



County Offices
Newland
Lincoln
LN1 1YL

12 October 2018

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 22 October 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 black ink that reads 'Keith Ireland'.

Keith Ireland
Chief Executive

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

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

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 22 OCTOBER 2018**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declarations of Members' Interests	
3	Minutes of the previous meeting of the Highways and Transport Scrutiny Committee held on 10 September 2018	5 - 12
4	Announcements by the Chairman, Executive Councillor and Lead Officers	
5	Engagement with Network Rail <i>(A report by Andy Gutherson, County Commissioner for Economy and Place, which provides an update on the ongoing Network Rail/LCC relationships, the purpose of which is to provide strategic direction for the development and delivery of schemes which interact with the railway infrastructure of Lincolnshire)</i>	13 - 20
6	Highways 2020 Update <i>(A report by Paul Rusted, Infrastructure Commissioner, which provides an update on the work being carried out to replace the Lincolnshire Highways Alliance. The three contracts which form the Alliance are due to reach their full term on 31st March 2020)</i>	21 - 24
7	Highways Future Operating Model Value for Money Assessment <i>(A report by Paul Rusted, Infrastructure Commissioner, in connection with consideration of the value for money assessment for the New Highways Operating Model)</i>	25 - 34
8	Effective Highways Communication <i>(A report by Satish Shah, Network Manager, in connection with a review of the work being undertaken to enhance service users' experience with regards to the Highways and Transport services)</i>	35 - 40
9	Highways and Transport Scrutiny Committee Work Programme <i>(A report by Daniel Steel, Scrutiny Officer, in connection with the latest update of the Committee's Work Programme)</i>	41 - 48

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

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

Contact details set out above.

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



HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE 10 SEPTEMBER 2018

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

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

Councillor Clio Perraton-Williams attended the meeting as an observer

Officers in attendance:-

Steve Blagg (Democratic Services Officer), Sam Edwards (Major Schemes and Design Commissioner), Mark Heaton (Area Highways Manager (Grantham)), Matt Jones (Parking Services Manager), Paul Rusted (Infrastructure Commissioner), Ethan Thorpe (Communications) (Strategic Communications Lead), Vincent Van Doninck (Policy and Strategic Asset Manager) and Daniel Steel (Scrutiny Officer)

18 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

The meeting was informed that Councillor M A Griggs was no longer a member of the Committee and that therefore a vacancy existed on the Committee.

The Chief Executive reported that under the Local Government (Committee and Political Groups) Regulations 1990, he had appointed Councillor Mrs P Copper to the Committee, place of Councillor M A Griggs, for this meeting only.

19 DECLARATIONS OF MEMBERS' INTERESTS

Councillor S P Roe stated that he would withdraw from the meeting during consideration of item 21 as he owned land affected by the line of the proposed North Hykeham Relief Road.

20 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE HELD ON 16 JULY 2018

RESOLVED

That the minutes of the previous meeting held on 16 July 2018, be approved as a correct record and signed by the Chairman subject to "Councillor B Adams" being added to the list of attendees at the meeting.

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE
10 SEPTEMBER 2018****21 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLOR
AND LEAD OFFICERS**

The Executive Support Councillor for Highways, Transport and IT stated that a letter had been received from Jesse Norman MP, Parliamentary Under Secretary of State for the Department for Transport, stating that he would like to visit Lincolnshire.

Officers announced that the County Council had been shortlisted for the Highway Excellence Awards in the Apprenticeship Category and for the Highways Future Operating Model. The Committee placed on record their appreciation to officers for this good news.

22 NORTH HYKEHAM RELIEF ROAD

(NOTE: Councillor S Roe declared a pecuniary interest as he owned land on the proposed line of the North Hykeham Relief Road and left the meeting while this item was considered).

The Committee received a report in connection with the North Hykeham Relief Road aimed to complete the final phase of the circulatory around Greater Lincoln and North Hykeham, which was due to be considered by the Executive on 2 October 2018.

The report sought to gain approval for the length and type of carriageway, prior to the completion of the Outline Business Case which was the key tool for justifying funding opportunities from government bodies such as the Department for Transport.

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

- Officers explained the Benefit Cost Ratio assessment and stated that a dual carriageway met the criteria. Officers stated that a Relief Road would reduce accidents, reduce traffic, provide more resilience to the road network and provide a route to the Coastal Highway. A more detailed breakdown of costs would be provided in the future.
- Could funding contributions from developers reduce the Council's financial contribution? Officers were unable to give an assurance that this would happen with funding dependent on approval of the scheme by the Department for Transport.
- The outcome of stakeholder and public engagement supported the development of a dual carriageway.
- The Relief Road would help the emergency services.

The Committee gave its unanimous support to the proposed development of a dual carriageway for the Relief Road.

RESOLVED

That the Executive be recommended:-

(1) To approve a dual carriageway from the A46 (Pennells' roundabout) to connect with the roundabout at the A15 (currently being constructed as part of the Lincoln Eastern Bypass) as opposed to either a single or single + future proofed carriageway as the Council's preferred carriageway option in all future development of the North Hykeham Relief Road including the making of funding bids.

(2) To approve seeking funding from governmental bodies such as the Department for Transport in line with the percentages/values detailed in the report.

(3) To delegate authority for approving the final form of the Outline Business Case (at the point when the bidding opportunity is announced) and submission of the same to the County Commissioner Economy and Place.

23 HIGHWAYS INFRASTRUCTURE ASSET MANAGEMENT PLAN

The Committee received a report in connection with a proposed amended Highways Infrastructure Asset Management Plan and that the Executive Councillor for Highways, Transport and IT be recommended to approve the draft Plan subject to the consideration of any comments made by this Committee.

Officers emphasised the importance of the Plan in helping the Council to obtain Band 3 status and to obtain maximum funding from the Department of Transport for highways maintenance.

Officers outlined the changes made to the Plan, the primary one being the introduction of a risk based approach to hierarchies for repairs to the highway and changes to inspection response times

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

- How would the new proposed hierarchies improve on the current arrangements for the repair of roads, for example, it was sometimes necessary to use a "B" road because an "A" road was closed? Officers stated that by further splitting the hierarchies this would help to identify roads better.
- Officers stated that the road between Pennell's roundabout and Carholme roundabout (A46) was the responsibility of the Highways Agency.
- Had local people been involved in the in the preparation of the Plan because they might have specific knowledge which highways were unaware? Officers stated that local knowledge was important and that the Highways Managers were aware of this.
- Concern was expressed about the response times to repair raised and sunken covers owned by the utility companies particularly in rural areas. Officers stated that the new Permit Scheme to regulate the digging up of the highway by utility companies would help with response times. Officers agreed to provide details of response times in the next report on the Permit Scheme to the Committee.
- Would the proposed extension of the hierarchies be different for rural and urban areas? Officers stated that there would be a difference in dealing with rural and

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE 10 SEPTEMBER 2018

urban areas and it was possible, for example, for the Highways Officer to escalate a repair if numerous complaints were received.

- In response to issues about reporting problems with the highway by both members and the public, officers stated that a report on communications and on "Fix my Street" would be considered at a future meeting.
- Footways for school children were an issue in some areas. Officers stated that local knowledge was important and identifying hierarchies for footways was taken into consideration.
- The revised Plan if approved by the Executive Councillor should be circulated to all Members for reference purposes and that the Overview Scrutiny Management Board should be informed that the style of the report should be adopted by other Council departments. This request was supported.
- How would the changes proposed protect the people of Lincolnshire? Officers stated that by adopting the Plan this would provide evidence if a problem escalated. Officers stated that the Commissioning Team would ensure that the necessary changes were made to risk management and training would be provided.
- Was there any provision to re-categorise roads or lanes prior to the preparation of the Plan? Officers stated that there was a process in place to re-categorise roads and lanes prior to the preparation of the Plan with Local Highway Managers making the final decision.
- In response to an enquiry about road signs being obscured and problems caused by tree roots damaging footways, officers stated that these issues should be reported to the Council to investigate.
- In response to a request for the document to be reviewed, officers stated that the Plan would be reviewed by the Committee in April 2019, before the start of the financial year.

The Plan was unanimously supported by the Committee.

RESOLVED

1. That the Committee supports the recommendation to the Executive Councillor for Highways, Transport and IT, that he should approve the Plan in the form of the draft dated July 2018 detailed in Appendix A to the report.
2. That the comments by the Committee and the responses of officers be passed to the Executive Councillor for Highways, Transport and IT.

24 WINTER SERVICE PLAN 2018

The Committee received a report in connection with proposed amendments to the existing highways Winter Maintenance Plan 2018, issued in October 2017, to take account of national guidance in Well Managed Infrastructure – Code of Practice, prior to the Plan being submitted to the Executive Councillor for Highways, Transport and IT approval.

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE
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Officers stated that the report should be read in conjunction with the Highways Infrastructure Asset Management Plan.

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

- A member stated that in his area he had noted that the roads in the vicinity of village schools were not salted. Officers stated that all roads within 500 metres of a school were treated by salt and that "severe" weather routes were covered as detailed in the Plan.
- Had Parish/Town Councils been consulted about the Plan? Officers stated that the Council would send information to the Parish/Town Councils about the new arrangements for the filling of grit bins.
- Grit bins in some instances had been removed from outside of schools. Officers agreed to examine this as grit bins should not be removed from these locations.
- In response to a question about the notice a Parish Council was required to give if it required a grit bin before the winter the Committee was informed that an annual review was undertaken before winter and it depended on the severity of the winter with regard to the allocation of grit bins.
- It was suggested that personnel working on gritting vehicles should be required to have a portable telephone charger and blanket in case they became stuck in their vehicle during inclement weather.

Officers drew attention to the reduced tonnage of salt now required to be retained in salt depots due to the use of treated salt and the new need of replenishing supplies as and when required.

The Committee unanimously supported the recommendations detailed in the report to the Executive Councillor for Highways, Transport and IT.

RESOLVED

1. That the recommendations, detailed in the report, to the Executive Councillor for Highways, Transport and IT, be supported.
2. That the comments by the Committee and the responses of officers, be noted.

25 CIVIL PARKING ENFORCEMENT ANNUAL REPORT 2017 TO 2018

The Committee received a report in connection with the Civil Parking Enforcement Annual Report 2017 to 2018 in accordance with the statutory guidance to Local Authorities on the Civil Enforcement of Parking Contraventions.

Officers stated that the purpose of Civil Parking Enforcement was to ensure that traffic flowed well, that areas of non-compliance were being examined and that the statistical information helped to ensure that the right areas were being addressed. Officers stated that the Council was also working with the Police and that they were improving communication with the public to increase awareness. Officers stated that

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this was the first year a deficit had been recorded which meant that the public was becoming more aware of where Civil Parking Enforcement took place.

Officers stated that more details about the reasons for the cancellation of a parking ticket would be provided in the annual report in the future.

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

- In response to a question about the format of the report, officers stated that next year more information would be supplied about areas, the type of tickets issued, reasons for the cancellation of a ticket and more information published on-line which would help the public.
- Traffic on the Brayford in Lincoln had increased.
- Parking near schools was a problem for local residents. Officers stated that parking in the vicinity of schools was a local and national problem. Patrols had increased in those areas where there was a particular problem with enforcement where applicable.
- It was noticeable that when a patrol officer was on duty compliance was more apparent.
- Police Community Support Officers would have responsibility to issue parking tickets in the future.
- Officers stated that to avoid waste more consideration was required on the deployment of parking officers to areas of concern in a large county like Lincolnshire.
- The loss of income was a concern.
- While the reduction in the number of tickets issued was welcomed were people parking in other areas and causing problems? Officers stated that smart enforcement was important.
- With costs increasing was it possible to increase fines? Officers stated that the Council already used the higher rate for parking offences and nothing had been forthcoming from the Government about changing the fine levels.

RESOLVED

1. That the report and comments made by the Committee be noted.
2. That it be noted that the Annual Report next year will contain additional information as highlighted by officers.

26 CCTV TRIAL ENFORCEMENT REPORT

The Committee received a report in connection with the CCTV enforcement trial implemented outside eight schools within the county.

Officers stated that when the CCTV vehicle was not used on site non-compliance was worse and that it would only be possible to assess if the project had been successful when the bus stands had been installed.

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

- Parking outside schools was a big issue both locally and nationally.
- It was felt that the trial should continue for a further year but next year the future of the scheme would need to be considered as other schools were experiencing similar problems.
- The effects of the trial had led to schools improving their communication with parents.
- Schools needed to discuss their School Travel Plans with parents to avoid unnecessary congestion and to encourage children to walk or cycle to school. Officers stated that feedback from parents about the use of CCTV had been supportive. However, there were some parents who did not comply.
- The cost of the trial could not be justified as the problem of irresponsible parking was a nationwide problem and the trial should be examined again. Officers stated that the cost of the trial involved the cost of paying for the CCTV vehicle and the cost of the officer's time was not included.
- The zig zag lines outside of schools should be made compulsory and that, if this was not possible, then this should be raised with the Executive. PCSOs should also have the power to take action. Officers stated that the Traffic Regulation Order budget had been substantially reduced in recent years and therefore it was not possible to make the zig zag lines compulsory.
- PCSOs required authorisation to take action for obstruction but not when there were yellow lines. Under the existing Civil Parking arrangements it was not possible to take action for obstruction.
- A Working Group was suggested to examine this matter in detail and to report back to the Committee with evidence.

The Committee supported a further year of the trial and that, in the meantime, a Working Group should be established to examine the matter and report to the Committee before the consideration was given to renewing the trial next year.

RESOLVED

1. That the comments by the Committee and the responses of officers be noted.
2. That the trial be extended for a further 12 months until the end of 2019, and that, in the meantime, a Working Group be established to examine the trial including the effects of the installation of bus stands and to report back to the Committee before a decision is made to extend the trial after 2019.

27 PERFORMANCE REPORT, QUARTER 1 - (APRIL 2018 TO JUNE 2018)

The Committee received a report in connection with the performance of the highways service for the quarter April to June 2018. Officers stated that "increase" should replace "decrease" on page 282 of his report.

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Officers stated that, overall, the Council was performing at a high level on all the indicators, was doing well against other local authorities and that many other local authorities were visiting the Council as it was a lead authority.

The Committee welcomed the improvement in the quality of pothole repairs and that contractors were engaging with the public. Officers stated that the surface testing was undertaken after repairs had taken place.

RESOLVED

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

28 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

The Committee received a report in connection with its Work Programme.

RESOLVED

That the Committee's Work Programme be noted and updated accordingly subject to a report on grass cutting and weed control being added to the programme for consideration on 10 December 2018.

The meeting closed at 1.15 pm

Open Report on behalf of Keith Ireland, Chief Executive

Report to:	Highways and Transport Scrutiny Committee
Date:	22 October 2018
Subject:	Engagement with Network Rail

Summary:

This item provides an update on the ongoing Network Rail/LCC relationships, the purpose of which is to provide strategic direction for the development and delivery of schemes which interact with the railway infrastructure of Lincolnshire

Actions Required:

The Highways and Transport Scrutiny Committee is invited to seek assurance from Network Rail on the future relationship with LCC and our shared ability to deliver projects.

1. Background

Network Rail is a key partner working with Lincolnshire County Council to manage the interface between our respective transport infrastructure. Relationships between the two organisations are critical to managing the ongoing delivery of a range of activities and projects

Network Rail owns, operates and develops Britain's railway which includes 20,000 miles of track, 40,000 bridges, tunnels, viaducts, signals and level crossing. The 18 largest stations are also run by Network Rail, while all the others, over 2,500, are run by one of the country's train operating companies.

Network Rail's role is to deliver a safe and reliable railway and manage the delivery of key projects that form part of the Railway Upgrade Plan. Network Rail is a public company, answerable to Government via the Department for Transport (DfT), and runs day-to-day railway operations through nine devolved, geographically based businesses, called routes. The routes manage and run the railway network in their area and work closely with their local train operating companies to deliver the best service possible for customers.

Train operating companies (TOCs) run passenger services, leasing and managing stations from Network Rail. TOCs are the consumer face of the rail industry and generally apply for franchises to run specific routes from the Department for Transport.

Network Rail's local routes and train companies work closely together to run the railways. Targets and priorities are now agreed jointly with train operators, meaning performance incentives for Network Rail are directly aligned to the needs of customers.

Attending the Committee on behalf of Network Rail:

- Paul McKeown (Route Investment Director)

2. Conclusion

The Highways and Transport Scrutiny Committee is invited to consider and comment on the joint working being undertaken by Network Rail and to seek assurance on the future progress of key schemes including:

- Lincoln Eastern Bypass
- Grantham Southern Relief Road
- Spalding Western Relief Road

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	Account Plan

5. Background Papers

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

This report was written by Andy Gutherson, who can be contacted on 01522 553093 or andy.gutherson@lincolnshire.gov.uk.

Account Plan

Last update:
03-10-18

This purpose of this plan to provide direction for the development and delivery of schemes which interact with the railway infrastructure. The plan outlines the key decision makers, the governance by which decisions are made and the stakeholders who will we will need to engage with in the development each scheme and the documents driving the long terms strategies for both organisations.



Reference documents

4th Lincolnshire Local Transport Plan 2014-2023

<https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/local-transport-plan/34380.article>

Network Rail Route Studies

East Midlands; North of England; East Coast

<https://www.networkrail.co.uk/running-the-railway/long-term-planning/>

Midlands Connect Strategy

<https://www.midlandsconnect.uk/publications>



Contacts

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Lincolnshire County Council	Keith Ireland Chief Executive Keith.ireland@lincolnshire.gov.uk	Andy Gutherson County Commissioner for Economy and Place andy.gutherson@lincolnshire.gov.uk	Sam Edwards Major Schemes and Design Commissioner sam.edwards@lincolnshire.gov.uk



Meetings / Governance

Strategic Meetings

Programme Management Board (8 weekly)

Exec / Senior Management

- Strategic issues

Interface meetings

Commercial Meetings (4 weekly)

Sponsor / Commercial Teams

- Contract terms / agreements

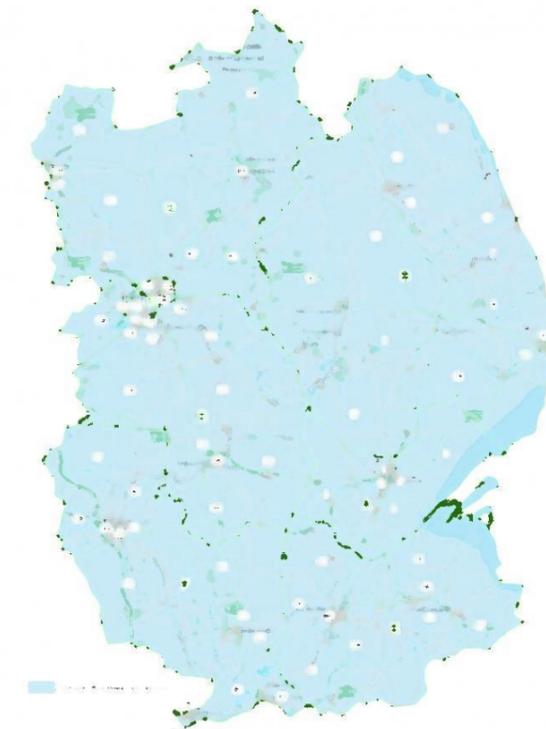
- Funding streams

Site Meetings

Contractors / comms teams

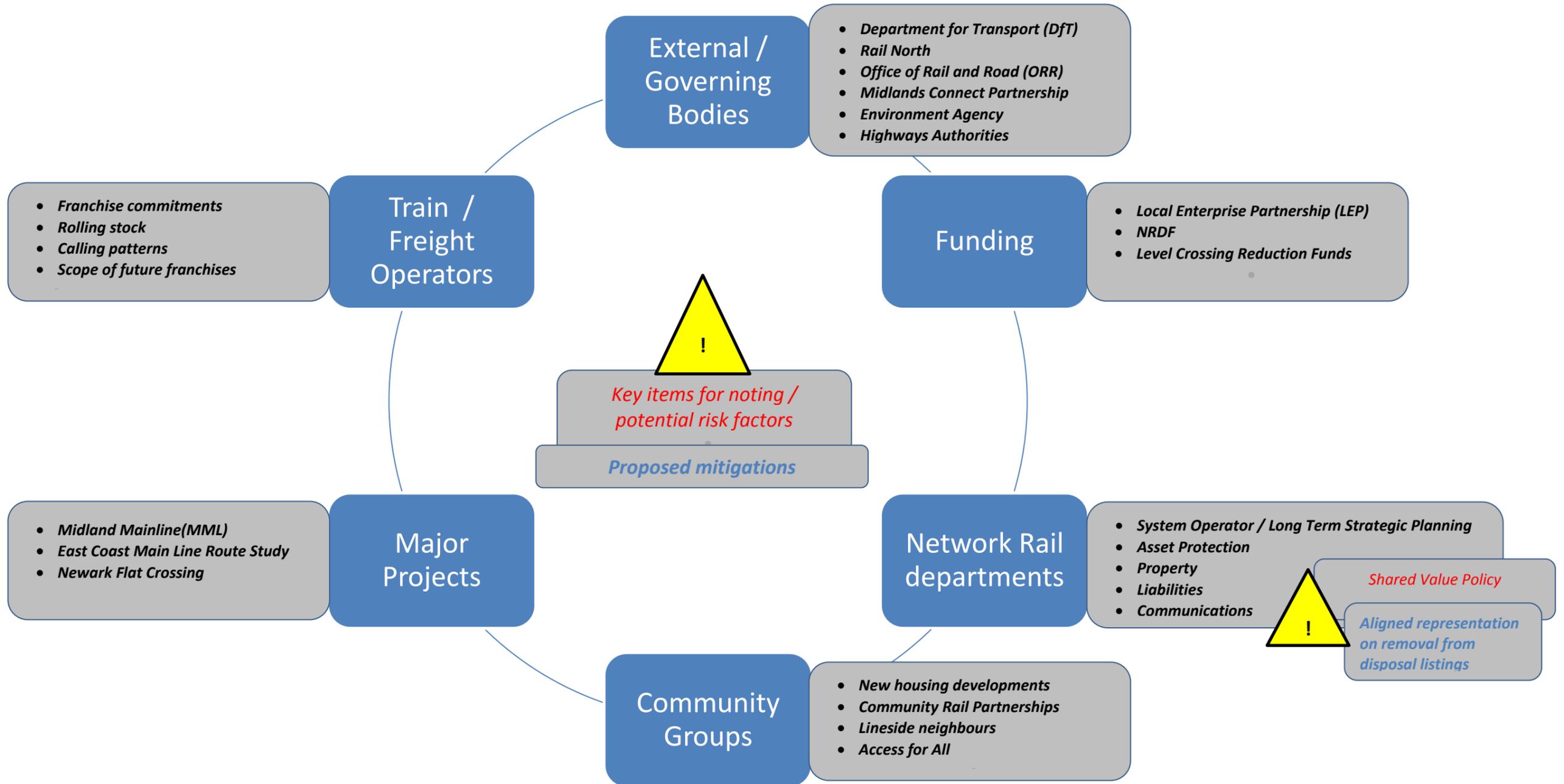
- Project risks

- Impact on local stakeholders





Key stakeholders / dependencies





Joint Schemes

Scheme	Network Rail Sponsor	Funder	AFC	Lead Organisation	Project Development Stage	Timescales for completion	Perceived Benefits	Risks to delivery	Commercial status	RAG status (with corrective actions as necessary)
Brayford Bridge construction	Nick Wilton	NRDF Level Crossing Risk Reduction Fund	n/a	Network Rail	GRIP 6	March 2019	Reduced safety risk for members of public FWI reduction	Over sailing agreement with Lincoln University. Foul rising main may require diversion. Investigations underway. Road safety audit for new road layout.		Agreement with University to be reached – negotiations ongoing S278 Works in the Highway agreement submitted to LCC and S247 Stopping Up Order submitted to DfT and out for consultation. These are required before we start on site – NR and LCC working closely to resolve.
High Street Bridge construction over level crossing	Stephen Hind		n/a		GRIP 8	Completed in June '16 – corrective works on steps to be completed by 22 nd November '17	Reduced safety risk for members of public			Gritting liability to be agreed with LCC / NR.
Eastern Bypass - underbridge construction	Donna Qualtrough	Lincs C/C	£13m (not inc. add fees and commute d sum)	Network Rail	GRIP 6	GRIP 6 completion achieved May 2018	Reduction in traffic congestion within Lincoln as part of the completion of the Lincoln	Western Power ducting has been installed at wrong height. Bam to undertake	BAM are to do site works	Continue with regular interface meetings. Snagging works due to be undertaken in coming weeks.

Scheme	Network Rail Sponsor	Funder	AFC	Lead Organisation	Project Development Stage	Timescales for completion	Perceived Benefits	Risks to delivery	Commercial status	RAG status (with corrective actions as necessary)
							Eastern Bypass	surveys to correlate to designs.		Internal prizes work for environmental management and delivering for the customer.
Land to rear of 179 High Street	Chris Skivington	Network Rail / Blockwork LLP	£19.75m	Blocwork LLP (Network Rail's Joint Venture Partner)	Demolition works complete and construction underway.	Site remediation works Feb '18 Construction April '18 – July '18 Completion by September 2019	301 new student dwellings with ground floor faculty space. The development is within the 'South High Street Revival Area'	Asbestos within existing building. Demolition and construction conflicts with corrective works to the high street footbridge	Agreement for the lease with University of Lincoln is currently with the Legal.	
Doncaster to Immingham W12 Gauge Enhancement	Richard Iggulden	Humber LEP North Lincolnshire Council Strategic Freight Network	£13.5m	North Lincolnshire Council	GRIP 4	March 2019	Freight Growth in Container traffic from the Port of Immingham	Confirmation of Possessions	Development Agreement in place for existing GRIP Stages. Implementation Agreement will cover the delivery of the scheme.	4 weekly meetings with North Lincolnshire Council. Updates provided at bi-monthly Strategic Freight Network Steering Group.
Spalding Western Relief Road Section 1 (Southern Link)	David Smith Suzanne Bedford	Lincs CC		Network Rail		Aspirational construction completion by end of 2022	Reduction in traffic congestion within Spalding and removing existing level crossings	Very poor ground conditions		Early engagement is ongoing between LCC and NR regarding design and legal orders

Scheme	Network Rail Sponsor	Funder	AFC	Lead Organisation	Project Development Stage	Timescales for completion	Perceived Benefits	Risks to delivery	Commercial status	RAG status (with corrective actions as necessary)
Spalding Western Relief Road Section 5 (Northern Link)	David Smith	Lincs CC		Network Rail		Aspirational construction completion by end of 2023/start of 2024	Reduction in traffic congestion within Spalding and removing existing level crossings	Very poor ground conditions		Early engagement is ongoing between LCC and NR regarding design and legal orders
Grantham Southern Relief Road	David Smith Simon Brunton	GLLEP HE LCC Potential HCA Funding		LCC	Detailed Design	October 2022	Reduction in traffic congestion within Grantham and reductions in NR bridge strikes by HGVs	Objections to statutory orders. Deed of Undertaking to be finalised prior to public enquiry		Legal Teams engaged

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Open Report on behalf of Keith Ireland, Chief Executive

Report to:	Highways and Transport Scrutiny Committee
Date:	22 October 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 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 undertaken 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

The main focus of work during this period has been the build-up to the issue of the Selection Questionnaires for the three lots. All of the expected contract documents have been drafted and issued with the Selection Questionnaires.

Other Detailed work undertaken to date includes:-

Market Engagement – Further market engagement has taken place but has now ceased following the issue of the Selection Questionnaires to ensure that we are not seen to be offering any advantage any one supplier over the competition.

Working Groups

Working groups have continued with the detailed work required to progress the preferred option. These include,

Contract Drafting - The contract drafting stage has been completed with the working group meeting for the final time. The drafting of Contract Data parts 1, 2 and Z clauses have been supported by Anthony Collins Solicitors and further contract documents have been reviewed by Pinsent Masons Solicitors. Legal Services Lincolnshire have played a key role in the work of this group and the strategy approved by the Project Board.

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 drafted a formal lease or licence agreements that include condition reports on handover. Meetings have been held to consider the options available to LCC and potential changes moving forward. 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 to ensure market understanding. A Traffic Signals Price list and Design Services Contract Price List have been developed.

Reactive Service Incentivisation – The model has been documented within the specification and has been 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. These concerns have been mitigated by the adoption of the revised Highway Infrastructure Asset Management Plan. This area will also form part of the negotiation process to allow potential contractors flexibility to offer the best solution for Lincolnshire.

Performance – The working group have produced measures for all three contracts. These have been reviewed by the wider service. The Design Service measures have been 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 has been 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 – The final procurement strategy was produced working with the central LCC Procurement and Commercial team. The strategy was reviewed by Pinsent Masons. The document gives further clarity on the Quality / Price aspects of the contract and defines negotiation points within the procurement route.

Work planned for the next period includes:-

- Evaluate the completed Selection Questionnaires
- Prepare for the Invitation to Tender stage of the process
- Further detailed work including a trial of the incentivised MMT proposal

2. Conclusion

The project continues to run on target having now reached the Selection Questionnaire phase.

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.

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

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Open Report on behalf of Keith Ireland, Chief Executive

Report to:	Highways & Transport Scrutiny Committee
Date:	22 October 2018
Subject:	Highways Future Operating Model Value for Money Assessment

Summary:

This report describes the progress with the Value for Money Assessments carried out for all of the elements of the Highways Future Operating Model.

Actions Required:

Members are asked to note the progress made with the Value for Money Assessments and suggest any changes or improvements that are required to the Assessments.

1. Background

This report describes the process for Value for Money (VfM) Assessments which was introduced as part of the Highways Future Operating Model (FOM) for Lincolnshire County Council's highways services. The FOM resulted from an Outline Business Case (OBC) completed in August 2015 and a subsequent Full Business Case (FBC) completed in March 2016. The FOM was introduced fully in March 2017.

The OBC, FBC and subsequent FOM evolved through a number of iterations and challenges to form the final proposal and approach. It was a timely and appropriate response to the drive for economies and improved efficiency and offered a thoughtful response to the reductions in central government funding.

The Fundamental Budget Review and the Financial Challenge resulted in the identification of savings in core highways functions. These savings, whilst considered in broad terms, lacked detailed definition and analysis of the implications for the service and the assets. The development of the FBC inherited, assessed and extended these savings as part of the comprehensive review.

The benefits identified within the FBC were both reasonable and significant although the proposed approach reduced the agility and responsiveness of the existing service as an inevitable result of the reduced resources available to deliver. The original proposals have been adjusted to reflect aspirations for the

level of service. There has been little or no discernible impact on overall performance; in fact, many services areas have experienced a performance improvement with one or two exceptions which are the subject of Improvement Plans.

The FOM introduced a simplified, leaner structure, with greater focus and accountability than the previous Division-based model. It also provided a robust platform for additional consolidations and operational savings, once the new baseline had been established.

The FOM was designed to include the core tenets of "best practice commissioning" from the outset and Proving Services (Cranfield) were commissioned to review the FOM against the key principles and philosophies as defined by the *Chartered Institute of Public Finance & Accounting* (CIPFA) and the *Centre for Public Innovation* (CPI)¹.

The Future Operating Model was developed on the basis of,

1. Simplifying the operating structures.
2. Improving processes consistency and compliance.
3. Improving resources management and utilisation.
4. Performance assessment and accountability facilitated by the introduction of an industry standard VfM Assessment Tool.

The final FOM structure with service areas can be found as Appendix A.

Value for Money Assurance

VfM Assurance is a primary responsibility of the Services Commissioning function within the FOM. VfM assessments utilise the Value for Money Assessment toolkit provided by Proving for periodic, internally-administered VfM assessments.

This approach enables continuous performance assessment at a functional level; using either *functional KPIs* or *functional contributions to outcomes* as the performance measures. Rapid service improvements can be implemented that specifically target the underperforming functions, whilst also recognising those that meet or exceed their targets.

¹ Authors of the Cabinet Office best practice guides for commissioning.

The key dimensions of each VfM assessment include:

1. Economy

- Are we paying a fair and reasonable price for the service or function?

2. Efficiency

- Is the service or function performing efficiently; with a consistently high level of resources utilisation and productivity?

3. Effectiveness

- Is the service or function delivering effectively in an operational context?

4. Strategic Value

- Is this service or function aligned with, and contributing to, the strategic outcomes identified for the service as a whole?

5. Stakeholder Value

- Is the service or function satisfying the needs of the identified stakeholders?

6. Sustainability

- Does the service or function remain relevant and capable of meeting the demands of LCC and other dependent functions?

On completion of each assessment, each function leader is required to review, agree and implement any changes necessary to achieve and sustain an optimal VfM position. This is usually done by the production of an agreed Improvement Plan. Transparent, annual VfM Assurance assessments provide internal stakeholders and the public with confidence that LCC Highways Services are delivering value for money. These assessments can also be used to illustrate to the DfT and other funding agencies that investments in the Lincolnshire network and assets will be well managed and deliver good value to the taxpayer. Assessments are carried out more frequently if the performance of the service requires it.

Future Operating Model Service Areas

All of the service areas of the FOM have been the subject of an initial VfM Assessment and a further "Waypoint 1" Assessment. All of the areas are now showing improvement in performance and all now have agreed improvement plans in place. Regular Performance dashboards are provided for each service area. The relative performance and improvement of individual service areas can be found on Appendix B. All of this performance activity supports the overall Value for Money Assurance for the service as a whole. Lincolnshire position in relation to the other participating members of the Future Highways Research Club can be found as Appendix C.

2. Conclusion

The Lincolnshire Highways Service is one of the few in the country that now has a full performance regime for its externally commissioned services and internal service areas. This helps to mitigate the impact that our own service provision can have on our external suppliers and vice versa. This reflective approach to

performance and Value for Money Assurance positions the Highways Service to be able to effectively respond to further challenges presented by the Local Government environment.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

Yes

b) Risks and Impact Analysis

A full Risk and Impact Analysis has been completed during the development of the Full Business Case for the Future Operating Model.

4. Appendices

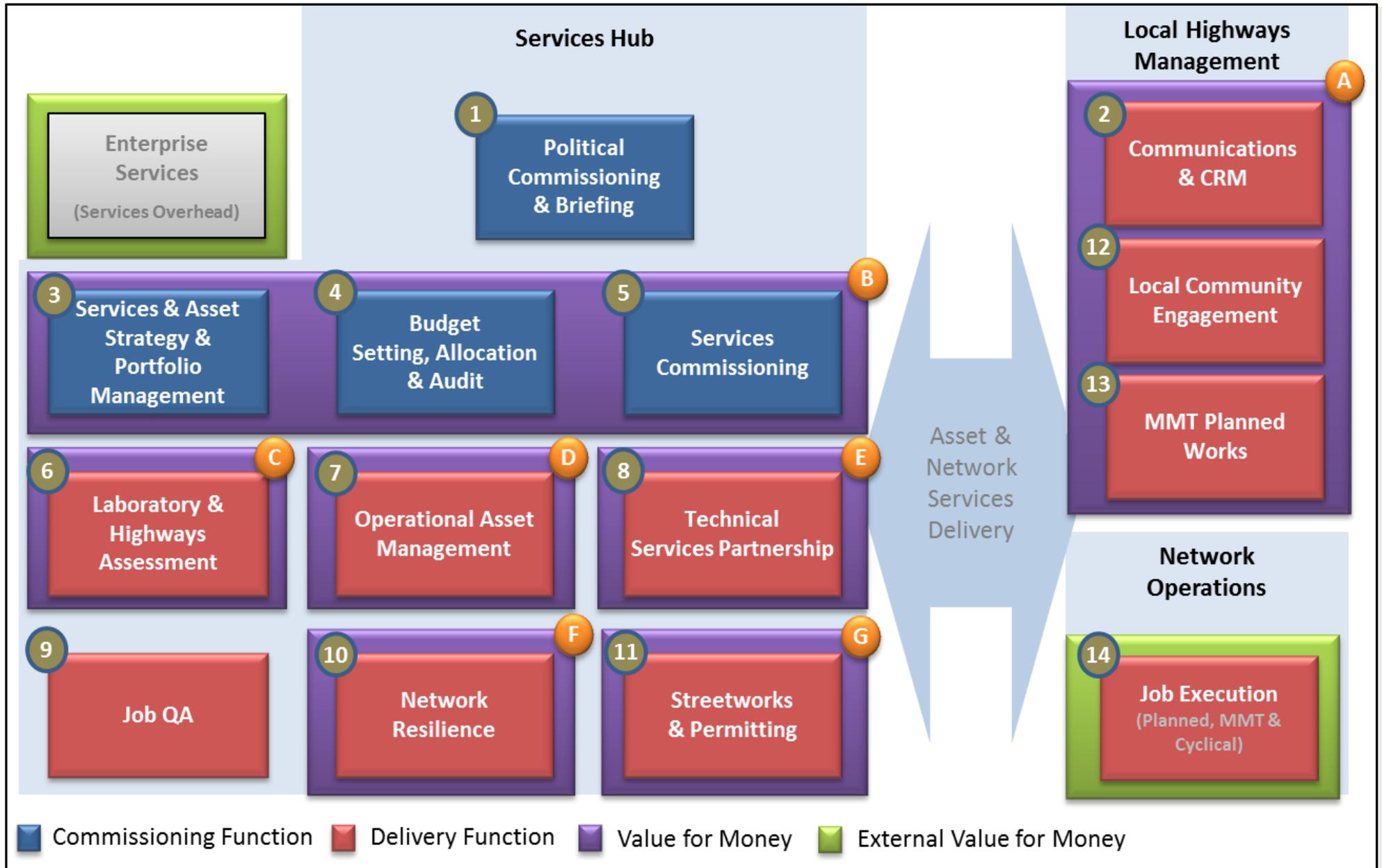
These are listed below and attached at the back of the report	
Appendix A	Lincolnshire Highways Future Operating Model Structure
Appendix B	VfM Function Level Position Analysis Baseline and Waypoint 1
Appendix C	Lincolnshire Highways Service VfM Assessment

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.

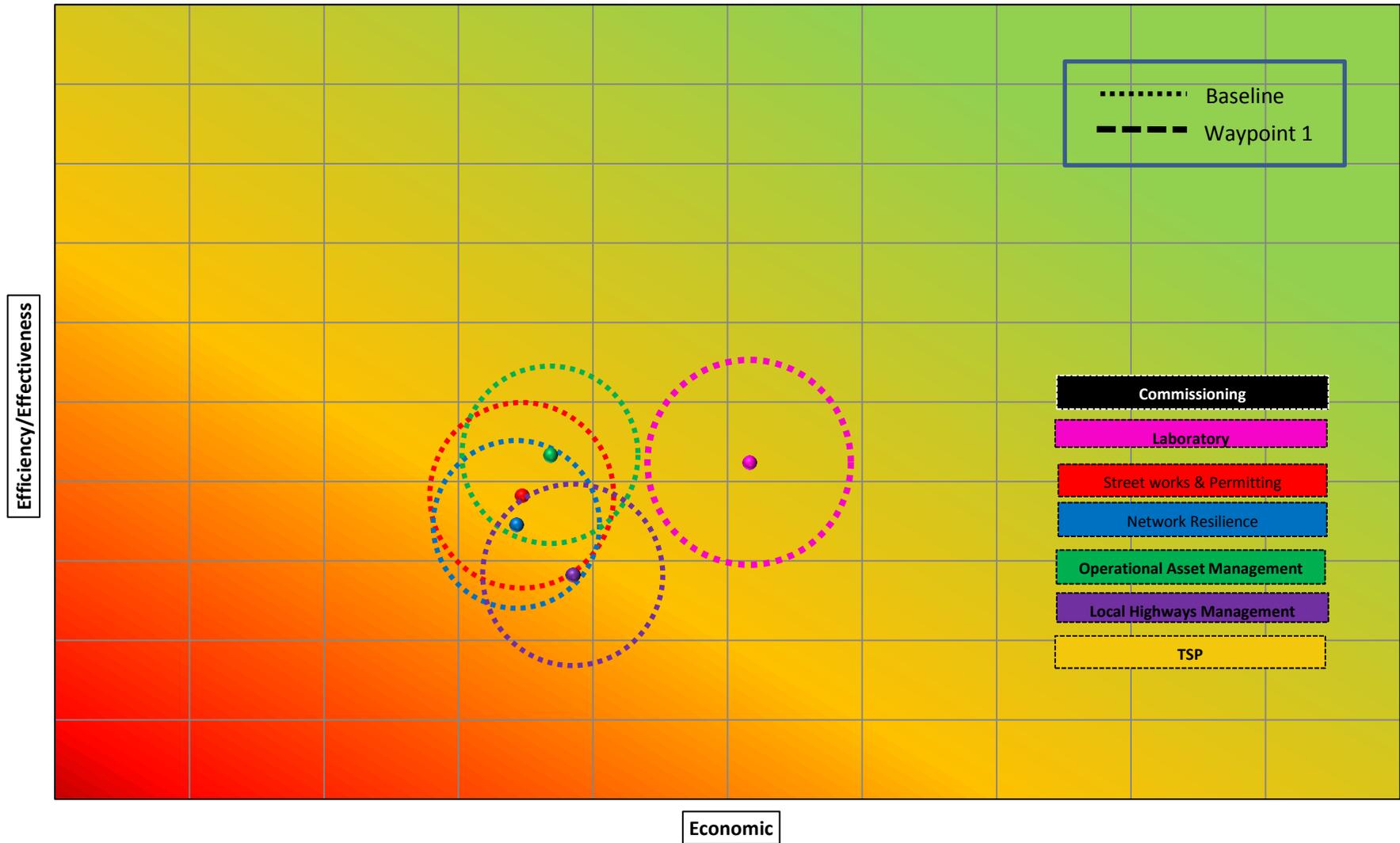
Appendix A



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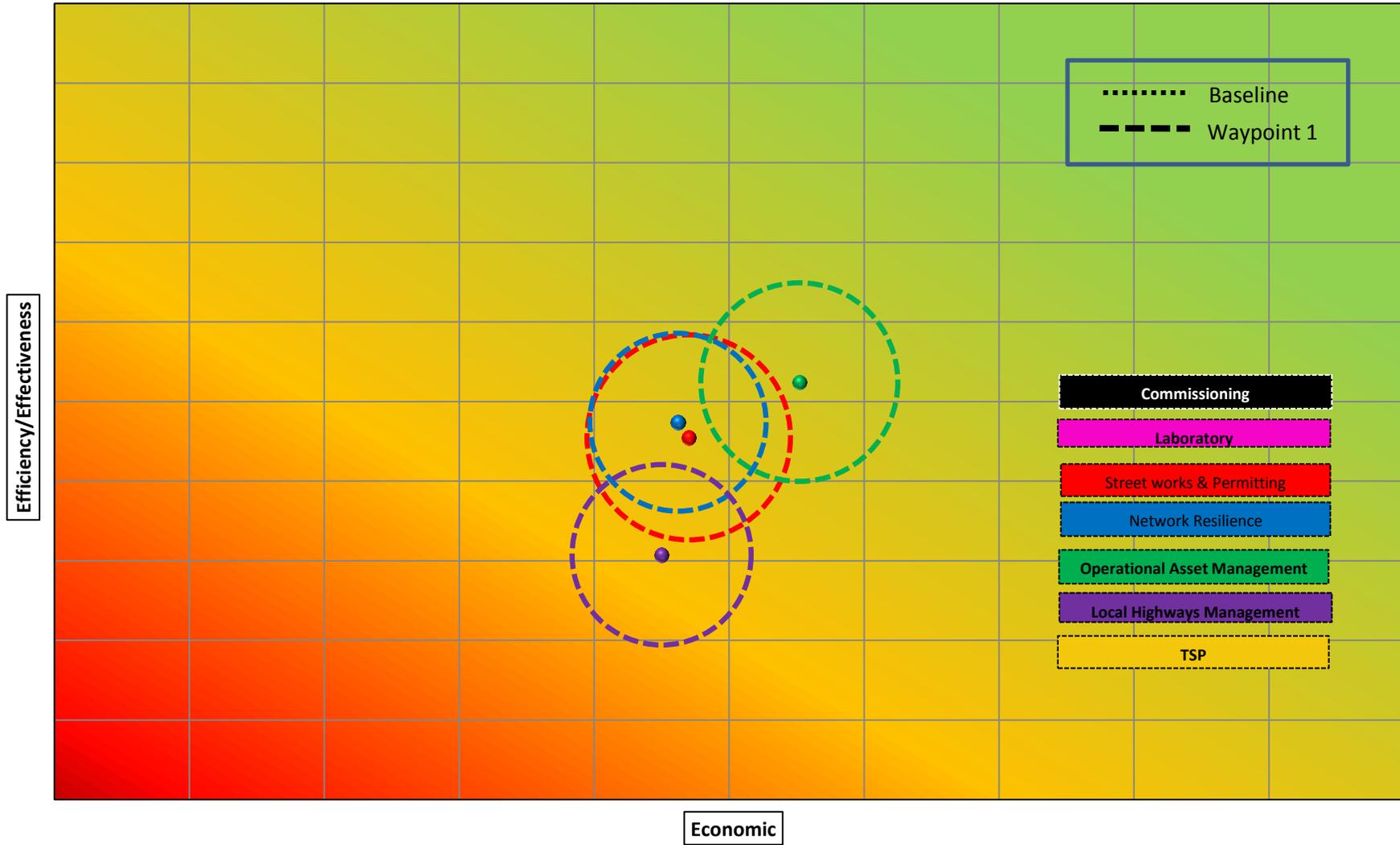
Appendix B

VfM Function level Position Analysis (Bubble: Stakeholders) - Baseline



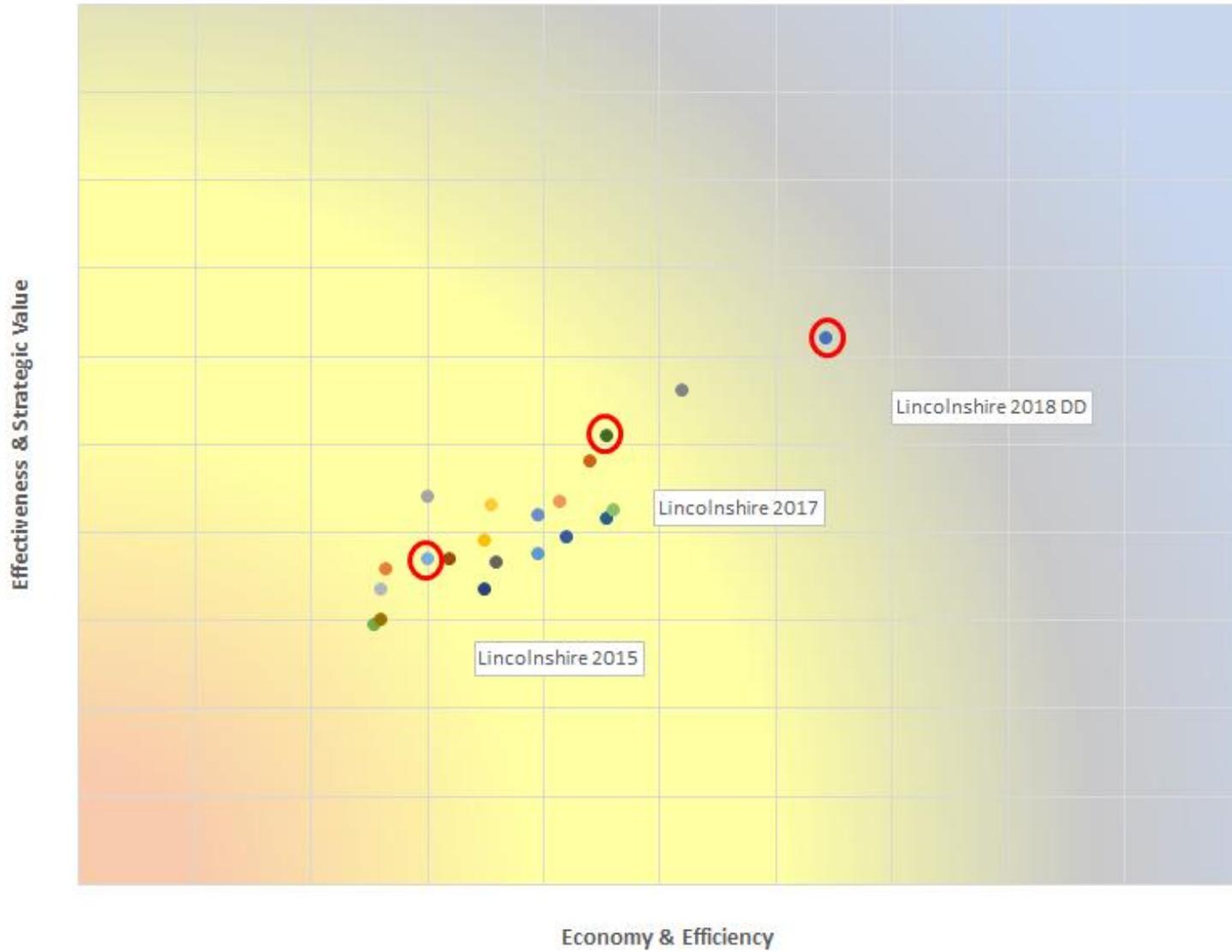
Appendix B

VfM Function level Position Analysis (Bubble: Stakeholders) - Waypoint 1



Appendix C

FHRC: Value for Money Benchmarking (Mixed Factor Sets 2015 / 2018)



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Open Report on behalf of Keith Ireland, Chief Executive

Report to:	Highways and Transport Scrutiny Committee
Date:	22 October 2018
Subject:	Effective Highways Communication

Summary:

To give an update to the members of the Committee with a review of measures being undertaken to improve the highways service communication.

Actions Required:

1. The members of the Committee are requested to note this review and comment on any other measures necessary to improve the highways communication.
2. The Committee is requested consider the timing of any future updates on highways communication.

1. Background

- 1.1 As listed under the background papers, the members of the Committee were last updated in 12 March 2018 with the measures for improving the highways service communication.
- 1.2 It is essential that the highways service users are consulted, communicated with and informed appropriately in a timely and accurate manner. This helps us in improving our customer experience and to ensure that we are continually providing value for money.

2. Communications Strategy

- 2.1 The current communications strategy is being updated. The strategy currently focuses predominantly on communications via the media and our digital channels. The new strategy will aim to improve the integration of these elements and our other communications activities, e.g. letter drops to affected residents/businesses, roadside signage, to ensure that we are providing all stakeholders with accurate, up-to-date information in a timely fashion using the most effective and efficient methods.
- 2.2 As part of the Council's website refresh project, we will also be reviewing the information available on our website about popular topics, such as potholes. We want to ensure that this information is presented in an easily

understandable fashion and answers the most frequently asked questions, reducing the need for people to contact the Customer Services Centre (CSC) for general enquiries.

- 2.3 We now have around 6,800 people following the county council's highways-specific Twitter account, @LincsCC_Roads. We also use the main LCC Twitter account (@LincolnshireCC) to share messages. This channel has 30,000 followers.
- 2.4 We continue to expand our use of social media to better promote the positive work that the highways team is doing. In recent months, we have produced short videos explaining our approach to pothole repairs and the jet-patcher. We are planning to produce something similar around our gritting operations towards the end of October. We also want to raise awareness around the emergency works carried out by the network resilience team and start sharing more images showing the impact of resurfacing works. We will also continue to look at ways in which infographics can be used to create a better understanding of the work carried out by highways.

3. Highways Online Fault Reporting Portal

- 3.1 Highway online fault reporting system LAGAN was launched in June 2015 with the intention of achieving a channel shift in reporting faults. LAGAN was withdrawn on 25 May 2018 due to the General Data Protection Regulation compliance issues and a decision was made to replace it with FixMyStreet Pro.
- 3.2 FixMyStreet Pro was launched on 21 August 2018 following a period of 3 months without an interactive web portal. FixMyStreet Pro is a MySociety product and interacts directly with Lincolnshire County Council's (LCC) Highways Asset Management system Confirm. Officers use Confirm to manage fault reports and issue jobs for repair. FixMyStreet Pro is accessible from the LCC website and also from the FixMyStreet national site and app.
- 3.3 FixMyStreet Pro offers several improvements over the previous solution. The map proactively displays assets dependent on what customers are reporting e.g. street lights and gullies. Customers receive many more updates from FixMyStreet Pro than they used to get from Lagan. All updates on a fault are displayed to all customers. Further functionality includes creating personalised links to view faults in a division or area, email updates when a new fault is reported in a division or area and viewing all faults you have reported. FixMyStreet Pro also enables LCC to see how many faults have been fixed in the last 4 weeks.
- 3.4 The CSC is promoting the use of FixMyStreet Pro to enable customers to find updates on their reports. It is anticipated that this will actively encourage channel shift. In September 2018 we received 1,084 reports from FixMyStreet which can be compared to 958 reports In September 2017 through the LAGAN portal. If these reports had come to the CSC half by email and half by phone it would have cost the authority £3,285 for September 2018.

3.5 The FixMyStreet app has been deployed to all LCC devices to enable access while on the go. A live demonstration of FixMyStreet Pro will be done following the presentation of this report.

4. Communications and Engagement with County Councillors

4.1 Councillors are being copied into all written responses to the Members of Parliament and Parish Councils for information/updates on relevant local issues.

4.2 Highways Alliance Planned Works Programmes are updated and published routinely on our website and issued to the Councillors. The latest edition can be accessed at the following link: <https://www.lincolnshire.gov.uk/transport-and-roads/highways-maintenance/highways-works-programmes/130284.article>.

4.3 All Councillors are receiving the winter gritting decisions to inform when we are undertaking precautionary salting along our identified routes. We are putting a process in place to inform the Councillors of any major incidents in their area as soon as known by the officers to help deal with any local enquiries.

4.4 Local Highways Managers' routine surgeries with their Councillors are working well where used. Most Councillors are happy to have these surgeries on less frequent basis and appropriate arrangements (meeting or telephone discussions) are being made with the Local Highways Managers. To ensure that all Councillors have regular engagement with the Local Highways Managers, the Portfolio Holder has made arrangements with the Democratic Services to set up some of these sessions.

4.5 The last Councillors Session was held at the Council Chamber on 12 May 2018 following the Full Council meeting, which was very well attended. This session had a common short item for sharing relevant information that is Countywide and then Councillors joined their respective areas (north, south, east or west) to discuss local issues with the respective Local Highways Management teams.

4.6 The next Councillors Session is planned for 14 December 2018 at the Council Chamber again following the Full Council meeting that day. It is intended that this session will have short briefings on works programme prioritisation, highway inspections & response times and highways input into the planning applications. There will also be opportunities for questions and engagement with the Local Highways Management teams.

4.7 The Executive Portfolio Holder had communicated a message to all councillors with an escalation through the local Business Support Teams when Local Highways Managers are away or responses need to be chased. Using this process has been patchy across the highway areas.

5. Communications and Engagement Parish/Town Councils

- 5.1 At the time of last update, it was agreed to maintain annual liaison with the Parish/Town Councils. With this, we are looking at most effective way of doing this by the end of this year.
- 5.2 The action of a dedicated web page on our website for the Parish/Town Councils has unfortunately not progressed. This will be actioned as part of the Council's website review project.
- 5.3 The Local Highways Teams are supporting the Executive Portfolio Holder and the Support Councillor in their bid to visit all the Parish Councils. This process started a few months ago and a number of Parish Council visits have been done across the 4 highway areas.
- 5.4 We are attending the Lincolnshire Association of Local Councils (LALC) AGM at Navenby on 17 October 2018 to deal with any highways communication matters.

6. Consultation

- 6.1 Consultations have been ongoing with the Customer Service Centre (CSC), Commercial Projects and Performance Team, Executive Portfolio Holder, Highways Alliance, Communications Team, Digital Engagement Team and Highways Management Team.

7. Conclusion

- 7.1 Improving our communications, particularly making it easier to find information online and through social media, should support channel shift, helping reduce the number of calls to the Customer Service Centre and highways officers.
- 7.2 Progress is continually being made in improving customer experience for users of the highways and transport services. However, there is still more to do to improve our customer experience, especially with regard to electronic access to the latest information and regular quality updates on the fault reports.

a) Policy Proofing Actions Required

N/A

8. Background Papers

- 8.1 Enhancing our Users' Experience - Report to Highways and Transport Scrutiny Committee on 13 July 2015.
- 8.2 Update on Enhancing our Users' Experience - Report to the Highways and Transport Scrutiny Committee on 7 March 2016 and 24 October 2016.

8.3 Update on Effective Highways Communication - Report to the Highways and Transport Scrutiny Committee on 28 July 2017 and 12 March 2018.

This report was written by Satish Shah, who can be contacted on 01522 782070 or cschighways@lincolnshire.gov.uk.

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Open Report on behalf of Keith Ireland, Chief Executive

Report to:	Highways and Transport Scrutiny Committee
Date:	22 October 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

22 OCTOBER 2018 – 10:00am		
Item	Contributor	Purpose
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.
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
New Highways Operating Model VfM Assessment	Paul Rusted, Infrastructure Commissioner	Consideration of the value for money assessment for the New Highways Operating Model.
Effective Highways Communication	Satish Shah, Network Manager	Review of the work being undertaken to enhance service users' experience with regards to the Highways and Transport services.

10 DECEMBER 2018 – 10:00am		
Item	Contributor	Purpose
Quarter 2 Performance Report (1 July to 30 September 2018)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information.
Lincoln Transport Strategy	Sam Edwards, Major Schemes and Design Commissioner	
Boston Transport Strategy Progress Report	Sam Edwards, Major Schemes and Design Commissioner	Review of the progress for the Boston Transport Strategy.
Lincolnshire Connected	Vanessa Strange, Accessibility and Growth Manager; Ian Kitchen, Transport Policy Manager	Update on the work being undertaken in relation to future infrastructure requirements.
Highways Grass Cutting and Control of Weeds Update	Paul Little, Highway Asset Manager	Review of the current arrangements for Grass Cutting and Control of Weeds following the 2018 season.

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

21 JANUARY 2019 – 10:00am		
Item	Contributor	Purpose
Highways 2020 Update	Paul Rusted, Infrastructure Commissioner	Update on progress towards replacement arrangements for Highways 2020.
Permit Scheme Annual Report 2017/18	Mick Phoenix, Network Management Commissioner; Mandi Robinson Network Regulation Compliance Manager	Annual review of the Highway Permit Scheme.
Parking Policy and Strategy	Matt Jones, Parking Services Manager	Consideration of an updated version of Lincolnshire County Council's parking policy and strategy.

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.
Review of the Highways Infrastructure Asset Management Plan (HIAMP)	Vincent VanDoninck, Policy and Strategic Asset Manager	Review of the Highways Infrastructure Asset Management Plan.

10 JUNE 2019 – 10:00am		
Item	Contributor	Purpose
Quarter 4 Performance Report (1 January to 31 March 2019)	Paul Rusted, Infrastructure Commissioner	Review of the Key Performance and Customer Satisfaction Information and progress against the NHT Public Satisfaction Survey 2017 Action Plan
Route and Place Based Transport Strategies Annual Report	Sam Edwards, Major Schemes and Design Commissioner	Annual review of Route and Place Based Transport Strategies development.

Items to be programmed

- **A46 Dunholme / Welton Roundabout scheme**
- **Midlands Connect Update**
- **Review of Cycling Strategy**

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

Other

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

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

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

DEC REF	MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	DOCUMENTS TO BE SUBMITTED FOR DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	RESPONSIBLE PORTFOLIO HOLDER AND CHIEF OFFICER	KEY DECISION YES/NO	DIVISIONS AFFECTED