as electrical, structural or lighting defects that present an immediate danger to the highway user. 'Accident damage/vandalism where live cables/voltage may be exposed or cause a column to become live'?

The following are as classified as emergency defects attend within 2 hours;

- (a) Accident damage/vandalism where live cables/voltage may be exposed or cause a column to become live.
- (b) Doors open or missing from street lighting columns, illuminated signs or feeder pillars and wires are exposed.
- (c) Lighting point structural defect caused by, RTA, vandalism or bad weather conditions.
- (d) Call out by the police to a road traffic accident
- (e) Column or illuminated sign post collapse or in imminent danger of collapse

Category 1B Defects: next working day response.

These defects that require attention where there is no immediate danger; Respond next working day from contractor's receipt of notification.

- (a) Doors open or missing from street lighting columns, illuminated signs or feeder pillars no wires exposed.
- (b) Illuminated traffic bollard down or missing.
- (c) Lanterns on street lighting Columns or illuminated signs hanging by the supply cable.
- (d) Lantern Bowl hanging.

Category 2 Defects: non routine repairs.

- (a) Repairs are scheduled into routes and reports of failures are dealt with on the next scheduled visit to the area. Each repair route is visited every two weeks. The average time for repair is 5 working days from the

time and date that the contractor receives notification.

(b) Permanent replacement of “knocked-down” accident damaged equipment is replaced in accordance with the term contract processes. The normal procurement period is 90 days from when the contractor receives the order. National Guidance is for installation of a complete unit of apparatus to be completed within 20 working days (“Well Lit Highways”) Lincolnshire County Council’s 90 day response is a deviation due to the term contract processes.

Category 3 Defects: repair or report within 24 hours of the contractor's receipt of an instruction.

Category 3 defects are those which are less serious than an emergency and in the case of lighting faults it would be unreasonable to expect the job to be serviced during the hours of darkness.

- (a) Both lights on a set of Belisha Beacons inoperative.
- (b) A bowl missing from a Belisha Beacon.
- (c) All lighting out on normally lit street of three or more.
- (d) Five or more consecutive lights out on a road.
- (e) A request for service that comes from within the Council as a result of an action request or Members Enquiry.
- (f) Any reasonable request by the Council that requires a fast response.
- (g) Both flashing lights on a single post of a school patrol inoperative.
- (h) Both lens of school flashers broken
- (i) Regulatory sign missing or facing in the wrong direction.

- v. Cleaning and inspection of street lighting units coincide with the 6 year routine maintenance intervals.

Cleaning Cycles Table:

Design Equipment Category	Cleaning Intervals (Months)
Street Lighting Units	72
Traffic Sign Lighting Units	72
Illuminated Traffic Bollards	12

4.9 Illuminated Traffic Signs and Internally Lit Traffic Bollards

- i. The primary objective is to keep illuminated traffic signs legible, visible and effective. The maintenance regime for illuminated signs and illuminated bollards shells is indicated in the Table below:

Night Scouting for illumination	In conjunction with Street Lighting inspections.
Routine maintenance	Interval in accordance with the core offer is 6 years. (See street lighting inspection). 24 hour burning lamps within illuminated bollards are changed every year except for LED lights which burn to extinction.
Inspections, cleaning and electrical testing of illuminated signs and bollards	Inspection, cleaning and electrical testing takes place during routine maintenance operations.
External cleaning of illuminated bollards	Takes place during routine maintenance operations and annually. Additional cleaning may be dictated by condition.
Replacement and repair of damaged signs and bollards	Respond according to the degree of danger in accordance with section iv above.

4.10 Condition Inspection of Non-Illuminated Traffic Signs and Bollards

- i. Routine daytime inspection shall take place in accordance with the inspection frequency, to all roads, including attention to overhanging vegetation.
- ii. Night time inspection for reflectivity will take place annually after sign washing has taken place and co-ordinated with the road markings inspection on Hierarchy 1 and 2 and designated 3 roads.

General Condition	Part of the general highways inspection
Cleaning	Once a year for strategic road network and 4 times a

	year for bollards. All others as required. Note: Any faults will be reported including any within 20 m on each side of the road
Replacement and repair of damaged signs and bollards	Respond according to the degree of danger. In extreme cases this would be within 2 hours.

- iii. Hierarchy 1 and 2 and designated 3 roads detailed route inspection for structural integrity, serviceability, and network integrity to take place maximum period of 5 years by the Traffic Signs Team in TSP on completion of inventory.
- iv. Heritage signs and milestones will be refurbished or will be replaced with same or similar whenever possible.
- v. Missing or dangerous signs will be dealt with as per the procedures outlined in HAT 26/4/06

4.11 Condition of Non-Illuminated Traffic Signs and Bollards

- i. Primary objective is to keep all signs legible, visible and effective as far as possible. The speed and permanence of the response will depend upon the degree of danger, but important warning and regulatory signs will be replaced as quickly as possible. The following will be recorded and rectified:
 - Matters affecting the legality of important warning and regulatory signs
 - Damage, deterioration, or vandalism to signs and bollards leaving either the sign or situation to which it applies in a dangerous condition
 - Structural integrity
- ii. Sign cleaning will be undertaken in accordance with schedules and frequencies defined in the Highway Works Term Contract.
- iii. Every five years the signing regime for Hierarchy 1, 2 and selected 3 roads will be reviewed to ensure integrity and to remove unnecessary clutter from the network.
- iv. Consideration will be given to the use of non-illuminated highly reflective signs as the Council standard, and all new and replacements signs will fit

this criteria.

4.12 Condition Inspection of Traffic Signals, Pedestrian and Cycle Crossings

- i. An annual inspections will be carried out and shall include the following items:

1. Signal lenses will be cleaned.
2. Inspections of the physical condition of the controller and auxiliary equipment cabinets and other site hardware
3. Earth testing.

Full inspections for electrical safety will be carried out at intervals of six years. Guidance on aspects to be inspected and on defect criteria is given in TD 24/86.

The following frequencies will be used:

Scouting for illumination	Covered by Urban Traffic Control and Remote Monitoring Systems
Lamp changing	Bulk change every 12 months
Internal inspections and cleaning	At least annually or additionally when required
Checking of phasing	When a fault is suspected
Checking of alignment	Annually or when a fault is suspected
Mechanism	Annually or when a fault is suspected
External Cleansing	Every 12 months

4.13 Condition of Traffic Signals, Pedestrian and Cycle Crossings

- i. The priority objective is to provide and maintain all traffic signals, controlled pedestrian and cycle crossings to a high standard to ensure the safety of all road users and to ensure the efficient operation of the highway network.
- ii. The following standards are used in the operation of the highway network:
- Urgent traffic signal faults or damage constituting a danger to the road user are attended to within 2 hours and repaired within 24 hours.
 - Traffic signal controllers damaged beyond repair

are replaced within 72 hours where reasonably practicable

- Failed traffic signal lamps are repaired within 24 hours.
- Less urgent faults are repaired within 48 hours.
- Traffic signals installations are inspected for safety once a year.
- Traffic signals installations are cleaned at least once per year and additional cleaning is carried out when required.
- Traffic signal lamps are changed once per year.
- Warning signs are erected if traffic signals are off and temporary traffic signals will be provided where reasonable practicable.

4.14 Safety Inspection of Electrical Installations

Special attention will be given to electrical equipment which is located on the highway. This relates primarily to street lighting, illuminated traffic signs and signals. Immediate attention will be given to any damage or defects which could result in exposed cables. Regular inspections by accredited personnel will be established to check the safety of the equipment. The frequency of such inspections will be based on risk assessment, but will not be longer than six years. Also a visual inspection of the site will be carried out at every maintenance visit. This is important bearing in mind the variable and often poor conditions of much of the street lighting stock.

4.15 Condition Inspection of Highway Drainage Systems

Condition inspection requirements fall into four categories:

1. Gullies and catchpits	Gullies and catchpits will be cleansed in accordance with the table below and arrangement made for non-functioning gullies to be recorded for more frequent or detailed attention. Grips and ditches, which may be obstructed by the growth of vegetation or damaged by traffic will be cleared of vegetation and dug out when required. In most cases the responsibility for maintenance of ditches will rest with the adjoining landowner.
2. Drainage under roads	Drainage under roads, where there is a need to inspect for structural damage and blockages.
3. Piped drainage	Piped drainage, which includes a wide variety of conduits and filter drains, which may be susceptible to siltation or blockage. Piped drainage soakaways and

	associated systems will be inspected and cleared when required.
4. Surface boxes and ironwork	Surface boxes and ironwork for both drainage and non-drainage applications, which will be inspected during safety and condition inspections for carriageways, footways and cycleways.

Cleaning frequencies:

Gullies	Targeted annual cleanse
Catchpits	As Gullies
Grips	When required
Offlets	As Gullies

4.16 Condition of Highway Drainage

- i. Highway drainage condition standards fall into three main categories:

Grips and ditches - can be obstructed by growth of vegetation or damaged by traffic and animals. Grips and Highway Authority ditches will be cleared of vegetation and dug out when required. Grip clearing will be commenced after the last grass cut and the programme completed if possible before the worse of the winter weather.
Kerb offlets will be cleared on a targeted basis as per gullies. Note that most roadside ditches are the responsibility of adjoining landowners.
Piped drainage – includes a wide variety of conduits and filter drains, which may be susceptible to siltation or blockage. Piped drainage, soakaways and associated systems will be checked and flushed if necessary during service inspections and cleared when required.

- ii. Arrangements will be made for non-functioning gullies to be recorded for detailed inspection and further work such as jetting. More frequent emptying may be required for some areas with known problems.
- iii. The frequency of cleansing of oil interceptors will depend on their design and location and will need particular consideration on a site-specific basis.
- iv. Material arising from all road drainage emptying and cleansing operations has potential implications for pollution and will be disposed of correctly in accordance with Environment Agency, or equivalent

authority, requirements.

- v. Where local flooding of the highway occurs relevant warning signs will be placed in position as quickly as possible. The cause of the flooding will be determined and given prompt attention, in order to restore the highway to a reasonable condition. If it is determined that the flooding is attributable to deficiencies in infrastructure or the maintenance regime then action to permanently relieve the problem will be considered urgently. If the event is attributable to the actions of a third party, the matter will be taken up with them at the earliest opportunity.
- vi. Ironware set in carriageways, footways and cycleways have the potential to compromise safety and serviceability and in certain cases cause noise and disturbance to local residents.

Although responsibility for defective ironwork may lie with that Utility, claims are often also pursued against the Authority. Defects identified during inspection or from users will therefore be formally notified to the Utility with a follow up procedure to ensure that dangerous defects are remedied within the prescribed timescale. Correspondence with the Utility will be retained for the future in the event of any claim being submitted to the Highway Authority.

- vii. Manhole covers and boxes in the carriageways, footways and cycleways will be installed and maintained to a tolerance as specified in DPD/11/04/06 appendix 2.

4.17 Condition Inspection of Highway Embankments and Cuttings

The following standards are used for Embankments and Cuttings:

1. Inspections to be based on specialist geotechnical advice.
2. All inspections to take place during winter months and after periods of heavy rain whenever possible. This is the worst time of year for instability, the easiest for inspection and there is little foliage to hide evidence.
3. A record of locations prone to rock-falls and slips is kept by the Council.
4. These locations and others identified by Area Highways Managers as being suspect are inspected once a year.
5. All inspections will be undertaken by a qualified geotechnical engineer or geologist with experience of slope stability.

4.18 Condition of Embankments and Cuttings

Slips and rock-falls happen rarely. However the Council have records of suspect locations and have established an inspection and maintenance regime based on a local risk assessments. The Council's scheme is based on the Highways Agency's inspection regime which inspects cuttings and embankments over 5 metres and lower ones which have been identified as suspect. The embankments and cuttings which have been identified as suspect will be inspected once a year. All inspections will be undertaken by a qualified geotechnical engineer or geologist with experience of slope instability.

4.19 Condition Inspection of Landscaped Areas and Trees

- i. All established trees within the highway are visually inspected as part of condition surveys to identify obvious potential hazards. Surface damage to carriageways, footways and cycleways, associated with root growth will be recorded as part of Safety or Condition Inspections for those elements.

**See 15.9.6
Delivering Best
Value in Highway
Maintenance**

General Condition	Trees should be visually inspected as part of a Condition Survey to identify obvious hazards as per Lincolnshire County Council's Tree Inspection Policy.
Obstruction of street lighting and traffic signs	During routine night patrols any obstructions should be recorded
Grass Cutting	Safety (Rural) Hierarchy 1 – 2 cuts Safety (Rural) Hierarchy 2 & 3 – 2 cuts Safety Hierarchy 4 & 5 – 2 cuts
Weed Control	1 treatment in a year

4.20 Condition of Landscaped Areas and Trees

- i. The condition of landscaped areas has major implications for all the key maintenance objectives, and the maintenance regime will therefore require particularly careful consideration to ensure that the necessary balance continues to be achieved.
- ii. The obstruction of street lighting and traffic signs can be a major safety risk to users. During routine night-time inspection any such obstruction will be recorded. Trees and other foliage will be trimmed back to allow the lighting and the signs to be legible, while maintaining the shape of the tree. It is the responsibility of the tree(s) owner to undertake this work.
- iii. Potentially dangerous trees in or adjoining the

highway are more easily identified during the summer when healthy trees are in leaf. These trees will be dealt with in accordance with the guidance given in the booklet “Potentially dangerous trees in relation to the Highway. Recognition and action (2002)”.

- iv. Significant pruning or felling of trees can be the subject of significant local concern and will only be done with specialist advice and support. The relevant District Council will be informed and proposed work discussed prior to work on the highway trees with TPOs and in conservation areas.
- v. In rural areas work on highway trees will be mainly reactive and limited, other than for safety reasons. Some routine maintenance will be necessary from time to time to maintain the condition of the tree. This will be a matter for local consideration having regard to users and community views.
- vi. In urban areas trees have a significant impact on the local environment, but can cause damage to highways and property if not properly managed. The County Council Arboricultural Officer is co-ordinating a proactive management programme including regular inspections.

4.21 Condition of Verges

- i. Verges – grass cutting - Vegetation either on verges, or on private land will not restrict visibility at junctions, access points and bends. Sight lines and minimum stopping distance will be kept clear and signs, lights, and markers posts will not be obstructed.
- ii. The Council policy for grass cutting on Highway Verges is defined in Appendix A. Good practice suggests that full width verge (flail) cuts are undertaken to control the extent of self-set bushes and tree growth. The exception to the above is where Roadside Nature Reserves are established. Lincolnshire has 65 RNRs, some of which are SSSIs where the flora and fauna are of particular conservation value. Under an agreement with the Lincolnshire Wildlife Trust, the Trust is responsible for all environmental maintenance at these sites, apart from safety mowing.
- iii. Edge maintenance or “siding” of carriageways, footways and cycleway is occasionally necessary to prevent encroachment of grass and reduction of

width. This work will be carried out infrequently, preferably during the autumn. On un-kerbed roads, siding will be carried out in advance of footway surface treatment, where necessary.

- iv. **Verge – Weed Treatment** - The growth of weeds in footways and cycle ways, hardened verges, central reserves and along kerb lines, may cause structural damage. Lincolnshire County Council weed treatment programme is in accordance with frequencies stated in Appendix A.
- v. The Noxious Weeds Act 1959 places a responsibility on the Authority to take action to inhibit the growth and spread of injurious weeds. For example, Ragwort will be removed by spraying or pulling by hand where significant infestation is adjacent to grazing land.

4.22 Condition Inspections of Road Markings and Studs

- i. The general condition of road markings and studs will be inspected during the annual condition survey by divisional staff. An annual night-time survey to check reflectivity will be undertaken on Hierarchy 1 and 2 roads and some designated hierarchy 3 roads. This survey will be undertaken between November and February and will include non-illuminated bollards.
- ii. Any anomalous results from the above surveys will be referred to Lincs Laboratory where consideration will be given to further investigation.
- iii. The results of the surveys will be maintained on a Divisional Database.

4.23 Condition of Road Markings and Studs

- i. Road marking will be prioritised for renewal based on the results of the condition inspections.
- ii. All mandatory road markings existing before resurfacing, patching or surface dressing shall be replaced as soon as is reasonably practical:

Stop and Give Way markings shall be replaced within 7 days.
Other mandatory lines within 14 days.
All other markings and road studs within 28 days of completion of work.

- iii. At all times when markings or studs are removed “No Road Marking” boards shall be displayed until all markings have been replaced. In addition, where “double line” systems have been removed “No

Overtaking” boards shall be displayed.

- iv. There will be a preference toward bulk changes of road studs on all other routes prioritised in accordance with the condition inspection results. Bulk changes will reflect the type of use of a particular route and will start and finish at salient points on the route (e.g. major junctions).
- v. Displaced or loose road stud castings lying on the carriageway, hard shoulders or laybys, shall be dealt with as a highway emergency. Any defects in the running surface as a result of missing studs shall be attended to as soon as is reasonably practical.

4.24 Other Inspections for Regulatory Purposes

- i. A significant element of highway maintenance comprises regulation and enforcement of activities on or affecting the highway.
- ii. Key regulatory duties include:

1. New Roads and Street Works Act 1991
2. Management of Highway Register.
3. Management of Public Rights of Way.
4. Dealing with encroachment on the Highway
5. Dealing with illegal and unauthorised signs.
6. Licensing skips, hoardings, temporary closures and other authorised occupation of the highway.
7. Construction of vehicle crossovers.
8. Illegal parking on verges and footways.
9. Adoption of new highways.

4.25 Highway Maintenance in Special Designated Areas (Lincolnshire Wolds)

- i. The use of white marker posts within this area will cease.
- ii. Kerbing works will be kept to a minimum and will only be provided where there is a risk in respect to safety and/or severe damage to the carriageway.
- iii. It will not be the Councils intention to increase the numbers of signs within this area. However, safety must be paramount. Consideration will be given to the removal of “unnecessary” signage.
- iv. Once scrim sites have been treated and retested, slippery road signs will then be REMOVED, following the required retesting policy.

-
- v. Those in position will be maintained but again, it will not be the Councils intention to provide additional markers unless for safety reasons, when this is the only solution that is appropriate.
 - vi. Traffic calming measures will only be considered as Traffic Regulation Orders are being implemented but again the presumption will be that Traffic Regulation Orders to stand alone without associated calming measures.
 - vii. The main option for maintenance of carriageway verge overrun would be to sub base and soil. Kerbing only to be considered as noted above.
 - viii. Concrete post and timber arm signs:
 - Maintenance of timber arm and re-lettering shall be the preferred maintenance option.
 - Replacement of damaged concrete posts shall be with timber.
 - Existing signage where damage has occurred and a complete replacement is required – replacement shall be with timber posts and arms.
 - ix. The Council will continue to carry out for programmed grass cutting regime which is also linked to an annual treatment of SSSI sites.
 - x. Roadside public rights of way fingerposts now replaced in timber.
 - xi. The Council will continue to improve the street scene in villages and towns within the Wolds catchment area when carrying out RPI and maintenance schemes.
 - xii. Reinstatement and surface improvements on unsurfaced public rights of way shall be with natural stone. Recycled materials will not be acceptable.
 - xiii. Provision for hand salting (eg gradients) salt bins will be provided at such locations.
 - xiv. Surface Dressing – the use of appropriate chippings where designs permits shall be considered to balance the usage and visual impact.
 - xv. **Note: The Highways Standards Group will seek to**

***produce guidance in respect to working in
Conservation Areas.***

5. Performance Indicators

5.1 National Performance Indicators

National Performance Indicators are compliant with and reported through the Assistant Directors Business Plan. Current indicators relevant to highway maintenance are:

- **NI47** - People KSI in RTA (BV99a)
- **NI48** - Child KSI in RTA (BV99b)
- **Data topic 130-01** (formerly NI 168/ BVPI 223) – Principal roads Road Network where maintenance should be considered (BV223)
- **Data Topic 130-02** (formerly NI 169/ BVPI 224a) - Non-principal classified roads Road Network where maintenance should be considered (BV224a)
- NI169 - Congestion - average journey time per mile during the morning peak.
- NI 169 – Local Biodiversity Monitoring – This affects local wildlife sites which are now within the highway as well as Roadside Nature Reserves.
- SDL 160 (replaces NI 167) – Local Biodiversity Monitoring

Targets for each of these indicators are detailed in the divisional/group service plans and are monitored and reported at regular intervals.

5.2 Local Performance Indicators

Local performance indicators and targets are set and reported through the Group Service Plan. The lead officer(s) responsible for recording information and achieving these targets are also defined within this document.

The Local Performance Indicators are considered against the following requirements:

- Designed as far as possible on outcomes
- Practical, concise and easy to interpret
- Capable of precise definition
- Readily measurable
- Relatively inexpensive to collect in terms of supporting data
- Readily understood, meaningful, and of interest to the public
- Relate to an authority's corporate or service objectives
- Performance will be entirely within the authority's control
- Clearly indicative of good or bad performance
- Balance of cost against quality will be measurable
- Where possible, comparison of public and private sector identifiable

The following indicators are in use:

- **BV99c** - Total Slight Casualties
- **BV215a** - Rectification of Street Light Faults (non DNO)
- **BV215b** - Rectification of street light faults (DNO)
- **GC:HT:04** (formerly BVPI 187) - Condition of footways Surface (2 year rolling average)
- **GC:HT:05** (formerly BVPI 224b) - Condition of unclassified roads
- **LTP9** - Condition of Principal Roads (Deflectograph)
- **LTP10** - Skidding Resistance on Principal Roads

- **LTP11** - KSI involving young drivers
- **LTP12** - Road Safety Education for 17-24 year olds
- **LTP 17** - Pedestrian crossing with facilities for the Disabled (BV165)
- **LRSP7** - Provide pre/new driver road safety education and training to a minimum of 1500 people per year

5.3 Benchmarking

Regular comparisons of National Indicators are compared at Regional and National level.

6. Programming and Priorities

6.1 The Importance of Programming and Prioritisation

- i. The development and implementation of an effective system of programming and prioritisation highway maintenance is a key requirement for the delivery of Best Value.
- ii. There are three basic levels involved in the establishment of priorities:
 - Strategic Level
 - Transport Level
 - Maintenance Level

6.2 Strategic Level

At the strategic level, members of the county council recognise the importance of the highway network to the economy of Lincolnshire and the benefits to its residents in terms of access to facilities, employment and social inclusion. Accordingly, budget provision for highway maintenance is given appropriate priority within corporate objectives.

6.3 Transport Level

- i. The 4th Local Transport Plan (2014) (LTP) details the directorate wide strategies and targets that form the basis of transport level priorities. The main themes of the LTP are:
 - Asset Protect
 - Rural Priorities
 - Community Travel Zones
 - Staying Alive
 - Interconnect
 - Economy and Regeneration

4th LTP 2014
- ii. The Best Value Reviews of Highway Services, Structural Maintenance, Winter Maintenance and Road Safety and their associated Action Plans also feed into the decision making process that affects the overall prioritisation of transport level strategies.

Best Value Reports

6.4 Maintenance Level

i. There are three main areas of priority at the maintenance level:

- **Programmed Maintenance**
- **Routine Maintenance**
- **Reactive Maintenance**

ii. Programmed Maintenance

There is a presumption that a programmed maintenance regime will provide lower whole life costs than one based upon a reactive approach. The Directorate therefore employs systems that enable a data led approach to the targeting of structural maintenance.

The updated PMS system provides UKPMS outputs from CVI and DVI inspections. Combined with results of other surveys such as deflectograph, scrim and local condition inspection enable informed decisions to be made in respect of planned maintenance programmes and treatments.

There is a five-year programme of major structural maintenance schemes for the principal road network, which is updated annually on the basis of latest survey data.

For the remainder of the network Area Highway Managers are provided with detailed maps showing the results of CVI and DVI surveys. These combined with annual local condition inspections undertaken by the area teams enable effective planning of maintenance programmes.

Budget disaggregation to Area Highway Managers is also based upon the visual survey data output to ensure that available funding is correctly apportioned.

Maintenance funding for other none routine elements of the network such as signs, lighting columns etc. are based upon inventory counts.

iii. Routine Maintenance

Routine maintenance standards for cyclic works such as drainage cleansing, grass cutting and sign cleaning are defined in Appendix B of this document.

Divisional Service Plans

Timing of such cyclic works can be dependent upon various factors such as time of year or weather conditions. Each Division has within its Service Plan a “Year Planner” in order that a consistent approach to this type of work and effective service delivery is maintained.

Other routine programmes of work, for example Surface Dressing are based upon the results of local inspections and reports from CVI surveys and are determined by Area Highway Managers.

The results of safety inspections identifying non-urgent works, local condition inspections and customer requests may also generate routine works programmes.

iv. Reactive Maintenance

Reactive maintenance involves attending to the rectification of Category 1 and some Category 2 defects, arising either from inspections or customer requests. Although all such matters will by definition have a degree of urgency, some may have the potential to have serious consequences. Priority will be determined upon the individual situation.

Consideration will be given to one of the following

- Sign and make safe
- Carry out initial temporary repair
- Effect a permanent repair

The option selected, together with the relevant follow up, will be determined by operational practicalities and also whether the site is already programmed for more comprehensive treatment, in which case a temporary repair may be the appropriate course of action.

7. Weather and Emergencies

7.1 Weather

- i. The Council operates a 24 hour/365 days a year system to deal with weather and other emergencies by means of the Out of Hour Officers, and the Highway Works Term Contractor provides an emergency response vehicle in each Division. Weather-related emergencies, with which the County Council as Highway Authority routinely deals, are as follows.

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ii. Winter Maintenance

A separate Winter Maintenance Plan has been produced and holds all relevant information for this service. Information included is as follows:

- Policy.
- Responsibilities.
- Precautionary and Secondary Salting.
- Snow Clearance.
- Footway Clearance
- Winter Maintenance Contacts

iii. Flooding

Information on the likelihood and location of areas of potential flooding are received from the Environment Agency. The actions taken by the County Council will be mainly reactive and will include:

- Setting up of road closures and diversions.
- Erecting "flood" warning signs.
- Inspecting affected areas after the flooding has receded and dealing with any damage or silting.

During flooding events where the situation cannot be dealt with as a normal operational response, Lincolnshire County Council's Divisional Incident Response Plan (DIRP) will be used for a single-agency emergency response.

iv. High Winds

The adverse effects of high winds can be broadly considered from two standpoints namely:

- Damage to trees and structures
- Effect on traffic

Advanced warning of severe weather is passed to the County Council from the National Severe Weather Warning Service.

The identification of likely areas to suffer damage is to some degree predictable based on previous experiences.

The effects of a particular strength of storm will be influenced by other factors. For example, more trees are likely to suffer damage when in full leaf or when the ground is waterlogged.

Through its Highway Works Term Contract arrangements the Council will:

- Set up road closures/diversions.
- Prioritise clearance operations.
- Arrange for the removal of obstructions from the highway.
- Liaise and assist other agencies to bring the highway network back into full operation.

7.2 Road Traffic Accidents

These will normally be notified by the police and will include requests to close the road to allow investigation, clearance of debris, and reinstatement of any surface damaged through heat or abrasion or chemical spillage (softening effects of fuel spillage on bituminous binders).

7.3 Structural Collapse

This category includes buildings, sewers and embankment slips. The Council will be required to protect the highway user by closure, barrier or diversion and initiate actions to restore the full use of the highway.

Note: The District Council is responsible for issuing notices for unsafe structures and would be the lead authority in this respect.

7.4 Civil Emergencies

The Council through its JEMS is responsible for the management of civil emergencies and the planning and co-ordination of actions.

The Highway Authority through its Highway Works Term Contract will provide support wherever appropriate.

APPENDIX A

Highway Standards

The following standards are used in Lincolnshire:

a) Safety Inspection

Safety inspection frequencies are:

Carriageways	Hierarchy 1	12 per annum
	Hierarchy 2	4 per annum
	Hierarchy 3	4 per annum
	Hierarchy 4 & 5	1 per annum
Footways	Hierarchy 1	12 per annum
	Hierarchy 2	4 per annum
	Hierarchy 3	4 per annum
	Hierarchy 4	1 per annum
Cycleways	On carriageway	Include with adjacent carriageway
	Cycle track	1 per annum (See 4.2)
	Shared cycle/pedestrian	As per footway inspection carriageway
	Hierarchy 1	12 per annum

b) Structures

The frequency of inspections are as listed below:

Structure Type	Inspection Type	Classification	Cycle
Culverts	General	All	2 Years
Bridges and Miscellaneous	General	All	2 Years
Bridges and Miscellaneous	Principal	Span>5m	6 Years
Bridges and Miscellaneous	Principal	Span<5m	Subject to Risk Assessment
Bridges and Miscellaneous	Special	All	Subject to Risk Assessment
Retaining Wall	General	Ret. Ht. <1.5m	6 Years
Retaining Wall	General	Ret. Ht. >1.5m	2 Years

c) Street Lighting

- (i) Night time Patrols Every 4 weeks in winter.
Every 4 weeks in summer.
- (ii) Lantern internal and external Lamp cleaning is coincidental with routine visits for bulk lamp changing

- | | | |
|-------|-----------------------------------|--|
| (iii) | Bulk lamp changing | Bulk Lamp change frequency is commensurate with the lamp guarantees as set out in the term contract documents. A general condition inspection of the whole unit is carried out at the same time. |
| (iv) | Electrical and structural testing | <p>Upon commissioning, street lighting units are electrically tested in accordance with BS 7671 and periodically tested at alternate bulk lamp change cycles.</p> <p>Street lighting cable networks will have their electrical earth loop impedance tested at each exit point at alternate bulk lamp change cycles.</p> <p>Structural defects noted during condition inspection may require further non-destructive structural testing.</p> |
| (v) | Response to faults | <p>Emergencies are defined in the term maintenance contract, response time is “within two hours”.</p> <p>Lamp failures or similar non urgent faults are attended within five working days from the date the contractor is notified.</p> <p>Electricity supply faults are restored by the electricity company, the service level is twenty one days from the time the fault is notified to the Electricity Company to the date when the Electricity Company advise that the supply has been restored.</p> |

d) Illuminated Signs and Bollards

- | | | |
|------|---------------------------|--|
| (i) | Scouting for illumination | In conjunction with Street Lighting inspections. |
| (ii) | Lamp Changing | Changed at regular intervals to coincide with internal inspections and cleaning (see street lighting inspection). Clean and inspection every three years. 24 hour burning (illuminated bollards) every year. |

- | | |
|--|---|
| (iii) Internal inspections/Cleaning | Inspection and Cleaning takes place when bulk lamp change occurs |
| (iv) External Cleaning | Dictated by serviceability – Now takes place during (i) and (ii) operations. |
| (v) Replacement and repair of damaged signs and bollards | Respond according to the degree of danger. In extreme cases this would be within 2 hours. |

e) Drainage Cleansing

The standard frequency for cleansing is:

- | | |
|-----------------|------------------|
| (i) Gullies | Targeted Cleanse |
| (ii) Catch-pits | As Gullies |
| (iii) Grips | When Required |
| (iv) Offlets | As Gullies |

These standards can be varied where necessary to deal with problem locations where more frequent treatment may be required.

f) Embankments and Cuttings

The following standards are used for Embankments and Cuttings

- (i) Inspections to be based on specialist geotechnical advice.
- (ii) All inspections to take place during winter months and after periods of heavy rain.
- (iii) A record of locations prone to rock-falls is kept by the Council.
- (iv) These locations are inspected once a year. All other locations are on a 3 year inspection programme.
- (v) All inspections will be undertaken by a geotechnical engineer or geologist.

g) Verges and Landscaping

- | | |
|--|---|
| (i) General Condition | Trees should be visually inspected as part of a Condition Survey to identify obvious potential hazards. |
| (ii) Obstructions of street lighting and traffic signs | During routine night patrols any obstructions should be recorded. |
| (iii) Grass cutting | Safety (Rural) Hierarchy 1 - 2 cuts
Safety (Rural) Hierarchy 2 & 3 - 2 cuts
Safety (Rural) Hierarchy 4 & 5 - 2 cuts |
| (iv) Weed Control | 1 treatment a year |
| (v) Grips | Grips to be cleaned when required. |

h) Fences and Barriers

- | | |
|-----------------------------|--|
| (i) Steel beam safety fence | Inspection every five years for mounting height, surface protective treatment, and structural condition. |
| (ii) Tensioned safety fence | Tensioning bolts should be checked and reset to correct torque every two years. |

i) Non-illuminated signs and bollards

- | | |
|--|---|
| (i) General Condition | Part of the general highways inspection. |
| (ii) Cleaning | Once a year for strategic road network and 4 times a year for bollards. All others as required. |
| (iii) Replacement and repair of damaged signs and bollards | Respond according to the degree of danger. In extreme cases this would be within 2 hours. |

j) Non-illuminated signs and bollards

The general condition will be inspected during the annual condition survey by divisional staff.

An annual night-time survey to check reflectivity will be undertaken on Hierarchy 1 and 2 roads and some designated Hierarchy 3 roads. This survey will be undertaken between November and February.

k) Traffic Signals and Pelican Crossings

All signals in the County are covered by remote monitoring systems which automatically detect and report faults as soon as they occur.

- | | |
|--|---|
| (i) Scouting for illumination | Covered by remote monitoring systems |
| (ii) Lamp changing | Bulk change every 12 months |
| (iii) Internal inspection and cleaning | At least annually or additionally when required |
| (iv) Checking of phasing | When a fault is suspected |
| (v) Checking on alignment | Annually or when a fault is suspected |
| (vi) Mechanism | Annually or when a fault is suspected |
| (vii) External cleansing | Every 12 months |

APPENDIX B

Response Times

Lincolnshire County Council's response times are based on the Council's classification of hierarchy taking into account the risk matrix laid out in "Well Maintained Highways" which is illustrated below, assuming that a high impact defect on a lower hierarchy road will have the same potential impact but a much lower probability of causing this impact. This also correlates with the inspection frequencies of the network.

Probability →	Very Low (1)	Low (2)	Medium (3)	High (4)
Impact ↓				
Negligible (1)	1	2	3	4
Low (2)	2	4	6	8
Noticeable (3)	3	6	9	12
High (4)	4	8	12	16
Response	Category 2 (L)	Category 2 (M)	Category 2 (H)	Category 1

Risk Matrix from "Well Maintained Highway"

Lincolnshire County Council's Category 1 and Category 2 defects are defined in the table below, which compares them to the national standard set out in *Well Maintained Highways*:

Local Standard	National Standard
<p>Category 1</p> <p>Category 1 defects should be corrected or made safe at the time of the inspection, if reasonably practicable. In this context, making safe may constitute displaying warning notices, coning off or fencing off to protect the public from the defect. If it is not possible to correct or make safe the defect at the time of inspection, which will generally be the case, repairs of a permanent or temporary nature should be carried out as soon as possible and in any case within a period of 24 hours. Permanent repair should be carried out within 28 days.</p>	<p>Category 1</p> <p>Category 1 defects should be corrected or made safe at the time of the inspection, if reasonably practicable. In this context, making safe may constitute displaying warning notices, coning off or fencing off to protect the public from the defect. If it is not possible to correct or make safe the defect at the time of inspection, which will generally be the case, repairs of a permanent or temporary nature should be carried out as soon as possible and in any case within a period of 24 hours. Permanent repair should be carried out within 28 days. Some authorities have formally adopted a higher level response time of 2 hours for those Category 1 defects considered to pose a particularly high risk. Others, whilst not formally defining such a high risk category, have arrangements in place to deal with situations requiring a particularly urgent response as</p>

<p>Category 2</p> <p>Category 2 defects are those which, following a risk assessment, are deemed not to represent an immediate or imminent hazard or risk of short term structural deterioration. Such defects may have safety implications, although of a far lesser significance than Category 1 defects, but are more likely to have serviceability or sustainability implications. These defects are not required to be urgently rectified, and those for which repairs are required shall be undertaken within a planned programme of works, with the priority as determined by risk assessment. These priorities together with access requirements, other works on the road network, traffic levels, and the need to minimise traffic management, should be considered as part of the overall asset management strategy. The programmes of work for their rectification should be part of the HAMP.</p> <p>Category 2 defects are categorised according to priority with maximum response times of 7 days, 28 days or potential planned programme, based on the risk probability and its likely impact.</p>	<p>they arise.</p> <p>Category 2</p> <p>Category 2 defects are those which, following a risk assessment, are deemed not to represent an immediate or imminent hazard or risk of short term structural deterioration. Such defects may have safety implications, although of a far lesser significance than Category 1 defects, but are more likely to have serviceability or sustainability implications. These defects are not required to be urgently rectified, and those for which repairs are required shall be undertaken within a planned programme of works, with the priority as determined by risk assessment. These priorities together with access requirements, other works on the road network, traffic levels, and the need to minimise traffic management, should be considered as part of the overall asset management strategy. The programmes of work for their rectification should be part of the HAMP.</p> <p>Category 2 defects may be categorised according to priority, high (H) medium (M) and low (L). Authorities should adopt a range of local target response times for Category 2 defects and apply them in responding to various categories of defect, based on the risk probability and its likely impact. This should also take into account the likelihood of further deterioration before the next scheduled inspection, and where this is a high probability, the defect should either be dealt with as Category 1 or an intermediate special inspection programmed.</p>
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Emergency Response

The following is a list of response times relating to Highway maintenance activities, that includes but is not limited to items covered in safety inspections. This table forms Lincolnshire County Council's risk assessment for intervention levels and response times but in all cases is subject to on-site professional judgement. In all cases these are maximum response times. Any reference to days is Calendar days unless otherwise stated.

In the notes field, some defects are identified as emergencies. These particular defects have been singled out as particularly high risk, and will be dealt with expeditiously but in all cases within 24 hours. They have been identified taking into account the likely risk; however on site

judgement will always need to take account of particular circumstances therefore it is possible other situations could be considered as emergencies. Defects notified by the emergency services are also considered to require an urgent response which complies with guidance in "Well Maintained Highways"

CARRIAGEWAYS				
Designation	Monthly inspected highways (Hierarchy 1)	Quarterly inspected highways (Hierarchy 2 and 3)	Annually inspected highways (Hierarchy 4 and 5)	Potential emergency dependent on location
Ironwork collapsed / missing / broken	24 hours	24 hours	24 hours	X
Missing / defective road stud	24 hours	24 hours	24 hours	X
Severe loss of chippings on carriageway surface	24 hours	24 hours	24 hours	
Pothole greater than 25mm adjacent a hierarchy 1 or 2 footway	24 hours	7 days	28 days	
Pothole greater than 40mm	24 hours	7 days	28 days	
Other abrupt level difference greater than 40mm	24 hours	7 days	28 days	
Edge damage greater than 40mm breaking edge white line	24 hours	7 days	28 days	
Edge damage greater than 40mm encroaching more than 100mm into metalled surface (no white line)	24 hours	7 days	28 days	
Ironwork raised / sunken greater than 25mm adjacent a hierarchy 1 and 2 footways	24 hours	7 days	28 days	
Ironwork raised / sunken greater than 40mm	24 hours	7 days	28 days	
Pothole less than 40mm	Potential planned programme	Potential planned programme	Potential planned programme	
Edge damage less than 40mm	Potential planned programme	Potential planned programme	Potential planned programme	
Surface issues (non-winter maintenance)	Potential planned programme	Potential planned programme	Potential planned programme	

Ironwork raised / sunken less than 40mm	Potential planned programme	Potential planned programme	Potential planned programme	
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FOOTWAYS				
Designation	Monthly inspected highways (Hierarchy 1)	Quarterly inspected highways (Hierarchy 2 and 3)	Annually inspected highways (Hierarchy 4 and 5)	Potential emergency dependent on location
Ironwork collapsed / missing / broken	24 hours	24 hours	24 hours	X
Pothole greater than 25mm	24 hours	24 hours	24 hours	
Ironwork raised / sunken greater than 25mm	24 hours	24 hours	24 hours	
Trip greater than 25mm	24 hours	24 hours	24 hours	
Loose / rocking / missing kerb stone	24 hours	7 days	28 days	
Pothole less than 25mm	Potential planned programme	Potential planned programme	Potential planned programme	
Trip less than 25mm	Potential planned programme	Potential planned programme	Potential planned programme	
Ironwork raised / sunken less than 25mm	Potential planned programme	Potential planned programme	Potential planned programme	

OBSTRUCTIONS				
Designation	Monthly inspected highways (Hierarchy 1)	Quarterly inspected highways (Hierarchy 2 and 3)	Annually inspected highways (Hierarchy 4 and 5)	Potential emergency dependent on location
Fuel spillage or hazardous material on the highway	24 hours	24 hours	24 hours	X
Fallen tree / branch	24 hours	24 hours	24 hours	X
Road traffic collision	24 hours	24 hours	24 hours	X
Unsafe works in the Highway	24 hours	24 hours	24 hours	
Visibility splays	7 days	7 days	28 days	
Overgrown trees / hedges	28 days	28 days	28 days	

DRAINAGE				
Designation	Monthly inspected highways (Hierarchy 1)	Quarterly inspected highways (Hierarchy 2 and 3)	Annually inspected highways (Hierarchy 4 and 5)	Potential emergency dependent on location
Standing water: over half carriageway	24 hours	24 hours	24 hours	X
Investigate flooding: risk to Life/ risk to internal property	24 hours	24 hours	24 hours	X
Standing water: under half carriageway	7 days	28 days	28 days	
Investigate flooding: non-life threatening / non internal property	28 days	28 days	28 days	

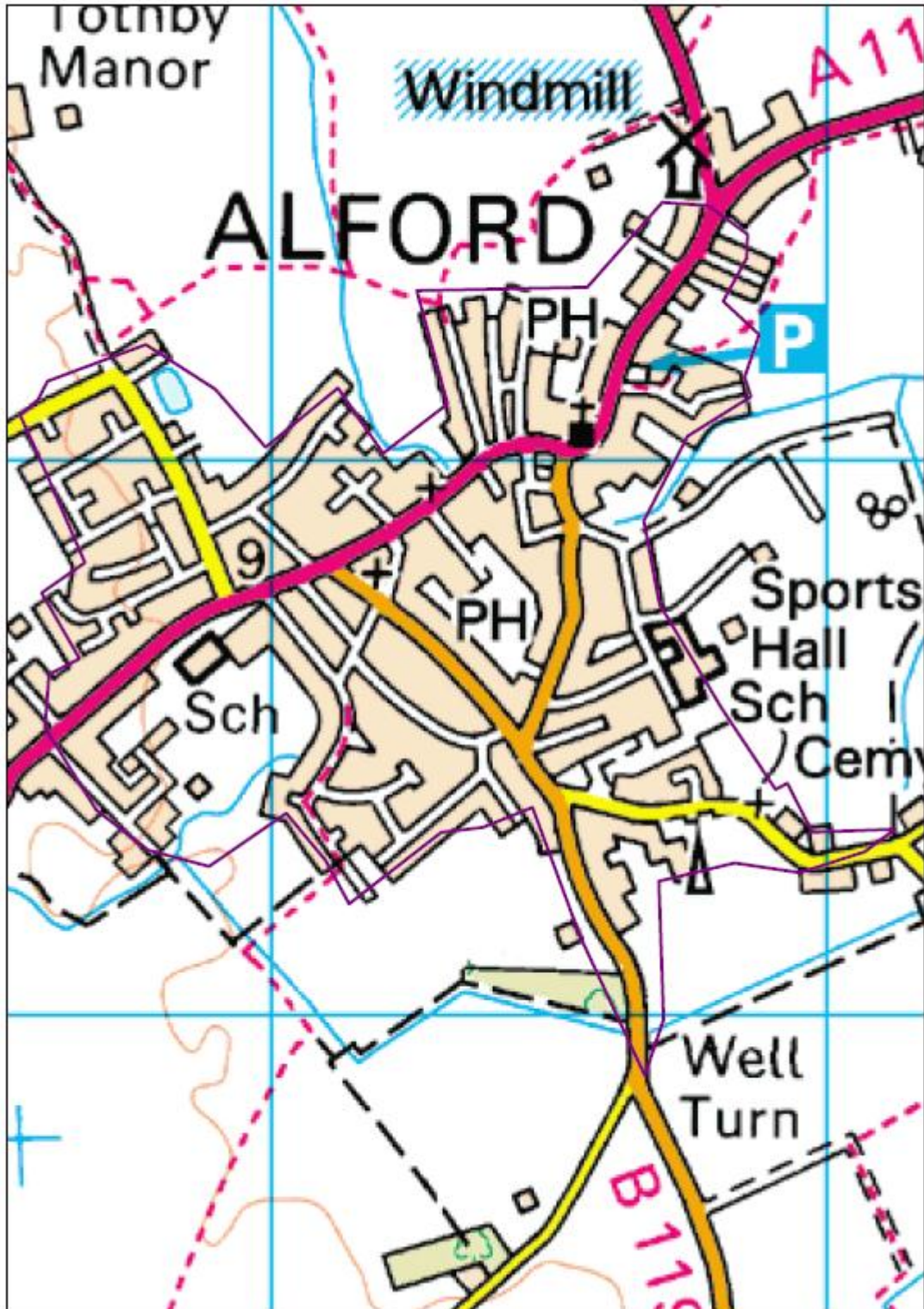
SIGNS / LINES				
Designation	Monthly inspected highways (Hierarchy 1)	Quarterly inspected highways (Hierarchy 2 and 3)	Annually inspected highways (Hierarchy 4 and 5)	Potential emergency dependent on location
Missing / damaged non illuminated sign (Stop, One Way, No Entry, Give Way)	7 days	7 days	28 days	
Missing / damaged non illuminated sign (other)	Potential planned programme	Potential planned programme	Potential planned programme	
Damaged / missing non-illuminated street furniture	7 days	7 days	28 days	
Give Way / stop line deteriorating	7 days	7 days	28 days	
Markings deteriorating	Potential planned programme	Potential planned programme	Potential planned programme	
Offensive graffiti / vandalism to street furniture	7 days	7 days	7 days	

VERGES				
Designation	Monthly inspected highways (Hierarchy 1)	Quarterly inspected highways (Hierarchy 2 and 3)	Annually inspected highways (Hierarchy 4 and 5)	Potential emergency dependent on location
Collapsed verge	24 hours	24 hours	24 hours	X

APPENDIX C

Urban Plans

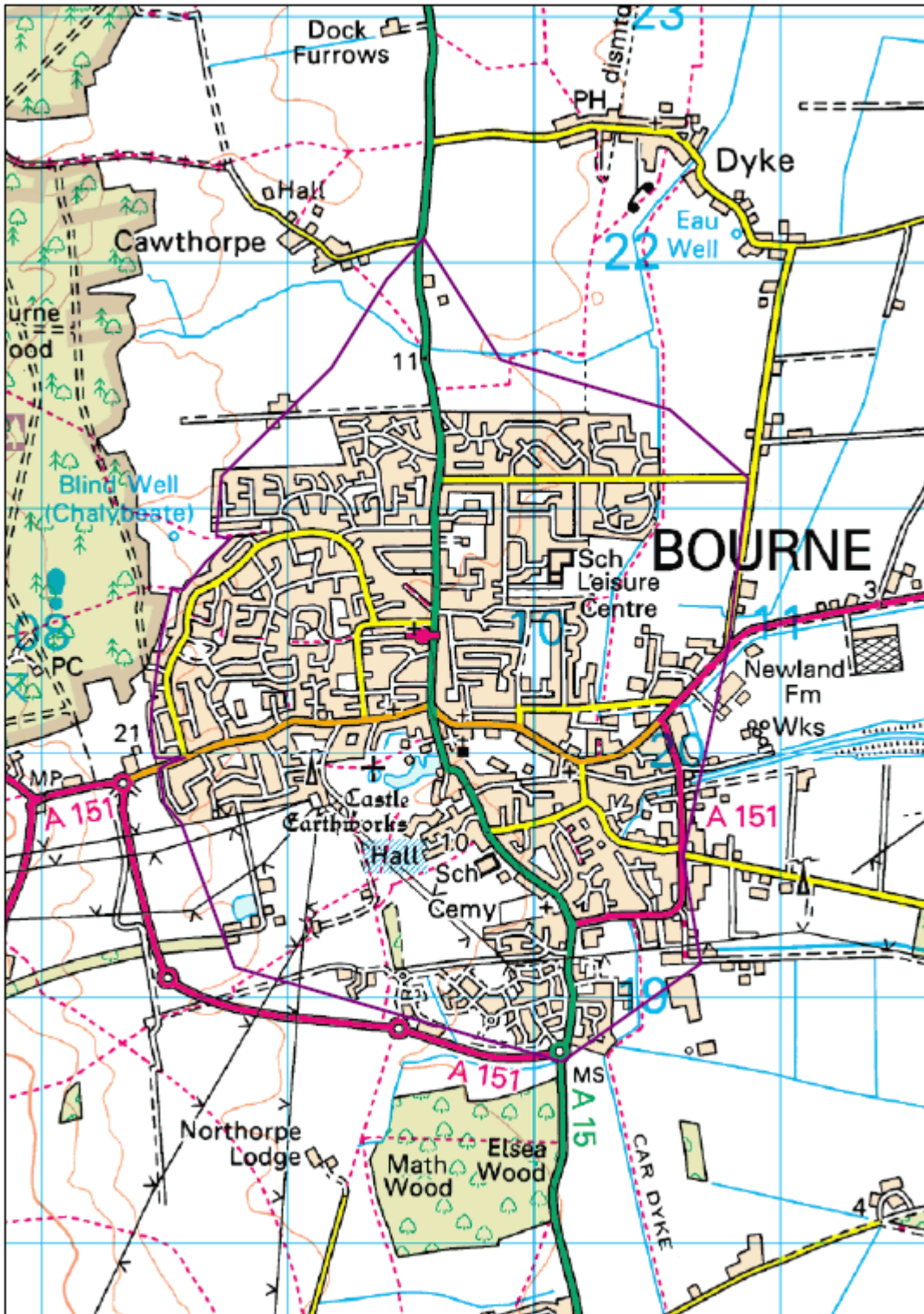
Alford



Boston



Bourne



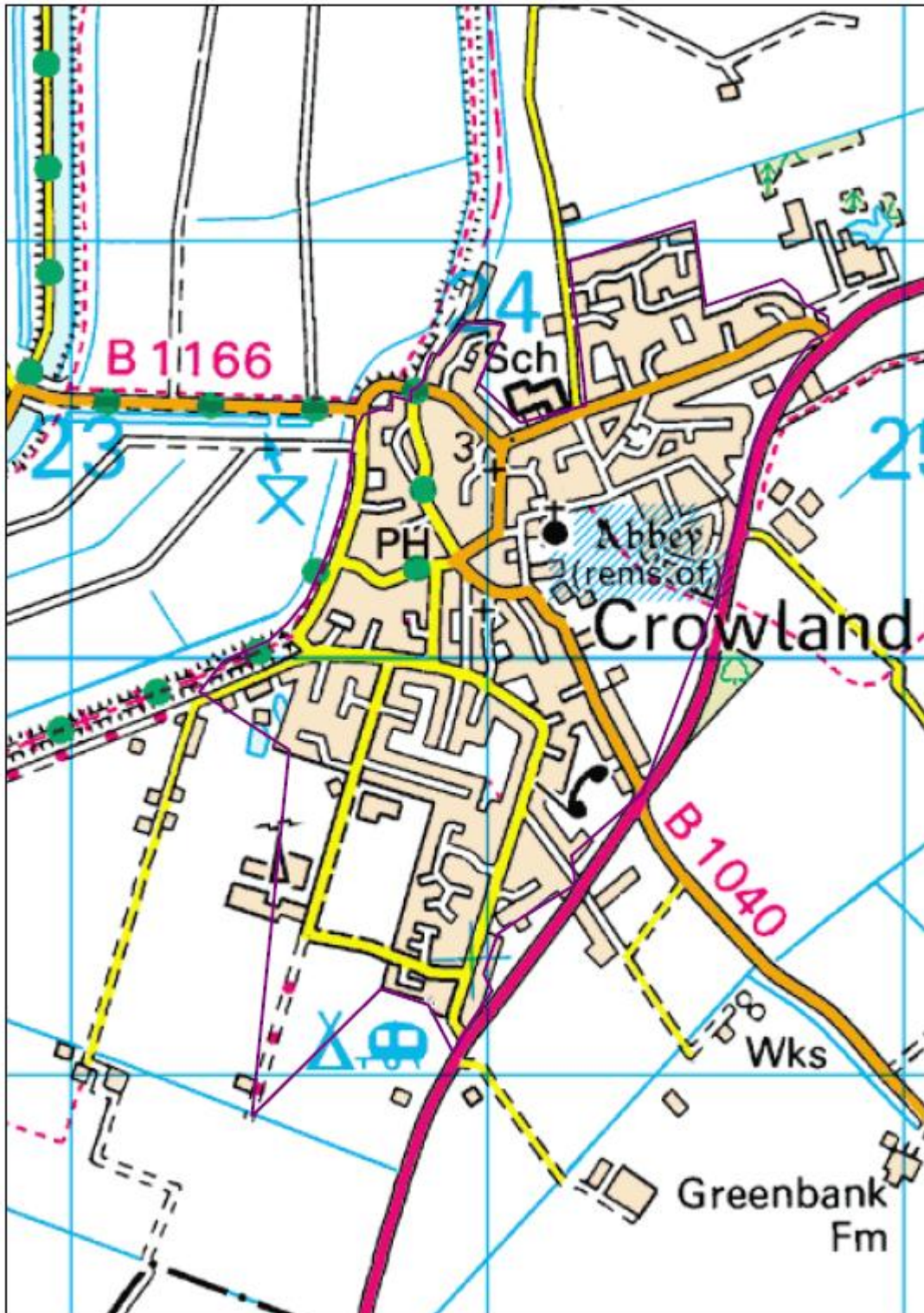
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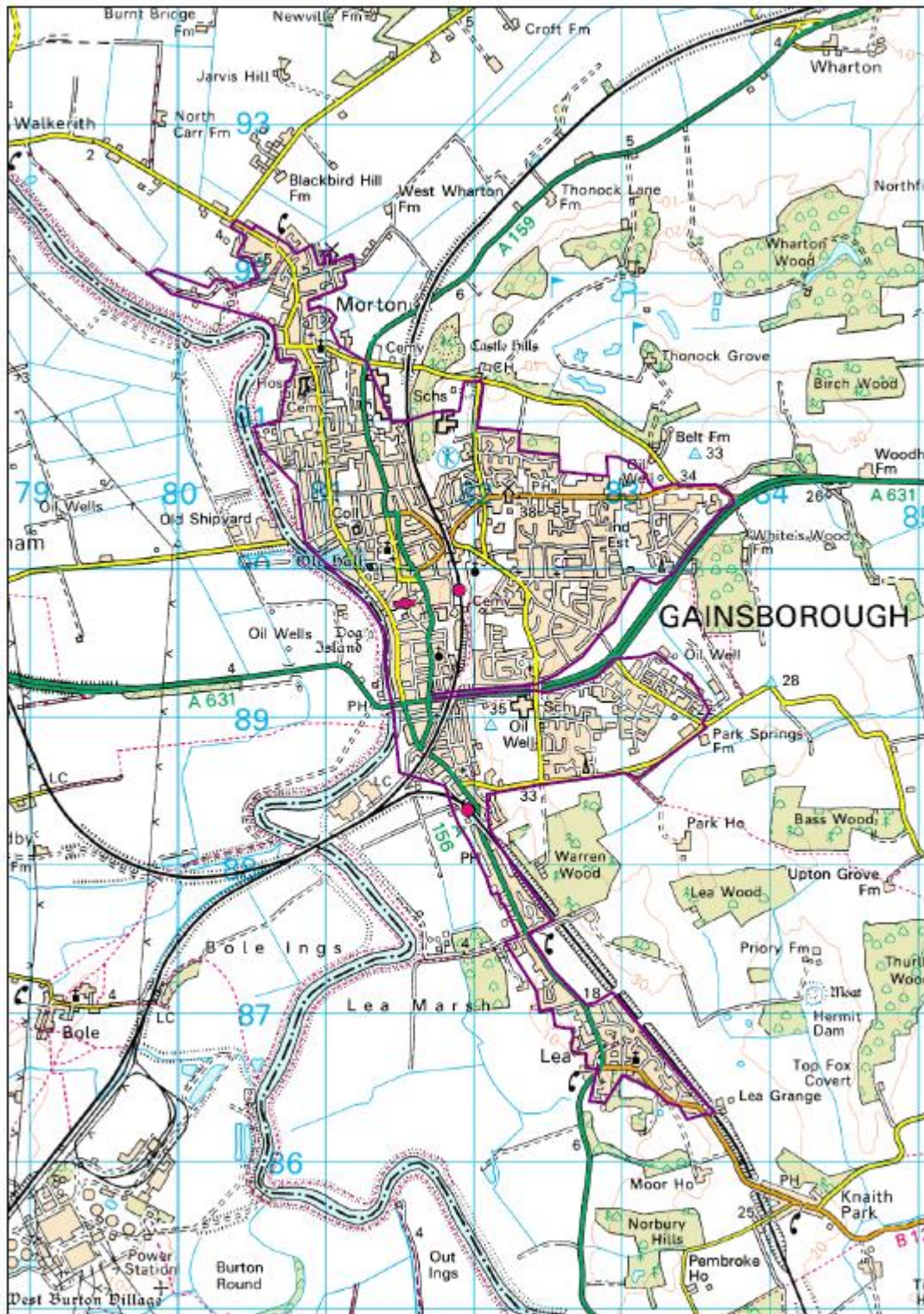
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Crowland



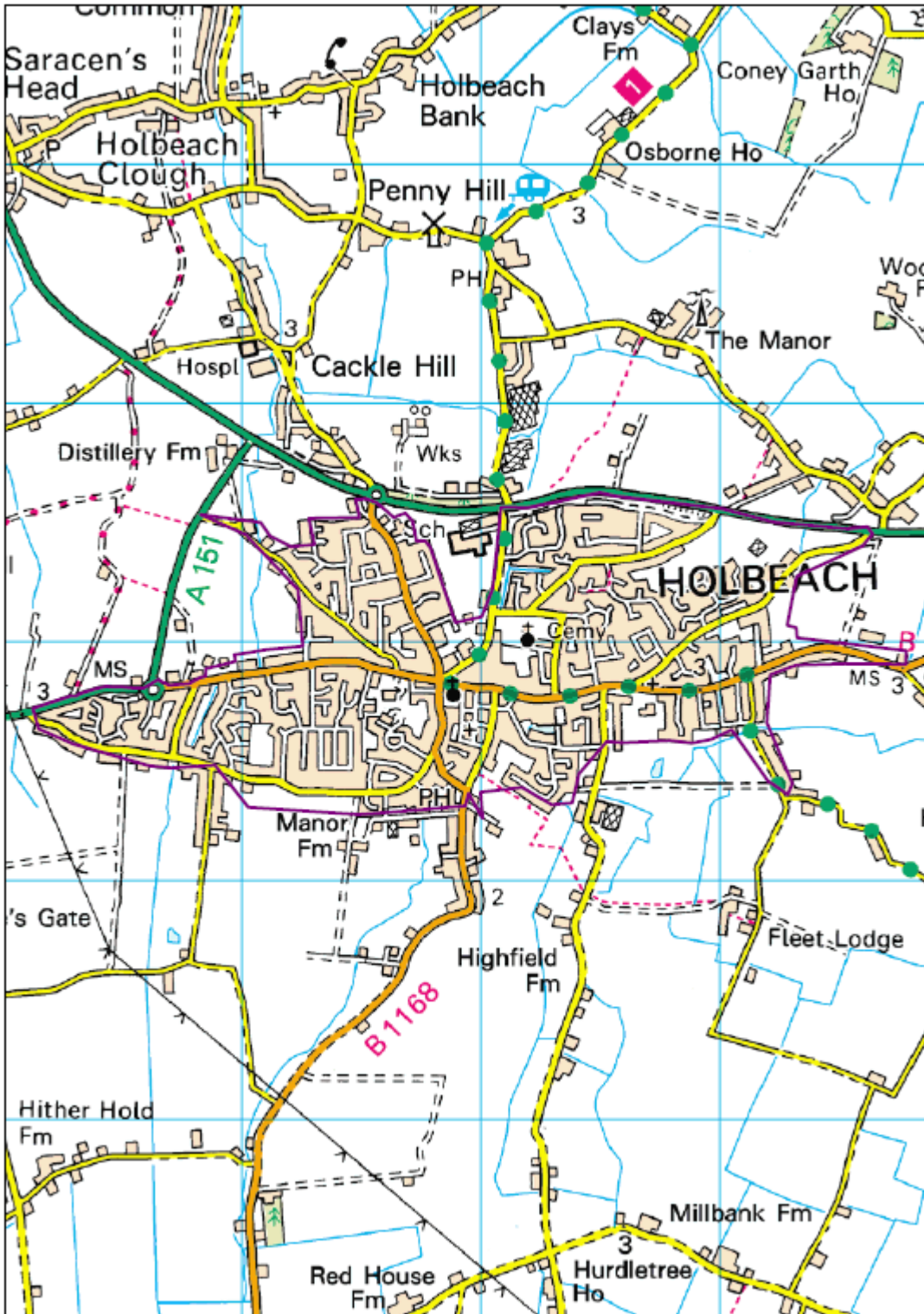
Gainsborough



Grantham



Holbeach



Horncastle



Lincoln



Long Sutton



Louth



Mablethorpe



Market Deeping



Market Rasen



Skegness



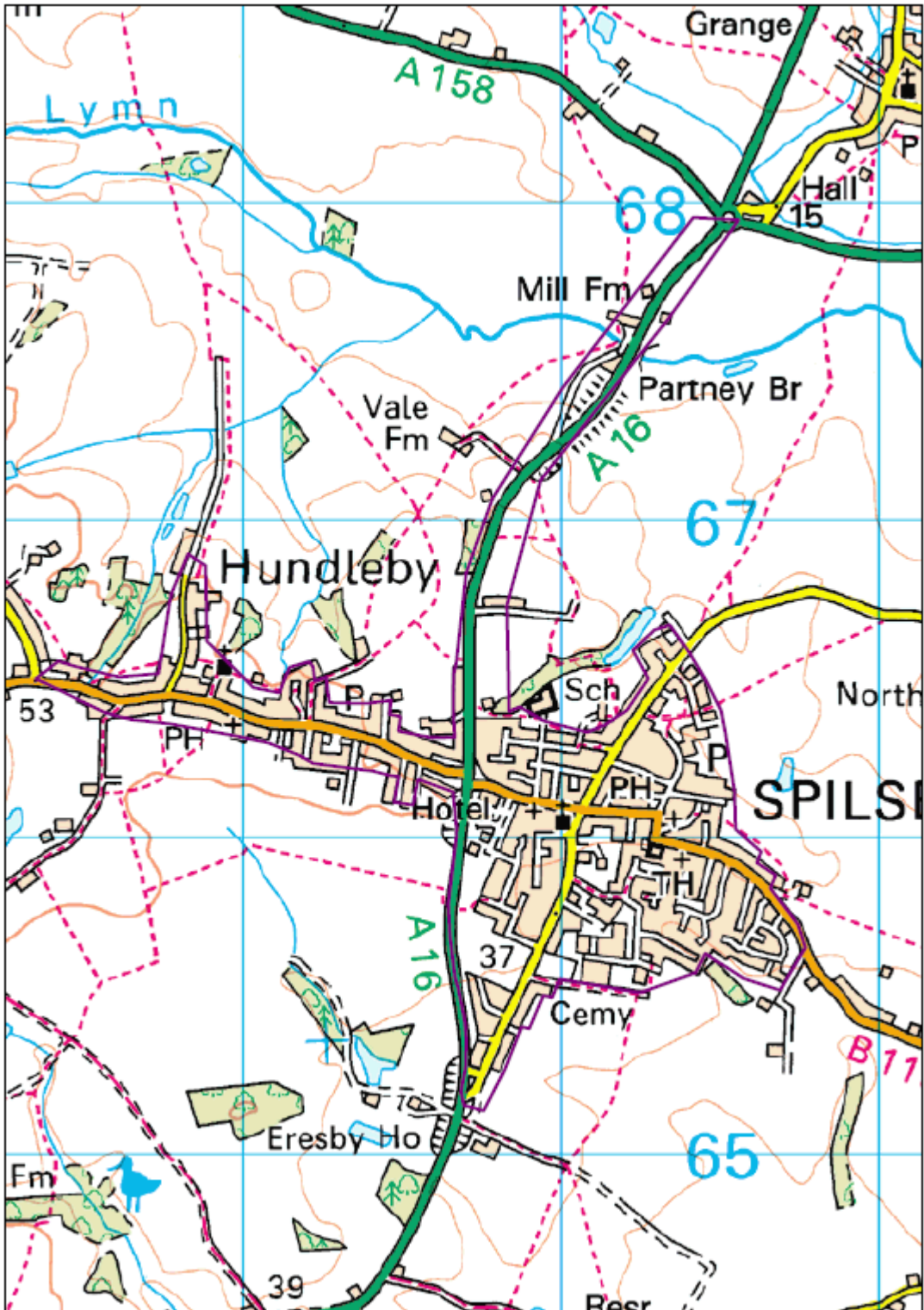
Sleaford



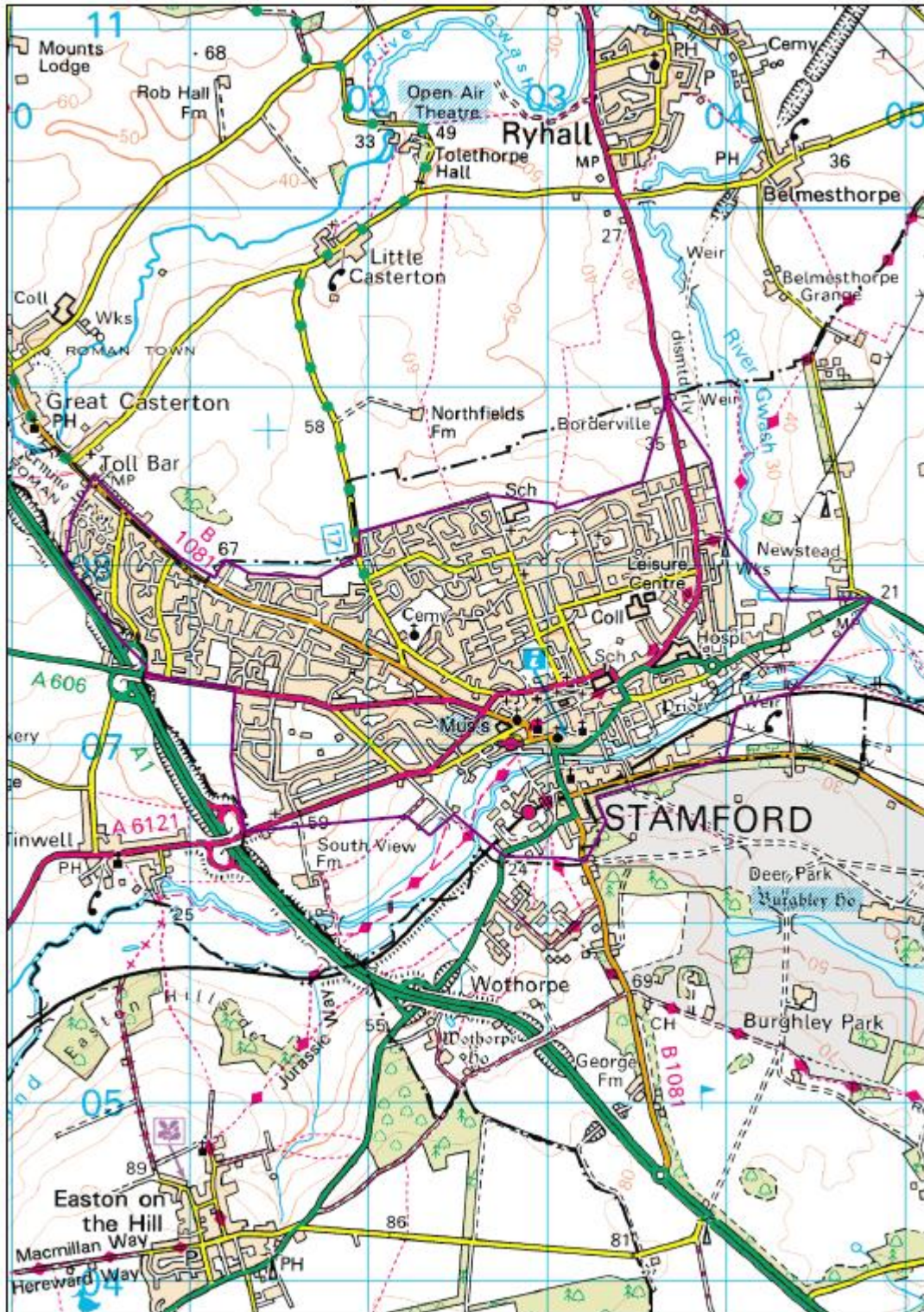
Spalding



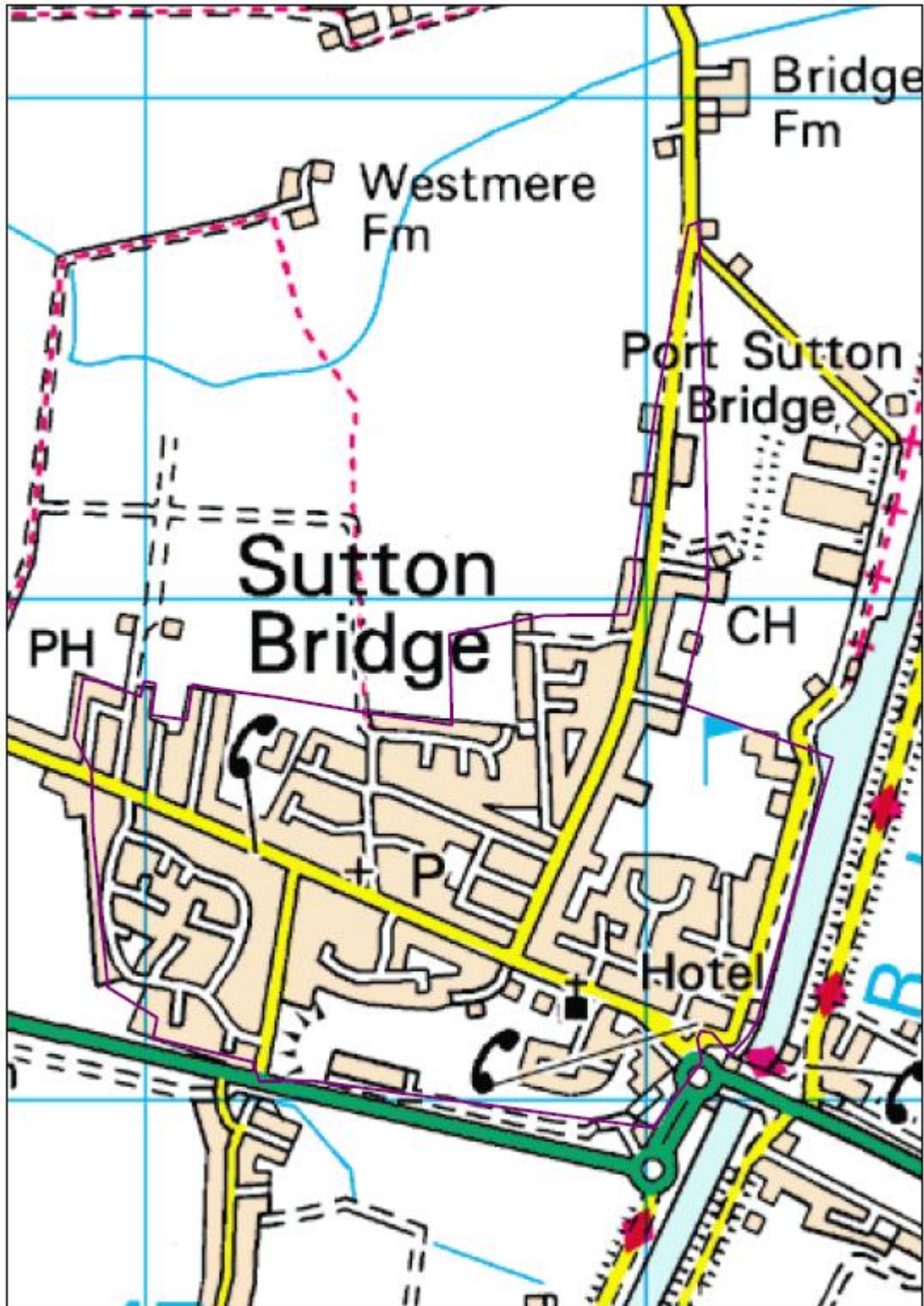
Spilsby



Stamford



Sutton Bridge



Summary of Changes – HAMP 2017

- 1.1 (p.3) References to Code of Practice changed to new guidance.
- 4.15 (p.32) Gully cleaning frequency changed from 1 clean to a targeted clean.
- 4.16 (p. 32) Kerb offlet clean now targeted as per gullies and some wording added around data capture.
- 4.19 (p.35) Amenity grass cutting removed from plan.
- Appendix A e) (p. 49) gully cleaning frequency changed from 1 clean to a targeted clean.
- Appendix A g) (iii) (p. 50) removal of amenity grass cutting

(Changes highlighted in red in draft Highways Asset Management Plan)

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Equality Impact Analysis to enable informed decisions

The purpose of this document is to:-

- I. help decision makers fulfil their duties under the Equality Act 2010 and
- II. for you to evidence the positive and adverse impacts of the proposed change on people with protected characteristics and ways to mitigate or eliminate any adverse impacts.

Using this form

This form must be updated and reviewed as your evidence on a proposal for a project/service change/policy/commissioning of a service or decommissioning of a service evolves taking into account any consultation feedback, significant changes to the proposals and data to support impacts of proposed changes. The key findings of the most up to date version of the Equality Impact Analysis must be explained in the report to the decision maker and the Equality Impact Analysis must be attached to the decision making report.

****Please make sure you read the information below so that you understand what is required under the Equality Act 2010****

Equality Act 2010

The Equality Act 2010 applies to both our workforce and our customers. Under the Equality Act 2010, decision makers are under a personal duty, to have due (that is proportionate) regard to the need to protect and promote the interests of persons with protected characteristics.

Protected characteristics

The protected characteristics under the Act are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

Section 149 of the Equality Act 2010

Section 149 requires a public authority to have due regard to the need to:

- Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by/or under the Act
- Advance equality of opportunity between persons who share relevant protected characteristics and persons who do not share those characteristics
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The purpose of Section 149 is to get decision makers to consider the impact their decisions may or will have on those with protected characteristics and by evidencing the impacts on people with protected characteristics decision makers should be able to demonstrate 'due regard'.

Decision makers duty under the Act

Having had careful regard to the Equality Impact Analysis, and also the consultation responses, decision makers are under a personal duty to have due regard to the need to protect and promote the interests of persons with protected characteristics (see above) and to:-

- (i) consider and analyse how the decision is likely to affect those with protected characteristics, in practical terms,
- (ii) remove any unlawful discrimination, harassment, victimisation and other prohibited conduct,
- (iii) consider whether practical steps should be taken to mitigate or avoid any adverse consequences that the decision is likely to have, for persons with protected characteristics and, indeed, to consider whether the decision should not be taken at all, in the interests of persons with protected characteristics,
- (iv) consider whether steps should be taken to advance equality, foster good relations and generally promote the interests of persons with protected characteristics, either by varying the recommended decision or by taking some other decision.

Conducting an Impact Analysis

The Equality Impact Analysis is a process to identify the impact or likely impact a project, proposed service change, commissioning, decommissioning or policy will have on people with protected characteristics listed above. It should be considered at the beginning of the decision making process.

The Lead Officer responsibility

This is the person writing the report for the decision maker. It is the responsibility of the Lead Officer to make sure that the Equality Impact Analysis is robust and proportionate to the decision being taken.

Summary of findings

You must provide a clear and concise summary of the key findings of this Equality Impact Analysis in the decision making report and attach this Equality Impact Analysis to the report.

Impact – definition

An impact is an intentional or unintentional lasting consequence or significant change to people's lives brought about by an action or series of actions.

How much detail to include?

The Equality Impact Analysis should be proportionate to the impact of proposed change. In deciding this asking simple questions “Who might be affected by this decision?” “Which protected characteristics might be affected?” and “How might they be affected?” will help you consider the extent to which you already have evidence, information and data, and where there are gaps that you will need to explore. Ensure the source and date of any existing data is referenced.

You must consider both obvious and any less obvious impacts. Engaging with people with the protected characteristics will help you to identify less obvious impacts as these groups share their perspectives with you.

A given proposal may have a positive impact on one or more protected characteristics and have an adverse impact on others. You must capture these differences in this form to help decision makers to arrive at a view as to where the balance of advantage or disadvantage lies. If an adverse impact is unavoidable then it must be clearly justified and recorded as such, with an explanation as to why no steps can be taken to avoid the impact. Consequences must be included.

Page 231

Proposals for more than one option If more than one option is being proposed you must ensure that the Equality Impact Analysis covers all options. Depending on the circumstances, it may be more appropriate to complete an Equality Impact Analysis for each option.

The information you provide in this form must be sufficient to allow the decision maker to fulfil their role as above. You must include the latest version of the Equality Impact Analysis with the report to the decision maker. Please be aware that the information in this form must be able to stand up to legal challenge.

Background Information

Title of the policy / project / service being considered	Highway Asset Management Plan	Person / people completing analysis	Richard Fenwick
Service Area	Infrastructure Commissioning	Lead Officer	Richard Fenwick
Who is the decision maker?	Paul Rusted	How was the Equality Impact Analysis undertaken?	Discussion between officers involved using guidance on Equality & Diversity.
Date of meeting when decision will be made	27/02/2017	Version control	V1.0
Is this proposed change to an existing policy/service/project or is it new?	Existing policy/service/project	LCC directly delivered, commissioned, re-commissioned or de-commissioned?	Commissioned
Describe the proposed change	The purpose of the Highway Asset Management Plan is to define Lincolnshire County Council's operational policies and methods for maintenance of the County Road Network. It examines standards in relation to "Well Managed Highway Infrastructure – A Code of Practice" (October 2016) and how Lincolnshire County Council aims to deliver its standards. The changes relate to the reduction of gully and kerb offlet cleaning from 1 clean per year for all gullies and kerb offlets to targeted cleaning and to the removal of amenity grass cutting		

Evidencing the impacts

In this section you will explain the difference that proposed changes are likely to make on people with protected characteristics. To help you do this first consider the impacts the proposed changes may have on people without protected characteristics before then considering the impacts the proposed changes may have on people with protected characteristics.

You must evidence here who will benefit and how they will benefit. If there are no benefits that you can identify please state 'No perceived benefit' under the relevant protected characteristic. You can add sub categories under the protected characteristics to make clear the impacts. For example under Age you may have considered the impact on 0-5 year olds or people aged 65 and over, under Race you may have considered Eastern European migrants, under Sex you may have considered specific impacts on men.

Data to support impacts of proposed changes

When considering the equality impact of a decision it is important to know who the people are that will be affected by any change.

Population data and the Joint Strategic Needs Assessment

The Lincolnshire Research Observatory (LRO) holds a range of population data by the protected characteristics. This can help put a decision into context. Visit the LRO website and its population theme page by following this link: <http://www.research-lincs.org.uk> If you cannot find what you are looking for, or need more information, please contact the LRO team. You will also find information about the Joint Strategic Needs Assessment on the LRO website.

Workforce profiles

You can obtain information by many of the protected characteristics for the Council's workforce and comparisons with the labour market on the [Council's website](#). As of 1st April 2015, managers can obtain workforce profile data by the protected characteristics for their specific areas using Agresso.

Positive impacts

The proposed change may have the following positive impacts on persons with protected characteristics – If no positive impact, please state '*no positive impact*'.

Age	No positive impact.
Disability	No positive impact.
Gender reassignment	No positive impact.
Marriage and civil partnership	No positive impact.
Pregnancy and maternity	No positive impact.
Race	No positive impact.
Religion or belief	No positive impact.

Sex	No positive impact.
Sexual orientation	No positive impact.

If you have identified positive impacts for other groups not specifically covered by the protected characteristics in the Equality Act 2010 you can include them here if it will help the decision maker to make an informed decision.

Adverse/negative impacts

You must evidence how people with protected characteristics will be adversely impacted and any proposed mitigation to reduce or eliminate adverse impacts. An adverse impact causes disadvantage or exclusion. If such an impact is identified please state how, as far as possible, it is justified; eliminated; minimised or counter balanced by other measures.

If there are no adverse impacts that you can identify please state 'No perceived adverse impact' under the relevant protected characteristic.

Negative impacts of the proposed change and practical steps to mitigate or avoid any adverse consequences on people with protected characteristics are detailed below. If you have not identified any mitigating action to reduce an adverse impact please state 'No mitigating action identified'.

Age	<p>The removal of amenity grass cutting will have the effect of reducing the amenity of some areas including grass highway verges. Insofar as these have historically been capable of use by pedestrians, such use will become more difficult as the grass is not cut. This has the potential to impact on people with mobility problems including older people</p> <p>The impact if it occurs cannot be mitigated but amenity grass cutting will take place alongside footpaths where pedestrians are encouraged to walk. The areas where amenity cutting will not take place are in more isolated areas. where pedestrians use of grass verges is very limited and would not be encouraged in any event on safety grounds.</p>
Disability	<p>The removal of amenity grass cutting will have the effect of reducing the amenity of some areas including grass highway verges. Insofar as these have historically been capable of use by pedestrians, such use will become more difficult as the grass is not cut. This has the potential to impact on people with mobility problems including people with a disability.</p> <p>The impact if it occurs cannot be mitigated but amenity grass cutting will take place alongside footpaths where pedestrians are encouraged to walk. The areas where amenity cutting will not take place are in more isolated areas. where pedestrians use of grass verges is very limited and would not be encouraged in any event on safety grounds.</p>
Gender reassignment	<p>No perceived adverse impact.</p>

Marriage and civil partnership	No perceived adverse impact.
Pregnancy and maternity	No perceived adverse impact.
Race	No perceived adverse impact.
Religion or belief	No perceived adverse impact.
Sex	No perceived adverse impact.
Sexual orientation	No perceived adverse impact.

If you have identified negative impacts for other groups not specifically covered by the protected characteristics under the Equality Act 2010 you can include them here if it will help the decision maker to make an informed decision.



Stakeholders

Stake holders are people or groups who may be directly affected (primary stakeholders) and indirectly affected (secondary stakeholders)

You must evidence here who you involved in gathering your evidence about benefits, adverse impacts and practical steps to mitigate or avoid any adverse consequences. You must be confident that any engagement was meaningful. The Community engagement team can help you to do this and you can contact them at consultation@lincolnshire.gov.uk

State clearly what (if any) consultation or engagement activity took place by stating who you involved when compiling this EIA under the protected characteristics. Include organisations you invited and organisations who attended, the date(s) they were involved and method of involvement i.e. Equality Impact Analysis workshop/email/telephone conversation/meeting/consultation. State clearly the objectives of the EIA consultation and findings from the EIA consultation under each of the protected characteristics. If you have not covered any of the protected characteristics please state the reasons why they were not consulted/engaged.

Objective(s) of the EIA consultation/engagement activity

No consultation activity undertaken.

Who was involved in the EIA consultation/engagement activity? Detail any findings identified by the protected characteristic

Age	As detailed above. None identified.
Disability	As detailed above. None identified.
Gender reassignment	As detailed above. None identified.
Marriage and civil partnership	As detailed above. None identified.
Pregnancy and maternity	As detailed above. None identified.
Race	As detailed above. None identified.
Religion or belief	As detailed above. None identified.

Sex	As detailed above. None identified.
Sexual orientation	As detailed above. None identified.
Are you confident that everyone who should have been involved in producing this version of the Equality Impact Analysis has been involved in a meaningful way? The purpose is to make sure you have got the perspective of all the protected characteristics.	Yes.
Once the changes have been implemented how will you undertake evaluation of the benefits and how effective the actions to reduce adverse impacts have been?	Plan will be reviewed on an annual basis.

Further Details

Are you handling personal data?	<p>No</p> <p>If yes, please give details.</p>
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Actions required	Action	Lead officer	Timescale
Include any actions identified in this analysis for on-going monitoring of impacts.	Regular Review	Richard Fenwick	Continual Monitoring.
Signed off by	Paul Rusted	Date	14/02/2017

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

Report to:	Highways and Transport Scrutiny Committee
Date:	27 February 2017
Subject:	Grantham Southern Relief Road - Financial Approval to Award Contract for Grade Separated Interchange, King 31 Phase 2

Summary:

This paper invites the Highways and Transport Scrutiny Committee to consider a report on the contract award for the King 31 Phase 2 Grade Separated Interchange onto the A1 for the the Grantham Southern Relief Road, which is due to be considered by the Executive Councillor for Highways, Transport and IT between 1 and 8 March 2017. The views of the Scrutiny Committee will be reported to the Executive Councillor as part of the consideration of this paper.

Actions Required:

1. To consider the attached report and determine whether the Committee supports the recommendations to the Executive Councillor.
2. To agree any additional comments to be passed to the Executive Councillor in relation to this paper.

1. Background

The Executive Councillor Highways, Transport and IT is due to consider a report on the award of a contract for the King 31 Phase 2 Grade Separated Interchange onto the A1. The full report to the Executive Councillor is attached to Appendix 1 of this report.

2. Conclusion

After consideration of the report, the Highways and Transport Scrutiny Committee is requested to consider whether it supports the recommendations in the report and whether it wishes to make any additional comments to the Executive Councillor. The Committee's views will be reported to the Executive Councillor.

3. Consultation

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

No

b) Risks and Impact Analysis

Not applicable

4. Appendices

These are listed below and attached at the back of the report	
Appendix 1	Grantham Southern Relief Road - Financial Approval to Award Contract for Grade Separated Interchange, King 31 Phase 2.

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 Dave Walton, Major Schemes and Design Commissioner, who can be contacted on 01522 552935 or david.walton@lincolnshire.gov.uk.

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

Report to:	Councillor R G Davies, Executive Councillor Highways, Transport and IT
Date:	8 March 2017
Subject:	Grantham Southern Relief Road - Financial Approval to Award Contract for Grade Separated Interchange, King 31 Phase 2
Decision Reference:	I012799
Key decision?	Yes

Summary:

Approval in principle is sought to award the contract for the Grantham Southern Relief Road (GSRR) King 31 Phase 2, Grade Separated Junction onto A1, subject to the issues outlined in this report being addressed prior to award and this element of the scheme remaining within the scheme budget.

Recommendation(s):

It is recommended that the Executive Councillor for Highways, Transport and IT:-

- 1) approves in principle the award of a contract for King 31 Phase 2 Grade Separated Interchange onto A1.
- 2) delegates to the Executive Director for Environment and Economy, in consultation with the Executive Councillor for Highways Transport and IT, authority to take all steps necessary to give effect to the decision in 1 above subject to the issues referred to in paragraph 4.3 of the report being satisfactorily addressed.

Alternatives Considered:

Do not progress with the contract award to deliver King 31 Phase 2. This option has been discounted because the advantages identified for the Grantham Area through the delivery of the scheme would not be realised, and the fees and costs incurred to date would be abortive and the opportunity of significant grant funding would be lost. In addition the decision not to proceed would have a significant adverse effect on the County Council's reputation in terms of the outcome of future grant bids.

Reasons for Recommendation:

To allow the works for King 31 Phase 2 to proceed which will in turn be a catalyst and driver for the Southern Quadrant Link Road (SQLR) and the completion of the whole GSRR.

1. Background

- 1.1 The Grantham Transport Strategy 2007-2021 identified the need for an east west relief road to bypass the centre of Grantham for traffic and open up the town and surrounding area to a significant amount of growth. The main benefits are:-
- Improve the town centre environment and improving air quality.
 - Relieve congestion in the town centre and reduce the risk of bridge strikes particularly to the east coast main line.
 - Improve strategic road link in east west direction, reducing journey times.
 - Unlock the Southern Quadrant development for housing and employment (Spitalgate Heath). The recent Central Government announcement of a designated Garden Village in 2017 increases the profile.
 - Unlock the King 31 employment site.
- 1.2 The East West Relief Road is now known as the Grantham Southern Relief Road and has been split into three separate phases. Starting from the West to East, King 31 (Phase 2) is the Grade Separated Interchange onto the A1 which is now the focus of this paper. King 31 (Phase 1) is the section from the Grade Separated Junction to the B1174 (now completed) and Phase three is the Southern Quadrant Link Road (SQLR).

2. Previous Approval and Scheme Development King 31 Phase 1

- 2.1 Approval to proceed with the Grantham Southern Relief Road project which comprises both the King 31 Road (Phase 1) and A1 Grade Separated Junction (Phase 2) and the Southern Quadrant Link Road (SQLR) was granted through a Decision Notice from Cllr Marc Jones, Executive Councillor for Finance and Property and Cllr R Davies, Executive Councillor for Highways and IT on 23 July 2015 on the basis of an exempt paper considered by Highways and Transport Scrutiny Committee on 13 July 2015.
- 2.2 The above approval included approval to award a contract for King 31 (Phase 1). A contract was awarded to Fitzgerald Contractor for £3.5m with a start date of 21 September 2015 with duration of 26 weeks. The works were procured through the LCC Highway Select Framework under competition. These works created a new roundabout on the B1174 and a road extending westwards towards another roundabout with an access leg onto to the future King 31 development land. An opportunity to extend the road towards the A1 was taken with these works by using some rock

material to the west for fill on the B1174 roundabout to maximise the benefits. Those works are now complete and the road open to traffic.

3. King 31 Phase 2 Grade Separated Junction

- 3.1 LCC inherited a planning permission from the developer Buckminster Estates for the site known as King 31, granted in 2009. This permission has a condition that the section of road (A1 to B1174) must be completed prior to the occupation of the development site. After consideration the 2009 planning permission was not suitable to deliver a grade separated interchange for the GSRR. A new planning permission was granted by Lincolnshire County Council planning Authority in May 2016 which increased the red line boundary to provide sufficient working area to build the slip roads.
- 3.2 A full design package was submitted to Highways England for technical approval in December 2016 which included some departures from standard. These departures from standard have now been approved. The proposed change of use of the King 31 development site by Buckminster Estates from the consented scheme will require a new planning application with revised projected traffic flows onto and off the A1 and these are now being considered as a new departure from standard which will need to be approved by Highways England. The approval of the new departures from standard is critical to Highways England approving the technical design.
- 3.3 In order to deliver the scheme, Highways England will be required to publish Line Orders. These line Orders cannot be published until the technical design is approved by Highways England. These Orders include the diversion of a Public Right of Way and will incorporate Compulsory Purchase Order powers for the acquisition of third party land.
- 3.4 Negotiations to acquire third party land by agreement are ongoing and the CPO powers provide some additional assurance that LCC will not be held to ransom should negotiations stall.
- 3.5 The whole delivery of the GSRR is reliant on an agreement with the adjoining developer and the major landowner Buckminster Estates, to ensure that no selective benefit is conferred on them by construction of the road and therefore the County Council manages the risk of State Aid. Heads of Terms have been agreed but legally binding agreements have not yet been concluded. The signing of a legally binding agreement is a pre-requisite to proceeding with the award of a contract to construct the grade separated junction.
- 3.6 In order to work on the Highways England A1, LCC will need to sign up to an agreement under section 6 of the Highways Act 1980. This will allow the LCC contractor to work on the trunk road network. A commuted sum will be payable to Highways England to maintain the new infrastructure provided by LCC to deliver the grade separated interchange which cannot be finalised

until the design is approved. Another condition imposed on LCC by Highways England is the need to address the loss of lay by provision created by this scheme, which will require the building of additional laybys on the A1 beyond the site of the grade separated junction. These details have still not been finalised with Highways England and will need to be designed. The condition requires these laybys to be provided before the opening of the works for the grade separated junction and could be delivered by Highways England.

4. Procurement of King31 Phase 2 Grade Separated Junction

- 4.1 Galliford Try was appointed via a call off procedure from the Midland Highway Alliance Framework by LCC in January 2016, to carry out Early Contractor Involvement and to develop a Target Cost price.
- 4.2 A provisional Target cost has been developed based on the submitted full design package submitted to Highways England. No prices have been developed for the laybys required by Highways England since details are still to be agreed and a commuted sum will be developed from an approved final design.
- 4.3 It is proposed to award a contract to Galliford Try through the Midland Highway Framework subject to the following issues being satisfactorily addressed
 - Approved Technical design from Highways England
 - Confirmation of Line Orders (including CPO and PROW diversion) processed via Highways England
 - Concluded legally binding agreement with the Developer for King 31
- 4.4 The earliest start date for works on site is July 2017 subject to all the issues identified in 4.3 being resolved and that assumes no Public Inquiry will be required as part of the Orders process. The estimated contract period is 18 months.
- 4.5 In order to achieve a July 2017 start date and allow mobilisation the Executive Councillor is requested to approve in principle the award of a contract (including laybys) on up to a value of £20m. It is proposed that the decision to award the contract will be taken by the Executive Director for Environment and Economy in consultation with the Executive Councillor subject to the matters identified at paragraph 4.3 being satisfactorily concluded.

5. Costs and Funding of the Grantham Southern Relief Road

5.1 The current projected capital project cost breakdown is

	Previous Years £m (Actual)	2016/17 £m	2017/18 £m	Future years £m	Total £m
King31 Phase 1 Contract (Completed)	2.969	1.304			4.273
King31 Phase 2 Contract (GSJ A1)			7.000	13.000	20.000
SQLR				44.000	44.000
Fees and other support	2.797	0.796	3.000	4.634	11.227
Utility Diversions	1.349	0.100	0.100	0.451	2.000
TOTAL	7.115	2.200	10.100	62.085	81.500

5.2 Contributions

5.2.1 LCC and SKDC, working in collaboration, have already secured three sources of grant totalling £33m which will fund the whole of the King 31 Phase 1 and Phase 2 and an element of SQLR. This comprises the Local Transport Board grant of £11.9m, Single Local Growth Fund grant of £16.1m and Highways England Growth and Housing Fund grant of £5m.

5.2.2 The remainder of the funding will be provided by Developer contributions through a S106 agreement for the Southern Quadrant Development and separate financial agreement for King 31. LCC will forward fund the S106 agreement contributions and the balance will be funded by LCC.

	Previous Years £m (Actual)	2016/17 £m	2017/18 £m	Future Years £m	Total £m
Grant LTB, SLGF, GHF	7.115	2.200	10.100	13.585	33.000
Developer contributions	0.00	0.000	0.000	28.500	28.500
LCC Contribution + Forward Funding				19.500	19.500
SKDC Contribution				0.500	0.500
TOTAL	7.115	2.200	10.100	62.085	81.500

6. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act

Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic

Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it

Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding

Compliance with the duties in section 149 may involve treating some persons more favourably than others

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process

Consideration has been given to the equality act duty in this instance and there are not considered to be any direct negative impacts of the decision. The works are not expected to take place in areas to which the public have access. To the extent that any of the works would affect members of the public, suitable measures will be taken to maintain access and safety for people with a protected characteristic.

Joint Strategic Needs Analysis (JSNA and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision

Consideration has been given to the JSNA and the JHWS as can be seen from the Objectives of the scheme set out below which will be realised when all three phases of the GSRR are complete and this decision relates to the second of three phases.

To support the delivery and sustainable economic growth through the provision of a reliable and efficient transport infrastructure within the Grantham Transport Strategy area by diverting traffic and HGV's from the centre of Grantham.

To reduce the congestion, carbon emissions, improve air and noise quality within the Grantham Town Centre by the removal of strategic through traffic (particularly HGV's)

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area

This requirement has been taken into account but the proposals set out in this Report are not considered to affect the above matters

7. Conclusion

- 7.1 Approval to proceed with the Grantham Southern Relief Road (GSSR) project was granted on 23 July 2015. This approval included the approval to award a contract for King 31 Phase 1 which has now been delivered.
- 7.2 Approval is now sought to implement the second phase of the GSRR through the approval to award the main contract for King31 Phase 2 the Grade Separated Junction onto the A1, subject to the issues identified in the report being addressed and the this element remaining within the defined budget.

8. Legal Comments:

The Council has the power to enter into the contract and to carry out the works proposed.

The legal considerations and the matters to be taken into account are dealt with in the Report.

The decision is consistent with the Policy Framework and within the remit of the Executive Councillor if it is within the budget.

9. Resource Comments:

There is sufficient budget assigned to this scheme within the Council's approved capital programme, for the recommendation within this report to be agreed.

10. Consultation

a) Has Local Member Been Consulted?

N/A

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

This Report will be considered by the Highways, Transport and IT Scrutiny Committee on 27 February 2017 and the comments of the Committee will be reported to the Executive Councillor.

d) Have Risks and Impact Analysis been carried out?

Please see the body of the report

e) Risks and Impact Analysis

Please see the body of the report

11. Background Papers

Document Title	Where the document can be viewed
Grantham Southern Relief Road – Executive Decision Notice Ref 1009473 dated 23 July 2015	Online: http://lincolnshire.moderngov.co.uk/ieDecisionDetails.aspx?ID=240

This report was written by Dave Walton, Major Schemes and Design Commissioner, who can be contacted on 01522 552935 or david.walton@lincolnshire.gov.uk.

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Policy and Scrutiny

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

Report to:	Highways and Transport Scrutiny Committee
Date:	27 February 2017
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.

Actions Required:

Members of the Committee are invited to consider and comment on the work programme as set out in Appendix A to this report and highlight any additional scrutiny activity that could be included for consideration in the work programme.

1. Background

The Committee's work programme for the coming year is attached at Appendix A to this report. The Committee is invited to consider and comment on the content of the work programme.

Work Programme Definitions

Set out below are the definitions used to describe the types of scrutiny, relating to the items on the Work Programme:

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.

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.

Performance Scrutiny - The Committee is scrutinising periodic performance, issue specific performance or external inspection reports.

Policy Development - The Committee is involved in the development of policy, usually at an early stage, where a range of options are being considered.

Consultation - The Committee is responding to (or making arrangements to) respond to a consultation, either formally or informally. This includes pre-consultation engagement.

Status Report - The Committee is considering a topic for the first time where a specific issue has been raised or members wish to gain a greater understanding.

Update Report - The Committee is scrutinising an item following earlier consideration.

Scrutiny Review Activity - This includes discussion on possible scrutiny review items; finalising the scoping for the review; monitoring or interim reports; approval of the final report; and the response to the report.

2. Conclusion

To consider and comment on the Work Programme.

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 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

Chairman: Councillor Michael Brookes

Vice Chairman: Councillor Andrew Hagues

27 February 2017		
Item	Contributor	Purpose
Performance Report, Quarter 3 – (1 October to 31 December 2016)	Paul Rusted, Infrastructure Commissioner	Performance Scrutiny
Street Lighting Transformation Project Update	Richard Hardesty, Senior Project Leader	Update Report
Asset Management Strategy Update	Mike Coates / Richard Fenwick, Engineer – Highways Maintenance	Pre-Decision Scrutiny Executive Councillor: 06 March 2017
Update to the Highway Asset Management Plan	Richard Fenwick, Engineer – Highways Maintenance	Pre-Decision Scrutiny Executive Councillor: 06 March 2017
Decision to award contract for Grantham Southern Relief Road Grade Separated Junction on A1	Dave Walton, Client Highway Services Manager	Pre-Decision Scrutiny Executive Councillor: 08 March 2017
Future Service Delivery Progress Report	Paul Rusted, Infrastructure Commissioner	Update Report

10 April 2017		
Item	Contributor	Purpose

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 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
I012799	Decision to award contract for Grantham Southern Relief Road Grade Separated Junction on A1	Between 1 March 2017 and 8 March 2017	Executive Councillor: Highways, Transport and IT	Highways and Transport Scrutiny Committee; Executive Councillor for Highways, Transport, IT	Report	Client Highway Services Manager Tel: 01522 552935 Email: david.walton@lincolnshire.gov.uk	Executive Councillor: Governance, Communications, Commissioning, Finance and Property and Executive Director for Environment and Economy	Yes	Grantham Barrowby; Grantham East; Grantham North; Grantham North West; Grantham South
I012802	Highway Asset Management Plan	6 March 2017	Executive Councillor: Highways, Transport and IT	Highways and Transport Scrutiny Committee	Report	Highways Engineer Tel: 01522 550452 Email: richard.fenwick@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Executive Director for Environment and Economy	Yes	All Divisions
I012800	Asset Management Strategy	6 March 2017	Executive Councillor: Highways, Transport and IT	Highways and Transport Scrutiny Committee	Report	Highways Engineer Tel: 01522 550452 Email: richard.fenwick@lincolnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Executive Director for Environment and Economy	Yes	All Divisions