



County Offices
Newland
Lincoln
LN1 1YL

13 January 2023

Highways and Transport Scrutiny Committee

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 23 January 2023 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

Debbie Barnes OBE
Chief Executive

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

Councillors M Brookes (Chairman), A M Hall (Vice-Chairman), T R Ashton, Mrs A M Austin, K J Clarke, T J G Dyer, R A Gibson, Mrs S Rawlins, E W Strenziel, Mrs C L E Vernon and R A Wright

**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA
MONDAY, 23 JANUARY 2023**

Item	Title	Pages
1	Apologies for Absence/Replacement Members	
2	Declarations of Members' Interests	
3	Minutes of the previous meeting of the Highways and Transport Scrutiny Committee held on 12 December 2022	5 - 10
4	Announcements by the Chairman, Executive Councillors and Lead Officers	
5	Revenue and Capital Budget Proposals 2023/24 <i>(To receive a report by Keith Noyland, Head of Finance – Communities, which gives the Committee the opportunity to scrutinise and comment on the budget proposals for the next financial year 2023/24 prior to finalisation at the Executive meeting on 7 February 2023)</i>	11 - 20
6	Civil Parking Enforcement Annual Report 2021/2022 <i>(To receive a report by Matt Jones, Parking Services Manager, which is an update to the Lincolnshire County Council Annual Parking Report 2021/22 for the period 1 April 2020 to 31 March 2021 and contains financial information on the cost of the service)</i>	21 - 30
7	Annual Update on the Approach to Transport Strategy Developments <i>(To receive a report by Sam Edwards, Head of Highways Infrastructure and Laboratory Services, which details the purpose and benefits of the Council's Transport Strategy, and progress made since the last report in October 2021)</i>	31 - 36
8	Highways - Gully Cleansing, Drainage Repair Schemes and Surface Water Flooding <i>(To receive a report by Richard Fenwick, County Highways Manager, and Shaun Butcher, County Programme Manager, which sets out the reactive, cyclic, and planned aspects of highways drainage maintenance including low-level flooding response)</i>	37 - 44
9	Winter Service – Interim Report <i>(To receive a report by Jonathan Evans, Head of Highways, Client and Contract Management, which invites the Committee to consider an interim report on winter service)</i>	45 - 50

10 Highways and Transport Scrutiny Committee Work Programme

51 - 56

(To receive a report by Kiara Chatziioannou, Scrutiny Officer, which enables the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity is focussed where it can be of greatest benefit)

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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

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, 23rd January, 2023, 10.00 am \(moderngov.co.uk\)](#)

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



**HIGHWAYS AND TRANSPORT SCRUTINY
COMMITTEE
12 DECEMBER 2022**

PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)

Councillors A M Hall (Vice-Chairman), T R Ashton, Mrs A M Austin, K J Clarke, T J G Dyer, R A Gibson, Mrs S Rawlins, Mrs C L E Vernon and R A Wright

Councillors: attended the meeting as observers

Officers in attendance:-

Charlotte Hughes (Senior Project Leader), Helen Reek (Senior Projects Officer), Jonathan Evans (Head of Highways Client and Contractual Management Services), Karl Gibson (Senior Project Leader), Kiara Chatziioannou (Scrutiny Officer), Sam Edwards (Head of Highways Infrastructure), Steve Brooks (Senior Project Leader) and Thomas Crofts (Democratic Services Officer)

Officers in attendance via Teams:-

Verity Druce (Head of Transformation)

39 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor E Strengiel.

40 DECLARATIONS OF MEMBERS' INTERESTS

No interests were declared at this point in proceedings.

41 MINUTES OF THE RECONVENED MEETING (12/09/2022) HELD ON 24 OCTOBER 2022

RESOLVED:

That minutes of the reconvened meeting (12 September 2022) held on 24 October 2022 be approved as a correct record and signed by the Chairman.

42 MINUTES OF THE PREVIOUS MEETING HELD ON 24 OCTOBER 2022

RESOLVED:

That minutes of the previous meeting held on 24 October 2022 be approved as a correct record and signed by the Chairman.

43 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLORS AND LEAD OFFICERS

The Chairman thanked officers for facilitating the visit to Lincolnshire Labs on 7 December 2022 and stated that it was an informative and worthwhile visit. Greater Member attendance to visits such as this was encouraged when possible.

44 A16/MARSH LANE ROUNDABOUT IMPROVEMENTS SCHEME, BOSTON AND THE ACTIVE TRAVEL SCHEME, BOSTON

Consideration was given to a report from Sam Edwards, Head of Highways Infrastructure, which invited the Committee to consider a report regarding the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston, which was due to be considered by the Leader of the Council – Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT between 14 December 2022 and 16 December 2022. The following matters were highlighted:

- The two schemes had been procured together to save resources.
- Roundabout improvements would create a designated right and left turn into the industrial estate to help improve freight transit.
- Footways would be widened, and a puffin crossing installed to help pedestrian access and encourage active travel.
- The tendering process was scheduled to take place early in the new year, if approved.
- It was anticipated that works would cause disruption with a temporary three-way traffic light system set up to protect the works.
- A good level of communication was being kept with local businesses and residents.

During consideration of the presentation, the Committee raised the following comments:

- Severe traffic noise owed to thinning of the trees line along the A16 was noted- a question was posed around alternative noise cancelling methods. Officers gave assurance that this issue will be investigated further and moreover, the Committee was advised that an effective acoustic barrier should contain c200-300 trees, hence changes implemented did not change the existing picture in that area, therefore there was no impact anticipated from a change in the existing noise pollution associated with the scheme. Officers offered to liaise with residents to explain details of the scheme and to address their concerns.
- A concern was raised about traffic congestion on Liquorpond Street Roundabout which was perceived by residents as being due to receive improvement works; a request was made for clear communications to indicate that the scheme did not involve that site. Officers explained that there was clear communication on the website (bid) and though prior report scrutinised by this Committee which was publicly available; and

welcomed offline communications with Members to support in carrying correct messages across their constituents.

- Concerns were also raised around disruption to local businesses owed to the works, in particular where night-time closures had been scheduled. A two-week notice was not felt sufficient time for businesses to devise alternative methods for business continuity. Officers agreed that engaging with businesses was of paramount importance and underlined that a number of high-risk assessments were carried out and will continue to be carried out to ensure disruption was minimised. Assurance was offered that Officers maintained an active dialogue with businesses; the team was also engaging with the Boston Transport Board where they were discussing this scheme and a number of other with a view to inform businesses and allow them to understand aspects and plan for the future. Officers clarified that there was a longer notice period than that of two weeks and explained that this was a lengthy and complicated process that was carried out with that in mind.
- In relation to diversion routes and congestion and disruptions caused at these, Officers gave assurance that they were in open dialogue with Street Works and Permitting team as to effectively coordinate changes.
- Members applauded the pedestrian and cycling recommendations for lit crossings which were expected to be well received by members of the public who worked (and walked/cycled to work) in the area. A Member enquired whether it was possible to see some improvements along a narrow section of Wyberton low Road which at current had no light provision and was used frequently by school students and pedestrians. Issues with schools and parking outside adding to the congestion of roads were also highlighted by Members. Officers acknowledged that surveys confirmed the use of certain routes by pedestrians; it was argued that the scheme had identified this and continued to encourage use of the appropriate footpath along Marsh Lane. Limitations imposed by housing developments were acknowledged therefore mitigations to encourage appropriate use of routes (i.e., bollards, pedestrian crossings etc.) were put in place to challenge and change traveling habits.
- Comments on future improvements included an exit and entrance on the other end (opposite end) of Marsh Lane and any other mitigations to disrupt use of footpaths by motorcyclists. Officers captured these with thanks.

RESOLVED:

1. That the Committee supports the recommendations to the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT as set out in the report
2. That the Committee's comments be passed on to the Leader of the Council- Executive Councillor for Resources, Communications and Commissioning, and the Executive Councillor for Highways, Transport and IT in relation to this item.

45 HIGHWAYS PERFORMANCE REPORT, QUARTER 2 (1 JULY TO 30 SEPTEMBER 2022)

Consideration was given to a report from Jonathan Evans, Head of Highways, Client and Contract Management, which set out the performance of the highways service. With

HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE
12 DECEMBER 2022

reference to the report, specific scheme progress and notable performance data was highlighted to the Committee.

During consideration of the presentation, the Committee raised the following comments:

- Concerning Grantham relief road, additional costs associated with poor ground conditions had not originally been understood. A practical solution was being sought but was subject to commercial and legal sensitivities.
- The impact of inflation meant that the Council was to temporarily struggle to fulfil its strategy. The Council was doing everything possible to secure additional funds.
- No service cuts were anticipated for the forthcoming year however the condition of the asset may decline in the short term whilst inflation pressure remains high.
- The North Hykeham relief road was on schedule.
- Public rights of way were being managed in steady state with meant that works completed kept pace with the rate of deterioration.
- The Highways department were due to carry out a carbon emission study for its maintenance operations.
- An interim SharePoint site was in operation to keep Members informed of highways matters whilst the Highways App was down.
- Staff shortages in technical roles presented an issue. Recruitment was underway which promoted the benefits of the Council's employment terms.
- Complaints regarding highways issues concerning private companies were not logged in the Council's performance reporting. Officers would look to capture this matter in subsequent reports following advice from the Customer Relations team, as it was recognised that oversight was necessary in order to keep the public properly informed.

RESOLVED:

That the report be endorsed, and comments passed on to the Executive Member for Highways, Transport, and IT.

46 TRANSPORT QUARTER 2 PERFORMANCE REPORT

A verbal report was presented to the Committee by Verity Druce, Head of Transformation Services, on Quarter 2 Transport Performance. The following matters were highlighted:

- The educational travel budget and dashboard had been delayed.
- The number of passengers on busses had increased by approximately 100 last month.
- Emissions information for public transport.
- An update on the review of the Call Connect service.
- A comprehensive report would be presented at the next meeting of the Committee.

During consideration of the presentation, it was raised that a full review of the Call Connect service was underway, which was looking at matters such as including service information on an app. However, longer service hours were not projected to feature.

RESOLVED:

That the verbal update be received.

47 GRANTHAM, SLEAFORD AND SKEGNESS & MABLETHORPE TRANSPORT STRATEGIES 2022

Consideration was given to a report from Karl Gibson and Steve Brooks, Senior Project Leaders, Highways Infrastructure, which provided a final update on the Grantham, Sleaford and Skegness and Mablethorpe Transport Strategies and included the final Grantham, Sleaford and Skegness and Mablethorpe Transport Strategies 2022 and summary document. The following matters were highlighted:

- The strategies were designed to have a 10 to 15 year lifetime and fed into the Green master Plan.
- The chief aim of the strategies was to establish synergy between the towns of Lincolnshire.
- The strategies also identified targeted junction improvements and mobility hubs.

During consideration of the presentation, the Committee raised the following comments:

- Needs and funding reviews were conducted by the Transport Strategy Boards every five years. As such, the transport strategies had to remain reactive documents.
- The Bikability scheme needed to be encouraged at a young age.
- Changes to taxi licensing policies to implement alternative fuel vehicles needed to give companies fair warning and be assessed by stakeholder groups.
- Reliability was paramount to a successful and well used transport network.
- A number of typographical errors were highlighted, including statistical information.
- The role of the Transport Boards needed to be given greater clarity in the strategies.
- The inclusion of eScooters normalised a currently illegal form of transport. Reference to eScooters could be removed from the strategies and add at a later date upon subsequent reviews. It was noted that eScooter trial schemes to encourage proper use had proven successful in other parts of the country, and inclusion in the strategies helped move policies towards a potentially effective form of sustainable transport.
- Skegness and Mablethorpe Transport Strategy:
 - The strategy had to ensure rat running was avoided to protect residential streets.
 - Estimated timeframes for implementation of key aspects of the strategy were to coincide with the Skegness Gateway project.

- Better rail connection between Skegness and Peterborough needed to be established to help towards economic development.
- The inclusion of integrated public transport hubs would help make transfers easier.
- Grantham Transport Strategy:
 - Members were concerned by the closure of Doncaster Sheffield Airport, and its impact on effective transit and commerce.
 - Reference to speed humps should be removed, as they contributed to vehicle damage.
 - Members were concerned that quiet lane strategies were not enforceable. It was noted that it was early days, conceptually, for this initiative, and some Members attested its successes in the south of the county.
- Sleaford Transport Strategy:
 - Some ambitions should be achievable now, such as the implementation of active travel schemes and developments.

Members commended the work of the Transport Boards and felt that their work needed to be better promoted.

RESOLVED:

1. That Committee endorse each of the three area Transport Strategies, and comments be noted
2. That the Committee approve the plans contained within each Transport Strategy.

48 HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

It was reported that there had been no changes to the Work Program since the publication.

Members noted the Work programme – the following comments were raised:

- The Anglian Water road and maintenance works and traffic disruption item was to be programmed for the meeting in April 2023 and would include reporting on disruption caused by permitted street works.
- The pavement parking motion, passed at Council on 9 December 2022, would be kept in mind in the in the context of the Committee's Work programme and newly formed Traffic Working Group.

RESOLVED

That the work programme be agreed subject to the amendments above.

The meeting closed at 12.14 pm



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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 January 2023
Subject:	Revenue and Capital Budget Proposals 2023/24

Summary:

The report outlines the budget proposals for the next financial year 2023/24.

The economic context in which the Council operates continues to be highly challenging, with continuing impacts from high levels of inflation. The Provisional Local Government Finance Settlement for 2023/24 was published for consultation on 19 December 2022, the Final Settlement is due to be published in February 2023. Further budgetary information is also awaited from the Lincolnshire District Councils, therefore the budget proposals for 2023/24 are currently based on best estimates and announcements to date and remain subject to change.

This report specifically looks at the budget implications for the Council's Highways and Transport services.

The Executive approved budget proposals, including those set out in this report, as its preferred option for the purposes of further consultation at its meeting on 4 January 2023.

Members of this committee have opportunity to scrutinise them and make comment, prior to the Executive meeting on 7 February 2023 when it will make its final budget proposals for 2023/24.

Actions Required:

The Highways and Transport Scrutiny Committee is asked to consider this report and members of the committee are invited to make comments on the budget proposals. These will be considered by the Executive at its meeting on 7 February 2023.

1. Background

- 1.1. Since early 2020, the Council's economic environment has been volatile. The Covid-19 pandemic was followed by a global economic crisis with the Ukraine war a key

contributing factor. Inflation has risen to unprecedented levels and is forecast to remain at high levels for a prolonged period. This has implications for our residents, businesses and the Council itself due to the effect inflation has in diminishing spending power.

- 1.2. Inflation has been high throughout the last financial year. The rate of inflation, as measured by the Consumer Prices Index (CPI) was 9% in April 2022, and continued to increase, peaking at 11.1% in October 2022. The 2022/23 budget proposal included some specific risk mitigation measures, such as increasing the size of the contingency and ensuring adequate level of reserves, which have provided capacity to respond to risks that have emerged during the year. The process for arriving at the 2023/24 budget proposal has also specifically considered how the Council's spending power and cost base might continue to be impacted and makes some adjustments in respect of this. Further details in respect of the services within the remit of this Committee are provided at paragraphs 1.14 to 1.20 below.
- 1.3. On 17 November 2022, the Chancellor of the Exchequer presented the Autumn Statement which was the first major fiscal statement since the mini budget in September 2022.
- 1.4. The Autumn Statement included notification of additional funding for 2023/24 to help Council's deal with some of the pressures currently being experienced, including inflationary pressures. Key announcements included:
 - A decision to delay the national rollout of social care charging reforms from October 2023 to October 2025. Funding for implementation will be maintained within local government to enable local authorities to address current adult social care pressures.
 - Additional investment worth £1bn in 2023/24 and £1.7bn in 2024/25 to promptly get people out of hospital and into social care. This funding will be split between the Better Care Fund and a ringfenced adult social care grant.
 - Additional flexibility in respect of council tax setting, with the referendum limit for general increases set at 3% and authorities with social care responsibilities also able to set an adult social care precept of up to 2% per year.
 - Confirmation that the 2023 business rate revaluation will be implemented from April 2023, and the multiplier frozen at 2022/23 levels with the Council compensated through additional grant funding.
 - Confirmation that the Government is seeking recommendations from Pay Review Bodies where applicable for pay awards for 2023/24.
 - The National Living Wage (NLW) will increase by 9.7% to £10.42 an hour from April 2023. In addition, the ambition for the NLW to reach two-thirds of median earnings by 2024, and for the age threshold to be lowered to those aged 21 and over, is retained.
- 1.5. The Provisional Local Government Finance Settlement for 2023/24 was issued on 19 December 2022 and again confirmed funding for just one year. The Government have however outlined their intentions and proposals for the 2024/25 settlement

but at the time of writing, and due to the late issue of the settlement, the impact assessment beyond 2023/24 is ongoing. Any changes will be incorporated into the Executive budget report in February 2023.

1.6. The various announcements translate into the following key changes from 2022/23 funding levels for Lincolnshire:

- An increase in the social care grant of £21.2m.
- A £6.3m increase in settlement funding assessment; comprising a £2.2m increase in revenue support grant and a £4.1m increase in National Non-Domestic Rates, NNDR (business rates) baseline funding.
- A £5.6m increase in the Adult Social Care (ASC) Market Sustainability and Improvement Fund. The total funding for 2023/24 will be £7.9m, which contains the original 2022/23 £2.3m Market Sustainability and Fair Cost of Care Fund.
- A new ASC Discharge Fund of £4.8m, which is expected to be allocated through the better care fund. There will be new grant conditions placed on both the ringfenced adult social care grant and the discharge funding and therefore the budget assumes new costs. The grant conditions are expected to be published in early 2023.
- A £3.4m reduction to the Services Grant, to reflect the reversal of the Health and Social Care NI Levy costs (cost reduction also assumed in the budget proposal).
- A £0.8m reduction in New Homes Bonus, which primarily reflects the expiration of legacy payments from prior year housing growth.
- Rural service delivery grant (RSDG) funding is maintained at 2022/23 levels.
- The improved better care fund (iBCF) is maintained at 2022/23 levels.
- The business rates top-up grant has increased by £3.7m to £95.1m. This reflects the impact of the business rates revaluation on the Council's estimated net NNDR yield and its NNDR baseline funding.

1.7. Members will be aware that in previous years, the Government had committed to two major financial reforms. The first was the move to 75% business rate retention. The second was the Review of Relative Needs and Resources (formerly known as the Fair Funding Review). The move to 75% business rate retention had already been scrapped twelve months previously. The Review of Relative Needs and Resources has since been delayed again, and at this point no definite implementation date has been announced.

1.8. There are several considerations in respect of business rates:

- The 2023 business rates revaluation will be implemented from April 2023, which will see every non-domestic property receive a new valuation. This impacts upon the Council's estimated net NNDR yield and its NNDR baseline funding, giving rise to a £3.7m increase in the top-up grant.
 - The business rates multiplier has been frozen for the third year in succession. The Council will be compensated for its share of income foregone through additional section 31 grant.
 - The complete taxbase position for business rates will not be known until the end of January when budgetary information is received from the District Councils.
- 1.9. The Council's financial planning framework seeks to forecast the cost base and funding base over a medium-term period, normally three or four years. At present, the Medium-Term Financial Plan indicates that a balanced budget cannot be achieved in any of the three years from 2023/24 through to 2025/26 without support from reserves. However, this is prior to receiving the Lincolnshire District Councils confirmation of Council Taxbases and Collection Fund positions affecting 2023/24, and without any allowance for the above-mentioned reforms to local government funding which could potentially affect 2025/26 onwards.
- 1.10. In view of the continuing uncertainties about future levels of funding and the overall economic context, a one-year budget is proposed for 2023/24.
- 1.11. At its meeting on 4 January 2023 the Executive approved proposals for the Council's revenue and capital budgets to be put forward as a basis for consultation. The Executive noted the options for a proposed Council Tax increase of between 2.99% and 4.99% and reserved its position for the setting of a precept and use of reserves for the 2023/24 budget pending further consultation, scrutiny and final funding announcements.

Revenue Budget

- 1.12. Budgets have been reviewed in detail based on the latest available information to arrive at the proposals set out in this report. A number of new cost pressures have emerged in addition to the pressures identified for 2023/24 in the previous year's budget process. In some areas, savings which can be made through efficiencies with no or minimal impact on the level of service delivery have also been identified. In developing the proposed financial plan, budget holders have considered all areas of current spending, levels of income and council tax plus use of one-off funding (including use of reserves and capital receipts) to set a balanced budget.
- 1.13. Table A shows the proposed revenue budget for the Council's Highways and Transport services.

TABLE A

2023/24 Revenue Budget	2022/23 Budget	Cost Pressures	Savings	Proposed Budget 2023/24
	£000	£000	£000	£000
Transport Services	51,752	4,198	-2,055	53,895
Highways Asset Management	15,053	5,518	-30	20,541
Highways Services	10,537	0	0	10,537
Highways Infrastructure	1,129	0	0	1,129
Design Services	10,914	3,833	0	14,747
Total	89,385	13,549	-2,085	100,849

- 1.14. The overall budget proposals have allowed for pay inflation of 4% in 2023/24 including the effect of the change in the national living wage from April 2023. This is however, currently being held centrally pending agreement of any pay settlement, following which service budgets will be updated and it is therefore not currently reflected in the table above.
- 1.15. There are unavoidable service specific cost pressures for 2023/24 totalling £13.549m which will support the delivery of Council services, these are partially offset by savings and efficiencies of £2.085m which do not negatively impact the level of service delivery.
- 1.16. From 2022/23 onwards, Transport Services has included the budget for providing Educational Transport which was previously reported under Children's Services. The budget proposals include an estimated cost pressure of £4.198m arising from continuing inflation and challenging market conditions for the delivery of this service to meet statutory and policy requirements. This is partially offset by savings resulting from the ongoing transformational programme, with the further development of new procurement tools and approaches, improved contract management, an overhaul of routing and demand management activity expected to yield savings in the year of £2.055m.
- 1.17. There are however significant external factors currently impacting the cost of passenger transport both in the public transport and educational transport markets, including national living wage rises, inflationary challenges, a national drivers' shortage and rising fuel prices. This gives rise to significant risk that the cost of educational transport, which is already a volatile, demand led budget, will need to increase further, over and above the estimated pressure. A comprehensive review of the cost base, taking into account changes in activity levels, and the impact that inflationary pressures and the change in the national living wage have on contract rates is being undertaken. It is expected that this will result in additional cost, but the amount cannot currently be quantified. Any further changes to the cost base will be reported to the Executive at its meeting on 7 February 2023.
- 1.18. The impact on public transport expenditure is currently expected to be manageable within existing budgets but as the high levels of government support

for bus operators put in place during the Covid pandemic is progressively withdrawn, this will be kept under review to help inform future budgetary requirements.

- 1.19. The pronounced inflationary pressures being experienced in the construction sector result in a forecast increase of £5.488m in the cost of plant, labour, materials and equipment in the Highways maintenance contract. This is exacerbated by the growth of the highway network, with an average 18km of highway adopted each year inevitably leading to increased maintenance costs and bringing the total cost pressures in Highways Asset Management to £5.518m. This is slightly offset by savings of £0.030m arising from revised business support arrangements and lease car savings.
- 1.20. Increased energy costs for signals and street lighting driven by price inflation result in a further budget pressure of £3.833m for 2023/24.

Capital Programme

- 1.21. The ten-year Capital Programme previously approved has been reviewed in line with the principles set out in the Council's Capital Strategy, including the principle of affordability. The full Gross Programme totals £131.290m for 2023/24 plus a further £427.561m in future years. After grants and other funding contributions are taken into account, the Net Programme is £82.657m in 2023/24 and a further £275.087m in future years.
- 1.22. Due to the economic context and uncertainty in future funding set out earlier in this report, no new projects have been added to the Capital Programme in this budget process. However, the block budgets for rolling maintenance programmes have been continued forward and the budgets for some existing schemes have been increased due to inflationary impacts.
- 1.23. Table B overleaf, shows the proposed gross capital programme for the Council's Highways and Transport services.

TABLE B

TABLE B Capital Programme (2022/23, 2023/24 and Future Years)		Revised Gross Programme 2022/23 £m	Revised Gross Programme 2023/24 £m	Gross Programme Future Years £m
HIGHWAYS & TRANSPORT				
Spalding Western Relief Road - Section 5	A 6.5km road linking the A1175 and A16 to the south and east of Spalding, to the B1356 Spalding Road to the north of Spalding, via the B1172 Spalding Common - Section 5.	13.261	19.291	0.000
Spalding Western Relief Road - Section 1	Completion of Spalding Western Relief Road - Section 1.	0.100	0.000	27.700
Spalding Western Relief Road - Section 1 - S106 income expectation	Development Contribution towards completion of Spalding Western Relief Road - Section 1	0.000	0.000	-5.520
Spalding Western Relief Road - Section 5 - S106 income expectation	Development Contribution towards completion of Spalding Western Relief Road - Section 5	0.000	0.000	-4.200
Integrated Transport Block	Schemes including minor capital improvements, rights of way, road safety, public transport and town/village enhancements.	3.092	3.337	3.337
Transforming Street Lighting	Programme of street lighting improvement.	0.071	0.000	0.000
Energy Efficiency Street Lighting Schemes	Replacement of SOX lanterns with more efficient LED bulbs to enable longer-term savings on energy.	0.224	0.224	0.000
Highways Asset Protection	Maintenance of roads, bridges, safety fencing, street lighting, signs and lines, and traffic signals.	46.533	38.723	38.723
Network Resilience	Gritter vehicle replacement programme.	1.579	1.680	0.840
A631 Middle Rasen to Bishops Bridge Safer Road Fund	Improvement on A631 Middle Rasen to Bishops Bridge, under Safer Roads Funds.	0.020	0.000	0.000
A631 Louth to Middle Rasen Safer Road Fund	Improvement on A631 Louth to Middle Rasen, under Safer Roads Funds.	0.700	0.000	0.000
Lincoln Eastern Bypass	Construction of a 7.5km highway to the east of Lincoln, connecting the A15 to the north and south of Lincoln	3.110	2.000	0.000
Grantham Southern Relief Road	The Grantham Southern Relief Road aims to improve the town's infrastructure and growth by the construction of a 3.5km relief road in three phases.	40.584	15.061	17.872
A46 Welton Roundabout (Integrated Transport/NPIF)	Improvement to A46 Welton junction.	0.225	0.000	0.000
Holdingham Roundabout	Improvement to Sleaford Holdingham Roundabout to improve traffic flow.	0.091	0.000	0.000
A46 Roundabouts	Improvements to Riseholme and Nettleham roundabouts by extending/adding extra lanes to increase capacity and reduce congestion.	0.019	0.000	0.000
Corringham Road (development with WLDC)	Major scheme development of Corringham Road, in partnership with West Lindsey District Council.	0.016	0.000	0.000
A52 Skegness Roman Bank	Full reconstruction of a total of 550m of the A52 Roman Bank in Skegness.	1.116	0.000	0.000
Local Highways Improvements (Pinchpoints) to support Coastal Route	Improvement of the transport corridor to the Lincolnshire Coast by improving pinch-points along the route (A57, A46, and A158).	0.665	0.000	16.795
Highways Rural Road Fund	A targeted investment in the maintenance and improvement of minor and unclassified rural roads across the County.	1.834	0.000	0.000
Highways B Class Roads and Lower	Targeted investment in the maintenance and improvement of minor and unclassified roads across the County.	8.287	0.000	0.000
Other Highways	Block of smaller Highways projects.	0.892	0.000	0.000
Boston Development Schemes (Infrastructure & Economic)	A range of initiatives to support economic and housing growth whilst reducing traffic congestion in and around Boston.	0.000	2.754	0.000
A16 Levelling Up Fund	Improvements to the A16 corridor in the area around Boston and South Holland	2.197	0.000	0.000
Boston Dolphin Lane	Public realm improvements in Dolphin Lane, Boston	0.550	0.000	0.000
North Hykeham Relief Road	Completion of a ring road by linking the Lincoln Eastern Bypass with the Western Bypass.	2.029	5.115	181.579
Total		127.187	88.185	277.127

- 1.24. Issues in the construction of the eastern embankment for the Grantham Southern Relief Road bridge, in particular the underlying ground not being as robust as the designer had anticipated or designed the bridge to sit on, has necessitated the bridge being lengthened by approximately 70m to avoid the poor ground. This is expected to result in approximately 18 months delay and increase costs and consequently it is proposed to increase the budget allocation for this project by £24.478m.
- 1.25. Although construction of the North Hykeham Relief Road is not expected to commence until late 2025, the current material and labour inflation will have a significant impact on the scheme costs, and it is prudent to plan accordingly. This results in a proposed increase of £35.882m in the scheme's budget.
- 1.26. As the Department for Transport (DfT) funding for highways maintenance is expected to continue to remain at the reduced level implemented in 2021/22 until at least 2024/25, this activity continues to be supplemented by the £12.3m approved by Council in the revenue budget in February 2022. However, as noted at the beginning of this report, inflation will continue to diminish the spending power of this funding.
- 1.27. To ensure the capital programme for 2023/24 is affordable and to recognise the remaining risks of the major highway schemes currently in progress, some budgets for schemes where spend has not yet been committed have been re-phased into later years to better reflect the likely spend pattern and to reduce the impact in the short-term of increased spend on schemes that have already commenced
- 1.28. The capital programme is currently augmented by funding from the Development Fund Initiatives earmarked reserve, with a total of £3.444m having been approved in previous budgets to increase capacity to carry out drainage investigation and repair work, reducing deterioration and improving prevention of localised flooding issues. That scheme is continuing into 2023/24 with a forecast spend for the year of £1.387m.

Further consultation

- 1.29. A consultation meeting with local business representatives, trade unions and other partners is scheduled to take place on 27 January 2023.
- 1.30. The proposals are publicised on the Council website together with the opportunity for public comment via www.letstalk.lincolnshire.gov.uk up until 26 January 2023.
- 1.31. All consultation comments and responses will be available to be considered when the Executive makes its final budget proposals on 7 February 2023.

2. Conclusion

- 2.1. These budget proposals reflect the level of government funding expected to be available to the Council and an assumed increase in Council Tax in 2023/24 of between 2.99% and 4.99% (inclusive of a 2% adult social care precept).
- 2.2. A thorough review of the Council's services was carried out during the budget process which has identified unavoidable cost pressures, some savings with minimal or no impact on the level of service provided and the capital programme has been reviewed. The budget proposals therefore aim to reflect the Council's priorities whilst operating within the resources available to it.

3. Consultation

a) Risks and Impact Analysis

An Equality Impact Assessment will be completed for the proposed increase in Council Tax. This will be reported to the Executive at its meeting on 7 February 2023.

Further risk and impact assessments will need to be undertaken on a service-by-service basis.

4. Background Papers

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

Document title	Where the document can be viewed
Council Budget 2023/24 Executive Report 4 January 2023	Democratic Services

This report was written by Keith Noyland, Strategic Finance Lead – Place, Fire & Rescue who can be contacted at keith.noyland@lincolnshire.gov.uk.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 January 2023
Subject:	Civil Parking Enforcement Annual Report 2021/2022

Summary:

The report is an update to the Lincolnshire County Council Annual Parking Report 2021/22; the report covers the period from 1st April 2020 to 31st March 2021 and contains financial information on the cost of the service. The report will be shared with the Department for Transport and PATROL (Parking and Traffic Regulation Outside London).

Actions Required:

The Highways and Transport Scrutiny Committee is invited to:

- (1)** Review and comment on the contents of the report; and,
- (2)** Endorse the report for publication on the Lincolnshire County Council's website.

1. Background

The annual report covers the period from 1st April 2020 to 31st March 2021. It is a transparent document that allows the disclosure of various statistics related to enforcement and appeals. The report contains financial information on the cost of the service. The report will be sent to the Department for Transport and PATROL (Parking and Traffic Regulation Outside London).

The report contains information on the following subjects:

- Cost of service provision
- Income from penalty charges
- Any surplus or deficit made
- The number of penalty charges issued

2. Conclusion

Parking enforcement continues to contribute to the overall transport strategy by helping reduce congestion, increase traffic flows, and improve pedestrian safety.

The provision of free high street parking helps to contribute to the economic viability of local shops and services. Ensuring that the limited waiting times are adhered to by enforcing the restrictions increase the turnover of vehicles, allowing higher footfall and accessibility to local facilities and amenities

The table below highlights the past three financial years:

Financial Year	Costs	Income	Surplus / Deficit
19/20	£1,231,791	£1,209,123	£22,668 Deficit
20/21	£1,261,055	£1,160,544	£100,511 Deficit
21/22	£1,286,074	£1,237,405	£48,668 Deficit

3. Consultation

a) Risks and Impact Analysis

N/A

4. Appendices

These are listed below: -

Appendix A	LCC Civil Parking Enforcement Annual Report 2021/2022
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5. Background Papers

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

This report was written by Matt Jones, Parking Services Manager, who can be contacted on 01522 552110 or matt.jones@lincolnshire.gov.uk.



**Civil Parking
Enforcement
Annual Report
2021/2022**

Enforcement – How and Where



For the purposes of enforcement, the County is split into 3 categories, A, B and C.

Category A such as Stamford, Lincoln and Boston covers town and city centres, along with other high traffic density routes and locations – these locations are patrolled daily.

Category B such as Horncastle, Bourne and other areas are for smaller towns and are patrolled approximately once a week.

Category C areas are all other areas, subject to parking restrictions, not covered by category A or B and are patrolled on an ad hoc basis and when resources are available.

Enforcement Officers are allocated to a patrol location to meet the Councils requirements; however, category C areas are also patrolled using cars and scooters. These routes are planned so that the most efficient use of an Officer's time is made, along with lower transport and fuel costs.



The Council's parking enforcement contractor APCOA continues to work in partnership with Lincolnshire County Council to supervise, manage and coordinate the deployment of Officer's throughout the County.

Why do we enforce?

The enforcement of parking restrictions is a key component of effective traffic management and assists to improve traffic flow. Poor, dangerous and obstructive parking can pose a danger to pedestrians by blocking pavements and forcing them onto the streets; it also reduces visibility for other motorists and impedes traffic flow. All residents, visitors and businesses benefit from better enforcement of parking regulations and the reduction of incorrectly parked vehicles.

The Councils approach to parking enforcement is to be fair but firm and our procedures manual outlines how we intend to deliver the best possible service to motorists. This document can be found via www.lincolnshire.gov.uk/parking/parking-enforcement.

What do we mean by a fair but firm approach?

Fair

We will explain and communicate the parking rules.

Where possible we will photograph parking contraventions to support the issue of a Penalty Charge Notice.

We will regularly monitor traffic signs and road markings to help motorists parking throughout the County.

Firm

We will review the provision of parking services regularly to see how they can be improved.

We will take consistent enforcement action to deter inconsiderate parking.

We will pursue people who try and evade penalty charges to recover debt owed to the Council.

We will work with our partners and the police to help prevent crime and anti-social behaviour and to protect parking staff against abuse and violence.

We intend to seek prosecution of any attempt to threaten or assault any employee involved with parking enforcement.

Parking Suspensions



Lincolnshire County Council has the power to suspend parking within a designated parking bay to allow events to take place or access by a specific vehicle for highway/bay maintenance to be carried out. In such cases, advance notice is placed alongside the bay and is distributed to nearby properties giving the date, times and length of the suspension.

Essential maintenance is often difficult due to parked vehicles. The use of suspensions, whilst inconveniencing residents and displacing parking temporarily, is an effective way to ensure essential maintenance is undertaken. For instance, if the Council can improve access to service gullies and drains, the Council can help to minimise the risk of flooding.

Temporary parking restrictions and parking bay suspensions have also been implemented to help accommodate special events. Approximately 100 bay suspensions were processed in 2021/2022.

Parking Waivers



Lincolnshire County Council understands that sometimes it is necessary for a vehicle to be parked in contravention of parking restrictions to undertake works at adjacent or nearby properties. A waiver permit will only be granted when it is essential that the vehicle is parked close to the property and the impact on other road users, businesses or pedestrians is kept to a minimum.

A permit will allow for extended parking in permit holder bays and limited waiting bays. In extenuating circumstances a permit may be granted to allow parking on single yellow lines, loading bays or in restricted zones such as pedestrianised areas but only if there are no other suitable parking alternatives. The below shows the number of parking suspensions implemented and which areas of the County they have occurred. Approximately 1,200 parking waivers were processed in 2021/2022

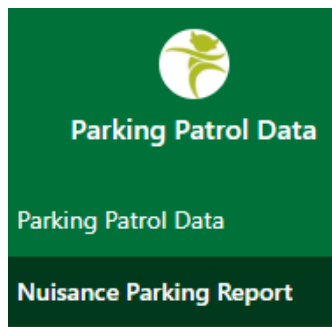
Nuisance Parking

Any vehicles seen to be parked in breach of parking restrictions could be issued with a Penalty Charge Notice. Nuisance parking is an issue that impacts a lot of residents and something local Councillors are often approached about. A new online reporting tool was developed in late 2020. The new system has proved extremely popular and vastly improved the way in which we communicate and respond to nuisance parking requests.

A fraction over 2,500 requests were received in 2021/2022 of which nearly 1,500 were attended and action was carried out by our enforcement team.



Lincolnshire County Council actively encourage members of the public to utilise our nuisance parking reporting tool as this enables us to shape patrols when required and react to non-compliant parking practices that we may not be aware of.



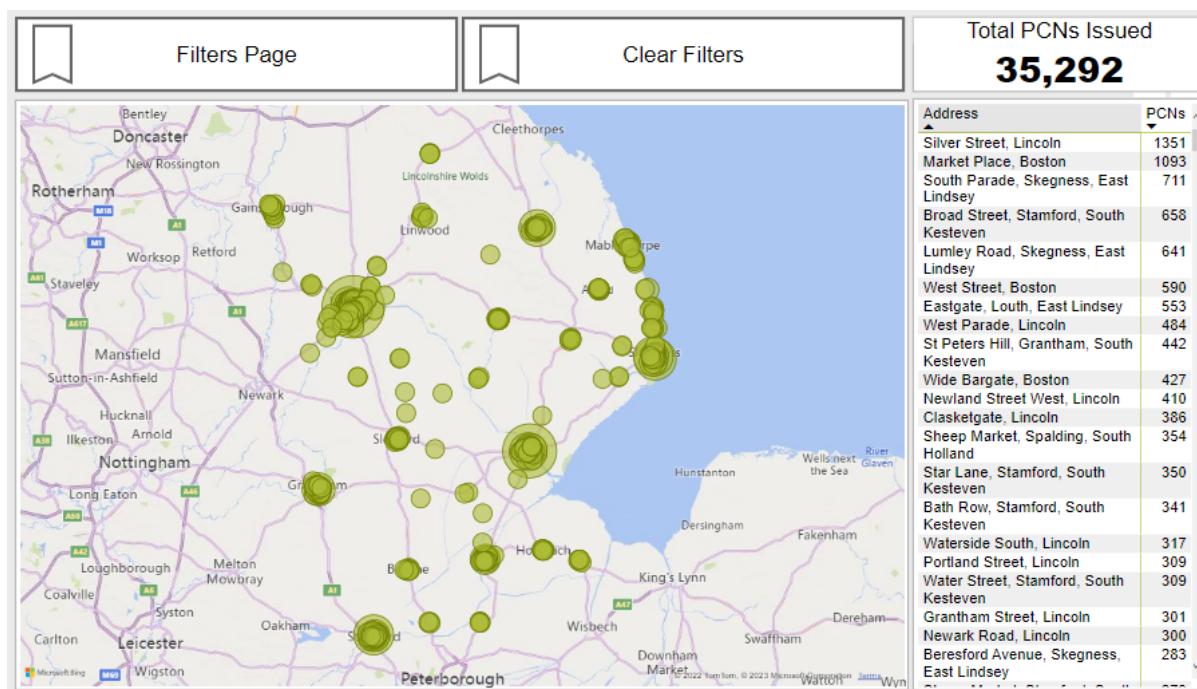
All data relating to this and parking patrol data is stored on our Open Data Power BI platform and is accessible to all Councillors.

Penalty Charge Notice Issue Statistics

Lincolnshire County Council has always taken an open and transparent outlook when publishing PCN data and we update our statistics regularly on our website. All data can be broken down by District area, street name and even Electoral Division. The following weblink provides a member of the public with direct access to our interactive data.

[On Street Penalty Charge Notices \(PCNs\) 2021-2022 Interactive Map - Lincolnshire Open Data \(ckan.io\)](https://ckan.io)

In the 2021/2022 financial year, a total of 35,292 Penalty Charge Notices were issued. The below highlights some of the streets across the County where the most parking contraventions occurred.



Previous Penalty Charge issuance statistics are shown below:

2017/2018 – 31,029

2018/2019 – 34,986

2019/2020 – 34,790

2020/2021 – 24,225 (Covid 19 Implications)

2021/2022 – 35,292

Transparency in Finance

The table below shows a breakdown of the costs incurred by the Council and any surplus generated from Civil Parking Enforcement.

In line with the Traffic Management Act 2004, any surplus arising from on-street parking and enforcement is ring-fenced and can only be used for the provision of the enforcement service, supplying or making good parking facilities, transport projects, environmental projects or if the council feels that none of these are required, the funds can be set aside against potential losses for up to 5 years.

Lincolnshire County Council receives no income for on-street parking, preferring to provide free limited waiting parking in town centres, helping to support local businesses and services by encouraging more visitors.

The 2021/2022 financial figures highlight that a deficit of £48,668.58 was recorded and has been balanced and drawn down from the CPE reserves.

Recent deficits (excluding COVID implications) have primarily occurred due to the increase in National Living Wage requirements. Any increase directly impacts upon our Enforcement contract's monthly costs and these increases rise each year. It is projected that contract costs will rise in excess of £50,000 from April 2023. Any shortfall between income and costs can be covered from any surplus in the Parking Account or the Council's General Fund. Whilst costs are on the rise, the real time cost of a Penalty Charge Notice has remained the same for many years and long before CPE was introduced to Lincolnshire in 2012. The British Parking Association have been vocal in requesting a review from Central Government into a potential increase to Penalty Charge Notice monetary levels, and Local Authorities remain active in ascertaining what developments may occur in the future.

From an operational viewpoint, we ensure that our patrols are as efficient as possible and that areas which are known to suffer from non-compliant parking are frequented as often as resource allows. Taking proactive measures such as these increases customer satisfaction but also results in a more accessible Highway with greater parking opportunities for visitors to local amenities.

		2020/21
Income	Penalty Charges	£1,172,269.84
	Other reimbursements / contributions	£65,135.72
	Total	£1,237,405.56
Costs	Enforcement Contract	£790,506.28
	Notice Processing Contract	£237,895.34
	Council costs	£257,672.52
	Total	£1,286,074.14
Draw down from reserve	Total	-£48,668.58

The Future

Although still somewhat in the distance, the enforcement contract for parking is due for tender in 2024. Work has already begun to hold informal discussions with neighbouring Local Authorities and Local Authorities that have a similar geographical make up as we see in Lincolnshire. The aim of the scoping exercise is to look for innovative ways of delivering parking enforcement and associated services within the most efficient cost envelope.

As mentioned earlier in this report, the level of penalty charge has remained static for many years whilst costs, especially for staff and travel, continue to climb. This leads to an inevitable cross over where cost can exceed income. How to minimize or eliminate this financial burden whilst continuing to deliver the service in line with Council policy will be the main priority going forward.

Contact Us



ParkingServices@lincolnshire.gov.uk



01522 552222 (8am-6pm Monday to Friday, closed Bank Holidays)



Parking Services, Lincolnshire County Council, County Offices, Newland, Lincoln, LN1 1YL

Find us on:



@LincolnshireCC



@LincolnshireCC



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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 January 2023
Subject:	Annual Update on the Approach to Transport Strategy Developments

Summary:

This report details what a transport strategy is and what the purpose and benefits of them are for Lincolnshire County Council (LCC). It then outlines what progress has been made since the last report in October 2021.

Actions Required:

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

1. Background

- 1.0 In June 2018 a paper was presented to the Highways and Transport Scrutiny Committee detailing what a transport strategy is and what the purpose and benefits of them are to LCC. It then outlined the status of LCC's existing Transport Strategies and recommended a more robust future approach across the whole County.
- 1.1 This recommendation was endorsed, and a request was made to provide an annual update to the committee outlining progress against the planned activities. This paper will provide that update and detail what further development have occurred over the last year.
- 1.2 Prior to providing an update it is worth revisiting the background of this Transport Strategy approach and how they integrate with the Local Transport Plan. It is also imperative to appreciate that where the word transport is used, this is not necessarily related to motorised vehicles or roads. Transport is an encompassing word which relates to mobility and movement so by its nature includes: walking, cycling, bus travel, rail travel and other forms of public transport.

1.3 Fifth Local Transport Plan

Lincolnshire County Council adopted the Fifth Local Transport Plan in 2022. It can be found at: [Local transport plan – Lincolnshire County Council](#). This document, along with its accompanying modal strategies, provides the policy context for the authority. The main document has two parts. The first part of the LTP provides the context, evidence and the high-level policy and strategy content. It provides a policy bridge from a wide range of higher-level documents covering the socio-economic, environmental and health agendas at a national, regional and local level. Furthermore, it references the role transport can play in supporting our priority sectors and our spatial approach to development. This part of the document also sets out the guiding principles and policies for transport delivery now and for the longer-term and provides an indication as to the importance and the range and types of interventions required. The second part of the document focuses on delivery and implementation. Local Transport Boards and their strategies are identified as an ideal mechanism for delivering policy locally.

1.4 Purpose and Need for Transport Strategies

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

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

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

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

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

- 1.8 Without a sound strategy, it can be difficult for local authorities to provide the evidence base upon which to justify transport improvements which in turn makes it more difficult to generate support for schemes and secure funding. These documents also provide the basis for authorities to be proactive in understanding current and future trends and pressures on its network rather than simply being reactive to changes within or external to their areas. For example, with a well-developed understanding of potential impacts of local plans, authorities can proactively formulate their approach to major planning applications based on the overall impact of all development rather than assessing in isolation the individual site impacts on a case-by-case basis.
- 1.9 Transport strategies enable authorities to comprehensively define a pipeline of work over the period of the strategy's life. Furthermore, with a set of strategies covering locations across an authority's area, decisions can be made on which areas, policies and proposals should be prioritised and delivered first.
- 1.10 Transport Strategies are developed through a standard process although the individual steps and tasks will vary. All strategies will be based on a robust understanding of the current situation within the strategy area and how the situation will change in the future if the strategy was not to be delivered. This understanding should then lead on to identifying the key problems and opportunities, 'challenges', in the strategy area and the confirmation of the need to take action or 'intervene' in the transport system. To steer both the identification of options and the eventual delivery of the strategy, a robust set of objectives and outcomes needs to be developed, building on both wider economic, land use and transport policies, and the challenges identified. A long list of options is then developed to resolve the challenges and achieve the objectives and outcomes. The list is then sifted through initial appraisal to form a short list of the most promising options which is then taken forward for more detailed assessment and appraisal. Options that successfully pass through the process are then included in the final strategy.
- 1.11 The following sets out a standard set of stages in developing a strategy:
- Understand the current situation
 - Understand the future situation
 - Confirming the need for intervention
 - Identification of objectives
 - Option identification – long list
 - Initial sifting and shortlisting
 - Option development and appraisal
 - Strategy development and reporting
 - Delivery and programme
 - Monitoring and evaluation of the implemented strategy
- 1.12 Traffic modelling is one of the key data tools used to understand the current and future conditions within a strategy area, based on predictions of land use and economic development. It then can then test the impact of potential options

before the more promising of those options are taken forward into the final strategy. The traffic model is for a specific area must be completed prior to the commencement of the transport strategy.

1.13 Transport Strategy Aims

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

1.14 Transport Boards

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

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

1.16 Progress Update

Since the last update report in October 2021 the following traffic models and transport strategies have been completed:

- Gainsborough Transport Strategy
- Grantham Transport Strategy
- Sleaford Transport Strategy
- Skegness and Coastal Area Transport Strategy
- Boston Review of Transport Strategy
- Stamford Traffic Model

The following traffic models and transport strategies are programmed to be completed 2023/24:

- Stamford Transport Strategy

- Lincoln Traffic Model

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

Traffic Model													
Location	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln	Complete							Update					New Model
Grantham					Complete					Update			
Boston				Complete							Update		
Spalding			Complete						Update				New Model
Skegness + Coastal Area					Complete					Update			
Gainsborough		Complete								New Model			
Stamford							Complete					Update	
Sleaford					Complete						New Model		

Place Based Transport Strategy													
Location	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Lincoln				Complete					Review / Update				
Grantham							Complete				Review / Update		
Boston		Complete					Complete					Review / Update	
Spalding				Complete						Review / Update			
Skegness + Coastal Area							Complete				Review / Update		
Gainsborough							Complete				Review / Update		
Stamford								New Strategy					Review / Update
Sleaford							Complete					Review / Update	

Complete	In Progress	Planned
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2. Conclusion

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

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

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

3. Consultation

a) Risks and Impact Analysis

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

4. Background Papers

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

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



Open Report on behalf of Andy Gutherson, Executive Director – Place

Report to:	Highways and Transport Scrutiny Committee
Date:	23 January 2023
Subject:	Highways - Gully Cleansing, Drainage Repair Schemes and Surface Water Flooding

Summary:

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

The report aims to ensure the Committee is updated on all aspects of highway drainage maintenance and that any comments or recommended changes or actions are recorded to inform future decisions.

Actions Required:

The Highways and Transport Scrutiny Committee is invited to:

- (1) Consider and comment on the detail contained in the update; and,
- (2) Recommend any changes or actions to relevant Officers and Executive Portfolio Holders.

1. Background

The management of highway drainage assets in the county is undertaken by many teams across the highways service. To further enhance the delivery of the maintenance and improvement works on our highway drainage systems, Technical Services Partnership (TSP) were tasked with developing the role of Highway Drainage Asset Lead to co-ordinate the teams (reaching beyond the Highways service), to be the highway drainage focal point and delivering consistency across all the teams. With the joined-up approach, the ability to attract external funding/deliver improvements through partnership working is also enhanced.

Furthermore, government advice is predicting significant changes to our climate and by 2050 it is expected that winter rainfall in the UK will increase by 59%. Many of our drainage systems were designed and built when only low order storms were considered and as such, they will struggle to cope with expected future rainfall predictions, giving rise to flooding, either more frequently and/or with greater severity. This will impact on the

travelling public in terms of flooded highways or even worse, flooded property as a result of flooding from the highway.

To effectively manage our highway drainage systems, like any other highway related asset, the aims of the Highway Drainage Asset Lead are to:

- To develop an asset management system that triggers timely and cost-effective evidence based actions to achieve a robust and resilient highway drainage system
- To connect the existing highway drainage activities & functions through leadership and encourage innovation
- To develop preventative rather than reactive actions
- To seek partnership funding opportunities
- For LCC to aspire to be a leader in highway drainage asset management

Much work has been done to date to develop the highway drainage activities, building upon the existing good work undertaken by the various teams. The tasks completed to date have looked deeper into the strategic and operational function of these teams to develop a more co-ordinated approach offering efficiency and effectiveness. The outcomes from the aims will be:

- Robust and resilient highway drainage assets
- Evidence & risk-based asset management decisions
- Reduction in number of complaints or claims
- Decrease in reactive actions

Major tasks completed to date are:

HIAMS (Highways Infrastructure Asset Management Strategy) 2022

Highway drainage now has its own section within the strategy and highlights the challenges faced. Those challenges to developing our awareness are:

- To obtain the best possible data of our highway drainage assets.

Further detail of how this is being addressed is covered in Legacy Data Capture below.

- To develop cyclic maintenance regimes for all our highway drainage assets.

Modern drainage systems need to be maintained to ensure they do not increase the risk of flooding and, in the case of SuDs, require different maintenance regimes to that of present, as they use 'soft engineering' e.g., swales, grass channels, ponds. The majority of drainage systems we adopt, or design have a flow control to limit the outflow of water and storage within the system to hold to reduce the risk of flooding. Without carrying out regular maintenance these systems become overgrown with vegetation, blocked by debris and/or silt up reducing their performance and/or their life expectancy.

- To understand how risks associated with climate change impact on highway drainage systems and to develop a plan for adaption.

Whilst highway drainage assets that have been adopted or improved in the last decade or so have been designed to accommodate the climate change scenarios applicable at the time, our older assets can struggle to cope with more extreme rainfall events resulting in flooding. We need to understand the magnitude of the issue to develop a long-term plan of adaptation.

Highway Drainage Legacy Data Capture

This project is reviewing the data we hold on our highway drainage systems as the confidence we have is variable depending on the actual component. For example, we have high confidence in our gully data but low confidence in the data we hold on flow control devices. Since the early 2000's highway drainage systems typically contain ancillary devices and structures that help mitigate the risk of flooding. These are prominent in newer developments, and they help to store highway storm water runoff and release it at a controlled rate so as not to cause any impact downstream and to the development itself.

To manage and maintain these systems effectively we need to attain sound data. With the increasing adoption of highway sustainable drainage systems, we will need to introduce different maintenance regimes, alongside our traditional methods.

The project is split into phases as follows:

Phase 1 – review of digital adopted development drawings and records

This is currently ongoing with WSP's ICRC team reviewing and noting discrepancies for inclusion or amendment on our asset management records.

Phase 2a – review of minor repairs procured through TSC
Currently underway.

Phase 2b – review of paper based adopted development drawings and records.
Due to commence 23/24

Phase 3 – review of other paper records and highway officer information
Due to commence 24/25

As the data on drainage assets increases, we will be able to expand the cyclic maintenance regimes to incorporate more of our assets and introduce condition monitoring. This will have the benefits of ensuring our drainage assets are operating at their respective design standards and be able to plan preventative maintenance so

Partnership Working/External funding

Quarterly meetings are held with Anglian Water to review and discuss common areas/locations of concern and develop partnership approach to resolve them.

Drainage Cleansing

There are 190,000 highway drainage assets including gullies, catchpits and offlets across the county that Lincolnshire County Council is responsible for, all of which are visited on an annual basis for routine cleansing.

Following the previous drainage subcontractor ACL going into liquidation in 2022, our Highways Works Term Maintenance Contractor, Balfour Beatty Living Places, brought in Flowline to continue routine drainage maintenance.

For several years now we have been exploring ways to move to a targeted approach to gully cleansing so that assets can be cleaned at a frequency that is based on risk, rather than a default clean once per year for every gully. When we tried to do this prior to 2020 we felt that the data we had available was unreliable, and so it has been problematic to develop a true targeted cleanse. As part of their proposal, Flowline put forward some ideas for this. This risk is based on silt levels and other factors like complaints, road hierarchy, reported blocked connections, Section 19 reports, and EA flood areas as well as local knowledge from the Local Highways teams.

A trial of this approach, which would see every asset (gully, offlet and catchpit) cleansed at least once every two years with high-risk ones being cleaned twice a year, started in September.

A total of 74,736 assets have been cleaned since 1st April 2022 until. Of those, 46,603 are part of the targeted cleanse trial which started in September. Those cleaned prior to that were to complete the annual cleanse which was delayed when ACL went into liquidation. The programme runs over 18 months until the end of March 2024, so we are now on schedule. To complete it we need 4 routine tankers, 1 traffic management tanker and the hand crew. The hand crew is focussed on cleansing inaccessible assets assigned to them. Once they deal with those, they move onto issues identified by the tanker crews to look at such as jammed lids.

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:

- 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."
- 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.

- If more significant drainage works than off-programme jetting is required, then a job will be raised for CCTV investigation, root cutting or minor repair works.
- 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. Internally, a Forward Programme Brief will be raised within the Asset Management System which will be prioritised and allocated to an Engineer to design works as funding becomes available for large-scale drainage schemes.
- Where drainage or flooding are caused by Riparian maintenance issues, the report may be moved to a status indicating enforcement action is being taken. Whilst the Local Highways Teams may often be involved to informally try and encourage landowners to maintain their watercourses, in Lincolnshire the Internal Drainage Boards have delegated powers to carry out formal enforcement action, for example to enforce that a ditch is cleared out or a culvert is repaired.

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

This which enables problematic small schemes that occur during each period of severe weather we deal 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, 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. 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.

In 2021/22 these crews attended and dealt with 291 sites, they have attended a further 64 since April and have 177 designed and ready to go 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.

The same approach will continue in the 2023/24 financial year, and recent flooding events have highlighted new issues developing and different types of drainage issues being exposed by varying weather patterns so the crews will be invaluable.

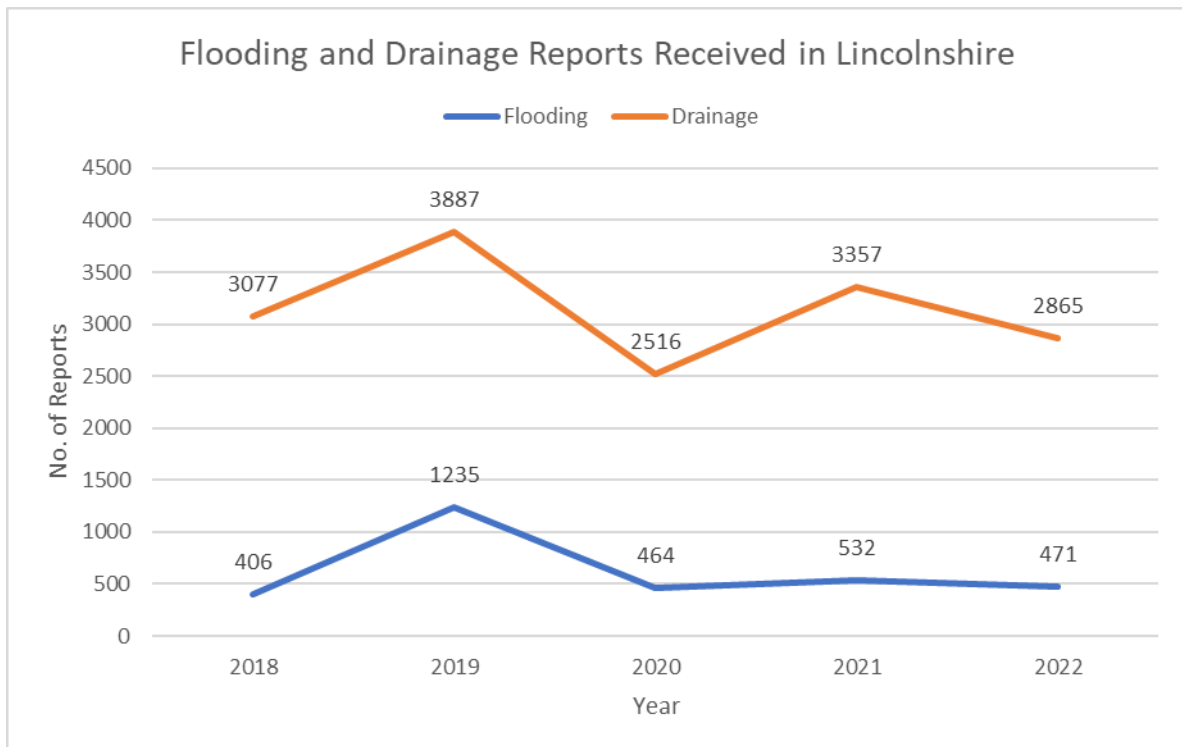
Flooding Response Data and S19 Investigations

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.

In 2022 we received 2865 drainage reports and 471 flooding reports for the whole county. This compares with:

- 3357 drainage and 532 flooding reports in 2021
- 2516 drainage and 464 flooding reports in 2020
- 3887 drainage and 1235 flooding reports in 2019
- 3077 drainage and 406 flooding reports in 2018



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.

3. Consultation

a) Risks and Impact Analysis

As this is an update report inviting comment and questions, no decisions are being proposed for Scrutiny and so an Impact Assessment has not been carried out. The report updates on the results of previous decisions which have been subject to risk and impact analysis.

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, Head of Highways Asset and Local Management Services, who can be contacted on 01522550452 or richard.fenwick@lincolnshire.gov.uk.

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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 January 2023
Subject:	Winter Service – Interim Report

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider an interim report on winter service.

Actions Required:

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

1. Background

1.1 Winter Service Plan – Background information

Lincolnshire County Council carries out precautionary and snow clearance treatments on carriageways and footways in accordance with the Winter Service Plan across the County. The Policy only provides for roads for which the Local Authority has responsibility. Trunk roads (the A1, A52 west of Grantham and A46 county boundary to Carholme Road Lincoln) within Lincolnshire and their respective winter treatment are the responsibility of National Highways.

The operation prioritises 3,015km (1873 miles) of the Lincolnshire road network. This "Precautionary Salting Network" includes the Strategic A and B roads, links to all of the County's main villages, links between NHS hospitals, treated links to within at least 500m of all primary and secondary schools wherever possible, and links between all railway and bus stations and the treated network. Due to resources, necessity and overall efficiency of the winter maintenance service, it is not realistic to treat the entire County's circa 9,000km (5592 miles) of road network.

A Severe Weather Route network is also in place to increase service resilience. This Network will only be treated during times of severe or extreme winter weather (as

defined in the Winter Service Plan) and when resources permit. This continues to enable accessibility to important local services during severe or extreme weather events.

The Authority has the capability of calling upon 43 gritters strategically placed around the County, with 4 spare gritters utilised as backups. Treatment time of the entirety of the Precautionary Salting Network will take a maximum of 3 hours as per the Winter Service Plan. Innovations in forecasting technology now allow the Forecast Service Provider to provide a "route-based forecast", which is effectively an individual forecast for each of the 43 precautionary salting routes, each of which is divided into multiple sections. Temperature continues to form the main component of the decision-making process alongside Route Based Forecasting.

The Winter Service Plan outlines that a minimum of 25,000 tonnes of salt should be in stock at the start of the winter season, with a minimum of 15,000 tonnes available at any time throughout the season. Salt stock is managed within this Policy, which is compliant with the recommendations of national best practice and the expectations of the Department for Transport.

Lincolnshire County Council adopted the use of treated salt (brown salt) in 2018-19; this is being continued in 2022-23 moving away from the use of the pre-wetted system. Reasons for which were outlined in the report for the Winter Service Plan 2018 highlighting that it was economical in spread rates, but the operational overheads for plant and brine facilities made it more expensive than the more recently developed treated salt method.

The withdrawal of the old prewet system has meant that the Brine making equipment in the Depots is now redundant. The systems were at the end of their life being all over 20 years old, and their replacement prompted the review and change to treated salt. The first system has been removed from the Sturton depot, which has freed up valuable space in the depot. A further 6 systems will need to be removed from the County depots over the coming years.

1.2 Interim update

At the start of the season, there were 29,453 tonnes available across the County, at the time of writing the report there are 21,223 tonnes remaining. A mid-season restock is taking place at our smaller depots, with 1,000 tonnes being delivered to Sturton and a further 1,200 tonnes being delivered to Pode Hole Depot, this will bring stocks back up to 23,443 tonnes when complete. Based on current usage rates, further Deliveries will be arranged over the summer to restock above the 25,000-tonne minimum.

In the winter of 2021/22, the Authority carried out 63 precautionary salting turnouts and utilised 14,805 tonnes of salt. There were no "snow days" where Severe Weather Routes were run. So far this season (2022/23), we have carried out 27 precautionary salting runs using 8,229 tonnes of salt. At this interim point, as a result of a mild start to winter with October and November being the mildest for some time, December saw a 12-day cold spell between 6th and 18th December which accounts for most of the runs this season. A detailed breakdown of the winter service statistics to date are attached at Appendix A.

Due to the mild season last year grit bins have only been refilled on request, this saw a spike after the 12 day cold spell during December. These bins and requests have undergone refilling over the last three weeks. During the winter season the Highway service has provided and / or replaced 26 grit bins so far.

1.3 Route Optimisation analysis

There have been 4 requests for additional roads to be added to the Precautionary Salting Network so far this season. As per the Winter Service Plan, these will be reviewed by the Network Resilience team over the summer.

To explore potential further efficiencies, the Highway Service has started to use a new optimisation software package to look at the planning of gritter routes. The last time this was carried out as a detailed review was in 2005 with minor modifications undertaken over the years since. The software package gives the team the ability to assess routes efficiency as well as looking at changes due to work on the network or additional requests. The network resilience teams have loaded the Precautionary Salting Network route data, including gritter information, and is now starting to analyse scenarios. Issues being consider by these scenarios are Depot location, run times and capacity as well as road types being salted.

Once the analysis phase is complete the Highway Service will look to implement any changes via an updated Winter Service Plan. This is anticipated to conclude within the next 18 months.

1.4 Fleet update

12 new gritters will be introduced into the fleet at the end of January 2023, replacing existing vehicles which have reached the end of their life. These vehicles have been purchased outright rather than leased, which provides a significant long term cost saving. The shift to brown salt means these vehicles have been procured at a reduced price due to reduced requirement of brine tanks and associated systems, which has the added benefit of reducing the weight of the vehicle which in turn improves safety and fuel consumption.

A further 13 new gritters will be entering service and replacing existing fleet in October 2023. Out of the existing fleet, 25 gritters are close to the end of their working life with Lincolnshire County Council, all being 9 to 10 years old. Having this amount of old gritter stock in the Fleet can create problems, as maintenance on these machines is significantly higher due to age. We are currently experiencing some problems in the fleet due to this issue. However, these problems are anticipated to be resolved by October 2023 as the old gritters are removed from stock and the new machines take over.

Transport Connect Limited (TCL), Lincolnshire County Council's Transport maintenance provider, has taken over complete maintenance of the Fleet this year. There have been some minor issues as this transition takes place. The aging Fleet has put strain on the Maintenance provider as repairs on some machines have been high. The second issue is

that TCL have recently expanded the service with an additional depot that is anticipated to come online at the end of January 2023. This is anticipated to ease some of the fleet repair pressure and capacity of the service in the near future.

2. Conclusion

Following consideration of the report and statistics attached at Appendix A, the Committee is asked to consider and comment on the interim report and recommend any changes or actions to the Executive Member for Highways, Transport, and IT.

3. Consultation

a) Risks and Impact Analysis

N/A

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Winter Maintenance Statistics

5. Background Papers

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

Document title	Where the document can be viewed
Winter Service Plan	https://www.lincolnshire.gov.uk/directory-record/61724/winter-service-plan

This report was written by Jonathan Evans, Head of Highways Client and Contractual Management Services, who can be contacted on 07741605570 or Jonathan.evans@lincolnshire.gov.uk.

Appendix A

Appendix A

Winter Statistics

Present Winter to 4th January 2023

Total Individual gritting runs = 1168

Tonnage of salt used = 8,229t

Total Kilometres travelled this season by Fleet to date = 158,338 kms

Breakdown of Runs

Date of run	Type of run	No. of gritters sent	Lowest Road Surface Temperature
3/11/22 (PM)	Shakedown Run	43	+2.3c (Fleet Test)
20/11/22 (PM)	Full run	43	-1.3c
22/11/22 (PM)	Partial Run	28	+0.7c
6/12/22 (PM)	Full Run	43	-1.7c
7/12/22 (PM)	Full Run	43	-3.9c
8/12/22 (AM)	Full Run	43	-3.9c
8/12/22 (PM)	Full Run	43	-4.9c
9/12/22 (AM)	Full Run	43	-4.9c
9/12/22 (PM)	Full Run	43	-6c
10/12/22 (AM)	Full Run	43	-6c
10/12/22 (PM)	Full Run	43	-5.7c
11/12/22 (AM)	Full Run	43	-5.7c
11/12/22 (PM)	Full Run	43	-6.5c
12/12/22 (AM)	Full Run	43	-6.5c
12/12/22 (PM)	Full Run	43	-6.4c
13/12/22 (AM)	Full Run	43	-6.4c
13/12/22 (PM)	Full Run	43	-8.9c
14/12/22 (AM)	Full Run	43	-8.9c
14/12/22 (PM)	Full Run	43	-8.5c
15/12/22 (AM)	Full Run	43	-8.5c
15/12/22 (PM)	Full Run	43	-7.4c
16/12/22 (AM)	Full Run	43	-7.4c
16/12/22 (PM)	Full Run	43	-7.2c
17/12/22 (PM)	Full Run	43	-6.3c
18/12/22 (AM)	Full Run	43	-6.3c
21/12/22 (PM)	Partial Run	13	0.7c
26/12/22 (PM)	Full Run	43	-2.3c
01/01/23 (PM)	Partial Run	9	-0.6c
02/01/23 (PM)	Full Run	43	-2c

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

Report to:	Highways and Transport Scrutiny Committee
Date:	23 January 2023
Subject:	Highways and Transport Scrutiny Committee Work Programme

Summary:

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

Actions Required:

Members of the Highways and Transport Scrutiny Committee are invited to:

- (1)** Review and approve the contents of its 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

23 January 2023	
Item	Contributor
1. Revenue and Capital Budget Proposals 2023/24 <i>(part of pre-decision Scrutiny - Executive 7 February 2023; Council 17 February 2023)</i>	Keith Noyland, Strategic Finance Lead – Place, Fire & Rescue
2. Civil Parking Enforcement Annual Report 2021 – 2022	Matt Jones, Parking Services Manager
3. Annual Update on the Approach to Transport Strategy Developments	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
4. Winter Maintenance Interim Report	Jonathan Evans, Head of Highways, Client and Contract Management
5. Highways – Gully Cleansing/Repair and Surface Water Flooding- Update	Richard Fenwick, County Highways Manager Shaun Butcher, County Programme Manager

6 March 2023	
Item	Contributor
1. Grantham Future High Street Public Realm Improvements – EXEMPT <i>(Pre-decision Scrutiny- Executive Cllr Decision 20th -24th March 2023)</i>	Teresa James, Senior Project Leader (Major Schemes)
2. Enhanced Scheme and Plan for Lincolnshire Bus Services <i>(Pre-decision Scrutiny – Decision maker/date TBC)</i>	Nicole Hilton, Assistant Director – Communities Verity Druce, Head of Transformation Services Helen Reek, Senior Projects Officer – Transport Services
3. Road Safety Partnership Update	Steven Batchelor, Lincolnshire Road Safety Partnership
4. Highways – Gully Cleansing/Repair and Surface Water Flooding – Update	Richard Fenwick, Head of Highways Asset and Local Management Services Shaun Butcher, County Programme Manager
5. Lincolnshire Traffic Management Working Group – Outcomes	Karen Cassar, Assistant Director, Highways

24 April 2023	
Item	Contributor
1. Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell <i>(Pre-decision Scrutiny - Executive Councillor- 24 April – 2 May 2023)</i>	Teresa James, Senior Project Leader -Major Schemes
2. Highways Quarter 3 Performance Report (1 July to 30 September 2023)	Jonathan Evans, Head of Highways, Client and Contract Management
3. Transport Quarter 3 Performance Report	Nicole Hilton, Assistant Director – Communities Verity Druce, Head of Transformation Services
4. Anglian Water Road and Maintenance Works and Traffic Disruption	AW- TBC

22 May 2023	
Item	Contributor
1. TBC	

3. Items to be programmed

- Process for the adoption of Private Streets (TBC, 2023)
- Civil Parking Enforcement Annual Report 2022 – 2023 (Autumn 2023)

4. 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.

5. Consultation

a) Risks and Impact Analysis

N/A

6. Appendices

These are listed below and attached at the back of the report	
Appendix A	Matters for Decision

7. 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.

APPENDIX A
Matters for Decision

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
Revenue and Capital Budget Proposals 2022/23 <i>(Executive Decision – 7 February 2022)</i>	Executive 7 February 2023	Executive	Highways and Transportation Scrutiny Committee	Senior Project Leader E-mail: Keith.noyland@lincolnshire.gov.uk	Yes	ALL
Grantham Future High Street Public Realm Improvements - EXEMPT [I027897]	20-24 March 2023	Executive	Highways and Transportation Scrutiny Committee	Senior Project Leader (Major Schemes) E-mail: teresa.james@lincolnshire.gov.uk	Yes	Grantham Barrowby; Grantham East; Grantham North; Grantham South; Grantham West
Levelling Up Fund Project - A16 Improvement Corridor - Springfields and Greencell Roundabouts [I027898]	24 April - 2 May 2023	Executive Councillor: Highways, Transport and IT	Highways and Transportation Scrutiny Committee	Senior Project Leader (Major Schemes) E-mail: teresa.james@lincolnshire.gov.uk	Yes	Spalding East; Spalding Elloe; Spalding South; Spalding West

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