

PORTFOLIO HOLDER
ENVIRONMENT, TRANSPORT AND ENERGY
DECISION NOTICE

Publication Date: 28th November 2018

At the meeting of the Portfolio Holder – Environment, Transport and Energy, held on the 26th November 2018 the following matters were discussed. The decisions of the Portfolio Holder are set out below in each item along with reasons for the decision and other options considered.

DNPH.ETE.20 **DECLARATIONS OF INTEREST**

There were no declarations of interest made in regards to any items on the agenda.

DNPH.ETE.21 **APPROVAL OF HIGHWAY WINTER SERVICE POLICY AND PLAN 2018/19 (ANNUAL REVIEW)**

The Portfolio Holder considered a report on the annual review of the Council's highway winter service policy and operational plan.

RESOLVED – That the highway winter service policy and operational plan (2018-19) be approved.

REASONS FOR DECISION – As a highway authority the Council is required to review its policy and operational plan for highway winter service on an annual basis.

OTHER OPTIONS CONSIDERED – The report sets out minor changes and given the role is a statutory one, it is not considered that there are any other reasonable options. The Council could engage less but that would only reduce potential effectiveness with no material counter benefits.

DNPH.ETE.22 HIGHWAYS AND TRANSPORT SCHEME UPDATE – END OF QUARTER 2

The Portfolio Holder considered a report that set out a summary of the progress made in delivering highways and transport schemes to date, with specific reference to those schemes that had been delivered during the period April – June 2018

RESOLVED – That the Highways and Transport update be noted (Presented in section 1.3) and its circulation to all Members for information be approved.

REASONS FOR DECISION – To ensure transparency in the delivery of the Council's Capital Programme and provide an opportunity for formal challenge of the programmes.

OTHER OPTIONS CONSIDERED – Do nothing, and do not deliver highways and transport schemes like those identified above. If this course of action was pursued the council may miss out on opportunities to secure external funding which may in turn put additional pressure on budgets to deliver the appropriate highway infrastructure to support economic growth and our local communities.

DNPH.ETE.23 NORTH EAST LINCOLNSHIRE BUS QUALITY PARTNERSHIP – ANNUAL REPORT

The Portfolio Holder considered a report that provided an update in relation to the work of the Bus Quality partnership in North East Lincolnshire.

RESOLVED – That report be noted and a further update be provided in September 2019.

REASONS FOR DECISION – In line with the Terms of Reference signed by the Director of Economy and Growth, a report on the activities of the Bus Quality Partnership is presented annually to the Portfolio Holder for Environment, Transport and Energy.

OTHER OPTIONS CONSIDERED – Local authorities and bus operators can work together in partnership through various partnership models which are set out in the Transport Act 2000 and Bus Services Act 2017. Both of these acts present local authorities with powers and options to bring about change for the local area, and unlock the potential for the bus industry to increase bus passenger numbers. The Council could consider the following options as an alternative to the current voluntary partnership arrangements:

Do nothing – A Bus Quality Partnership provides a collaborative approach (viewed as best practice) which helps to address network and service matters and facilitates dialogue between the Council and bus operators. Also, the current BQP helps to address challenges set out in the Council’s Local Transport Plan. On this basis the “Do nothing” option is not recommended.

Advanced Quality Partnership – An Advanced Quality Partnership Scheme (AQPS) is made by a local authority under the Bus Services Act 2017. The local authority commits to take steps to financially support local bus services and in exchange the bus operators are required to meet specific local standards - such as those outlined in the table overleaf (Better buses (e.g. Wifi, lower emissions) - Minimum Service frequency or evenly-spaced timings - Improved passenger information – Route or area branding and/or marketing - Smart cards and contactless payments). These standards usually apply to a specific route or corridor, but it is possible for an AQPS to cover a wide geographical area, such as an entire local authority or city region. Any operator who does not meet the required standards is unable to use infrastructure provided by the local authority and specified in the scheme.

Enhanced Partnership – An Enhanced Partnership (EP) is a more formal agreement between a local transport authority and the majority of their local bus operators to work together to improve local bus services. It includes a clear vision of the improvements that the EP is aiming for (known as an EP plan) and accompanying actions to achieve them (set out in one of more EP schemes). An Enhanced Partnership can allow local authority in certain circumstances to become responsible for registering local bus services - taking on responsibilities from Traffic Commissioners - and enforcing those standards.

Franchising – Franchising is an established model for providing bus services used in London and in many cities and regions across Europe. In a franchising scheme, local authorities will determine the details of the services to be provided – where they run, when they run and the standards of the services. Typically bus operators provide their services under contract to the local authority who can let whatever sort of contract they feel is appropriate. No other services can operate in the franchised area without the agreement of the franchising authority. Franchising authorities have considerable scope in determining how services are specified and provided. In London contracts are generally

let on a route-by-route basis, whilst in Jersey there is one contract for the whole of the island and some European cities have a small number of franchises covering different areas.

Opportunities arising from developing an Advanced Quality Partnership and Enhanced Partnership options are currently being reviewed although the current Voluntary Bus Quality Partnership remains the preferred option at this stage. The Bus Services Act 2017 provides Mayoral Combined Authorities with the powers to implement Franchising, therefore this option is not currently available to North East Lincolnshire Council.

DNPH.ETE.24 NORTH EAST LINCOLNSHIRE LOCAL TRANSPORT PLAN MEMBERS UPDATE END OF QUARTER 2 2018/19

The Portfolio Holder considered a report that set out a summary of the progress during Quarter 2 of the North East Lincolnshire Local Transport Plan Capital Programme 2018/19

RESOLVED – That the Local Transport Plan Quarterly Update (End of Q2 2018/19 – October 2018) report be noted and the circulation to all Members be approved.

REASONS FOR DECISION – To ensure transparency in the delivery of the Council's Local Transport Plan and provide an opportunity for formal challenge of the programme.

OTHER OPTIONS CONSIDERED – Do nothing, and not amend the LTP programme: Opportunities to minimise disruption and improve road safety, would be missed resulting in increased levels of disruption for residents and possible higher future scheme costs.

DNPH.ETE.25 TRACKING REPORT

The Portfolio Holder received the tracking report tracking the recommendations of this Portfolio Holder and to agree any items for sign off.

RESOLVED –

- (1) That in relation to DNPH.ET.16 (Petition for pedestrian crossing, Station Road, Stallingborough), it was noted that this scheme was now part of the Local Transport Plan for 2019/20.**
- (2) That in relation to DPH.EE.6 (Petition for the maintenance schedule for public grassed areas in Cleethorpes) that the petition had been considered by the Street Scene Select Committee and the select committee believed the request for improvements to the grass cutting in Cleethorpes had been addressed within the review of the grounds maintenance service report. The Overview and Scrutiny**

Committee endorsed these recommendations and they have now been referred to Cabinet for approval as part of the Grounds Maintenance review.

- (3) That in relation to DNPH.EE.23 (Petition for parking conditions on Bolingbroke Road, Cleethorpes) it had been noted that the seasonal parking scheme would be part of the 2020/21 delivery programme.**
- (4) That in relation to DNPH.EE.29 (Petition for parking restrictions, Anderson Street, Grimsby) it had been noted that the controlled parking zones were currently being processed. Results from the street survey and highways data collection should be collated by early to mid-January 2019.**
- (5) That in relation to DNPH.EE.30 (Petition for parking restrictions, Earl Street, Grimsby) it had been noted that the controlled parking zones were currently being processed. Results from the street survey and highways data collection should be collated by early to mid-January 2019.**