



County Offices  
Newland  
Lincoln  
LN1 1YL

25 February 2022

**Highways and Transport Scrutiny Committee**

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 7 March 2022 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 black ink that reads 'DBarnes'.

Debbie Barnes OBE  
Chief Executive

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

Councillors 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, R A Wright and 1 Vacancy



**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA  
MONDAY, 7 MARCH 2022**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
<b>1</b>	<b>Apologies for Absence/Replacement Members</b>	
<b>2</b>	<b>Declarations of Members' Interests</b>	
<b>3</b>	<b>Minutes of the previous meeting of the Highways and Transport Scrutiny Committee held on 22 January 2022</b>	5 - 12
<b>4</b>	<b>Announcements by the Chairman, Executive Councillors and Chief Officers</b>	
<b>5</b>	<b>North Hykeham Relief Road (NHRR)</b> <i>(To receive a report from Sam Edwards, Head of Highways Infrastructure, which invites the Committee to consider and comment on a proposal that seeks approval to enter into a two-stage design and build contract for the purpose of delivering the North Hykeham Relief Road (NHRR), prior to a decision being taken by the Executive on 5 April 2022)</i>	13 - 28
<b>6</b>	<b>Adoption and Implementation of the Advanced Payment Code Exemptions Policy</b> <i>(To receive a report from Liz Burnley, County Manager for Development, which invites the Committee to consider and comment on a proposal which seeks approval to adopt and implement an Advanced Payment Code exemptions policy where a development site meets specified criteria, prior to a decision being taken by the Executive Councillor for Highways Transport and IT between 14 March - 18 March 2022)</i>	To Follow
<b>7</b>	<b>Road Safety Partnership Annual Report</b> <i>(To receive a report from Steve Batchelor, LRSP Senior Manager, which seeks to provide the Committee with an update on fatal, killed and serious injury (KSI) casualty figures for Lincolnshire)</i>	29 - 70
<b>8</b>	<b>Highways - Gully Cleansing, Drainage Repair Schemes and Surface Water Flooding</b> <i>(To receive a report from Richard Fenwick, County Highways Manager, which sets out the reactive, cyclic and planned aspects of highways drainage maintenance including low-level flooding response)</i>	71 - 74
<b>9</b>	<b>Highways and Transport Scrutiny Committee Work Programme</b> <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 focused where it can be of greatest benefit)</i>	75 - 78

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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.

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, 7th March, 2022, 10.00 am \(modern.gov.co.uk\)](#)

All papers for council meetings are available on:

<https://www.lincolnshire.gov.uk/council-business/search-committee-records>



**HIGHWAYS AND TRANSPORT SCRUTINY  
COMMITTEE  
24 JANUARY 2022**

**PRESENT: A M Hall (Vice-Chairman)**

Councillors Mrs A M Austin, M Brookes, K J Clarke, T J G Dyer, R A Gibson, Mrs S Rawlins, S P Roe, E W Strengiel and R A Wright

Councillor: R Davies attended the meeting as an observer

Councillor: C Perraton-Williams attended the meeting remotely via Microsoft Teams as an observer

Officers in attendance:-

Kiara Chatziioannou (Scrutiny Officer) and Robert Close (Democratic Services Officer)

The following officers joined the meeting remotely via Teams:-

Karen Cassar (Assistant Director – Highways), Jason Copper (Transport and Growth Manager), Nicole Hilton (Assistant Director – Communities), Matt Jones (Parking Services Manager), Vanessa Strange (Head of Infrastructure Investment) and Keith Noyland (Head of Finance – Communities)

45 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor S Rawlins.

46 DECLARATIONS OF MEMBERS' INTERESTS

Councillor S Roe declared a pecuniary interest in items five and six as he owned land adjacent to the proposed North Hykeham Relief Road.

47 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT  
SCRUTINY COMMITTEE HELD ON 13 DECEMBER 2021

RESOLVED

That the minutes of the meeting held on 13 December 2021 be confirmed and signed by the Chairman as a correct record.

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE  
24 JANUARY 2022**

48 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLORS AND CHIEF OFFICERS

Karen Cassar, Assistant Director – Highways, advised that Paul Little, Head of Asset Management Services, had now retired from the Council. The recruitment process for his replacement had commenced and would culminate in interviews towards the end of February.

Nicole Hilton, Assistant Director – Communities, explained the Bus Service Improvement Plan (BSIP), initially scheduled to come to this meeting, was to be deferred until a future agenda. The Council recently received a letter from the Department for Transport (DfT) pausing the scheme until further notice.

Councillor S Roe left the meeting at this point.

49 REVENUE AND CAPITAL BUDGET PROPOSALS 2022/23

Consideration was given to a report from Keith Noyland, Head of Finance – Communities, which invited the Committee to consider and comment on the 2022/23 budget proposal implications for the Council's Highways and Transport Services activities. Members were advised that no clarity had been forthcoming regarding Local Government funding reforms, therefore these budget proposals only covered one year. The Council proposed a three per cent increase in Council Tax, which was entirely allocated to adult social care. Members were given a breakdown of the proposed revenue budget for the Council's Highways and Transport services and were advised of a projected two per cent pay inflation subject to any pay award. Furthermore, provision for potential increases in utility costs, including the energy costs associated with signals and street lighting, was made within the Corporate Budgets. The Home to Schools and College Transport delivery and budget responsibility was proposed to be transferred to the Place Directorate from April 2022 and was the source of the most significant cost pressure at £6.546m. There were significant external factors currently impacting on the cost of passenger transport including national living wage rises, inflationary challenges, a national drivers' shortage, a shortage of passenger assistants, rising fuel prices, and higher operational costs for larger suppliers including the requirements of the Public Service Vehicle Accessibility Regulations 2000 (PSVAR) legislation. A transformational programme was underway which focused on external factors, including developing new procurement tools and approaches, market engagement and management activity, improved contract management, an overhaul of routing and demand management activity. These activities aimed to better regulate the supply market, increase competition, and reduce the impact of external factors on costs. The forecast was to secure £1.239m of cost reductions in year one, resulting in a net budget increase of £5.307m in 2022/23. Provision for highways maintenance contract inflation, increased cost of plant, labour, and equipment, driven by the current materials and labour market issues, in addition to the growth of the highways network, results in a cost pressure of £0.760m. Members were given a breakdown of the proposed Capital Programme for 2021/22, the most significant changes coming in the form of material and supply risks in forecasts for the Major Highways schemes. The Highways Asset Protection budget would be

set equivalent to the DfT grant once it is confirmed. The remaining risks of the major highway schemes currently in progress were to be reorganised to ensure the Capital Programme for 2022/23 was affordable.

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

- Members were satisfied that the Major Schemes Programme remained affordable on the back of other schemes being deferred into the future. Members acknowledged impacts of the £12m gap in funding and were pleased to hear that there was ongoing work of Leading Officers and Executive portfolio holders towards a future funding strategy as part of the Highways Infrastructure Asset Management Plan. Members welcomed plans for the allocation of the remainder of £7m out of the £10m funds in 2022 – 2023 in line with the Highways Asset Management Strategy.
- Members expressed a view that the transfer of the transport to school services, that was now brought into the Highways budget, offered a potential for a thorough examination of that service and the cost pressures that were on the rise, to ensure that challenges were mapped, and funds were used in the most effective way. Members were assured that there was a structure and governance model around a fundamental review of educational travel and that home to school transport was one of the major transformation activities for the Council.

#### RESOLVED

1. That the Highways and Transport Scrutiny Committee unanimously supported the budget proposals for Highways for 2022/23.
2. That the Highways and Transport Scrutiny Committee agreed that the comments listed above be forwarded on to the Executive in relation to this item.

#### 50 LOCAL TRANSPORT PLAN (LTP5)

Consideration was given to a report from the Jason Copper, Transport and Growth Manager, which invited the Committee to consider and comment on Local Transport Plan Five, prior to a decision being taken by the Executive on 8 February 2022. Members were advised that the last Local Transport Plan was approved by Council in 2013. It was identified that transport was used primarily for its functional utility, as a result, six key and interwoven themes had been identified including supporting economic growth, future ready green transport, promoting thriving environments, supporting safety, security, and a healthy lifestyle, promoting high aspirations, and improving the quality of life. The public consultation resulted in positive and encouraging feedback. The Cycling Modal Strategy had been integrated into the Local Transport Plan Five. There were two appendices in the Plan surrounding rail including the Passenger Rail Modal Strategy and the Rail Infrastructure Modal Study.

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

- Members were satisfied that the consultation exercise that took place as part of the was representative with overall figures in excess of 3000 website visitors and with around 750 actual responses to the online survey. Officers added that this rate of response was really above and beyond expectations certainly higher than previous consultations of this nature. It was positive to hear that a wider audience of the younger population- the under 25s- of the County engaged in this consultation exercise again in relation to previous similar type consultations.
- Members expressed an interest in how partnership working with district councils was envisaged and how it was expected to work in practice. Officers explained that the Council was the Highway and Transport Authority, however, partnership working relied heavily on partners' ability to deliver services they were responsible for. It was emphasised that as a partner, the Council had a list of key desires and requirements that it work closely with other partners to successfully bring these to fruition. A thorough review of all local plans across the whole of Lincolnshire was carried out initially, that identified the aims of these and helped the Council in developing ways for better integrating transport and land use planning.
- Bus services were mentioned as an industry delivered mainly by the private sector. The service usage was noticeably in decline, owed to the Covid pandemic among other factors. The plan focused in reversing this negative picture. It was acknowledged that many of people across the county relied daily on these services and also it was noted that car ownership levels in some areas of the County remained relatively low, notably in Lincoln and in some other more urban areas.
- Absence of passenger transportation services linking particular locations across the county was emphasised by Members, who argued that lack of alternatives to driving were echoed in the consultation. The impact of lack of services to night-time economy was also raised, with Members maintaining that a night-time bus service could have been more effective than a day-time service that was underused by the public. Officers gave assurance that they worked closely with operators as part of the BSIP and that there was an enhanced partnership approach being developed which would enable operators to work more closely in a partnership and with local authorities, with a very clear governance model around it. It was suggested to the Committee that CallConnect was the likely to be one of the most efficient and agile models for a rural area that that and there was no area in Lincolnshire that was not actually covered by a bus service if Demand Responsive Transport was included. This model drifted from the traditional model of waiting for the bus at the stop and enabled the public to access transportation services on demand. The BSIP was currently on hold waiting for a funding decision later in summer 2022, following which the Council would be working closely with stakeholders, including district council colleagues.
- Members asked for clarification in terms of what the LTP 5 implementation plan encompassed, what is already been developed as part of this and how long it was expected to take, whilst acknowledging that the former was a living document and therefore still being developed and optimised. It was also asked that a diagram mapping different strategies was also added to the LTP 5 overarching document, to



which officers agreed. In relation to the former, officers stated that there was a wider plan of suggested ideas and approaches particularly around areas like active travel supporting and passenger transport services improvements including rail network/rail infrastructure both passenger and freight and bus services, that could be adopted across Lincolnshire as part of the implementation plan and that was to be advised at a later stage of this process.

- Members echoed that in terms of prioritisation of areas for development, central government often prioritised housing over roads infrastructure. The implementation plan and strategy were shifting to this direction of travel however, it was argued that the Council would need to swift and streamline partners to that same direction.
- The Electric Vehicle Charging Strategy was discussed, and concerns were raised that the shift to electric vehicles may not be achieved as these would require the installation of fast charging points. Officers provided assurance that work was being carried out to identify suitable locations for installing charging points.
- Members enquired whether clean air zone was investigated as part of the plan and noted that it would be beneficial to review data from the time before the Lincoln Eastern Bypass was operated and after to verify the impact on air quality for the centre of Lincoln.

#### RESOLVED

1. That the Highways and Transport Scrutiny Committee - recorded its support to the Recommendations to the Executive, made in the Local Transport Plan (LTP5) report.

2. That the Highways and Transport Scrutiny Committee agreed that the comments listed above be forwarded on to the Executive in relation to this item.

Councillor S Roe returned to the meeting at this point.

#### 51 CIVIL PARKING ENFORCEMENT ANNUAL REPORT 2020/21

Consideration was given to a report from Matt Jones, Parking Services Manager, which invited the Committee to consider and comment on the Annual Parking Report 2020/21. Members were advised that the 2020/21 Covid-19 restrictions had a significant impact on the Civil Parking Service with enforcement being considerably scaled back. The Enforcement Team were then drafted in to provide assistance to the Council with the re-opening of Household Waste Recycling Centres (HWRCs). As restrictions were lifted, East Coast beaches saw significantly increased demand which resulted in a greater need for enforcement of existing parking restrictions. A number of positive comments and feedback was received from appreciative residents. A fair, but firm, enforcement approach continued to be applied following the parking enforcement guidance. Council's CCTV trial scheme came to an end in March 2020 and was being replaced by a physical presence of officers patrolling school sites. Members of the public could now report parking enforcement breaches enabling Civil Enforcement Officers (CEOs) to respond directly. The introduction of the Business and

Planning Act. 2020 gave powers to mid-tier councils to process the Pavement Licences, however, it was agreed that Lincolnshire County Council would process applications for six of the districts excluding the City of Lincoln. The interactive online maps allowed for detailed Civil Parking Enforcement data to become accessible to members of the public. A reduction of 10,565 Parking Enforcement Notices was noted between the period 2020/21 compared to 2019/20 as a result of reduced enforcement activity. Of the 1,981 challenges received in the financial year 2020/21, 1,931 (97 per cent), were responded to in time. The overall reduction in tickets issued resulted in a deficit of £100,510.72 over 2020/21 and therefore, £58,427.28 was drawn from reserve in line with budget transferred from the Covid grant to the amount of £158,938.00.

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

- Members registered their appreciation of the reconsidered approach to parking violation mitigation outside schools.
- Noting the significant number in parking waivers issued in Lincoln compared to the other district councils, Members sought further clarification. The Parking Services Manager explained that Lincoln's high waiver issue rate for 2020/21 was typical. Historically, waivers were issued from Council offices in Lincoln, and, while the process for waiver dispensing had progressed, the take-up remained the same. It was stressed that the waiver facility was highlighted to all road users.
- Appreciating the demand for short term parking provision in Boston Marketplace, Members asked if there was any capacity to provide such a facility. The Parking Services Manager advised that there were a number of on street charges in Boston. In 2012, Boston Traffic Regulation Order was consolidated after civil parking was introduced, as a result of this, those on street areas that were previously considered as carparks by Boston were classed as on street areas. The income from the bays were managed by Boston District Council while Lincolnshire County Council enforced the bays.
- Members sought further clarity on the enforcement activity against Police vehicles. The Parking Services Manager explained that Police vehicles were exempt from Parking Enforcement Notices providing they were actively on duty at the time of the incident. Furthermore, a number of designated Police bays sat within the county, which, if found occupying, non-Police vehicles were subject to a Parking Enforcement Notice.
- Noting that the 2020/21 £100,510.72 deficit was compensated from Civil Parking Enforcement reserves, Members asked how much remained within the Civil Parking Enforcement reserves. The Parking Services Manager offered to provide the detail of CPE reserves outside of the meeting.
- Following the period of reduced enforcement, Members asked if parking restriction breaches were noted as increasing. The Parking Services Manager explained that during that period, officers conducted a survey of parking restriction breaches, which identified a notable increase in parking violation as the reduced enforcement period progressed.

**RESOLVED**

1. That the content of the Civil Parking Enforcement Annual Report 2020/21 be noted.
2. That the Civil Parking Enforcement Annual Report 2020/21 be published on the Council's website.

**52 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME**

The Committee received a report from the Kiara Chatziioannou, 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.

Members asked if they could be provided with an overview of the impact of the Western Growth Corridor on the Skellingthorpe roundabout. In reference to a future piece of work on the Committee's May 2022 agenda, Speed Limits Review, Members requested that some area specific information, in relation to a pursued reduction of speed limits at the exit from Boston on to A16. The Scrutiny Officer acknowledged Members' requests and offered assurance that these would be considered ahead of the next Committee meeting.

**RESOLVED**

That the work programme presented be agreed as amended.

The meeting closed at 11.40 am

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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>7 March 2022</b>
Subject:	<b>North Hykeham Relief Road (NHRR)</b>

**Summary:**

This item invites the Highways and Transport Scrutiny Committee to consider a report regarding the North Hykeham Relief Road.

This decision is due to be considered by the Executive 05 April 2022. The views of the Scrutiny Committee will be reported to the Executive as part of its consideration of this item.

**Actions Required:**

That the Highways and Transport Scrutiny Committee:

- 1) considers the attached report and determines whether the Committee supports the recommendations to the Executive as set out in the report.
- 2) agrees any additional comments to be passed on to the Executive in relation to this item.

**1. Background**

The Executive is due to consider a report regarding the North Hykeham Relief Road on 05 April 2022. The full report to the Executive is attached at Appendix A to this report.

**2. Conclusion**

Following consideration of the attached report, the Committee is requested to consider whether it supports the recommendations in the report and whether it wishes to make any additional comments to the Executive. Comments from the Committee will be reported to the Executive Councillor.

### 3. Consultation

The Committee is being consulted on the proposed decision of the Executive on 05 April 2022.

### 4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Report to the Executive on North Hykeham Relief Road (NHRR)

### 5. Background Papers

No background papers within the meaning of 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 at 07900 136143 or [sam.edwards@lincolnshire.gov.uk](mailto:sam.edwards@lincolnshire.gov.uk).

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

Report to:	<b>Executive</b>
Date:	<b>5 April 2022</b>
Subject:	<b>North Hykeham Relief Road (NHRR)</b>
Decision Reference:	<b>I025137</b>
Key decision?	<b>Yes</b>

**Summary:**

The purpose of this report is to:

- (1) Provide an update to the Executive on the progress of the North Hykeham Relief Road (NHRR) project.
- (2) Seek approval from the Executive to enter into a two-stage design and build contract for the purpose of delivering the NHRR.

**Recommendation(s):**

It is recommended that the Executive:

- (1) Note the update on the progress of the NHRR project.
- (2) Approve the award to Balfour Beatty, under the SCAPE Framework, of a two-stage design and build contract for the delivery of the North Hykeham Relief Road.
- (3) Approve proceeding with all stage one (pre-construction) elements of the contract activities including, surveys, outline design & planning application, planning determination & discharge of conditions, support in respect of statutory orders, detailed design & full business case preparation, and advanced works
- (4) Delegate authority to the Executive Director of Place in consultation with the Executive Councillor for Highways Transport and IT to negotiate detailed contract terms, award and enter into the two-stage contract for the delivery of the NHRR.
- (5) Delegate authority to the Executive Director of Place in consultation with the Executive Councillor for Highways Transport and IT to authorize the progression

through the phases contained with the first stage of the two-stage contract up to but not including the giving of notice to proceed to the construction phase.

**Alternatives Considered:**

- |    |  |
|----|--|
| 1. | Not to proceed with the project. The Council would no longer be entitled to receive the Department for Transport (DfT) funding, and any funds drawn down would need to be repaid. The economic, environmental, social, and transport benefits of the scheme would not be realized.   |
| 2. | To procure the design separately from the construction. This has historically been the Council's approach to the delivery of highways projects; however, the scale and complexity of the NHRR will bring greater liability and exposure to risk and cost increases. Procuring the design separately means that the Council incurs the full cost of any change during construction and therefore this approach does not deliver cost certainty. Furthermore, this approach does not benefit from the contractor's input at an early stage, increasing the likelihood of re-work and further delays to the project programme which has the potential to put the DfT funding at risk.   |
| 3. | To procure the design and build contract using an alternative procurement route. This would require an open tender process or the use of an alternative public sector framework agreement. Tendering the works would take a significant period of time to develop a robust tender package and furthermore take several months to complete the tender process. This would adversely affect the project programme to such an extent that the DfT funding may be withdrawn; furthermore, open tenders rarely deliver cost certainty and so the risk of cost over run is also higher. Alternative frameworks do exist, most noticeably the MHA+MSF3/4 framework, which the Council has successfully used on previous highway projects. This framework typically utilizes a two-stage contract for early contractor involvement. Whilst the framework can be used for design and build, it is not frequently used for this purpose, and the framework level contract has not been drafted with design and build contracts in mind, nor does the framework have any mechanism for prior contractor involvement to develop the design and build contract itself. As such it is a less appropriate than the proposed SCAPE framework, which is intended to be used for design and build contracts. |

**Reasons for Recommendation:**

Adoption of the recommendations will secure the contractual basis for the delivery of the NHRR and enable the pre-construction stages to be implemented in a controlled manner. Progress on the design and other pre-construction elements of the project will allow a more fully informed decision to be made in due course whether to proceed with the construction phase.

The benefits of delivering the NHRR are as follows:

- To reduce traffic congestion, improve journey times and journey time reliability, maximize accessibility to Lincoln and improve road safety in nearby settlements.



- To support sustainable economic growth in Lincoln and Lincolnshire, improve business efficiency, access to more productive jobs, and unlocking the South West Quadrant Sustainable Urban Extension – a development wholly dependent on this scheme.
- To utilize funding that was sought from the DfT for investing in the North Hykeham Relief Road as well as future S106 developer contributions.

## **1.1 Background**

- 1.1.1 The NHRR, previously known as the Lincoln Southern Bypass (LSB), is the last major highway scheme contained within the Lincoln Integrated Transport Strategy (LITS). The NHRR is also the last element of a complete ring road around the greater Lincoln urban area comprising both Lincoln and North Hykeham. The ring road will comprise of four sections of carriageway: the Lincoln Western Relief Road (LWRR), the Lincoln Northern Relief Road (LNRR), the Lincoln Eastern Bypass (LEB), and the NHRR. The NHRR will also form part of the Lincolnshire Coastal Highway.
- 1.1.2 The NHRR has been a long-term aspiration of the County and District Councils, and the principle of a relief road has been developed as part of several strategies and policy plans covering the Lincoln area for many years; this includes the Lincoln Integrated Transport Strategy (LITS) of which NHRR is a key part.
- 1.1.3 Following the identification of the preferred route in 2006, the adoption of the Central Lincolnshire Local Plan (CLLP) in 2017 (of which the Relief Road is a key supporting infrastructure scheme), and construction of the LEB, the Council is now able to progress proposals for the NHRR. The proposed NHRR will provide a new road link to the south of the city of Lincoln and the suburb of North Hykeham.
- 1.1.4 The NHRR will provide a connection between the A46 (at the scheme's western end), and the A15 (at the scheme's eastern end), where it will link into the LEB. The route of the proposed scheme passes through an area of predominantly farmland, situated to the south of the city of Lincoln and the suburb of North Hykeham.
- 1.1.5 The project aims and benefits are to:
- Assist the sustainable economic growth of Lincoln and Lincolnshire
  - Improve the quality of life in central Lincoln and surrounding area
  - Maximize accessibility to central Lincoln
  - Improve road safety in central Lincoln and the other settlements nearby.
- 1.1.6 There have been several previous reports provided to relevant Executives and Committees on, and related to, the NHRR scheme. These include:

September 2005	Authority to undertake public consultation for the LSB
April 2006	Authority to undertake further work to determine a preferred route for the LSB
November 2006	Discretionary blight policy adopted
December 2006	Preferred route of LSB adopted
April 2013	4 <sup>th</sup> Lincolnshire Local Transport Plan adopted
April 2017	Central Lincolnshire Local Plan adopted
October 2018	Approval to seek funding for NHRR

1.1.7 The following report is noted for completeness; however, the adoption of this document is a matter for Full Council:

February 2022	5 <sup>th</sup> Lincolnshire Local Transport Plan
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1.1.8 The adoption of the preferred route in 2006 gave rise to a number of blight notices being served upon the Council. During the period 2008 to 2010, eight properties and one parcel of land were acquired by the Council in respect of the blight notice claims. In May 2021 the Council was served with a further statutory blight notice and is compulsorily required to acquire the respective property. It is therefore anticipated that the total number of properties acquired by the Council will rise to nine.

1.1.9 Following the approval to seek funding for NHRR, the Council submitted an Outline Business Case (OBC) and has been successful in securing a £110 million allocation from the DfT.

## 1.2 Scheme Benefits

1.2.1 The scheme provides economic, environmental, social, and transport benefits.

1.2.2 By providing an alternative route choice for A46 users to travel around or bypass the Lincoln urban area, journey time savings are made for medium and longer trips on these routes. Congestion is reduced on some radial routes into the city centre, in particular on the A1434 Newark Road / A15 corridor, plus Brant Road and the A607 Grantham Road. Congestion is also reduced within the Lincoln urban area, in particular in North Hykeham and Waddington, which reduces travel time for shorter trips in these areas. The value of the journey time savings is forecast at £152.1m for business users and £179.6m for other users.

1.2.3 The scheme also produces benefits for journey time reliability through providing additional network capacity and route choice, in particular for east-west movements and as an alternative route around the city to the existing orbital network.

1.2.4 There will be an overall improvement to the performance and reliability of the local transport network which will improve the efficiency of businesses and promote sustainable economic growth. The scheme increases effective business catchment areas, which has a positive benefit for labour supply and a move to more productive jobs.

- 1.2.5 The NHRR is a vital part of Lincolnshire's plans to support the growth of its priority economic sectors, improve the efficiency of the strategic road network within central Lincolnshire – and in turn the links to the major national and international gateways and support the creation of new housing.
- 1.2.6 The scheme unlocks the South West Quadrant (SWQ) Sustainable Urban Extension (SUE). The whole of this development is dependent on the NHRR. The development will be residential led, incorporating circa 2,000 dwellings and up to 5ha of additional general employment land, along with retail and community uses including a new primary school, open space and formal sports pitches.
- 1.2.7 Overall, the scheme provides a benefit in terms of noise by altering the physical location of vehicles, as well as flows, composition, and speeds on the existing network, and introducing new traffic flows along the length of the new road. A noise appraisal undertaken in 2015 identified that 748 properties would experience an increase in daytime noise levels, but that 3,158 properties would experience a reduction in daytime noise levels in the Design Year (2041). Mitigation will be incorporated into the design to reduce the adverse effects on other environmental impacts including landscape and biodiversity.
- 1.2.8 By incorporating new segregated walking, cycling and equestrian infrastructure, the scheme will encourage physical activity for existing residents and for future residents of the SWQ SUE. Furthermore, decreased traffic flow on existing local roads in the Lincoln urban area reduces barriers to walking and cycling on the existing network.
- 1.2.9 The scheme reduces the overall level of traffic across the network in the residential areas of North Hykeham and Waddington. This improves accessibility to local community facilities and services for motorized users through reduced delay and for non-motorized users through reducing congestion as a perceived barrier to travel.
- 1.2.10 There will be a reduction in the total number of road traffic accidents through the transfer of traffic from less appropriate routes, in particular the rural roads to the south of the Lincoln urban area, onto a new dual carriageway which typically has a lower accident rate. An assessment has derived a forecast total of 427 accidents saved over the 60-year appraisal period.
- 1.2.11 Based on all the evidence, the scheme is very likely to offer high value for money when assessed against the DfT's guidance document Value for Money Framework (2017).

### 1.3 Scheme Proposals

- 1.3.1 The NHRR proposal is for an 8km bypass road providing a connection between the A46 (at its western end) and the A15 (at its eastern end) immediately to the south of the Greater Lincoln urban area, and North Hykeham in particular.
- 1.3.2 A new 70mph dual carriageway link between the A46 on the western side of Lincoln and the A15/LEB Junction, the scheme will tie into the existing at-grade 4 arm roundabout at the A46 WRR/A1434 Newark Road/A46 (T)/Middle Lane and join the A15/LEB junction on the eastern side of Lincoln through an additional arm.
- 1.3.3 The A46 roundabout forms part of the Strategic Road network maintained by National Highways. This roundabout will be enlarged to cater for the 5th arm onto the NHRR. The A15 roundabout was recently constructed by LCC as part of the LEB and contains provision for an additional arm onto the NHRR.
- 1.3.4 In addition to the junctions with the A46 and A15 the scheme will also include the provision of three new junctions with the main radial routes into Lincoln where they intersect with the NHRR. These include:
- South Hykeham Road: A new four arm at-grade roundabout junction will be provided which will maintain access onto the local road network and potential future access to the SWQ SUE.
  - Brant Road: A new four arm at-grade roundabout junction will be provided to maintain access onto the local road network
  - A607 Grantham Road: A four arm at-grade roundabout will be provided to maintain access to the A607 Grantham Road.
- 1.3.5 It will also include the provision of the following bridge structures:
- River Witham Overbridge: This will form a circa 119 metre bridge and carry the NHRR over the River Witham.
  - Station Road Overbridge: This will form a circa 47 metre bridge which will carry the realigned Station Road over the NHRR. These works should also include for NMU facilities to tie in with the existing Station Road provision.
- 1.3.6 In addition, grade separated NMU bridges will be provided at the following locations:
- A46/NHRR Roundabout: This will provide a crossing over the NHRR to maintain National Cycle Network route 9.
  - Wath Lane: A non-motorised user (NMU) structure will be provided over the NHRR to maintain the existing public right of way along Wath Lane. Further options are being developed to consider allowing use by agricultural vehicles.
  - Viking Way/A607 Grantham Road: A NMU structure will be provided over the NHRR to maintain the existing public right of way along Viking Way and the cycle route along the A607 Grantham Road.
- 1.3.7 All of the above works should also include provision for tying back into the new footway / cycleway provisions that will be part of the NHRR scheme.

## 1.4 Procurement

- 1.4.1 The Council has historically delivered major schemes through its own bespoke Major Schemes Framework. More recently a combination of stand-alone contracts and the Midlands Highways Alliance + Medium Schemes Framework 3 have provided the Council with alternative routes to market. However, both of these procurement routes have had their challenges.
- 1.4.2 A review of procurement options was undertaken in 2021. The report concluded that a Design and Build (D&B) form of contract should be adopted because this type of contract provides greater cost certainty when compared to a more traditional route.
- 1.4.3 A design and build contract transfers liability for design away from the Council to the contractor. This reduces the risk of cost overrun during construction because errors or problems in the design are the contractor's liability rather than the Council's. Having a single organisation to design and build the project should increase the reliability of the design because there is no future means to claim money for errors or problems in that design. Equally, the designer will benefit from the input of the contractor at a much earlier stage than is traditional, ensuring that buildability and sequencing of works are key considerations of the design early, reducing the need for re-work and ensuring the right solution is adopted first time. Risk is not eliminated due to the pain/gain mechanism of the proposed NEC Option C contract, and scope changes will always remain a LCC responsibility. Furthermore, initial estimated costs are likely to be higher because the contractor will need to include contingency in their price to cover their expose to their additional risks. Overall, the design and build route provides for lower risk and higher cost certainty than the traditional procurement routes used by LCC, with all parties benefiting from the additional knowledge and experience brought into the project team by the inclusion of the contractor at an early stage.
- 1.4.4 The SCAPE framework is a suitable framework to accommodate the project needs and is one regularly used by other authorities for this scale and nature of project.
- 1.4.5 SCAPE appointed Balfour Beatty as sole contractor to its National Civil Engineering Framework. Through the framework, Balfour Beatty provide an end-to-end service from pre-construction through to project delivery.
- 1.4.6 The form of contract used by the framework is the NEC4 Engineering and Construction Contract. The Government Construction Board recommends that public sector organisations use the NEC contracts when procuring construction, and the council has significant experience in managing this form of contract.
- 1.4.7 Although a single contract includes both design and construction, the contract is delivered in two stages. The first stage will be for preconstruction. The second stage will be for construction. There is no obligation on the Council to proceed from stage one to stage two and therefore no liability, at this time, for any construction costs.

- 1.4.8 A further report will be presented to the Executive at the appropriate time to seek approval to issue the 'notice to proceed' which will enable the construction works to commence. This same report will include an updated cost estimate, funding profile, and delivery timetable.
- 1.4.9 Gateways will be introduced into stage one of the contract to separate out key activities including, surveys, outline design & planning application, planning determination & discharge of conditions, support in respect of statutory orders, detailed design & full business case preparation, and advanced works. Works will progress through these phases by a mechanism similar to the 'notice to proceed' and only when authorized by the Executive Director of Place.
- 1.4.10 The two-stage contract and the gateways to be introduced into stage one limit the Council's exposure to the expenditure incurred on the instructed works only. This report does not seek authority to enter into stage two of the contract so the maximum liability to the Council pursuant to the proposed contract is estimated to be £17.3m. The gateways will further reduce exposure to costs during stage one. Detailed negotiations are ongoing; however, it is anticipated that each phase within stage one would range between £1.5m and £4.5m. This is so that risk and liability is managed through smaller packages of work and to align with the Council's normal governance procedures required for a scheme of this nature (e.g., planning applications and statutory orders).
- 1.4.11 Throughout the procurement process and the whole project delivery it has been acknowledged that LCC must hold a strong intelligent client role rather than delegate to others. This client governance role has been implemented which incorporates robust commercial scrutiny. It also retains the management and co-ordination role for elements such as archaeology, ecological and environmental requirements. In addition, LCC is reviewing its archaeological policy to ensure it is fit for purpose and through the future planning process won't require any unnecessary activities to be taken as a result of the road construction. In summary, the client role is to drive the programme delivery and as a function reduce costs to provide the council the confidence that the project is being led effectively.

## 1.5 Cost Estimates

- 1.5.1 The most likely cost of the scheme is estimated to be in the range of £179.3m to £212.4m as set out below:

	Most likely range (£m)		
	High	Medium	Low
Construction (based on Q4 2021 prices)	121.9	112.8	108.9
Preconstruction	17.9	17.3	15.2
Stat diversions	9.0	9.0	9.0
Land & client costs	14.9	10.4	10.4

Risk	24.4	20.6	18.8
Inflation	24.3	23.0	16.9
<b>TOTAL</b>	<b>212.4</b>	<b>193.4</b>	<b>179.3</b>

1.5.2 The estimated costs have been developed by the proposed contractor, Balfour Beatty through the SCAPE framework, except for the land & client costs which have been assessed by the Council and its professional advisors.

1.5.3 The cost estimate is based on the same level of design information contained within the OBC. Additional desktop work has been undertaken to understand the geology and the effect this will have on the scheme design and construction, as well as a comprehensive review of existing statutory undertaker's apparatus. Collaborative workshops have also been held with designers, internal and external stakeholders, and the contractor to ensure that the risks and opportunities are fully understood. Although this remains a preliminary estimate, the advanced work undertaken results in a cost range which is robust and reliable.

1.5.4 The cost estimates are approximately 16% to 38% higher than those contained in the OBC as set out below:

	<b>Most likely range (£m)</b>		
	<b>High</b>	<b>Medium</b>	<b>Low</b>
OBC estimate	154.458		
Current estimate	212.4	193.4	179.3
<b>% Change</b>	<b>+37.5%</b>	<b>+25.2%</b>	<b>+16.1%</b>

1.5.5 The original estimates contained within the OBC were based on the information available at that time. A benefit of the chosen procurement route is that the design information and assumptions contained within the OBC can be reviewed at early stage and supplemented with additional information as described in paragraph 1.5.3. The coronavirus COVID-19 pandemic has led to an unprecedented rise in the cost of construction materials, resulting in a larger than anticipated industry inflation rate in 2020 and 2021. Rebasing the costs in Q4 2021 incorporates this inflation, whilst future inflation is based on information provided by the RICS Building Cost Information Service. Furthermore, an extension to the programme (discussed in section 1.6) has caused expected costs to rise. The drivers for the cost increases have already occurred, but the chosen procurement route enables these to be realized much earlier than has historically been the case, which reinforces the assessment that this is a robust and reliable cost estimate.

1.5.6 Works to reduce costs will naturally continue through the pre-construction stage of the proposed contract. A review of opportunities has been undertaken, and whilst a reasonable proportion of these savings has been included in the cost estimates presented, it remains a priority to reduce costs where possible.

1.5.7 The cost increase has the potential to adversely impact the benefit to cost ratio identified in the OBC. The change will not be determined until such time as the Full Business Case is prepared and submitted, which will be shortly before the commencement of construction. However, the risk is anticipated to be low because material cost increases have been experienced nationally, such that all schemes may be affected similarly. The cost profile is formally reported to the DfT on a quarterly basis for monitoring purposes, mitigating any residual risk. It remains the case that the OBC has been accepted, that the scheme represents high value for money, and delivers significant benefit to the county of Lincolnshire as described in section 1.2. The scheme continues to enjoy access to the DfT funding, and this funding will be drawn down as the scheme progresses.

## 1.6 Timetable

1.6.1 The proposed timetable anticipates pre-construction works (stage one) commencing under this contract in May 2022, with construction works (stage two) commencing November 2025 and completing in November 2028 as set out below:

	<b>Start</b>	<b>End</b>	<b>Duration</b>
Preconstruction (stage one)	May 2022	October 2025	41 months
Construction (stage two)	November 2025	November 2028	36 months

1.6.2 The proposed timetable has been developed by the proposed contractor, Balfour Beatty, through the SCAPE framework and with input from the Council in respect of its retained responsibilities and statutory processes.

1.6.3 The programme represents a prolongation of the scheme duration when compared to the OBC. Road opening is now expected to be 2 years later: November 2028 rather than November 2026. Approximately half of the delay is to be found within the construction duration, which is now anticipated to be 3 years, rather than 2 years. However, the advanced work undertaken by the contractor to sequence and schedule all key tasks required for construction as part of the SCAPE procurement process now provides a more robust and reliable construction timetable than was contained in the OBC.

## 1.7 Funding

1.7.1 The scheme will be funded by the following contributories, shown together with the value of their contribution:

- Department for Transport - £110,045,000
- Lincolnshire County Council - £38,000,000
- S106 developer contributions - >£10,000,000
- **TOTAL £158,045,000**



1.7.2 Lincolnshire County Council will forward fund the S106 developer contributions, with a view to recovering the money as and when the developments come to fruition.

1.7.3 There is currently an estimated funding gap of between £24.8m and £57.9m. The Council will address the funding gap before the key decision is required to authorize the giving of notice to proceed to the construction phase through the Council's normal budget setting processes.

## **1.8 The Council's Retained Responsibilities**

1.8.1 The contractual requirements which govern the contractor's outputs have been developed by the Council. The detailed contract terms are being negotiated and this paper seeks delegated authority to negotiate those detailed contract terms, award and enter into the two-stage contract. The scope of works has been established by the project team through internal and external liaison to establish the design principles and constraints.

1.8.2 Technical assurance will be undertaken by Lincolnshire County Council's Technical Services Partnership to ensure that the design produced by the contractor meets the Council's technical requirements.

1.8.3 Whilst the responsibility for producing and submitting the planning application (subject to instruction from the Council) is that of the contractor, the responsibility for the planning application remains with the County Council as the applicant.

1.8.4 Land assembly and land access will be retained by the Council as it has statutory powers available to it to ensure that the scheme is able to proceed. Any subsequent legal orders (subject to appropriate authority at the relevant time) will be made and managed by the Council in its statutory capacity.

## **1.9 Approvals Required**

1.9.1 The purpose of this paper is to seek approval to award to Balfour Beatty, under the SCAPE Framework, a two-stage design and build contract for the delivery of the North Hykeham Relief Road, and to proceed with stage one (preconstruction).

1.9.2 To delegate authority to the Executive Director of Place to negotiate detailed contract terms, award and enter into the two-stage contract for the delivery of the NHRR, and to authorize the progression through the phases contained within the first stage of the two-stage contract up to but not including the giving of notice to proceed to the construction phase.

## 2 Legal Issues

### Equality Act 2010

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

Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.

Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

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

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

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

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

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

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

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

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

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

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

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

Consideration has been given to the JSNA and the JHWS and can be seen from the scheme descriptions that they will have positive benefits for both the health and wellbeing of local residents.

#### Crime and Disorder

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

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

### **3 Conclusion**

- 3.1 The purpose of this paper is to update the Executive on the progress of NHRR, to seek approval to award a two-stage contract for the delivery of the NHRR and to delegate authority to the Executive Director of Place to negotiate detailed contract terms, award and enter into the two-stage contract for the delivery of the NHRR.

#### **4. Legal Comments:**

The Council has the power to enter into the contract proposed. The proposed procurement route is compliant with the Council's legal obligations in relation to procurement.

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

#### **5. Resource Comments:**

- 5.1 Accepting the recommendations within the report will commit the council to the costs of the first stage of the two-stage contract to proceed with the North Hykeham Relief Road. Whilst there is a cost range identified for this stage, this can be met from the currently approved capital programme for this scheme.

5.2 Before progressing beyond this stage of the contract, the budget will need to be reviewed and consideration given to the impact of any additional budget required to deliver the whole scheme. At this point it is considered that there will be a shortfall in the scheme budget against the range of the likely costs of construction calculated.

## 6. Consultation

### a) Has Local Member Been Consulted?

N/A

### b) Has Executive Councillor Been Consulted?

Yes.

### c) Scrutiny Comments

The decision will be considered by the Highways and Transport Scrutiny Committee at its meeting on 7<sup>th</sup> March 2022 and the comments of the Committee will be reported to the Executive.

### d) Risks and Impact Analysis

Risk and Impact Analysis are being undertaken as part of the ongoing design process.

## 7. Background Papers

The following background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

Background Paper	Where it can be viewed
Report to Executive dated 5 December 2006 "Preferred Route for Lincoln Southern Bypass"	Democratic Services <a href="https://lincolnshire.moderngov.co.uk/ieListMeetings.aspx?Committeeld=121">https://lincolnshire.moderngov.co.uk/ieListMeetings.aspx?Committeeld=121</a>
Report to Executive dated 2 October 2018 "North Hykeham Relief Road"	Democratic Services <a href="https://lincolnshire.moderngov.co.uk/documents/s23624/NHRR%20-%20Cover%20Report.pdf">https://lincolnshire.moderngov.co.uk/documents/s23624/NHRR%20-%20Cover%20Report.pdf</a>

This report was written by Sam Edwards, Head of Highways Infrastructure, who can be contacted on 07900 136143 or at [sam.edwards@lincolnshire.gov.uk](mailto:sam.edwards@lincolnshire.gov.uk).

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

Report to:	<b>Highways and Transport Scrutiny Committee,</b>
Date:	<b>07 March 2022</b>
Subject:	<b>Road Safety Partnership Annual Report</b>

**Summary:**

This report seeks to provide Committee members with an update on fatal, and killed and serious injury (KSI) casualty figures for Lincolnshire. Further, it provides data on trends, comparisons and areas of priority.

**Actions Required:**

Members of the Public Protection and Communities Scrutiny Committee are invited to:

- (1)** Consider and comment on the report and highlight any recommendations or further actions required.
- (2)** Seek assurance on the work being undertaken by the Road Safety Partnership to reduce the number of people killed and injured on county roads.

## **1. Background**

- 1.1 Much progress has been made in reducing road traffic collisions since the formation of the Lincolnshire Road Safety Partnership (LRSP) in 2000. Nevertheless, there is still much more to do as in 2021, 40 people were killed and 412 seriously injured on the roads of Lincolnshire.
- 1.2 The human consequences are impossible to quantify but the August 2017 report '[Evaluating the costs of incidents from the public sector perspective](#)' by UK road safety charity IAM RoadSmart has provided an update on the cost of road deaths to the public purse. In 2015 the cost of each fatality was estimated at £1.7million. The biggest element in this figure is the cost to the individuals involved, chiefly loved ones. This human cost factor has always been based on how much those relatives would be willing to pay to avoid the incident. By stripping this out the new report more accurately identifies which costs fall on the public purse.

- 1.3 The total costs to public services identified by the research were as follows:
- Young drivers, £1.1 Million per fatality
  - Motorcyclists, £800,000 per fatality
  - People driving for work, £700,000 per fatality
  - Older drivers, £10,000 per fatality
- 1.4 Furthermore, the single major avoidable cause of death in childhood in England is unintentional injury – death in the home for under-fives and on the roads for over-fives. [Fair Society Healthy Lives' The Marmot Review, 2010](#)
- 1.5 Promoting and supporting road safety in conjunction with Lincolnshire Police and Lincolnshire Road Safety Partnership is one of the key priorities of the [Community Safety, Policing and Criminal Justice Plan for Lincolnshire 2021-25](#) published by the Lincolnshire Police and Crime Commissioner.

## **2. National Strategies, Policies and Guidance**

- 2.1 There are a large number of national documents that deal with the issue of road safety. Much of it is applicable to Lincolnshire and helps provide context for the particular issues road users face in this county. National strategies and policies are used to inform local decision making and have been utilised when formulating the local plans outlined below.

[NICE Guideline: Unintentional injuries on the road: interventions for under-15s \[PH31\]](#) 2010 - This guideline covers road speed limits, 20mph zones and engineering measures to reduce speed or make routes safer.

[Department for Transport: Road Safety Statement-2019 A Lifetime of road safety](#) Road safety statement and two-year action plan, addressing road safety issues throughout the lifetime of roads users.

[Public Health England & RoSPA: Reducing unintentional injuries on the roads among children and young people under 25 years](#) Published 2014; last updated 2018 - Action areas for local authorities and their partners to help develop injury prevention strategies for children and young people.

[Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#) Personal injury accident statistics, on public roads in Great Britain for 2020.

[Parliamentary Advisory Council for Transport Safety – Safe Systems Approach](#) Outlines the Safe System approach to road safety which has a long-term goal for a road traffic system which is eventually free from death and serious injury.

## **3. What the data is telling us**

- 3.1 Lincolnshire is a large, predominantly rural county with a population of 766,333 inhabitants (ONS - Population estimates for the UK, England and Wales, Scotland

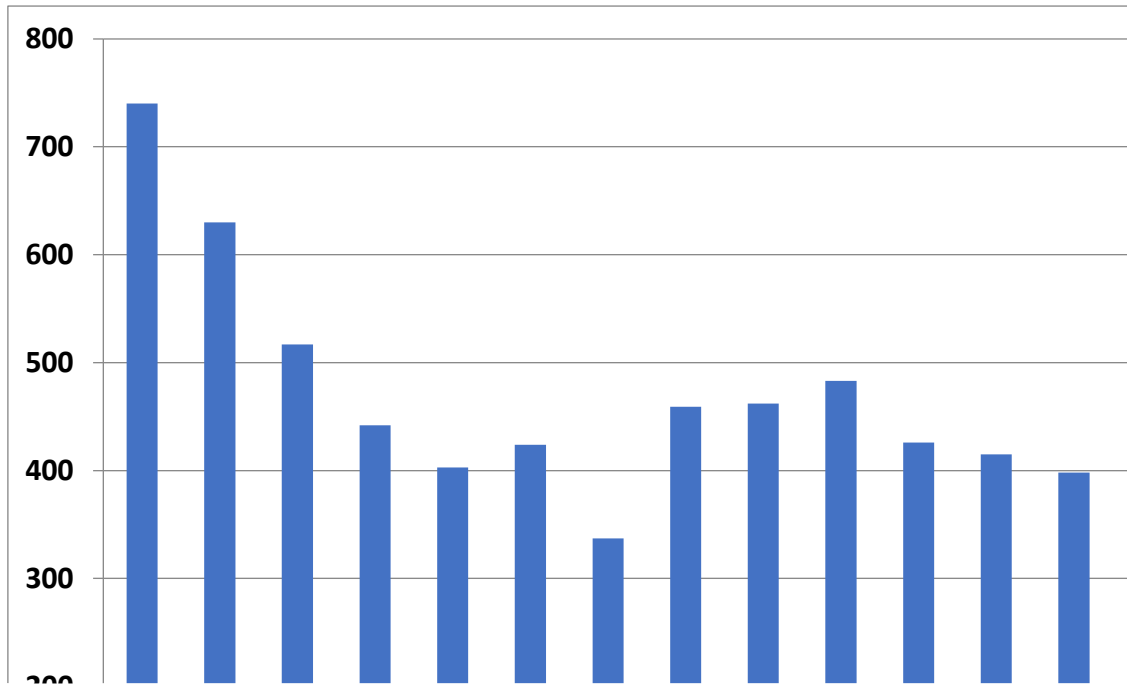
and Northern Ireland: mid-2020) and is the fourth largest county in England, covering over 5,900km<sup>2</sup>.

As a consequence of the size of the county, the highway network is extensive totalling around 8893km, making it the fifth longest highway authority nationally.

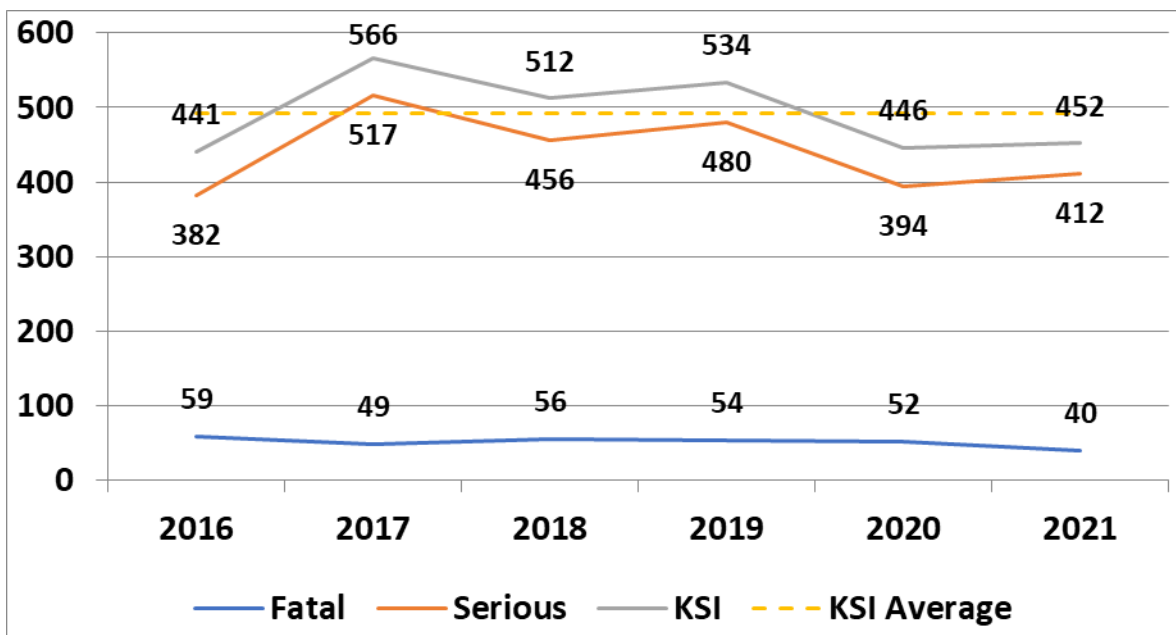
- 3.2 Traditionally the economy of the County has been based around agriculture, manufacturing and tourism, particularly along the east coast. This is significant as it introduces a range of different road users (e.g., HGVs, caravans, and motorcycles) to Lincolnshire who can be unfamiliar with the county and leads to seasonal fluctuations in traffic flow.
- 3.3 Further, a high number of people migrating to Lincolnshire are of retirement age or above. The proportion of the population over 65 years old is 22.8% compared with a national average of 17.8% (ONS 2015 – midyear estimate).
- 3.4 The coronavirus pandemic has had a sustained and dramatic impact on road use throughout 2020 and 2021. The requirement for varying degrees of lockdowns and restrictions on public movement makes direct comparisons between years particularly difficult.
- 3.5 LRSP primarily uses [Stats19 Data](#) (*the police collect details of all incidents which they attend or become aware of within 30 days, which occur on the highway, in which one or more person is killed or injured, and involving one or more vehicles using the STATS19 data collection system. STATS19 is the reference number for the police form used to record incidents*) to analyse collision and casualty trends. This is the national standard used by the Department for Transport (DfT).
- 3.6 Stats19 data shows that in Lincolnshire there was a substantial and sustained reduction in killed or seriously injured (KSI) casualties from 483 in 2011 to 320 in 2015. However, there has since been an increase in KSI casualties with 441 recorded in 2016, 566 in 2017, 512 in 2018, and 534 in 2019. 2020 saw this reduce to 446 and in 2021 it was 452.
  - The majority of KSI casualties in Lincolnshire occur on the rural road network.
  - Casualties are more likely to be male.
  - Collisions are distributed throughout the county with the highest percentage in East Lindsey.
  - The highest risk groups remain; high powered two-wheel motor vehicle (TWMV) riders, young drivers (17-24years) and mature road users (60years+). However, pedestrian, and pedal cycle casualties have risen throughout the last two years.
- 3.7 Fatal casualties have fluctuated in recent years with 42 in 2014, 39 in 2015, 59 in 2016, 49 in 2017, 56 in 2018, 54 in 2019, and 52 in 2020, and 40 in 2021.
- 3.8 Table 1 – Casualty Figures

Year	2016	2017	2018	2019	2020	2021
Fatal	59	49	56	54	52	40
Serious	382	517	456	480	394	412
KSI	441	566	512	534	446	452

3.9 Figure 1 - KSI Casualties



3.10 Figure 2 - Fatal Casualties and KSI





- 3.11 Figures 3, 3b and 3c in Appendix A show an improving situation for Lincolnshire when considering national comparisons. The change in KSI casualties 2008 V 2017 comparison presented in the 2019 report showed a 67.66 increase in Lincolnshire, significantly higher than the GB average 6.82% reduction. The current 2011 V 2020 comparison shows a 8.25% reduction, only slightly below the 13.83% GB figure.
- 3.12 2020 saw reductions in most KSI casualties when categorised by user group with the highest reductions in child 0-16 (-35.1%), pedestrians (-31.9%), car and taxi (-25.9%), and 17–24-year-old drivers (-21.3%).

Whilst the overall reduction in KSI casualties was maintained in 2021, increases have been seen in a number of user groups, particularly child 0-16 (87.5%) and pedestrians (19.1%).

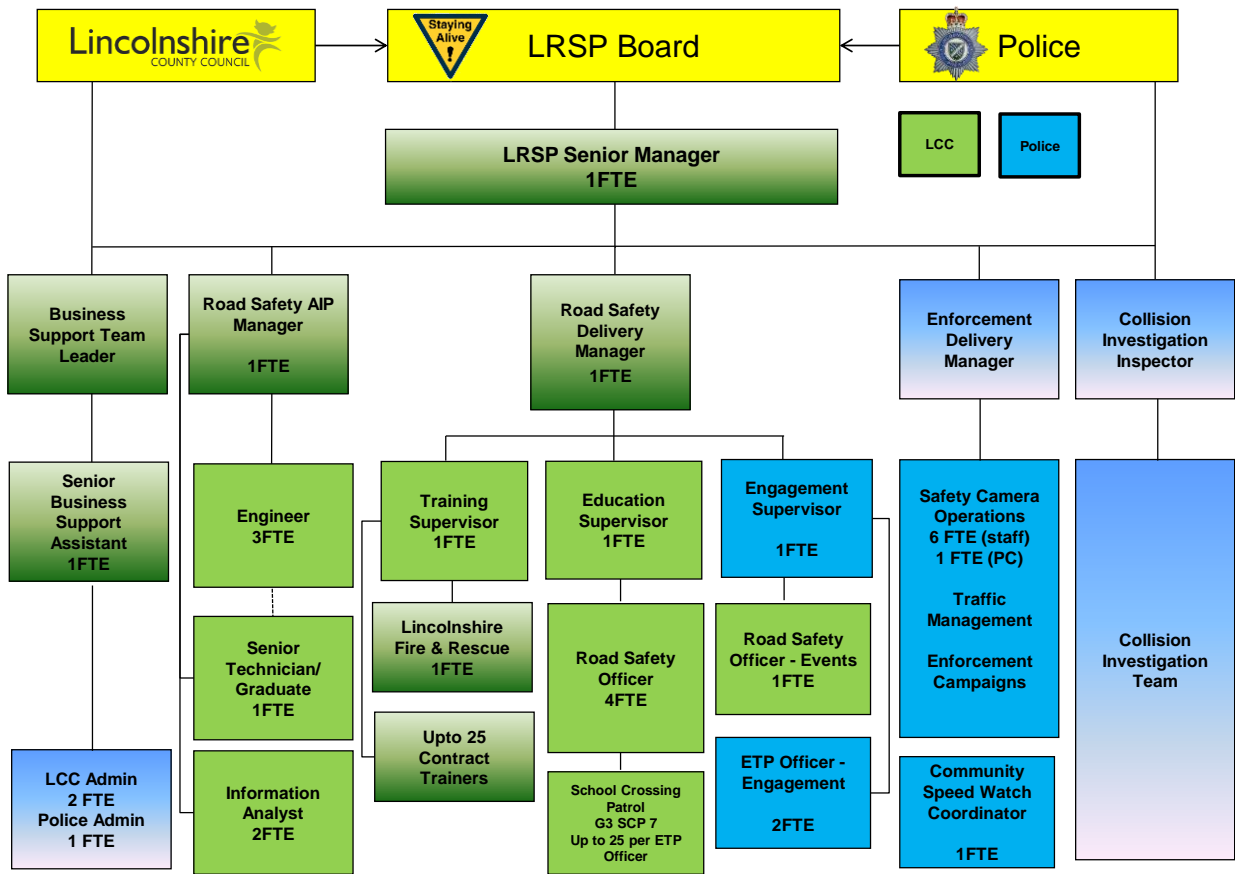
- 3.13 The following outlines some of the key data for fatal casualties in 2021:
- 82% male,
  - 63% in the 25-59 age range,
  - 82% driver/rider
  - 92% happened in fine weather without high winds
  - 78% in a car
  - 67% of fatal accidents happened on A and B Class roads
  - The highest contributory factor defined by Stats19 data was 'Careless/Reckless/In a hurry'

#### **4. Lincolnshire Road Safety Partnership (LRSP)**

- 4.1 The Lincolnshire Road Safety Partnership (LRSP) was formed in June 2000 and now comprises the following organisations:
- Police and Crime Commissioner
  - Lincolnshire Police
  - Lincolnshire County Council
  - National Highways
  - Lincolnshire Fire and Rescue
  - East Midlands Ambulance Service
- 4.2 LRSP was the first of its kind in the Country and co-locates forensic collision investigators and casualty reduction officers from Lincolnshire Police with LCC's Accident Investigation and Road Safety teams to form a multi-agency centralised road safety unit. Lincolnshire Fire and Rescue also has staff based with the LRSP who co-ordinate all fire and rescue road safety related activity. Additionally, the deployment and maintenance of safety cameras is managed within the LRSP. Consequently, the entire core functions of road safety, namely engineering, education and enforcement are co-ordinated from this centre.

- 4.3 LRSP is based within the Pelham Centre adjacent to Pelham Bridge in Lincoln. The cost of occupying and running these premises together with the cost of a manager were previously funded through contributions from the Partner agencies. These overheads are now funded through the Safety Camera Business Case.
- 4.4 As a Partnership the LRSP must implement actions that involve working with individuals and organisations to improve road safety. Some of the key parties are:
- Schools, academies, colleges and universities
  - Road Safety organisations and groups (IAM, RoSPA, Brake)
  - Cycling and walking groups
  - NHS
  - Employers
  - Military camps
  - Motoring organisations / road users
- 4.5 LRSP is managed by the LRSP Senior Manager, supported by a management team comprising of officers from Lincolnshire Police and LCC. The LRSP Senior Manager reports quarterly to a strategic board of elected members and senior officers from the Partnership organisations.
- 4.6 LRSP Mission Statement: *Making Lincolnshire's roads safer for all*
- 4.7 LRSP Vision: *To make significant year on year reductions in those killed or injured on Lincolnshire's roads through a sustainable, co-located road safety partnership delivering targeted interventions focussed on education, engineering, and enforcement.*
- 4.8 LRSP Priorities: Our priorities are reviewed annually following analysis of collision trends and causation factors. The outcomes of this analysis are reflected in a yearly Delivery Plan which sets our priorities for that year.  
Our current priorities are:
- Young drivers (17 years to 24 years)
  - Mature driver (60years +)
  - Two Wheel Motor Vehicle Users
  - Pedal Cyclists
  - Pedestrians
  - Business users

5. Figure 3 - LRSP Structure



6. LRSP Current Activity and Services

6.1 The LRSP mission statement, vision, strategic priorities and outcomes are all specified in the [LRSP Road Safety Strategy 2015 – 2025](#). This document commits the LRSP to being intelligence led and to focus on the four e's of education, engineering, enforcement, and evaluation. The Strategic Board meets in March each year to review progress, assess data and modify immediate priorities where necessary.

6.2 The current road safety activity undertaken by LRSP to reduce death and injury on the roads includes:

6.3 Engineering:

- Delivery of Accident Investigation and Prevention (AIP) engineering works. Over 1000 sites and links are assessed annually resulting in over 50 sites requiring more detailed investigation and improvement work.
- Over 50 road safety audits completed per annum.
- Community Speed Watch passive and interactive warning signs now being utilised by more than 200 parishes.
- Traffic schemes.

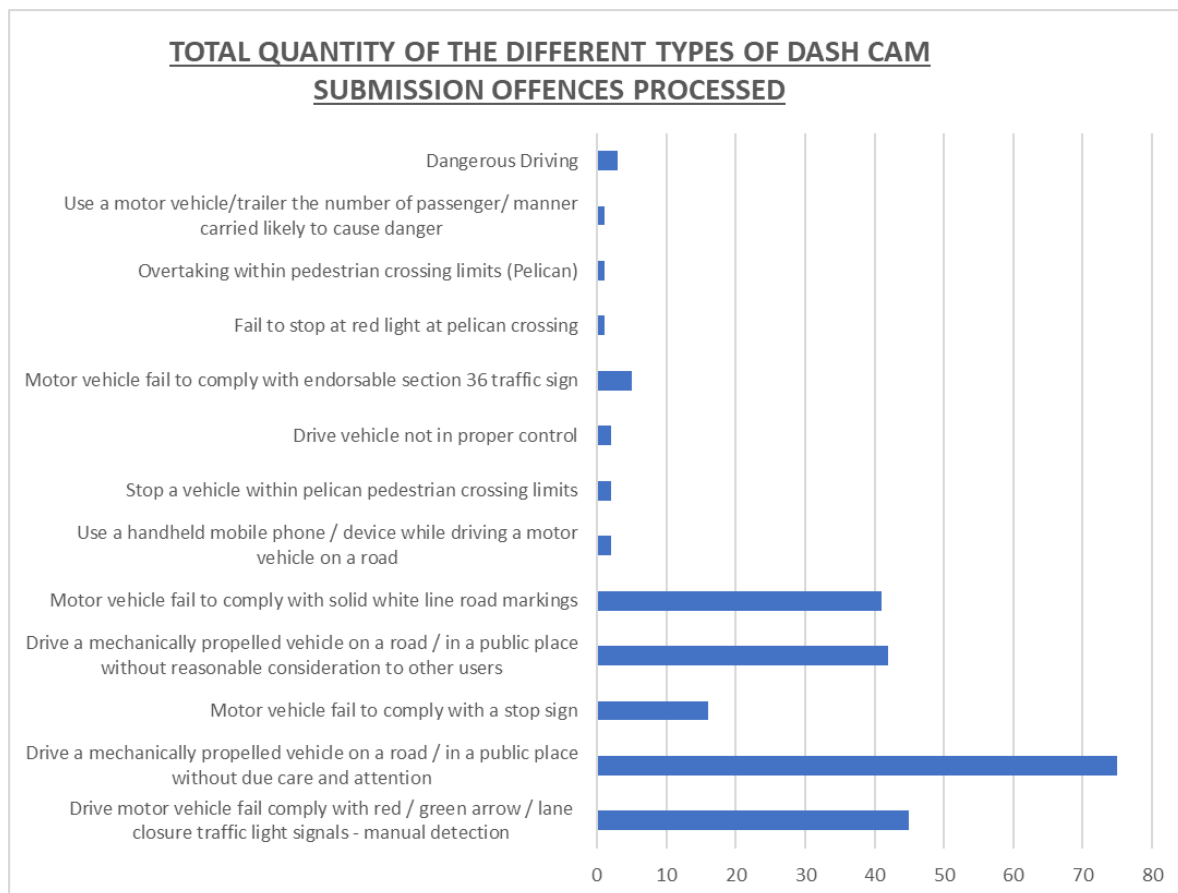
- Pedestrian Crossings.
- Delivery of Department for Transport Safer Roads Fund schemes totalling over £2,000,000 in 2019-21.

6.4 Enforcement (inc Lincolnshire Police):

- Speed Enforcement: management and operation of Lincolnshire's extensive safety camera enforcement system. This currently consists of 7 average speed, 39 static and approx. 80 mobile camera sites. Static camera sites are currently subject to digital upgrade programme.
- Operation Octane – motorcycle enforcement and education campaign.
- Seasonal education and enforcement Drink & Drug Driving campaigns.
- Local Police Enforcement.
- Roads Policing.

6.5 Operation Snap

Operation Snap enables the submission of dashcam video evidence from members of the public in relation to suspected driving offences. Up to the end of November, 774 submissions were received in 2021 resulting in 236 suspected offences being processed and an additional 287 warning letters being issued.



6.6 Community Speed Watch (CSW):

The CSW scheme now has 270 members using one or more of the following:

- Passive speed limit reminder signs.
- Vehicle activated speed warning signs.
- Volunteer speed monitoring groups.

6.7 CSW Volunteer speed monitoring groups.

- 77 trained groups
- 914 trained Volunteers
- 428 documented CSW locations across the County
- 25,000 warning letters have been sent to motorists since the scheme started in October 2018.

6.8 Education, Training and Publicity (ETP) (non-schools):

In order to achieve the ETP objectives outlined in the [LRSP Road Safety Strategy 2015-2025](#) the following activity will be delivered:

- Delivery of National Driver Offender Retraining Scheme (NDORS) courses as an alternative to prosecution.
- Performance Plus motorcycle training.
- Reintroduction of national 'Bikesafe' motorcycle training course
- Police Rider motorcycle training.
- Smart Rider observed ride initiative.
- Continuation of Shiny Side Up signage.
- Continue to deliver non-Police referral suite of courses including Young Driver Training Programme, Taxi course delivered from various venues and training targeting identified priority groups as required.
- Continue to deliver driver training opportunities from Scampton driver training facility utilising skid cars and crash car simulator to achieve practical, relevant and fun experiences and solutions to drivers of all ages.
- Deliver free Mileage for Life courses for mature drivers.
- Provide 2fast2soon Corporate training and a further suite of corporate resources to assist organisations with Managing Operational Road Risk (MORR)
- Extensive event and show attendance allowing community engagement and educational opportunities.
- Creation and dissemination of educational clips to best expose prevention messages and raise awareness.
- Continue to manage School Crossing Patrol facilities across the County.
- Provide successful road safety communications campaigns targeting every aspect of road safety. In recent years this has included advertising and public awareness campaigns on the following issues:
  - Drink and drug driving

- Motorcycle safety
- Police – Fatal 4 campaign
- Winter driving
- Mobile Phones
- Seatbelts
- Child safety
- Vehicle maintenance
- Heavy and Light Goods Vehicles
- Agricultural Vehicles
- Driving for Work
- Brake Road Safety Week

6.9 Evaluation:

- Comprehensive data analysis, identification of key issues and establishing priorities and emerging trends.
- Improving engagement methods and subsequent impact.
- Recruitment of Police Performance Officer, providing data analysis from Police sources combined with LRSP data to better inform road safety decision making and improve Police data led approach to road safety.

**7. Delivery of Education, Training and Publicity to Schools/Colleges**

7.1 At a Primary level we offer a range of services that help teach children important safety lessons in:

- How to keep themselves and others safe, now and in the future.
- The road environment and how it functions.
- How to influence changes in that environment.

7.2 We offer a range of lessons aimed at different lower key stages to appropriately address approaching road safety challenges. These lessons include:

Conspicuity	Understanding visibility and how to stay the most visible, on and near the road.
Crossing places	An introduction to crossing places.
Pedestrian Safety	Understanding and practicing pedestrian safety in a variety of circumstances.
In car safety	Awareness and understanding of own responsibility inside a vehicle and some introduction to the law.
Understanding Crossing places	Knowledge of different crossing places, what to do in their absence and how to use appropriately.
Traffic trail & journey planning	Understanding your environment and adapting to different environments with the focus of road

	safety.
Cycle helmets	Understanding the importance of wearing a helmet and the potential consequences of not doing so.
JRSO (Junior Road Safety Officer) scheme	Direct and peer engagement focussing on local topics throughout the academic year.

7.3 At a Secondary level we offer a range of services that help teach children important safety lessons in:

- Understanding and recognising unsafe situations.
- Developing coping strategies and techniques to stay safer on the road.
- Promoting positive related behaviour among peers and discouraging negative peer pressure.

7.4 We offer a range of lessons aimed at different upper key stages to appropriately address approaching road safety challenges. These lessons include:

Taking risks	Understanding consequences and generating prevention ideas and techniques around safe roadside use.
Young Passenger Awareness	Staying safe inside a vehicle and being prepared to challenge behaviour.
Johnny's Story	Cycle safety and maintenance importance.
LGV programme	Understanding large vehicles and me.
Ghost Street	Distractions and risks for pedestrians and cyclists, focussing on collision investigation and prevention.
2fast2soon	Understanding the risks, consequences, peer pressure and effects on the family following a road traffic collision as well as promoting prevention strategy planning.

7.5 2fast2soon is a custom-made sixth-form package. We engage the audience in a theatre performance based on a real-life story. The performance encourages thoughts associated with risky road safety behaviour, loss of freedom, guilt and consequences. This then leads directly into a workshop developing consciousness then strategy associated with risk, consequences, peer pressure and the effects on the family following a road traffic collision.

8. Table 6 Projected Income/Expenditure 2019/20

	Org.	Lincolnshire Road Safety Partnership	21/22 Current Budget £000
		<b>Revenue</b>	
1	LP	Police Staff Salaries	472
2	LP	Police Officer Salaries	51
3	LP	G4S Staffing	240
4	LP	Overtime	5
5	LP	Transport	23
6	LP	Supplies and Services	265
7	LP	NDORS & Seat Belt Income	(1,056)
		<i>Subtotal LP</i>	<i>0</i>
8	LCC	LRSP - Running Expenses	293
9	LCC	LRSP - Enforcement	60
10	LCC	LRSP - Delivery of Educational Training	1,838
11	LCC	LRSP - Engineering	327
12	LCC	Income	<b>(2,164)</b>
		<i>Subtotal LCC</i>	<i>354</i>
		<b>Revenue Total</b>	<b>354</b>
		<b>Capital</b>	
13	LCC	Integrated Transport - Local Safety	162
14	LP	Police Capital	0
		<b>Capital Total</b>	<b>162</b>



## **9. Coronavirus Impact**

- 9.1 National Driver Offender Retraining Scheme (NDORS) Courses – On Friday 20 March 2020 all NDORS classroom courses were suspended for an initial period of 12 weeks. However, the suspension ultimately continued until July 2021 and the re-introduction of physical face-to-face delivery has been severely restricted to small numbers in Lincolnshire. The provision continues to expand at this time.
- 9.2 The unfolding circumstances of Covid-19 meant that it was no longer appropriate nor proportionate to continue to offer classroom-based education courses as an alternative to prosecution for motoring offences covered by the NDORS scheme. Therefore, initially a digital virtual classroom option was developed for use by forces and service providers to deal with those already in the system. Having originally focused on speed awareness, digital courses were developed to cover our other NDORS offerings.
- 9.3 To date, LRSP has delivered online road safety education courses to over 30,000 road users that had committed road traffic violations.
- 9.4 School Crossing Patrol (SCP) Service – the SCP service was suspended through the first UK 'lockdown'. However, all sites with operational SCPs prior to the March lockdown have resumed duty; operating under Covid safe practices.
- 9.5 Community Speed Watch (CSW) – CSW volunteer monitoring was suspended throughout the first UK 'lockdown'. However, groups resumed activity from Mid-June 2020 and have operated in line with Government restrictions since.
- 9.6 All face-to-face training was suspended. However, LRSP successfully (and safely) delivered Bike Safe courses in 2020 and 2021 by redesigning the course content, providing digital videos supplied to participants in advance of the course and conducting all physical training outside.
- 9.7 2f2s (adapted for Covid safe delivery) resumed in September 2021.
- 9.8 All face-to-face training in schools was suspended until September 2020. LRSP has been able to offer adapted educational deliveries to schools, adhering with Covid safe requirements. LRSP has also developed online content now offered to all schools. Since September 2021 LRSP Road Safety Officers are now offering all services to schools.
- 9.9 The Police Forensic Collision Investigation Team, LCC Accident Investigation and Prevention Team, and Police Speed Enforcement Team continued operating at all times.

## 10. Conclusion

The Committee is invited to consider and comment on the LRSP annual report and the Road Traffic Collisions in Lincolnshire – Supplementary Data Report attached at Appendix A.

## 11. Consultation

### a) Risks and Impact Analysis

Not Applicable

## 12. Appendices

These are listed below and attached at the back of the report	
Appendix A	Road Traffic Collisions in Lincolnshire – Supplementary Data Report

## 13. Background Papers

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

This report was written by Steve Batchelor, LRSP Senior Manager, who can be contacted on 01522 805800 up to 27th February 2022, and 01522 212313 after 27th February 2022 or [staying.alve@lincolnshire.gov.uk](mailto:staying.alve@lincolnshire.gov.uk).



**Highways and Transport Scrutiny Committee  
7th March 2022**

**Road Traffic Collisions in Lincolnshire –  
Supplementary data Report**

**March 2022**

**Data Analysis:**

*In the following analysis*

*KSI = Killed or Seriously Injured*

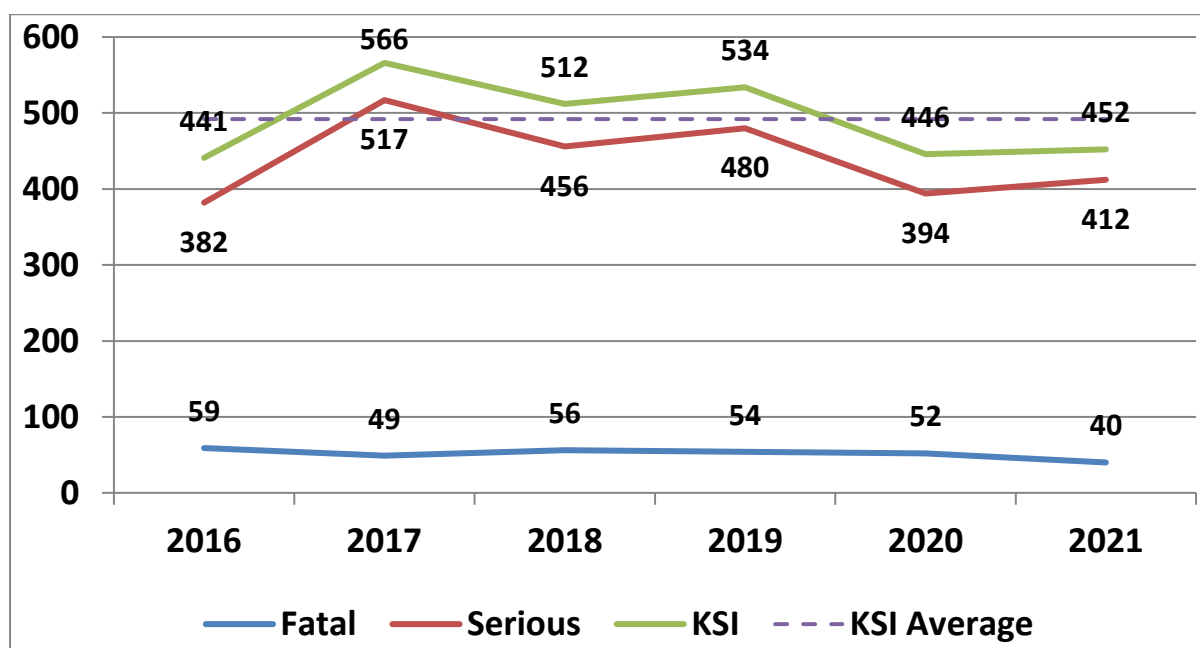
*Unless otherwise stated Lincolnshire casualty data is provided from Stats19.*

*Unless otherwise stated all regional and national comparison data is provided from [Department for Transport: Reported Road Casualties Great Britain, Annual Report:](#)*

Table 1- Casualty Figures

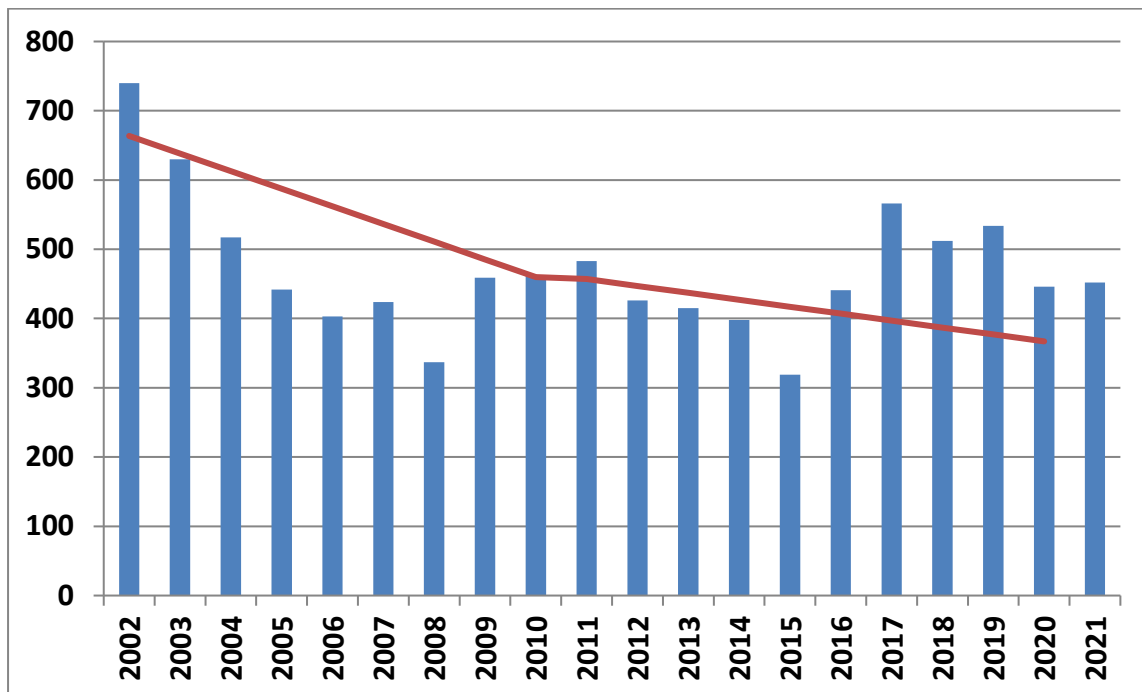
Year	2016	2017	2018	2019	2020	2021
<b>Fatal</b>	59	49	56	54	52	40
<b>Serious</b>	382	517	456	480	394	412
<b>KSI</b>	441	566	512	534	446	452
<b>KSI Target</b>	407	397	387	377	367	-

Figure 1- Fatal Casualties and KSI

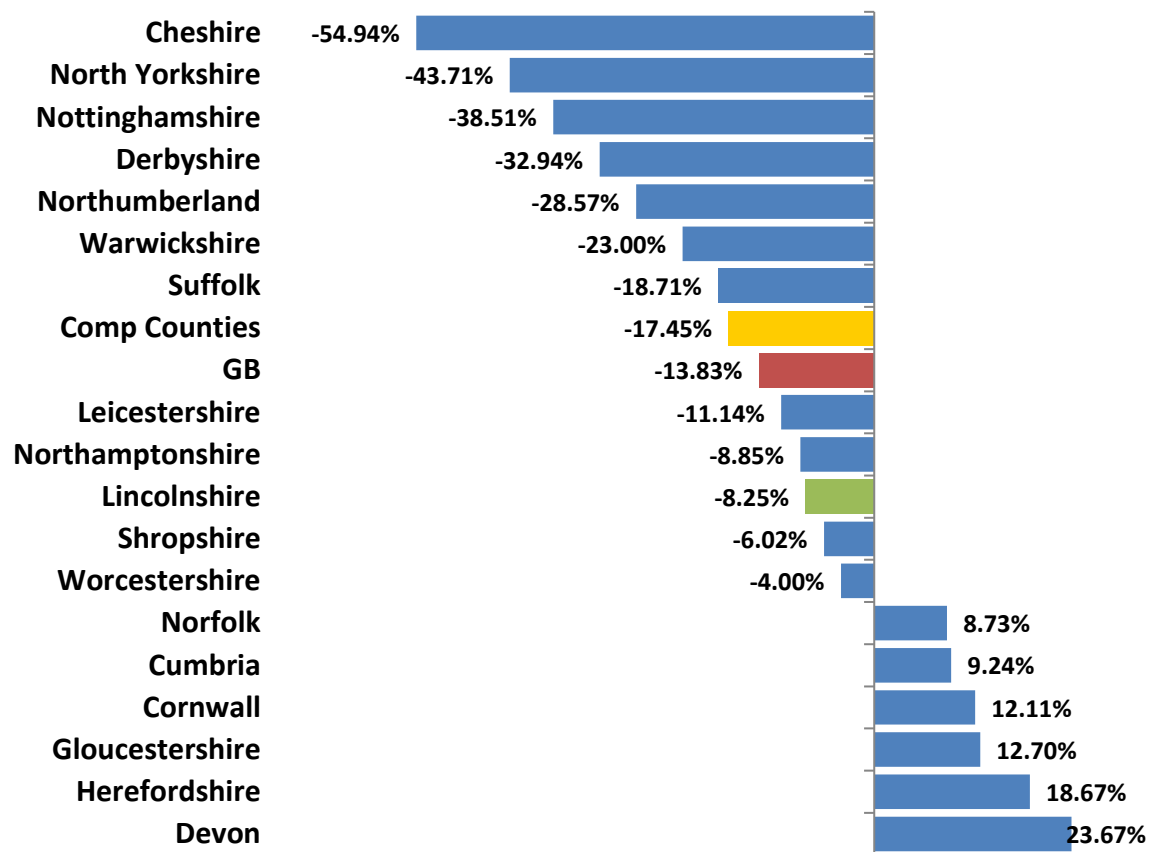


The following graphs provide an overview of KSI and fatal trends and comparisons to similar counties and the national average:

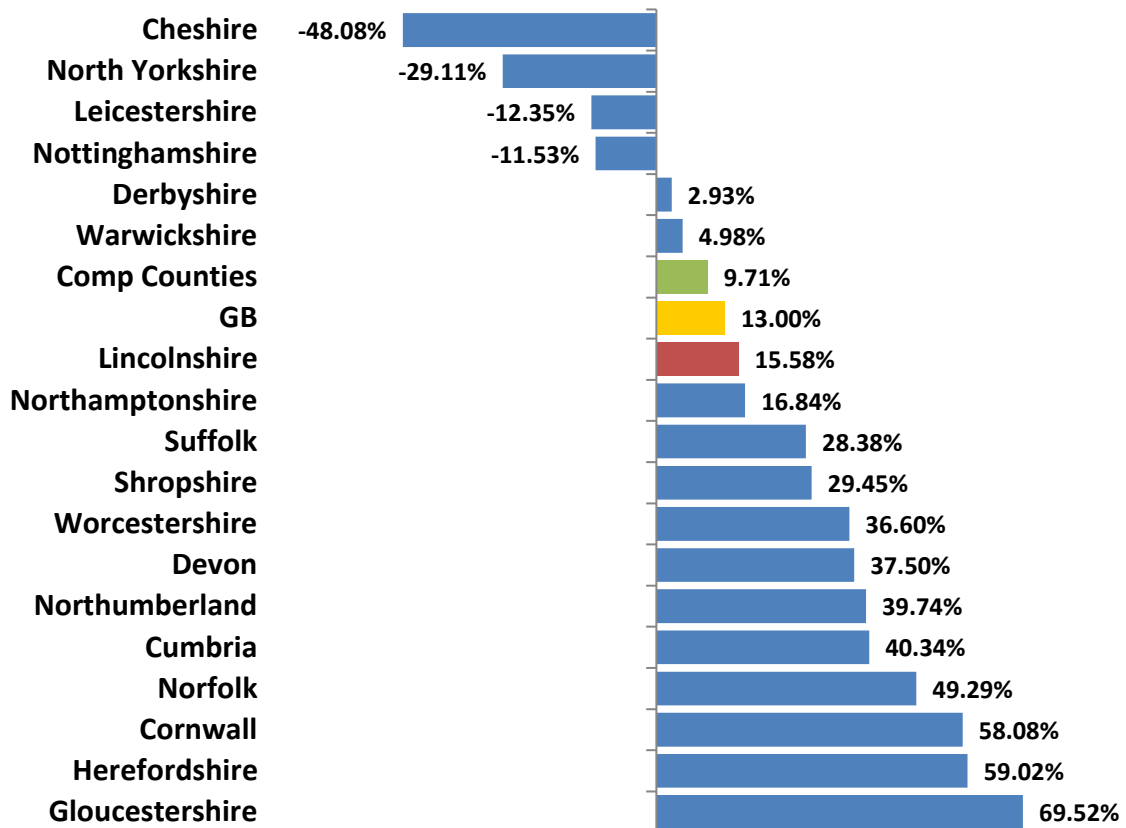
Figure 2 – KSI Casualties



**Figure 3 : Change in KSI Casualties 2011 - 2020 National Comparison**



**Figure 3b : Change in KSI Casualties 2010 - 2019 (presented in 2020 report)**



**Figure 3c: Change in KSI Casualties 2008-17 (presented in 2019 report)**

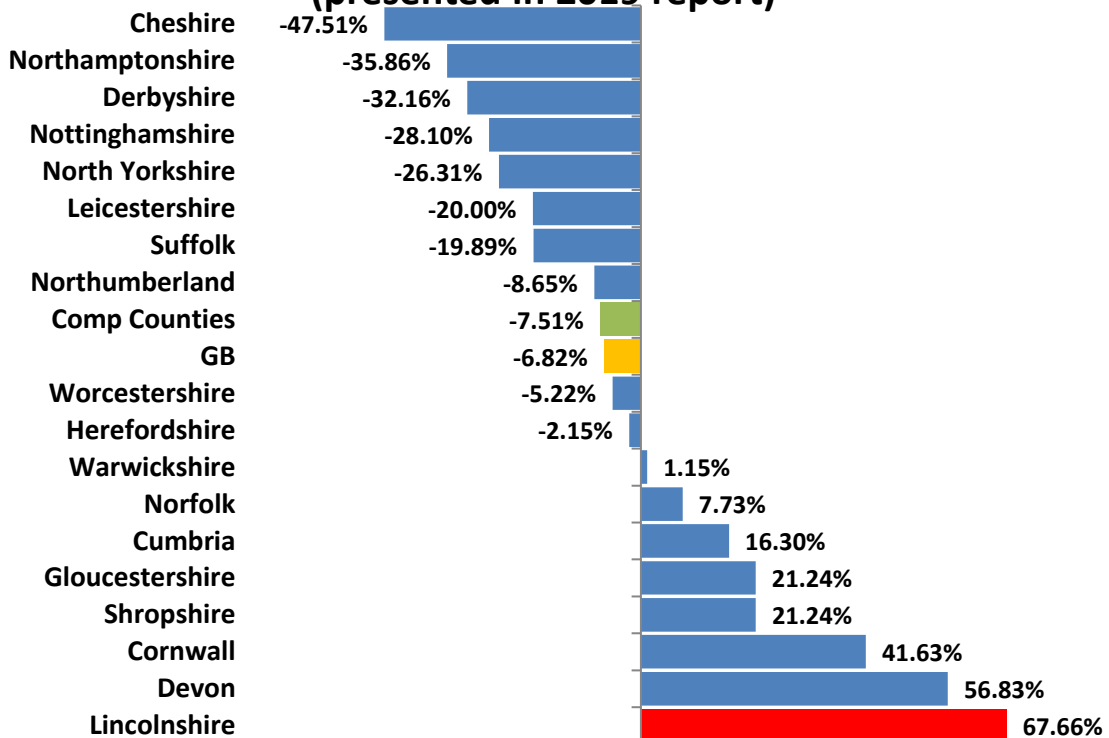


Table 2 and 2b – KSI Analysis 2021 and 2020

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021**

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	452	446	1.3%		61 13.5% +5.2%	129 28.5% +14.2%	36 8.0% +16.1%	75 16.6% -2.6%	65 14.4% -5.8%	48 10.6% -17.2%	38 8.4% -5.0%		

KSI collisions are more likely to occur in rural areas and casualties are more likely to be male. Collisions are distributed throughout the county with the highest percentage in East Lindsey.

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020**

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	446	534	-16.5%		58 13.0% -19.4%	113 25.3% -17.5%	31 7.0% -39.2%	77 17.3% -13.5%	69 15.5% -14.8%	58 13.0% -10.8%	40 9.0% +2.6%		

Table 3 and 3b below, provide an overview of KSI casualties by road user groups.

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021**

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	452	446	1.3%		61 13.5% +5.2%	129 28.5% +14.2%	36 8.0% +16.1%	75 16.6% -2.6%	65 14.4% -5.8%	48 10.6% -17.2%	38 8.4% -5.0%		
Car & Taxi KSI Casualties	216	232	-6.9%		20 9.3% -42.9%	75 34.7% +29.3%	9 0.0%	43 19.9% -6.5%	29 13.4% -14.7%	24 11.1% -33.3%	16 7.4% +14.3%		
TWMV KSI Casualties (All cc's & Unknown)	83	77	7.8%		19 22.9% +111.1%	23 27.7% +4.5%	5 6.0% -44.4%	7 8.4% -22.2%	12 14.5% -7.7%	10 12.0% +25.0%	7 0.0%		
Low Powered TWMV (upto 125cc) KSI Casualties	26	27	-3.7%		3 11.5% +200.0%	9 34.6% +350.0%	2 7.7% -60.0%	3 11.5% -25.0%	4 15.4% -20.0%	3 11.5% -50.0%	2 7.7% -50.0%		
High Powered TWMV (over 125cc) KSI Casualties	57	50	14.0%		16 28.1% +100.0%	14 24.6% -30.0%	3 5.3% -25.0%	4 7.0% -20.0%	8 14.0% 0.0%	7 12.3% +250.0%	5 8.8% +66.7%		
Pedestrians KSI Casualties	56	47	19.1%		7 12.5% +16.7%	12 21.4% +9.1%	9 16.1% +28.6%	10 17.9% +150.0%	11 19.6% +37.5%	4 7.1% +33.3%	3 5.4% -62.5%		
Pedal Cyclist KSI Casualties	55	55	0.0%		7 12.7% +40.0%	14 25.5% +40.0%	13 23.6% +160.0%	4 7.3% -63.6%	5 9.1% -37.5%	4 7.3% -55.6%	8 14.5% +14.3%		
Child (0-15) KSI Casualties	45	24	87.5%		2 4.4% 0.0%	10 22.2% +25.0%	7 15.6% +600.0%	7 15.6% +250.0%	7 15.6% +40.0%	4 8.9% +300.0%	8 17.8% +60.0%		
KSI Collisions Involving a 17-24 year old Driver	95	100	-5.0%		8 8.4% -20.0%	33 34.7% +37.5%	7 7.4% -22.2%	18 18.9% +12.5%	14 14.7% -12.5%	8 8.4% -55.6%	7 7.4% 0.0%		
KSI Collisions Involving a 60+ year old Driver	111	110	0.9%		16 14.4% +6.7%	29 26.1% +16.0%	8 7.2% -20.0%	17 15.3% -19.0%	17 15.3% +6.3%	12 10.8% -14.3%	12 10.8% +33.3%		
Slight Casualties	1547	1438	7.6%		178 11.5% -4.3%	364 23.5% +13.4%	162 10.5% -6.9%	230 14.9% +3.6%	253 16.4% +33.2%	194 12.5% -11.8%	166 10.7% +32.8%		

## Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	446	534	-16.5%		58 13.0% -19.4%	113 25.3% -17.5%	31 7.0% -39.2%	77 17.3% -13.5%	69 15.5% -14.8%	58 13.0% -10.8%	40 9.0% +2.6%		
Car & Taxi KSI Casualties	232	313	-25.9%		35 15.1% -28.6%	58 25.0% -31.8%	9 3.9% -35.7%	46 19.8% -25.8%	34 14.7% -27.7%	36 15.5% +9.1%	14 6.0% -39.1%		
TWMV KSI Casualties (All cc's & Unknown)	77	77	0.0%		9 11.7% -10.0%	22 28.6% +4.8%	9 11.7% 0.0	9 11.7% -18.2%	13 16.9% 0.0	8 10.4% +14.3%	7 9.1% +16.7%		
Low Powered TWMV (upto 125cc) KSI Casualties	27	28	-3.6%		1 3.7% -50.0%	2 7.4% -71.4%	5 18.5% 0.0	4 14.8% +33.3%	5 18.5% +66.7%	6 22.2% +20.0%	4 14.8% +33.3%		
High Powered TWMV (over 125cc) KSI Casualties	50	49	2.0%		8 16.0% 0.0	20 40.0% +42.9%	4 8.0% -70.8%	5 10.0% -20.0%	8 16.0% -20.0%	2 4.0% -62.5%	3 6.0% +100.0%		
Pedestrians KSI Casualties	47	69	-31.9%		6 12.8% 0.0	11 23.4% 0.0	7 14.9% -70.8%	4 8.5% -20.0%	8 17.0% -27.3%	3 6.4% -62.5%	8 17.0% +100.0%		
Pedal Cyclist KSI Casualties	55	34	61.8%		5 9.1% +150.0%	10 18.2% +100.0%	5 9.1% +66.7%	11 20.0% +57.1%	8 14.5% +33.3%	9 16.4% +50.0%	7 12.7% +40.0%		
Child (0-15) KSI Casualties	24	37	-35.1%		2 8.3% -60.0%	8 33.3% +14.3%	1 4.2% -85.7%	2 8.3% -60.0%	5 20.8% -16.7%	1 4.2% -66.7%	5 20.8% +25.0%		
KSI Collisions Involving a 17-24 year old Driver	100	127	-21.3%		10 10.0% -33.3%	24 24.0% -20.0%	9 9.0% -30.8%	16 16.0% -30.4%	16 16.0% -33.3%	18 18.0% +80.0%	7 7.0% -41.7%		
KSI Collisions Involving a 60+ year old Driver	110	133	-17.3%		15 13.6% -28.6%	25 22.7% -32.4%	10 9.1% 0.0	21 19.1% +5.0%	16 14.5% -23.8%	14 12.7% -6.7%	9 8.2% 0.0		
Slight Casualties	1438	2022	-28.9%		186 12.9% -30.1%	321 22.3% -32.1%	174 12.1% -29.0%	222 15.4% -20.4%	190 13.2% -34.5%	220 15.3% -10.6%	125 8.7% -43.9%		

### 2021 Fatal Collision Analysis:

Figure 4 - Gender Distribution:

There have been 40 fatal casualties this year, 82% of those are male and 18% are female. In 2020 there were 52 fatal casualties, 67 % were male and 33% were female.

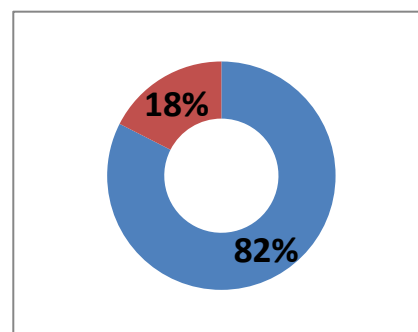




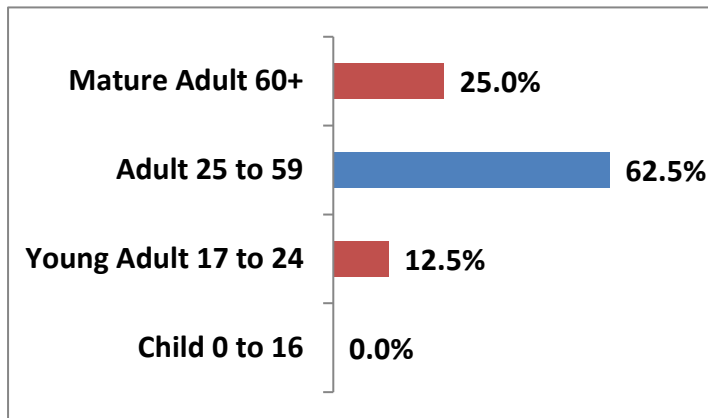
Figure 5 & Table 4 - Age Distribution:

12.5% of the fatal casualties in 2021 are young adults aged 17-24, a decrease from 17% in 2020 and 20% in 2019.

25% are mature adults aged 60+, a slight increase from 23% in 2020 but lower than the 37% in 2019.

Together in 2021, these groups account for 37.5% of the total, a decrease from the 40% in 2020 and 57% in 2019.

There were no child (0-16 yrs) deaths in 2021 or 2020.



Age	2021	5 Yrs Avg
Child 0 to 16	0	0.8
Young Adult 17 to 24	5	9.6
Adult 25 to 59	25	26
Mature Adult 60+	10	17.6
<b>Fatal Casualty Total</b>	<b>40</b>	<b>49</b>

Figure 6 – Age Distribution Graph

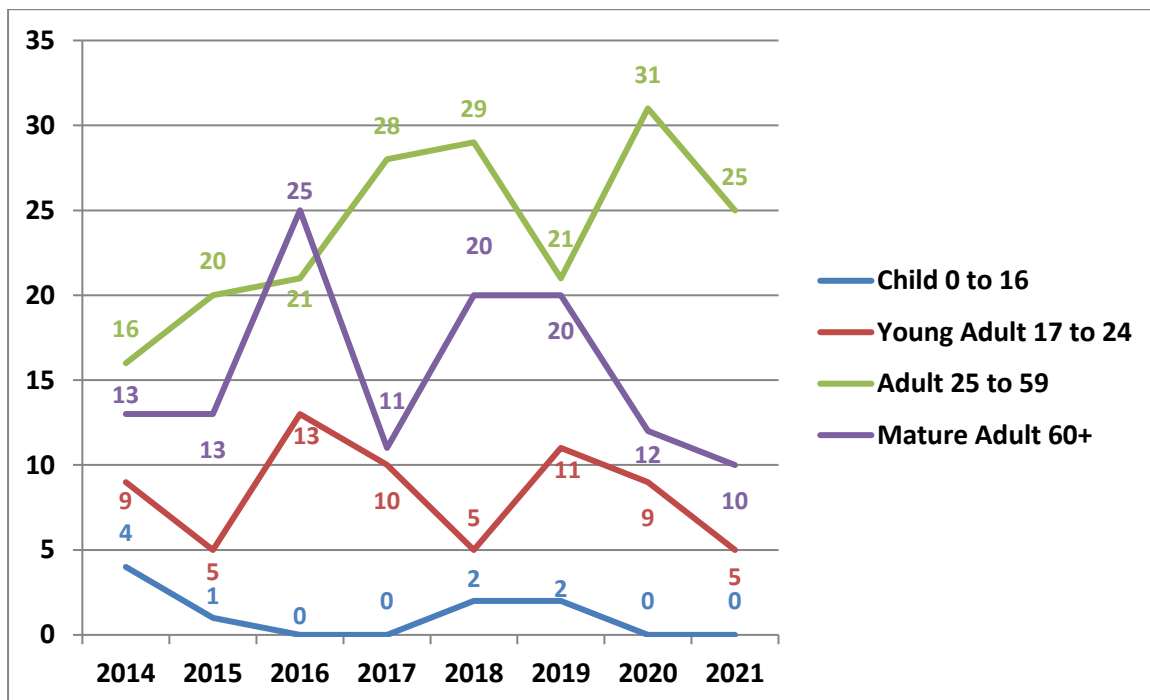


Figure 7 - Time of the day:

In 2018 the peak occurred between 3-4pm. In 2019, 1-2pm and 5-6pm saw the highest peaks. In 2020 11-12 in the morning saw the highest peak. In 2021 the peak was 12.00-13.00. The data collated throughout 2018-2020 therefore demonstrates that whilst peak times are random more fatal collisions occur in the afternoon and evening than the night and morning.

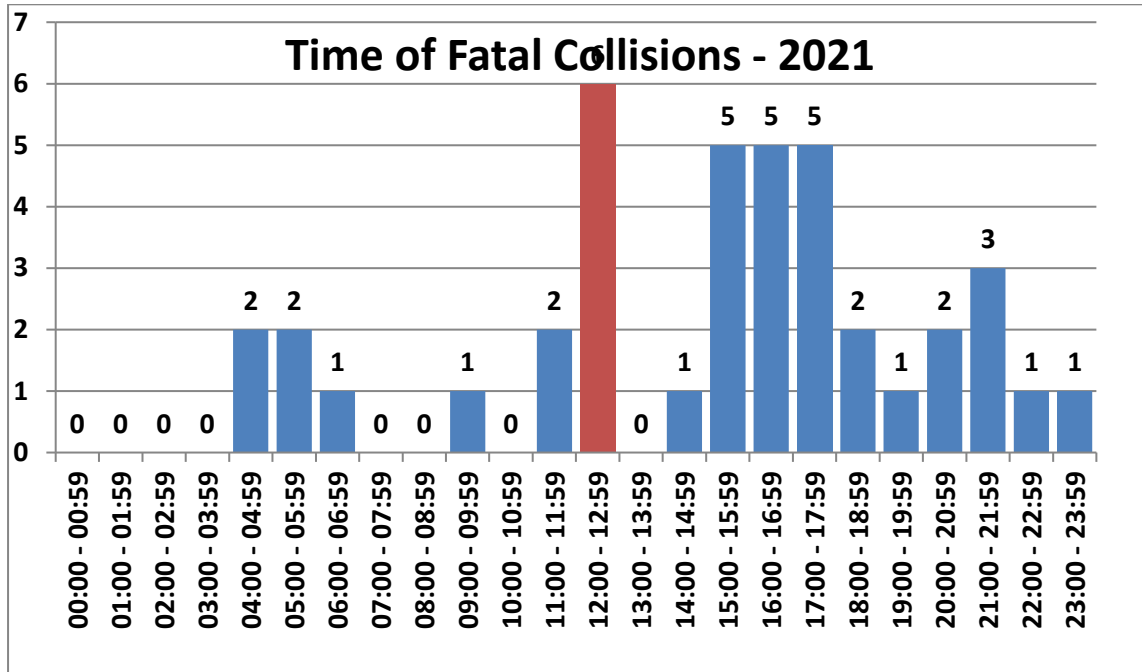


Figure 8 - Causality Class:

Drivers and riders continue to account for the majority of fatal casualties in 2021 with 82%, in 2020 it was 76% and 62% in 2019.

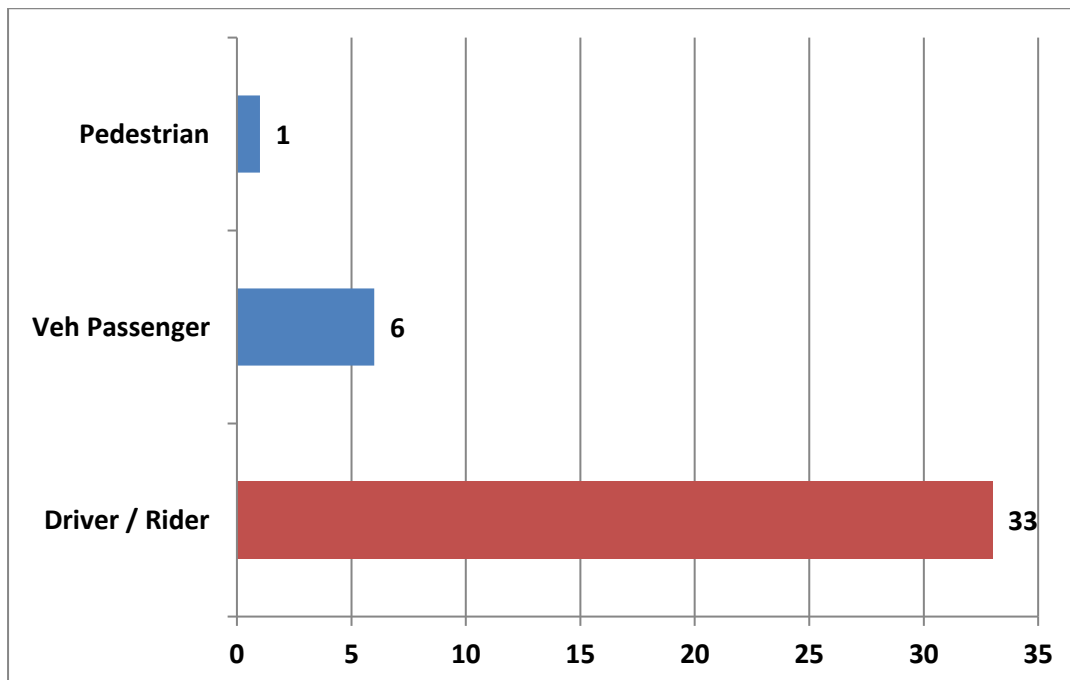


Figure 9 - Weather:

The majority of fatal collisions (92%) happened in fine weather without high winds (2020 78%, 2019 90%).

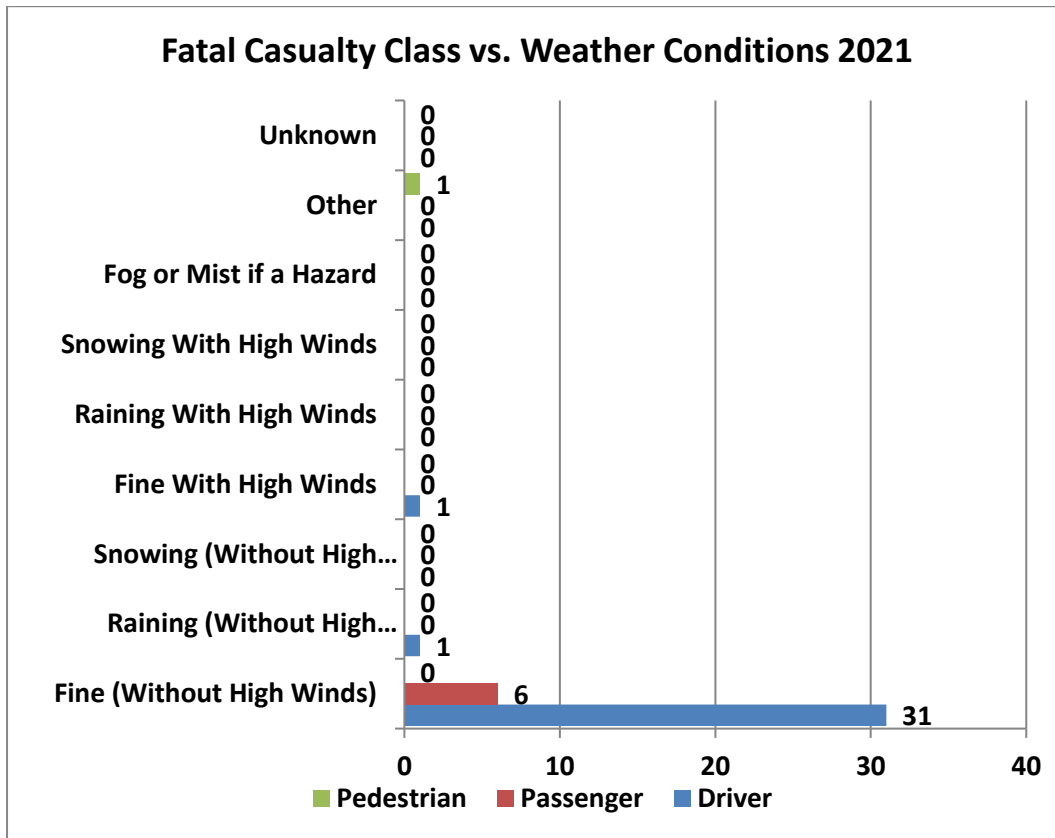


Figure 10 - Causality Vehicle Type:  
 STATS 19 data show that the majority of collisions involve a car.

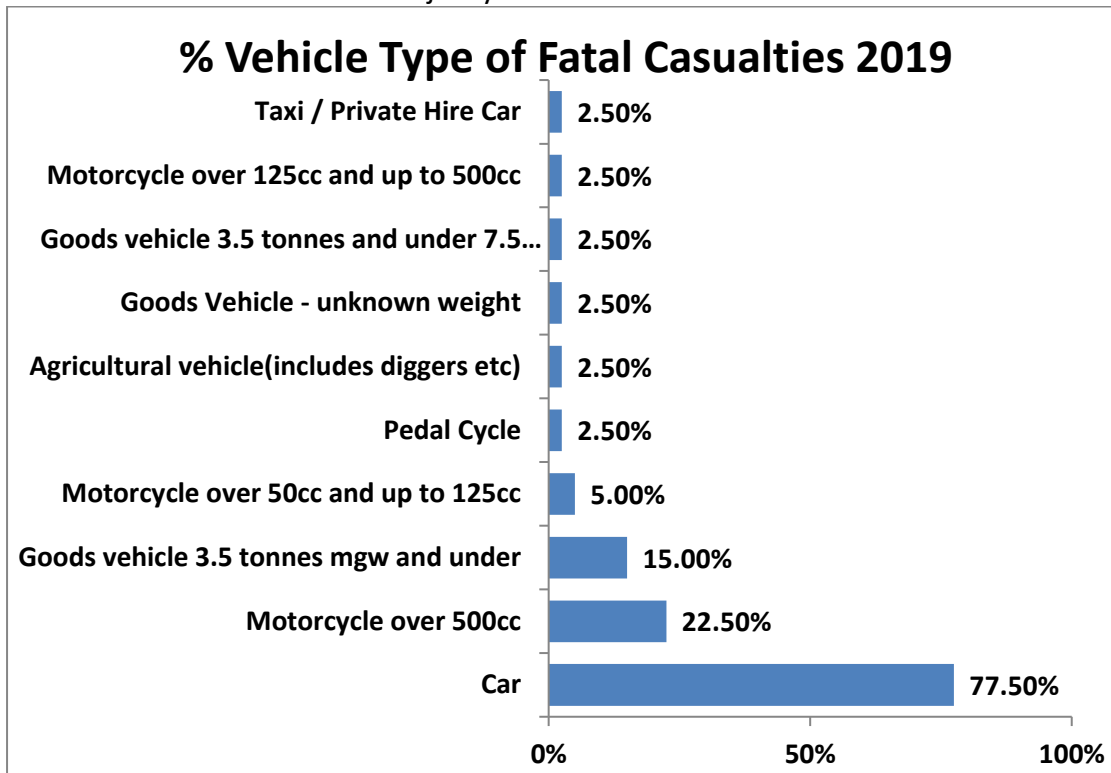


Table 5 – Motorcycle/Mobility Scooter Fatalities

Year	Motorcycle 50 cc and under	Motorcycle over 50cc and up to 125cc	Motorcycle over 125cc and up to 500cc	Motorcycle over 500cc	Motor cycle Unknown cc	Mobility Scooter
<b>2021</b>	0	3	0	7	0	0
<b>5 Yrs Avg</b>	0.2	1.6	1.2	7.6	0.2	0.6

Table 6 - Contributory Factors:

Contributory Factors	
Careless/Reckless/In a hurry	15
Failed to judge other person's path or speed	8
Failed to look properly	7
Other - Please specify below	5
Loss of control	4
Distraction in vehicle	3
Exceeding speed limit	3
Fatigue	3
Illness or disability, mental or physical	3
Poor or defective road surface	3
Slippery road (due to weather)	3
Aggressive driving	2
Dazzling sun	2
Deposit on road (eg. oil, mud, chippings)	2
Driver using mobile phone	2
Following too close	1
Impaired by alcohol	1
Inadequate/Masked signs or road markings	1
Inexperienced or learner driver/rider	1
Travelling too fast for conditions	1
Tyres illegal, defective or under inflated	1
<b>Total</b>	<b>71</b>

Table 7 - Contributory Factors by Road User Group:

Group	Contributory Factor
<b>17-24</b>	Careless/Reckless/In a hurry
	Failed to judge other person's path or speed
	Exceeding speed limit
	Failed to look properly
	Dazzling sun
	Other - Please specify below
	Aggressive driving
	Fatigue
	Inexperienced or learner driver/rider
<b>TWMV 500cc+</b>	Careless/Reckless/In a hurry
	Failed to judge other person's path or speed
	Failed to look properly
	Exceeding speed limit
	Dazzling sun
	Other - Please specify below
	Loss of control
<b>TWMV 50cc-125cc</b>	Careless/Reckless/In a hurry
	Failed to look properly
	Exceeding speed limit
	Poor or defective road surface
	Distraction in vehicle
	Driver using mobile phone
	Inadequate/Masked signs or road markings
<b>Mature Adults 60+</b>	Careless/Reckless/In a hurry
	Failed to judge other person's path or speed
	Exceeding speed limit
	Deposit on road (eg. oil, mud, chippings)
	Illness or disability, mental or physical
	Failed to look properly
	Poor or defective road surface
	Other - Please specify below
	Loss of control
	Following too close
	Slippery road (due to weather)

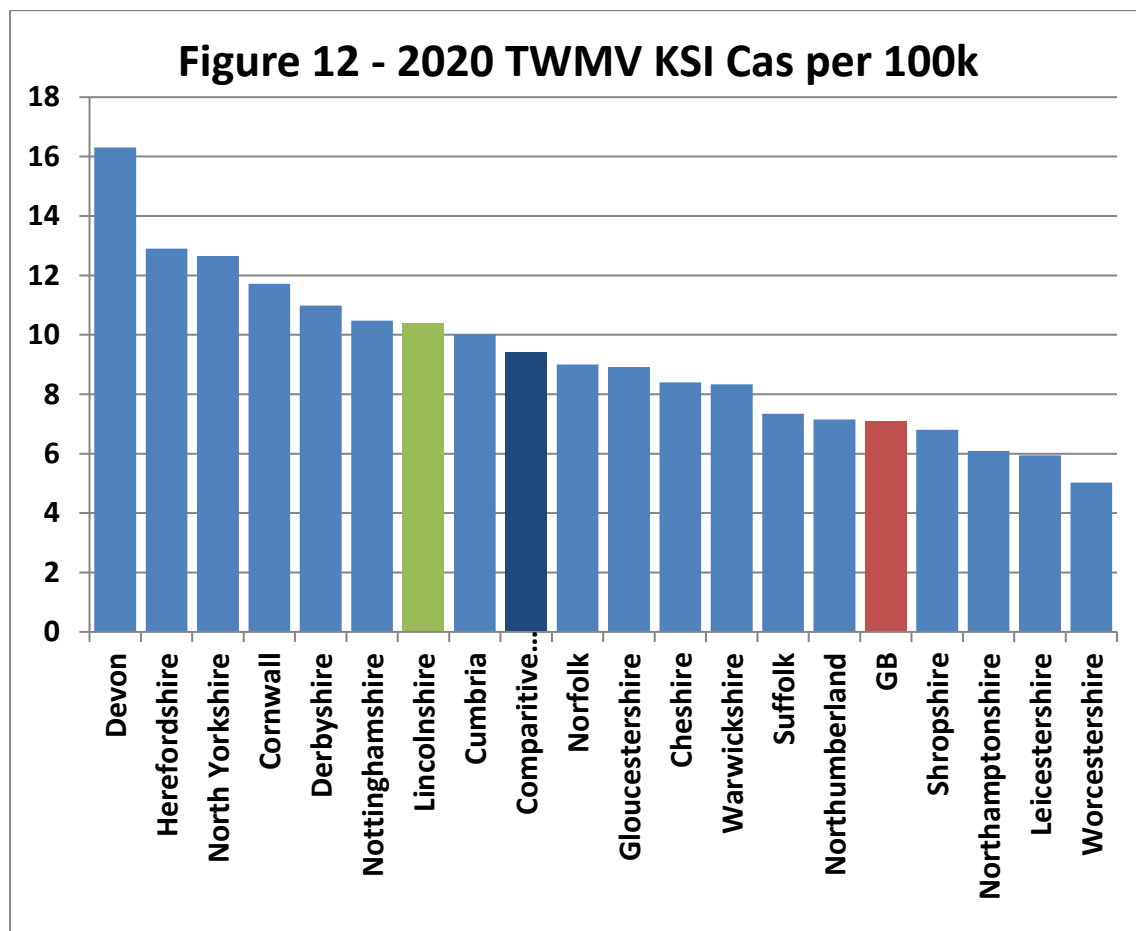
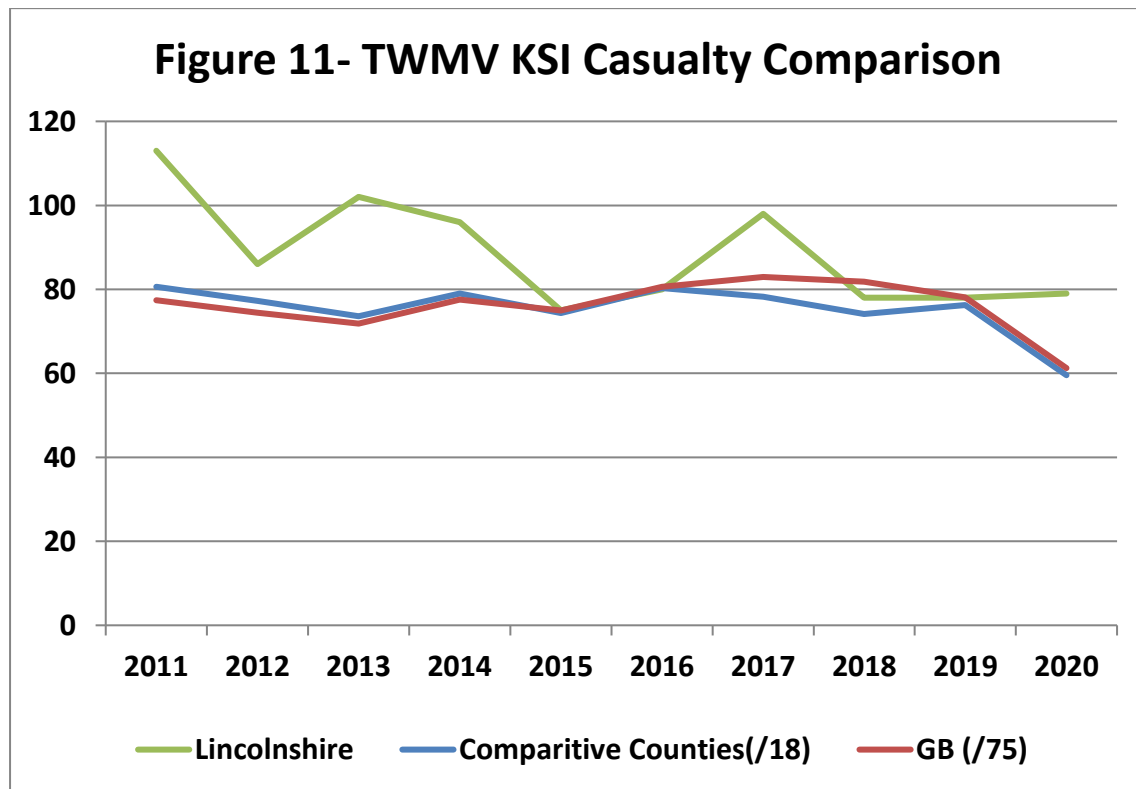
Table 8 - Road Type:

67% of fatal accidents happened on A and B Class roads in 2021.

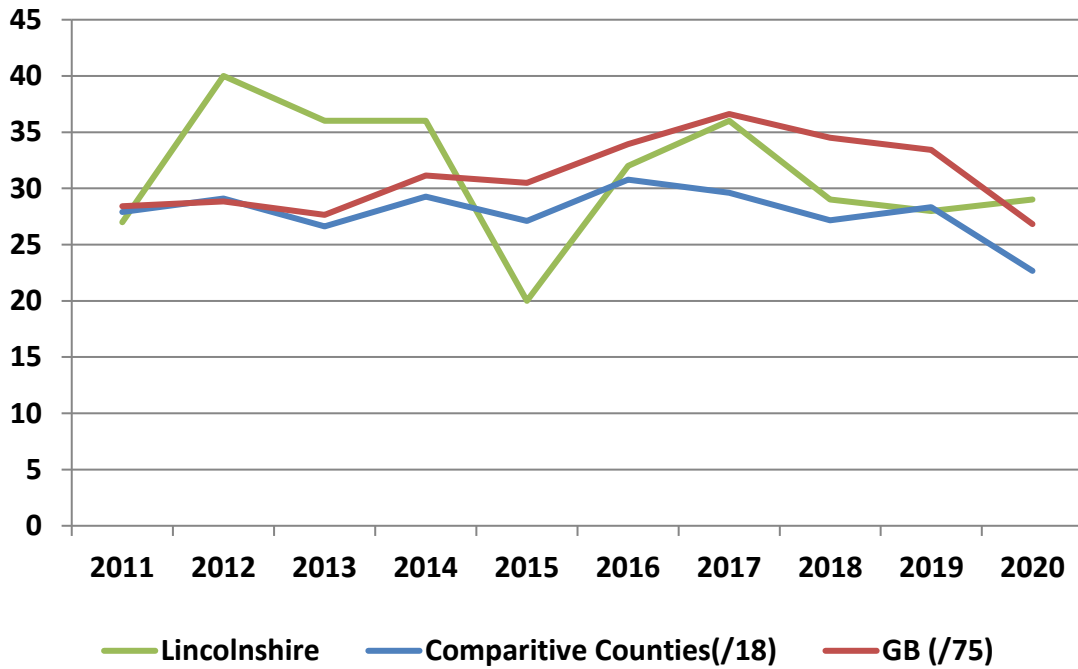
Road Type	Fatal Collisions	%
<b>A Class road</b>	20	51.28%
<b>B Class road</b>	6	15.38%
<b>C Class road</b>	9	23.08%
<b>D Class road</b>	4	10.26%
<b>Total</b>	39	

## KSI Analysis – By User Group

Two Wheeled Motor Vehicle (TWMV):



**Figure 13- TWMV<125cc KSI Cas Comparison**



**Figure 14- TWMV>125cc KSI Cas Comparison**

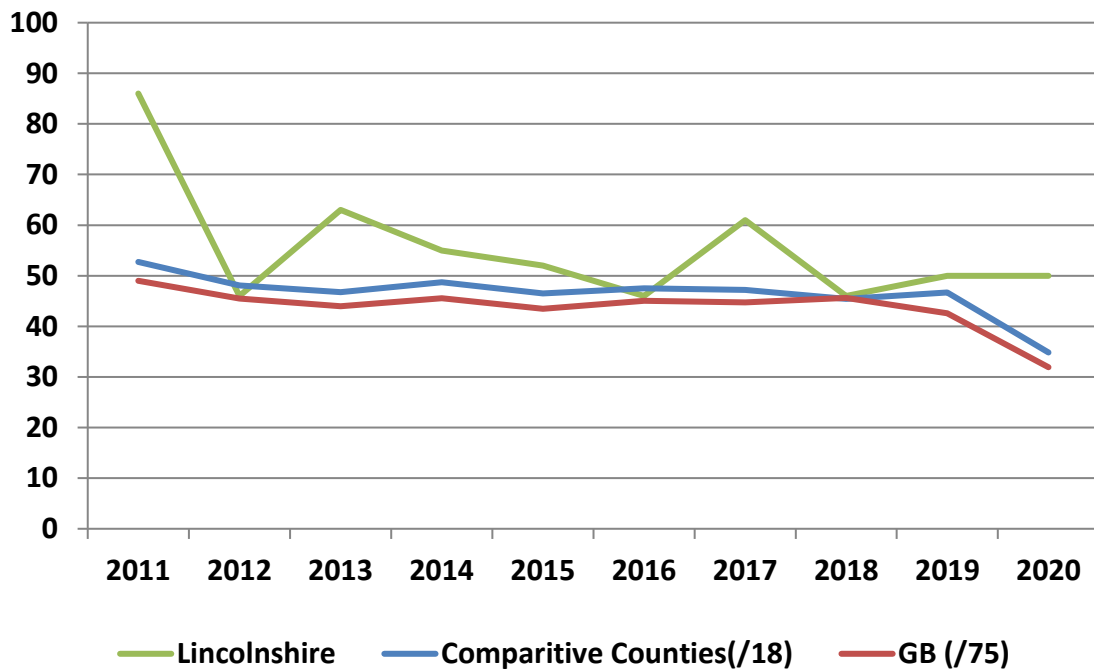




Table 9 and 9b - TWMV District Trends

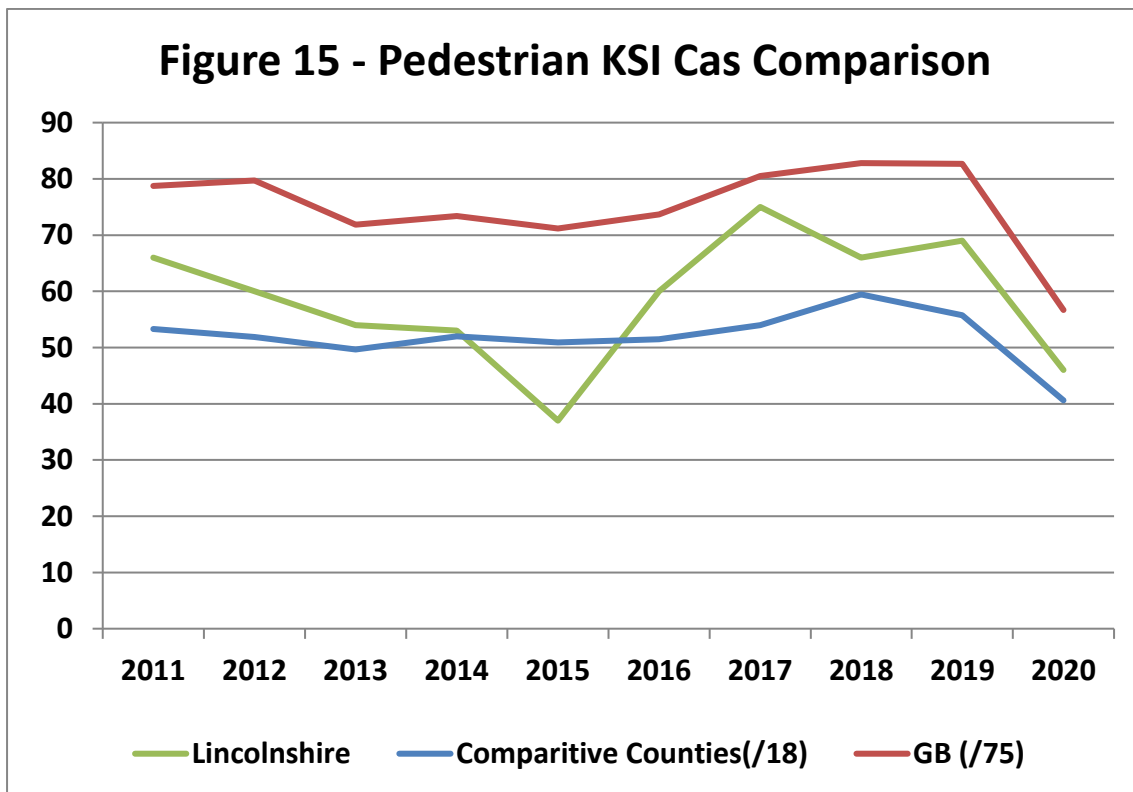
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
TWMV KSI Casualties (All cc's & Unknown)	83	77	7.8%		19 22.9% +111.1%	23 27.7% +4.5%	5 6.0% -44.4%	7 8.4% -22.2%	12 14.5% -7.7%	10 12.0% +25.0%	7 8.4% 0.0		
Low Powered TWMV (upto 125cc) KSI Casualties	26	27	-3.7%		3 11.5% +200.0%	9 34.6% +350.0%	2 7.7% -60.0%	3 11.5% -25.0%	4 15.4% -20.0%	3 11.5% -50.0%	2 7.7% -50.0%		
High Powered TWMV (over 125cc) KSI Casualties	57	50	14.0%		16 28.1% +100.0%	14 24.6% -30.0%	3 5.3% -25.0%	4 7.0% -20.0%	8 14.0% 0.0	7 12.3% +250.0%	5 8.8% +66.7%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
TWMV KSI Casualties (All cc's & Unknown)	77	77	0.0%		9 11.7% -10.0%	22 28.6% +4.8%	9 11.7% 0.0	9 11.7% -18.2%	13 16.9% 0.0	8 10.4% +14.3%	7 9.1% +16.7%		
Low Powered TWMV (upto 125cc) KSI Casualties	27	28	-3.6%		1 3.7% -50.0%	2 7.4% -71.4%	5 18.5% 0.0	4 14.8% +33.3%	5 18.5% +66.7%	6 22.2% +20.0%	4 14.8% +33.3%		
High Powered TWMV (over 125cc) KSI Casualties	50	49	2.0%		8 16.0% 0.0	20 40.0% +42.9%	4 8.0% 0.0	5 10.0% -37.5%	8 16.0% -20.0%	2 4.0% 0.0	3 6.0% 0.0		

Pedestrian:



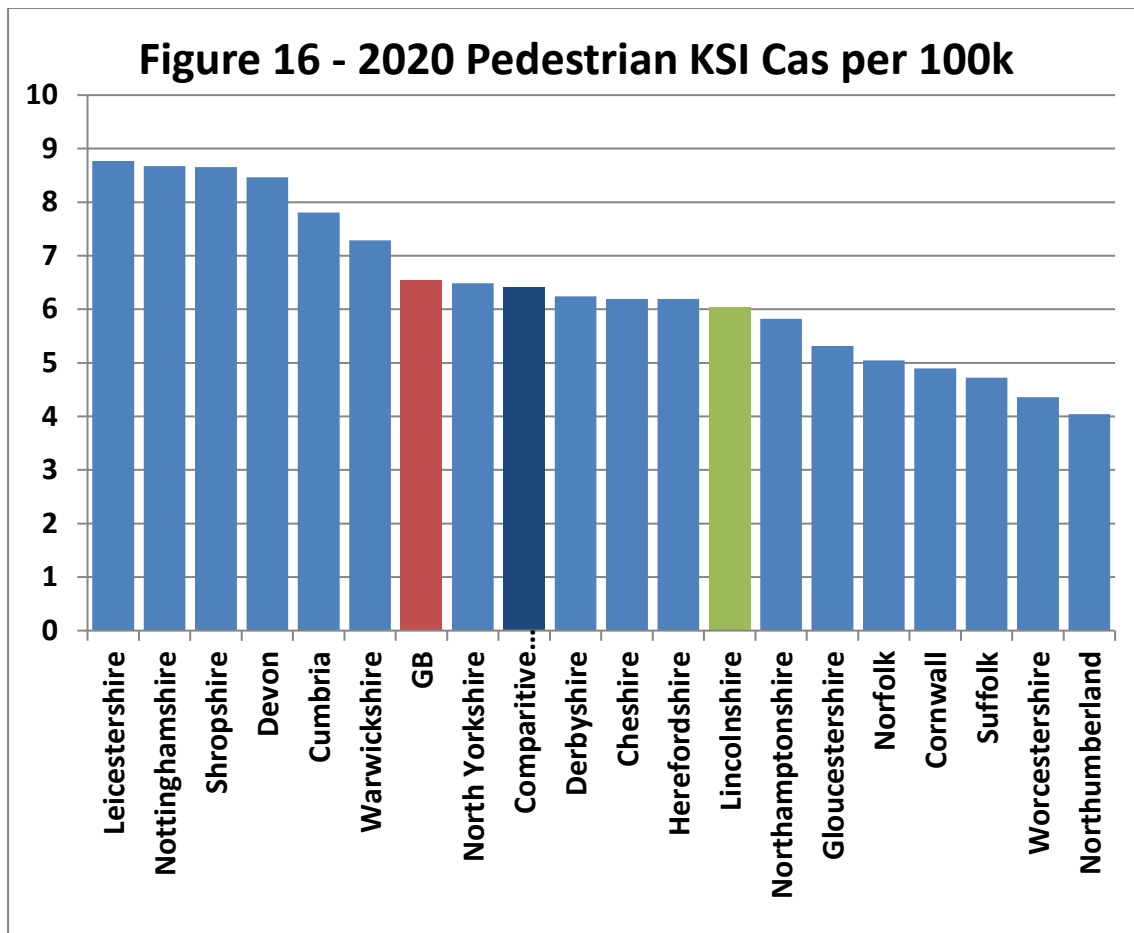


Table 10 and 10b - Pedestrian District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedestrians KSI Casualties	56	47	19.1%		7 12.5% +16.7%	12 21.4% +9.1%	9 16.1% +28.6%	10 17.9% +150.0%	11 19.6% +37.5%	4 7.1% +33.3%	3 5.4% -62.5%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedestrians KSI Casualties	47	69	-31.9%		6 12.8% 0.0	11 23.4% 0.0	7 14.9% -70.8%	4 8.5% -20.0%	8 17.0% -27.3%	3 6.4% -62.5%	8 17.0% +100.0%		

Pedal Cyclist:

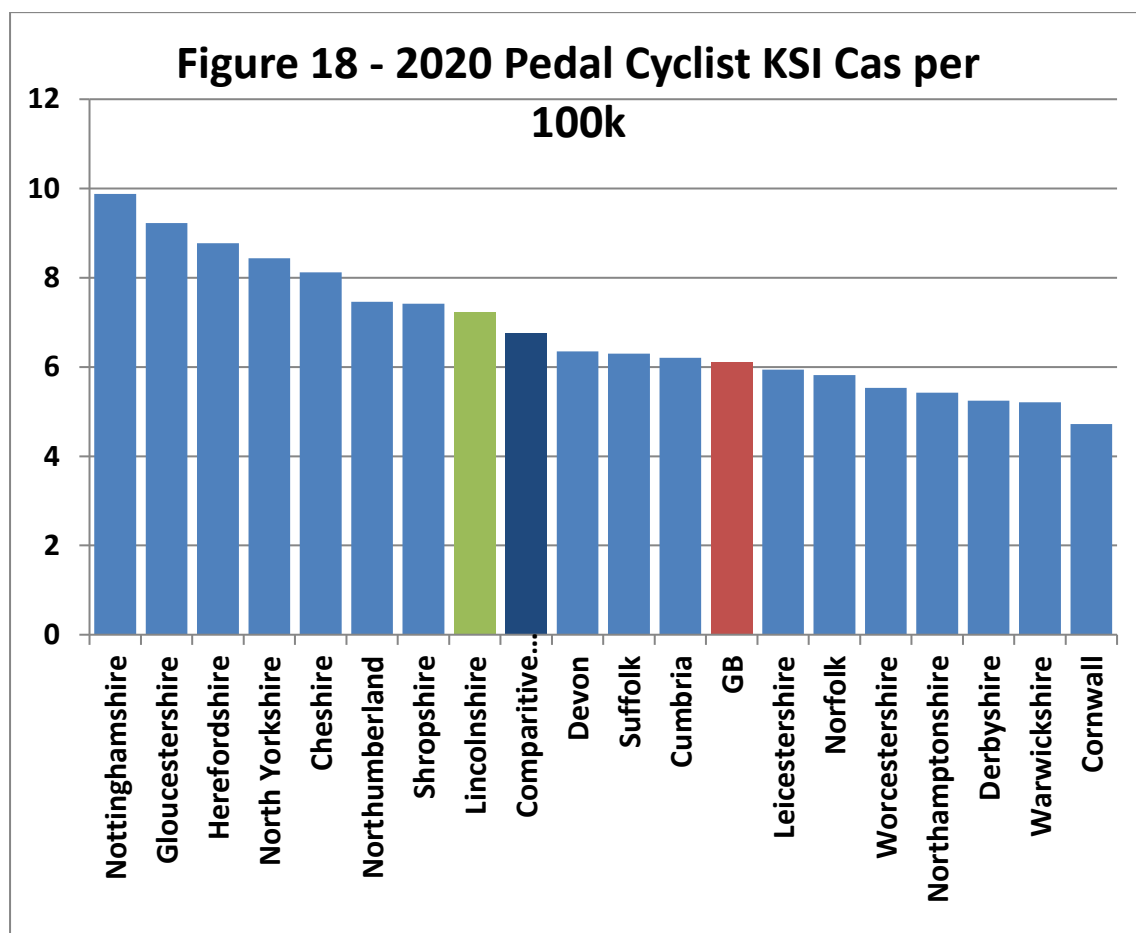
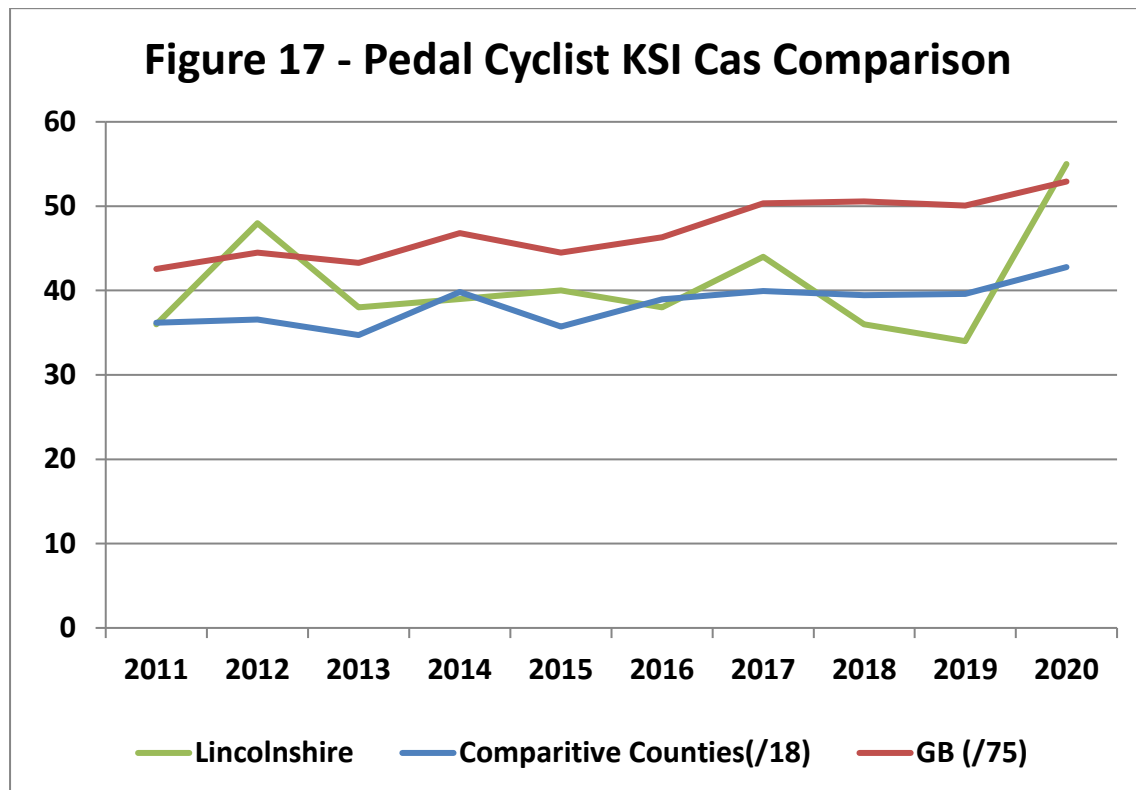


Table 11 and 11.b - Pedal Cyclist District Trends

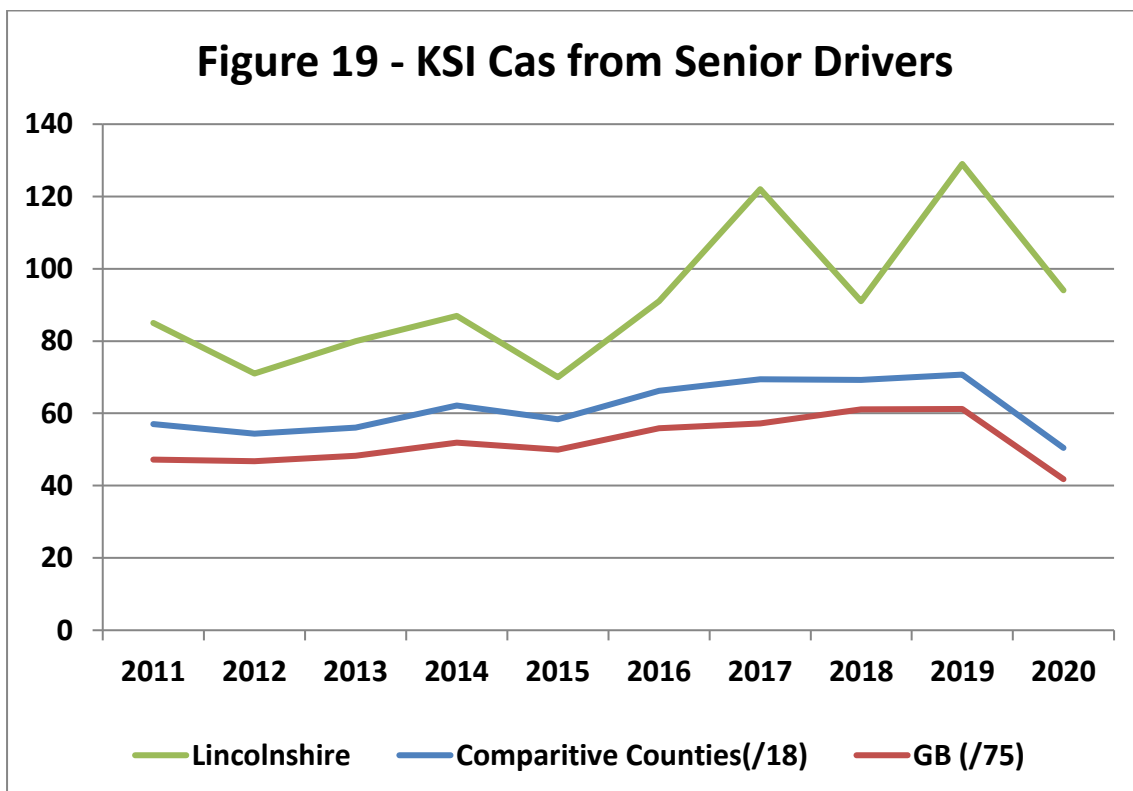
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedal Cyclist KSI Casualties	55	55	0.0%		7 12.7% +40.0%	14 25.5% +40.0%	13 23.6% +160.0%	4 7.3% -63.6%	5 9.1% -37.5%	4 7.3% -55.6%	8 14.5% +14.3%		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Pedal Cyclist KSI Casualties	55	34	61.8%		5 9.1% +150.0%	10 18.2% +100.0%	5 9.1% +66.7%	11 20.0% +57.1%	8 14.5% +33.3%	9 16.4% +50.0%	7 12.7% +40.0%		

Senior Drivers:



**Figure 20 - 2020 KSI Cas from Senior Driver Collisions per 100k**

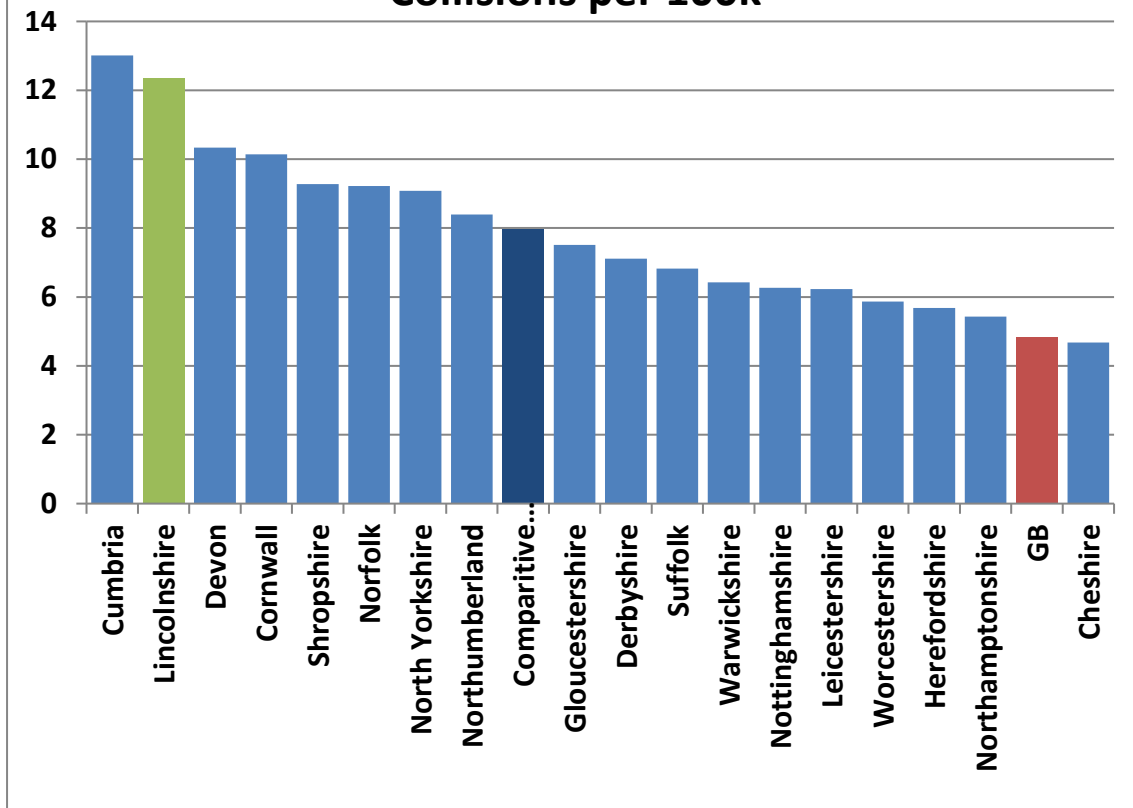


Table 12 and 12b - Senior Driver District Trends

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021**

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver	95	100	-5.0%		8 8.4% -20.0%	33 34.7% +37.5%	7 7.4% -22.2%	18 18.9% +12.5%	14 14.7% -12.5%	8 8.4% -55.6%	7 7.4% 0.0		

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020**

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 60+ year old Driver	110	133	-17.3%		15 13.6% -28.6%	25 22.7% -32.4%	10 9.1% 0.0	21 19.1% +5.0%	16 14.5% -23.8%	14 12.7% -6.7%	9 8.2% 0.0		

Young Driver:

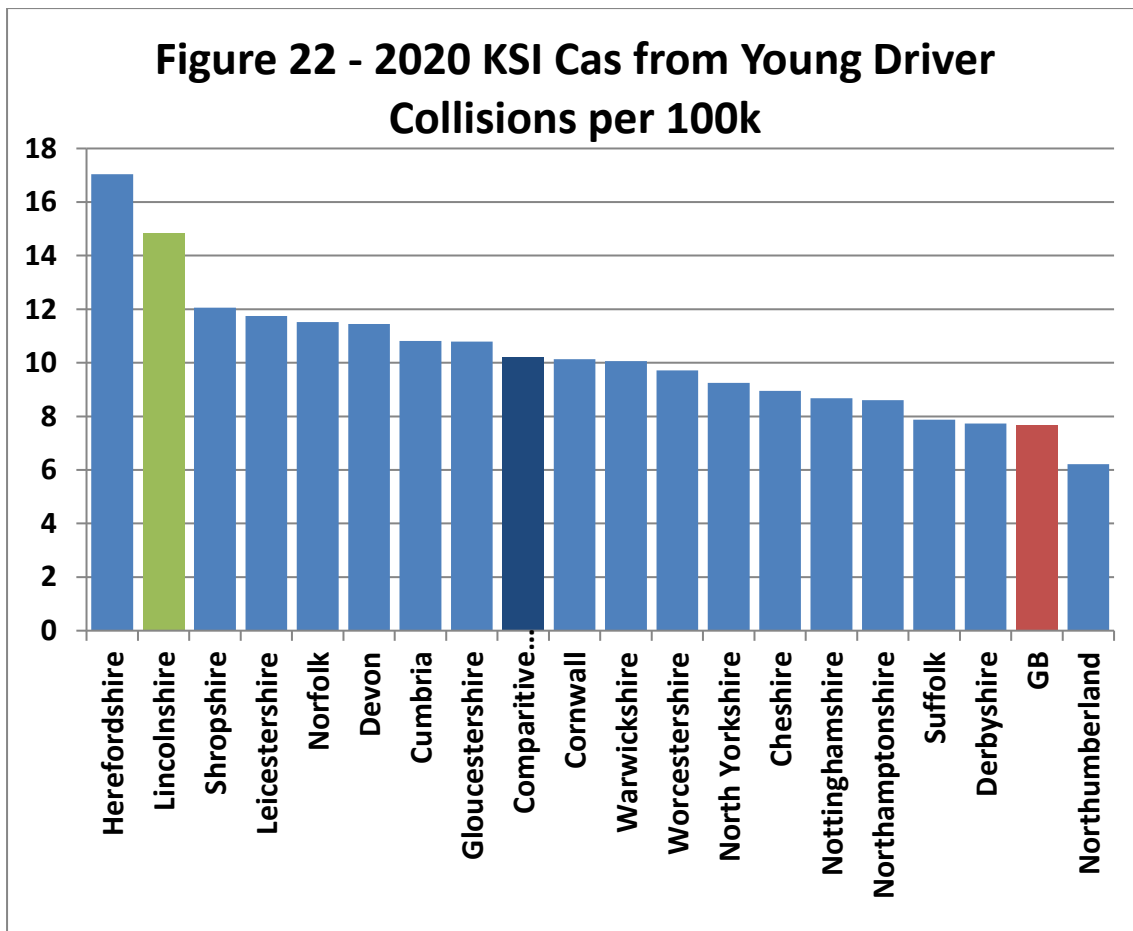
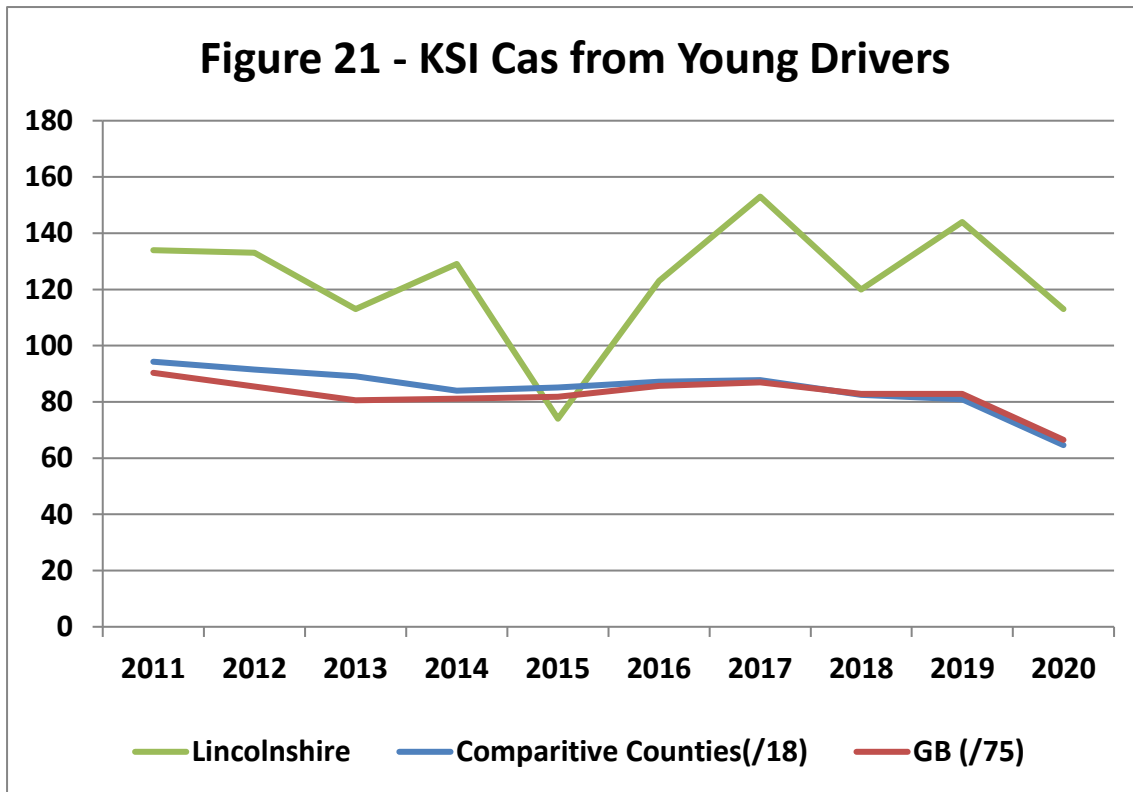


Table 13 and 13b - Young Driver District Trends

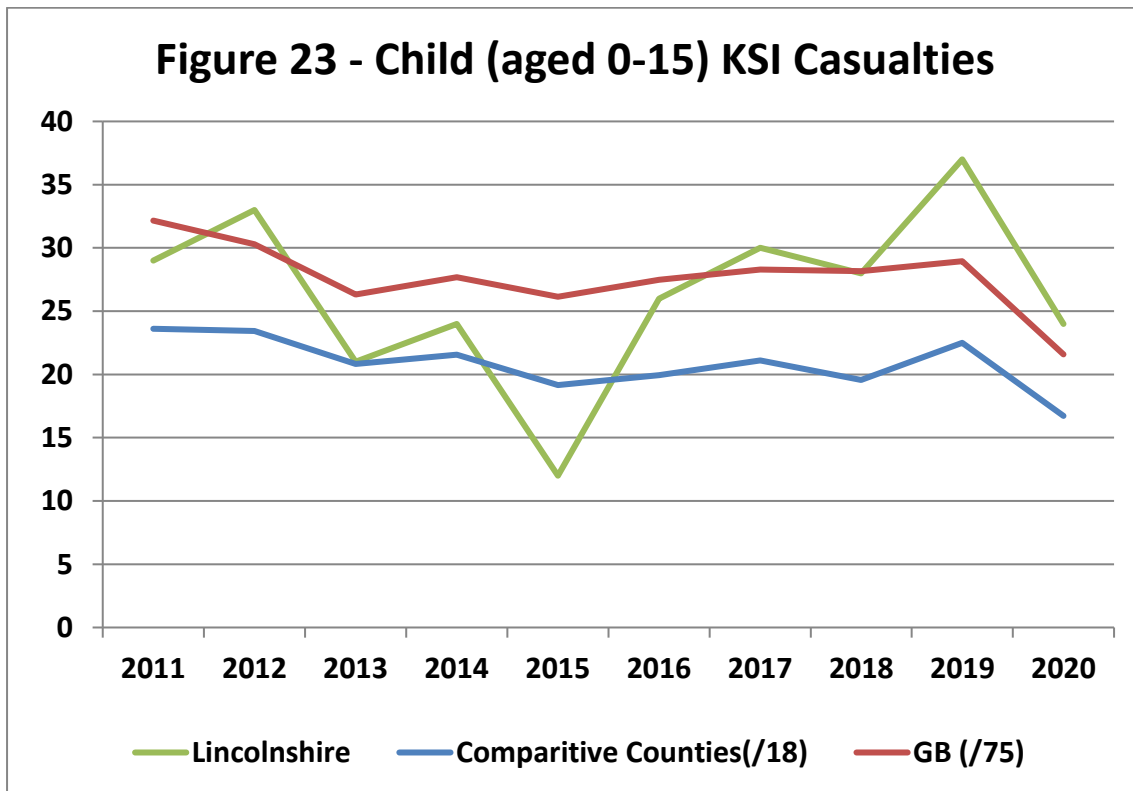
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver	95	100	-5.0%		8 8.4% -20.0%	33 34.7% +37.5%	7 7.4% -22.2%	18 18.9% +12.5%	14 14.7% -12.5%	8 8.4% -55.6%	7 7.4% 0.0		

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Collisions Involving a 17-24 year old Driver	100	127	-21.3%		10 10.0% -33.3%	24 24.0% -20.0%	9 9.0% -30.8%	16 16.0% -30.4%	16 16.0% -33.3%	18 18.0% +80.0%	7 7.0% -41.7%		

Children aged 0-15:



**Figure 24 - 2020 Child (aged 0-15) KSI Casualties per 100k**

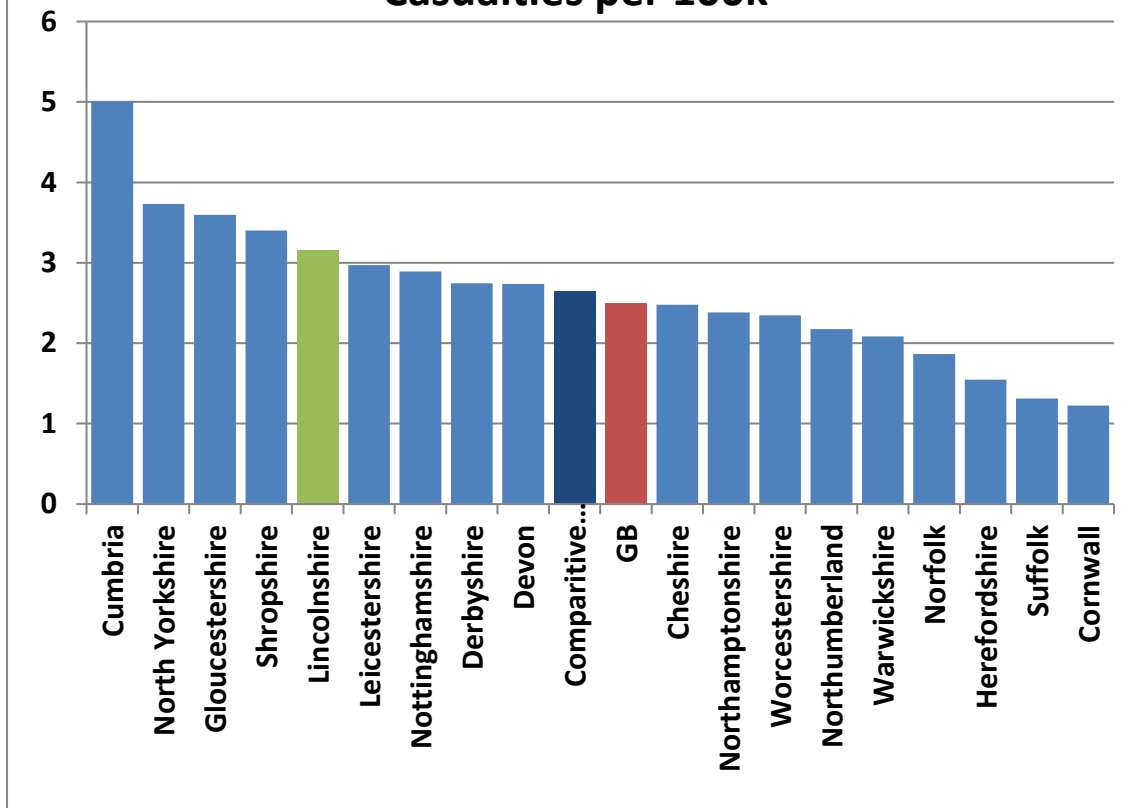


Table 14 and 14b – Child aged 0-15yrs District Trends

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021**

	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Child (0-15) KSI Casualties	45	24	87.5%		2 4.4% 0.0	10 22.2% +25.0%	7 15.6% +600.0%	7 15.6% +250.0%	7 15.6% +40.0%	4 8.9% +300.0%	8 17.8% +60.0%		

**Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020**

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Child (0-15) KSI Casualties	24	37	-35.1%		2 8.3% -60.0%	8 33.3% +14.3%	1 4.2% -85.7%	2 8.3% -60.0%	5 20.8% -16.7%	1 4.2% -66.7%	5 20.8% +25.0%		



Car & Taxi:

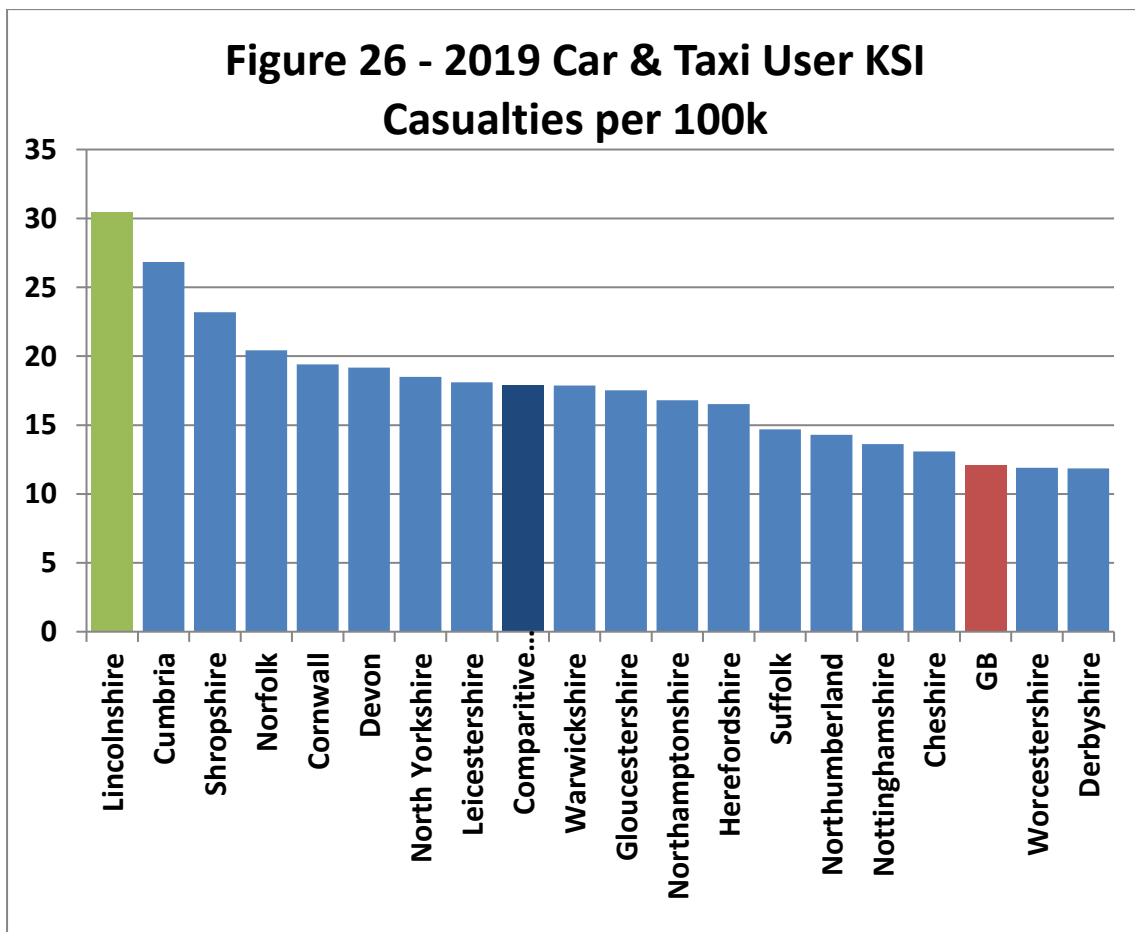
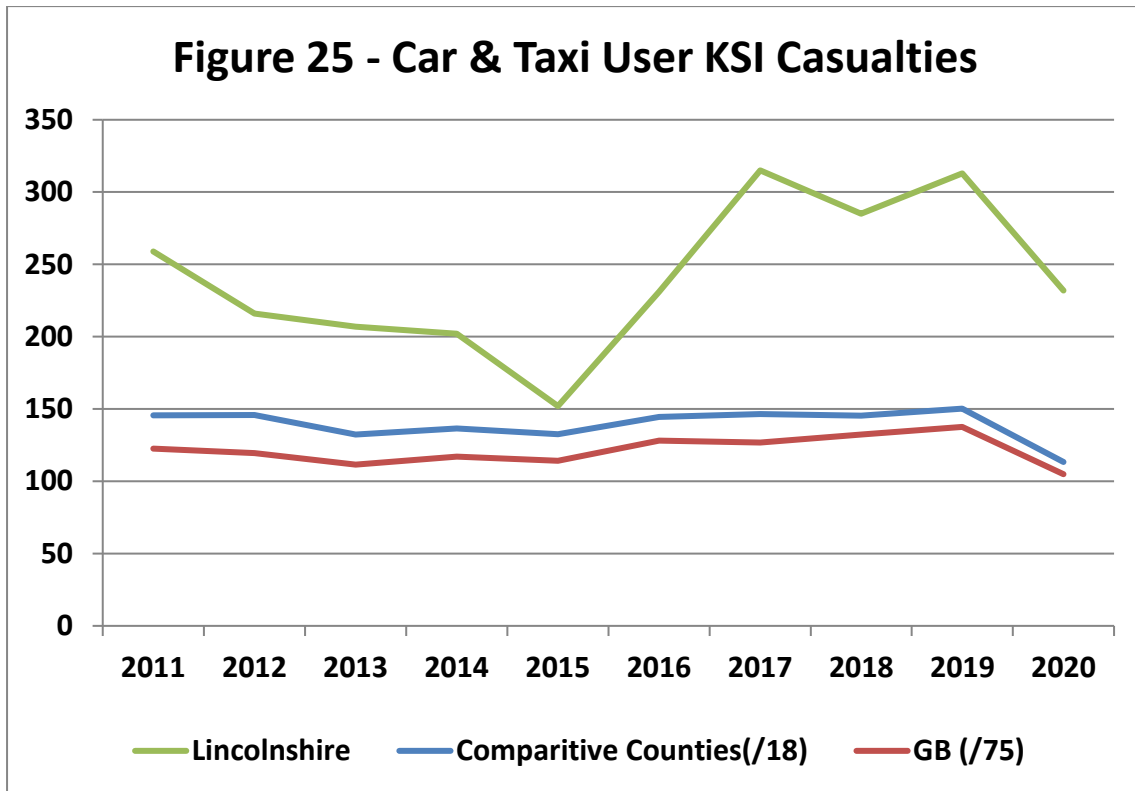


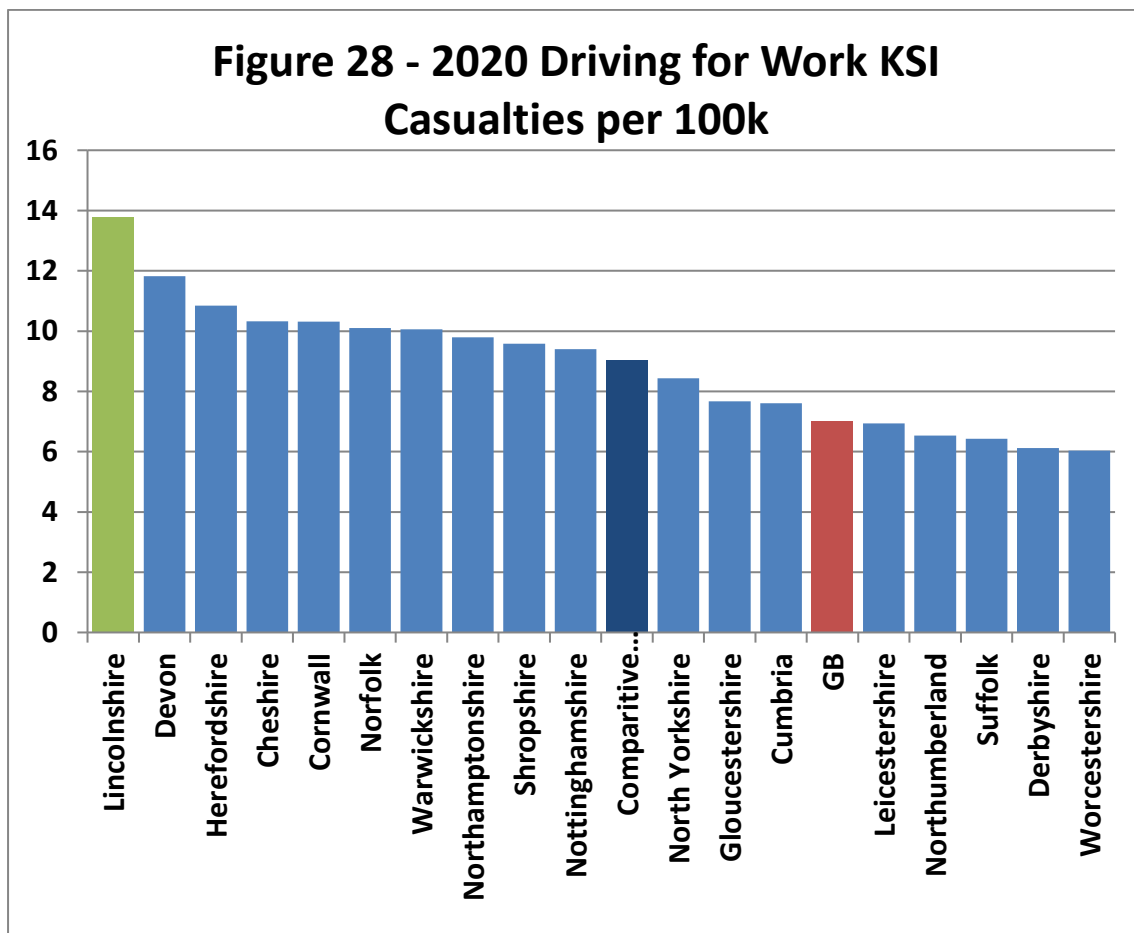
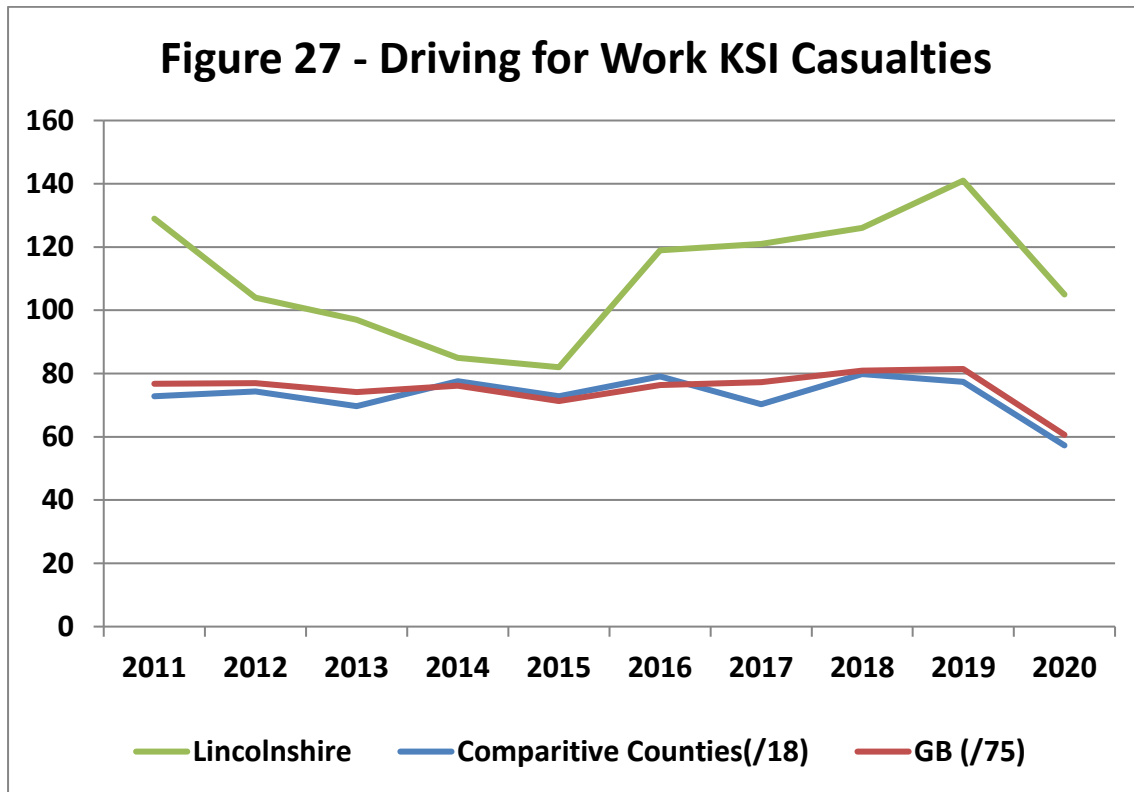
Table 15 and 15b- Car & Taxi District Trends

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2021

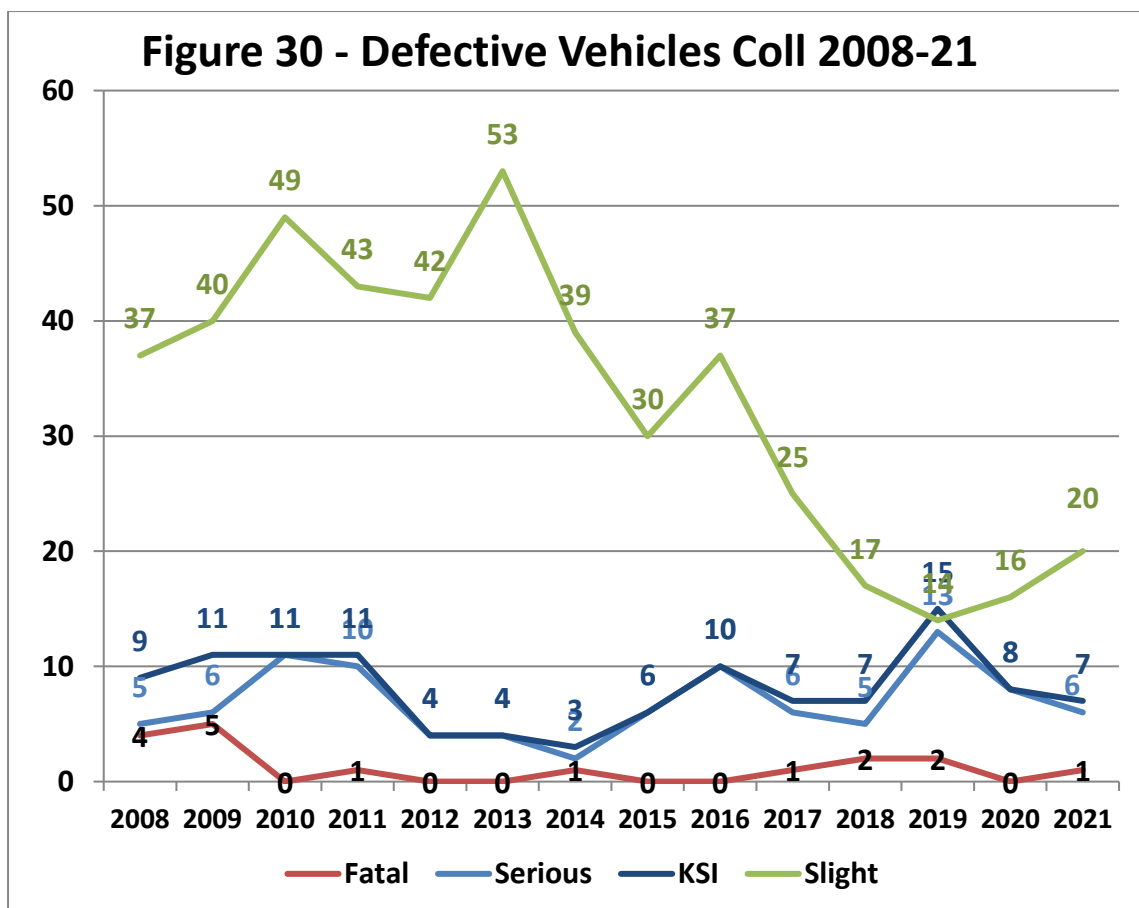
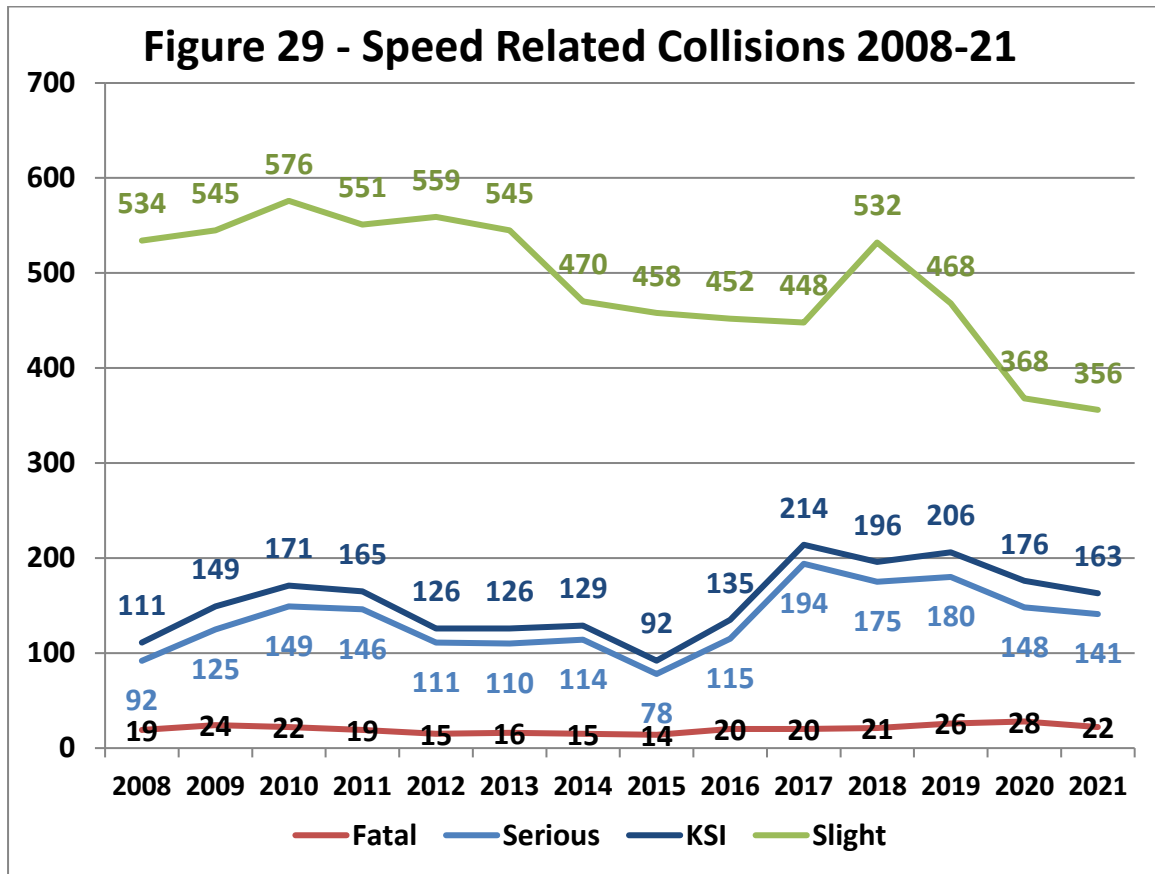
	1st Jan 2021 to 31st Dec 21	1st Jan 2020 to 31st Dec 20	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	216	232	-6.9%		20 9.3% -42.9%	75 34.7% +29.3%	9 4.2% 0.0	43 19.9% -6.5%	29 13.4% -14.7%	24 11.1% -33.3%	16 7.4% +14.3%		

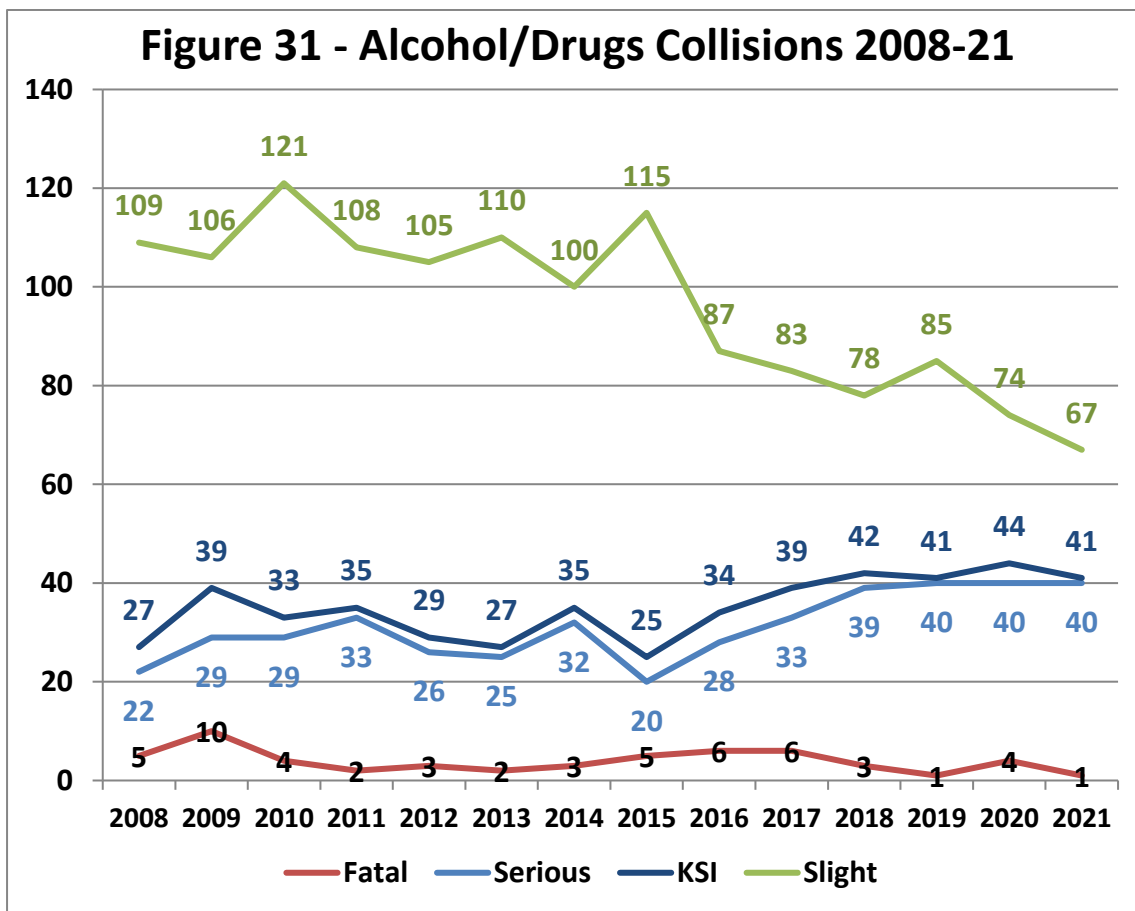
Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2020

	1st Jan 2020 to 31st Dec 20	1st Jan 2019 to 31st Dec 19	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
Car & Taxi KSI Casualties	232	313	-25.9%		35 15.1% -28.6%	58 25.0% -31.8%	9 3.9% -35.7%	46 19.8% -25.8%	34 14.7% -27.7%	36 15.5% +9.1%	14 6.0% -39.1%		



Causation factor trends:





This report was written by Steve Batchelor, LRSP Senior Manager, who can be contacted on 01522 805800 up to 27th February 2022 and 01522 212313 after 27th February 2022 or [staying.alive@lincolnshire.gov.uk](mailto:staying.alive@lincolnshire.gov.uk).

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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>07 March 2022</b>
Subject:	<b>Highways - Gully Cleansing, Drainage Repair Schemes and Surface Water Flooding</b>

**Summary:**

This report sets out the reactive, cyclic and planned aspects of highways drainage maintenance including low-level flooding response.

**Actions Required:**

The Committee is asked to consider and comment on the detail contained in the update and recommend any changes or actions.

## **1. Background**

### **Drainage Cleansing**

There are 190,000 highway drainage assets including gullies, Catchpits and Offlets across the county that Lincolnshire County Council (LCC) is responsible for which are all visited on an annual basis for routine cleansing.

We now have live data from the field on every asset that is visited and can identify issues with performance via a mapping system. For the financial year of 2021/22 I can report the following data to date:

- 135,000 have been cleansed in the routine programme
- 12,500 have defects and require follow up work
- 3,500 have damaged ironwork and require follow up work
- The remaining assets are planned to be cleansed over the coming months.

We have 12,000 assets requiring specialist traffic management that have been arranged into specific routes which picks up all junctions, roundabouts, level crossing and sites in busy urban areas. These are problematic sites and having a clear programme for these will remove several on-going minor issues that have not been dealt with historically.

All of the defects that are identified during the routine cleansing are recorded into four types;

- Jammed lids
- Broken or missing ironwork
- Damaged pots or chambers
- Blocked connections.

Our contractor takes photos of the broken/missing lids and damaged assets when they raise them as defects. This helps the both the Network Resilience and Local Highways Management teams assess whether it needs immediate attention or can be planned for a later date.

We currently have eight tankers on this contract working in Lincolnshire daily. There are six on routine cleansing, one completing the traffic management sites and one doing jetting works on blocked assets.

### **Customer Transactions**

When the public report blocked drains or flooding through the Customer Service Centre or on the LCC website (integrated with Fix My Street), the Local Highways Team will inspect the report on site and the following steps will be provided:

1. If the gully is simply blocked and is either due very shortly (next month or two) on cycling programme, or isn't causing anything other than a minor nuisance, a status will be selected which gives the message "We have assessed your report and the drain will be cleaned on the next programmed schedule."
2. If cyclic cleansing isn't expected shortly, and/or there is an issue which warrants more immediate intervention, then an off programme jetting job will be raised from site. The customer will receive updates to inform works are scheduled, and then completed. As even full jetting often doesn't solve the drainage issues, we are adapting our automatic reporting so that a "works are complete" message doesn't go out after these works as it can be misleading.
3. If more significant drainage works than off-programme jetting is required, then a job will be raised for AJet to carry out CCTV investigation, root cutting or minor repair works.
4. In areas where none of the reactive options are appropriate, either because the issue is very low priority and risk, or because longer term works and investigations with partner authorities are needed which may take over 4 months maximum, a status will be used where the member of the public is notified of "no immediate action proposed" but this is backed up with a bespoke explanation from the officer on the site-specific actions required.



### **Minor Drainage Improvements**

We now have an annual £600,000 budget for minor drainage improvement, which is for small scheme scale works that typically take less than a week to complete and include a variety of works as detailed below:

- Replacing sections of damaged highway pipes
- Installing additional gullies and manholes where ponding occurs
- Increasing the size and capacity of the drainage system over small lengths
- Repairing bank or ditch slips

The funding for 2021/22 was increased from £300,000 to £600,000 to deal with enables problematic small schemes that occur during each period of severe weather to dealt with. We have several drainage gangs working in the County and a programme planned which will spend the full allocation this financial year.

### **Minor Works Gangs**

We continue to run a full programme of drainage investigation works by Ajet in 2021/22 who have been responding to a variety of local issues not covered by either the reactive or planned budgets.

When the off-programme jetting cannot solve a problem, these gangs will carry out a more detailed investigation. They are set up with CCTV equipment and tools to carry out minor civils repairs or root cutting, etc. We have been focussing the programme of works for these crews on longstanding highways drainage issues which were exposed during recent flooding events and are not necessarily just down to blocked gullies. With changing weather patterns and an ageing drainage asset, new problems are continuously coming to light which feeds this programme.

Since April 2020 these crews have attended and dealt with 365 sites, with a further 144 designed and scheduled for the rest of the year. We will continue to adjust this programme as more detail is collected from any heavy rainfall events where remediation work is identified and agreed. For 2022/23, our contractor is expanding the number of these types of drainage gangs available in order to shorten the wait times for things to progress.

### **Development Drainage Funding**

In 2020/21 there was a successful Invest to save bid approved by councillors of £2.2million pounds and allocated to the Floods and Water Team. This includes £2m for works and £0.2m for specialist design resources. A programme of works has been developed in collaboration between the Floods and Water Team, the local Highways teams and the asset teams to pick up known schemes.

We have programmed schemes to the value of £1.4m on various minor drainage schemes across the County from the £2.0m allocation, with the remaining budget planned to be spent in early 2022 on larger and more complex schemes.

Our contractors Balfour Beatty have identified additional resources for delivering these works. Additional specialist drainage engineers have now been employed to complete all investigation and design work on the more complex schemes, that our Technical Services Partnership design team is overseeing.

### **Flooding Response Data and S19 Investigations**

The benefits of the mobile version of our asset management system mean that emergency crews attending flooding as first responders can capture photos on site and document extent and severity of flooding, which can then be used to inform follow up response as well as Section 19 investigations by the Floods and Water Management team where internal property flooding has occurred.

We have mapped all flooding and drainage reports through the CSC and Fix My Street for the last 10 years and are currently overlaying this with the S19 data from the Floods and Water team to ensure that the two sets of data do correlate, and to inform the prioritisation of the various levels of work identified in this report. So far in 2022 we have only received 284 drainage reports and 33 flooding reports for the whole county, which is very low for this time of year.

## **2. Conclusion**

The Committee is asked to consider and comment on the detail contained in the report and recommend any changes or actions to the Executive Member for Highways, Transport and IT. They are also asked to consider and comment on the collaborative working across directorates and with partners.

## **3. Consultation**

### **a) Risks and Impact Analysis**

Not applicable.

## **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 Richard Fenwick, County Highways Manager, who can be contacted on 01522 550452 or [richard.fenwick@lincolnshire.gov.uk](mailto:richard.fenwick@lincolnshire.gov.uk).



**Open Report on behalf of Andrew Crookham, Executive Director – Resources**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>07 March 2022</b>
Subject:	<b>Highways and Transport Scrutiny Committee Work Programme</b>

**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

07 March 2022		
Item		Contributor
1.	<b>North Hykeham Relief Road – Design and Build Contract Procurement [1025137] (Pre-decision Scrutiny - Executive 5<sup>th</sup> April 2022)</b>	Sam Edwards , Head of Highways Infrastructure
2.	<b>Adoption and Implementation of the Advanced Payment Code Exemptions Policy [1025506] (Pre-decision Scrutiny - Executive Councillor between 14 March 2022 and 18 March 2022)</b>	Liz Burnley, County Manager for Development
3.	<b>Road Safety Partnership Update</b>	Steven Batchelor, Lincolnshire Road Safety Partnership
4.	<b>Highways – Gully Cleansing/Repair and Surface Water Flooding</b>	Richard Fenwick, County Highways Manager Shaun Butcher, County Programme Manager

25 April 2022		
Item		Contributor
1.	<b>Street Lighting – Policy Updates</b>	Karen Cassar, Assistant Director Highways John Monk, Head of Design Services
2.	<b>Highways Quarter 3 Performance Report (1 October to 31 March 2022)</b>	Karen Cassar, Assistant Director - Highways Tom Gifford, Client and Contract Manager – Highways Nicole Hilton, Assistant Director - Communities Verity Druce, Head of Transformation Services
3.	<b>Process for the adoption of Private Streets (Pre-decision Scrutiny)</b>	Liz Burnley, County Manager for Development
4.		Chris Miller, Deputy Head of Environment Philip Watt, TSG Project Officer

30 May 2022		
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Item		Contributor
1.	Speed Limits Review	Mick Phoenix, Traffic Manager

18 July 2022		
Item		Contributor
1.	Highways Quarter 4 Performance Report (1 January to 31 April 2022)	Karen Cassar, Assistant Director - Highways Tom Gifford, Client and Contract Manager – Highways Nicole Hilton, Assistant Director - Communities Verity Druce, Head of Transformation 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. Items to be programmed

- **Bikeability Training Across Lincolnshire (*Pre-decision Scrutiny*)** Chris Miller, Deputy Head of Environment & Philip Watt, TSG Project Officer

### 5. 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](mailto: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
<b>Adoption and Implementation of the Advanced Payment Code Exemptions Policy [I025506]</b>	<b>Between 14 March 2022 and 18 March 2022</b>	Executive Councillor: Highways, Transport and IT	Executive Councillor for Highways, Transport and IT Highways and Transport Scrutiny Committee	Liz Burnley, County Manager for Development E-mail: <a href="mailto:liz.burnley@lincolnshire.gov.uk">liz.burnley@lincolnshire.gov.uk</a>	No	All Divisions
<b>North Hykeham Relief Road – Design and Build Contract Procurement [I025137]</b>	<b>5 April 2022</b>	Executive	Highway and Transportation Scrutiny Committee	Sam Edwards, Head of Highways Infrastructure E-mail: <a href="mailto:sam.edwards@lincolnshire.gov.uk">sam.edwards@lincolnshire.gov.uk</a>	Yes	Washingborough Potterhanworth and Coleby; Waddington & Hykeham East Bassingham and Welbourn; Hykeham Forum; Eagle and Hykeham West; Swallow Beck and Witham
<b>Process for the adoption of Private Streets [I025842]</b>	<b>Between 28 April 2022 and 5 May 2022</b>	Executive Councillor: Highways, Transport and IT	Highway and Transportation Scrutiny Committee	Liz Burnley, County Manager for Development E-mail: <a href="mailto:liz.burnley@lincolnshire.gov.uk">liz.burnley@lincolnshire.gov.uk</a>	No	All Divisions
<b>Bikability Training Across Lincolnshire</b>	<b>TBC</b>	TBC	Highway and Transportation Scrutiny Committee	Chris Miller, Deputy Head of Environment Philip Watt, TSG Project Officer	TBC	TBC

