



County Offices
Newland
Lincoln
LN1 1YL

1 June 2018

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 11 June 2018 at 10.00 am in Committee Room One, County Offices, Newland, Lincoln LN1 1YL** for the transaction of the business set out on the attached Agenda.

Yours sincerely

A handwritten signature in blue ink that reads "Richard Wills". The signature is written in a cursive style and is underlined with a blue horizontal line.

Richard Wills
Head of Paid Service

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

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

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 11 JUNE 2018**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declaration of Councillors' Interests	
3	Minutes of the meeting held on 23 April 2018	5 - 14
4	Announcements by the Chairman, Executive Councillor for Highways, Transport and IT and Lead Officers	
5	A15 Bunkers Hill, Lincoln: drainage and surfacing scheme <i>(To receive a report which invites the Committee to consider a proposal for the A15 Bunkers Hill, Lincoln: drainage and surfacing scheme which is due to be considered by the Executive Councillor for Resources and Communications and the Executive Councillor for Highways, Transport and IT between 11 and 15 June 2018)</i>	15 - 30
6	Highways 2020 Update Report <i>(To receive a report which provide an update on the work being carried out to replace the Lincolnshire Highways Alliance. The three contracts relationships which form the Alliance are due to reach their full term on 31 March 2020)</i>	31 - 34
7	Performance Report, Quarter 4 (January to March 2018) <i>(To receive a report which sets out the performance of the highways service including the Lincolnshire Highways Alliance, Major Highways Schemes Update and an update on the NHT Action Plan and the Customer Satisfaction Information)</i>	35 - 70
8	Update on Local Bus Matters <i>(To receive a report which provides the Committee with an update on the implementation of the Bus Services Act 2017, along with updates on other strands of activity)</i>	71 - 80
9	Highways and Transport Scrutiny Committee Work Programme <i>(To receive a report that enables the Committee to consider and comment on the content of its work programme for the coming year to ensure that scrutiny activity is focused where it can be of greatest benefit)</i>	81 - 88

Democratic Services Officer Contact Details

Name: **Rachel Wilson**

Direct Dial **01522 552107**

E Mail Address rachel.wilson@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.

All papers for council meetings are available on:
www.lincolnshire.gov.uk/committeerecords



**HIGHWAYS AND TRANSPORT
SCRUTINY COMMITTEE
23 APRIL 2018**

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

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

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

Officers in attendance:-

Andy Gutherson (County Commissioner for Economy and Place), Mick Phoenix (Regulation Services Manager), Paul Rusted (Infrastructure Commissioner), Daniel Steel (Scrutiny Officer), Vanessa Strange (Accessibility and Growth Manager) and Rachel Wilson (Democratic Services Officer)

66 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor M A Griggs.

67 DECLARATION OF MEMBERS' INTERESTS

There were no declarations of interest at this point in the meeting.

68 MINUTES OF THE MEETING HELD ON 12 MARCH 2018

RESOLVED

That the minutes of the meeting held on 12 March 2018 be signed by the Chairman as a correct record.

69 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR AND LEAD OFFICERS

There were no announcements from the Chairman, Executive Councillor or senior officers.

70 NETWORK MANAGEMENT PLAN UPDATE

The Committee received a report which provided members with the opportunity to consider the Network Management Plan. It was reported that under the Traffic Management Act 2004, part of the duties of the Traffic Manager, included a recommendation that a Network Management Plan should be used to gather all the

policies, standards and procedures associated with highways network management into one document. The Plan implemented the objectives and aims of the Local Transport Plan 4, however it was regularly reviewed to reflect changes introduced by central government and local priorities.

Members were advised that the key aim of the Network Management Plan was to deliver against the government's priorities for transport in areas such as accessibility, reliable journey times and better air quality. It was noted that the integration of the various plans and policies with the Network Management Plan allowed a co-ordinated approach to deliver a well-managed network. The introduction of Value for Money performance measures, as part of the reorganisation, helped to ensure that the delivery of services was closely monitored and any efficiency gains identified could be incorporated into the Network Management Plan.

Members were provided with the opportunity to ask questions to the officers present in relation to the information contained within the report and some of the points raised included the following:

- It was queried whether electronic links to the urban transport strategies for Lincoln, Grantham, Boston, Spalding, Sleaford and Gainsborough could be included at the end of the document. Officers agreed to add these in.
- It was commented that, in relation to road classification, the functions of roads in rural and urban areas could change, and it was queried what options there were for changing the position of roads within the road hierarchy. Members were advised that the policy on roads was one step above the Network Management Plan and was a collaboration between the network function and those involved in transport planning.
- In relation to permits, it was noted that when a road surface had just been laid it became protected. However, utility companies had a statutory right to access their pipes which would override the protected status.
- In relation to the Lincolnshire Broadband Programme, it was queried whether it was thought that the projected timescales were realistic. Members were advised that the timescales were set by BT and were incorporated into the document. The executive Councillor for Highways, Transport and IT added that the onlincolnshire broadband project was actually a little ahead of schedule. Therefore, it was believed that the timescales for implementation were realistic.
- Further to the query regarding the broadband project, it was commented that there were some rural villages which could not access the superfast broadband. It was noted that the cables in the area had been upgraded, however, due to network capacity issues some people were not able to get the speeds promised. It was suggested that this issue should be taken up with the Executive Councillor outside of the meeting.
- It was queried whether the pedestrian crossing policy was available, and it was reported that there was a Network Management Plan working group which would be meeting in the near future. Following this, the policies would be made available online.
- In relation to Civil Parking Enforcement (CPE), it was commented that the biggest problem seemed to be vehicles causing obstruction. However,

members were advised that the Council did not have any powers to deal with obstruction. That was a power which remained with the police.

- In terms of enforcement services for CPE, it was clarified that there were two separate contracts, one for the on street enforcement, and the other for the back office functions including the processing of tickets.
- It was queried whether there was any data on what had been achieved so far in relation to enforcement of parking restrictions around schools. Members were advised that a report would be coming to the June meeting of this Committee.
- Members were encouraged that the Council was continuing to develop its cycling strategy, but it was requested whether there could be more joined up thinking in terms of cycle lanes, and increasing the amount of uninterrupted paths (it was commented that some cycle paths ran out on some roads), in order to encourage as many people to cycle as possible. It was noted that this would be taken back to the relevant officers.
- It was queried whether there was any further progress in relation to the government consultation on de-trunked roads. Members were advised that officers were still awaiting the decision from central government.
- It was confirmed that there were set timescales for temporary traffic lights to allow traffic to pass.
- It was queried how often penalties had to be issued for permit violations. Members were advised that BT met regularly with the network compliance manager.
- It was queried whether the Council would be joining the national campaign in relation to pavement parking. It was noted that further talks would be taking place, but it was something which seemed to be gaining momentum. The Chairman advised that he represented Lincolnshire on PATROL (Parking and Transport Regulations Outside London), and this had been a big issue for all councils and was high on the agenda.
- It was commented that some of the road lines seemed to be wearing off and it was queried whether there was a need for more resilient and long lasting paint, as if the lines were not visible, CPE would not be able to issue tickets.
- Issues regarding trees encroaching onto footways were raised, and it was noted that this would be the responsibility of Area Teams. It was commented that the full width of the footway should be available for use.
- It was commented that most of the comments that members received from parish councils related to speed limits. It was highlighted that some parish councils were spending a lot of money on additional signage. It was queried whether there was a need for the speed limit review to be carried out again, as a task and finish group was held in 2014 on this issue. However, members were advised that there was a process just beginning to review the speed management policy, which would take into consideration government directives on speed limits.
- In relation to parishes, it was commented that all parishes reported problems with speeding. However, it was also commented that the majority of people speeding through villages were local to the area. If speed limits were being ignored then that was a police issue, and the council would not want to set false expectations by lowering speed limits if they could not be enforced.

- It was suggested that if people were made aware of all the processes involved in setting up temporary traffic lights and traffic management while repairs were made to the road, then residents may be more understanding of the disruption.

RESOLVED

That the comments made in relation to the Network Management Plan be noted.

71 ADDITIONAL HIGHWAYS FUNDING

Consideration was given to a report which set out the potential approach to the effective use of additional maintenance funding.

It was reported that all of the Councils existing highways maintenance funding was focused on delivering the best outcomes for the highway user through implementation of the Highway Asset Management Policy, Strategy and Plan. This robust approach to the use of resources allowed officers to maximise the potential benefit to the road user as demonstrated by the Council's recent CQC Efficiency Rating of 98%, but it also ensured that the authority received the maximum level of Incentive Funding from the Department for Transport.

Members were advised that the Highways Service had recently received additional funding from a variety of sources:

- £4m from the Council's own underspend/reserve which was available to spend during the duration of the Council
- £1.7m from the Department for Transport's Pothole Fund which should be spent during the financial year 2018/19
- A further £3.3m allocated by Council in the 2018/19 Budget which was available to spend during the duration of this Council.
- A further £3.4m from the Department for Transport. £2.5m of which was already expected and had been included in initial budget planning, but the Council had gained an additional £0.9m on top of this. This should also be spent during the 2018/19 financial year.

It was confirmed in the meeting that the Department for Transport had confirmed that the Council's entire Capital maintenance allocation for 2018/19 would be £30.1m which was in line with expectations.

A number of suggested treatments were outlined in the report for use of the additional funding and included:

- Patching
- Surface dressing and surface treatments
- Thin surface course replacement
- Residential streets
- Recycling schemes
- Retread
- Road markings

- First time fix pothole gangs

It was also reported that Lincolnshire was now rated as level 3 in all 22 areas which were assessed by the Department for Transport, and so there was no doubt that the authority would be maintaining the additional funding.

Members were provided with the opportunity to ask questions to the officers present in relation to the information contained within the report and some of the points raised during discussion included the following:

- It was queried whether a programme of work over the next three years would be produced, and members were advised that this would depend on what type of work was undertaken.
- It was commented that the residential streets work would be relatively easy to measure up and procure so officers would be able to get a good price for the work.
- It was commented that this was an extremely useful report.
- It was clarified that 'fines' referred to the smaller size material that was added to the road surface mix and would help to hold the surface together.
- One member commented that residents in his division were very grateful that potholes on a stretch of road had been fixed.
- Queries were raised regarding the use of plastics in the tarmac mix for roads, and it was noted that officers were always looking for innovative solutions. Any different material trialled would always be monitored by the lab.
- It was noted that Cumbria had trialled the use of plastics in the road surface, but it was felt that it was done more as a way of getting rid of plastics as much as treating the road. There had been feedback from Holland, where this method was also used, that there had been some issues with temperature variation.
- Members welcomed the Confirm reports which they received on a regular basis and commented that they were very useful when attending parish council meetings.
- It was suggested whether there could be a planned programme of works to put concrete edges on roads, as those A and B roads which had concrete edging seemed to be in better condition than those which just ran into the grass. It had also been observed that most potholes seemed to form at the edges of roads, and it was suggested that if these were treated the pothole problem may reduce over time. Members were advised that a programme for this had been running for a number of years, and some extensive work had been carried out in the past.
- It was commented that there were 5,500 miles of road in Lincolnshire, and everyone wanted their piece of road fixed first.
- In terms of winter preparation, it was queried whether there was a need to be more prepared for potholes in the coming years, as potholes tended to form following the winter weather.
- Members were advised that the Asset Management Plan was a preventative maintenance plan, and the aim was to carry out the maintenance before the potholes formed. There was also a plan to be able to carry out more first time fixes.

- In terms of the thin surface replacement, it was queried how long after the roads were taken over from the highways agency, was it reported that there were faults with the surfacing.
- It was commented that when a job was passed to a contractor, it was marked as resolved on Confirm, and it was queried that this could be misleading as it did not mean that the work had been completed. It was acknowledged that this was an issue and officers were working to find a solution.
- It was commented that people were now getting in touch with members to say that the potholes they had reported had been filled in.

RESOLVED

1. That the potential approach to the effective use of additional highway maintenance funding as set out in the report be supported.
2. That the comments made in relation to the existing and future programmes of work that had been identified be noted.

72 LINCOLNSHIRE CONNECTED

Consideration was given to a report which informed members about the work on Lincolnshire Connected, which was an emerging think piece, looking at the future of mobility, transport, accessibility and connectivity in Lincolnshire. Members were advised that Lincolnshire Connected sought to consider the movement needs of businesses, residents and visitors through the next three decades. A document would be produced (anticipated December 2018) which would explore how the population may change over time, and consider how lives could be improved through evolving transport technology, connectivity and accessibility, as well as considering how prepared Lincolnshire was for these changes, opportunities and challenges, including what would need to be done to implement future requirements.

It was reported that issues such as decarbonisation of transport and artificial intelligence enabling driverless cars were the focus of growing national and international attention; however, a broader approach was being taken with themes including, but not limited to: energy; climate change; our environment; place shaping; public health; technology; the sharing economy; economic growth and productivity; education and skills; and rurality.

Members were provided with the opportunity to ask questions to the officers present in relation to the information contained within the report and some of the points raised during discussion included the following:

- What was most important was ensuring that Lincolnshire, as a rural county, was not left behind in terms of infrastructure, and ensuring that the county would be able to embrace any new forms of transport.
- In terms of electric vehicles, it was queried what would happen in the event of a national power cut, and also what speeds driverless cars would be capable of reaching. It was also queried what would happen for people who wanted to take these cars abroad, and whether all countries would have driverless cars.

- Members were advised that it was likely that a cultural shift would be needed in order to accept some of the new technologies, and this would be an interesting factor to consider. It was noted, that some of the technology highlighted in the report was not that far from being a reality, and there could be an interesting transition phase when there were both people and computers driving cars.
- It was noted that there were as many positives as there were negatives or concerns regarding artificial intelligence.
- In terms of driverless cars/car sharing opportunities, there would be a number of new issues to consider.
- Concerns were raised regarding the capacity of the national grid as everything was being pushed towards electric. One member commented they could not see the benefits of continually pushing people to use electric. Members were advised that there was an awareness of the challenges around utilities. Electric was not considered to be the only answer, and it was probable that larger vehicles would use a mix of fuels. There were also discussions taking place regarding the opportunities around using waste to generate gas. Members were advised that there were a number of big pieces of work which needed to be done nationally.
- It was commented that the Dockland Light Railway (DLR) in London had not had drivers in the time it had been open.
- It was noted that there was a high proportion of small to medium enterprises (SME's) in Lincolnshire which were vital to the economy. It would be important to understand the current and future needs of these existing SME's in order to further grow Lincolnshire's economy. Members were advised that officers were already speaking with businesses, rather than making assumptions. It was also noted that a lot of businesses in Lincolnshire were part of this world, such as developing clean technology.
- It was noted that the Environment and Economy Scrutiny had recently visited the Eventus building in Market Deeping, which had been designed with the future in mind as there were several electric charging points. Many of the businesses based there were interested in these new technologies.
- In relation to mobility-as-a-service (MaaS), which described a shift away from personally owned modes of transport and towards mobility which were consumed as a service, it was commented that this would require a lifestyle change, as many people lived in a very spontaneous way, using their car to go wherever they needed. It was also suggested that if there was a move away from people owning their own car this could have an effect on the economy as people may not buy as much, if they had to carry it home using public transport rather than putting it in the back of their car.
- It was highlighted that commercial vehicles and use of the railways for moving goods did not seem to feature in any discussions. It was thought there was a need to integrate use of the railways and roads for the movement of goods. It was acknowledged that the use of railways in this way was a national issue, but it was queried whether there was any way this could be highlighted.
- There would be a need to work with districts on planning issues, such as the installation of solar panels on new properties. It was thought there could be opportunities for independent batches of energy to be produced through solar

panels/wind turbines. Members were advised that the discussions around energy were very alive at the moment.

- There were concerns that Lincolnshire was a rural county and that there was a need to ensure it did not get left behind. Talking to businesses to establish what their needs were would be a big issue.
- There would be a need to work with Planning departments to ensure that all the necessary infrastructure was included.
- It was commented that this report had been very thought provoking and it was confirmed that it would also be considered by the Environment and economy Scrutiny Committee.

RESOLVED

That the comments made in relation to the report be noted.

73 WINTER MAINTENANCE - END OF YEAR REPORT

Consideration was given to a report which set out the performance of the Winter Maintenance Service. It was reported that it had been one of the most severe winters in recent years which had put increased strain on the service, and there had been further cold days since the middle of March, and therefore the costs outlined in the report would have increased.

Members were informed that 37,311 tonnes of salt had been used during this winter, and a further 10,000 tonnes had been ordered to refill the stocks of salt in line with the Council's policy. At the time of writing the report, 117 gritting runs had been carried out. It was noted that this was on track to match the winter of 2010/2011 in terms of severity.

(NOTE: Councillor R Grocock left the meeting at 12.15pm)

Members were provided with the opportunity to ask questions to the officers present in relation to the information contained within the report and some of the points raised during discussion included the following:

- It was commented that special thanks needed to go to those volunteers and farmers who went out in the bad weather to help others in difficult circumstances. It was also noted that members felt that this sort of intervention needed to be encouraged. Officers also highlighted that Darrell Redford, Network Resilience Manager, should receive a special mention as he worked tirelessly through the days when the snow was at its worst.
- In relation to the proposal to procure new gritters rather than lease them, it was queried whether this was the most cost effective option. Members were advised a piece of work on the cost-benefit of leasing verses buying had been carried out, and it was reported that the authority was able to borrow at a cheaper rate than long term leasing, therefore it was more cost effective to buy.
- It was commented that during the "Beast from the East" there was a considerable coming together of communities, for example 4x4 drivers taking

people to work. It was queried whether setting up a register of drivers willing to volunteer in these circumstances should be considered. It was noted that an emergency planning room was set up during the severe weather, and this information was fed back to that room. It was also noted that this was the sort of information which could be included in parish emergency plans.

- It was commented that during bad weather, gritter drivers could be faced with very hazardous situations and it was important to pay tribute to them.
- It was important to keep hills clear during bad weather such as snow and ice, and it was suggested that articulated vehicles should not be allowed to use some roads due to the risk they posed to other vehicles if they got into difficulties and also the possibility that if these vehicles were involved in an accident it could make roads impassable for other traffic.
- It was hoped that having a Network Resilience Plan would provide a more co-ordinated approach during bad weather, and members were also advised that the winter maintenance plan would be incorporated into this document.
- It was commented that a lot of farmers did not realise that the authority wanted them to help, and it was thought that there was a need to get this message out, and it was queried whether parish councils should have a list.
- It was also commented that the notification members received of gritting was fantastic.
- This winter had highlighted the need for parishes to ensure they had emergency plans, as these would include details of people able to help in these situations.
- It was queried whether the price of salt fluctuated with demand, for example did prices go up when the bad weather hit. Members were advised that the authority had a tendered price at the beginning of the year, therefore any additional salt which was needed was a fixed price.
- It was queried whether it was known who all the farmers were that went out and helped to clear snow, and members were advised that enquiries had been made through the network area teams to try and find out this information.
- It was requested whether a report could be brought back to the Committee before September on the resilient network plan, officers agreed to provide an update to the meeting in July 2018.

RESOLVED

That the comments made in relation to the Winter Maintenance End of Year report be noted.

74 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

Consideration was given to a report which enabled the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity was focused where it can be of greatest benefit.

Members were advised of the following changes to the work programme:

- Resilient Network Plan to be added to the 16 July 2018 meeting

10

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE

23 APRIL 2018

- Winter Maintenance report to the 10 September 2018 meeting.

Members were reminded that the next meeting would take place on 11 June 2018.

RESOLVED

That the additional items listed above be added to the work programme.

The meeting closed at 12.30 pm

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

Report to:	Highways and Transport Scrutiny Committee
Date:	11 June 2018
Subject:	A15 Bunkers Hill, Lincoln: drainage and surfacing scheme

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider a report regarding the A15 Bunkers Hill, Lincoln: drainage and surfacing scheme. This report is due to be considered by the Leader of the Council and Executive Councillor for Resources and Communications and the Executive Councillor for Highways, Transport and I.T between 11 June 2018 and 15 June 2018. The views of the Scrutiny Committee will be reported to the Leader of the Council and Executive Councillor for Highways, Transport and I.T as part of their consideration of this item.

Actions Required:

- (1) To consider the attached report and to determine whether the Committee supports the recommendations to the Leader of the Council and Executive Councillor for Highways, Transport and I.T.
- (2) To agree any additional comments to be passed to the Leader of the Council and Executive Councillor for Highways, Transport and I.T in relation to this item.

1. Background

This report provides a summary of the A15 Bunkers Hill, Lincoln: drainage and surfacing scheme. It discusses the background to the scheme, why the scheme is required and the key benefits it provides.

The paper seeks approval of the capital scheme appraisal by the Leader of the Council and approval to award a contract for the construction works for the scheme from the Executive Councillor for Highways, Transport and IT.

The full report is attached at Appendix 1 to this report.

2. Conclusion

Following 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 Leader of the Council and Executive Councillor for Highways, Transport and IT.

3. Appendices

These are listed below and attached at the back of the report	
Appendix 1	I015757 – A15 Bunkers Hill, Lincoln: drainage and surfacing scheme

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 Charlotte Hughes, who can be contacted on 01522 555586 or charlotte.hughes@lincolnshire.gov.uk.

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

Report to:	Councillor M J Hill OBE, Leader of the Council and Executive Councillor for Resources and Communications
Date:	Between 11 June 2018 and 15 June 2018
Subject:	A15 Bunkers Hill, Lincoln: drainage and surfacing scheme
Decision Reference:	I015757
Key decision?	Yes
Councillor Richard Davies, Executive Councillor for Highways, Transport and IT	

Summary:

This report provides a summary of the A15 Bunkers Hill, Lincoln: drainage and surfacing scheme. It discusses the background to the scheme, why the scheme is required and the key benefits it provides.

The paper seeks approval of the capital scheme appraisal by the Leader of the Council and approval to award a contract for the construction works for the scheme from the Executive Councillor for Highways, Transport and IT.

Recommendation(s):

It is recommended that:

- 1) The Leader of the Council approves the capital scheme appraisal for the Bunkers Hill scheme.
- 2) The Executive Councillor for Highways, Transport and IT approves the award of a contract for the delivery of the Bunkers Hill scheme and delegates to the Executive Director for Environment and Economy in consultation with the Executive Councillor for Highways, Transport and IT the approval of the final award of the contract and the final terms of the contract for the works.

Alternatives Considered:

- | | |
|----|--|
| 1. | Not to award the contract will result in the remedial works not being completed and the inevitable consequence that several properties will continue to be at risk from future flooding. If the surfacing is not completed at the same time as the drainage works then there will be a need to revisit the site in approximately three years causing further impact on the highway network and inefficiency costs. |
|----|--|

Reasons for Recommendation:

To allow the works will enable:

- 1) The scheme to improve the highways drainage and address the issue of flood risk to local properties to help protect them from future flooding.
- 2) The delivery of efficiency savings by completing the surfacing elements at the same time as the drainage, thus reducing the negative impact on the highway network.

1. Background

- 1.1 The primary aim of the project is to address flooding issues which affect a number of properties adjacent to Bunkers Hill in Lincoln. In addition, the opportunity is being taken to reconstruct the carriageway (circa three years earlier than planned) to deliver efficiency savings and eliminate the need to revisit the site in three years.
- 1.2 This scheme has previously been discussed at Capital Programme Steering Group on 30th May and 17th September 2017. At the first meeting the scheme was being considered to be delivered as part of the Wragby Road/Wolsey Way (WRWW) scheme pending the drainage design. However at the second meeting it was confirmed that the drainage element would be delivered as a separate scheme following on from the WRWW project. To deliver the projects together would have delayed the WRWW start date, thus threatening the NPIF funding stream.

Background to the highways drainage maintenance element of the scheme

- 1.3 The existing highway drainage system runs in the north western verge of Bunkers Hill and starts at the Lincolnshire Poacher and outfalls into an open ditch near to 185 Bunkers Hill. The existing highways drainage system is in a poor condition and its capacity is impacted by utility services.
- 1.4 In 2007 the highways drainage system was unable to cope with high levels of rain which resulted in flooding to internal properties at 181, 183, and 185 Bunkers Hill. A further four properties, no's 169, 171, 173 and 175 Bunkers Hill are also at risk of flooding.

- 1.5 The principal benefits of the highways drainage maintenance element of the scheme are as follows:
- The proposed scheme will provide increased surface water flood protection to properties currently affected
 - The scheme will increase the well-being of local residents who have suffered from regular flooding over the recent years
- 1.6 The improved drainage scheme includes:
- New Anglian Water Services carrier pipe in the southern verge of the carriageway
 - Introduction of new gullies and connections on the north side of the carriageway which will outfall to the above proposed carrier pipe. This will result in the need for numerous road crossings

Background to the surfacing element of the scheme

- 1.7 This section of surfacing has been identified on the future PRN annual programme of works. The surfacing will tie in with the new surfacing that is being introduced as part of the WRWW project and extends to Wragby Road roundabout (approximately 550m long). The opportunity is also being taken to resurface a 60m length of Hawthorn Road adjacent to Bunkers Hill.
- 1.8 Carriageway cores have identified that there are extensive material failures in the surfacing resulting in a need to reconstruct to a depth of between 40mm and 240mm.

Programme of works for whole scheme

- 1.9 The construction programme would be approximately two months. The contractor would complete the drainage work first followed by the surfacing at the end of the programme. It is anticipated that the drainage element of the scheme would take approximately four to six weeks and the surfacing element of the scheme would take up to two weeks.
- 1.10 The programme for the scheme is as follows:
- Tender: Mid May 2018
 - Scheme award: Mid/Late June 2018 (following key decision)
 - Construction Phase: July to September 2018
- 1.11 The scheme is expected to following on from the Wragby Road/Wolsey Way scheme that is currently on site.

Traffic Management

- 1.12 The traffic management will be a mix of overnight road closures with associated diversion route and two-way traffic lights during the day.

Tendering process

1.13 It is proposed to tender the scheme via Lincolnshire County Council's *Select List Framework for Highways*.

Whole Scheme costs

1.14 Below is a breakdown of the whole scheme costs:

Summary	Costs
Design	• £19,958
Construction Phase - estimate includes 8% risk	• Drainage - £259,000 • Surfacing - £622,000 • Additional footway works - £13,700
Supervision	• £11,700
Lincs Lab - Testing	• £18,700
Total	£945,058

1.15 The surfacing element of the scheme is being funded by the Council's Principal Roads Network (PRN) budget. The drainage element of the scheme is being funded by different funding sources, which include: Environment Agency, Anglian Water, Lead Local Flood Authority Capital budgets and the Council's capitalised maintenance budgets. The breakdown of the funding identified for the scheme is shown in the table below:

Scheme Funding	£
Lincolnshire County Council	£852,058
Environment Agency's Local Levy	£53,000
Anglian Water	£40,000
Total	£945,058

Approvals required

1.16 As part of this paper we are seeking approval from the Leader of the Council and Executive Councillor for Governance, Communications, Commissioning, Finance and Property to the capital scheme appraisal and the Executive Councillor for Highways, Transport and IT to award the main contract for the Bunkers Hill Lincoln drainage and surfacing scheme.

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

An Equality Impact Analysis has not been undertaken. This work is considered neutral in its impact on protected characteristics groups.

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 and as can be seen from the scheme description of the works, the scheme will have positive benefits for both the health and wellbeing of local residents.

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 works are considered to have a neutral impact on the Crime and Disorder Act 1998.

3. Conclusion

- 3.1 The scheme is well supported and there are no legal impediments to starting.
- 3.2 It is recommended that the Leader and Executive Councillor for Resources and Communications approves the capital scheme appraisal and the Executive Councillor for Highways, Transport and IT approves the award of a contract and delegates the approval of the final award and terms of the contract to the Executive Director for Environment and Economy in consultation with the Executive Councillor for Highways, Transport and IT.

4. Legal Comments:

The Council has the power to enter into the contract proposed.

The decision is consistent with the Policy Framework. The approval of the capital scheme appraisal is within the remit of the Leader of the Council and approval of the scheme and the letting of a contract for the scheme is within the remit of the Executive Councillor for Highways, Transport and IT.

5. Resource Comments:

Accepting the recommendation in this report will commit the Council to a scheme cost estimated at £945,058. These costs will be met from the Council's approved capital programme, and from partner contributions.

6. Consultation

a) Has Local Member Been Consulted?

Yes

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

This report will be considered by the Highways and Transport Scrutiny Committee on 11 June 2018 and the comments of the Committee will be reported to the Leader of the Council and Executive Councillor for Governance, Communications, Commissioning, Finance and Property and the Executive Councillor for Highways, Transport and IT.

d) Have Risks and Impact Analysis been carried out?

Yes

e) Risks and Impact Analysis

See the body of the Report

7. Appendices

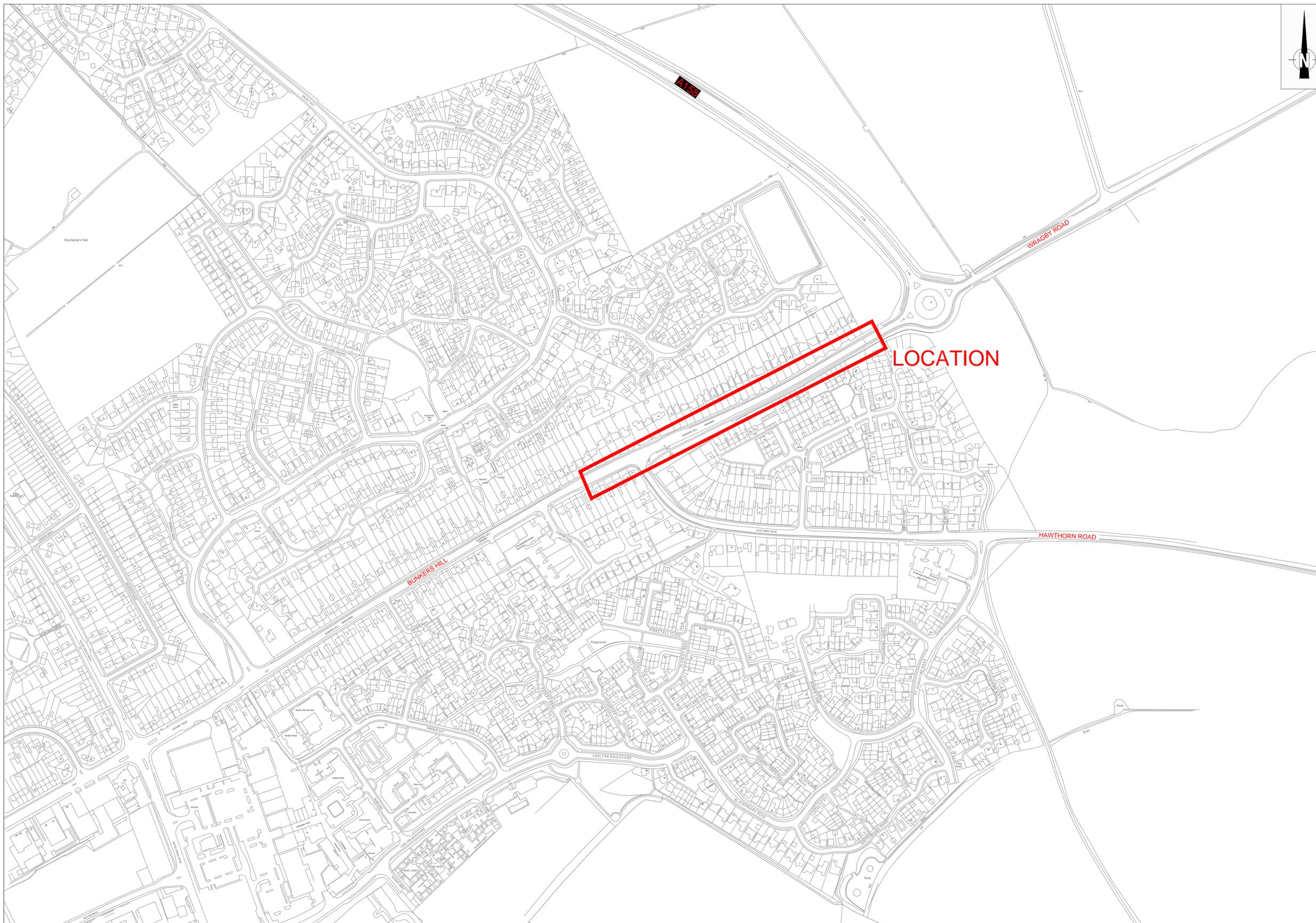
These are listed below and attached at the back of the report	
Appendix A	S185 Location plan
Appendix B	S185 Site Layout
Appendix C	Treatment works

8. 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 Steve Brooks, Senior Project Leader, who can be contacted on 01522 552940 or steve.brooks@lincolnshire.gov.uk.

This page is intentionally left blank



APPROVED FOR GENERAL ISSUE
 (NOT TO BE USED FOR PRICING OR CONSTRUCTION PURPOSES)
 FOR THIRD PARTY USE, THIS DRAWING SHALL BE DEEMED
 CURRENT ONLY AT THE DATE OF APPROVAL. PLEASE CHECK
 FOR AMENDMENTS BEFORE USE

Revision:	Description:	Drawn By:	CAD By:	Approved By:	Approval Date:
Amendment Details					

Drawing 1st Approval
 1st Approval by: MCO Date: 05/03/18

Drawn/Designed by: BM	CAD Drawing Creation Created By: BM	Date: 21/02/18
--------------------------	---	-------------------

Scale: 1:2500
 Primary: 1:2500 (Do not scale from this drawing)
 Secondary:

Lincolnshire
 COUNTY COUNCIL
 Highways Alliance
 TECHNICAL SERVICES PARTNERSHIP
 201 FLOOD
 MILL HOUSE
 BRAYFORD BRINARY NORTH
 LINCOLN LN1 1YF
 Customer Service Centre 01522 782070



Drawing Number:	HCPEA0047	/01/	1002
Scheme Reference:		ID Number:	Drawing Series No.

Alternative Scheme Code:
 Parish: LINCOLN
 Road No: A15 Structure No:

Description:
**BUNKERS HILL
 S185 LOCATION PLAN**

This page is intentionally left blank

- KEY:**
- Existing AW SW Sewer
 - Relaying or Upsizing of existing AW SW Sewer
 - New Gully drainage
 - Highway land boundary
 - New Chamber / Manhole
 - Existing Chamber / Manhole to be altered or rebuilt

Note: All Drainage work to comply with the Sewers for adoption guide and any AW amendments.
 The new gullies are picking up surface water from the northern half of the carriageway. And the proposal is for the Existing surface water system in the Southern footway relaid/upsized to take the additional flows. Any existing gully connections will be connected to the new system.

APPROVED FOR GENERAL ISSUE
 (NOT TO BE USED FOR PRICING OR CONSTRUCTION PURPOSES)
 FOR THIRD PARTY USE, THIS DRAWING SHALL BE DEEMED CURRENT ONLY AT THE DATE OF APPROVAL. PLEASE CHECK FOR AMENDMENTS BEFORE USE

Revision	Description	Drawn By	CAD By	Approved By	Approval Date

Amendment Details

Drawing 1st Approval	
1st Approval by: MCO	Date: 05/03/18
Drawn/Designed by: BM	CAD Drawing Creation
Created By: BM	Date: 01/03/18

Scale: 0 10m 20m 30m 40m
 Primary: 1:500 (Do not scale from this drawing)
 Secondary:

Lincolnshire
 COUNTY COUNCIL
Highways Alliance
 TECHNICAL SERVICES PARTNERSHIP
 36 FLOORS
 MILL HOUSE
 BRADFORD WALKWAY NORTH
 LINCOLN LN1 1YT
 Customer Service Centre: 01522 782070



Drawing Number: HCPEA0047	Scheme Reference: /01/ 1003
Alternative Scheme Code:	
Parish: LINCOLN	
Road No:	Structure No:
Description: BUNKERS HILL S185 SITE LAYOUT PLAN	



This page is intentionally left blank

X-Refs & Blocks used in this Drawing
 x-osbase
 x-Raster
 x-treatment hatching and key
 x-treatment node points



LOCATION PLAN
 Scale 1:50,000

- Key:
- Treatment 1 - Type 'S' 40mm Inlay
 Plane off 40mm from existing levels
 Lay 40mm Surface Course (LCC HRA 30/14F Standard mix)
 - Treatment 2 - Type 'A' 110mm Inlay
 Plane off 110mm from existing levels
 Lay 40mm Surface Course (LCC HRA 30/14F Standard mix)
 Lay 70mm Dense Binder Course
 - Treatment 3 - Type 'B' 150mm Inlay
 Plane off 150mm from existing levels
 Lay 40mm Surface Course (LCC HRA 30/14F Standard mix)
 Lay 110mm Dense Binder Course
 - Treatment 4 - Reconstruction Type 'R'
 Plane off 240mm from existing levels
 Lay 40mm Surface Course (LCC HRA 30/14F Standard mix)
 Lay 60mm Binder, 80mm base + 60mm Base
- Reinforcement grid
 Inclusion of reinforcement grid at minimum 110mm below the new surface level. Grid to be to clause 0773AR.

Notes:

See Appendix 7/1 for full surfacing specification.

Bond coats should be applied on prepared surfaces to ensure adhesion between new layers and substrate.

For areas of reconstruction a minimum 30% CBR foundation is required if this is not achieved additional foundation material will be needed

Core logs (included in Contract documents) indicate that the existing carriageway includes Tar bound material and in places starts as shallow as 38mm below the current surface level. As such all Treatments are likely to include the planing out of contaminated material which will need disposing of in the proper manner. See core log report 71734 for further details.

PRICING
 (FOR PRICING PURPOSES ONLY - DO NOT USE FOR CONSTRUCTION)
 FOR THIRD PARTY USE, THIS DRAWING SHALL BE DEEMED CURRENT ONLY AT THE DATE OF APPROVAL. PLEASE CHECK FOR AMENDMENTS BEFORE USE

Revision	Description	Drawn By	CAD By	Approved By	Approval Date

Amendment Details

Drawing 1st Approval
 1st Approval by: MCO Date: 22/05/18

Drawn/Designed by: BM CAD Drawing Creation
 Created By: BM Date: 01/03/18

Scale: 0 10m 20m 30m 40m
 Primary: 1:500 (Do not scale from this drawing)
 Secondary:

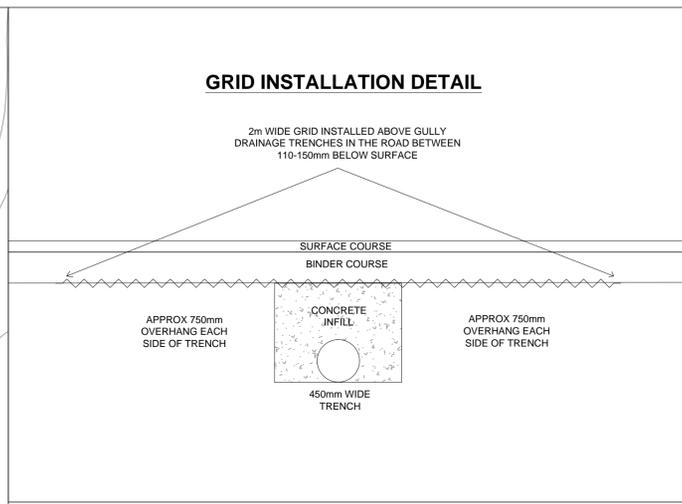
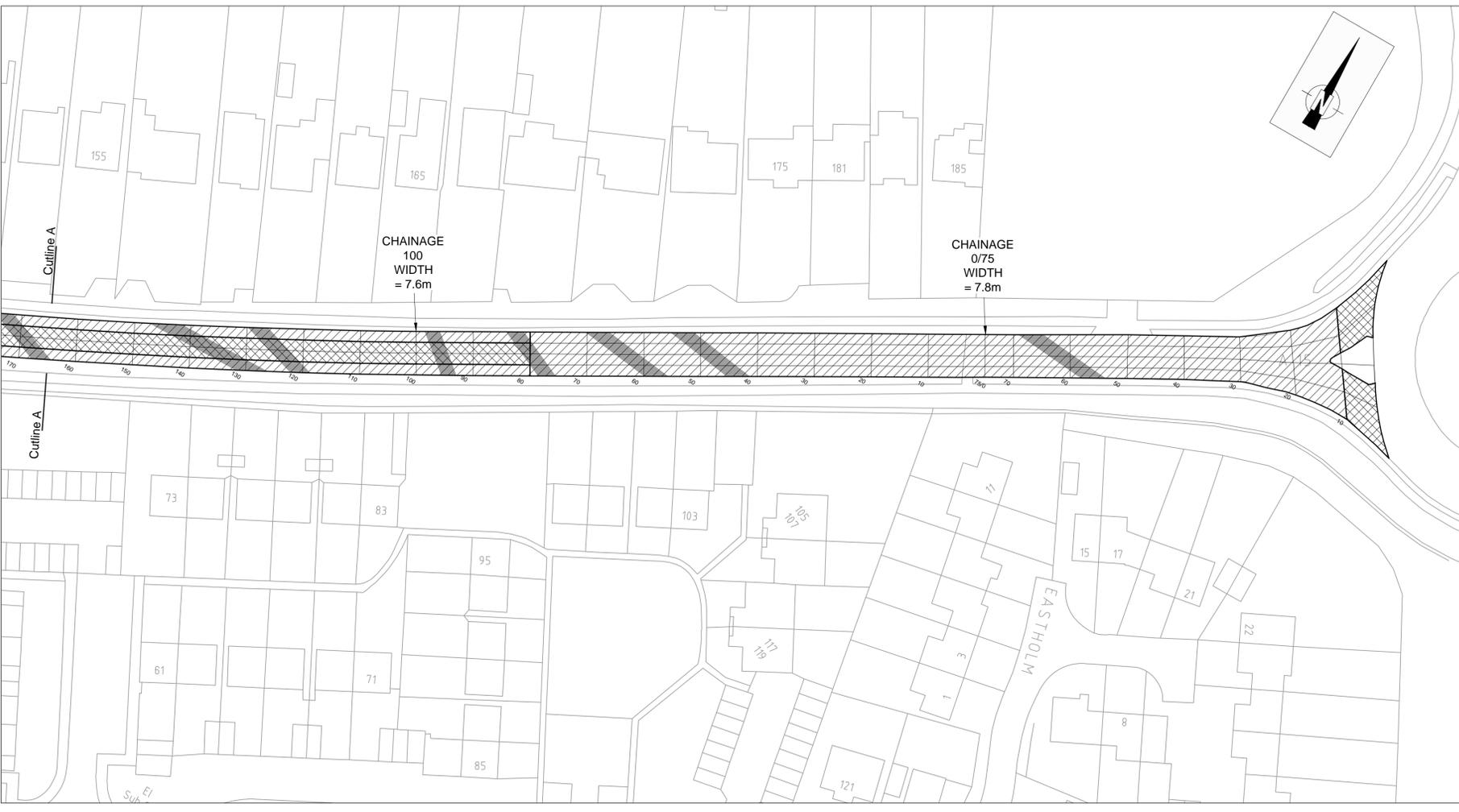
Lincolnshire
 COUNTY COUNCIL
Highways Alliance
 TECHNICAL SERVICES PARTNERSHIP
 39 FLOORS
 MILL HOUSE
 BRADFORD WHARF NORTH
 LINCOLN LN1 1YT
 Customer Service Centre: 01522 782070

Drawing Number: HCPEA0047 /01/ 2001
 Scheme Reference: ID Number: Drawing Series No.

Alternative Scheme Code:
 Parish: LINCOLN
 Road No: Structure No:

Description:
BUNKERS HILL

TREATMENT WORKS



GRID INSTALLATION DETAIL

2m WIDE GRID INSTALLED ABOVE GULLY DRAINAGE TRENCHES IN THE ROAD BETWEEN 110-150mm BELOW SURFACE

APPROX 750mm OVERHANG EACH SIDE OF TRENCH

CONCRETE INFILL
 450mm WIDE TRENCH

APPROX 750mm OVERHANG EACH SIDE OF TRENCH

This page is intentionally left blank

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

Report to:	Highways and Transport Scrutiny Committee
Date:	11 June 2018
Subject:	Highways 2020 Update Report

Summary:

This report provides an update on the work being carried out to replace the Lincolnshire Highways Alliance. The three contracts relationships which form the Alliance are due to reach their full term on 31st March 2020.

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to review the work done to date, the work proposed for the following period and propose any changes or additions for consideration.

1. Background

This report provides an update on the work to replace the current Highway Service Contracts that form the Lincolnshire Highways Alliance which are due to reach full term on 31st March 2020. The scope of work covers (as a minimum) and considers

- Highway Works Term Contract – Currently with Kier
- Professional Service Contract – Currently with WSP
- Traffic Signals Contract – Currently with Dynniq

Work undertaken to date includes:-

Market Engagement – Soft market engagement for the Highway Works Term Contract has been carried out with Ringway, Kier, Costain, Skanska, Tarmac, Amey Highways, Balfour Beatty, Clugston Construction, and Volker Highways to test the service arrangement and company position in the market. Engagement with Dinniq, Siemens, Motus and Telent has been undertaken for the Traffic Signals Term Contract and with WSP, AECOM, Amey Consulting, Wardell Armstrong, Jacobs, Dyer & Butler and Atkins for the Professional Services Contract

Local Authority visits – Local Authority visits or telephone conferences have been undertaken with Devon, Hampshire, Telford and Wrekin, Rutland, Durham, Staffordshire, Leicester, Hereford and Worcestershire. All of these Authorities

currently deliver their services in a different way to Lincolnshire and have been helpful in allowing us to capture examples of best practice and innovation.

Options Appraisal

Issues and outputs from the market engagement and local authority visits have fed into a three stage option appraisal process including:-

Highways Maintenance Efficiency Programme (HMEP) Toolkit – The "Evaluate Options" section of the toolkit was carried out between the six tables that attended the Alliance 60 event on the 7th July. This is a meeting of subject matter experts from the four organisations that make up the Alliance. The toolkit was created to assist Local Authorities in the procurement routes available. The scores and comments were inputted into the web based system to provide an initial view on procurement options which will feed into the wider option appraisal work.

Councillor Options Workshop – An initial meeting was held with nominated members on the 17th July to update them on the progress to date and the options currently available. Feedback from the Alliance 60 meeting was provided prior to the presentation of an Options Heat Map which is an options selection tool developed with Proving Services from Cranfield University. The political preferences were obtained and weightings adjusted accordingly. Further detailed investigation was undertaken on five preferred main options which included:-

- Option 13 Mobile Maintenance Teams and Incident Response Vehicles In house
- Option 1 Single Provider Contractor
- Option 2 Single Provider Design
- Option 17 In house (design) and top up (the current Technical Services Partnership Model)
- Option 4 Multiple Providers

Working Group Option Workshop

Members of the Highways 2020 Working Group undertook the HMEP Options Toolkit exercise with a particular focus on the five options identified as part of the Councillor Options Workshop.

Preferred Option Selection

Following a final Councillors Option Workshop, Option 17 was accepted by the Council Executive at their meeting on December 5th which included for a single provider contractor with improved reactive service incentivisation for the Highway Works Term Contract. A Design service top up contract widened to include the provision for a broader Highway Service. A separate works contract for Traffic Signals.

Prior Information Notice - A Prior Information Notice (PIN) was issued on the 16th April via LCC's procurement document compiler and uploaded to the EU Tenders Electronic Daily. The PIN notice provided details of the procurement

exercise that is coming to the market with a description of the service and was used to advertise the Highways 2020 Meet the Buyer Day.

Highways 2020 Meet the Buyer Day

A meet the buyer day was held at the Bentley Hotel on the 18th May to 80 representatives from 40 providers interested in the three contracts, Highway Works, Traffic Signals and Design Services. All known interested parties that are capable of delivering the service attended the event. The event covered LCC structure, Lincolnshire growth ambitions, member's viewpoint, budgets, timescales & procurement processes, main contract features and specific Lot detail. During the afternoon session, discussion slots were held with all interested parties to discuss further detail relating to the contract approach. The event confirmed that the project approach is correct and has gained a significant level of interest from the market.

Working Groups

A number of working groups have been set up to progress the detailed work required to progress the preferred option. These include,

Contract Drafting - The contract drafting stage is nearing completion with the working group meeting for the final time. Contract Data parts 1, 2 and Z clauses have been received from Anthony Collins Solicitors (Ross Hayes) and the documents are now LCC's to progress and include within the final tender package.

Depot Strategy – All depots have been surveyed to fully understand the current usage. Depot plans have been drafted for inclusion within the contract. Legal Lincolnshire has been appointed to draft a formal Lease agreement that will include condition reports on handover. Meetings have been held to consider the options available to LCC and potential changes moving forward. It is anticipated that this area will form part of the negotiation under the Competitive Procedure with Negotiation procurement route.

Pricing Documents – The HMEP Price List has been adjusted to suit LCC's requirements. The document has had some minor adjustment to suit user experience within the existing Highways Alliance. These changes were discussed further at the Highways 2020 Meet the Buyer Day and discussion points will be reviewed over the coming weeks. A draft Traffic Signals Price list has been produced and is currently under review. The Design Services contract Price List is currently in progress.

Reactive Service Incentivisation – The model has been documented within the specification and is currently being reviewed by both the Local Highway Teams and officers from Operational Asset Management. The model was tested at the Meet the Buyers Day and generally accepted. The only negative feedback related to budget control and the risk that LCC could not afford to meet its agreed Policy Timescales.

Performance – The working group have produced draft measures for all three contracts. These are currently being reviewed by the wider service. The Design Service measures are currently being adjusted to be more targeted to challenge both

the mixed economy model (TSP) and the works completed within the top up arrangement away from Lincoln.

Specification – A Lincolnshire specification will be adopted in one document which is a move away from our current position. The reason for this is that Highways England will not be supporting the national specification document for Local Authorities in the future and it is believed that collating all the information in one document will be clearer for officer use.

Procurement - A draft procurement strategy has been produced working with the central LCC Procurement and Commercial team. The document gives further clarity on the Quality / Price aspects of the contract and defines potential negotiation points within the procurement route.

Work planned for the next period includes:-

- Detailed contract drafting
- Development of the contract specifications and Scope
- Further detailed work including a trial of the incentivised MMT proposal

2. Conclusion

The project has completed its option appraisal phase with appropriate engagement with Members. The next phase of work will continue to develop the detailed contract documentation required to deliver the preferred option. The PIN notice has highlighted the procurement exercise to the market which was followed by a successful Meet the Buyer Day.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

Yes

b) Risks and Impact Analysis

A full Project Risk Analysis has been completed and is reviewed as part of the project work.

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 Paul Rusted, who can be contacted on 01522 553071 or paul.rusted@lincolnshire.gov.uk.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	11 June 2018
Subject:	Performance Report, Quarter 4 (January 2018 – March 2018)

Summary:

This report sets out the performance of the highways service including the Lincolnshire Highways Alliance, Major Highway Schemes Update an update on the NHT Action Plan and the Customer Satisfaction Information.

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:

- Lincolnshire Highways Alliance Performance Report Year 8, Quarter 4
- Lincolnshire Major Highway Schemes Update June 2018;
- NHT Action Plan Update
- Customer Satisfaction Information Q4.

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

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 Major Highway Schemes Update June 2018 found as Appendix B to this report.

The Council submitted its Department for Transport Self-Assessment for the 2018/19 funding round. We assessed ourselves as being at Level 3 for all 22 areas of competence which has retained our Band 3 status and helped us to retain all of the Incentive Element of funding. For 2018/19 this funding is £5,238m.

Lincolnshire Highways Alliance Performance

Introduction

The Lincolnshire Highways Alliance is an Alliance between the Council, Dynniq, 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 2020, which means that the contract are now at full term and work has commenced on options appraisal for their replacement.

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 8, Quarter 4 can be found in Appendix A. This covers the period of January to March 2018.

The Alliance partners have managed to achieve their targets for Quarter 4. The results per contract area are:

- Alliance Key Performance Indicators (LCC/Kier/WSP/Dynniq) – 60%
- Highways Works Term Contract Performance Indicators (Kier) – 85.4%
- Traffic Signals Term Contract Performance Indicators (Dynniq) – 95%
- Professional Services Contract Performance Indicators (WSP) – 81%
- Client Performance Indicators (LCC) – 62%

There has been a slight dip in performance in some areas but good overall performance achieved in Quarter 4 suggests that the Alliance Indicators are set to remain at a high level for the start of Year 9.

Traffic Signals Term Contract

Dynniq continue to achieve high scores on the Contract Performance Indicators and deliver an excellent service to the County Council and the Highway Alliance. 99.01% of traffic signal faults and 99% of task orders are acted on and required works and actions are completed within contract timescales to ensure traffic signals are operating with the minimum of downtime.

100% of annual safety and condition inspections have been completed in the current 12 month period.

100% of materials recovered from site are either reused or recycled.

The reduction in Carbon emissions is on target to be significantly below the 117.6 Tonnes target agreed for the current 12 month period. This is a 5% reduction on the agreed baseline of 123.77 Tonnes for the year.

The roll out of the new Fault Management System continues. Engineers now have access via tablet devices and will shortly be using live hazard and risk assessment forms. Engineers have been using the live fault information and clearance description features. These have been monitored and assessed to support more accurate fault monitoring reports. On street configuration data for the signal controllers and out-station units are also being added to provide Engineers with 24/7 access to the current programming.

The main ongoing analogue to digital out-station conversion project continues to progress. This is now integrated with the annual refurbishment program and delivers more up to date control modes allowing the operations room to more closely monitor installations. Dynniq have recently brought to market their own mobile communications based option for our remote pedestrian crossing facilities. This has been trialled and is expected to be adopted as it offers additional key monitoring features for the same price as the devices installed to date.

Highway Works Term Contract

The main focus of work is to improve the carriageway condition. In Quarter 3 we have repaired 7144 potholes, which was lower than the previous quarter mainly due to the severe winter weather and multiple snow events. Whilst freezing temperatures cause damage to the road network, the need for so many gritting runs also reduces the resource available for reactive maintenance works. To combat this, extra gangs were brought in throughout February and March which increased the productivity towards the back end of the quarter. With the weather improving and extra resources, in April alone 4273 potholes have been repaired so the next quarter is on target to see a vast increase in productivity.

Around 334 miles of surface dressing will be carried out over the summer, to extend the life of existing roads and prevent potholes from forming. These works commenced on the 16th April.

4.5 miles of carriageway over 21 different sites will be completely resurfaced this year, along with 108 patching schemes across the County. In addition, following successful treatment in recent years, there will be a further programme of in-situ recycling in 2018 spread over 19 sites which equates to around 13 miles of carriageway. This "retread" process is carried out on mainly rural, unclassified roads and is helping to maintain the condition of the unclassified network in a steady state, as well as providing environmental benefits over traditional techniques. Some of the extra funding which has been made available is being used for a selection of 41 reconstruction schemes on residential roads. These sites are where the public begin and end their journey and will make a highly visible impact to the urban network.

In 2017/18, 52 footway and drainage schemes were completed along with 89 lining and stud replacement schemes. In 2018/19 there will be an even larger programme with 93 footway and drainage schemes planned throughout the year.

The first grass cut of the season began in April, with weed spray following in May. Gully cleansing is ongoing using data from previous cycles to target the assets most in need of attention, whilst leaving some self-cleaning gullies on a longer cycle length. The verge biomass trial takes place over the summer and is expected to collect 3000 tonnes of material for processing. This is a source of national interest and the plant was specially commissioned and designed for Lincolnshire.

The winter has been colder than the recent run of mild winters, with 128 turnouts required, compared to 62 last year. 37,897 tonnes of salt was used, which is the most since the extended winter of 2012 when frosts began in October and ran into May. The snow events of February and March have contributed greatly to these figures.

Professional Services Contract

The Technical Services Partnership continues to be engaged in the design and supervision of our major schemes, and a range of other internal and external commissions, traffic modelling and other consultancy work. TSP also has commissions for ongoing specialist services in Lincoln for signals, street lighting, structures, and signing & lining.

The flexibility of this "mixed economy" public/private sector contractual arrangement continues to work well. In addition to providing the integrated private sector skills within the TSP, our partners WSP have the capacity to respond to the resource needs associated with Lincoln Eastern Bypass, Phases 2 and 3 of Grantham, strategy development, the delivery of Spalding Western Relief Road, input to the North Hykeham relief road and specialist activities such as the development of a multi-modal traffic model for Lincoln

The combined WSP/LCC management team in TSP is taking shared responsibility for implementing proposals from the Value for Money review undertaken as a result of the application of the Future Operating Model. Notable developments are the successful implementation of new software and processes to enhance the focus on delivery to time and cost, and also the introduction of an additional WSP management resource to support delivery of the TSP improvement plan.

NHT Survey Action Plan Update

Since the 2017 NHT results were published, a team from Lincolnshire has met with various local authorities including North East Lincolnshire, Northamptonshire, Cambridgeshire and Peterborough to discuss various pressing issues around the new Code of Practice for Highways Maintenance. At each of these meetings, there has been an agenda item for communications and NHT survey results to share best practice and ideas over effective engagement with the public. Lincolnshire was also represented at the NHT Annual Conference, at which the highest scoring authorities in the latest survey discussed how they felt they had achieved strong or improving scores and some of the communication strategies they had in place.

A short term communication strategy to focus on the areas of weakness in the survey is being arranged for the summer, ahead of the next survey in July/August. This will include focus on the additional spend on planned works (residential streets, recycling schemes, thin surface course replacement) and also improvements to the reactive service. The Council's Twitter and Facebook accounts will be used to circulate before and after photos of everything from pothole repairs to large resurfacing sites. A new dedicated page on the website will detail the new quality approach to reactive repairs and include video footage of how potholes are repaired in Lincolnshire. The Highways Work Term Contractor is having social media training to enable better use of the tools available and improved engagement in co-ordination with our own Communications team.

The UK Asset Management Board has recently been established and Lincolnshire is part of this, reporting directly to the UK Roads Liaison Group. A piece of work is ongoing around the communication of asset management principles both internally and with the public, with various new approaches to highlighting the positive aspects of highways services being collated.

The Infrastructure Commissioning team has met with the Communications team to discuss producing "Public Dashboards" as an extension of the Councillor Dashboards. It has been decided that the most effective way to achieve this would be to take infographic excerpts from the main dashboards that would be of particular interest (potholes, gritting runs) and tweet these out regularly to keep pushing the amount of maintenance work that is constantly ongoing.

One of the next research themes for the Future Highways Research Club which Lincolnshire is part of is around community engagement. The research question is as follows:

Community engagement (and participation) remains a high political priority. It also presents an opportunity for reducing costs and improving services delivery. How can the concepts of "Community Commissioning (CC)", "Community-Delivered (CD)" and "Community Funded (CF)" services be applied in a highways context?

Findings from this research should be incorporated into the strategy around community engagement within Highways and Transport. Collaboration through such groups is vital to identify new ideas and best practice rather than continuing as we always have.

Customer Satisfaction Information

Customer Complaints relating to highways have decreased again by around 16% this quarter and they relate to a range of issues.

Compliments relating to highways and transport also decreased slightly this quarter.

The full Customer Satisfaction Information Quarter 4 January to March 2018 can be found as Appendix C.

2. Conclusion

The Lincolnshire highway service continues to perform at a high level. Action is being taken to improve the perception of our highway service to ensure that it fully reflects this high performance

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	Lincolnshire Highways Alliance Performance Report Year 8 Quarter 4 January to March 2018
Appendix B	Major Highway Scheme Update Report June 2018
Appendix C	Customer Satisfaction Information Quarter 4 January to March 2018

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

**Lincolnshire Highways Alliance
 Performance Report
 Year 8 Qtr 4 January to March 2018**

May 2018

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.

Table of Contents

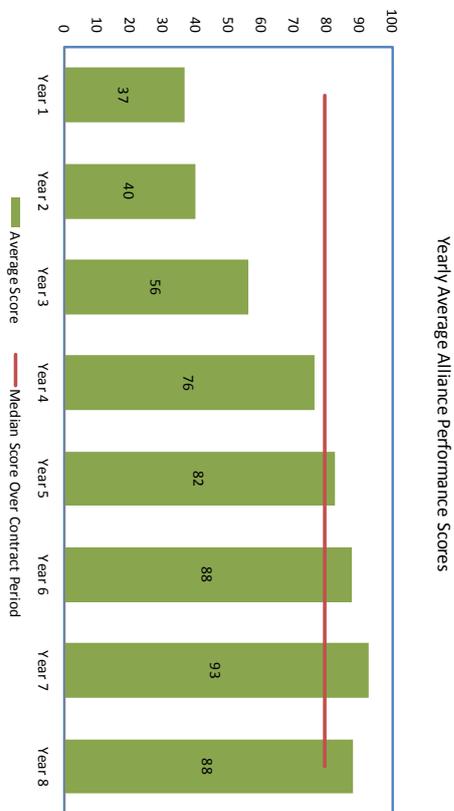
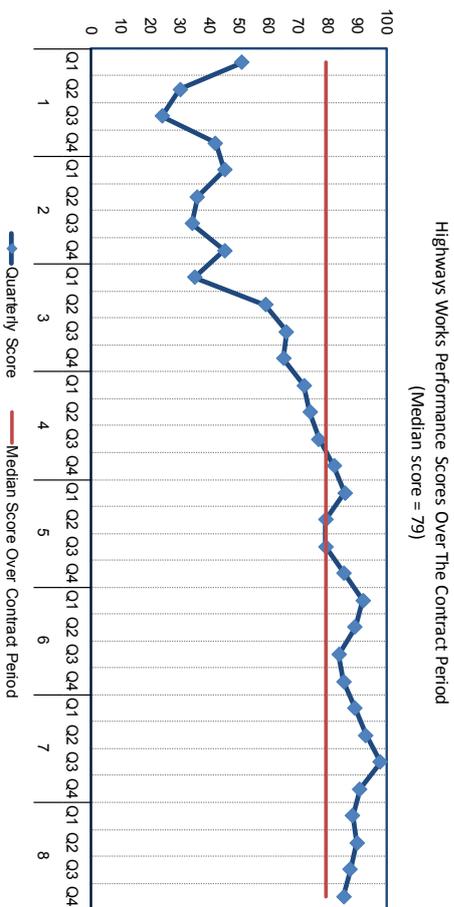
Highways Works Term Contract Performance Summary	2
Professional Service Contract Performance Summary	3
Traffic Signals Term Contract Performance Summary	4
Client Performance Summary	5
Alliance Performance Summary	6
Comparative Yearly Averages	7
Conclusion	7
Improvement Actions	8
Highway Works Terms Contract (HWTC) – Performance Indicators	9
Professional Services (PSP) – Performance Indicators	12
Traffic Signals Term Contract (TSTC) – Performance Indicators	14
Client - Performance Indicators	18
Alliance - Performance Indicators	20

Highways Works Term Contract Performance Summary

Performance Summary	Target	Rolling		Last Quarter	Year Average	2 Year Trend	Comments for Quarter
		Current Quarter	Quarter Score				
HWTC P11 Street lighting Standard	98.9%	78.05%	7.9 ↓	9.1	8.7		This is down on the previous quarter due to a high volume of routine maintenance not being completed due to bad weather, but also time was focussed on the increase in reactive repairs this quarter.
HWTC P12 Response times for emergency works	99.5%	96.89%	4 ↓	6	6.5		Out of the 1513 emergency jobs over the quarter, 1466 achieved the required response rate.
HWTC P13 Tasks completed within timescale	97%	97.91%	10 ↔	10	10.0		94 out of 96 jobs were completed on time
HWTC P15 Acceptable site safety assessments	95%	97.22%	10 ↔	10	10.0		35 assessments over the pass year have passed out of 36 assessments. All assessments this quarter passed.
HWTC P17 Defect corrections requiring TMI	98%	99.96%	10 ↔	10	10.0		There were 3116 jobs this quarter, of which 1 was a defect requiring traffic management.
HWTC P18 % waste reused/recycled	90%	92.7%	10 ↔	10	10.0		92.7% of waste was reused/recycled.
HWTC P19 Compliance with tendered Quality Statements	100%	79.16%	8 ↔	8	8.0		12 Quality statements have been selected to score this measure. After assessment it has been deemed that 9.5 are currently being achieved
HWTC P110 Quality assessment of workmanship	100%	88.23%	6 ↔	6	6.8		This quarter there was 17 tests of which 15 passed.
HWTC P111 Reduction in Carbon Emissions	100%	100%	10 ↔	10	10.0		This indicator continues to improve, showing that the Alliance fleet is continuing to reduce unnecessary mileage and journeys
HWTC P112 % task orders in compliance with TMA	95%	95.08%	10 ↔	10	9.0		Out of the 61 orders 58 had been assigned the correct notice.
HWTC P14 Reportable accidents under RIDDOR	0	0	0 ↔	0	0.0		There were no RIDDOR incidents reported this quarter so the points score is zero.
HWTC P16 Service strikes	0	1	-0.5 ↑	-1.5	-1.1		There was 1 service strikes this quarter. Each service strike equates to -½ point being removed from the total.

Total	85.4 ↓	87.6	87.8
--------------	---------------	-------------	-------------

Overall Summary
The figure for performance has dipped this quarter. This is due to a slight decrease in response time to emergency works and Street Lighting Standard. However there was a significant increase in the amount of emergency works this quarter so this would have an impact on scores.



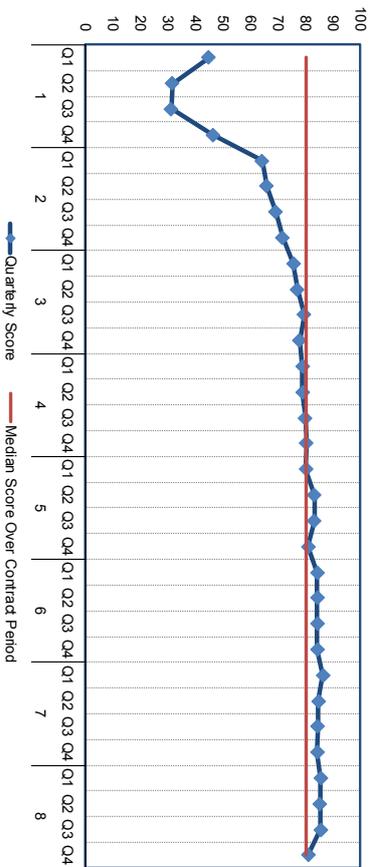
Professional Services Contract Performance Summary

PSP	Metric	Target	Current Quarter Score	Quarter Score	Last Quarter	Rolling		Comments for Quarter
						Year Average	2 Year Trend	
PSP P11	Client Satisfaction of Product	10	9.52	14.8	15	14.2		<p>P1 & P1 2- Results remain good and response rate remains good.</p> <p>P13 – Quality promises score affected by difficulties developing new programming solution for the P1 4 & 6 – Design delivery to time and cost – remain good. Works delivery to time for dipped this month and is being investigated to understand underlying reasons and target improvement for next quarter.</p> <p>PSP Performance commentary 2014/15 Q4</p>
PSP P12	Client Satisfaction of Service	10	9.34	14.2	12	13.3		
PSP P13	Compliance with rendered Quality Statements	100%	89.0%	8.9	9	8.7		
PSP P14	Predictability of Design Costs	Design Costs to be within 10% accuracy	7.7%	10.9	10.9	11.5		
PSP P15	Predictability of Works Costs	Works Costs to be within 10% accuracy	14.3%	12.1	0	3.0		
PSP P16	Predictability of Time for Design	Time for Design to be within 10% accuracy	15.4%	11.5	13.5	13.0		
PSP P17	Predictability of Time for Construction	Time for Works to be within 10% accuracy	35.7%	8.6	13.0	11.8		
			Total	81.0	85.5*	84.9		

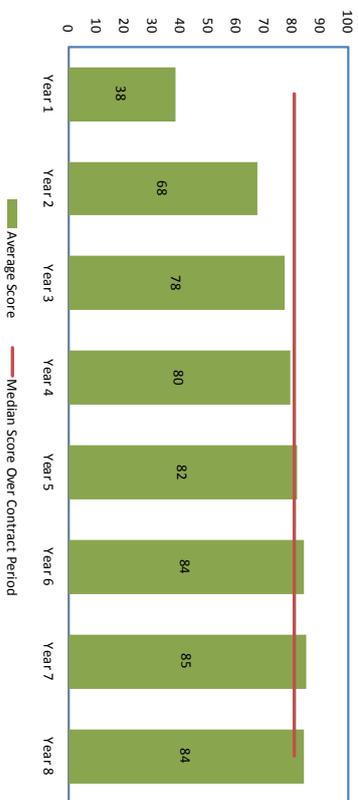
Total	81.0	85.5*	84.9
--------------	-------------	--------------	-------------

Overall Summary
Results remain good and are effectively a year ahead of the stretch target for year on year continuous improvement built into the contract. The results are based on TSP / Mouchel performance combined

Professional Services Performance Scores Over The Contract Period
(Median score = 80)



Yearly Average Alliance Performance Scores



Traffic Signals Term Contract

Performance Summary

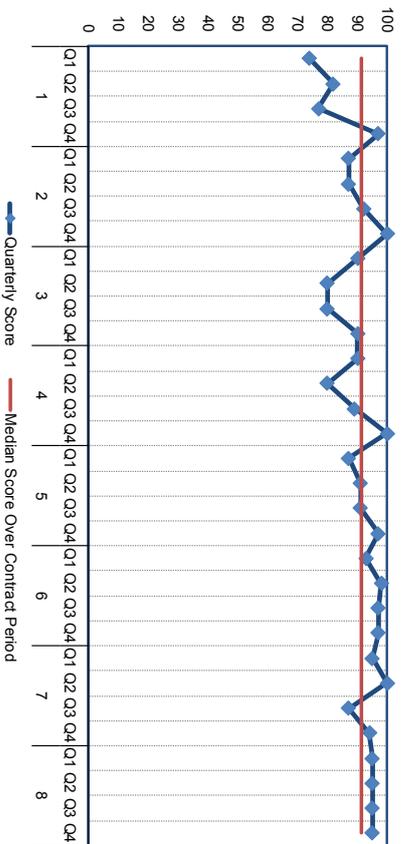
TSTC	Performance Metric	Target	Current Quarter	Quarter Score	Last Quarter	Rolling Year Average	2 Year Trend	Comments for Quarter
TSTC P11	10 Critical Contractors Quality Promises	100%	100%	5	↔	5	5.0	All 10 quality promises are being met scoring 5 points for 100%.
TSTC P13	Acceptable Site Safety Assessments per annum	99%	100%	10	↔	10	10.0	Only 1 Joint Inspections took place this quarter, so the measure has been deemed to be 100% compliant
TSTC P14	Weekly works planning & asset data supplied within timescales	100%	100%	10	↔	10	9.0	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 Q4.
TSTC P15	Number of Faults Cleared within Contract Timescales	99%	100%	10	↔	10	10.0	559 faults out of 559 faults received during Q4 have been cleared within the contract timescales.
TSTC P16	% Task Orders completed on time	99%	86.32%	7	↓	10	9.0	101 / 117 task orders that have been received during Q4 have been completed within the contract timescales.
TSTC P17	% Task Orders completed free of remedial works	99%	100%	10	↔	10	10.0	0 remedial have been reported for the task orders this quarter
TSTC P18	% faults resolved at the first visit.	99%	98.78%	9	↑	6	8.5	565 out of 572 Standard faults & Emergency faults were resolved first time.
TSTC P19	% Task Orders carried out in compliance with TMA.	99%	100%	10	↔	10	10.0	All task orders have been completed complying with TMA.
TSTC P110	% annual Inspections completed per annum.	99%	100%	10	↔	10	10.0	318 out of 318 inspections due have been carried out by the end of Quarter 4. All Annual inspections have taken place.
TSTC P111	Reduction in Carbon Emissions	<117 Tonnes CO2	26.35 Tonnes	10	↔	10	10.0	Target is to reduce Carbon Emission by 5% from 123.77 Tonnes of CO2. This has been achieved significantly.
TSTC P112	% waste reused/recycled	100%	100%	4	↔	4	3.5	94.37% Recycled materials & 5.63% recovered materials
TSTC P12	Reportable accidents under RIDDOR	0	0	↔	0	0	0.0	Zero reportable incidents

Total	95.0	↔	95.0	95.0
--------------	-------------	---	------	------

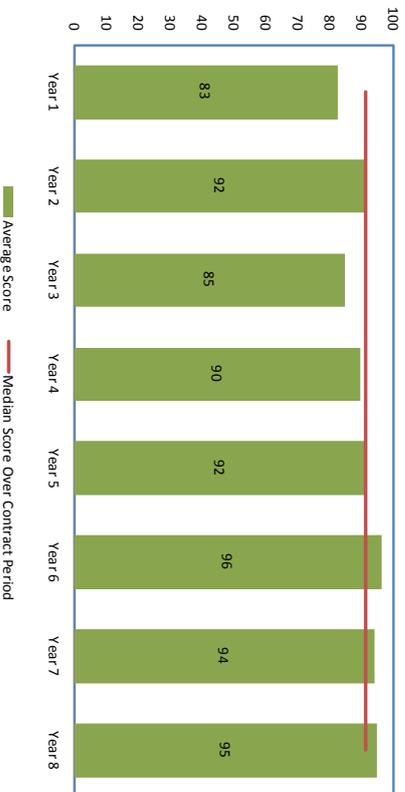
The overall score has stayed at the same level from last quarter however performance in this area is always very high.

Overall Summary

Traffic Signals Performance Scores Over The Contract Period
(Median score = 92)



Yearly Average Alliance Performance Scores



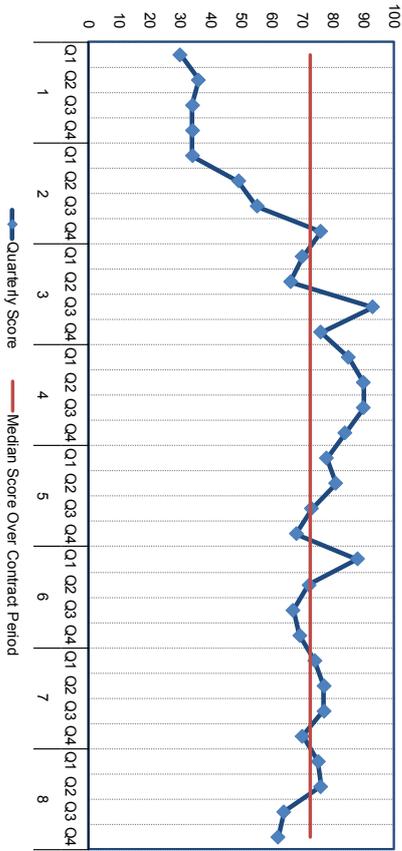
Client Performance Summary

Client	Pain/Gain Results by Area	Target	Current Quarter		Last Quarter		Rolling Year		2 Year Trend	Comments for Quarter
			Quarter	Score	Quarter	Score	Year	Average		
Client P11	Pain/Gain Results by Area	In Gain	3% In Pain	7	7	7.0			After a recent review of financial information it has been assessed that Year 7 is around 3% in pain. This figure has been used to represent Year 8 as there are too few financially closed out jobs to make a reliable assessment.	
Client P12	Date Forward Programme Issued	On Time	Dec-17	0	0	5.0			The Forward programmes have all been submitted late. They were due end of October - as such this measure scores no points.	
Client P13	% variation from current programme spend profile	On time	On Time	20	20	20.0			A method to ensure budget data is reported has been developed, allowing resources and programmes to be better understood.	
Client P14	% of JVs giving all info 8 weeks prior to start	100%	98.91%	18	18	18.3			Performance has improved with an increase in 'right first time' client task orders this quarter, with the number of rejected orders decreasing from 1.42% last Quarter to 1.09% this Quarter. In real terms this means that 56 jobs were rejected out of 5161 total jobs. This has though had no impact on the score.	
Client P15	Valuation of compensation events versus targets	<2% variation	4.75%	17	19	19.0			So far £15,523,360 has been raised on Confirm with £737,417 compensation events against that target.	
Client P16	% of CEs committed within timescale	98%	73.72%	0	0	0.0			Out of 137 Compensation Events recorded only 101 were responded to in the two week time frame. This will need to be monitored and data will be issued on Dashboards to inform all parties of this performance.	

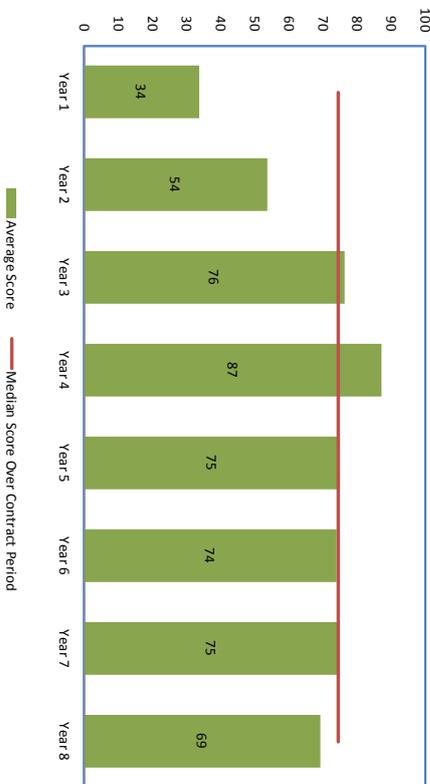
Total	62	↓	64	69.3
--------------	-----------	----------	-----------	-------------

Overall Summary
The Client score has decreased this quarter. This is due to P15 Valuation of compensation events versus targets - there has been additional variations recorded this quarter which has decreased the score.

Client Performance Scores Over The Contract Period
(Median score = 73)



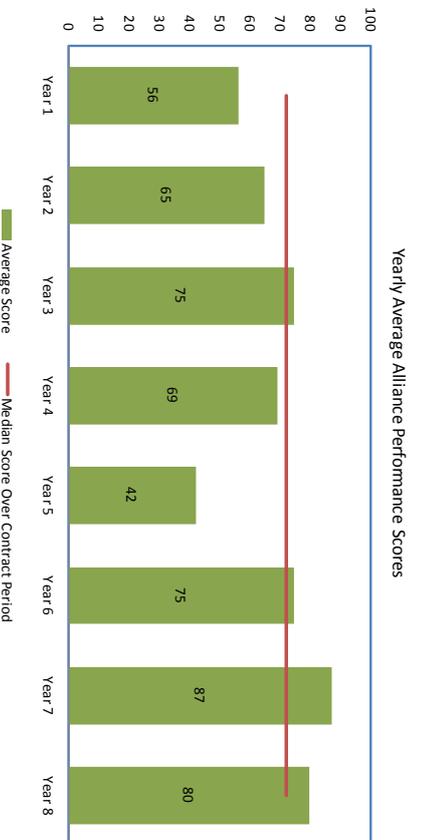
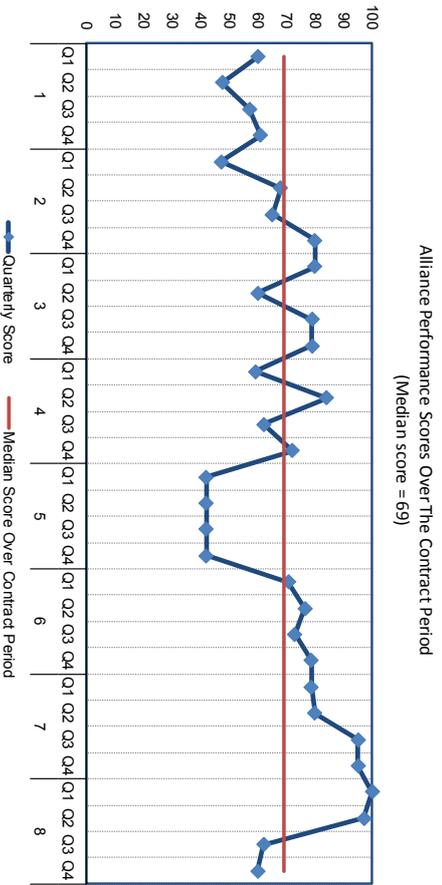
Yearly Average Client Performance Scores

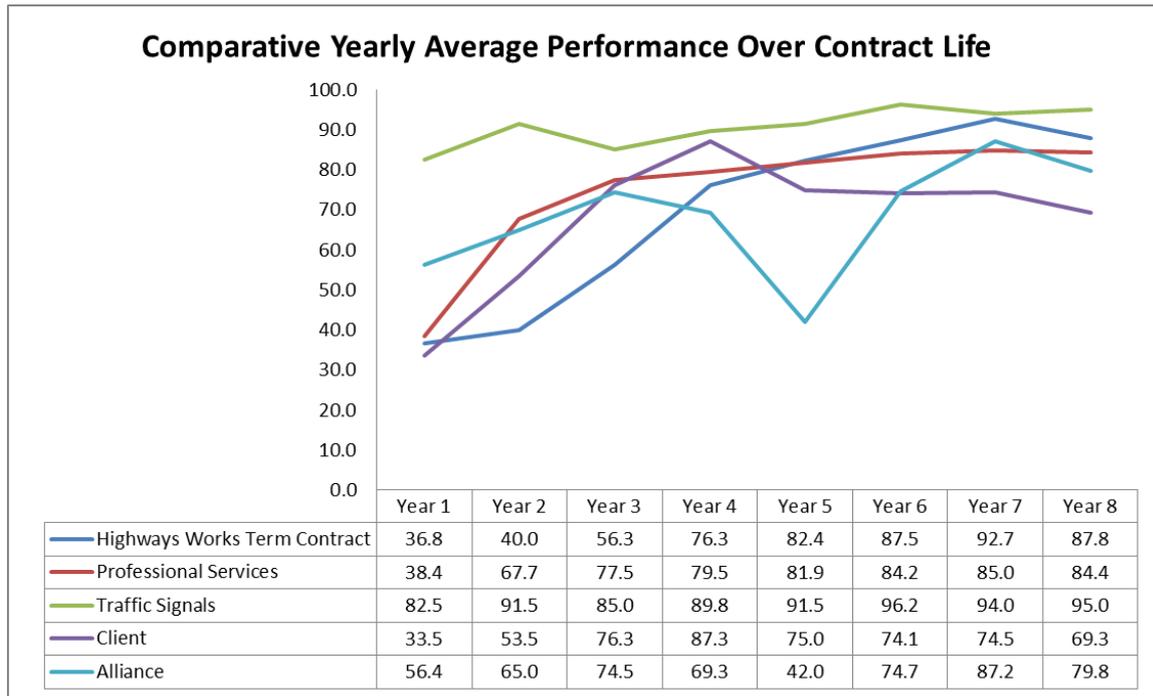


Alliance Performance Summary	Target	Current Quarter	Quarter Score	Last Quarter	Rolling		Comments for Quarter
					Year Average	2 Year Trend	
Alliance KPI1 Net/Positive Press Coverage	95%	98.8%	25 ↔	25	25.0		This Quarter there was 653 positive and neutral stories out of 661.
Alliance KPI2 Public Satisfaction Survey	>0% improvement	-3.00%	5 ↔	5	15.0		This is annual data, and the figure for 2017 was an decrease of 3% in satisfaction. This result changes once per year in October.
Alliance KPI3 Tasks delivered against the agreed Client programme	95%	70.86%	10 ↓	12	12.3		There has been decrease in the amount of jobs hitting their programmed targets. This has had an impact on the indicator score as this has decreased to 10.
Alliance KPI4 Relationship scoring	>6.5 points	7.40	20 ↔	20	20.0		This Quarter the relationship score was 6.53 which means the indicator has increased by 0.86 of a point. This did not impact on the overall score.
Alliance KPI6 Creation of an agreed programme	by 31st Oct	Late	0 ↔	0	7.5		The programme was not agreed by Jan 2018.

Total	60 ↓	62	79.8
--------------	-------------	-----------	-------------

Overall Summary
The Alliance score has decreased this quarter. This is due to KPI3 Tasks Delivered against agreed programme having a decrease in the amount of jobs hitting their programme targets.





Conclusion

The Highway Works Term Contract score slightly decreased this quarter to 85.4 from 87.6. This score is good and above the median average.

The Professional Service Contract score slightly decreased from 85.5 to 81.0 this quarter. This score is good and above the median average.

The Traffic Signals Contract scored 95 this quarter which was the same as the previous quarter. This score is at the same level as recent times, and this area is generally consistently at a high level.

The Client score has decrease to 62 points this quarter from 64. Compensation Events being committed within timescales and having an agreed forward programme are areas that requires improvement if the Client score is to improve significantly.

The Alliance Indicator score has dipped slightly this quarter to 60 points from 62 points last Quarter. Not having an agreed programme in place for next year was a factor, but also public satisfaction on the NHT survey has dropped from last year. Improvement in these areas will be required to improve on the score.

James Malpass
May 2018

Improvement Actions

Indicator No	Description	Action	Owner	Target Date
HWTC 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. A new process should be in place by the next quarter.	Target Cost and Performance Manager, Kier Officer and Divisional Officers.	June 2018 Q1 Year 9
PSP PI5	Predictability of Works Costs	This indicator needs to be reviewed to ascertain why there has been an issue with data to devise an action plan or alternative measure	TSP management and Divisional management and Target Cost Manager.	June 2018 Q1 Year 9
Client PI 4	% JV orders giving "all Info" 8 weeks p	Use of dashboard to highlight area where there may be issues. Restructure of Divisions may have caused a dip in figures however this appear to be improving– still needs to be monitored.	Network and Development Managers, Divisional management and Client Service Teams.	June 2018 Q1 Year 9
Client PI 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.	Network and Development Managers, TSP management and Divisional management.	June 2018 Q1 Year 9
Client PI 2	Date forward programme issued	The processes involved to issue a programme has change this year but has resulted in the programme taking longer to produce. This will need to be monitored and see if lessons can be learn to improve for subsequent years.	Network and Development Managers, TSP management and Divisional management.	December 2018 Q3 Year 9
Alliance KPI 2	Public Satisfaction Survey	Liaise with the Comms Team to see if a PR Campaign can improve public perception of the Alliance.	Target Cost and Performance Manager, Alliance Works Contract Manager	December 2018 Q3 Year 9
Alliance KPI 6	Creation of an agreed programme	The processes involved to issue a programme has change this year but has resulted in the programme taking longer to produce. This will need to be monitored and see if lessons can be learn to improve for subsequent years.	Network and Development Managers, TSP management and Divisional management.	December 2018 Q3 Year 9

Highway Works Terms Contract (HWTC)– Performance Indicators

HWTC PI1 - Street Lighting service standard.

This indicator is designed to measure the percentage of streetlights working within Lincolnshire and is identified through night scouting regime and customer reported faults.

The method of assessment has been amended to suit the transformation project. Since 2016 due to ongoing funding cuts, there has been a project of conversion of the current infrastructure. This has include converting street lighting to LED lights, 'part-night' lighting and switching off of lights permanently as a way of reducing spending.

Further information can be found at : www.lincolnshire.gov.uk/transport-and-roads/major-projects/street-lighting-transformation-project

As such this indicator is measured by looking at the following elements

- a) Amount of conversions completed in line with project plan
- b) Delivery of daily whereabouts each working day
- c) % of Non-transformation and non-emergency jobs not requiring return visit
- d) % of Non-transformation and non-emergency jobs completed

HWTC PI2 - Compliance of response times in respect of emergency works

This indicator is designed to measure the percentage of emergencies responded to within given timescales.

This is identified by comparing the total number of emergencies attended within time, to the total number of emergencies reported and logged.

Points Scale	99.5 to 100% = 10
	98.5 to 99.5% = 8
	97.5 to 98.5% = 6
	96 to 97.5% = 4
	95 to 96% = 2
	<95% = 0

HWTC PI3 - Tasks completed with given timescale

This indicator is designed to measure the percentage work orders completed within agreed timescales.

This is identified through comparing the total amount of work orders completed within agreed timescales, to the total amount of work orders.

HWTC PI5 - Acceptable site safety assessment

This indicator is designed to measure the safety of site work. This is identified through Mouchel Inspections and Client H&S Inspections. Ratings are 1-5 where 1 and 2 is classed as not acceptable.

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 target is for 95% of assessments to be considered acceptable.

HWTC PI7 - Defect correction requiring traffic management.

This indicator is designed to measure the amount of remedial work carried out over a quarter, where defects have been found and need to be rectified.

This is identified by comparing the number of defect job types raised in quarter as a percentage of total number of orders.

HWTC PI 8 - % waste reused/recycled

This indicator is designed to measure the amount of waste that is reused/recycled compare to going to landfill.

The target for the indicator is that 90% of waste does not go to landfill, so that the environmental impact of the service is reduced.

HWTC PI 9 – Compliance with tendered Quality Statements

This indicator is designed to review delivery against a series of quality statements made during the tender for the contracts which are chosen each year by the performance group.

The statement currently used to monitor performance are :-

- Audits undertaken by competent, trained and qualified assessors will focus on compliance with legislation, policy, meeting contractual requirements and effectiveness and efficiency of key processes. Value from audits will be shared across the Alliance.
- Engage schools, colleges as part of Local Communities Investment Plan. Provide presentations to local schools about “stay safe – stay off site”, road safety and careers within construction industry
- Improve customer satisfaction and lower overall costs and improvements by measuring community response.
- To develop a Vehicle and Plant Asset Review
- Each area to have a Performance Improvement Plan
- “Drive Alive” training scheme to be initiated to drive down carbon emissions and teach methods of safe and economical driving which must be adhered to.
- Implement and improve the Alliance H&S Plan
- To develop a programme of inspections and audit.
- All Schemes to be financially closed out within 3 months.
- Involve subcontractors with improvement scheme.
- Produce an agreed programme of works .
- Alliance training to be delivered to all staff

HWTC PI10 - Quality assessment of workmanship

This indicator is designed to measure the compliance to agreed material standards as detailed within contract specification.

A number of sites are tested by Lincs Lab and reported compliance is used to equate the indicator score. Sites can be requested by Division for investigation, but the majority of sites tested, are randomly selected.

This is identified by comparing the total number of passed quality assessments, to the total number of assessments carried out to get a pass percentage.

Ideally the pass percentage should be 100%, so total points reduce for being below this; 1 point for every 3% below.

HWTC PI11 - Measure/reduce carbon over the whole fleet

This indicator is designed to monitor the amount of mileage each quarter to try to ensure that there is a reduction in our carbon emissions.

HWTC PI12 - % task orders in compliance with Traffic Management Act

This indicator is designed to measure the compliance with the Traffic Management Act regulations with regards to correct notice of works being produced.

All jobs with value that need a TMA notice are recorded over the Quarter and checked accordingly.

HWTC PI4 - Reportable accidents under RIDDOR

RIDDOR is the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995.

This indicator is designed to measure the number of RIDDOR reportable accidents. The objective of this indicator is to reduce the number of accidents.

This indicator does not provide points as ideally there will be no accidents/incidents. Instead points are lost from the total if any occur.

HWTC PI6 - Services Strikes

This indicator is designed to measure the number of statutory undertaker equipment strikes occurring during works on the Lincolnshire highway network. The objective of this indicator is to minimise the number of service strikes.

This indicator does not provide points as ideally there will be no strikes. Instead points are lost from the total if any occur.

Professional Services (PSP) – Performance Indicators

PSP PI1 – Client Satisfaction of Product

This indicator is designed to measure Client Satisfaction with finished Works.

The method of measuring this indicator is by recording client satisfaction on completion of design and completion of works based on responses to questionnaires that offers clients the opportunity to grade works based on their opinion on the end product..

Score		
Excellent	Totally satisfied. Excellent Service	10
Good	Demonstrates above average proficiency. Exceeds expectations.	8
Satisfied	Competent service. Meets expectations. Neither satisfied nor dissatisfied.	5
Less than Satisfied	Does not fail but service is basic.	3
Poor	Total failure. Totally dissatisfied	1

The total score is then averaged for all completed works for a quarter.

$$PI = \frac{\text{total score of questions answered.}}{\text{Number of questions answered.}}$$

PSP PI2 – Client Satisfaction of Service

This indicator is designed to measure Client Satisfaction with the provided service.

The method of measuring this indicator is by recording client satisfaction on completion of design and completion of works based on responses to questionnaires that offers clients the opportunity to grade works based on their opinion on the service provided.

Score		
Excellent	Totally satisfied. Excellent Service	10
Good	Demonstrates above average proficiency. Exceeds expectations.	8
Satisfied	Competent service. Meets expectations. Neither satisfied nor dissatisfied.	5
Less than Satisfied	Does not fail but service is basic.	3
Poor	Total failure. Totally dissatisfied	1

The total score is then averaged for all completed works for a quarter.

$$\text{PI} = \frac{\text{total score of questions answered.}}{\text{Number of questions answered.}}$$

PI3 – Compliance with tendered Quality Statements

This indicator is designed to review delivery against a series of quality statements made during the tender for the contracts which are chosen each year by the performance group.

PSP PI 4 - Predictability of Design Costs

This indicator is designed to measure Professional Services Design Costs compared to agreed fees. An agreed fee for design prior to commencement of work is compared to the Actual out-turn fee (this will include any additional fees).

Ideally the Actual out-turn fee will equal the agree fee or come under.

This indicator measures the percentage of construction works where the design costs ended up being above the agreed fee.

PSP PI 5 - Predictability of Works Costs

This indicator is designed to measure the estimated works costs against the Actual works cost. A figure is produced each quarter to show how accurate estimates were for a given quarter.

Ideally the costs of works will be less than or equal to the estimated amounts.

PSP PI 6 - Predictability of Time for Design

This indicator is designed to measure the time taken for Design work compared to agreed timescales for this process.

Each set of works has an agreed length of time for design. This is the length of time expended in providing the required deliverable(s) prior to commencement of construction.

The Agreed time to undertake the work and target delivery date is compared to the actual date the design work was completed.

This accuracy is used to give an interpretation of how much Design work has been completed on time, or going over schedule.

PSP PI 7 - Predictability of Time for Construction

This indicator is designed to compare the actual time taken to undertake Works compared to the estimated time for construction.

This measure gives an indication as to how accurate the design works were with regards to estimate timeframes.

Traffic Signals Term Contract (TSTC) – Performance Indicators

TSTC PI 1 - 10 Critical Contractors Quality Promises

This indicator is designed to measure to what extent the quality promises from the contract tender are being met

Analysis of actions by the term contractor in relation to the quality promises with 1 mark being given for each action achieved. Actions are:

1. Full attendance and participation at Alliance Meetings
2. Fully operational Lincolnshire depot and testing facility
3. Fully engaged in ECI in design process
4. Fully engaged in managing the programme
5. Full collaboration in Alliance projects
6. Full implementation of Alliance branding
7. Competency of staff
8. Full operation of target cost financial system
9. Full operation of an open book financial system
10. Fully compliant Fault Management System

A maximum score of 5 points is obtained by meeting all 10 promises.

TSTC PI 2 - Reportable accidents under RIDDOR

RIDDOR is the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995.

This indicator is designed to measure the number of RIDDOR reportable accidents. The objective of this indicator is to reduce the number of accidents.

This indicator does not provide points as ideally there will be no accidents/incidents. Instead points are lost from the total if any occur.

TSTC PI 3 - Acceptable Site Safety Assessments per annum

This indicator is designed to measure the safety of site work.

This indicator is designed to measure the safety of site work. This is identified through Mouchel Inspections and Client H&S Inspections.

Ratings are 1-5 where 1 and 2 is classed as not acceptable.

The target is for 95% of assessments to be considered acceptable.

TSTC PI 4 – Weekly works planning and asset data supplied within timescales

This indicator is designed to ensure that work is planned in advance.

TSTC PI 5 - Number of Faults Cleared within Contract Timescales

This indicator is designed to measure the ability to clear faults within the specified timescales and to minimise number of faults on the network.

When a fault is reported a timescale is allocated as to when the fault will be resolved.

The target is for 95% of faults to be cleared in agreed timescales and points are lost for being under this benchmark.

Points Scale >95% = 10
85% to 94% = 7
75% to 84% = 2
<75% = 0

TSTC PI 6 % Task Orders completed on time

This indicator is designed to measure the amount of task orders completed on time that Lincolnshire County Council have specified a completion date for.

The target is for 95% of orders to be completed in agreed timescales and points are lost for being under this benchmark.

Points Scale >95% = 10
85% to 94% = 7
75% to 84% = 2
<75% = 0

TSTC PI 7 - % Task Orders completed free of remedial works

This indicator is designed to measure the amount of tasks completed without the need to return for remedial works.

Ideally by monitoring this aspect, there will be an improvement in the percentage of task orders completed without the need to return for remedial works, ensuring efficiency of resources and network.

The target is for 95% of orders to not require remedial works. Points are lost for being under this benchmark.

Points Scale >95% = 10
85% to 94% = 7
75% to 84% = 2
<75% = 0

TSTC PI 8 - % faults resolved at the first visit.

This indicator is designed to measure the amount of tasks that are resolved with the need for only one visit.

Ideally by measuring this aspect there will be an improvement in the percentage of faults resolved after just one visit, and in turn ensuring efficiency of resources and network.

The target is for 95% of tasks to be resolved in one visit. Points are lost for being under this benchmark.

Points Scale >95% = 10
85% to 94% = 7
75% to 84% = 2
<75% = 0

TSTC PI 9 - % Task Orders carried out in compliance with TMA.

This indicator is designed to measure the compliance with the Traffic Management Act regulations with regards to correct notice of works being produced.

All jobs with value that need a TMA notice are recorded over the Quarter and checked accordingly.

The target is for 95% of tasks to be compliant with the Traffic . Points are lost for being under this benchmark.

Points Scale >95% = 10
85% to 94% = 7
75% to 84% = 2
<75% = 0

TSTC PI 10 - % annual inspections completed per annum.

This indicator is designed to measure the percentage of site inspections carried out each year.

There are 317 Sites in Lincolnshire per annum that require the annual inspections to be carried out.

Quarterly target inspection have been set at Q1-71, Q2-82, Q3-82 & Q4-82.

At the end of each quarter the target is compared to the actual amount of inspections that have taken place.

The target is for 95% of inspections to have taken place each quarter. Points are lost for being under this benchmark.

Points Scale	>95% = 10
	85% to 94% = 7
	75% to 84% = 2
	<75% = 0

TSTC PI 11- Reduction in Carbon Emissions

This indicator is designed to monitor the amount of Carbon Emissions produced each quarter to try to ensure that there is a reduction .

Benchmarking results have been established and emission have been targeted to be reduced by 5%

TSTC PI 12- % waste reused/recycled

This indicator is designed to measure the amount of waste that is reused/recycled compare to going to landfill.

The target for the indicator is that 90% of waste does not go to landfill, so that the environmental impact of the service is reduced.

Client - Performance Indicators

Client PI1- Pain/Gain Results by Area

The Indicator is designed to show the changes in pain/gain in each year.

The method of measuring this indicator will be to take information from financial closed out schemes and will be reported as a percentage of pain/gain

After a recent review of financial information it has been assessed that Year 6 is around 2.5% in pain. This figure has been used to represent Year 7 as there are too few financially closed out jobs to make a reliable assessment.

Sliding scale = For every percentage point of pain 1 point is lost. For example if pain is predicted to be 4.65% then 4 points will be lost. The aim for this indicator is to reach parity or to be in gain.

Client PI 2 - Date Forward Programme issued

The Indicator is designed to allow sufficient time ahead of scheme commencement to ensure Early Contractor Involvement can be fully implemented and also encourage effective planning throughout the Alliance. It also gives the contractor the opportunity to plan and control his resources

Area Highways Managers are required to issue the Forward Programme to the Contractor by the end of October (annually). 1 point is awarded for every area programme that is issued on time (maximum score is 10 points)

Client PI 3 - % variation from current programme spend profile

The Indicator is designed to encourage keeping the programme up to date and encourage endeavouring to stick with programme, giving all parties greater budget certainty.

5 points are awarded per Division (max score 20 points) for providing Budget forecast and outcome data to Contractor at Commercial Meeting. All Forecasts need to be submitted for Quarter 3.

This measure is set by Alliance agreement.

Client PI 4 - % of Jobs with Value giving all info 8 weeks prior to start

This indicator is designed to ensure that orders give the correct and required information. Correct information ensures the processes work as planned, avoids cost plus and builds confidence in LCC professionalism.

The method of measuring this indicator will be to take the scheduled report from Confirm which details all jobs rejected and displays the reasons for rejection. Each reason is checked and a count made of the number of jobs rejected for incomplete information.

The aim is to be 100% correct. 1 point is lost per percentage point.

Client PI 5 - Valuation of compensation events versus targets

This indicator is designed to ensure improving predictability of costs. Compensation events also disrupt programme delivery and get in the way of efficient planning.

The method of measuring this indicator will be to calculate the percentage value of compensations events against the total spend.

2% variation is allowable – after that 1 point is lost per percentage point of variation. For example if the variation was 4.25% then 2 points would be lost.

The target is set by Alliance agreement.

Client PI 6 - % of Compensation events committed within timescale

This indicator is designed to ensure compensation events are committed in a timely manner as they can delay works close down.

The method of measuring this indicator will be to take information from a scheduled Confirm report. The report will show the compensation events raised and committed within two weeks and over two weeks for each highways area and this will be shown as a percentage.

2% variation is allowable (98% accuracy) – there after 1 point is lost per percentage point. For example the score is 92% then 6 points would be lost and the indicator would score 14 points instead of the maximum 20 points.

This target is set by Alliance agreement.

Alliance - Performance Indicators

Alliance PI 1 – Net/Positive Press Coverage

This indicator is designed to gauge the client / Public satisfaction with the service provided by the Alliance.

By capturing the positive press coverage of those areas impacted by the Highway Alliance, it is possible to target the areas which have significant impact on the perception of the Highway Service for all parties in the Alliance and gauge the positive impact the Highway Alliance is having for the people of Lincolnshire.

This measure is obtained by analysis of press coverage data provided by LCC Comms team. An agreed bespoke analysis tool has been developed to distinguish what LCC considered to be Positive, Neutral or Negative press coverage of the service provided.

The Target is for at least 95% positive or Neutral press coverage each quarter.

Points Scale	>95% = 25
	90% to 95% = 15
	85% to 90% = 10
	75% to 85% = 7
	65% to 75% = 4
	<65% = 0

Alliance PI 2 - Public Satisfaction Survey

This indicator is designed to measure public satisfaction in the condition of the highway.

Data is provided annually by National Highways & Transport Public Satisfaction Survey and is used to directly measure if there has been improvement in the perception of the people of Lincolnshire in their highway network.

This measure is designed to capture all elements of the work of the Alliance by using the Overall Satisfaction indicator.

Points are lost if there is a loss in public satisfaction from the previous year.

Points Scale	>0% improvement = 25
	-1% to -0.01% = 20
	-1.5% to -1.01% = 10
	-3% to -1.51% = 5
	<-3% = 0

Alliance PI 3 - Tasks delivered against agreed Client Programme

An Alliance works programme has been agreed by the Programme working group and the performance of the Alliance is measured by number of works completed against this agreed programme. Until this full programme is in place a combination of the individual programmes will be used each month.

To this end the programme must be agreed and a degree of ownership for each member of the Alliance and be kept up to date as the programme must be able to flex to the demands of the parties whilst still delivering planned works by the Alliance.

The performance measure is calculated by taking the number of jobs that have been planned for completion, and comparing this figure to the amount that have been notified as substantially complete / technically complete.

The monthly target has been set as 95% and points are lost for being below this percentage.

Points Scale >95% = 15
80% to 95% = 12
65% to 80% = 10
50% to 65% = 5
<50% = 0

Alliance PI 4 - Relationships Scoring

This indicator is designed to gauge the relationships between the partners of the Alliance

Staffs are emailed on a quarterly basis and are asked to score the following out of 10 (10 = best, 1 = worst):

- Delivery: Consistency and Effective
- Systems and processes
- Continuous improvement
- Consistent communications and direction
- Challenge
- Reputation
- Alliance Behaviours

Returned scores are entered into excel spreadsheet to give average client score (Kier, TSP, Dynniq) an average partner score and an average Alliance score

Baseline scores are currently set as 6.5.

Points towards the monthly performance are lost for being below this baseline.

Points scale >6.5=20
6.25 to 6.49= 15
6 to 6.24 = 10
5.75 to 5.99 = 5
<5.75 = 0

Alliance PI 5 - Defunct

This KPI is no longer measured.

Alliance PI 6 - Creation of an agreed programme

An agreed programme should be complete by 31st October each year for a co-ordinated programme of works across the Alliance and efficient scheduling of works.

Points are awarded for when this agreed programme has been finalised.

Points scale	31 st October = 15
	30 th November = 12
	31 st December = 10
	31 st January 5
	Later than January = 0

Major Highways Scheme Update – June 2018

Lincoln Eastern Bypass

This is the county council's largest Highway scheme with an original budget of £99.6m and a DfT grant of £49.95m. The main contract of £53m was awarded to Carillion and a soft start was made in January 2017 with a three-year contract period. In January 2018, Carillion announced that it had gone into liquidation and a decision was made to terminate this contract. Immediately following this, the county entered in to a new contract with Galliford Try who is continuing with the initial critical elements on site to ensure the project delay is reduced as much as possible. Further works packages have been priced, resulting in Galliford Try being awarded the remainder of the construction works package. The total cost of the project is now expected to be £120m, with about half the new costs coming as a result of changing contractor and the remainder from additional archaeological spend, additional land acquisition costs and inflation.

The main work on site is currently focussed on providing the foundations for the Market Rasen Line Rail Bridge and diverting utilities across the whole site. In addition, works have commenced on constructing temporary bridges over the River Witham to enable the major earthworks movement and construction of the River Witham permanent bridge.

A separate £15m contract was awarded to BAM Nuttall by Network Rail, on behalf of LCC, to de-risk the main contract, by creating a hole under the railway on the Spalding line near Washingborough Road. The bridge is now in place and it is anticipated the site will be handed over to LCC in May 2018.

A separate contract was awarded to Network Archaeology and work is currently concentrated North of Washingborough Road. This is a significant risk to the scheme budget and the projected completion date was April 2018 with projected costs of £9.7m. The original budget estimate for the archaeology was £1.9m with completion in August 2017.

Grantham Southern Relief Road

This scheme is a 3.5km road with a five span viaduct carrying the road over the East Coast Mainline railway and has a current budget of £81.5m and consists of three phases. The works will be funded from SLGF grant from the LEP, HCA grant and developer contributions with LCC forward funding the developer contributions.

The King 31 Phase 1 from the B1174 running towards the A1 is already complete.

The completed design for King 31 Phase 2 is based on the consented planning application for warehousing was submitted to Highways England for technical approval. Technical approval was granted in principal on 19 December 2017. A planning application for a Designer Outlet Village (DOV) submitted on behalf of Buckminster Estates was granted by SKDC on 6 April 2018. The owners of

Downtown submitted an alternative DOV planning application for their current site on 2 November 2017.

LCC have signed Section 6 Agreements with both the Department for Transport and Highways England to enable legal orders for the whole scheme to be published. The legal orders including the Line Orders for the Trunk Road and Compulsory Purchase Orders for outstanding land required were advertised on 2 March 2018. The deadline for representations to be made to the department for transport in response to the orders published was 19 April 2018. Objections have been received to the advertised orders and a statement of case is to be served on the DfT by 12 June 2018 in response to the objections received. LCC are actively engaging objectors to remove any objections to the orders. Land negotiations to acquire any outstanding plots of land by agreement are continuing to progress during this period.

The design for Phase 3 the Southern Quadrant Link Road is almost complete and negotiations are ongoing with Network Rail in relation to their Shared Value policy. Significant service diversions have already been carried out with Anglian Water and Western Power Distribution.

LCC have now qualified for the next stage of a bid to HCA for a forward funding Housing Infrastructure Grant.

Spalding Western Relief Road

Section 1 (Southern Connection) – LCC and the developer have reached a financial agreement for funding Section 1 of the SWRR. Following the EIP adoption LCC will submit a planning application for the road only with an aspiration that works commence in Autumn 2021.

Section 2 – This section of the SWRR is having options developed as part of the SWRR delivery strategy. Section 2 will be developed in tandem with Section 1 to allow a full connection between the B1172 and the A151 Bourne Road. It is important to stress that the two sections will be developed independently with an aspiration to have both scheme constructed sequentially.

Sections 3 and 4 – These sections of the SWRR are having options developed as part of the SWRR delivery strategy.

Section 5 (Northern Connection) – SHDC in collaboration with LCC have submitted a bid to HCA through the Housing Infrastructure Fund Marginal Viability option for approximately £12m. It was announced on the 1st February that this bid had been successful for the full £12m. A meeting with Homes England on 6th April 2018 highlighted the positive partnership working on the development of the scheme. The meeting covered progress of the project and the funding timescales for the funding in line with the proposed programme for the scheme took place and an additional paper and supplementary evidence has been supplied to Homes England on 30th April 2018.

Significant work has been undertaken on the development of a delivery programme and work has now commenced on the preparation of the relevant planning

applications for Sections 1 and 5 for March 2019. It is also proposed that consultation on the proposed route of Sections 2-4 is undertaken at the same time. Traffic modelling work has been commissioned with WSP and surveys took place at various locations during Mid-May 2018. A report is due by the end of October 2018 to support planning applications for Sections 1 and 5.

LCC is also working on the detailed design and liaising closely with SHDC, Homes England, Network Rail, Environment Agency and Welland and Deepings Internal Drainage Board as the scheme continues to be progressed.

North Hykeham Relief Road

An Outline Business Case is currently being prepared, funded by the Advance Design Block to continue to progress this major scheme in preparation for any funding opportunities to enable delivery of the project. The aim was to submit a bid to the DfT Majors funding in June 2018, however the DfT strongly suggested that there won't be a bid opportunity until the end of 2018. A number of community engagement events are planned in June 2018 for updating key stakeholders on progress and ensuring compliance with the DfT funding bid process. This road will be a key link in the Lincolnshire Coastal Highway from the A1 through to Skegness.

In addition, LCC has submitted a Growth and Housing Fund bid to the DfT in collaboration with the LEP. This bid is for enlarging and improving the A46 Pennell's Roundabout to reduce congestion and unlock early growth which will help drive the availability of development funding for the North Hykeham Relief Road.

Lincolnshire Coastal Highway

Lincolnshire Coastal Highway

Lincolnshire County Council is investigating potential improvements to the A158 across the county from the A1 to the North Sea coast around the Skegness locality, known as the 'Lincolnshire Coastal Highway'. This will look at the options for intervention along the route. In identifying improvements to the highway, consideration will need to be given to a number of factors, being future-ready, building in capacity to support growth, investigating options across a range of modes, building in resilience and lower longer term costs for the management of infrastructure.

The Council has developed a number of potential projects and initiatives along the route and has also held four engagement events at Skegness, Horncastle, Wragby and Lincoln to gather perceptions, existing challenges and potential solutions from key stakeholders. The sifting of a longlist of projects against assessment criteria is being undertaken to result in schemes which generate clear benefits and are deliverable. A paper on the project along with the assessment of the 126 options identified is being taken to the taken to Informal Executive on the 19th June 2018 and a subsequent paper will be going to the LCC Highways and Transport Scrutiny Board later in the year.

This work is being funded from the Advance Design Block. In addition, the eventual strategy document will likely further support various other existing projects currently

being progressed, which includes the North Hykeham Relief Road, A46/A15 Nettleham Road Roundabout, A46/A158 Riseholme Road Roundabout and A46/A57 Carholme Road Roundabout.

Network Rail Footbridges, Lincoln

This is a Network Rail owned and managed project which consists of constructing a new iconic footbridge over the rail line on Brayford Wharf East. Following an appeal process planning permission was granted to Network Rail in January 2018. Morgan Sindall has been awarded the tender to design and build the footbridge which is expected to commence in August 2018 for a period of five months. LCC are working closely with Network Rail to drive a coordinated approach between all parties.

In March Network Rail commenced another project in the same locality, which includes developing building 179 and establishing a footway between Brayford Wharf East and High Street. The current programme suggests completion in August 2018.

Boston Quadrant

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. Quadrant 1 is well underway, with the installation of a new roundabout south of Boston on the A16 complete. Lincolnshire County Council has completed the design check on the section of road which links the A16 roundabout to the adjacent London Road which is also on site being constructed and programmed to be complete in 2018. The London Road signalised junction is at the detailed design stage which sits with the developer and their consultants. A further Outline Planning Application for 1200 homes has recently been received by Boston Borough Council.

National Productivity Investment Fund

LCC have secured a grant of £5.4m from DfT based upon a number of named schemes:

- Wolsey Way/Wragby Road Improvement in Lincoln to improve flows through two traffic signalised junctions – Works started in February 2018
- A17 Sleaford Embankment Maintenance defect rectification – Works were completed April 2018
- The remaining budget was spent on the A16 Louth Bypass resurfacing scheme, a thin surfacing replacement package and a re-tread package programme to improve roads within the County

Langrick Bridge

LCC are preparing for a bid through the Challenge Fund to the DfT for a £10m Langrick Bridge replacement scheme as identified in the County Council Asset Management Strategy. A series of options are under consideration, however the project is now on hold as the DfT have rescinded their previous announcement of a

funding bid opportunity through the Challenge Fund. It is expected that in late 2018/early 2019 that an alternative bidding opportunity will be presented by the DfT.

Single Local Growth Fund 3

The A46/A15 Nettleham and A46/A158 Riseholme Road Roundabout projects on Lincoln's Western Bypass attracted SLGF to a value of £2.4m. Work continues to progress an outline design for enlarging the size of both roundabouts and increasing the number of lanes both entering and exiting each leg of both roundabouts. This will alleviate congestion at these pinch points and improve journey time reliability. Discussions have commenced with landowners regarding land acquisition through agreement, these discussions are progressing well.

This page is intentionally left blank

**Customer Satisfaction Information
Highways and Transport Scrutiny Committee Q4
Date range for report 1st January 2018 – 31st March 2018**

LCC Overview of compliments

Overall Compliments

The overall compliments received for Highways and Transport shows an decrease of 28% this Quarter, with 13 compliments being received compared to 18 received last Quarter.

Total number of compliments relating to <u>Highways and Transport Scrutiny Committee</u>	Current Q4	Q3	Q2	Q1	Q4
	13	18	22	21	23

Highways and Transport Compliments

Highways and Transport have received 13 compliments this Quarter. The compliments were in in relation to repairs, resurfacing, surface dressing, footpaths, streetlights, drainage scheme and withdrawal of a waste site planning application. Thanks was also received from BBC Lincs for severe weather response.

LCC Overview of complaints

The total number of LCC complaints received this Quarter (Q4) shows a 20% decrease on the previous quarter (Q3). When comparing this Quarter with Q4 of 2016/17, there is an 14% increase when 169 complaints were received.

Total number of complaints received across all LCC service area.	Current Q4 17/18	Q3 17/18	Q2 17/18	Q1 16/17	Q4 16/17
	193	241	219	159	169
Total number of complaints relating to <u>Highways and Transport Scrutiny Committee</u>	52	62	78	46	64
Total Service Area Complaints broken down					
Highways	49	53	64	44	55
Transport	3	9	2	9	6
Number of complaint escalations relating to <u>Highways and Transport Scrutiny Committee</u>	9	8	8	5	2
How many LCC Corporate complaints have not been resolved within service standard	9	4	10	0	1
Number of complaints referred to ombudsman	16	10	11	9	7

This Quarter Highways and Transport has received 52 complaints which is a decrease of 16% on last Quarter when they received 62 complaints. When comparing this Quarter with Q4 2016/17, there is a 19% decrease when 64 complaints were received.

Highways Complaints

This Quarter Highways has received 49 complaints which is a 7.5% decrease from last Quarter when they received 53 complaints. When comparing this Quarter with Q4 2016/17, there is a difference of 6 complaints when 55 were received.

The outcomes of the 49 Complaints were:

- 1 Complaint was substantiated
- 36 were partly substantiated
- 5 were unsubstantiated
- 7 remain open

The substantiated complaint contains no information

The partly substantiated complaints were generally in relation to the condition of the highway, road works / maintenance / resurfacing / closures. Others included parking issues, lack of snow plough, street furniture, cycling event signage and street lighting.

Transport Complaints

This Quarter Transport has received 3 complaints which is 6 less than last Quarter when they received 9 complaints. When comparing this Quarter with Q4 2016/17, there is a difference of 3 complaints when 6 were received.

The outcomes of the 3 complaints were:

- 1 remains open
- 2 were Not Substantiated

1 was in relation to Call Connect

1 was in relation to Education Transport contract H26D

1 about provision of school transport

Complaint escalations

In Quarter 4 of 2017/18 there were a total of 19 complaint escalations for LCC.
9 of these related to Highways and Transport (all Highways)

Ombudsman Complaints

In Quarter 4 of 2017/18, 16 LCC complaints were registered with the Ombudsman. 7 of which related to Highways & Transport, 5 of these were not investigated by the Ombudsman for the following reasons;

Unlikely to find fault/ can seek remedy in court

Insufficient evidence of fault

Matters decided in court

Unlikely to find fault

No Injustice

There was no information provided regarding the remaining 2.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	11 June 2018
Subject:	Update on Local Bus Matters

Summary:

This report provides an update on the implementation of the Bus Services Act 2017, along with an update on the following strands of activity:

- The state of the local transport market
- Teckal company update
- Community Transport
- Local Government Association's Special Interest Group on Public Transport Consortium
- Total Transport
- Health – Non-Emergency Transport Services
- Passenger Transport Strategy Review
- Review of Lincolnshire's Bus Strategy

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the proposal for new bus legislation and the other local bus matters covered within this report, and highlight any recommendations or future actions required.

1. BACKGROUND

TOPIC – Bus Services Act 2017

The Bus Services Act received Royal Assent on 27 April 2017. The aim of the Act is to improve bus services for passengers by providing local authorities, the Secretary of State and bus operators with a new toolkit to enable improvements to be made to bus services in their areas.

1.1 In particular, the 2017 Act:

- Introduced bus franchising powers to replace previous Quality Contract Schemes

- Strengthened arrangements for partnership working between bus operators and local authorities by introducing new Advanced Quality Partnership Schemes (AQPS) and Enhanced Partnerships (EP)
 - Modernised previous ticketing legislation and
 - Provided the powers necessary for a step change in the information available to passengers through audio and visual on-board information and through the provisions of open data on timetable, fares and bus service arrival times
- 1.2 Officers have attended a DfT briefing session however Draft Regulations and Guidance on some aspects of the Act are only now being consulted upon by the DfT.
- 1.3 The Guidance makes references to a number of measures that could be considered including:
- **Providing an inclusive service by encouraging more use by people with disabilities** – through improved accessibility, engaging with disability groups, second wheelchair space or additional flexible spaces on vehicles, assistance cards, audible and visible information, acceptance of mobility scooters, accessible ticketing systems, driver disability awareness and information for passengers.
 - **Improving environmental outcomes** – Green buses and improving air quality.
 - **Partnership** – where the operators and council agree to standards which will mean activity on both sides.
 - **Maximising social value** – Councils to consider the provisions in the Social Value Act and the steps we could take to secure wider social, economic and environmental benefits in the area.
 - **Improving the safety of bus services** – Introduce bus safety measures such as an Independent confidential reporting system (ICRS) and the release of bus safety information data.
 - **Tackling congestion** – There is reference in this section to having the right data in order to analyse congestion. The section lists a raft of measures that could be considered
 - **Meeting the needs of rural communities** – The DfT recommend that Local Authorities undertake rural proofing when reviewing transport, using new powers under the Act with rurality benefits in mind, benefits of encouraging community transport and applying total transport principles. The Guidance mentions using demand responsive transport in rural areas to support commercial bus services.
- 1.4 It should be noted that Lincolnshire already adopts and/or promotes a number of these measures.
- 1.5 Of the four key strands introduced under the Act, no benefit is perceived for Lincolnshire to pursue a franchise model and it is likely to carry an extremely high and unaffordable price tag.

- 1.6 Similarly, the conditions attached to AQPS and EP are unlikely to be attractive to us at the current time particularly as the County's existing Partnership arrangements are, albeit more informal, still delivering results.
- 1.7 Under an AQPS LCC would have to commit to take steps to actively support local services through measures such as providing bus-related infrastructure, addressing parking policies to make passenger transport more attractive, bus priority measures and marketing of local bus services. In exchange Operators would be required to meet specific local standards. Standards could relate to better buses, minimum service frequencies, improved passenger information, smart ticketing and maximum fares as examples. Some standards can only be implemented, like frequency and maximum fares, if there are no outstanding objections from Operators. Given the fragility of Lincolnshire's bus market it is unlikely that all operators would agree to such standards. If it were achieved then the cost of provision would undoubtedly see operators walking away from currently marginal routes and result in much higher contract prices for supported services.
- 1.8 The range of outcomes that can be achieved through an EP is broader than can be delivered through an AQPS, particularly around fares and ticketing products.
- 1.9 Despite the Act being labelled as 'enabling', the guidance suggests that there will be mandatory requirements for bus operators and local transport authorities to be involved in open data. The Act includes a power for the Secretary of State to mandate the release of information on local bus services such as fares, routes, timetables and real time passenger information (RTPI) in a specified format. It is intended to phase the requirements in by 2020 in stages. The complexity of this is not to be underestimated.
- 1.10 In addition, anyone providing a bus service will also have to fit audio and visual equipment on buses. It may be phased in over a period of years similar to the accessibility regulations or there may be a need to retro-fit onto existing buses. It is estimated a retro-fit will cost circa £2,000 per bus. Officers have already made representations to the DfT urging them to exempt demand responsive transport from the requirement. LCC has hosted a visit from Consultants commissioned to gather data sources from local authorities as part of the discovery phase for the Open Data regulatory element.
- 1.11 New regulations also came into force on 24 April 2018 affecting operators registering services with the Traffic Commissioner. Operators must now inform the relevant Local Transport Authority of their plans to register, vary or cancel a service 28 days before submitting it to the Traffic Commissioner for approval. In turn the notice period to the Traffic Commissioner has reduced from 56 days to 42 days. This is aimed at giving Local Authorities more time to consider the potential impacts on the network and, where appropriate, to seek competitive tenders for a replacement service or persuade another operator to run a service on a commercial basis. There is also now a requirement on the Operator to provide the Local Authority with passenger data on which to make their decision regarding the way forward.

TOPIC – The state of the local transport market

- 2.1 Lincolnshire has one large operator and a number of medium and smaller operators providing passenger transport services. It has previously been identified that Lincolnshire's passenger transport market is failing to meet all of the county's needs and as a result LCC has actioned a market intervention through the creation of a Teckal Company, currently operating in the south of the county. Paucity of supply has been exacerbated in recent months with the loss of:
- Skegness Travel
 - Hodsons Coaches
 - St. George's Taxis of Lincoln
- 2.2 There have been no new entrants of note to the market and contract prices continue to increase at a higher level than inflation. To date the average increase in 2018 on like for like PSV bus contracts stands at 8.7%.
- 2.3 Operators of local bus contracts have not been given an annual inflationary increase on contract prices since 2013/14. For the 2018/19 financial year it is proposed to provide operators with a 1% inflationary increase on those contracts that have been operating in excess of 12 months. The API is expected to be met from within the current budgetary provision.
- 2.4 The Council continues to receive the bus service operators' grant (BSOG) for subsidised bus services. BSOG is a rebate on fuel duty and used to be paid direct to bus operators. From January 2014 the DfT opted to passport the BSOG money previously spent on 'Supported' bus services down to the Local Transport Authority with encouragement for spend not to be restricted to using it just for top up of operator payments. BSOG money is ring-fenced but does therefore permit spend on both revenue and capital passenger transport measures. In 2018 Lincolnshire's BSOG funding (£545k) is being channelled towards a number of supported services, purchase of some CallConnect Vehicles and infrastructure improvements as part of the Go Skegness project.
- 2.5 At present the DfT are continuing to issue BSOG payments direct to Operators for 'Commercial' services. The DfT have recently reviewed these arrangements but have not yet made a decision on the preferred way forward.

TOPIC – Market Moderation – Teckal Company Update

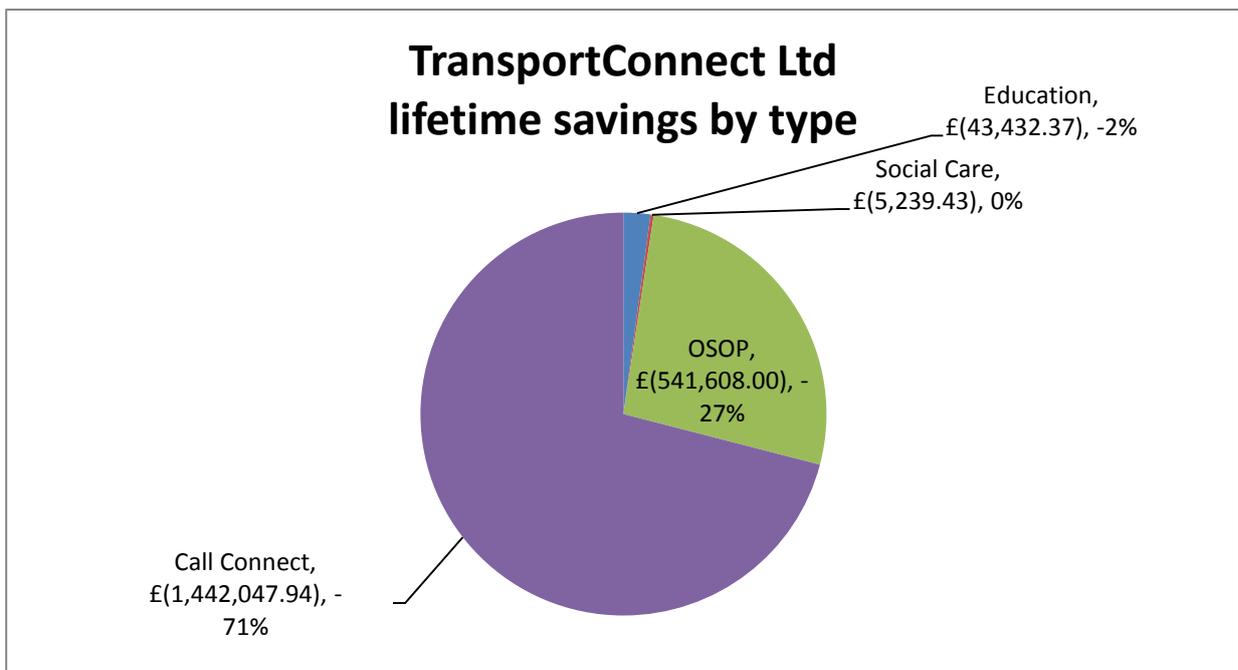
- 3.1 Loss of a significant operator from the Specialist Transport Market in 2016; lack of bids for services and failure to secure contracts at affordable prices were all drivers prompting LCC's decision to intervene in the market. As well as a need to moderate the market from spiralling costs, including in areas where there was only a single supplier, LCC faced significant risk of failing to meet its statutory duties in regard to transport provision.
- 3.2 The rationale behind the establishment of Transport Connect Ltd (TCL) was not necessarily to make money but rather cost avoidance and risk mitigation

by ensuring that there is more competition in the market and, where there is not, that it can provide a cost-effective means of delivering services.

TCL currently supplies services in the south of the county for:

- Home to School transport for children with Special Educational Needs and Disabilities;
- Adult Social Care transport and
- CallConnect operations

- 3.3 Whilst not yet in profit, the relatively small loss over the initial 18 month period compared favourably against the LCC costs avoided over the same period, which were estimated to be in the region of £1M. The Company continues to meet its principal loan and interest repayments and a rolling credit arrangement for operational contingency remains in place.
- 3.4 Since the introduction of TCL there is also evidence of some operators' bids being drastically reduced from previous submissions. In scenarios where prices are still considered unaffordable and/or not value for money, the services of the Teckal Company can and have been utilised. As a consequence the company has grown much faster than originally anticipated and ideally now needs time to stabilise its operations.
- 3.5 Transport Connect currently operates 19 contracts (including some volume contract arrangements under a One School One Provider model) from 4 depots (Barrowby, Boston, Spalding & Ketton) using 78 drivers and 30 escorts. Cost avoidance over the life of past and present TCL contracts is estimated to in the region of £2M as per the chart below



- 3.6 Operation has not been without its set-backs including a fire in 2017 which wiped out the workshop at Barrowby and several vehicles within it, along with

damage to the company's offices. Unfortunately issues are still ongoing in relation to building reinstatement and repairs.

- 3.7 The Company Board currently has 3 members with recruitment of 2 more being proposed. The Head of Transport Services also attends Board meetings as the Owners representative. Legal services are currently preparing an options appraisal for the Leader to consider from a member governance perspective, how the council best fulfils its role as owner of the Company.
- 3.8 TSG, with support from Legal and Finance, perform a wider governance role in respect of contract and performance management and the scrutiny of the company's activities. Internal Audit has been invited to audit all of the arrangements relating to TCL and external audits around specific aspects of TCL's operations (eg O'Licence compliance) have already been conducted.

TOPIC – Community Transport

- 4.1 Community Transport operators provide services under a lighter touch regulatory regime than bus operators. These powers were derived from the Transport Act 1985 and are commonly known as sections 19 and 22 permits. Traditionally not for profit organisations, schools, services for the elderly and community groups have all operated minibuses under this regulatory framework. Historically many Community Transport Schemes have received grant funding from local authorities and other benefactors. As schemes have developed though some have gone on to bid for and win a number of local authority contracts.
- 4.2 This situation has been successfully challenged by the Coach and Bus industry who argued that local authorities awarding such contracts were breaching EU State Aid Regulations (1071/2009) and that the current UK regulations were flawed in their permitted use of S19/S22 as the regulations failed to recognise that a 'not for profit organisation' could be involved in commercial and 'for hire and reward' type services. Legitimately, bus operators argued that their operating, driver, licencing and maintenance costs were all higher and standards more stringent under Operators Licence requirements thus disadvantaging them in a competitive tendering exercise.
- 4.3 LCC has recently responded to DfT consultation on proposed tweaks to and new guidance for the UK regulations under which Community Transport Operators would not be able to operate contracts on a hire and reward basis without a formal O' Licence. A small number of exceptions are currently permitted and these would remain under the new versions..
- 4.4 Along with the Traffic Commissioner, LCC is able to issue S19/22 Minibus Permits. In the past 5 years there have been 321 active permits issued. Any changes whereby organisations have to comply with PSV regulations rather than section 19, could end up with these organisations not continuing to provide transport thus increasing costs or reducing the opportunity for travel.

- 4.5 In Lincolnshire a small number of schemes could be affected by the proposed changes. This includes Lincoln Area Dial a Ride (LADAR) as they currently provide services for other organisations, payment for which would be deemed to be commercial activity, making them ineligible for a S19 permit going forward. Decision around a grant request from LADAR for 2018/19 has been deferred until the outcome of the consultation and LADAR's future operating plans are established

TOPIC – Local Government Association (LGA) Special Interest Group Public Transport Consortium

- 5.1 Councillors Brewis, Brookes and Davies currently represent the Council on the Public Transport Special Interest Group along with an Officer who usually attends the plenary sessions. The Consortium aims to:

- act as a forum for discussion and promotion of public transport issues affecting local authorities outside metropolitan areas;
- promote the exchange of experience and good practice between member authorities and in liaising with other bodies;
- advise appropriate committees or other executive bodies of the LGA on public transport issues;
- represent interests of member authorities to Government, the LGA, operators and other organisations involved in public transport; and
- Provide advice and guidance to member authorities concerning passenger transport policy and operation.

- 5.2 During the previous 12 months the group has considered 26 different topics including:

- Competition, co-operation and partnership in local bus markets
- School transport matters
- Rail franchise information
- Demand responsive transport

- 5.3 LCC will continue to attend and contribute to LGA lobbying on responses where it is in our interest to do so.

TOPIC – Total Transport - Total Connect

- 6.1 Members may recall that Lincolnshire was selected by the DfT as a pilot authority to look at the feasibility of adopting a Total Transport approach. The pilot scheme period has ended however work continues towards the principles of total transport.

The four key project strands for Total Transport being explored are:

1. Health transport integration

2. Voluntary sector transport
 3. Information communications technology development; and
 4. Market development/moderation
- 6.2 Each strand is at a different stage of exploration or development though there have already been some achievements in improved data collection and the installation of a new RTPI system. Although data collected is not necessarily comprehensive there is sufficient detail to be able to map shared resource opportunities eg CallConnect and NEPTS and to aid scenario planning particularly on matters such as location of services under any NHS Sustainable Transformation Plan.
- 6.3 Recognising the importance and cross cutting nature of transport and mobility within the county, transport is currently being established as a new topic under the Lincolnshire Joint Strategic Needs Assessment. An 'Expert Panel' made up of a wide range of representatives with knowledge of transport from within their discipline and/or area was convened on 23rd May. Discussion notes and intelligence gained from that workshop is now being used to draft the script around issues relating to access to transport within Lincolnshire.
- 6.4 Proposed replacement of antiquated in-house and ageing scheduling packages later in the year will potentially help TSG to identify overlaps and opportunities for efficiencies within and between services.
- 6.5 The driver certificate of professional competence (CPC) training was compulsorily introduced in 2009. This is a requirement for all professional bus, coach and lorry drivers. LCC checks compliance with CPC requirements when carrying out bus and coach checks. Although the requirements are positively upskilling the transport workforce, operators are reporting the financial burden of this and the fact that some drivers do not want to invest in such training, thus depleting the size of the available workforce.
- 6.6 There is a growing shortage of vehicles, drivers and passenger assistants for home to school transport and particularly for the more specialist SEND work. The continuing total transport project will review these aspects of the market and identify potential solutions to reduce this increasing risk to service delivery.

TOPIC – Non Emergency Passenger Transport Services (NEPTS)

- 7.1 Thames Ambulance Services Ltd (TASL) won the contract to provide non-emergency passenger transport services for Lincolnshire from 1 July 2017. Since the start of the contract, there have been service delivery problems reported. The nature and impact of the poor performance by the NEPTS provider has been the subject of LCC Health scrutiny.
- 7.2 TASL also provides the same service in North Lincolnshire and North East Lincolnshire. They have now been served with a year's notice to end the contract. With regards the position for Lincolnshire the picture looks a little brighter as discernible improvements are now being reported. The Company have worked hard and brought in additional resources to address areas of

concern. At the present time it is not thought that the Lincolnshire CCGs will serve notice on TASL

- 7.3 Talks around a potential small scale trial for testing out shared service scheduling and operations under a tripartite agreement have recently been resurrected. However, this is unlikely to progress as the CCGs and TASL do not wish to do anything that could jeopardise the operational performance improvements currently being achieved.

TOPIC – Review of Lincolnshire's bus strategy

- 8.1 Members will have heard from a previous scrutiny presentation about the visioning work around Lincolnshire's future transport needs and arrangements. To complement and feed into that work it is intended to review the current mechanism for determining which passenger transport services receive financial support. The current tool is relatively crude and thus a more refined method capable of considering more factors and producing greater granulation would be potentially beneficial. Lincolnshire's 'Bus Strategy' has also not been reviewed for about 10 years, it is therefore proposed to produce an outline document for Members to consider, that sets out a revised vision and proposals to help inform an updated 'passenger transport strategy'. Ideally this piece of work will seek to look wider than just direct local bus solutions. Such an outline/vision is likely to include:

- The need for an established transport market.
- Strong partnerships.
- Fully integrated public transport.
- Lincolnshire being a centre of excellence for transport including proven efficiency and commercial innovation.
- Sustainable active travel.
- Greater network connectivity.

Separate papers will be submitted at a future meeting for consideration on a revised methodology for prioritising subsidised bus service support and for the review and update of the County's current bus strategy.

2. Conclusion

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on the proposal for new bus legislation, highlight any recommendations or further actions for consideration, and continue to receive updates in relation to Transport.

3. Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed.
Bus Services Act 2017	http://www.legislation.gov.uk/ukpga/2017/21/pdfs/ukpga_20170021_en.pdf
The Bus Services Act 2017: New Powers and Opportunities DfT Guidance.	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/664318/bus-services-act-2017-new-powers-and-opportunities.pdf

This report was written by Anita Ruffle, who can be contacted on 01522 553147 or anita.ruffle@lincolnshire.gov.uk.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	11 June 2018
Subject:	Highways and Transport Scrutiny Committee Work Programme

Summary:

This item enables the Committee to consider and comment on the content of its work programme for the coming year to ensure that scrutiny activity is focused where it can be of greatest benefit. The work programme will be reviewed at each meeting of the Committee to ensure that its contents are still relevant and will add value to the work of the Council and partners.

Members are encouraged to highlight items that could be included for consideration in the work programme.

Actions Required:

Members of the Committee are invited to:

- 1) Review, consider and comment on the work programme as set out in Appendix A to this report.
- 2) Highlight for discussion any additional scrutiny activity which could be included for consideration in the work programme.

1. Background

Overview and Scrutiny should be positive, constructive, independent, fair and open. The scrutiny process should be challenging, as its aim is to identify areas for improvement. Scrutiny activity should be targeted, focused and timely and include issues of corporate and local importance, where scrutiny activity can influence and add value.

Overview and scrutiny committees should not, as a general rule, involve themselves in relatively minor matters or individual cases, particularly where there are other processes, which can handle these issues more effectively.

All members of overview and scrutiny committees are encouraged to bring forward important items of community interest to the committee whilst recognising that not all items will be taken up depending on available resource.

Committee Scope

As part of its terms of reference, the Highways and Transport Scrutiny Committee will work to review and scrutinise the following services and their outcomes:

- Transport Commissioning, including Bus Network Support
- Highway Network Management and Highways maintenance
- New transport investments including highways improvements

There will inevitably be service specific subjects that the scrutiny committee will want to consider, either through policy development, project updates, or through pre-decision scrutiny.

Purpose of Scrutiny Activity

Set out below are the definitions used to describe the types of scrutiny, relating to the items on the Committee Work Programme:

Policy Development - The Committee is involved in the development of policy, usually at an early stage, where a range of options are being considered.

Pre-Decision Scrutiny - The Committee is scrutinising a proposal, prior to a decision on the proposal by the Executive, the Executive Councillor or a senior officer.

Policy Review - The Committee is reviewing the implementation of policy, to consider the success, impact, outcomes and performance.

Performance Scrutiny - The Committee is scrutinising periodic performance, issue specific performance or external inspection reports.

Consultation - The Committee is responding to (or making arrangements to) respond to a consultation, either formally or informally. This includes pre-consultation engagement.

Budget Scrutiny - The Committee is scrutinising the previous year's budget, or the current year's budget or proposals for the future year's budget.

Requests for specific items for information should be dealt with by other means, for instance briefing papers to members.

Identifying Topics

Selecting the right topics where scrutiny can add value is essential in order for scrutiny to be a positive influence on the work of the Council. Members may wish to consider the following questions when highlighting potential topics for discussion to the committee:-

- Will Scrutiny input add value?
Is there a clear objective for scrutinising the topic, what are the identifiable benefits and what is the likelihood of achieving a desired outcome?
- Is the topic a concern to local residents?
Does the topic have a potential impact for one or more section(s) of the local population?
- Is the topic a Council or partner priority area?
Does the topic relate to council corporate priority areas and is there a high level of budgetary commitment to the service/policy area?
- Are there relevant external factors relating to the issue?
Is the topic a central government priority area or is it a result of new government guidance or legislation?

Scrutiny Review Activity

Where a topic requires more in-depth consideration, the Committee may commission a Scrutiny Panel to undertake a Scrutiny Review, subject to the availability of resources and approval of the Overview and Scrutiny Management Board. The Committee may also establish a maximum of two working groups at any one time, comprising a group of members from the committee.

2. Conclusion

The Committee's work programme for the coming year is attached at Appendix A to this report. A list of all upcoming Forward Plan decisions relating to the Committee is also attached at Appendix B.

Members of the Committee are invited to review, consider and comment on the work programme as set out in Appendix A and highlight for discussion any additional scrutiny activity which could be included for consideration in the work programme. Consideration should be given to the items included in the work programme as well as any 'items to be programmed' listed.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

Not Applicable

b) Risks and Impact Analysis

Not Applicable

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Highways and Transport Scrutiny Committee – Work Programme
Appendix B	Forward Plan of Decisions relating to the Highways and Transport Scrutiny Committee

5. Background Papers

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

This report was written by Daniel Steel, Scrutiny Officer, who can be contacted on 01522 552102 or by e-mail at daniel.steel@lincolnshire.gov.uk

Highways and Transport Scrutiny Committee

11 JUNE 2018 – 10:00am		
Item	Contributor	Purpose
A15 Bunkers Hill – surfacing and drainage scheme	Charlotte Hughes, Project Leader	PRE-DECISION SCRUTINY Executive Councillor(s) – 11th to 15th June 2017
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Quarter 4 Performance Report (1 January to 31 March 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information and progress against the NHT Public Satisfaction Survey 2017 Action Plan.
Passenger Transport Update	Anita Ruffle, Group Manager Transport Services	Comprehensive update on a wide range of Passenger Transport related items.

16 JULY 2018 – 10:00am		
Item	Contributor	Purpose
CCTV Pilot Scheme for Parking enforcement outside schools	Matt Jones, Parking Services Manager	Review of progress on the CCTV Pilot Scheme.
Transport Strategies Update	Steve Brooks, Senior Project Leader	Introduction to local transport strategies and proposed future work programme for reviewing each individual strategy.
Highways Infrastructure Asset Management Plan (HIAMP)	Vincent VanDoninck, Policy and Strategic Asset Manager	PRE-DECISION SCRUTINY Executive Councillor Decision Between 18 Jul 2018 and 23 Jul 2018
Winter Maintenance Update	Darrell Redford, Network Resilience Manager	

10 SEPTEMBER 2018 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Quarter 1 Performance Report (1 April to 30 June 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.
New Highways Operating Model VfM Assessment	Paul Rusted, Infrastructure Commissioner	Consideration of the value for money assessment for the New Highways Operating Model.

10 SEPTEMBER 2018 – 10:00am		
Item	Contributor	Purpose
Winter Maintenance Preparations for Winter 2018/2019	Vincent VanDoninck, Policy and Strategic Asset Manager	

22 OCTOBER 2018 – 10:00am		
Item	Contributor	Purpose
Provisional Engagement with Network Rail	Network Rail	Annual engagement session with Network Rail which will include details of network performance and discussion of any key issues or concerns in Lincolnshire.
Effective Communication Highways	Satish Shah, Network Manager	Review of the work being undertaken to enhance service users' experience with regards to the Highways and Transport services.

10 DECEMBER 2018 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Quarter 2 Performance Report (1 July to 30 September 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.

21 JANUARY 2019 – 10:00am		
Item	Contributor	Purpose
Revenue and Capital Budget Proposals 2018/19	Andy Gutherson, County Commissioner Economy and Place, Paul Rusted, Infrastructure Commissioner	PRE-DECISION SCRUTINY Budget Proposals for 2018/19

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

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

Items to be programmed

- A46 Dunholme / Welton Roundabout
- Re-consideration of the Speed Management in Lincolnshire Scrutiny Review - (20mph Limits and Zones) – To be reviewed once additional information is received from Government.
- Midlands Connect – A46
- Cycling Strategy
- Local Transport Plan and Bus Strategy
- Bus Subsidy Support Update
- Lincolnshire Connected – expected late 2018/early 2019
- Boston Transport Strategy and Boston Distributor Road (BDR)
- Coastal Highway – Teresa James, Senior Project Leader – *Review of the first phase of work and initial report on possible options.*

For more information about the work of the Highways and Transport Scrutiny Committee please contact Daniel Steel, Scrutiny Officer on 01522 552102 or by e-mail at daniel.steel@lincolnshire.gov.uk

Forward Plan of Decisions relating to the Highways and Transport Scrutiny Committee

DEC REF	MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	DOCUMENTS TO BE SUBMITTED FOR DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	RESPONSIBLE PORTFOLIO HOLDER AND CHIEF OFFICER	KEY DECISION YES/NO	DIVISIONS AFFECTED
I015757	A15 Bunkers Hill	Between 11 June 2018 and 15 June 2018	Executive Councillor: Resources and Communications	Highways officers for the Bunkers Hill, Lincoln area; Executive Councillor for Highways, Transport and IT; Highways and Transport Scrutiny Committee	Report	Project Lead Tel: 01522 555586 Email: charlotte.hughes@linc.lnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Head of Paid Service & Executive Director for Environment and Economy	Yes	St Giles
I015772	Highways Infrastructure Asset Management Plan	Between 18 July 2018 and 23 July 2018	Executive Councillor: Highways, Transport and IT	Highways and Transport Scrutiny Committee	Report	Policy and Strategic Asset Manager Tel: 01522 782070 Email: vincent.VanDoninck@linc.lnshire.gov.uk	Executive Councillor: Highways, Transport and IT and Head of Paid Service & Executive Director for Environment and Economy	Yes	