



County Offices  
Newland  
Lincoln  
LN1 1YL

12 May 2023

**Highways and Transport Scrutiny Committee**

A meeting of the Highways and Transport Scrutiny Committee will be held on **Monday, 22 May 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

A handwritten signature in black ink that reads 'DBarnes'.

Debbie Barnes OBE  
Chief Executive

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

Councillors 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 Strengeiel, Mrs C L E Vernon and R A Wright



**HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE AGENDA  
MONDAY, 22 MAY 2023**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
1	<b>Apologies for Absence/Replacement Members</b>	
2	<b>Declarations of Members' Interests</b>	
3	<b>Minutes of the previous meeting of the Highways and Transport Scrutiny Committee held on 24 April 2023</b>	5 - 10
4	<b>Announcements by the Chairman, Executive Councillors and Lead Officers</b>	
5	<b>Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell Roundabouts</b> <i>(To receive a report from Sam Edwards, Head of Highways Infrastructure &amp; Laboratory Services, on the A16/A151 Springfields Roundabout and A16/B1180 Greencell improvements schemes in Spalding as part of the Levelling Up (LUF) A16 Corridor Improvement, prior to a decision being taken by the Executive on 6 June)</i>	11 - 24
6	<b>Highways - Gully Cleansing/Repair and Surface Water Flooding - Update</b> <i>(To receive a report from Nathan Whitfield, Principal Engineer – Drainage, which provides the Committee with an update on Gully Cleaning/Repair and Surface Level Flooding)</i>	25 - 28
7	<b>Highways Performance Report, Year 6 (1 April 2022 to 31 March 2023)</b> <i>(To Receive a report by Mandi Robinson, Network Regulation Compliance Manager, and Mick Phoenix, Traffic Manager, on the Council's Permit Scheme – October 2016. The scheme requires Lincolnshire County Council to report every 3 years on the overall performance with the production of an Annual Report)</i>	29 - 60
8	<b>Street Works - Collaboration Charter</b> <i>(To receive a report from Mick Phoenix, Traffic Manager – Place, and Ashley Behan, Street Works and Permitting Manager, which presents the Street Works - Collaboration Charter to the Committee)</i>	61 - 64
9	<b>Highways and Transport Scrutiny Committee Work Programme</b> <i>(To receive a report from Kiara Chatziioannou, Scrutiny Officer, which enables the Committee to comment on the content of its work programme for the coming year to ensure that scrutiny activity is focussed where it can be of greatest benefit)</i>	65 - 72

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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, 22nd May, 2023, 10.00 am \(modern.gov.co.uk\)](#)

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



**HIGHWAYS AND TRANSPORT SCRUTINY  
COMMITTEE  
24 APRIL 2023**

**PRESENT: COUNCILLOR M BROOKES (CHAIRMAN)**

Councillors A M Hall (Vice-Chairman), Mrs A M Austin, K J Clarke, T J G Dyer, R A Gibson, E W Strengeil, Mrs C L E Vernon, R A Wright and P Ashleigh-Morris

Councillor M J Hill OBE attended the meeting as an observer

Councillors: R G Davies and C L Perraton-Williams

Officers in attendance:-

Ashley Behan (Street Works and Permitting Manager), Jonathan Evans (Head of Highways, Client and Contract Management), Karen Cassar (Assistant Director – Highways), Mick Phoenix (Traffic Manager), Simon Evans (Health Scrutiny Officer), Thomas Crofts (Democratic Services Officer) and Verity Druce (Head of Transformation Services),

Others in attendance:-

Anglian Water: Sean McCarthy (Head of Leakage), Andy Skelhorn (Head of Reinstatement) and Grant Tuffs (Regional Engagement Manager)

67 APOLOGIES FOR ABSENCE/REPLACEMENT MEMBERS

Apologies for absence were received from Councillor A M Hall.

It was reported that, under Regulation 13 of the Local Government Committee and Political Groups Regulation 1990, Councillor P Ashleigh-Morris was replacing Councillor A M Hall for this meeting only.

68 DECLARATIONS OF MEMBERS' INTERESTS

No interests were declared at this point in proceedings.

69 MINUTES OF THE PREVIOUS MEETING OF THE HIGHWAYS AND TRANSPORT  
SCRUTINY COMMITTEE HELD ON 6 MARCH 2023

That the minutes of the meeting held on 6 March 2023 be confirmed and signed by the Chairman as a correct record subject to the inclusion of apologies for absence having been received from Cllr M Brookes.

70 ANNOUNCEMENTS BY THE CHAIRMAN, EXECUTIVE COUNCILLORS AND LEAD  
OFFICERS

There were no announcements made.

#### 71 ANGLIAN WATER STREET WORKS PERFORMANCE IMPROVEMENTS

Consideration was given to a report on areas of cooperation and concern regarding Anglian Water's quality of work and traffic management difficulties, as well as a presentation by Anglian Water on their activities and challenges faced. The following matters were highlighted:

- Anglian Water's performance had fallen over the past 18 months; however, work was underway to rectify the situation including further collaboration with the Council and target investment over the coming year.
- Challenges faced by Anglian Water included:
  - Management of the largest and driest geographic area of any water company in the country.
  - Demand for water was rising but supply remained a static factor.
  - Increasingly frequent instances of extreme weather had resulted in more failures and leaks along the water network and placed greater strain on resources.
  - The 2022 summer drought and the intense freeze-thaw cycles of the winter that followed had caused a 38% increase in instances of burst water mains due to ground movement stresses on materials.
- In order to meet the increased demands, Anglian Water had pledged additional resources to developing better systems, equipment, staffing, training, and performance management.
- Work was on track to reduce the length of time need for road closures and replace outdated software, in line with Anglian Water's performance improvement plan.

The Committee raised the following comments in relation to the report and presentation received:

- It was noted that performance had declined since the introduction of the new Oracle reporting system. It was clarified that the system had been honed to reveal greater viability of performance data, which previously went underreported. Anglian Water pledged a £350,000 investment into areas that had been highlighted by the new data.
- Members welcomed the reactive works being undertaken by Anglian Water to maintain the network but were concerned that proactive approaches were not sufficient. Anglian Water clarified that the renewal of assets was a priority but that an increase in instances of burst mains meant that reactive repairs were a greater priority.
- Anglian Water stated that investments into new software for leak detection and management of the network were underway. Members felt that this was expenditure rather than investment to ensure that systems were fit for purpose. It

was clarified that the procurement of new software had to be based on a robust business case, which considered competing costs and options.

- Anglian Water stated that they intended to sign the Council's Lincolnshire Street Works Charter but wished to have further input before agreeing to it. Specifically, Anglian Water wished to see changes concerning some of the wording that may be considered too prescriptive and inflexible for their needs; however, they welcomed the opportunity for establishing greater cooperation and joint working.
- Members were assured that the Charter would be presented to this Committee for comment at a subsequent meeting and that a progress update would be circulated for the next meeting.
- Anglian Water were having regular meetings with partners to help coordinate works.
- Instances of Anglian Water excavating highways assets without the Council's permission were apparent and fines were issued accordingly. It was clarified that fines were set by the Department for Transport, and that the Council would continue to lobby for increased rates to better enforce compliance.
- Members felt that works conducted by Anglian Water on and near to the highways excessively relied on road closures and that such closures were disruptive and sometimes led to further damage to highways assets. Anglian Water clarified that this was often the most efficient option for the completion of works and that managing traffic around works required additional resources, staff and training.
- Road closures often lasted longer than intended and were not effectively planned around communities – for example, not scheduling works in school holidays. Anglian Water clarified that these works needed tending to as soon as possible and often could not wait to be scheduled.
- Members felt that sites of work were not kept tidy.

#### RESOLVED

1. That the report, presentation, and comments made be noted.
2. That it be noted that the Anglian Water Street Works Performance – Update on Action Plan is scheduled to be presented at the meeting in December 2023 including an update on progress on road closes.
3. That, in view of the Committee's request to see progress with the Street Works Charter, information on progress be circulated at the next meeting.

#### 72 REVIEW OF TRAFFIC MANAGEMENT IN LINCOLNSHIRE - WORKING GROUP OUTCOMES

Consideration was given to a report regarding activity undertaken by the Traffic Management Review Working Group. It was reported that:

- The Working Group was set up and consisted of the following elected members:
  - Cllr M Brookes

- Cllr K Clarke
- Cllr R Gibson
- The following Evidence bases had been considered by the Working Group:
  - Network and Traffic Management Plan
  - Speed Limit Policy
  - Rural Road Network
  - Speed limit assessments for towns and villages
  - Traffic Policy for School Speed Limits Outside Schools
  - Parking on Pavements
- The Working Group recommend that a Scrutiny Panel be set up in this Council term and that it adopts the specified format and layout in the report to inform the completion of the Review of Traffic Management for 'Managing the Network Safely'.

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

- The Council had the ability to enforce penalties for the parking of HGVs on verges and any resulting damage. However, the enforcement of stopping other vehicles from parking on verges was the responsibility of the police.
- Members felt that residents needed more information to raise awareness of the damage caused by parking on verges, especially in relation to school pick-ups and drop-offs.

#### RESOLVED

1. That the report and comments made be noted.
2. That the Committee the report be endorsed and the key lines of enquiry, identified to inform the scoping for a potential scrutiny review by one of the Scrutiny Panels, be approved.
3. That an in-depth review entitled Review of Traffic Management in Lincolnshire, undertaken by one of the Scrutiny Panels in this Council Term, be recommended to the Overview and Scrutiny Management Board.

#### 73 TRANSPORT QUARTER 3 PERFORMANCE REPORT 2022/23

Consideration was given to a report on Quarter 3 Transport Performance. The following matters were highlighted:

- There had been no improvements in circumstances facing the industry, with inflation remaining high and patronage remaining low.
- Limitations of the Service's IT system had stalled progress made regarding the data dashboard; however, it was anticipated to that this would be rectified and made operational by the end of July 2023.
- 16+ staff vacancies remained within the service, predominantly within the operations function. These vacancies were subject to a second round of recruitment at the end of March 2023.



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

- IT infrastructure for smart ticketing was being explored, such as the use of QR code payment methods on buses. The technology needed extensive testing to be sure that it was effective and sufficiently futureproof – an options appraisal was being planned.
- The Call Connect service was not prioritising transport for education over public use. Services were determined on a basis of demand levels.
- Recruitment remained a significant issue and required close monitoring.
- It was important that the performance data dashboard be operational as soon as practicable to improved service monitoring.

RESOLVED

1. That the Committee be satisfied with the reported performance of the service.
2. That comments made be noted and shared with the Executive Member for Highways, Transport and IT.

74      HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE WORK PROGRAMME

RESOLVED

That the work programme presented be agreed subject to the following changes:

- Grantham Future High Street Fund Station Approach be moved from the May meeting to the September meeting.
- Refresh of the Bus Service Improvement Plan for Lincolnshire be added to the September meeting.
- Street Works Charter Update briefing paper be added to the next meeting.

The meeting closed at 12.00 pm

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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>22 May 2023</b>
Subject:	<b>Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell Roundabouts</b>

**Summary:**

This item invites the Highways and Transport Scrutiny Committee to consider a report regarding the Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell Roundabouts.

This decision is due to be considered by the Executive on 6 June 2023. The views of the Scrutiny Committee will be reported to the Executive as part of its consideration of this item.

**Actions Required:**

That the Highways and Transport Scrutiny Committee:

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

**1. Background**

The Executive is due to consider the Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell Roundabouts. The full report to the Executive is attached at Appendix 1 to this report.

**2. Conclusion**

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

### 3. Consultation

The Committee is being consulted on the proposed decision of the Executive on 6 June 2023.

### 4. Appendices

These are listed below and attached at the back of the report	
Appendix 1	Report to the Executive on Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell Roundabouts.

### 5. Background Papers

No background papers within the meaning of section 100D of the Local Government Act 1972 were used in the preparation of this Report.

This report was written by Sam Edwards, Head of Highways Infrastructure & Laboratory Services, who can be contacted on 01522 550328 or [sam.edwards@lincolnshire.gov.uk](mailto:sam.edwards@lincolnshire.gov.uk).

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

Report to:	<b>Executive</b>
Date:	<b>6 June 2023</b>
Subject:	<b>A16/A151 Springfields and A16/B1180 Greencell Roundabout improvements schemes</b>
Decision Reference:	<b>I027898</b>
Key decision?	<b>Yes</b>

**Summary:**

This Report seeks approval for the carrying out of the A16/A151 Springfields Roundabout and A16/B1180 Greencell improvements schemes in Spalding as part of the Levelling Up (LUF) A16 Corridor Improvement.

The Executive is recommended to approve the carrying out of the schemes in terms of their importance for the highway network and the scheme business cases in accordance with Financial Regulations.

**Recommendation(s):**

That the Executive:

- 1) Approves the Scheme business case appraisal for the two projects;
- 2) Approves the Council progressing with the A16/A151 Springfields and A16/B1180 Greencell Roundabout improvements schemes described in the main body of this report;
- 3) Approves in principle the award and entering into of a contract for the construction of the schemes; and,
- 4) Delegates to the Executive Director for Place, in consultation with the Executive Councillor for Highways, Transport and IT, authority to take all decisions necessary to progress the scheme to include the detailed terms, award and entering of any contract or other documentation necessary to ensure the construction of the scheme.

### **Alternatives Considered:**

Not to approve the schemes

At the start of the projects a feasibility report was produced that investigated various forms the roundabout improvements could take. The schemes presented today were agreed as the best iteration of the roundabout improvements when considering the funding available and achieving the maximum benefit to cost ratio.

### **Reasons for Recommendation:**

The A16 is a key arterial route serving Southeast Lincolnshire by providing an essential distribution route for the agricultural, food and logistical sectors and carrying significant commuter flows. The delivery of these two schemes, as part of the overall LUF programme, will offer long-term benefits to all vehicles travelling along the A16. The details of the projects are included in the bulk of this report.

## **1. Background**

1.1 The A16 corridor is a key arterial route that serves South Holland, Boston, and the Port of Boston. It is an essential distribution route for the agricultural, food and logistics sectors, carries significant commuter flows and is of strategic importance to the wider region. It provides access to the UK road network; to central Boston and Spalding and to nationally important international gateways including the Humber Ports. However, it has limited capacity and forms a single carriageway along much of its length with several significant pinch points. It has longstanding operational problems which affect both local and strategic movements, impacts on access to services and employment opportunities (particularly via sustainable modes) and the movement of goods connected to the agri-food sector. The proposed improvements are to improve capacity, traffic flows and aid connectivity across Lincolnshire to the rest of the UK.

There are five schemes that are included as part of the revised LUF programme:

- A16/Marsh Lane Boston Roundabout improvements scheme – *Construction has commenced*
- Boston Active Travel improvements scheme – *Construction has commenced*
- A16/B1180 Greencell Roundabout improvements scheme
- A16/A151 Spalding Springfields Roundabout improvements scheme
- Spalding Camel Gate Active Travel improvements scheme – *First phase starting Summer 2023*

1.2 This paper will provide an overview of A16/A151 Springfields Roundabout and A16/B1180 Greencell Roundabout improvement schemes that form part of the wider LUF programme.

1.3 The delivery of the A16/A151 Springfields and A16/B1180 Greencell Roundabout improvements schemes include the following features and associated benefits:

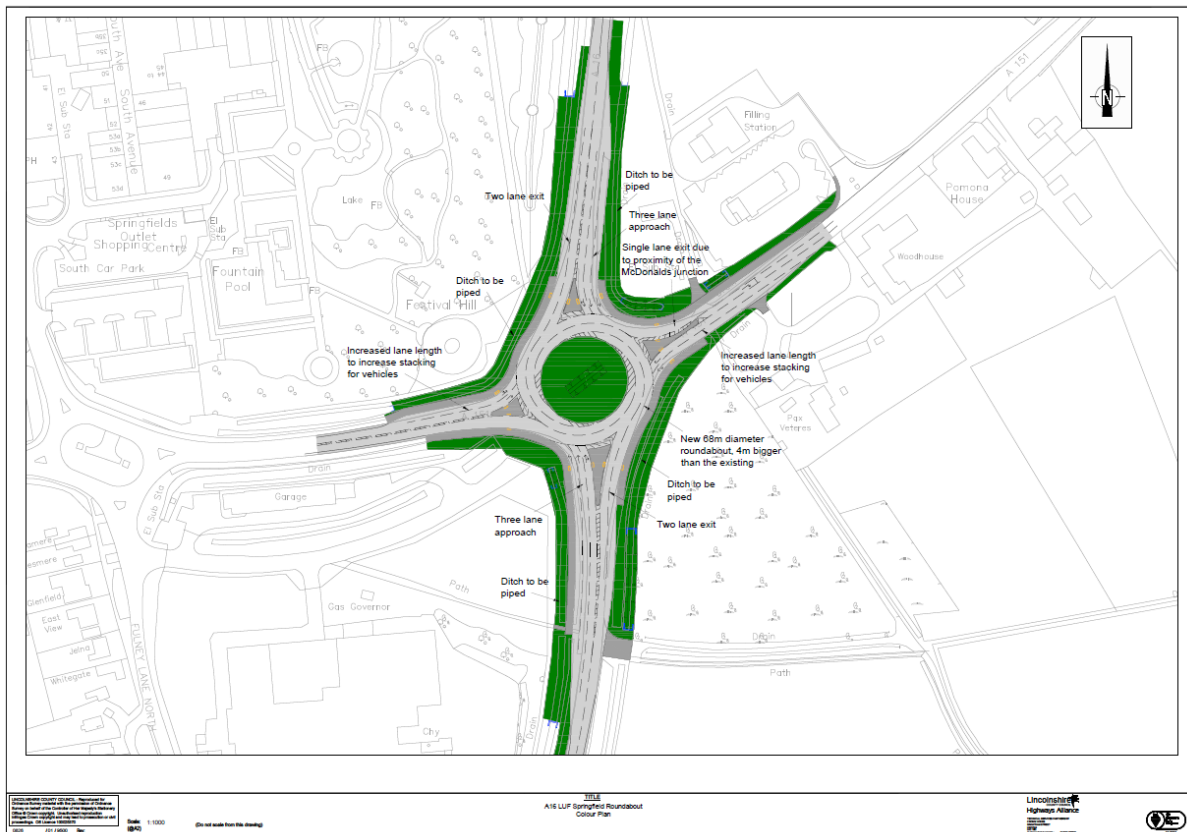
- **A16 / A151 Springfield Roundabout:** Increasing the diameter of the roundabout to accommodate a spiralsised lane layout, and the provision of an additional lane on all approaches and egress from the roundabout.
- **A16 / B1180 Greencell Roundabout:** Widening of the junction and increase in size of roundabout to provide two wider lanes within the roundabout circulatory. The two lane approaches and exits on the A16 roundabout arms will also be lengthened.

Both roundabout improvement schemes will also seek to:

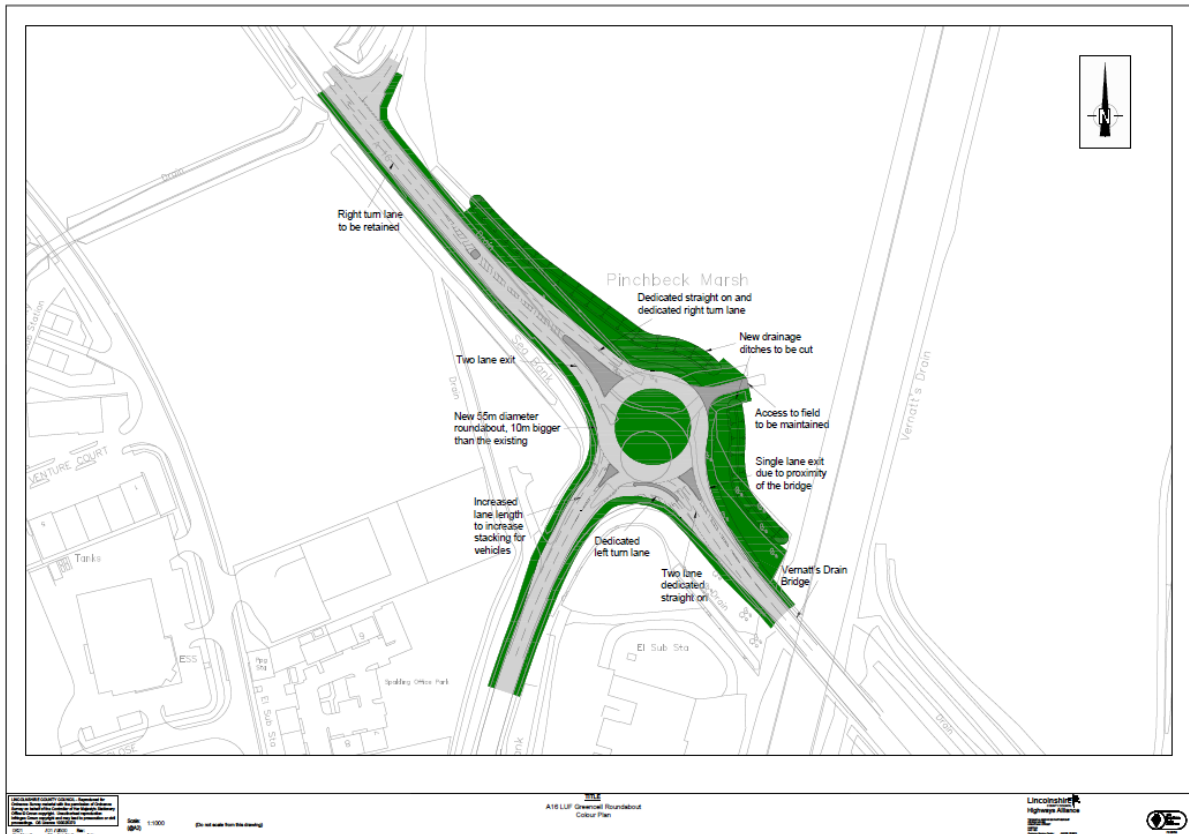
- Reduce congestion along the A16 corridor between Boston and Spalding
- Address the major connectivity issues impacting the A16.
- Open the area for further investment opportunities.

1.4 Below is a project plan for each of the roundabout improvements:

### A16/A151 Springfields Roundabout



## A16/B1180 Greencell Roundabout



## 2 Procurement and Construction

- 2.1 The procurement of these schemes together will ensure time and cost savings during the detailed design and construction period.
- 2.2 The intention is to construct the works for A16/A151 Springfields roundabout between October 2023 and October 2024 and then A16/B1180 Greencell roundabout from July 2024 to March 2025. Exact dates will be confirmed nearer the time of construction once agreed.
- 2.3 This phasing will result in a small period when both projects are being constructed at the same time to ensure expediency of works. The traffic management for both projects will however complement each other rather than conflict to ensure there is no greater impact. I.E. most of the initial Greencell roundabout works will be away from the existing highway
- 2.3 The works are intended to be delivered by Galliford Try via the Midlands Highways Alliance Framework with Early Contractor Involvement already being developed which has led to this programme and forecast cost position.



2.4 Below is an overview of the procurement programme for both schemes:

Item	Date
Early Contractor Involvement	31 January 2023
Project presented at Highways Scrutiny	22 May 2023
Executive decision	6 June 2023
Contractor mobilisation	September 2023
Construction (Springfields)	October 2023 – October 2024 (12 months)
Construction (Greencell)	July 2024 – March 2025 (9 months)

### 3 Forecast Cost Estimates

3.1 Below is summary of the forecast cost estimates for the A16/A151 Springfields Roundabout improvement scheme:

Item	Cost summary
Land Costs	£ 17,000
Lincs Lab	£ 57,000
Works costs	£ 5,750,000
Statutory Undertaker Costs	£ 890,000
Professional Fees	£ 448,000
Other Expenditure	£ 22,500
Risk & Contingency	£ 1,250,000
<b>Total Expenditure</b>	<b>£ 8,434,500</b>

3.2 Below is summary of the forecast cost estimates for the A16/B1180 Greencell Roundabout improvement scheme:

Item	Cost summary
Land Costs	£ 48,000
Lincs Lab	£ 57,000
Works costs	£ 4,500,000
Statutory Undertaker Costs	£ 490,000
Professional Fees	£ 480,000
Other Expenditure	£ 7,500
Risk & Contingency	£ 1,050,000
<b>Total Expenditure</b>	<b>£ 6,632,500</b>

3.3 Total forecast cost for both projects is £15,067,000

3.4 For both projects the construction cost estimates used are from the ECI Contractor, Galliford Try.

#### **4 Funding**

- 4.1 Both projects are being funded by a mixture of LUF contributions, Integrated Transport Block and the Boston Development fund programme.
- 4.2 The total secured LUF funding is £19,558,800 and this has been match funded by LCC to a value of £2,173,200 through a mixture of Integrated Transport Block and the Boston Development Fund programme. This provides a total budget of £21,732,000. This funding is to pay for all five projects being undertaken within the LUF programme.
- 4.3 Of the total funding £15,500,000 has been allocated for these two projects and as such the total forecast costs fall within the scheme budget envelope.

#### **5 Items of Note**

- 5.1 It is important that the relevant Executive Councillors are aware of the following in relation to the scheme:
- 5.2 Most of the vegetation clearance took place in September 2022 for both schemes, there is a possibility that further clearance will be required by the contractor. These works will be published in advance with a press release and a briefing note to key stakeholders.
- 5.3 Below is a description of the proposed Traffic Management for both schemes.

Springfield Roundabout – details are being refined as we continue dialogue with utility companies, however the intention is to remove the existing splitter islands to create more space, with a view to maintaining unaltered access arrangements for some of the works. Work will commence in the south-west quadrant and move sequentially around the roundabout in anticlockwise direction. Work will be offline where possible so not impacting the running lanes, however when operations encroach into the live traffic temporary traffic lights will be used. For works where space is extremely restrictive, roads will need to be closed overnight with suitable diversion routes. Traffic management details will be advertised closer to the time by use of variable message signs, press releases and social media adverts.

Greencell Roundabout – traffic management will include a combination of lane width restrictions, temporary traffic lights and overnight road closures, when necessary. The team are working closely with the contractor to limit the impact; however it is inevitable that restrictions will be needed throughout the project. Traffic management details will be advertised closer to the time by use of variable message signs, press releases and social media adverts.

For both sites, LCC continues to engage with local businesses and the district council to understand their requirements and to keep them informed of the proposals, and all temporary traffic management options are being modelled to help inform traffic management decisions and to understand the impact of the restrictions proposed.

**6. Legal Issues:**

**Equality Act 2010**

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

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

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

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

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

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

Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.

Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.

Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

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

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

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

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

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

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

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

Consideration has been given to the Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS) and the scheme has benefits for both the health and wellbeing of the people Boston and Spalding directly. There are health benefits through reduced emissions to background pollutant levels, in addition as these schemes reduce congestion there is a demonstratable improvement to driver stress levels. In addition, there are significant economic development benefits as these improvements will result in more reliable and better journey time reliability which allows the strategic freight network to run quicker and smoother. In addition, the improvements will allow growth and development in the localised area around Spalding and traffic congestion barriers will be significantly reduced.

Crime and Disorder Act 1998

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

Consideration has been given to crime and disorder and there are not considered to be any implications arising out of this report

## **7. Conclusion**

- 7.1 This paper seeks approval from the Executive for the scheme business case for the two schemes and to approve the Council progressing with the schemes and to approve in principle the award and contract for the construction.
- 7.2 In addition, the paper seeks approval to delegate to the Executive Director - Place (in consultation with the Executive Councillor for Highways, Transport and IT) to take all decisions necessary to progress the schemes to include the detailed terms, award and entering into of any contract or other documentation necessary to ensure the construction of the schemes.

## 8. Legal Comments:

The Council has power to implement the schemes proposed.

The decisions are consistent with the Policy Framework and within the remit of the Executive.

## 9. Resource Comments:

The two proposed A16 roundabout schemes recommended for approval in this report are part of the package of works funded by the Department for Transport (DfT)'s LUF, with LCC's matched funding contribution being provided from the Boston Development Schemes (Infrastructure and Economic) programme and the Integrated Transport Block included in the Council's approved capital programme.

## 10. Consultation

### a) Has Local Member Been Consulted?

Yes

### b) Has Executive Councillor Been Consulted?

Yes

### c) Scrutiny Comments

This report will be considered by the Highways and Transport Scrutiny Committee at its meeting on 22 May 2023 and the comments of the Committee will be reported to the Executive.

### d) Risks and Impact Analysis

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

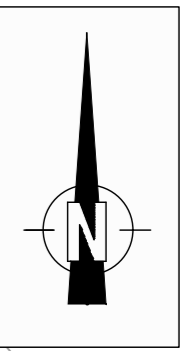
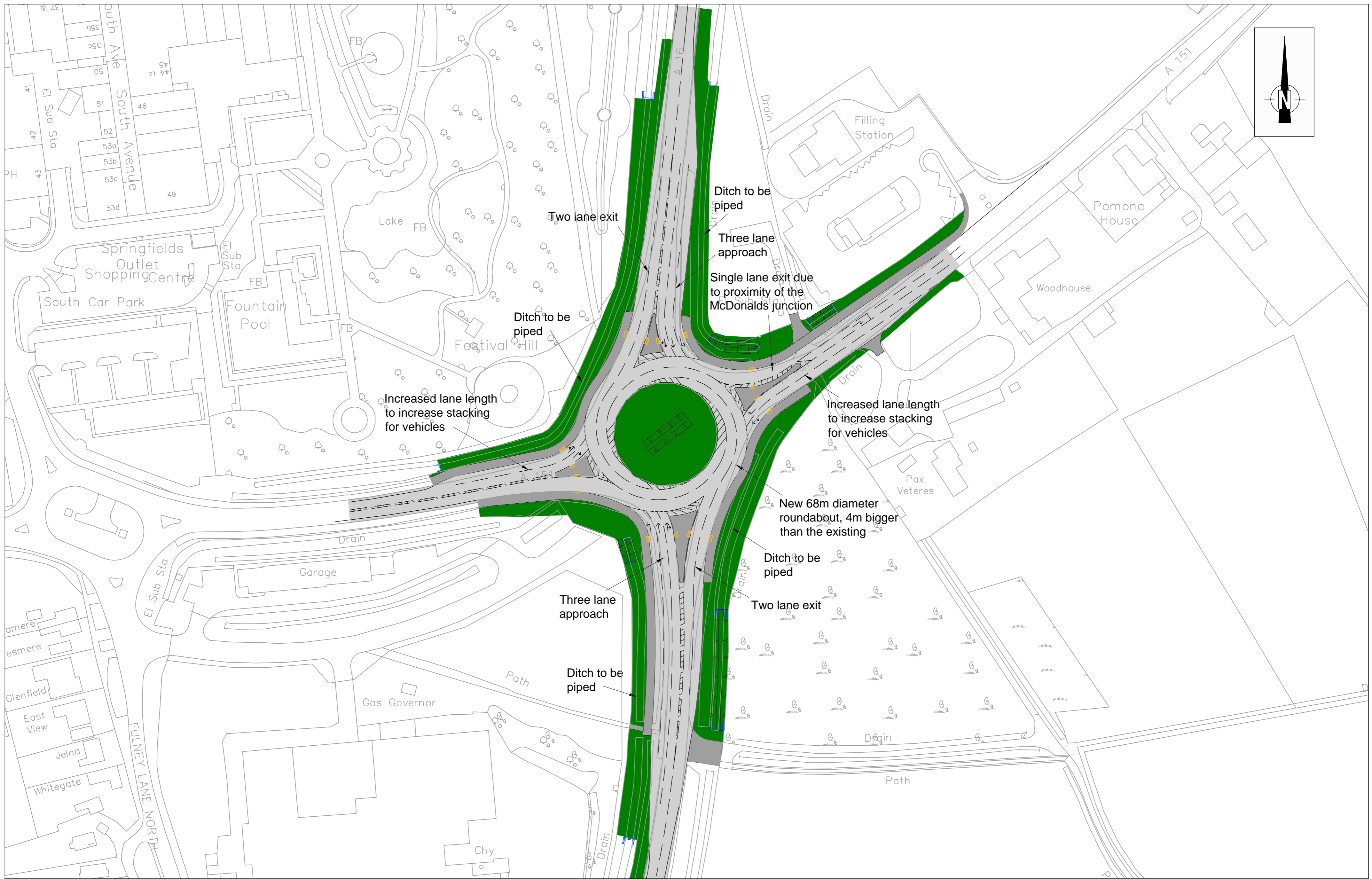
## 11. Appendices

These are listed below and attached at the back of the report	
<b>Appendix A</b>	Exhibition Plan - A16/A151 Springfields Roundabout
<b>Appendix B</b>	Exhibition Plan – A16/B1180 Greencell Roundabout

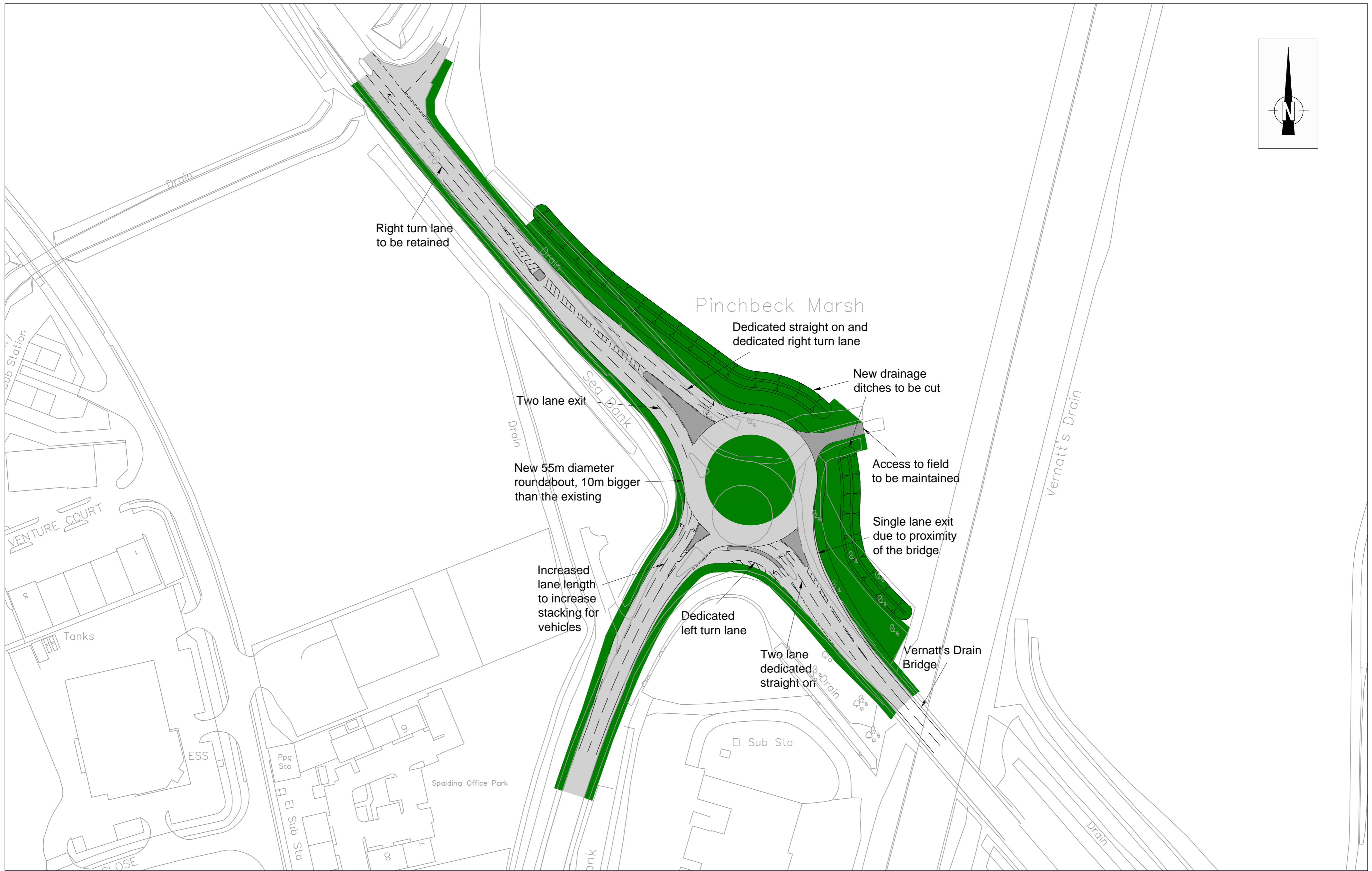
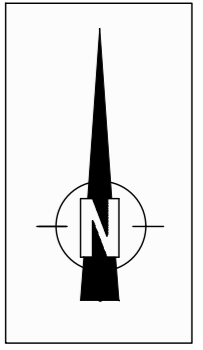
## 12. Background Papers

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 & Laboratory Services, who can be contacted on 01522 550328 or [sam.edwards@lincolnshire.gov.uk](mailto:sam.edwards@lincolnshire.gov.uk).







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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>22 May 2023</b>
Subject:	<b>Highways - Gully Cleansing/Repair and Surface Water Flooding Update</b>

**Summary:**

This report sets out the recent developments that have or are about to take place with respect to highway drainage asset management.

The report aims to ensure the Committee is updated on all aspects of highway drainage asset management 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**

This report provides an update on the actions and initiatives that are currently taking place with respect to the development of the highway drainage asset management function within the Highways Service.

Since the previous report the following has or is about to be actioned:

Highway Drainage Legacy Data Capture (HDLDC) – Phase 1

This phase of the project is now virtually complete and is ready for transfer to our asset management system.

Over 150 recently adopted developments have been reviewed and additional data harvested from digital drawings and classified under one of 13 active drainage asset classes, such is the complexity of modern highway drainage systems.

This additional data will support the forward planning for major maintenance interventions such as whole system cleansing operations, which will be extra over current cyclic programmes, and it will also allow the development of cyclic maintenance for critical ancillary assets such as flow control devices.

Legacy Data Capture - Phase 2 will commence this year and will commence the review of existing paper-based records and drawings.

#### Parish Drainage Data Initiative

An online reporting page on the 'Let's Talk Lincolnshire' platform is being developed to allow uncharted drainage assets to be highlighted for assessment. The reporting page will be made available to parish councils and county councillors so we can utilise their local knowledge and identify missing or lost assets.

Briefly, once logged into to the reporting page, all existing recorded assets highway drainage assets will be shown on a map within a parish boundary. A simple menu will allow users to selected predetermined features and add them onto the map at the correct location. There is also a facility to upload a photograph of the asset and add comments. Full instructions on use will be provided once the page is ready to be launched.

The page will close on a predetermined date when the data collected will be assessed, with respect to ownership, and if deemed a highway asset will be added to our asset management system. If appropriate, we will advise other Risk Management Authorities that we believe the asset may fall within their remit for maintenance.

As with the HDLDC project, this initiative will further enhance our data set on highway drainage assets. The page is expected to go live during June 2023.

#### Gully Cleansing

The gully cleansing cycles are on target and there has been a much-improved performance from the teams in terms of capturing defects accurately including a photograph. This will improve the efficiency of the decisions made for urgent or early interventions along with programming the rectification of less serious defects.

#### Gully Cleansing Media Campaign

A media campaign was launched recently to highlight the issues of vehicles blocking access to road gullies. This typically occurs in urban areas with high levels of street parking.

We are currently unable to reach around 2500 gullies meaning they can't be cleaned out and eventually, over time, they will become blocked which could eventually lead to flooding.

The media campaign is raising awareness of the issues our crews come across and how the public can help, from taking note of the early notification signs to moving their vehicles prior to cleansing taking place.

#### Blocked Gully Lateral Trial

During the gully cleansing process, it is often found that the lateral (the pipe connecting the gully to the main drain) is blocked and can't be readily cleared by the gully cleansing teams with the equipment they have. Blockages can be caused in many ways, but examples are roots from nearby trees and bushes, pipes that have slipped or are crushed and /or accumulations of larger pieces of litter or debris.

A trial has taken place utilising a higher-powered jetting machine that also carries root cutting equipment and a CCTV camera for inspecting the laterals. The data received is still being validated but early indications are that, in the four trial locations, a blockage clearance success rate of over 90% has been obtained. For laterals that can't be cleared in this way, the CCTV footage of the lateral and its defect will be assessed to determine the most appropriate intervention method for permanent repair.

The trial is being extended this financial year.

#### Pollution Control Device Cleansing

Cleansing of our pollution control devices commenced last financial year with 14 completed. The remainder will be cleansed this year.

These devices prevent contaminants in the highway runoff polluting the natural environment.

#### Minor Drainage Works Programme

An exercise is underway to ensure all proposed minor drainage works are captured as a Forward Programme Brief to give a high level of visibility of proposed schemes.

In conjunction with the above, the development of minor schemes is being transitioned from 'investigate, design and construct' in one year to 'investigate and design' in one year and undertake construction the following year. The reason for the change is the increasing complexity of the issues raised and the time needed to formulate an appropriate solution, as well as to add increased certainty in terms of delivery and cost. The two-year cycle also allows the opportunity to engage with other Risk Management Authorities and develop schemes in partnership where there are common issues.

Allowance will be made in the programme for urgent and unplanned works to be undertaken in year.

#### Major Drainage Works Programme

As with the Minor Drainage Works Programme an exercise is underway to ensure all proposed works are captured with a Forward Programme Brief to ensure that high level of visibility.

Works to be undertaken within this programme this year are:

*Whole highway drainage system cleansing* – supplementing the ongoing cyclic drainage maintenance, this will entail the complete cleanse of highway drainage systems including, but not limited to carrier pipes, combined kerb drains, storm water storage tanks and ancillary components such as flow controls and penstocks. The initial focus will be on our primary route network and housing developments with critical assets that manage flood risk. The data from HDLDC -phase 1 will support the identification and assessment of need for these projects.

*Highway Drainage Legacy Data – Phase 2* - similar to Phase 1 mentioned earlier, Phase 2 will commence this financial year utilising existing paper records such as adopted development drawings and highway scheme drawings.

*Pollution Control Device Signing* –following the recent and pending cleansing exercise it is proposed to sign each pollution control device to recognised national standards. This will ensure timely interventions should incidents occur on our highway network that involve spillages.

*Defective Gully Grates and Chamber Covers* – a programme of work is being developed to reduce the number of outstanding defective gully grates and chambers identified as part of the gully cleansing programme. These are defects that do not require urgent attention to make safe but will include ironwork that is cracked or seized. The repairs will be a permanent undertaking.

## **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 an 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 Nathan Whitfield, Principal Engineer - Drainage, who can be contacted on 01522 552907 or [nathan.whitfield@lincolnshire.gov.uk](mailto:nathan.whitfield@lincolnshire.gov.uk).



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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>22nd May 2023</b>
Subject:	<b>Highways Performance Report, Permit Scheme, Year 6 (1 April 2022 to 31 March 2023)</b>

**Summary:**

The report is a statutory requirement as stipulated by the Department for Transport after a 3-year interval from the last statutory report.

This report sets out an overview of Lincolnshire County Council's operational performance during 2022/23 and provides detailed scrutiny of the available data in relation to street works, road works and activities in Lincolnshire.

**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 and request that it is published via the Lincolnshire County Council website.

## **1. Background**

Lincolnshire County Council adopted a Permit Scheme in October 2016. The scheme requires Lincolnshire County Council to report every 3 years on the overall performance with the production of an Annual Report. Appendix A contains the Lincolnshire County Council Permit Scheme - Scheme Evaluation Report 1<sup>st</sup> April 2022 to 31<sup>st</sup> March 2023. This report covers the Permitting activity for this time-period to satisfy the legislative requirements.

Over the last year, the permit scheme has seen the following work activity and highlights:

- 66,581 permit scheme applications since the start of the scheme – Table 1 (PI1) (LiPS report page 6).

- The number of permit application approvals has increased by 6% over the past 3 years of the scheme – Table 4 (PI2) (LiPS report page 10).
- A 75% increase in the number of remedial works applications over the past 3 years of the scheme – Table 13 (LPI3) (LiPS report page 20).
- An increase in the number of Fixed Penalty Notices of 7.5% during the 2022/23 reporting period over the previous year – Table 15 LPI4 (LiPS report page 21).
- The Department for Transport (DfT) introduced the Street Manager system in July 2020. Street Manager is a mandatory web-based application where highway authorities and utilities plan, manage and record road works in England. The system provides the DfT with real-time information about all works and works promoters' performance in one central database, and links with the County Council's existing system, Confirm. During the period 2022/23 the capabilities of both Street Manager and one.network improved, allowing the teams to utilise countywide data to coordinate works and monitor activities on the highway.

Street Manager provides many benefits for the operation of the Lincolnshire Permit Scheme which include:

- A single source of road works information reducing duplication, saving time and enabling greater efficiency.
- Open, accurate and up-to-date information on live and planned work made available to the County Council, and members of the public via a live link to one.network.
- Recording of all Fixed Penalty Notices, Section 74 overstays and defect information against permit records, ensuring these are resolved and income is received.
- Visibility of Section 58 notices (enforced following major resurfacing projects to prohibit future utility work for a period of 2 or 3 years), ensuring works are not carried out in these areas within the notice period and therefore prolonging the life of the highway asset.
- Provides works promoters with visibility of other organisations works to reduce works clashes and encourage planning of collaborative works.

Provision of data for the DfT and County Council is used to inform future policy development and assess future areas of priority.

## 2.

## Conclusion

In Year 1, the introduction of a permit scheme enabled powers not previously available under legislation, to be used to improve the management of all activities on the road network through increased co-ordination and timing of works with all works promoters, including works for road purposes.

Year 6 continued to build upon this by coordinating nearly 61,000 work schemes to help maintain a robust network and by being proactive in its measures to correct non-compliance. The number of schemes has approximately doubled from Year 1 to Year 6.

Year 6 saw further development and expansion of digital delivery of Permits via Street Manager allowing the use of in-depth data to better coordinate works, monitor activity

and police the network. One network has been upgraded to greatly assist with road space bookings, planning diversion routes and displaying information for public use. These changes have been vital in handling the increased demand from Utility companies to access to the highway network.

**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	Lincolnshire County Council Permit Scheme - Scheme Evaluation Report 1 <sup>st</sup> April 2022 to 31 <sup>st</sup> March 2023

**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 Mandi Robinson, Network Regulation Compliance Manager – Place, who can be contacted on 078 8093 7386 or [mandi.Robinson@lincolnshire.gov.uk](mailto:mandi.Robinson@lincolnshire.gov.uk).

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Lincolnshire County  
Council Permit  
Scheme

Scheme Evaluation  
Report

Sixth Year

APRIL 2022 – MARCH 2023

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## 1 Objectives of the Lincolnshire County Council Permit Scheme

The objectives of Lincolnshire County Council (LCC) permit scheme are detailed in full within Section 2 of the Lincolnshire Permit Scheme that is available on the LCC website. A summary of the objectives and an update on how these objectives are being achieved are detailed below:

**Objective 1:** To increase the efficient running of the highway network by minimising the disruption and inconvenience caused by road works and other highway events and activities through proactive management of activities on the highway.

Update: Through the use of conditions to manage activities, coordination of works to avoid conflicts, increased forward planning, seeking collaborative opportunities and challenging works durations.

**Objective 2:** To improve the quality and timeliness of information received from all activity promoters to increase and improve the publicly available data for integration into the Council-wide travel information.

Update: Use of permit refusals to ensure information is accurate. Use of FPN's to drive quality of data and its timely submission. Encouraging the use of non-statutory works cancellation notices. Works information synchronised to [one.network](#) for visibility to all stakeholders.

**Objective 3:** To encourage a proactive approach to planning and undertaking of works on the highway from promoters and thus lessen the impact of activities on road users.

Update: Greater level of planning to ensure permits contain all of the necessary information needed to grant the permit. Careful use of conditions to safeguard that works are undertaken at appropriate times. Encouragement of first-time permanent reinstatements or interim reinstatements where this benefits the network.

**Objective 4:** To protect the structure of the street and the integrity of the apparatus in it.

Update: Greater number of planned major works enabling Section 58/58a protection of the asset. More comprehensive inspection regime at works in progress stage and coring programmes in place to monitor wider reinstatement and material issues.

**Objective 5:** To improve the level of on-site compliance by works promoters ensuring works are correctly permitted and conditions adhered to.

Update: Introduction of additional in-house inspection regime and associated performance indicators to ensure consistent and effective monitoring of works.

**Objective 6:** To ensure safety of those using the street and those working on activities that fall under the Scheme, with particular emphasis on people with disabilities.

Update: Increased numbers of site inspections have driven focus on best practice, compliance and safety to all road users. Closer assessment and coordination processes

allows better consideration to be given to modes of transport other than vehicles and a focus on elements such as people with disabilities and young children.

**Objective 7:** To ensure parity of treatment for all activity promoters particularly between statutory undertakers and highway authority works and activities.

Update: Performance indicators show that all works promoters are assessed equally and conditions applied to all in a measured and equitable way. Wider processes that do not fall under the permit scheme, such as developments and events affecting the highway are also considered during the deliberations.

## 2 Fee Structure

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority shall give consideration to whether the fee structure needs to be changed in light of any surplus or deficit.

The fee structure set at the outset of scheme is as follows;

<u>Reinstatement category of street</u>	<u>Road Category 0 – 2 or Traffic Sensitive</u>	<u>Road Category 3 – 4 and non-traffic-sensitive</u>
Provisional Advance Authorisation	£101	£72
Major Activity greater than 10 days duration or requiring a TRO	£210	£130
Major Activity between 4 and 10 day duration	£117	£75
Major Activity up to 3 day duration	£64	£43
Standard Activity	£117	£75
Minor Activity	£64	£43
Immediate Activity	£40	£26
Permit Variation	£45	£35

During the sixth year of operation of the scheme, the total amount invoiced was £1,969,773. In the course of this period our expenditure within the boundary of the scheme was £1,924,544 this covers the cost of staffing, office space and equipment.

Streetworks, Permitting and Network Compliance A/C	£
Expenditures:	

Wage costs (including NI), Training, Transport, Staffing, Phones/Tablets/Consultants/IT costs	£1,924,544
Income from Permits	£1,969,773
Account Profit	£45,229

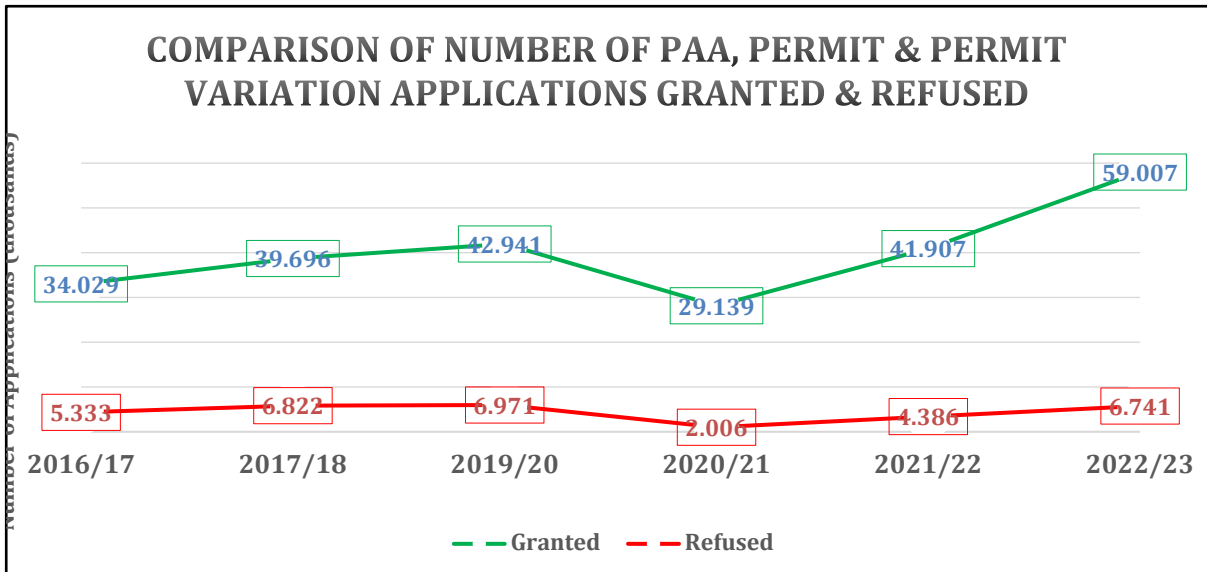
Whilst it is acknowledged that the permitting scheme should be cost neutral, as is the scheme intention, it is recognised that a small reserve has built up during 2022/23. The volume of work activity taking place on the network has resulted in this position as Lincolnshire has not mirrored the increased activity by replicating this growth in terms of staffing numbers. It is prudent to hold this fund in order to future proof against inflation driven costs such as wage and transport increases and to invest in initiatives such as system enhancements/overhauls. An available contingency enables greater flexibility surrounding investigation into resourcing these new measures. April 2023 also saw a change to permitting legislation which has the potential to reduce future permitting income. This will be monitored and recorded over the next 12 months in order to understand any financial implication that comes as a result of this.

### **3 Evaluation of the Scheme**

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority also shall give consideration to whether the permit scheme is meeting key performance indicators where these are set out in the Guidance.

The past three years of the permit scheme has shown that despite an initial reduction in the number of permit applications received during the coronavirus lockdown, permitting levels quickly recovered to pre-pandemic levels and have continued to accelerate, resulting in an increase of nearly 19,500 applications or 30% upsurge reported during 2022/23.

Compare this with the original number of applications received during the first year of permitting and it shows how very significant this rise is with a growth of almost 60% or 26,400 applications for the last full six-year cycle.



#### 4 Performance Indicators

In order to be able to successfully gather this information, LCC has used the Street Manager system, commissioned by the Department of Transport to provide a nationally shared database. This data was then analysed manually and randomly cross-checked to ensure validity.

##### 4.1 PI1 The number of PAA, permit and permit variation applications

The number of permits and permit variation applications received shown as:

- the total number of PAA, permit and permit variation applications received, the number granted and the number refused excluding any applications that are subsequently withdrawn – broken down by promoter

##### 4.1.1 Results:

**Table 1. PI1. The total number of PAA, Permit and Permit Variation applications received**

PAA, Permits and Permit Variations Received	Number
Total number of PAA, permit and permit variation applications received by Lincolnshire County Council during the sixth full year of scheme	<b>66581</b>
Total number of PAA, permit and permit variation applications granted by Lincolnshire County Council during the sixth full year of scheme	<b>59007</b>
Total number of PAA, permit and permit variation applications refused by Lincolnshire County Council during the sixth full year of scheme	<b>6741</b>

4.1.2

#### Analysis

It remains difficult to ascertain significant findings relating to any trends or patterns in the number of applications received. Despite the Covid setback, the quantity of applications

continues to rise steadily. This is due, in part to the arrival of the fibre network which now accounts for 25% of all applications received. Despite this vast application increase putting pressure on the availability of the road network, the number of permit refusals has reduced by over 200 when compared to 2019/20, resulting in over 88% of all applications to work on the highway being granted.

A more detailed breakdown of measures follows, including base data

### Number of Permit Applications

The following figures show the split of permit applications received from both highway authority and utility promoters. Overall, the highway authority generated 39% and utility promoters 61% of the total applications received during 2022/23. This is a 15% increase in the split of highway authority vs utility promoter permit applications received when compared to 2019/20; however, much of this is due to the change in the way that inhouse permit applications are now made through the new Highways Highways Works contract and reflects the 38% increase in the number of highway authority applications received during 2022/23.

**Table 2. PI1. The number of PAA, Permit and Permit Variation applications received, the number granted and the number refused by local authority and all works promoters.**

Description	Local Authority		Utility Works Promoters		All Promoters	
	Number	% of Total	Number	% of Total	Number	% of Total
Total PAA applications received						
Q1 2022/23	530	49.63	538	50.37	1068	100.00
Total PAA applications received						
Q2 2022/23	465	41.30	661	58.70	1126	100.00
Total PAA applications received						
Q3 2022/23	393	39.34	606	60.66	999	100.00
Total PAA applications received						
Q4 2022/23	491	41.23	700	58.77	1191	100.00
Total PAA applications granted						
Q1 2022/23	426	51.70	398	48.30	824	77.15

Total PAA applications granted						
Q2 2022/23	414	45.80	490	54.20	904	80.28
Total PAA applications granted						
Q3 2022/23	353	44.35	443	55.65	796	79.68
Total PAA applications granted						
Q4 2022/23	459	44.87	564	55.13	1023	85.89
Total PAA applications refused						
Q1 2022/23	31	19.75	126	80.25	157	14.70
Total PAA applications refused						
Q2 2022/23	27	14.67	157	85.33	184	16.34
Total PAA applications refused						
Q3 2022/23	20	12.42	141	87.58	161	16.11
Total PAA applications refused						
Q4 2022/23	13	9.85	119	90.15	132	11.08
Total permit applications received						
Q1 2022/23	3505	30.03	8165	69.97	11670	100.00
Total permit applications received						
Q2 2022/23	2938	25.08	8776	74.92	11714	100.00
Total permit applications received						
Q3 2022/23	2652	23.19	8786	76.81	11438	100.00
Total permit applications received						
Q4 2022/23	3496	24.60	10713	75.40	14209	100.00
Total permit applications granted						
Q1 2022/23	3259	31.53	7077	68.47	10336	88.57



Total permit applications granted						
Q2 2022/23	2752	26.86	7493	73.14	10245	87.46
Total permit applications granted						
Q3 2022/23	2428	24.27	7578	75.73	10006	87.48
Total permit applications granted						
Q4 2022/23	3249	26.02	9236	73.98	12485	87.86
Total permit applications refused						
Q1 2022/23	186	15.62	1005	84.38	1191	10.20
Total permit applications refused						
Q2 2022/23	124	9.40	1194	90.60	1318	11.25
Total permit applications refused						
Q3 2022/23	154	12.00	1129	88.00	1283	11.21
Total permit applications refused						
Q4 2022/23	165	10.74	1372	89.26	1537	10.82
Total permit variations received						
Q1 2022/23	1355	44.63	1681	55.37	3036	100.00
Total permit variations received						
Q2 2022/23	1007	32.38	2103	67.62	3110	100.00
Total permit variations received						
Q3 2022/23	696	22.22	2436	77.78	3132	100.00
Total permit variations received						
Q4 2022/23	1090	28.00	2798	72.00	3888	100.00
Total permit variations granted						
Q1 2022/23	1308	45.80	1548	54.20	2856	94.07

Total permit variations granted						
Q2 2022/23	955	32.76	1960	67.24	2915	93.73
Total permit variations granted						
Q3 2022/23	661	22.54	2271	77.46	2932	93.61
Total permit variations granted						
Q4 2022/23	1043	28.30	2642	71.70	3685	94.78
Total permit variations refused						
Q1 2022/23	47	26.11	133	73.89	180	5.93
Total permit variations refused						
Q2 2022/23	52	26.67	143	73.33	195	6.27
Total permit variations refused						
Q3 2022/23	35	17.50	165	82.50	200	6.39
Total permit variations refused						
Q4 2022/23	47	23.15	156	76.85	203	5.22

The charts show a breakdown of the data into applications granted and refused in relation to highway authority works for road purposes and works by utility promoters and provide a comparison with the percentage of permits granted in Lincolnshire for the same periods. The data is also further broken down by activity type into applications granted and refused.

The following considerations must be noted in relation to this data. Each application has an appropriate response period which means that the number of applications received in any one period does not correspond to the permits granted and refused within that same period. In other words, a permit application received in one period may be responded to within the next period.

The above data has been collated from the Lincolnshire permitting system and a summary of this is shown below;

**Table 3. PI1. The percentage of PAA, Permit and Permit Variation applications received, granted and refused by main promoter**

Promoter	PAA Granted %	Permit Granted %	Variation Granted %	Application Refused %	Total No. of Applications
Anglian Water Q1 2022/23	4.2	83.4	1.3	11.0	3649
Anglian Water Q2 2022/23	5.0	84.7	0.6	9.0	3653
Anglian Water Q3 2022/23	3.3	85.9	1.3	9.4	4195
Anglian Water Q4 2022/23	3.9	83.6	1.0	10.8	5051
BT Openreach Q1 2022/23	2.3	83.3	1.3	12.6	1494
BT Openreach Q2 2022/23	0.9	79.7	0.9	16.9	1596
BT Openreach Q3 2022/23	1.5	81.4	0.3	15.5	1518
BT Openreach Q4 2022/23	1.8	83.9	0.4	12.8	1712
Cadent Gas Q1 2022/23	21.3	61.2	0.9	12.2	433
Cadent Gas Q2 2022/23	14.5	69.5	0.8	10.9	475
Cadent Gas Q3 2022/23	0.0	85.9	0.0	9.4	412
Cadent Gas Q4 2022/23	26.3	58.5	0.2	7.3	619
CityFibre Q1 2022/23	13.0	81.5	0.0	0.6	168
CityFibre Q2 2022/23	2.9	91.7	0.4	4.1	242
CityFibre Q3 2022/23	12.9	81.9	0.0	2.9	310
CityFibre Q4 2022/23	15.7	82.3	0.2	0.9	440
Lightspeed Q1 2022/23	0.9	74.8	0.2	22.6	1217
Lightspeed Q2 2022/23	1.1	72.0	0.0	25.0	1203
Lightspeed Q3 2022/23	0.9	70.5	0.2	27.0	451
Lightspeed Q4 2022/23	0.2	65.0	1.3	33.5	394
Local Authority Q1 2022/23	8.7	81.2	0.9	4.6	4013
Local Authority Q2 2022/23	8.6	82.0	0.8	4.0	3331
Local Authority Q3 2022/23	8.8	80.0	0.9	5.1	3009

Local Authority Q4 2022/23	13.2	77.1	0.7	4.0	4153
Nat. Grid Elec Dist. Q1 2022/23	11.0	77.0	0.2	9.5	761
Nat. Grid Elec Dist. Q2 2022/23	7.4	78.7	1.2	13.2	802
Nat. Grid Elec Dist. Q3 2022/23	7.7	76.0	0.5	13.9	783
Nat. Grid Elec Dist. Q4 2022/23	9.3	78.1	0.1	9.4	828
Northern PowerGrid Q3 2022/23	3.6	83.9	0.0	7.3	137
Northern PowerGrid Q4 2022/23	4.3	84.9	2.1	8.6	93
Northern PowerGrid Q1 2022/23	11.8	80.0	0.0	4.1	144
Northern PowerGrid Q2 2022/23	4.6	90.8	0.0	3.5	173
Virgin Media Q3 2022/23	0.0	91.6	0.0	7.7	143
Virgin Media Q4 2022/23	0.0	93.2	0.0	6.3	205
Virgin Media Q1 2022/23	0.0	88.4	0.0	9.0	155
Virgin Media Q2 2022/23	0.0	84.0	0.6	14.4	181
UPP Q1 2022/23	0.0	75.3	0.0	21.9	219
UPP Q2 2022/23	0.0	72.2	0.0	26.4	425
UPP Q3 2022/23	0.0	72.2	1.3	26.8	471
UPP Q4 2022/23	0.1	74.0	0.1	24.3	818

## 4.2 PI2 The number of permit applications granted

The number of permit and permit variation applications granted shown as:

- the number granted as a percentage of the total applications made

### 4.2.1 Results:

**Table 4. PI2. The total number of Permit and Permit Variation applications granted**

Permits Granted	Number
Total number of permit and permit variation applications received by Lincolnshire County Council during the sixth full year of scheme	<b>62197</b>

Total number of permit and permit variation applications granted by Lincolnshire County Council during the sixth full year of scheme	<b>55460</b>
Percentage of permit and permit variation applications granted during this period.	<b>89.17%</b>

#### 4.2.2 Analysis

Whilst there has been an increase in the number of street works and road works projects taking place during the sixth full year of permitting, resulting in a significant number of additional applications, the total percentage of permits and permit variations being granted has increased by over 6% when compared to 2019/20. This is a result of continued work to drive improvement by building good relationships, proactively agreeing working methods with works promoters and having site discussions prior to the submission of permits.

#### 4.3 PI3 The number of permits refused

The number of permit applications refused shown as:

- the number refused as a percentage of the total applications made

##### 4.3.1 Results

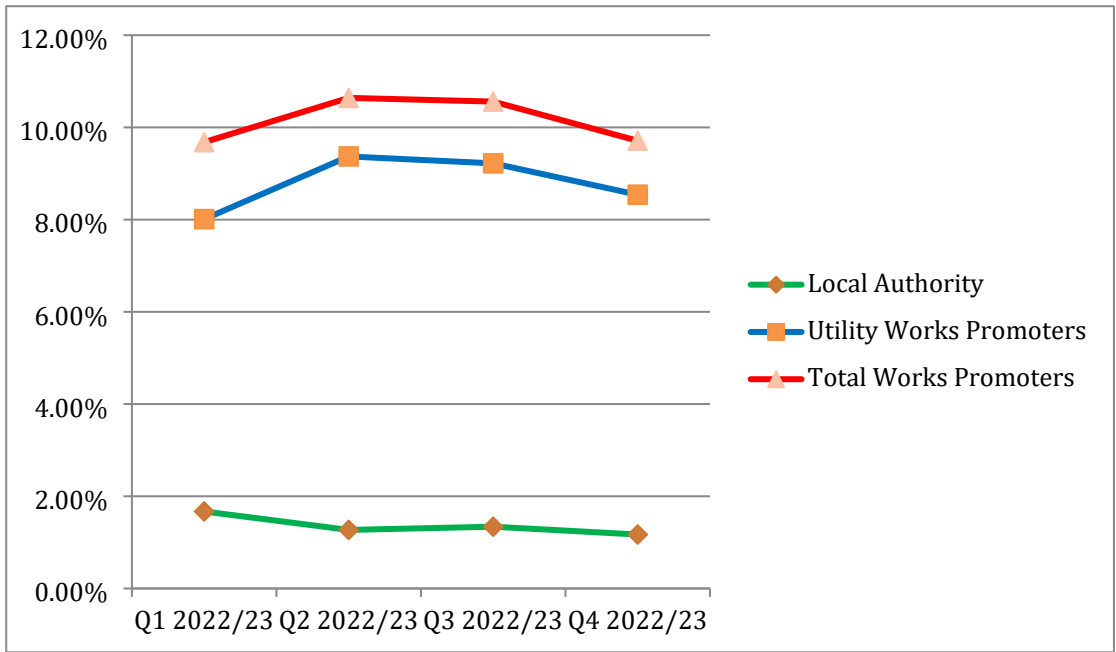
**Table 5. PI3. The total number of Permit and Permit Variation applications refused**

<b>Permits Refused</b>	<b>Number</b>
Total number of permit and permit variation applications received by Lincolnshire County Council during the sixth full year of scheme	<b>62197</b>
Total number of permit and permit variation applications refused by Lincolnshire County Council during the sixth full year of scheme	<b>6107</b>
Percentage of permit and permit variation applications refused	<b>9.82%</b>

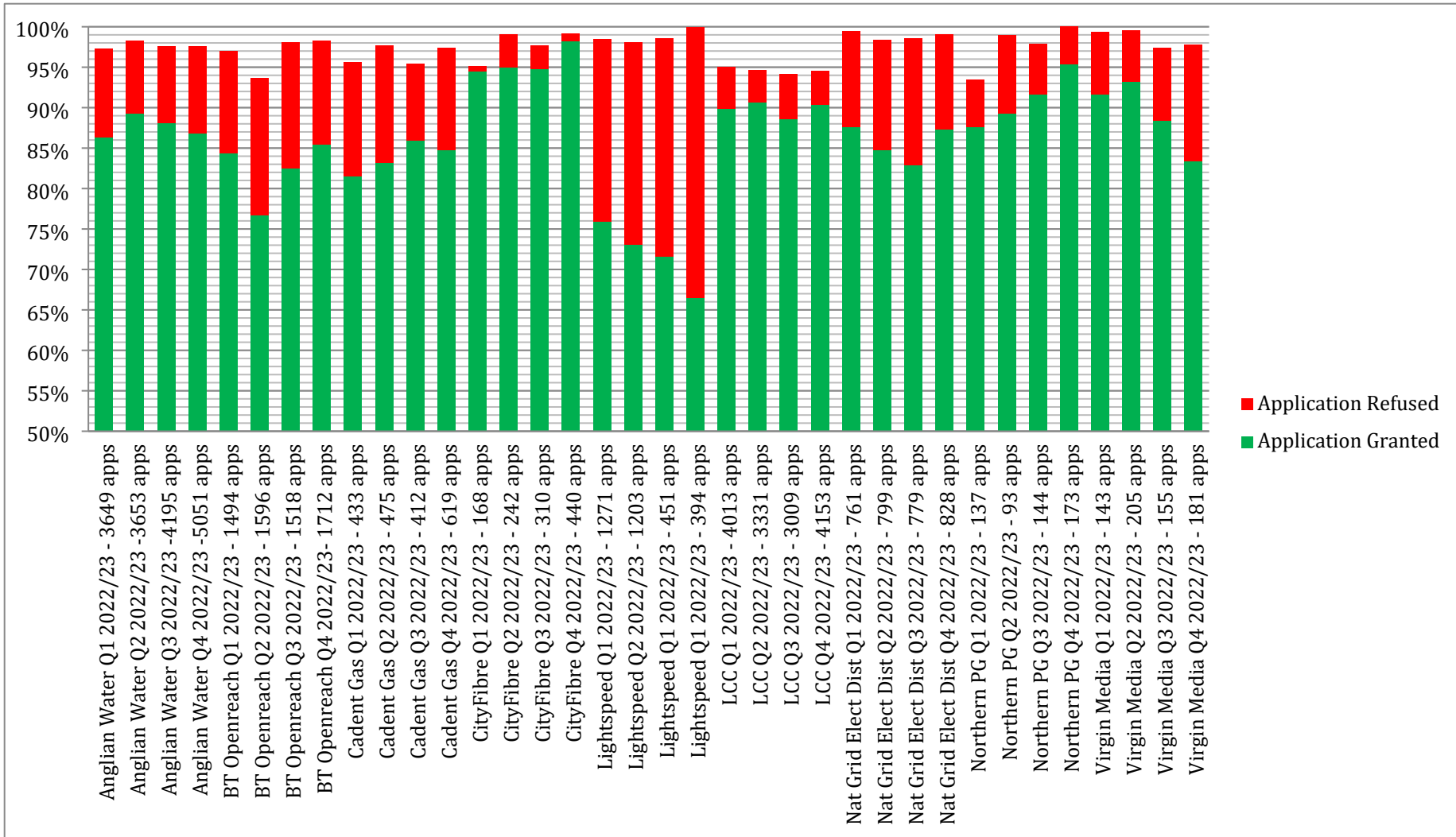
##### 4.3.2 Analysis

Despite the significant increase in pressure to the highways network, as a consequence of the number of applications received from works promoters during the sixth full year of permitting, this has not resulted in an increase in the percentage of application refusals when compared to previous years. In fact, the percentage has dropped by almost 4%. This can be attributed to working with works promoters to optimise the available road space and managing the network more efficiently.

**Table 6. PI3. Permit refusal rates by works promoter**



**Table 7. PI1. The number of Provisional Advance Authorisation, Permit and Permit Variation applications received, the number granted and the number refused by main promoter**



## 5 HAUC England KPI measures

This section outlines the Permit Indicators (KPI) contained as Annex A within the Statutory Guidance for Highway Authority Permit Schemes.

These indicators for permit schemes are additional to the general TMA Performance Indicators (TPIs), which are already being produced.

The data presented in this section has been processed by using a combination of data extracted from the Street Manager and Confirm street works systems and has been analysed manually and randomly cross-checked to ensure validity.

### 5.1 TPI1 Works Phases Started (Base Data) by main promoter

Promoter	Works phases started Q1 22/23	Works phases started Q2 22/23	Works phases started Q3 22/23	Works phases started Q4 22/23
Anglian Water	1569	1199	1650	2365
BT Openreach	764	753	707	900
Cadent Gas	166	209	181	175
CityFibre	115	141	199	275
Lightspeed	876	766	287	202
Lincolnshire County Council	2279	1554	1346	2065
National Grid Electricity Dist.	389	450	399	422
Northern Powergrid	55	32	50	86
Virgin Media	115	171	127	136
UPP	157	225	273	473
<b>Total all main promoters</b>	<b>6485</b>	<b>5500</b>	<b>5219</b>	<b>7099</b>

### 5.2 TPI2 Works Phases Completed (Base Data) by main promoter

Promoter	Works phases completed Q1 22/23	Works phases completed Q2 22/23	Works phases completed Q3 22/23	Works phases completed Q4 22/23
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Anglian Water	2512	2552	3110	3413
BT Openreach	1018	1016	973	1145
Cadent Gas	231	282	308	309
CityFibre	98	143	262	293
Lightspeed	863	769	301	196
Lincolnshire County Council	2941	2280	2135	2768
National Grid Electricity Dist.	536	573	585	536
Northern Powergrid	104	64	120	127
Virgin Media	115	183	135	143
UPP	167	233	266	451
<b>Total all main promoters</b>	<b>8585</b>	<b>8095</b>	<b>8195</b>	<b>9381</b>

### 5.3 TPI3 Days of Occupancy Phases Completed by main promoter

Promoter	No. of days of occupancy Q1 22/23	No. of days of occupancy Q2 22/23	No. of days of occupancy Q3 22/23	No. of days of occupancy Q4 22/23
Anglian Water	6294	7705	10981	9339
BT Openreach	1969	1782	1751	2020
Cadent Gas	1997	2385	3183	2471
CityFibre	580	1677	2421	2493
Lightspeed	2487	1835	750	452
Lincolnshire County Council	6583	5757	6309	5323
National Grid Electricity Dist.	3049	3407	3519	2847
Northern Powergrid	504	355	890	630
Virgin Media	237	431	193	190
UPP	442	514	615	923
<b>Total all main promoters</b>	<b>24142</b>	<b>25848</b>	<b>30612</b>	<b>26688</b>

#### 5.4 TPI4 Average Duration of Works by main promoter

Promoter	Average duration of works phases completed (days) Q1 22/23	Average duration of works phases completed (days) Q2 22/23	Average duration of works phases completed (days) Q3 22/23	Average duration of works phases completed (days) Q4 22/23
Anglian Water	2.5	3.0	3.5	2.7
BT Openreach	1.9	1.8	1.8	1.8
Cadent Gas	8.6	8.5	10.3	8.0
CityFibre	5.9	11.7	9.2	8.5
Lightspeed	2.9	2.4	2.5	2.3
Lincolnshire County Council	2.2	2.5	3.0	1.9
National Grid Electricity Dist.	5.7	5.9	6.0	5.3
Northern Powergrid	4.8	5.5	7.4	5.0
Virgin Media	2.1	2.4	1.4	1.3
UPP	2.6	2.2	2.3	2.0
<b>Average main promoters (days)</b>	<b>3.9</b>	<b>4.6</b>	<b>4.7</b>	<b>3.9</b>

#### 5.5 TPI5 Works Phases Completed after the reasonable period by main promoter

Promoter	Works phases completed involving overrun (days) Q1 22/23	Works phases completed involving overrun (days) Q2 22/23	Works phases completed involving overrun (days) Q3 22/23	Works phases completed involving overrun (days) Q4 22/23
Anglian Water	69	160	449	344
BT Openreach	18	18	8	30

Cadent Gas	18	30	43	40
CityFibre	0	7	21	0
Lightspeed	142	117	28	24
Lincolnshire County Council	17	12	13	11
National Grid Electricity Dist.	13	4	20	36
Northern Powergrid	4	1	3	2
Virgin Media	0	8	0	1
UPP	1	10	9	3
<b>Total main promoters</b>	<b>282</b>	<b>367</b>	<b>594</b>	<b>491</b>

## 5.6 TPI6 Number of deemed permit applications by main promoter

Promoter	No. of deemed permit applications Q1 22/23	No. of deemed permit applications Q2 22/23	No. of deemed permit applications Q3 22/23	No. of deemed permit applications Q4 22/23
Anglian Water	27	6	5	8
BT Openreach	5	4	3	1
Cadent Gas	0	0	1	0
CityFibre	0	0	1	0
Lightspeed	6	2	0	0
Lincolnshire County Council	11	9	7	9
National Grid Electricity Dist.	5	0	0	2
Northern Powergrid	0	0	0	2
Virgin Media	0	0	0	0
UPP	1	0	0	2
<b>Total main promoters</b>	<b>55</b>	<b>21</b>	<b>17</b>	<b>24</b>

**5.7 TPI7 Number of Phase One Permanent Registrations (reinstatements) by main promoter**

<b>Promoter</b>	<b>No. of phase one permanent reinstatements Q1 22/23</b>	<b>No. of phase one permanent reinstatements Q2 22/23</b>	<b>No. of phase one permanent reinstatements Q3 22/23</b>	<b>No. of phase one permanent reinstatements Q4 22/23</b>
Anglian Water	1970	1981	2190	2676
BT Openreach	718	757	703	853
Cadent Gas	187	220	248	268
CityFibre	88	104	189	229
Lightspeed	502	454	214	113
Lincolnshire County Council	0	0	0	0
National Grid Electricity Dist.	379	420	423	382
Northern Powergrid	90	49	93	95
Virgin Media	102	127	128	118
UPP	107	115	108	215
<b>Total main promoters</b>	<b>4143</b>	<b>4227</b>	<b>4296</b>	<b>4949</b>

**6 Authority Measures**

In addition to the above measures, LCC has collated its own data which reflect the objectives put forward in the permit scheme submission documentation. This data has been obtained via the Street Manager system to ensure validity as the base information is input directly into the system by each works promoter.

**6.1 LPI1 Number of approved extensions**

This will be shown as:

- the total number of permit and permit variation applications issued
- the number of requests for extensions shown as a percentage of permit and permit variation applications issued
- the number of approved extensions as a percentage of extension requests made.

**6.1.1 Results**

The table below shows the number of requests to extend the duration of works as a percentage of the number of permit and permit variation applications received and the number of approved extensions as a percentage of the number of extension requests made. A summary of the data is shown below;

**Table 8. LPI1 Number of approved extensions**

<b>Number of approved extensions</b>	<b>Number/Percentage</b>
Total number of permit and permit variation applications received by Lincolnshire County Council during the sixth full year of scheme.	<b>62197</b>
Total % of extension requests received as a % of number of permit and permit variation applications received.	<b>6.6%</b>
Total % of approved requests to extend the works duration as a % of number of extension requests received.	<b>90.96%</b>

**Table 9. LPI1 The number/percentage of requests for extensions & the number agreed as a percentage of requests by main promoter**

<b>Promoter</b>									
	<b>No. of Ext Req</b>	<b>Q1%ExtReq</b>	<b>Q1%ExtGrant</b>	<b>Q2ExtReq</b>	<b>Q2%ExtGrant</b>	<b>Q3%ExtReq</b>	<b>Q3%ExtGrant</b>	<b>Q4%ExtReq</b>	<b>Q4%ExtGrant</b>
Anglian Water	1543	(220)14%	(198)90%	(365)24%	(343)94%	(522)34%	(471)90%	(437)28%	(401)92%
BT Openreach	349	(108)31%	(107)99%	(60)17%	(57)95%	(98)28%	(96)98%	(83)24%	(81)98%
Cadent	481	(97)20%	(94)97%	(131)27%	(124)95%	(129)27%	(121)94%	(124)26%	(114)92%
CityFibre	398	(31)8%	(31)100%	(119)30%	(119)100%	(108)27%	(108)100%	(140)35%	(140)100%
Lightspeed	123	(62)50%	(53)85%	(31)25%	(29)93%	(22)18%	(22)100%	(8)6%	(8)100%
Nat Grid Electricity Distribution	529	(96)18%	(79)82%	(100)19%	(86)86%	(143)27%	(133)93%	(180)34%	(172)96%
Northern Power Grid	115	(18)16%	(17)94%	(25)22%	(24)96%	(32)28%	(30)94%	(40)35%	(38)95%
UPP	114	(24)21%	(24)100%	(21)18%	(20)95%	(31)27%	(31)100%	(38)33%	(34)89%
Virgin Media	12	(10)83%	(10)100%	(1)8%	(1)100%	0	0	(1)8%	(1)100%
<b>Total all Utility Promoters</b>	<b>3574</b>	<b>666</b>	<b>613</b>	<b>853</b>	<b>803</b>	<b>1085</b>	<b>1012</b>	<b>1051</b>	<b>989</b>
Lincs C C	462	(128)28%	(122)95%	(108)23%	(101)93%	(120)26%	(116)97%	(106)23%	(102)96%
<b>Total all Promoters</b>	<b>4036</b>	<b>794</b>	<b>735</b>	<b>961</b>	<b>904</b>	<b>1205</b>	<b>1128</b>	<b>1157</b>	<b>1091</b>

**6.1.2 Analysis**

This measure was considered to be in relation to the number of times promoters were allowed by LCC to extend the duration of their works past the original notification date and is intended to help show the effectiveness of promoters in planning works correctly. The number of approved works extensions (as a % of the number of extension requests received) has remained at a constant 90.96% for the full six-years of the permitting scheme. This will continue to be monitored.

The Lincolnshire Permit Scheme provides a framework for LCC to treat all activities and activity promoters covered by the scheme on an equal basis. Extension requests are considered individually on their own merits by LCC.

**6.2 LPI2 Number of PAA, permit and permit variation applications cancelled**

This will be shown as:

- the number cancelled as a percentage of the total

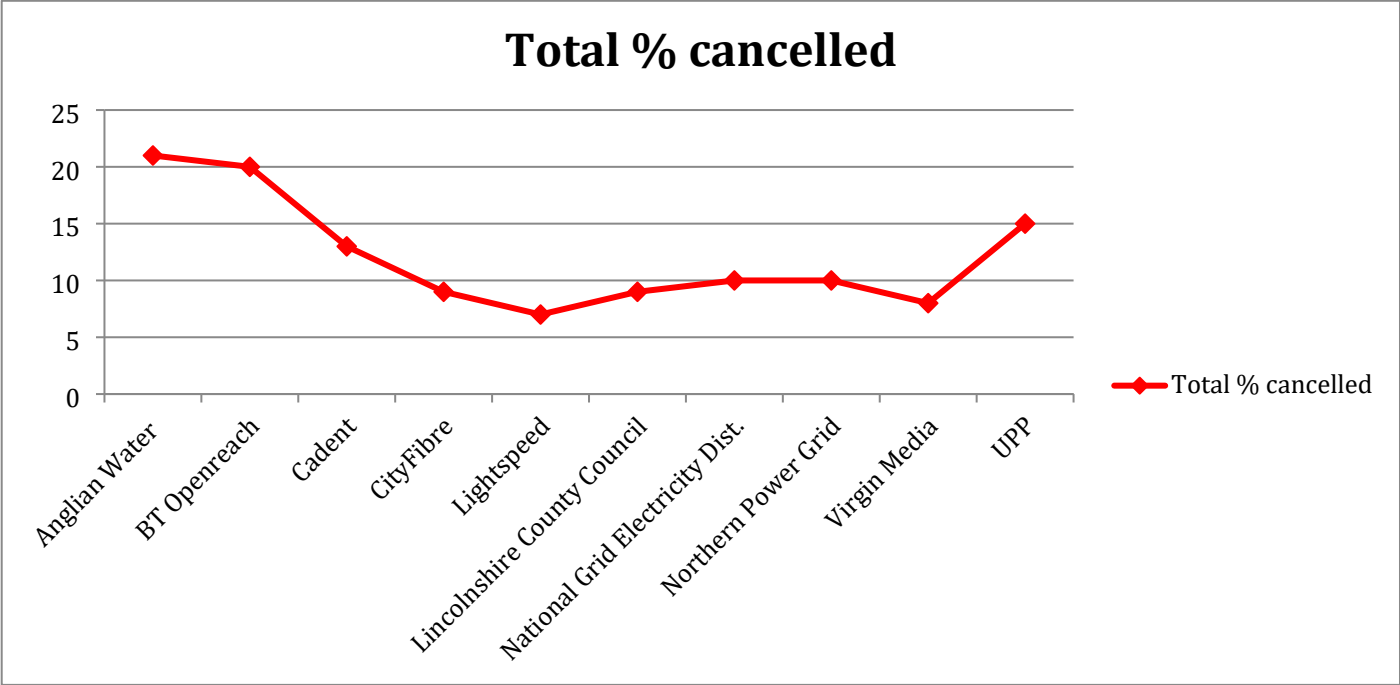
**6.2.1 Results:**

The table below shows the number of cancelled PAA, permit and permit variation applications as a percentage of the total number of PAA, permit and permit applications made. A summary of the data is shown below

**Table 10. LPI2 The total number of cancellations made as a percentage of the total number of applications received**

<b>Number of cancellations</b>	<b>Number/Percentage</b>
Total number of PAA, permit and permit variation applications received by Lincolnshire County Council during the sixth full year of scheme.	<b>66581</b>
Total number of PAA, permit and permit variation applications cancelled.	<b>7855</b>
Total % of PAA, permit and permit variation applications cancelled as a % of number of PAA, permit and permit variation applications received.	<b>11.8%</b>

**Table 11. LPI2 The percentage of cancelled PAA, permit and permit variation applications by main promoter**



**6.2.2 Analysis**

This measure was considered to be in relation to the number of times promoters cancelled PAA, permit and permit variation applications and is intended to help show the effectiveness of promoters in planning works correctly. The number of cancelled applications remained constant at 11% for the first two years of permitting. The sixth full year of permitting has shown a slight increase in the number of cancellations made rising to 11.8%. This is a complex area as whilst there is currently no legal requirement for utility works promoters to cancel permit applications, it is considered good practice to do this to support the efficient co-ordination of the highway network. This will continue to be monitored to drive improvement.

The Lincolnshire Permit Scheme provides a framework for LCC to treat all activities and activity promoters covered by the scheme on an equal basis.

**6.3 LPI3 Number of remedial reinstatements**

This will be shown as:

- the number of permits granted where the phase type is remedial

**6.3.1 Results**

The table below shows the number of remedial reinstatement phase applications granted. A summary of the data is shown below;



**Table 12. LPI3 The number of remedial reinstatement permit applications granted**

<b>Number of remedial reinstatements</b>	<b>Number</b>
Total number of permit and permit variation applications received by Lincolnshire County Council during the sixth full year of scheme.	<b>62197</b>
Total number of remedial reinstatement phase applications granted.	<b>1556</b>

**Table 13. LPI3 The number of remedial reinstatement permit applications granted by main promoter**

<b>Promoter</b>	<b>No. of remedial reinstatements Q1 2022/23</b>	<b>No. of remedial reinstatements Q2 2022/23</b>	<b>No. of remedial reinstatements Q3 2022/23</b>	<b>No. of remedial reinstatements Q4 2022/23</b>
Anglian Water	143	79	118	294
BT Openreach	40	26	32	102
Cadent	7	15	15	24
CityFibre	7	0	2	9
Lightspeed	57	98	90	80
Lincolnshire County Council	23	39	37	18
National Grid Electricity Dist.	23	16	35	46
Northern Power Grid	4	2	8	11
Virgin Media	2	10	11	8
UPP	12	7	4	2
<b>Total all main Promoters</b>	<b>318</b>	<b>292</b>	<b>352</b>	<b>594</b>

### 6.3.2 Analysis

This measure was considered to be in relation to the number of times works promoters have applied to carry out remedial works to reinstatements and will indicate the level of non-compliance with specifications and quality of workmanship (defects). The number of remedial work applications received during the sixth full year of permitting is currently 2.5%. This is an increase of over 1200 remedial permit applications in 2022/23. Much of this can be attributed to the robust coring programme carried out within Lincolnshire in order to provide for asset protection where possible.

The Lincolnshire Permit Scheme provides a framework for LCC to treat all activities and activity promoters covered by the scheme on an equal basis.

**6.4 LPI4 Number of FPN's issued**

This will be shown as:

- the total number of FPN's issued

**6.4.1 Results**

This information was gathered from manual registers held that record the full history and status of every fixed penalty notice issued by LCC.

The table below shows the number of FPN's issued during the third year of scheme. A summary of the data is shown below;

**Table 14. LPI4 The number of fixed penalty notices issued**

<b>Number of FPN's issued</b>	<b>Number</b>
Total number of permit and permit variation applications granted by Lincolnshire County Council during the sixth full year of scheme.	<b>55460</b>
Total number of FPN's issued by Lincolnshire County Council during the sixth full year of scheme.	<b>5225 or 9%</b>

**Table 15. LPI4 The number of fixed penalty notices issued by main promoter**

<b>Promoter</b>	<b>No. of FPN's issued Q1 2022/23</b>	<b>No. of FPN's issued Q2 2022/23</b>	<b>No. of FPN's issued Q3 2022/23</b>	<b>No. of FPN's issued Q4 2022/23</b>
Anglian Water	255	625	772	1157
BT Openreach	81	96	138	85
Cadent	35	67	101	100
CityFibre	0	54	51	58
Lightspeed	76	140	85	65
National Grid Electricity Dist.	54	65	161	204
Northern Power Grid	20	13	11	27
Virgin Media	1	4	3	12
UPP	15	35	55	100

<b>Total main promoters</b>	<b>537</b>	<b>1099</b>	<b>1377</b>	<b>1808</b>
<b>Lincolnshire County Council</b>	<b>28</b>	<b>36</b>	<b>32</b>	<b>23</b>
<b>Total all promoters</b>	<b>565</b>	<b>1135</b>	<b>1409</b>	<b>1831</b>

### 6.4.2 Analysis

This measure was considered to be in relation to the number of times a fixed notice penalty was issued as a result of works promoters either failing to supply required accurate timely information relating to their works or by failing to provide information which accurately reflects their works taking place on site at that time. As permitting reaches the end of its sixth full year the number of FPN's issued has increased to 9%. This is a direct result in a change in focus during 2022/23 to ensure the quality and accuracy of information being received and of events taking place on site is maintained; an essential part of being able to manage the highway network effectively.

The Lincolnshire Permit Scheme provides a framework for LCC treat all activities and activity promoters covered by the scheme on an equal basis.

## 7 Conclusion

The Lincolnshire Network Management Plan recognises that maintaining and improving roads, coordinating street works and managing parking support business and is necessary to drive economic growth.

The County Council's Key Aims to facilitate the objectives of the Network Management Plan are:

- Safeguarding the quality and effectiveness of highways as the major transport network
- Developing a consistent and appropriate implementation of regulations. Fairly balancing the legitimate needs of road users and works promoters of all types
- Identifying and promoting good practice to all aspects of traffic and works co-ordination
- Maintaining an attitude of co-operation and pursuit of efficiency of operation of works, whilst remaining mindful of regulatory responsibilities
- Managing the road network and maintaining quality with reduced budgets through use of innovative partnerships
- Contribute to minimising carbon emissions from transport across the county
- Investing in Infrastructure and Provision of Services
  - Implementing the Local Broadband Plan Phase 3
  - Prioritised resources for winter maintenance at a time when other budgets are reducing
  - Maximised capital investment in highways by successfully bidding for external funds in partnership with District Councils and Local Enterprise Partnerships

In Year 1, the introduction of a permit scheme enabled powers not previously available under legislation, to be used to improve the management of all activities on the road network through increased co-ordination and timing of works with all works promoters, including works for road purposes.

Year 6 continued to build upon this by coordinating nearly 61,000 work schemes to help maintain a robust network and by being proactive in its measures to correct non-compliance. The number of schemes has approximately doubled from Year 1 to Year 6.

Year 6 saw further development and expansion of digital delivery of Permits via Street Manager allowing the use of in-depth data to better coordinate works, monitor activity and police the network. one.network has been upgraded to greatly assist with road space bookings, planning diversion routes and displaying information for public use. These changes have been vital in handling the increased demand from Utility companies to access to the highway network.



**Open Report on behalf of Karen Cassar, Assistant Director Highways - Place**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>22 May 2023</b>
Subject:	<b>Street Works - Collaboration Charter</b>

**Summary:**

At the Highways and Transport Scrutiny Committee meeting of 24<sup>th</sup> April 2023 a presentation was made by Anglian Water regarding performance and planning of works in the highway. It was resolved at that meeting that:

*“That an update on developments concerning the Street Works Charter be circulate at the next meeting.”*

This report contains background information relating to the proposed Street Works Collaboration Charter.

The charter is focused on improving the management and communication of road works within the public highway for the benefit of road users in Lincolnshire. The charter acts as commitment to drive positive change, ensuring work is completed safely whilst keeping disruption to a minimum.

The charter sets out aspirations and objectives which all signed parties will agree to collaborate with each other to achieve. This includes the County Council, as Highway Authority, and utility companies.

**Actions Required:**

The Highways and Transport Scrutiny Committee is invited to:

- (1) Review the content of this report and the charter (Appendix A) and makes enquiries and recommendations as required.
- (2) Endorse the charter and propose that it be taken forward for discussion with utility companies and seek for commitment to sign up.

## 1. Background

The 2023 Street Works Collaboration Charter sets out aspirations and objectives which organisations working on the highway within Lincolnshire commit to working together to achieve.

Lincolnshire County Council received over 70,000 permit applications for works in the highway in the 2022/23 financial year. With an ever increasing and broad range in nature of works required, it is inevitable some disruption will be caused. The objectives of the charter look beyond the confines set in statutory legislation within the street works sector, aiming to keep residents and road users at the forefront of essential works which need to take place.

The industry is already heavily regulated, and the County Council can issue fines via Fixed Penalty Notices, Section 74 prolonged occupations and defects where the required timescales or standards are not met. The charter is not intended to replace statutory legislation, or make it more stringent, however, is a commitment from all parties to work together on ten key aspects which impact residents and road users.

## 2. Conclusion

Lincolnshire County Council aspires to work in collaboration with all stakeholders who require access to the highway to carry out essential works. The objectives within the Charter will encourage greater communication and an open, transparent, and flexible way of coordinating works. The Charter brings closer the aim to further reduce disruption on the highway for the benefit of all road users.

## 3. Consultation

N/A

### a) Risks and Impact Analysis

Failure to encourage a commitment to further collaboration and cooperation could cause a delay to improving traffic flows, as required by the Lincolnshire Permit Scheme for road and utility works.

## 4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Street Works 2023 Collaboration Charter

## 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 Mick Phoenix, Traffic Manager – Place, who can be contacted on 077 872 84797 or at [mick.phoenix@lincolnshire.gov.uk](mailto:mick.phoenix@lincolnshire.gov.uk).

# Lincolnshire Street Works Collaboration Charter

The Street Works Collaboration Charter is focused on improving the management and communication of road works within the public highway for the benefit of road users in Lincolnshire. The charter acts as commitment to drive positive change, ensuring work is completed safely whilst keeping disruption to a minimum. The parties signing this charter understand the mutual benefits that can be obtained by working collaboratively which in turn act as an enabler for each contributing party to meet their corporate objectives. All parties agree to work together to achieve the following objectives:

## Ensure Highway Network Availability

Minimise disruption to the wider public by taking reasonable measures to maintain network availability. Work in collaboration with the Highway Authority, Partners, Contractors other Utility Companies wherever possible in accordance with the Lincolnshire Permit Scheme.

## Prioritisation of Work

Prioritise resources to high profile works, such as A & B roads, traffic sensitive streets and works with road closures; ensuring priority is given to complete these works in an accelerated timeframe to minimise disruption to the most used roads.

## Traffic Management

Reduce traffic congestion by effectively assessing traffic management methods in the planning stages of works to avoid a road closures (in line with legislative requirements). Open the road for traffic as soon as possible where a site is unattended or where traffic management is no longer required for site safety / operation. Commit to laying down road closure signs when safe to do so for site operatives and the road users.

## Ensure Health and Wellbeing of the Workforce and the Public

Contribute to and improve the health, safety and welfare for the workforce and the population in Lincolnshire as a whole. Maintaining safe and accessible routes for pedestrians and cyclists and ensuring that vulnerable groups are not unduly affected by the works.

## Collaborative and Cooperative Approach

Develop and sustain a successful culture across all contributing partners that develops positive, creative and innovative working relationships that share intelligence and collaborate together.

## Immediate Urgent Work

Reduce the number of immediate urgent permit requests. When viable, coordinate urgent works with the Highway Authority to ensure disruption is minimised.

## Create Thriving Environments

Work together to protect, enhance and balance environmental needs through cooperation and intelligence sharing. Ensure communities are connected and resilient.

## Protection of the Highway Asset

Complete permanent reinstatements "right first-time" and when this doesn't occur ensure that the identified defects are corrected in a timely fashion working collaboratively on the network to reduce the need for a return visit to the same site.

## Communication

Improve communications to provide effective, clear and reliable public information about works activity. For major planned works we will share details with all stakeholders regarding the nature and duration of works, traffic management, support for vulnerable groups, planned end date, points of contact and frequently asked questions.

## Innovation

Continually improve how works are carried out in the highway by sharing new techniques, ideas and product information to foster collaborative working and protect the highway asset. The County Council commits to undertaking A9 trials of new materials proposed, including carrying out testing of such materials along with innovation trials, such as flexi permits. Continually develop processes and systems to ensure they are effective in delivering an efficient service.

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

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>22 May 2023</b>
Subject:	<b>Highways and Transport Scrutiny Committee Work Programme</b>

**Summary:**

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

**Actions Required:**

Members of the 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

22 May 2023	
Item	Contributor
1. <b>Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell Roundabouts</b> <i>(Pre-decision Scrutiny - Executive Councillor- 30 May – 2 June 2023)</i>	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
2. <b>Highways – Gully Cleansing/Repair and Surface Water Flooding – Update</b>	Nathan Whitfield, Principal Engineer - Drainage
3. <b>Highways Performance Report, Permit Scheme, Year 6 (1 April 2022 to 31 March 2023)</b>	Mandi Robinson, Network Regulation Compliance Manager
4. <b>Street Works - Collaboration Charter</b>	Mick Phoenix, Traffic Manager- Place Ashley Behan, Street Works and Permitting Manager

17 July 2023	
Item	Contributor
1. <b>Winter Service Plan 2022/23</b> <i>(Pre-decision scrutiny – Executive Cllr decision 24 - 31 Jul 2023)</i>	Karen Cassar, Assistant Director - Highways Johnathan Evans, Head of Highways, Client, and Contract Management
2. <b>Highways– Quarter 4 Performance Report (1 January - 31 March 2023) (inc. Road Condition Indicator data)</b>	Karen Cassar, Assistant Director - Highways Jonathan Evans, Head of Highways, Client and Contract Management
3. <b>Major Work Schemes Report</b>	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
4. <b>Passenger Transport Annual Update</b>	Nicole Hilton, Assistant Director – Communities, Helen Reek, Senior Projects Officer – Transport Services
5. <b>Transport – Quarter 4 Performance Report (1 January - 31 March 2023)</b>	Nicole Hilton, Assistant Director – Communities Verity Druce, Head of Transformation Services Helen Reek, Senior Projects Officer, Transport Services

11 September 2023	
Item	Contributor
1. Highway Works, Professional Services and Traffic Signals Contract Extension <i>(Pre-decision scrutiny – Executive Cllr decision 18 - 25 Sep 2023)</i>	Jonathan Evans, Head of Highways, Client, and Contract Management
2. North Hykeham Relief Road - Permission to Submit Planning Application <i>(Pre-decision scrutiny – Executive decision 3<sup>rd</sup> October 2023)</i>	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
3. Grantham Future High Street Fund - Station Approach <i>(Pre-decision Scrutiny- Executive Cllr Decision 18<sup>th</sup> – 22<sup>nd</sup> September 2023)</i>	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
4. Refresh of the Bus Service Improvement Plan (BSIP) for Lincolnshire <i>(Pre-decision scrutiny – Executive Cllr decision 18<sup>th</sup> September – 6<sup>th</sup> October 2023)</i>	Verity Druce, Head of Transformation Services Helen Reek, Senior Projects Officer, Transport Services
5. Highways – Quarter 1 Performance Report (1 April – 30 June 2023)	Jonathan Evans, Head of Highways, Client, and Contract Management
6. Major Work Schemes Report	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
7. Transport - Quarter 1 Performance Report (1 April 2023 to 30 June 2023)	Nicole Hilton, Assistant Director – Communities Verity Druce, Head of Transformation Services Helen Reek, Senior Projects Officer, Transport Services

23 October 2023	
Item	Contributor
1. Highways Infrastructure Asset Management Plan 2023 <i>(Pre-decision scrutiny – Executive Cllr decision 30 Oct 2023 - 6 Nov 2023)</i>	Jonathan Evans, Head of Highways, Client and Contract Management

23 October 2023	
Item	Contributor
2. <b>Highways Infrastructure Asset Management Policy</b> <i>(Pre-decision scrutiny – Executive Cllr decision 30 Oct 2023 - 6 Nov 2023)</i>	Jonathan Evans, Head of Highways, Client and Contract Management
3. <b>Transport Connect Limited (TCL) - Teckal Company Update Report</b>	Nicole Hilton, Assistant Director – Communities Verity Druce, Head of Transformation Services Helen Reek, Senior Projects Officer, Transport Services
4. <b>Highways – Gully Cleansing/Repair and Surface Water Flooding- Update</b>	Richard Fenwick, County Highways Manager Shaun Butcher, County Programme Manager

11 December 2023	
Item	Contributor
1. <b>Highways - Quarter 2 Performance Report (1 July to 30 September 2023)</b>	Jonathan Evans, Head of Highways, Client and Contract Management
2. <b>Major Work Schemes Report</b>	Sam Edwards, Head of Highways Infrastructure and Laboratory Services
3. <b>Transport - Quarter 2 Performance Report (1 July to 30 September 2023)</b>	Nicole Hilton, Assistant Director – Communities, Verity Druce, Head of Transformation Services
4. <b>Anglian Water Street Works Performance – Update on Action Plan</b>	Mick Phoenix, Traffic Manager-Place Ashley Behan, Street Works and Permitting Manager Anglian Water Representatives

### 3. Items to be programmed:

- Civil Parking Enforcement Annual Report 2022 – 2023 (Autumn 2023)
- Stamford Transport Strategy (Autumn/Winter 2023)
- Annual Update on the Approach to Transport Strategy Developments (Winter 2023-24)
- Process for the Adoption of Private Streets (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	Forward Plan of Decisions relating to the Highways and Transport Scrutiny Committee

#### 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](mailto:kiara.chatziioannou@lincolnshire.gov.uk).

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

MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	KEY DECISION YES/NO	DIVISIONS AFFECTED
<b>Lincolnshire Enhanced Partnership Plan and Scheme for Buses [I029212]</b>	<b>Between 27 - 31 March 2023</b>	Executive Councillor: Highways, Transport and IT	Highways and Transportation Scrutiny Committee	Support Services Manager (Transport Services) E-mail: Helen Reek <a href="mailto:Helen.Reek@lincolnshire.gov.uk">Helen.Reek@lincolnshire.gov.uk</a>	No	All Divisions
<b>Grantham Future High Street Fund - Station Approach [I027897]</b>	<b>Between 18 – 22 September 2023</b>	Executive Councillor: Highways, Transport and IT	Highways and Transportation Scrutiny Committee	Senior Project Leader (Major Schemes) E-mail: <a href="mailto:teresa.james@lincolnshire.gov.uk">teresa.james@lincolnshire.gov.uk</a>	Yes	Grantham Barrowby; Grantham East; Grantham North; Grantham South; Grantham West
<b>Levelling Up Fund Project - A16 Improvement Corridor - Springfields and Greencell Roundabouts [I027898]</b>	<b>Between 30 May 2023 - 2 Jun 2023</b>	Executive Councillor: Highways, Transport and IT	Highways and Transportation Scrutiny Committee	Senior Project Leader (Major Schemes) E-mail: <a href="mailto:teresa.james@lincolnshire.gov.uk">teresa.james@lincolnshire.gov.uk</a>	Yes	Spalding East; Spalding Elloe; Spalding South; Spalding West
<b>Winter Service Plan 2022/23 [I029250]</b>	<b>Between 24 Jul 2023 and 31 Jul 2023</b>	Executive Councillor: Highways, Transport and IT	Place DLT Highways and Transport Scrutiny Committee (17 July 2023)	Head of Highways, Client and Contract Management E-mail: <a href="mailto:jonathan.evans@lincolnshire.gov.uk">jonathan.evans@lincolnshire.gov.uk</a>	Yes	All Divisions

MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	KEY DECISION YES/NO	DIVISIONS AFFECTED
<b>Highway Works, Professional Services and Traffic Signals Contract Extension [I029251]</b>	<b>Between 18 Sep 2023 and 25 Sep 2023</b>	Executive Councillor: Highways, Transport and IT	Place DLT Highways and Transport Scrutiny Committee (11 September 2023)	Head of Highways, Client and Contract Management E-mail: <a href="mailto:jonathan.evans@lincolnshire.gov.uk">jonathan.evans@lincolnshire.gov.uk</a>	Yes	All Divisions
<b>Highways Infrastructure Asset Management Plan 2023 [I029249]</b>	<b>Between 30 Oct 2023 and 6 Nov 2023</b>	Executive Councillor: Highways, Transport and IT	Place DLT Highways and Transport Scrutiny Committee (23 October 2023)	Head of Highways, Client and Contract Management E-mail: <a href="mailto:jonathan.evans@lincolnshire.gov.uk">jonathan.evans@lincolnshire.gov.uk</a>	Yes	All Divisions
<b>Highways Infrastructure Asset Management Policy [I029248]</b>	<b>Between 30 Oct 2023 and 6 Nov 2023</b>	Executive Councillor: Highways, Transport and IT	Place DLT Highways and Transport Scrutiny Committee (23 October 2023)	Head of Highways, Client and Contract Management E-mail: <a href="mailto:jonathan.evans@lincolnshire.gov.uk">jonathan.evans@lincolnshire.gov.uk</a>	Yes	All Divisions

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

MATTERS FOR DECISION	DATE OF DECISION	DECISION MAKER	PEOPLE/GROUPS CONSULTED PRIOR TO DECISION	HOW AND WHEN TO COMMENT PRIOR TO THE DECISION BEING TAKEN	KEY DECISION YES/NO	DIVISIONS AFFECTED
<b>North Hykeham Relief Road - Permission to Submit Planning Application [I029285]</b>	<b>3rd October 2023</b>	Executive	Highways and Transport Scrutiny Committee	Head of Highways Infrastructure and Laboratory Services E-mail: <a href="mailto:sam.edwards@lincolnshire.gov.uk">sam.edwards@lincolnshire.gov.uk</a>	Yes	Bassingham and Welbourn; Eagle and Hykeham West; Hykeham Forum; Potterhanworth and Coleby; Swallow Beck and Witham; Waddington and Hykeham East; Washingborough
<b>Refresh of the Bus Service Improvement Plan (BSIP) for Lincolnshire [I029488]</b>	<b>18th September – 6th October 2023</b>	Executive Councillor: Highways, Transport and IT	Highways and Transport Scrutiny Committee	Support Services Manager (Transport Services) E-mail: Helen Reek <a href="mailto:Helen.Reek@lincolnshire.gov.uk">Helen.Reek@lincolnshire.gov.uk</a>	Yes	All Divisions