



County Offices
Newland
Lincoln
LN1 1YL

15 October 2021

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 25 October 2021 at 10.00 am in the Council Chamber, County Offices, Newland, Lincoln LN1 1YL** for the transaction of the business set out on the attached agenda.

Yours sincerely

A handwritten signature in cursive script that reads 'DBarnes'.

Debbie Barnes OBE
Chief Executive

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

Councillors B Adams (Chairman), A M Hall (Vice-Chairman), Mrs A M Austin, M Brookes, K J Clarke, T J G Dyer, R A Gibson, Mrs S Rawlins, S P Roe, E W Strengeiel and R A Wright

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 25 OCTOBER 2021**

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 21 September 2021	5 - 12
4	Announcements by the Chairman, Executive Councillors and Chief Officers	
5	Red Lion Square, Stamford <i>(To receive a report from Sam Edwards, Head of Highways Infrastructure, which invites the Committee to consider a paper seeking approval to enter into a contract for the purpose of delivering the Red Lion Square, Stamford paving project, which is the subject of a decision by the Executive Councillor for Resources, Communications and Commissioning and the Executive Councillor for Highways, Transport and IT being taken between 2 to 11 November 2021)</i>	To Follow
6	Annual Update on Lincolnshire County Council's Approach to Transport Strategy Developments <i>(To receive a report from Sam Edwards, Head of Highways Infrastructure, which details what a transport strategy is and what the purpose and benefits of them are for Lincolnshire County Council)</i>	13 - 18
7	Highways and Transport Scrutiny Committee Work Programme <i>(To receive a report from Kiara Chatziioannou, Scrutiny Officer, which enables the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity is focussed where it can be of greatest benefit)</i>	19 - 24

Democratic Services Officer Contact Details

Name: **Rob Close**

Direct Dial **01522 552113**

E Mail Address robert.close@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.

Please note: This meeting will be broadcast live on the internet and access can be sought by accessing [Agenda for Highways and Transport Scrutiny Committee on Monday, 25th October, 2021, 10.00 am \(moderngov.co.uk\)](#)

All papers for council meetings are available on:
<https://www.lincolnshire.gov.uk/council-business/search-committee-records>



**HIGHWAYS AND TRANSPORT SCRUTINY
COMMITTEE
13 SEPTEMBER 2021**

PRESENT: COUNCILLOR E W STRENGIEL (CHAIRMAN)

Councillors M Brookes, K J Clarke, T J G Dyer, S P Roe and R A Wright

Officers in attendance:-

Kiara Chatziioannou (Scrutiny Officer), Robert Close (Democratic Services Officer) and Andy Gutherson (Executive Director of Place)

The following officers joined the meeting remotely via Teams:-

Matt Huddleston (Materials Engineer), Anita Ruffle (Head of Transport Services) and Paul Rusted (Head of Highways Services)

19 APPOINTMENT OF CHAIRMAN

RESOLVED

That Councillor Strenziel be elected as Chairman for this meeting of the Highways and Transport Scrutiny Committee.

COUNCILLOR STRENGIEL IN THE CHAIR

20 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillors B Adams, Mrs A Austin, A Hall, R Gibson, and Mrs S Rawlins.

21 DECLARATIONS OF MEMBERS' INTERESTS

No declarations of interest received.

22 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE HELD ON 19 JULY 2021

RESOLVED

That the minutes of the meeting held on 19 July 2021 be confirmed and signed by the Chairman as a correct record.

23 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLORS AND CHIEF OFFICERS

No announcements were made.

24 WINTER SERVICE PLAN 2021/22

Consideration was given to a report from the Materials Engineer on the Winter Service Plan 2021/22. The plan was updated annually in line with national standards, no amendments were proposed as part of this report. The Council had 43 gritters able to treat the entirety of the Precautionary Salting Network within three hours. The Winter Service Plan identified that a minimum of 25,000 tonnes of salt should be in stock for the start of the Winter Season. Over 26,856 tonnes of salt were used over 99 precautionary salting runs in 2020/21.

The Committee considered the report, and during the discussion the following comments were noted:-

- The Committee was assured that sufficient amounts of salt and grit were available across the county in preparation for challenging weather conditions this winter.
- Members raised the issue of mutual aid in relation to Town and Parish Councils being provided with bags of salt to deal with severe weather conditions. This did not happen last year due to the pandemic, however this year, some Town and Parish Councils missed the opportunity to apply for support which was advertised in Town and Parish news in May 2021, with a closing date for applications for bags of salt being the end of June 2021. Direct communication with Town and Parish Councils was requested in offering this support and in establishing who was responsible for receiving this. Darrell Redford, Network Resilience Manager, was currently communicating with Town and Parish Councils to offer this support. Assurance was given that all requests were, and would continue, being accommodated. Direct communication was agreed to be implemented ensuring that Town and Parish Councils received the assistance required.
- Assurance was given to the Committee that County Councillors were being notified when a grit bin was being removed from an area they represented. It was also clarified that grit bins were not to be removed unless an area was already being gritted.
- Members were given assurance that there was an on-going recruitment process for 30 HGV drivers, through Balfour Beatty, for the existing fleet of 43 gritters across the county; hence a shortage of drivers was not expected. Moreover, as explained within the Winter Service Plan, contingency plans included the use of third-party contractors and farmers to help during periods of intense snow. In addition, a plan to

introduce a strategic network of HGV drivers allowed for further challenges to be mitigated where these emerged.

RESOLVED

1. That the Highways and Transport Scrutiny Committee unanimously agreed to support the recommendations to the Executive as detailed in the report.
2. That the comments listed above be passed on to the Executive in relation to this item.

25 PASSENGER TRANSPORT UPDATE

Consideration was given to a report from the Head of Transport Services updating the Committee on Passenger Transportation. The market for passenger transport was extremely fragile and small, requiring support to be provided by Government and the Council. A shortage of PSV (Passenger Carrying Vehicles) drivers was having a detrimental effect on the market's ability to deliver local bus services and home to school contracts. Passenger numbers were beginning to recover from the Covid-19 pandemic, with adult and child fares being 70 – 75 per cent of pre Covid-19 journeys. However, older age concessionary pass holder journeys had only recovered to that of 45 – 50 per cent of pre Covid-19 figures. Government offered funding to facilitate designated buses to separate students from the wider public, while the Council allocated some of its Covid-19 funding to support operators with cleaning regimes and additional PPE. Covid-19 Bus Service Support Grant (CBSSG) was due to end in September 2021, but further Recovery Funding would be provided until April 2022. Reduced passenger numbers and driver shortages were resulting in routes failing to remain profitable, likely requiring support from the Council in the future. The Confederation of Passenger Transport (CPT) had lobbied for support to relieve the financial impact. Coach operators were struggling to remain compliant with the Public Service Vehicle Accessibility Regulations (PSVAR); however, the Department for Transport were extending an exemption, originally due to expire 1 January 2020, to 31 March 2022.

The Committee considered the report, and during the discussion the following comments were noted:-

- Concerns were raised by Members over the ownership, and maintenance funding of bus shelters. It was advised that the Council could indeed consider offering to maintain bus shelters subject to funding. The National Bus Strategy looked to support bus shelters. In addition it was confirmed that local authorities could combine funding pots, including Section 106 agreements, to give a greater overall maintenance budget.

- Of the 55 per cent of users had a concessional pass; Members asked how many used it on a regular basis. This would be circulated to the Committee outside of the meeting.
- Observing the risk of students being removed from the Home School Transport Scheme, Members asked what alternative facility was in place to get them to school. It was explained that a taxi service was used to provide transportation, however, it was stressed that removals from the Home School Transportation Scheme were often a result of a student's special needs rather than poor behaviour. In addition, a number of steps were taken before exclusion. Detailed data on the rates of school transport exclusion would be circulated to the Committee.
- Noting the relatively small market operated in Lincolnshire, Members asked if operators could do more to attract passengers such as running 'use it or lose it' campaign. The distance between market towns was stressed to Members, but they were advised that if demand was substantial then the introduction of a service would be explored. Operators were supported to advertise at risk services to the public.
- With the success of CallConnect, Members asked if there was still a need for traditional public transport. It was advised that there was a place for both traditional fixed route services and more responsive services like Core Connect.
- Appreciating the pressure for accessible vehicles, Members asked if Tekal could be utilised to help reduce those costs. It was explained that while Tekal could offer support, however, resources were currently targeted at area of the most immediate problem such as special needs transportation and CallConnect.
- Members felt that bus service routes could be advertised clearer. They were advised that route information formed part of the Bus Service Improvement plan.

RESOLVED

That the report and comments be noted.

26 LINCOLNSHIRE ENHANCED PARTNERSHIP SCHEME & BUS SERVICE IMPROVEMENT PLAN

Consideration was given to a report from the Head of Transport Services on the Lincolnshire Enhanced Partnership Scheme & Bus Service Improvement Plan (BSIP). The alternative option of a franchising scheme was not available to the Council as it did not have an elected Mayor or control over planning policy. The funding opportunities would allow the Council to further invest in the strategic bus network and support the development of the economy. Bus Services offered a significant opportunity to reduce carbon emissions of the transport network. The BSIP would include:

- Training offered by Boston College;
- A mobile app to provide all-operator information;

- User-friendly journey planner;
- More frequent buses;
- A longer operating day;
- Offering services to new developments;
- App based booking for Callconnect;
- A quality corridor between Boston and Skegness.

In addition, infrastructure tiers were also proposed with time table information for bus stop flags, dry waiting areas for shelters, real time travel information for interchanges and CCTV and bike storage for bus stations. Traffic light priority would be introduced at all Scoot controlled junctions to support buses running late. The BSIP would also seek to align operator policies to ensure that there was a consistent age of eligibility across all operators and a broadly consistent discount for those young people. Interchange hubs would be explored around large urban area. Layover locations would be introduced to allow breaks and wait for school closing times. Loading times, advanced parking notifications and Variable Message Signage would be considered in Skegness. A decarbonisation roadmap was proposed to include retro-fit emission capture technologies, electric bus projects, a bus renewal programme and increased requirement for operators to use vehicles compliant with higher Emission Standards. A passenger charger would document what service users could expect aboard, including among other, Wi-Fi and USB chargers on every bus, bus sanitation and cleanliness, the age of the vehicle, its carbon emissions and the driver's behaviour and attire. To implement an Enhanced Partnership Scheme the Council would have to publish its intent before June 2021. This had already been completed by the Executive Director for Place. The current stage was for the Council to prepare and publish a Bus Service Improvement Plan by the end of October 2021. Finally, the Council would have to undertake all statutory processes in preparation of this. Officers had been engaging with local bus Operators, District Councils, MPs and the Greater Lincolnshire Local Enterprise Partnership to gain their views on what the Lincolnshire BSIP should focus on. Risks included limited timescales to engage with stakeholders, unclear guidance on assessment and pressure to propose an ambitious scheme.

The Committee considered the report, and during the discussion the following comments were noted:-

- Members requested further clarity on how the public was being consulted. It was clarified that an engagement cycle had been undertaken via an online survey which received a good response level. A formal public consultation was scheduled to take place in November through December 2021, in line with governmental guidance, to obtain views of both service users and members of the wider public. Information was being promoted online, through Parish Councils' notice boards and local magazines to raise awareness of the public and receive feedback.

- Assurance was given that bus service operators were getting advance notice when road works were taking place. Highways and Transport Services made efforts to ensure alternative routes were available where road works were taking place.
- In relation to resources, Members were informed that Boston College was engaged to establish courses due to its major investment in transport and logistics school with state-of-the-art facilities and advanced technological means of specialism in this field. Members were assured that Boston College, which also had facilities outside the area that may be used to provide markets with local skilled workforce, was used as a trial area and that this was being rolled out more widely to other areas around the county through other additional service providers.
- Members raised concerns that the long-term viability of pocket hubs, which were host to Park and Ride schemes, were not affected though withdrawn cooperation. Members were assured that there was a view to relocate Park and Ride sites to designated pocket hubs. There was a range of these types of facilities and the optimum solution for each location was considered. Legal agreements were in place to ensure viability of existing schemes and there were already providers across the county that expressed interest. Members emphasised the need for schemes in the East and West of Lincoln City on any land suitable for Park and Ride locations.
- Seeking assurance, Members asked that funding for EPS & BSIP was still secured. Assurance was given that part of the funds was already being spent and that there were further funds still available; moreover, even where funds were insufficient, schemes' delivery was obliged through partnership binding agreements. Partnerships were made aware of available funds and every effort was made to ensure that the Council was not exposed to financial risk.
- In response to comments raised regarding the electric bus scheme trial, it was advised that this was being considered in Boston and Grantham in line with feedback received from operators and District Councils. These areas were indicative rather than definitive, other areas were also being considered. Assurance was given that the areas were being reviewed based upon other factors, such as the number of vehicles and services operated in these areas, plus the associated charging infrastructure requirements.
- A Member emphasised that it should be acknowledged in the report that the agreement would have had a positive impact on Section 17, by way of reduced crime and disorder through individuals being discouraged from drink driving and young people being better connected with areas they wished to visit reducing antisocial behaviour exhibited in some areas.

RESOLVED

1. That the Highways and Transport Scrutiny Committee unanimously agreed to support the recommendations to the Executive as detailed in the report.
2. That the comments listed above be passed on to the Executive in relation to this item.

27 HIGHWAYS QUARTER 1 PERFORMANCE REPORT (1 APRIL TO 30 JUNE 2021)

Consideration was given to a report from the Head of Highways Services updating the Committee on the performance of the Highways Service including the Major Highway Schemes Update, Lincolnshire Highways Performance Report and Transport Complaints Report. Significant issues developed with the supply and delivery of materials such as concrete and steel with some significant cost increases. The Lincoln Eastern Bypass was now complete, Grantham Southern Relief Road was near completion with links to the A1, the Spalding Western Relief Road was awaiting a response from the landowner solicitor, work had recommenced on Roman Bank, Skegness, however, issues had arisen with water utilities. Though quarter 1 over 16,000 defects were repaired including 12,515 potholes. The rate of repairs had increased by over 1000 when compared to quarter 1 2020/21. 141 miles of surface dressing, 39 miles of carriageway patching and surfacing and 55 miles of footway resurfacing had been completed which would hopefully show a benefit soon. 399 minor works jobs had been completed including civils, minor patching, and drainage. An AdEPT peer review had been carried out in parallel with a LGA peer review. It was considered that the Council was a service that delivered excellent value for money and used data intelligently. Customer complaints relating to highways and transport had seen an increase from the last quarter by 33 per cent; this may, however, have been due to increased use of highways.

The Committee considered the report, and during the discussion the following comments were noted:-

- Noting the suggestion within the report, that the Council had a contractual commitment to a long-term social value programme, Members sought further detail on the number of opportunities offered to vulnerable adults and children. The statistics behind the current opportunities offered would be circulated outside of the Committee, although, it was noted that graduate placement schemes were also offered.
- Appreciating the 3 cut phases laid out within the report, Members asked if there was any flexibility for further, or rearranged, cuts to suit times of increased growth. It was explained that this was an on-going concern which officers endeavoured to be as strategic as possible. However, where issues would arise in a particular area of the county, these could be addressed separately.

RESOLVED

That the report and comments be noted.

28 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

The Committee received a report from the Scrutiny Officer, which enabled the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity was focussed where it could be of greatest benefit.

RESOLVED

That the work programme presented be agreed.

The meeting closed at 12.03 pm



Open Report on behalf of Andy Gutherson - Executive Director - Place

Report to:	Highways and Transport Scrutiny Committee
Date:	25 October 2021
Subject:	Annual Update on Lincolnshire County Council's Approach to Transport Strategy Developments

Summary:

This report details what a transport strategy is and what the purpose and benefits of them are for Lincolnshire County Council (LCC). It then outlines what progress has been made since the last report in October 2020.

Actions Required:

The Highways and Transport Scrutiny Committee is invited to make comments on the actions taken to date and the planned developments for future years.

1.0 Background

In June 2018 a paper was presented to the Highways and Transport Scrutiny Committee detailing what a transport strategy is and what the purpose and benefits of them are to LCC. It then outlined the status of LCC's existing Transport Strategies and recommended a more robust future approach across the whole County.

- 1.1 This recommendation was endorsed, and a request was made to provide an annual update to the committee outlining progress against the planned activities. This paper will provide that update and detail what further development have occurred over the last year.
- 1.2 Prior to providing an update it is worth revisiting the background of this Transport Strategy approach. It is also imperative to appreciate that where the word transport is used, this is not necessarily related to motorised vehicles or roads. Transport is an encompassing word which relates to mobility and movement so by its nature includes: walking, cycling, bus travel, rail travel and other forms of public transport.

1.3 Purpose and Need for Transport Strategies

Transport strategies are key to the delivery of improvements to the transport network through the identification of policies and proposals founded on a sound evidence base. The strategy documents set out what a local authority intends to achieve in an area and how it will go about it, presenting the authority's proposals for improving the transport network over a period of time.

1.4 Developed using a comprehensive and robust methodology, aligned to Department for Transport processes, transport strategies can provide the basis for the formulation of funding bids and provide strong evidence for the strategic case for schemes which such bids are required to demonstrate.

1.5 These strategies have evolved to consider not only transport but also accessibility that transport provides to both people and the wider economy as well as its interaction with land use, planning, and economic development. Together, an understanding of plans for new developments and the needs of the local and wider economy are vital to identifying the future requirements for the transport networks and the transport policies and proposals which will support them.

1.6 Strategies need to consider why, where, and how people travel therefore they need to be based on an understanding of the journey purposes (e.g., travel to work, school or for leisure, or the movement of goods), the travel areas (e.g. travel within neighbourhoods, urban areas, counties, regions, nationally or internationally) and what modes of travel are used. Strategies should be multi-modal through which they focus on all main modes of transport, and it is the norm to use a hierarchy which:

- reduces the need to travel;
- prioritises walking and cycling;
- promotes public transport; and,
- mitigates the impact of traffic.

1.7 Without a sound strategy, it can be difficult for local authorities to provide the evidence base upon which to justify transport improvements which in turn makes it more difficult to generate support for schemes and secure funding. These documents also provide the basis for authorities to be proactive in understanding current and future trends and pressures on its network rather than simply being reactive to changes within or external to their areas. For example, with a well-developed understanding of potential impacts of local plans, authorities can proactively formulate their approach to major planning applications based on the overall impact of all development rather than assessing in isolation the individual site impacts on a case-by-case basis.

1.8 Transport strategies enable authorities to comprehensively define a pipeline of work over the period of the strategy's life. Furthermore, with a set of strategies covering locations across an authority's area, decisions can be made on which areas, policies and proposals should be prioritised and delivered first.

1.9 Transport Strategies are developed through a standard process although the individual steps and tasks will vary. All strategies will be based on a robust understanding of the current situation within the strategy area and how the situation will change in the future if the strategy was not to be delivered. This understanding should then lead on to identifying the key problems and opportunities, 'challenges', in the strategy area and the confirmation of the need to take action or 'intervene' in the transport system. To steer both the identification of options and the eventual delivery of the strategy, a robust set of objectives and outcomes needs to be developed, building on both wider economic, land use and transport policies, and the challenges identified. A long list of options is then developed to resolve the challenges and achieve the objectives and outcomes. The list is then sifted through initial appraisal to form a short list of the most promising options which is then taken forward for more detailed assessment and appraisal. Options that successfully pass through the process are then included in the final strategy.

1.10 The following sets out a standard set of stages in developing a strategy:

- Understand the current situation
- Understand the future situation
- Confirming the need for intervention
- Identification of objectives
- Option identification – long list
- Initial sifting and shortlisting
- Option development and appraisal
- Strategy development and reporting
- Delivery and programme
- Monitoring and evaluation of the implemented strategy

1.11 Traffic modelling is one of the key data tools used to understand the current and future conditions within a strategy area, based on predictions of land use and economic development. It then can then test the impact of potential options before the more promising of those options are taken forward into the final strategy. The traffic model for a specific area must be completed prior to the commencement of the transport strategy.

1.12 Transport Strategy Aims

The purpose of creating these various strategies is that a number of projects can be brought forward which deliver clear benefits (agreed by both the County and District Councils) across the entirety of the County, thus distributing capital expenditure. It also has the benefits of improving the likelihood of attracting third party funding, improving the forward programme of capital project delivery and focuses investment into the areas which deliver the most balanced improvements. It's important that once a transport strategy is adopted a board be established to review the continued viability and progress of the strategy on a regular basis.

1.13 Progress Update

Since the last update report in October 2020 the following traffic models and transport strategies have been completed or are near to completion:

- Gainsborough Transport Strategy
- Grantham Traffic Model
- Sleaford Traffic Model
- Skegness and Coastal Area Traffic Model

The following transport Strategies have commenced this financial year:

- Grantham Transport Strategy
- Sleaford Transport Strategy
- Skegness and Coastal Area Transport Strategy

1.14 Below is a programme of 'completed', 'in progress' and 'planned' traffic models and Transport Strategies.

Traffic Model															
Location	Prior to 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln			Completed							Planned					New Model
Grantham	Completed						Completed					Planned			
Boston	Completed					Completed							Planned		
Spalding					Completed					Planned					New Model
Skegness + General East Coast	Completed						Completed					Planned			
Gainsborough				Completed								Planned			
Stamford	Completed								New Model					Planned	
Sleaford	Completed						Completed						New Model		

Place Based Transport Strategy															
Location	Prior to 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln	Completed					Completed					Planned				
Grantham	Completed							New Strategy					Planned		
Boston				Completed				Review / Update	Review / Update					Review / Update	
Spalding	Completed										Planned				
Skegness + General East Coast								New Strategy					Planned		
Gainsborough	Completed						New Strategy	New Strategy					Planned		
Stamford										New Strategy					Review / Update
Sleaford	Completed							New Strategy						Review / Update	

Completed

In Progress

Planned

1.15 Transport Boards

Transport Boards have been set up in the eight urban areas, these are attended by both County and District members and have representatives from County and District officers too. They are chaired by either the Executive portfolio holder for Highways and Transport, Cllr Richard Davies, or the support councillor to the Executive portfolio holder for Highways and Transport, Cllr Clio Perraton-Williams. This chair has been held by a member to ensure the boards have a clear emphasis on public concerns and the board also has local members to ensure the focus is on the local area.

- 1.16 The boards have been well received by members and officers in both the County and District Councils and have acted as a forum for discussing items such as: new junctions, additional cycle lanes, residents parking schemes, major highway projects, planned growth in the local plan, public transport concerns, etc. The result is that the questions, concerns and or initiatives are assigned to specific board members to consider before reporting at the next board. Where this has resulted in the need for capital expenditure then the potential project/area of investigation has been captured on a pipeline of future projects for consideration when funding becomes available.

2. Conclusion

That the Highways and Transport Scrutiny Committee note what a transport strategy is and what the purpose and benefits of them are to LCC. The Committee should consider the continued benefits a transport strategy approach will develop in identifying future transport improvements across the county.

The Highways and Transport Scrutiny Committee note that this paper is an annual update paper of the whole approach, however as place specific transport strategies are completed, they will be presented to this committee and then seek executive approval before adopting.

The Highways and Transport Scrutiny Committee is invited to make comment on the actions taken to date and the planned developments for future years.

3. Consultation

a) Risks and Impact Analysis

A Risk and Impact analysis has not been completed in relation to this paper, however each individual transport strategy will undergo a specific Risk and Impact analysis as it progresses in line with LCC's policy.

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 Sam Edwards, Head of Highways Infrastructure, who can be contacted on 01522 550328 or sam.edwards@lincolnshire.gov.uk



Open Report on behalf of Andrew Crookham - Executive Director – Resources

Report to:	Highways and Transport Scrutiny Committee
Date:	25 October 2021
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.

Actions Required:

Members of the Committee are invited to:

- (1) Review and approve the work programme; and,
- (2) Highlight 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.

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.

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

2. Work Programme

13 December 2021		
	Item	Contributor
1.	Rail in Lincolnshire – Engagement with Network Rail and Train Operating Companies	Jason Cooper, Transport and Growth Manager
2.	Local Transport Plan V [1022898] (Pre-decision Scrutiny- Executive Decision – 1 February 2022)	Vanessa Strange, Head of Infrastructure Investment Jason Cooper, Transport and Growth Manager
3.	Highways Quarter 2 Performance Report (1 July to 30 September 2021)	Paul Rusted, Head of Highways Services
4.	Highways – Gully Cleansing/Repair and Surface Water Flooding- Update	Richard Fenwick, County Highways Manager Shaun Butcher, County Programme Manager
5.	Civil Parking Enforcement Annual Report 2020 - 2021	Matt Jones, Parking Services Manager
6.	Transport Connect Ltd - Teckal Company Annual Report	Anita Ruffle, Head of Transport Services

24 January 2022		
	Item	Contributor
1.	Revenue and Capital Budget Proposals 2022/23 (Executive Decision – 1 February 2022 and County Council Decision 18 February 2022)	Keith Noyland, Head of Finance, Communities
2.	Highways Fees and Charges Annual Review (Executive Councillor Decision)	Mick Phoenix, Traffic Manager

24 January 2022		
Item		Contributor
3.	LCC as the Local Transport Authority to 'make' an Enhanced Partnership Scheme and Plan <i>[I023006] (Pre-decision Scrutiny - Executive 1st March 2022)</i>	Nicole Hilton, Assistant Director, Communities
4.	Road Safety Partnership Update	Steven Batchelor, Lincolnshire Road Safety Partnership

07 March 2022		
Item		Contributor
1.	North Hykeham Relief Road – Design and Build Contract Procurement <i>(Pre-decision Scrutiny -Executive 5th April 2022)</i>	Sam Edwards, Head of Highways Infrastructure
2.	Highways – Gully Cleansing/Repair and Surface Water Flooding	Richard Fenwick, County Highways Manager Shaun Butcher, County Programme Manager
3.	Highways Quarter 3 Performance Report (1 October to 31 March 2021)	Paul Rusted, Head of Highways Services

25 April 2022		
Item		Contributor
1.	TBA	

30 May 2022		
Item		Contributor
1.	TBA	

18 July 2022		
--------------	--	--

Item		Contributor
1.	Highways Quarter 4 Performance Report (1 January to 31 April 2021)	Paul Rusted, Head of Highways Services

3. Conclusion

Members of the Committee are invited to review and comment on the work programme and highlight any additional scrutiny activity which could be included for consideration in the work programme.

4. Consultation

a) Risks and Impact Analysis

N/A

5. Appendices

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

6. Background Papers

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

This report was written by Kiara Chatziioannou, Scrutiny Officer who can be contacted on 07500 571868 or by e-mail at kiara.chatziioannou@lincolnshire.gov.uk.

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

MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	KEY DECISION YES/NO	DIVISIONS AFFECTED
Red Lion Square, Stamford [I022916]	2 Nov 2021 - 11 Nov 2021	Leader of the Council (Executive Councillor: Resources, Communications and Commissioning) Executive Councillor: Highways, Transport and IT	Highways & Transport Scrutiny Committee	Charlotte Hughes, Senior Project Leader E-mail: charlotte.hughes@lincolnshire.gov.uk	Yes	Stamford East; Stamford West
Local Transport Plan V [I022898]	1 February 2022	Executive	CLT/DLT internal key officers and a full statutory public consultation.	Jason Copper, Transport & Growth Manager E-mail: jason.copper@lincolnshire.gov.uk	Yes	All Divisions
Revenue and Capital Budget Proposals 2022/23	1 February 2022	Executive	County Council	Keith Noyland, Head of Finance, Communities Keith.Noyland@lincolnshire.gov.uk	Yes	All Divisions
LCC as the Local Transport Authority to 'make' an Enhanced Partnership Scheme and Plan [I023006]	1 March 2022	Executive	Operators; Public; District Councils; GLEP; Businesses; CLT; Highways and Transport Scrutiny Committee	Nicole Hilton, Assistant Director - Communities E-mail: nicole.hilton@lincolnshire.gov.uk	Yes	All Divisions

MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	KEY DECISION YES/NO	DIVISIONS AFFECTED
North Hykeham Relief Road – Design and Build Contract Procurement [tbc]	5th April 2022	Executive	Highway and Transportation Scrutiny Committee	Sam Edwards, Head of Highways Infrastructure E-mail: sam.edwards@lincolnshire.gov.uk	Yes	Washingborough Potterhanworth and Coleby; Waddington & Hykeham East Bassingham and Welbourn; Hykeham Forum; Eagle and Hykeham West; Swallow Beck and Witham