



Meeting of the Greater Lincolnshire Combined County Authority - Greater Lincolnshire Transport Board

Date: Wednesday, 12 November 2025

Time: 2.00 pm

Venue: Council Chamber, County Offices, Newland, Lincoln LN1 1YL

Membership:

Mayor

Dame Andrea Jenkyns DBE

Constituent Members

Councillor Sean Matthews, Lincolnshire County Council*

Councillor Ingrid Sheard, Lincolnshire County Council

Councillor Rob Waltham MBE, North Lincolnshire Council*

Councillor Neil Poole, North Lincolnshire Council

Councillor Philip Jackson, North East Lincolnshire Council*

Councillor Stan Shreeve, North East Lincolnshire Council

*Lead Member

Non Constituent Members

Councillor Ashley John Baxter, South Kesteven District Council

Councillor Mrs Jacqueline Brockway, West Lindsey District Council

Councillor Craig Leyland, East Lindsey District Council

Councillor Richard Wright, North Kesteven District Council

Associate Member

Alison Hands, Lincolnshire Coop, Business Voice of Greater Lincolnshire

Co-Opted Member

Ben Wills, Department for Transport

Members of the Greater Lincolnshire Combined County Authority Transport Board are summoned to a meeting as set out above to transact the following business as set out in the agenda. Attendance of all Members is expected.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'L. Sirdifield', is written over a yellow rectangular background.

Lee Sirdifield
Interim Chief Operating Officer

**GREATER LINCOLNSHIRE COMBINED COUNTY AUTHORITY - GREATER
LINCOLNSHIRE TRANSPORT BOARD AGENDA
WEDNESDAY, 12 NOVEMBER 2025**

Item	Title	Pages
1	Election of Vice-Chairman	
2	Apologies and Substitutions	
3	Declarations of Interest	
4	Minutes of the Meeting of the Greater Lincolnshire Transport Board held on 16 July 2025	5 - 14
5	Public Question Time To receive questions from the public to the Mayor, Authority Members and Board Chairs in accordance with Combined County Authority Procedure Rule 20. The total time set aside for questions and answers will be limited to 30 minutes with no extension of time. Questions not dealt with within this time will be dealt with by written response.	
6	Chair's Announcements	
7	Transport Board Terms of Reference <i>(To receive a report from Lisa Tremble, Interim Monitoring Officer, which invites the Board to review and comment on its Terms of Reference)</i>	15 - 20
8	Local Transport Funding <i>(To receive a report from Debbie Simpson, Interim Section 73 Officer, which asks the Board to approve the Local Transport Resource Funding for 2025/26, and to approve the approach and principles of the allocated Local Transport Funding for 2026/27)</i>	21 - 28
9	Transport for Greater Lincolnshire Terms of Reference <i>(To receive a report from Andy Gutherson, Interim Transport Lead – GLCCA, which asks the Board to agree the strategic objectives, the terms of reference and membership and the establishment of the Transport for Greater Lincolnshire)</i>	29 - 36
10	The Rural Transport Group <i>(To receive a report from Lana Meddings, Strategic Transport Lead – GLCCA, which invites the Board to note and comment on the development of the Rural Transport Group and the next steps to be taken in the lead up to the launch event)</i>	37 - 40
11	Greater Lincolnshire Local Transport Plan - a proposed work	41 - 46

programme and scope of ambition

(To receive a report from Lana Meddings, Strategic Transport Lead – GLCCA, which invites the Board to review the proposed work programme for a new GLCCA Local Transport Plan and the next planned steps)

12 Greater Lincolnshire Local Transport Authority Transition Programme 47 - 52

(To receive a report from Andy Gutherson, Interim Transport Lead – GLCCA, which invites the Board to discuss and agree the principles of the Transport Transition Program, and delegates the implementation to the Chief Operating Officer)

Information about this meeting**Members of the Public – Rights to Attend Meeting**

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Contact

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Greater Lincolnshire Combined County Authority, c/o County Offices, Newland, Lincoln LN1 1YL

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DECISIONS TAKEN WITHIN MINUTES 1-6 ARE SUBJECT TO CALL-IN. THE DEADLINE FOR CALLING-IN DECISIONS TAKEN AT THIS MEETING IS 4PM ON FRIDAY 25 JULY 2025 OTHERWISE THEY WILL BECOME EFFECTIVE FROM 12PM ON MONDAY 28 JULY 2025.

PRESENT:

Deputy Mayor Ingrid Sheard

Constituent Members: Councillors T Catton (Lincolnshire County Council), S Matthews (Lincolnshire County Council*), N Poole (North Lincolnshire Council), S Shreeve (North East Lincolnshire Council), S Swinburn (North East Lincolnshire Council) and R Waltham MBE (North Lincolnshire Council*)

**Lead Member*

Non-Constituent Members: R A Wright (North Kesteven District Council)

Others: A member of the public and a member of the press attended the meeting as observers

Officers in attendance:- Ruth Carver (Interim Deputy Director, Greater Lincolnshire Combined County Authority), Nicola Calver (Member Services Manager, Lincolnshire County Council), Andy Gutherson (Interim Designated Lead Officer for Transport, Greater Lincolnshire Combined County Authority), Lana Meddings (Transport and Growth Manager, Lincolnshire County Council), Kate Robinson (Head of Economy, North Lincolnshire Council), Lee Sirdifield (Interim Chief Operating Officer, Greater Lincolnshire Combined County Authority), Vanessa Strange (Head of Infrastructure Investment, Lincolnshire County Council), Lisa Tremble (Interim Monitoring Officer, Greater Lincolnshire Combined County Authority) and Andrew Warnes (Democratic Services Officer, Lincolnshire County Council)

1 **APOLOGIES AND SUBSTITUTIONS**

Mayor Dame Andrea Jenkyns (Greater Lincolnshire County Combined Authority) gave her apologies and was substituted by Deputy Mayor Ingrid Sheard.

Councillor Ingrid Sheard (Lincolnshire County Council) therefore was substituted by Councillor Tom Catton.

An apology for absence was received from Councillor Philip Jackson (North East Lincolnshire) and was replaced for this meeting only by Councillor Stewart Swinburn.

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Further apologies for absences included Councillors Craig Leyland (East Lindsey District Council) and Ashley Baxter (South Kesteven District Council), and Associate Member Professor Neil Juster.

2 DECLARATIONS OF INTEREST

No declarations of interest were made at this point in proceedings.

3 PUBLIC QUESTION TIME

The Board then moved to the Public Question Time. The Chairman highlighted the salient rules within the Constitution, noting that the total time set aside for questions and answers was limited to 30 minutes.

The first question asked from a member of the public, Mr Edward Fleet, was to the Mayor, with the Deputy Mayor Ingrid Sheard answering on behalf of the Mayor. The question read out by the Interim Monitoring Officer was:

“The Mayor has made a welcome promise to improve bus services, many regional mayors have committed to bringing buses back under public control through franchising, will the Greater Lincolnshire mayor consider the option of bus franchising? If not, then how will things be improved?”

In reply, the Deputy Mayor, on behalf of the Mayor, answered with the following:

“I’m absolutely committed to improving the bus service offer in Lincolnshire. I have committed to forming TfGL [Transport for Greater Lincolnshire] and I will be chairing a national Rural transport Group all focussed on improving rural transport options.

The only current example of franchising in the country is the “Bee Network” in Manchester, with some other urban areas moving towards implementation. The Bus Services Bill is still going through the legislative process and reassurances are being sought from ministers to ensure that franchising will work in rural areas, with the government committing to some pilot work.

It is vital that mechanisms used to improve public transport in the county – whether in the form of an Enhanced Partnership or Bus Franchising – are properly considered through a rural lens. The national Rural Transport Group that I will be chairing will be considering this work alongside other combined authorities including York and North Yorkshire, who will be one of the early pilot areas.

This is a clear example of why we need to put the spotlight on rural transport and ensure that rural areas are fully considered in all policy and funding considerations.”

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The Monitoring Officer then progressed to the second submitted question, from Mr Tim Grigg, to the Mayor, with the Deputy Mayor answering on her behalf. The question read out by the Interim Monitoring Officer was:

“There was a recent announcement that 12 of England's mayors have pledged to work together to create an Active Travel network across the country. I understand The Mayor of Lincolnshire is not part of this coalition. Could I ask the Mayor why you took the decision not to sign up to this agreement and could you assure me that Active Travel will play a major part in the transport strategy for the county.”

In reply, the Deputy Mayor, on behalf of the Mayor, answered with the following:

“Active Travel England have been meeting Mayors across England to discuss a joint programme of work on active travel focused on schools. This set out three commitments, which included the creation of a country-wide national walking, wheeling and cycling network, to give residents safe routes in their communities, a commitment to transform the school run by delivering high-quality safe routes in neighbourhoods nationwide, and to deliver region-wide integrated transport networks by giving people easy walking, wheeling and cycling access to buses, trams and trains.

Active Travel England recognised that due to the Greater Lincolnshire Combined County Authority being newly formed, the engagement that many of the other Mayors have had has not been able to take place for Greater Lincolnshire.

We have committed to working with Active Travel England to explore the programme of work in more detail. We expect to meet with them in September or October. Being a largely rural area, Greater Lincolnshire comes to the challenge set by Active Travel England from a different vantage point. We're keen to work with them to ensure that this is fully considered in any future plans.

I also recognise the work already underway through the 3 constituent authorities to improve cycling and walking infrastructure across GL and I will support the appropriate investment in this in the future. As you will see from the agenda today, Greater Lincolnshire is formulating its transport plans and priorities. It is a large, predominantly rural area, with many challenges for rural communities. This includes a range of improvements which will benefit our communities, including helping our school children to get to school safely.”

The Monitoring Officer then progressed to the third and final submitted question, from Ms Jane Bateman, to the Mayor, with the Deputy Mayor answering on her behalf. The question read out by the Interim Monitoring Officer was:

“I understand the Mayor will be producing a Local Transport Plan – I would like to know the timescale for developing this plan, and in particular how and when the public will be consulted on developing it?”

In reply, the Deputy Mayor, on behalf of the Mayor, answered with the following:

“You will see that the impetus for taking this work forward is reflected in the first agenda item on today’s inaugural transport board is about this very topic. The timescales for working on the development of the Local Transport Plan will be led by this Transport Board. Future updates will detail opportunities for the public to get involved in the development of plans.

A full Transport Plan programme would usually take around 18 months to develop. During this time there will be many opportunities for stakeholder and public engagement to ensure the LTP establishes the correct policy platform to deliver the transport system that communities need. This is an upmost priority for the combined authority and I, and we will drive this agenda forward as quickly as possible.”

Members were further advised that those who had submitted questions would receive a written response.

4 CHAIR'S ANNOUNCEMENTS

The Chairman stated he had no announcements to make at this point in the meeting.

5 GREATER LINCOLNSHIRE LOCAL TRANSPORT PLAN

The Board considered a report from Andy Gutherson, Interim Designated Lead Officer for Transport, Greater Lincolnshire Combined County Authority (GLCCA), which detailed the Greater Lincolnshire Local Transport Plan (LTP). In introducing the report, the following matters were highlighted by officers:

- Officers explained that one of the key powers now held by the County Combined Authority was the responsibility to act as the Transport Authority for Greater Lincolnshire. Prior to this, the three constituent councils each acted as their own transport and highway authorities, and each currently maintained its own local transport plan.
- During the negotiation of the Devolution Deal, collaborative work had already been commissioned across the three constituent councils to review the synergies and relationships between their existing ambitions.
- The report detailed the current timescales for which the local transport plans remained in effect. It was highlighted that North Lincolnshire Council’s local transport plan was due to expire at the end of 2025. Therefore, it was considered important to demonstrate a clear commitment and direction of travel to the Department for Transport (DfT),

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ensuring that the authority maintained as up to date a position as possible on local transport policy matters.

- Although this would result in one of the constituent authorities being without a fully up-to-date transport plan at that point in time, it was noted that this situation was not unique nationally. A number of Transport Authorities across the country were in similar positions. Nonetheless, it remained important to establish a clear policy direction and a defined timescale for future work. Officers advised that the absence of a fully up-to-date transport plan would not cause immediate issues for North Lincolnshire Council.
- The report presented an initial assessment, undertaken by the three constituent authorities, of what could form a vision and the key themes for the development of a GLCCA LTP. This would reflect the work carried out prior to the establishment of the authority.
- The matter was now for the Transport Board to consider, specifically whether the proposed broad direction of travel was appropriate. Subject to the Board's steer, officers would then be able to return with a revised scope and a more detailed programme of work to progress the development of a transport plan.
- As the Deputy Mayor had indicated in the Public Question Time, Officers expected that the development of the transport plan would take approximately 18 months from commencement to completion. This timeframe would be subject to the level of engagement and any matters arising that the authority might need to consider, but it represented the best current estimate.
- The recommendations in the report were presented as a position statement at a particular point in time. This was identified as one of the first policy areas that the GLCCA needed to address. The meeting provided the first opportunity for the Board to offer a steer on whether the current direction of travel was appropriate. Based on the feedback from this meeting, and further dialogue with the constituent authorities, officers would commit to bringing back a detailed scope and work programme to the next meeting of the Board.

Consideration of the report was given, several points were raised by Members of the Board, along with responses, explanations and assurances being provided by Officers:

- Members welcomed the Local Transport Plan (LTP) as a key opportunity to develop a comprehensive strategy for Lincolnshire, stressing the need to prioritise infrastructure before expansion and to include all transport modes, especially active travel. There was strong support for promoting cycling and walking, with hopes the LTP would reflect this commitment. Members acknowledged the groundwork done ahead of the Mayoral Combined Authority and emphasised the importance of local authority input. Concerns were raised about infrastructure gaps affecting safety and growth, with calls for the LTP to support government funding bids and developer contributions, particularly for underfunded routes like the A15, A16, and A17.
- Officers confirmed that the LTP would aim to deliver strategy and policy at multiple levels. The four key themes identified in the plan would enable the authority to address both economic growth and localised needs. The economic growth theme, in particular,

would support ambitions for major infrastructure improvements and align with national policy objectives. Officers further acknowledged the importance of key routes to the regional economy and referenced previous work with Midlands Connect on the A46 corridor.

- Officers confirmed that the LTP would also support place-based solutions for active travel, recognising the geographical diversity of Greater Lincolnshire. Each of the three constituent authorities already had active travel initiatives in place, such as walking and cycling plans for market towns. The Combined Authority's approach would not replace these efforts but would build upon them. The report included examples of potential interventions, which would be refreshed in line with the Combined County Authority's ambitions.
- Regarding delivery, it was noted that the capacity to progress the LTP remained with the constituent authorities, and continued partnership working would be essential. Officers emphasised the need for all parties to contribute resources through their respective teams to ensure the plan reflected the ambitions of the entire area.
- A Member of the Board enquired how the Combined Authority intended to consult with employers and businesses during the development of the plan. Officers confirmed that a formal consultation process would be undertaken and that the LTP would be aligned with the Business and Infrastructure Board and the GLCCA's Growth Plan. The LTP would be brought to relevant boards for input as required.
- A Member suggested Lincolnshire was not a single urban centre and that transport systems needed to be consistent, accessible, and affordable across all areas, asking that urban areas not be ignored. Officers responded that the GLCCA had the opportunity to prioritise key areas, including rural connectivity. The Devolution Deal included a commitment to establish a Rural Transport Group, chaired by the Mayor. Existing initiatives such as demand-responsive transport systems would be reviewed, and the LTP would set policy parameters that could prioritise rural needs where appropriate. The plan would need to balance rural and urban priorities and reflect ambitions at different scales.
- On the needs of mobility scooter users and people with disabilities included in the plan, Officers noted that active travel was intended to encompass all transport users. One of the key themes of the LTP would be to ensure effective travel choices for all, with appropriate access and reliable services.
- Members noted the LTP described as an exciting chance to develop a holistic transport plan for the whole of Lincolnshire. The Chairman of the Board emphasised the importance of including all modes of transport, including active travel and infrastructure development. It was noted that infrastructure must precede expansion, and the plan should reflect the current structure and ambitions of the newly formed authority. The Chairman expressed confidence that the authority would deliver a successful and forward-looking transport plan.

The recommendations were proposed by Councillor R Waltham MBE and seconded by Councillor S Shreeve, and upon being put to the vote, the recommendations were carried unanimously.

For: 7

Against: 0

Abstentions: 0

RESOLVED

1. That the Board recognises the previous policy commitments of the 3 constituent authorities, notes the latest position for the Greater Lincolnshire Local Transport Plan and supports the proposal for next steps,
2. That the Board endorses the development of a GLCCA Local Transport Plan by the constituent authorities until such time that the work is resourced within the Authority,
3. That the Board provided direction on how it would like to see activity evolving and how it would like to monitor progress made, and
4. That Board requests a report back to the next meeting of a scope for the ambition for and work programme to produce a new GLCCA Local Transport Plan.

6 THE RURAL TRANSPORT GROUP

The Board considered a report from Andy Gutherson, Interim Designated Lead Officer for Transport, Greater Lincolnshire Combined County Authority (GLCCA), which detailed The Rural Transport Group (RTG) report. In introducing the report, the following matters were highlighted by officers:

- Officers confirmed that, during the Devolution Deal negotiations, the Department for Transport (DfT) had offered the opportunity for the Greater Lincolnshire deal to include the establishment of a Rural Transport Group. Furthermore, the DfT had proposed that the Mayor of the Greater Lincolnshire Combined County Authority (GLCCA) would chair this group.
- Discussions had taken place with other rural authorities, existing combined authorities, and local transport authorities. There had been no objection in principle to the proposal, provided that the group would be inclusive and representative of the many large authorities facing significant rural transport, accessibility, and connectivity challenges. There was a general professional and political consensus across these organisations that such a group was long overdue. It was seen as an opportunity to redress the historical imbalance caused by the Government's and DfT's traditional focus on urban transport solutions.
- Officers emphasised that it was now within the GLCCA's gift to shape and lead this agenda. The report set out several core principles that were proposed to form part of the group's terms of reference.

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- A soft launch event had taken place at the UK's Real Estate Investment and Infrastructure Forum (REiIF) event in May 2025, which had been attended by several transport authorities, sub-national transport bodies, and operators from both the rail and bus sectors. The consensus from that event was that the establishment of such a group was necessary to achieve parity with the long-established Urban Transport Group. While the new group might not follow the exact model of the Urban Transport Group, it was within the collective influence of the Combined Authority and its partners to shape its form and function.
- The DfT had now committed to providing representation at Deputy Director level on the group. Additionally, the opportunity to hold a Westminster-based launch event was expected to lend political weight and visibility to the initiative, particularly in terms of the calibre of attendees who could be invited.
- Ahead of the launch, it would be necessary to finalise the group's terms of reference and confirm its membership. Officers stressed the importance of maintaining a manageable group size. For example, it was proposed that representatives from the bus and train operating sectors be included, rather than every individual operator. Similarly, it was suggested that a single representative from the sub-national transport bodies be appointed, likely from Transport East, given their national remit and existing work in rural areas. This approach would also ensure that linkages with other large rural authorities within their boundaries were maintained.
- Officers noted the initiative as a "feather in the cap" of the Greater Lincolnshire Devolution Deal, positioning the GLCCA at the centre of the rural transport agenda.

Consideration of the report was given, several points were raised by Members of the Board, along with responses, explanations and assurances being provided by Officers:

- Members expressed appreciation for the governance arrangements already in place, particularly that the RTG would operate as a subgroup of the Board, in addition to receiving the Chair of the Group.
- Members suggested the inclusion of representatives from the three constituent councils, and similar authorities in the RTG.
- A Member of the Board suggested that the Urban Transport Group should be represented on the RTG to ensure that the needs of urban communities were not overlooked. In response, Officers noted the importance of ensuring that all community groups were considered. Operational mechanisms would be put in place to ensure linkages and synergies between the Rural and Urban Transport Groups. This was suggested to include cross-representation between the groups to ensure alignment and inclusivity. Officers explained the Rural Transport Group would focus on addressing underlying issues of connectivity and accessibility.
- Members stressed the importance of gaining specific recognition from Government for rural transport challenges and noted that urban areas often received disproportionate attention due to their density and infrastructure simplicity.
- Members emphasised that effective representation within the group would be critical and cautioned against the risk of over-representation by certain bodies. It was suggested

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that the terms of reference should clearly define expected membership to ensure a balanced and effective group.

- On the effectiveness of regional bodies such as Transport for the North, Members acknowledged that regional bodies had benefited from ministerial sponsorship, which had helped advance their recommendations. The member proposed that the Rural Transport Group should similarly seek ministerial sponsorship to ensure policy alignment and funding support. In response, Officers confirmed that while the RTG had secured professional engagement at deputy director level within the DfT, efforts would be made to secure ministerial involvement ahead of the group's formal launch. A launch event without ministerial attendance would be less impactful and confirmed that this would be a priority. Officers also explained that, during the devolution negotiations, a transport-themed group had been established with representatives from the three constituent councils. This group continued to meet regularly and was scheduled to meet again on the upcoming Friday. Each council was invited to feed in suggestions for additional participants via their representatives on that group, so that the membership of the Rural Transport Group could be refined accordingly.
- In terms of operations, Officers explained that the three constituent councils would likely provide the secretariat and technical support for the group. This would allow the group to shape its agenda and produce the necessary documentation and evidence to support its work. He confirmed that the structure could be further refined over time as the group developed.
- Members acknowledged the challenge of securing Government funding but emphasised that the GLCCA had been tasked with leading this work, with it expected that funding would follow.
- The Chairman noted the opportunity to host a Westminster launch in the autumn, and expressed hope that ministerial involvement could be secured, noting that such engagement would be vital for the success of the launch and the group's long-term impact.
- During the debate, the Chairman of the Board offered to write to the Secretary of State for Transport, to formally invite ministerial participation and asking for ministerial sponsorship with the newly established RTG in overseeing its implementation and adoption within Government processes. This suggestion was proposed and seconded to be included in the recommendations as a noted course of action.

The amended recommendations were proposed by Councillor R Waltham MBE and seconded by Councillor S Shreeve, and upon being put to the vote, the recommendations were carried unanimously.

For: 7

Against: 0

Abstentions: 0

RESOLVED

1. That the Board endorses the development of the Rural Transport Group with Terms of Reference to be established,
2. That the Board confirms the proposed functions of the Rural Transport Group as set out at paragraphs 7 to 11 of the report and provide direction on any activities or themes that should be prioritised,
3. That the Board confirms the ambition to establish a Westminster Launch event in the autumn of 2025,
4. That the Board delegates to the Interim Chief Operating Officer to approve the named point of contact at the Department of Transport and co-opt them on to the Transport Board, and
5. That the Board requests the Chairman of the Transport Board writes to the Secretary of State for Transport, requesting ministerial sponsorship of the Rural Transport Group in overseeing its implementation and adoption within Government processes.

The meeting closed at 2.45 pm

Greater Lincolnshire Combined County Authority (GLCCA) Greater Lincolnshire Transport Board	
Date of meeting:	12 November 2025
Report title:	Transport Board Terms of Reference
Report of:	Lisa Tremble – Interim Monitoring Officer
Classification:	This report is open
Contact officer:	Lisa Tremble – Interim Monitoring Officer lisa.tremble@greaterlincolnshire-cca.gov.uk
Purpose of the report:	This report provides an opportunity for the Board to consider its terms of reference and comment on any potential changes that could be considered.
Key decision	No
Voting Arrangements:	Simple majority to include the Mayor. Non-Constituent Members are not entitled to vote on this matter.
Report has been considered by:	This report has not been previously considered elsewhere.
Recommendation(s): That the Transport Board considers its terms of reference with a view to suggesting necessary changes to the GLCCA for adoption.	

REPORT CONTENT

Information

- 1 Attached to this report is the Board's Terms of Reference for the Board to consider.
- 2 The current Terms of Reference state that "the terms of reference are to be reviewed on an annual basis by the Transport Board".
- 3 The Terms of Reference have not yet been reviewed by the Board, as this is the first year of the Board's establishment, however small changes have been made by the GLCCA at its previous meeting.
- 4 At its next meeting in December 2025, the GLCCA will consider any suggested amendments made by it's Boards to their Terms of Reference.

DOCUMENT INFORMATION

Appendices included with this report

The following documents are included:

- Appendix A – Transport Board Terms of Reference

Background Papers used in the preparation of this report

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

3.5A. Transport Board

1. Terms of Reference

- 1.1 This is an Executive decision-making Board of the Combined County Authority, referred to as one of the three Boards of the Authority. The Transport Board will act in a regional capacity to enable the ambitions and outcomes of the Authority of its transport functions.
- 1.2 The Transport Board is authorized to carry out any Non-Mayoral transport function¹ of the Authority or any other Non-Mayoral function related to transport in accordance with the strategic and budgetary framework agreed by the Authority, including:
- a) progressing the ambitions and outcomes of the Greater Lincolnshire Plan and policy framework of the Combined County Authority that fall within the remit of this Board, by monitoring and reviewing the outcomes and impact of any policy, investment priorities, strategy or plan,
 - b) submitting bids for devolved and other funding,
 - c) working with key partners and the mayor to develop and promote a shared understanding, coherent strategies and policies, and joined up service delivery,
 - d) overseeing any project or programme in accordance with the Combined County Authority Assurance Framework²,
 - e) Considering and approving the creation and development of Ticketing Schemes under s135-138 of the Transport Act 2000 Concessionary Travel Schemes under s93-104 of the Transport Act 1985,
 - f) Determining what local bus information should be made available, and the way it should be made available, under s139-143 of the Transport Act 2000,
 - g) Considering issues arising from the implementation of schemes for the introduction of smart ticketing systems and innovative technologies, and
 - h) Determining the operation, performance, contract management and development of tendered bus services, bus stations/interchanges and passenger transport services within the agreed Authority budget.

with the exception of

- any function which requires a Statutory Consent where that consent has yet to be given, and
- any function which is reserved to the Combined Authority.

- 1.3 To contribute to the preparation of the Greater Lincolnshire Economic Assessment and the Greater Lincolnshire evidence base through specialist advice, including
- (a) commissioning of appropriate research and studies in relation to the Authority's transport functions and needs

¹ Functions in this context include any function of the Combined Authority in its role as local transport authority, travel concession authority or transport authority and are to be construed in a broad and inclusive fashion, and as including the exercise of the ancillary powers under Section 113A Local Democracy, Economic Development and Construction Act 2009.

² Or otherwise, where the project or programme does not fall to be considered under the Greater Lincolnshire Combined County Authority Assurance Framework

- (b) formulating, developing and monitoring procedures for public consultation of the Authority's transport policies

1.4 It will advise the Authority and the mayor on the development of policy, strategy and budgets and make recommendations on/to:

- (i) The Greater Lincolnshire Local Transport Plan/Transport Strategy;
- (ii) The creation of a transport budget, including but not confined to the allocation of Government transport funding for Integrated Transport and Highway Maintenance (both the Needs and Incentive elements) Block funding, Pothole fund;
- (iii) The development of the Investment Strategy and transport investment;
- (iv) the Authority in respect of any Non-Mayoral Function which is a transport function or function related to transport or any other transport matters requested by the GLCCA Board.
- (v) the Mayor in respect of any Mayoral General Function which is a transport function or other function related to transport.

1.5 To collaborate with other Boards/Committees of the combined county authority to achieve the ambitions and outcomes of the Authority.

1.6 To engage with and hold to account those bodies involved in the delivery and operation of transport activities within the Authority area.

1.7 To nominate Authority representatives on transport bodies.

1.8 To respond to any report or recommendation from the Audit Committee or the Overview and Scrutiny Committee.

2. Membership

2.1 To respond to any report or recommendation from the Audit Committee or the Overview and Scrutiny Committee.

Voting Members

- Mayor
- Two Members/substitute members from each Constituent Authority

Non Voting Members

- Four Non constituent Members /delegate members
- One business member appointed by the Economic Advisory Panel
- any other co-opted members

2.2 In appointing members to the Transport Board there is no requirement for political balance.

2.3 The Board may co-opt up to 3 additional Non-Voting Membership from partner and stakeholder bodies relevant to the remit of the Board. Further co-opted members may be appointed with the approval of the Authority.

2.4 Substitution and Delegations operate in accordance with the Authority Procedure Rules.

2.5 The Board may appoint one or more sub-committees for the purpose of discharging any of the Board's functions.

3. Chairing the Board

- 3.1 The Transport Board shall be chaired by a Constituent Member (or substitute) nominated and appointed by the Authority.
- 3.2 A Vice-Chair will be appointed by the Transport Board from amongst the Constituent Authority membership.
- 3.3 The Mayor is a voting member of the Board in order to allow them to act in their capacity as the Mayor, they may wish to discharge any relevant mayoral functions via the Board in order to benefit from appropriate advice.

4. Quorum

- 4.1 The quorum will be 4 voting members in accordance with the Authority Procedure Rules.

5. Voting

- 5.1 Any matters that are decided by the Board are to be decided by consensus of the Board where possible.
- 5.2 When a vote is required, it will be taken in accordance with the Authority Procedure Rules.
- 5.3 Voting on this Board is reserved to the mayor and constituent members. Non constituent, associate and co-opted members may not be given a vote on this Board.
- 5.4 The Board may invite any Observers as it sees fit, relevant to any item of the agenda, to attend the meeting. These Observers will be able to participate in the meeting at the discretion of the Chair, however will not be able to vote on any matter.

6. Frequency

- 6.1 There will be a minimum of five Transport Board meetings each municipal year. (approximately every other month)

7. Review

- 7.1 The Terms of reference are to be reviewed on an annual basis by the Transport Board.
- 7.2 The role and arrangements of the Transport Board will be reviewed on an annual basis by the Authority.

Document version control	
Version:	2.0
Date:	September 2025
Document approved by:	GLCCA
To be of effect from:	17 September 2025

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Greater Lincolnshire Combined County Authority (GLCCA) Greater Lincolnshire Transport Board	
Date of meeting:	12 November 2025
Report title:	Local Transport Funding
Report of:	Lee Sirdifield, Chief Operating Officer, GLCCA
Classification:	This report is open
Contact officer:	Debbie Simpson Interim Section 73 Officer Debbie.Simpson@greaterlincolnshire-cca.gov.uk
Purpose of the report:	1) To approve the Local Transport Resource Funding for financial year 2025/2026 2) To approve the approach and principles of Local Transport Funding allocation for financial year 2026/2027.
Key decision	Yes
Voting Arrangements:	Simple majority to include the Mayor. Non Constituent Members are not entitled to vote on this matter.
Report has been considered by:	Overview and Scrutiny Committee on 5 November 2025
Recommendation(s): That the Transport Board 1) Approves the 2025/2026 allocation of Local Transport Resource Funding to the Authority and the Constituent Authorities (Paragraph 9) 2) Approves the approach and principles for the allocation of Local Transport Grant and Local Transport Resource in 2026/27.	

REPORT CONTENT

Information

- 1 Greater Lincolnshire Combined County Authority (GLCCA) has assumed the role of Local Transport Authority for Greater Lincolnshire and the transition of functions is currently being assessed and considered by the Authority and local partners. The GLCCA Regulations 2025 conferred various powers and functions on the authority to manage transport related funds. These powers enable the Authority to allocate, distribute and oversee the effective use of funds for regional transport initiatives, ensuring coordinated investment and improved transport services across the area.
- 2 The Department for Transport is providing funding to local transport authorities under Section 31 of the Local Government Act 2003. This includes the subject of this report, the Local Transport Resource funding, as well as the Local Transport Grant (capital funding from the Integrated Transport Block and the new Local Transport Grant).
- 3 It was agreed at the Transport Board on 4th June 2025, that the following funds would be passported to the constituent authorities for financial year 2025/2026 and proposals would be developed for future years.

Table 1

2025/26 Funds	LCC (£000)	NELC (£000)	NLC (£000)	Total (£000)
Active Travel	1,562	345	319	2,226
BSIP	11,868	3,733	2,908	18,509
Maintenance Block	44,207	6,541	3,059	53,807
New Fund (Pothole)	16,235	2,364	1,068	19,667
Integrated Transport Block	3,337	1,490	1,168	5,995
Total				100,204

- 4 This report therefore sets out how officers from GLCCA, LCC, NELC and NLC have worked together to determine the allocation for the Local Transport Resource Fund for 2025/26 and proposals for 26/27 for the Local Transport Grant.

Local Transport Resource Funding 2025/26

- 5 Local Transport Resource Funding has been confirmed by DFT for the current year 2025/26. The funding is paid to the Authority as the Strategic Transport Authority. The funding is also projected for the next three years (subject to the availability of funding).

Table 2:

Local Transport Resource Funding	Amount
2025/26 confirmed	£1,063,000
2026/27	£1,063,000

2027/28	£2,259,000
2028/29	£2,263,000
Total	£6,648,000

6 Local Transport Resource Funding is annual grant that enables Local Transport Authorities to build their capability and capacity to deliver ambitious transport schemes and to develop and update the Local Transport Plan.

7 Local Transport Authorities can use this funding to:

- Develop local delivery plans, including evidence gathering and transport analysis, and to update their Local Transport Plan.
- Fund scheme development of individual projects, for example those funded by the 2025/26 Local Transport Grant and Integrated Transport Block allocations and ongoing programme management.
- Allow local transport authorities to recruit and retain the transport expertise required.

Any remaining revenue funds can be used on other local transport projects that require resource funding and underpin delivery of the Local Transport Plan.

8 The Authority worked with the constituent authorities to develop a programme of proposed expenditure for the Authority in 2025/26. The proposal is that the Authority will retain approximately £423,120 of this funding to progress the development of the Local Transport Plan, transition, preparation, development of the national mayoral group on rural transport and an intra authority legal agreement during 2025/26. The balance will be passported across to the constituent authorities using the formula developed by DFT, which considers the population of the area (70% of the allocation), and an equal split and minimum floor (30% of the allocation). This results in the following proposed allocation of resource funding in 2025/26:

9

Authority	Local Transport Resource Funding £
GLCCA	423,722 (revised Figure)
LCC	367,996
NELC	133,834
NLC	138,048
	£1,063,000

10 The fund will be expended in compliance with the conditions, and this will be overseen by the Chief Operating Officer and the S73, to ensure full and appropriate use of allocated funding. Where the funds are passported, Assurance that expenditure is compliant with the conditions is to be confirmed by the Chief Executive and Chief Internal Auditor of each of the recipient authorities.

Future Local Transport Resource Funding 2026/27

11 It is necessary for the Authority to establish clear principles for the management and distribution of transport funding allocations in future financial periods. Resource funding provides a capacity to enable development of a pipeline of major capital schemes for delivery in future years. Accordingly, the Authority

and the three Constituent Councils will need to commission additional scheme development and business case work utilising the revenue funding to ensure ideas are assessed against feasibility and then sufficient design work is undertaken to enable realistic cost estimates to be provided as well as deliverability concerns addressed.

- 12 Resource funding will therefore be used to enable option appraisal, assess evidence of scheme impacts, intervention prioritisation and meeting emerging Local Transport Plan objectives as agreed in the July 25 Transport Board. The new Greater Lincolnshire Local Transport Plan is currently being developed.
- 13 Some of this work needs to start imminently so the opportunity for Greater Lincolnshire to maximise the value of future funding allocations is not missed or the delivery timeframe for schemes not unduly delayed. Additionally, it is recognised that the proposed transfer of functions to the Authority, in areas such as national lead on Rural Transport, full development of a Local Transport Plan, and increasing assurance, and securing external funding may be funded through the Local Transport Resource Funding.
- 14 It is recognised that constituent local authorities must undertake forward planning to effectively deliver transport initiatives aligned with priorities. To facilitate this, early confirmation of funding allocations is essential. Timely decisions regarding available resources will enable authorities to initiate scheme development, undertake feasibility assessments, and ensure alignment with the emerging Greater Lincolnshire Local Transport Plan.
- 15 The proposed principles for the allocation of Local Transport Resource Funding in 2026/27 in Table 2 above are therefore:
 - It is retained by the Authority in the first instance
 - Through the annual budget process, budget setting and approval, the Authority will agree the allocation balancing the need between developing resource at the authority and mayoral priorities, and discussions with Constituent Councils
 - It will incorporate transparency, fairness, and equity in the allocation of funding
 - The principles will be reviewed each year as the Authority develops and transport functions transition to the Authority over a period of time.

Future Local Transport Grant in 2026/27

£000's	LCC	NELC	NLC	Total
Local Transport Grant	14,059	6,124	5,164	25,347

- 16 The Local Transport Grant is a national government grant allocated to local places to improve and maintain the local transport networks.
- 17 The Authority is in the process of developing a single local transport plan, and is establishing Transport for Greater Lincolnshire as an advisory group. These initiatives will bring forward a number of new delivery opportunities some of which could be implemented in 2026/27. To enable this, some funding needs to be earmarked for emerging mayoral priorities. The proposal is that this is 5%

of the Local Transport Grant (£1.300,000). The combined authority will work closely with the constituent authorities to develop proposals. For a proposal to be taken forward, it would be considered by the Transport Board, as appropriate.

- 18 It is proposed that the Local Transport Grant for 2026/27 highlighted in Table 1 above, will be considered against the following principles.
- 19 **Proposed Principles for the Allocation of the Local Transport Fund (2026/27)**
- The Fund will be initially retained by the Authority.
 - The Authority will seek proposals from the three Highway Authorities for schemes aligned with the priorities of the emerging Greater Lincolnshire Local Transport Plan. These priorities include reducing transport emissions, improving connectivity, enhancing journey satisfaction, and supporting improved air quality, with consideration given to impact and deliverability.
 - Proposals will seek information on strategic fit, deliverability and DFT assurance.
 - To support the delivery of mayoral transport regional priorities 5% of the Local Transport Grant will be retained by the GLCCA. If not allocated, this will be reallocated.
 - Expenditure approvals will be incorporated into the annual budget setting and approval process, scheduled for December each year
 - Multi-year programmes will be supported to ensure continuity and long-term planning.
 - The funds will be granted to the constituent authorities and assurance agreed with the S73. The fund will be expended in compliance with the conditions, and this will be overseen by the Chief Operating Officer and the S73, to ensure full and appropriate use of allocated funding.
 - Progress reports on the programme will be brought to the Transport Board to ensure to ensure transparency and accountability
- 20 The Authority will develop a guidance note to ensure a consistent appraisal process and provide assurance that proposed schemes align with emerging priorities and funding conditions. The guidance will outline a basic level of checks, which can be expanded depending on the scheme's complexity, risk, and cost. Areas considered will include strategic fit, financial assurance, deliverability, monitoring and reporting arrangements. These arrangements will be reflected in the Local Assurance Framework
- 21 For future years, and once the Greater Lincolnshire Local Transport Plan is in place, the Authority will work with the constituent authorities to fully develop its funding criteria, and pipeline.

Alternative options considered

- 22 The alternatives considered were full allocation of funding by the authority, or full retention by the Constituent Authorities. The recommendation within the paper reflects the combined approach being developed by Greater Lincolnshire and the stage of maturity for the Combined Authority and the development of a full Local Transport Plan. Other options were therefore not considered suitable.

Reasons for the recommendation

- 23 The recommendation within the paper has been discussed through Officers working group and sets out an approach to allocating revenue funding in year, and capital grant for 2026/27.

IMPLICATIONS, ADVICE AND GUIDANCE

Public sector equality duty implications

- 24 No specific implications were identified in the preparation of this report.

Legal implications / comments

- 25 Legal support will be required in relation to drafting and considering the relevant funding agreements.

Finance and resource implications / comments

- 26 Transport grants are subject to the terms and conditions established by the Department for Transport and any relevant funding agreements. Recipients of these funds will be required to formally certificate that funds will be used solely for the purposes intended, and that appropriate financial records and supporting evidence are maintained to demonstrate compliance. The Combined Authority will retain oversight of the use of these funds and

- **Certify that funds are used appropriately** and only for their intended purpose
- **Ensure proposals** are consistent with approved financial plans and allocations
- **Ensure transparency and Accountability** through clear documentation and reporting
- **Allow audits or inspections** to verify proper use of funds including periodic monitoring and reporting.

Any misuse of funds or failure to comply with conditions may result in recovery of funding, and such obligations will be clearly communicated to recipients.

On this basis, and having reviewed the proposed arrangements, I am satisfied that the process meets the Authorities financial governance and accountability requirements, and that controls will mitigate financial and reputational risks.

Greater Lincolnshire policy / comments

- 27 The proposals within this paper are in line with proposals considered by other CCA's at this point in their development.

Consultation and Engagement

- 28 A working group of officers have developed the proposal and briefed their members ahead of the Transport Board.

DOCUMENT INFORMATION

Appendices included with this report

None

Background Papers used in the preparation of this report

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

Background Paper	Where it can be viewed
Department for Transport Resource allocations: 2026 to 2027 and 2028 to 2029	https://www.gov.uk/government/publications/local-transport-grant-allocations/resource-allocations-2026-to-2027-and-2028-to-2029
Department for Transport Capital allocations: 2025 to 2026	Capital allocations: 2025 to 2026 - GOV.UK

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Greater Lincolnshire Combined County Authority (GLCCA) Greater Lincolnshire Transport Board	
Date of meeting:	12 November 2025
Report title:	Transport for Greater Lincolnshire Terms of Reference
Report of:	Lee Sirdifield, Chief Operating Officer
Classification	This report is open
Contact officer:	Andy Gutherson, Interim Transport Lead GLCCA Andy.Gutherson@lincolnshire.gov.uk
Purpose of the report:	<p>This report is to set out the strategic objectives, terms of reference and proposed membership for Transport for Greater Lincolnshire (TfGL).</p> <p>As part of the devolution deal with Government, the Greater Lincolnshire Combined County Authority (GLCCA) becomes the Local Transport Authority for Greater Lincolnshire. This creates a responsibility for leading on strategic transport considerations in relation to rail, bus, active travel and road. This will require partnership working and collaboration on a number of levels and with a range of organisations. Some of this is prescribed in the Deal including providing an Enhanced Bus Partnership, strategic engagement with Great British Railways, National Highways and Active Travel England.</p> <p>Other elements of the role will involve creating good stakeholder relationships including with transport operators, private business, Sub-national Transport Bodies e.g. Midlands Connect, Transport for the North and other bodies e.g. Humber Freeport.</p> <p>The Mayor has pledged to create TfGL to act as an overarching body to co-ordinate and align the specific activities arising from those relationships.</p>
Key decision	No
Voting Arrangements:	Simple majority to include the Mayor. Non Constituent Members are not entitled to vote on this matter.
Report has been considered by:	N/A

Recommendation(s): That the Transport Board

- 1. Endorses the strategic objectives of Transport for Greater Lincolnshire**
- 2. Recommends to the Greater Lincolnshire Combined County Authority to establish Transport for Greater Lincolnshire as an Advisory Group**
- 3. Recommends to the Greater Lincolnshire Combined County Authority to adopt a Terms of Reference and appoint a membership for Transport for Greater Lincolnshire**

REPORT CONTENT

Information

- 1 Transport for Greater Lincolnshire (TfGL) will provide a focused, strategic, cross-boundary and cross-organisational approach to transport, taking on a leadership and brokering role to drive and shape the transport agenda for Greater Lincolnshire benefiting from the convening powers of the Mayor. It is Advisory Board.
- 2 It will enable bespoke collaboration on the integration of the different modes of travel to ensure improved connectivity and accessibility across Greater Lincolnshire.
- 3 The partnership will be able to align public and private sector ambitions, lobby for investment, bring forward innovative new solutions for the area, develop a Greater Lincolnshire approach to asset management and will focus on things over and above those normally led/delivered by local authorities or individual agencies.
- 4 The group will be an important stakeholder to the development of the Local Transport Plan to ensure sector support and buy-in to the policy objectives for Greater Lincolnshire. This will ensure transport plays it's full part in supporting economic growth and investment across Greater Lincolnshire.

Strategic Aims

- 5 The key aims of the group will be to:
 - Bring representatives from all key transport sectors together in a single forum;
 - Integrate options for access to transport modes;
 - Act as an industry representative group to inform policy development;
 - Act as a forum for innovation and new ideas generation;
 - Provide direction for programme and project development;
 - Receive performance information;
 - Report into the GLCCA Transport Board as required.

Membership

- 6 The partnership should be focused with clear expectations set of members to ensure a collaborative way of working on the transport agenda and ensuring added value from the group over and above the statutory functions of the CA and the constituent authorities.

- 7 Core membership:
- Mayor of Greater Lincolnshire - Chair
 - Chair of the Greater Lincolnshire Bus Enhanced Partnership – or constituent Enhanced Partnership in the interim
 - Chair of the Transport Board
 - Active Travel England representative
 - Regional representative – Midlands Connect/Transport for the North or equivalent
 - Highway Authority Senior Officers x 3
 - Logistics sector representative
 - Ports representative
 - Rail sector representative
 - Taxi/Private Hire
 - Voluntary transport representative
- 8 Representations would be via the three constituent authority members as Highway Authorities at an Officer level. Political representation is through the Chair of the Transport Board.
- 9 Invites to meetings could be outside of the core membership if there is an agenda item which would benefit from input from other attendees.
- 10 Agendas would be set to allow key sector voices to drive specific discussion points whilst adding value to existing groups and arrangements already in place across the region. We are suggesting that it would meet twice a year initially and this could be reviewed if deemed too infrequent.
- 11 The proposed Terms of Reference for TfGL have been drafted and are attached as Appendix A for the Board to review. These will be subject to change as the Group becomes more established.

Alternative options considered

Alternatives considered include:

- 12 A board by invite only. This would not provide a direct relationship to the strategic roles for the Combined Authority as the Transport Authority. The Combined Authority has already established a Business Board which could if appropriate provide representation to TfGL
- 13 Do nothing. This would not align with the Mayor's commitment to provide a forum for transport matters to be considered prior to formal decision making by the Authority.

Reasons for the recommendation

- 14 Establishing TfGL aligns with the ambitions and commitments of the Mayor and the GLCCA.
- 15 TfGL will provide a key Leadership model and mechanism for achieving transport ambitions through consensus building across Greater Lincolnshire

IMPLICATIONS, ADVICE AND GUIDANCE

Public sector equality duty implications

- 14 Any implications will be considered during the implementation of the Transport Board. As an advisory board, the level of impact is likely to be low.

Legal implications / comments

- 15 The Authority may establish advisory groups. These bodies will be non-decision making and will be convened to develop proposals for a thematic approach and/or strategy as defined by the Authority. The Authority will determine the remit, terms of reference, membership and budget for advisory groups. The Mayor and Authority are expected to work together around the establishment of advisory groups to avoid duplication and to bring together similar workstreams.

Finance and resource implications / comments

- 16 TFGL will be supported by the GLCCA, and as such there are no further finance and resource requirements that need to be considered at this stage.

Greater Lincolnshire policy / comments

- 17 TFGL is an advisory group for the Mayor and the Transport Board, and will contribute to policy development.

Consultation and Engagement

- 18 The following have been consulted in the preparation of this report:
- Discussion with members of the Constituent Authorities.

DOCUMENT INFORMATION

Appendices included with this report

The following documents are included:

- Appendix A – Terms of Reference for Transport for Greater Lincolnshire

Background Papers used in the preparation of this report

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

Transport for Greater Lincolnshire (TfGL)

Terms of Reference

Purpose

Benefitting from the convening powers of the Mayor of Greater Lincolnshire this is an advisory group of the GLCCA Transport Board; it seeks to provide leadership on transport related matters across Greater Lincolnshire to enable and accelerate growth, in support of Combined County Authority and Mayoral functions.

We wish to establish an effective partnership via the convening powers of the Mayor to tackle key challenges Greater Lincolnshire faces in terms of transport ambitions and solutions.

It will be a space where agencies can come together to identify shared interests, align resources, jointly tackle key challenges and bring forward innovations through coordinated plans and activities. It is intended that TfGL will support the development of policy, delivery of programmes and support the lobbying of Government for additional funding, resources and powers being devolved to Greater Lincolnshire

TfGL will create an enhanced space of systemised thinking to support the thought processes behind transport being a significant enabler and facilitator of growth through:

- Develops a place based approach to transport solutions;;
- Enables strategic collaboration on interventions cross the transport network;
- Supports business growth across key industries, identifying new innovative approaches to achieving this successfully;
- Collaboratively aligns resources to tackle specific challenges;
- Lobby's for investment or necessary changes to policy
- Works in partnership to identify where capital investments are required to support transformative transport related priorities;
- Builds a clearer understanding of existing and potential strategic transportation assets;
- Supports the development of the Local Transport Plan;

Membership

The membership of Transport for Greater Lincolnshire shall consist of representatives of key sectors with a maximum of 17 Core members as follows:

- Mayor of Greater Lincolnshire - Chair
- Chair of the Greater Lincolnshire Bus Enhanced Partnership
- Active Travel England representative
- Midlands Connect representative
- Highway Authority representatives
- Logistics sector representative
- Ports representative
- Rail sector representative

Core representatives will be proposed by Officers and appointed by the Combined County Authority for a term of four years, however there will be the opportunity to co-opt additional members over a shorter related timescale on the back of special interests and focused agenda items. Attendance of these will vary at each meeting and will be by invitation only.

A Member will cease to be a Member of TfGL if they fail to attend three meetings in a rolling twelve-month period. Any suggested substitutes should be fully briefed by their organisation prior to attendance and should be able to take decisions on behalf of their organisation.

Chairing the Partnership

TfGL will be Chaired by the Mayor of Greater Lincolnshire, and a Vice Chair will be selected by the Advisory Group and confirmed by the Transport Board.

In the absence of the appointed Chair and Vice Chair TfGL will appoint a Chair for the meeting.

Reporting

TfGL will nominate a representative to report findings and recommendations to the Transport Board. If the nominated member is unable to attend a Board meeting, then they may nominate a substitute from the partnership to attend on their behalf.

Quorum

The quorum will be five voting members including the Chair.

Voting

TfGL is not a decision-making body. Any matters that are to be proposed to the Transport Board and relevant organisational Boards by the TfGL are to be determined by consensus where possible.

Where a consensus cannot be reached, all Members of Transport for Greater Lincolnshire advisory group may be entitled to vote. The Chair will not have a casting vote.

Frequency

Frequency will be decided by the Greater Lincolnshire Transport Board and will be flexible depending on tasking.

Review

The terms of reference are to be reviewed on an annual basis.

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Document approved by:	GLCCA
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Greater Lincolnshire Combined County Authority (GLCCA) Greater Lincolnshire Transport Board	
Date of meeting:	12 November 2025
Report title:	The Rural Transport Group
Report of:	Lee Sirdifield, Interim Chief Operating Officer
Classification:	This report is open
Contact officer:	Lana Meddings, Strategic Transport Lead - GLCCA Lana.Meddings@greaterlincolnshire-cca.gov.uk
Purpose of the report:	To report back to the Board on the development of the Rural Transport Group and the next steps to be taken in the lead up to the launch event.
Key decision	No
Voting Arrangements:	Simple majority to include the Mayor. Non Constituent Members are not entitled to vote on this matter.
Report has been considered by:	Members received a paper on report on establishing a national rural transport board on 16 th July 2025.
Recommendation(s): It is recommended that the Transport Board 1) note the continuation of the work to establish the Mayoral Rural Transport Group.	

REPORT CONTENT

Information

- The Greater Lincolnshire Devolution Deal set out a new national transport role:

 “The Mayor of Greater Lincolnshire will establish and chair a rural transport group alongside existing Level 3 combined authorities, that will lead the national debate on transport in mayoral rural areas. The group will champion innovation and work in partnership with the Department for Transport to identify pilot projects to address rural connectivity and accessibility challenges.”

Actions from last meeting

- 2 Following the July 2025 Transport Board meeting, the Chair wrote to the Secretary of State for Transport requesting ministerial sponsorship. A supportive response was received from Simon Lightwood MP, Minister for Local Transport, who expressed interest in engaging with the group and acknowledged the importance of rural transport.

Proposed functions

- 3 The role of the Rural Transport Group (RTG) will be multi-faceted and will require appropriate representation from other Combined Authorities and partner organisations.
- 4 The RTG is not a formal board of the Authority but a national special interest group. Its work programme and outcomes will be shared publicly through the GLCCA Transport Board, and other stakeholders' Transport Boards.
- 5 A terms of reference has been drafted and shared with potential members, and will need to be discussed and agreed at the first meeting.
- 6 In summary, the areas of focus will be:
 - **Policy and Advocacy:** influencing national transport policy by engaging with government, publishing research, and responding to consultations.
 - **Knowledge Sharing:** providing a platform for transport authorities to share best practices, data, and innovations.
 - **Research and Reports:** publishing in-depth reports on topics like bus reform, active travel and funding.
 - **Support for Devolution:** championing the case for devolving more transport powers and funding to local areas.
 - **Promote Innovation:** Highlight new approaches to rural transport challenges.

Members

- 7 Membership of the group will be made up of Mayors of Authorities with a rural interest as well as leaders of County Authorities who are going through the devolution process and will likely be engaging their Mayors in the future. As well as stakeholders from national transport organisations and government departments.

Plans for formal launch

- 8 A formal launch event is being planned in Westminster. The intention is for Mayors from across England to be joined by stakeholders and fellow decision makers in Westminster. The final invite list for the launch will continue to be developed as engagement continues. It will include all Mayors, sponsor MPs, Secretary of State for Transport and civil servant representatives of DfT and Defra.

- 9 The initial rural transport evidence base will be introduced at the launch event providing areas of focus for the year ahead.
- 10 Phase one of the evidence base is underway to develop an evidence base that will provide:
 - Evidence of the contribution (not just monetary) rural areas make to the UK economy building the case for investment.
 - Evidence of funding analysing transport funding (and other funding where appropriate) per capita for local authorities.
 - Confirmation of the evidenced key themes to form the basis of launch materials.
 - How we raise the profile of rural areas and their contribution to UKPIc, whilst achieving economic growth for the whole country.

Engagement

- 11 Officers have been invited to introduce the concept of the Rural Transport Group at several DfT forums; DfT Bus Forum and the Franchising Forum. This has resulted in interest from rural authorities across England who will be included on the membership list for the group as well as the invite list for the launch.
- 12 The Deputy Director for Regional Partnerships and Delivery in the Department for Transport now has the departmental lead for this work, positive engagement has also been had with the rural team at Defra.
- 13 The Chief Operating Officer has shared details of the group with the UK Mayors Chief Executive meeting and a follow up email with the proposed Terms of Reference has been sent to all Combined Authority Chief Executives and Transport Leads.
- 14 Other combined authorities have already reached out to show their interest in the group and a commitment to be involved. This includes Cambridgeshire and Peterborough, East Midlands Combined County Authority and York and North Yorkshire.

Alternative options considered

- 15 Choosing not to pursue the opportunity presented in the Devolution Deal would mean missing a unique chance to lead national conversations on rural transport. It would limit Greater Lincolnshire's ability to influence policy, secure targeted funding, and advocate for the needs of rural communities. This option was discounted due to the strategic importance of rural transport in supporting economic growth, connectivity, and inclusion across the region.

Reasons for the recommendation

- 16 Good rural transport provides access to work, training, health and leisure and can offer options and opportunities. The rural agenda deserves equal consideration to the urban agenda. Currently rural transport receives less funding and less consideration from central Government and the private sector than urban transport. This group provides a high profile platform to begin to address these disparities.

- 17 Combined authorities are being tasked with new functions – focussing on economic growth: developing Local Growth Plans and Investment Strategies as well as planning for future infrastructure through a Spatial Development Strategy a comprehensive plan, to guide long-term use and development of land, setting a vision for how people will live, work, travel and interact within a defined area, influencing where homes, jobs, and infrastructure are located. The rural transport agenda will be a central enabler to the work and to the success of the plans.

IMPLICATIONS, ADVICE AND GUIDANCE

Public sector equality duty implications

- 14 The implications are set out in detail in the body of the report.

Legal implications / comments

- 18 This decision is within the remit of the Authority under the terms of the constitution.

Finance and resource implications / comments

- 19 There may be a financial implication of the Westminster launch, which is provided for within the CCA's Budget

Greater Lincolnshire policy / comments

- 20 The creation of a Rural Transport Group, with representation from DfT, was agreed as part of the devolution deal for Greater Lincolnshire. This paper furthers efforts to bring forward the group.

Consultation and Engagement

- 18 The following have been consulted in the preparation of this report:
- Discussions have taken place with each constituent authority regarding the development of the Rural Transport Group.
 - This concept was also part of the devolution proposal that was consulted upon in 2023.

DOCUMENT INFORMATION

Appendices included with this report

The following documents are included:

- Not applicable

Background Papers used in the preparation of this report

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

Greater Lincolnshire Combined County Authority (GLCCA) Greater Lincolnshire Transport Board	
Date of meeting:	12 November 2025
Report title:	Greater Lincolnshire Local Transport Plan – a proposed work programme and scope of ambition.
Report of:	Lee Sirdifield, Interim Chief Operating Officer
Classification:	This report is open
Contact officer:	Lana Meddings, Strategic Transport Lead - GLCCA Lana.Meddings@greaterlincolnshire-cca.gov.uk
Purpose of the report:	This report is to report back to the board on the proposed work programme to produce a new GLCCA Local Transport Plan and set out the next steps for producing the Local Transport Plan.
Key decision	No
Voting Arrangements:	Simple majority to include the Mayor. Non Constituent Members are not entitled to vote on this matter.
Report has been considered by:	Overview and Scrutiny are considering the report on 5 November 2025.

Recommendation(s):

That the Transport Board;

- 1) Reviews and comments on the attached report**
- 2) Supports the commencement of the scoping exercise, and requests a report back to the next meeting with the findings of the LTP scoping exercise, including consultation and engagement programme.**

REPORT CONTENT

Information

1. As part of becoming the Local Transport Authority, responsibility for an area-wide Local Transport Plan (LTP) will be conferred on Greater Lincolnshire Combined County Authority (GLCCA) and exercised by the Mayor.

A paper was taken to the meeting of the Transport Board on 16 July 2025, setting out the current policy position of the constituent authorities and the work undertaken to date on a Greater Lincolnshire LTP.

The report set out the following recommendations, which were supported by the board. These were that the board:

- Recognises the previous policy commitments of the 3 constituent authorities, notes the latest position for the Greater Lincolnshire Local Transport Plan and supports the proposal for next steps,
- Endorses the development of a GLCCA Local Transport Plan by the constituent authorities until such time that the work is resourced within the Authority,
- Provides direction on how it would like to see activity evolving and how it would like to monitor progress made, and
- Requests a report back to the next meeting of a scope for the ambition for and work programme to produce a new GLCCA Local Transport Plan.

Work programme to produce a new GLCCA Local Transport Plan.

2. Following the endorsement of the board to continue work on the LTP, officers of the constituent authorities have met as a working group to determine the work programme and steps required to produce the GLCCA LTP.
3. A five-stage programme has been mapped which sets out the programme development for a full LTP. This is not a sequential process, and parts of the programme will be happening simultaneously.



Stage 1 - Review of previous strategies, Project governance and delivery arrangements and LTP scoping and approval to start

Stage 2 - LTP Baselineing

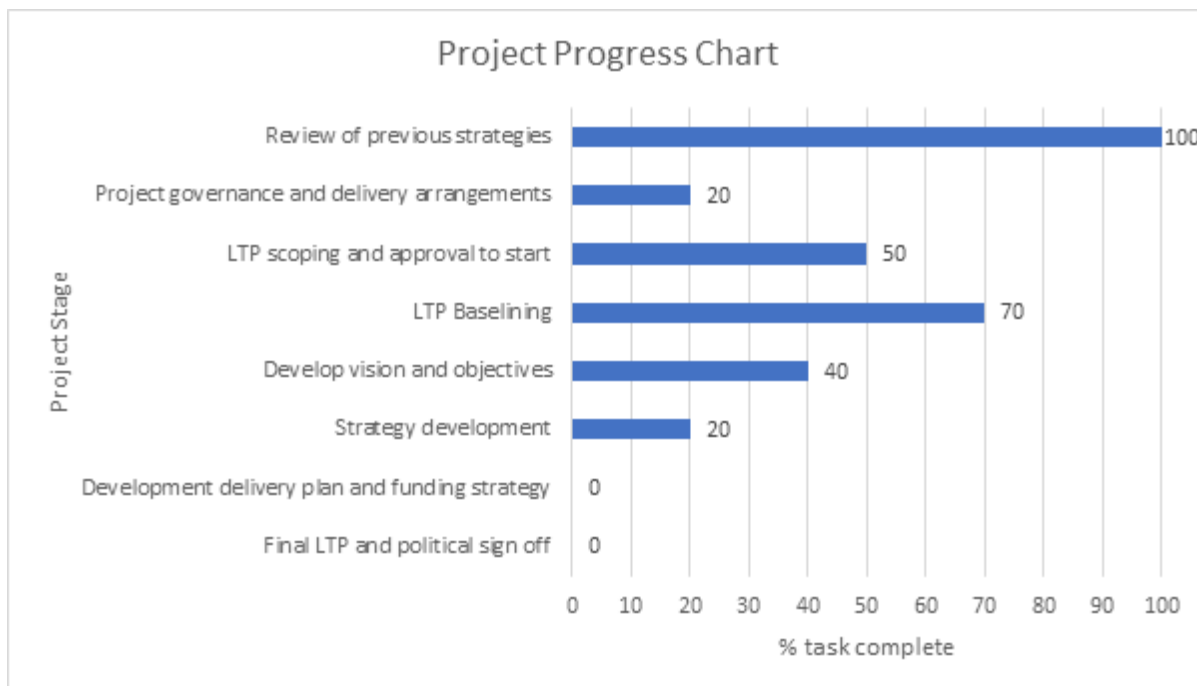
Stage 3 - Develop vision and objectives

Stage 4 - Strategy development and Development delivery plan and funding strategy

Stage 5 - Final LTP and political sign off.

Progress to date

4. Some of the work within the programme has already commenced in line with the requirements of the devolution deal.



5. The review of existing strategies was carried out in the preparation of the LTP Lite document along with the baselining work. Draft objectives and themes were also identified but these will need developing further to reflect the ambitions of the GLCCA. This has already started following comments received at the previous transport board.
6. The scoping exercise will give greater clarity on the GLCCA aspirations in terms of policy detail and enable more concise timelines to be put in place. Stakeholder mapping will be required along with a detailed program for consultation and engagement. There will be some cross overs with the work being undertaken to develop Transport for Greater Lincolnshire and the relationships this will build with stakeholders.
7. The timescale to complete the full document will be dependent on several factors:
 - Existing data availability and whether any new studies are required
 - Consultation and engagement appetite and needs
 - Availability of the new DfT LTP Guidance and its implications
 - Content and detail determined to be within the scope of the transport plan
 - Resource capacity

Parts of the programme will be accelerated. Emerging vision and objectives will be presented first, followed by the strategy development with sections coming forward for discussion as soon as they are ready.

8. The forward plan for the Local Transport Plan is:

2025/26

Q4 – Share results of stakeholder engagement and work on scenario planning

2026/27

Q1 - Share draft vision, objectives, policies, and delivery programme.

Q2 – Share programme for the formal statutory consultation period.

Q3 – Share results of formal consultation and any resulting amendments to the LTP as well as outcomes of Equality Impact Assessment and Strategic Environmental Assessment

Q4 – Formal adoption of the final LTP

The GLCCA and the constituent authorities recognise this as a priority and are committed to advance the work as quickly as possible.

Alternative options considered

9. The Authority is required to produce a Local Transport Plan as part of becoming the Local Transport Authority. There are no alternative options to consider in this regard.

Reasons for the recommendation

10. To inform the Board of progress since the last meeting of the board and to provide next steps for production of a final policy document.

IMPLICATIONS, ADVICE AND GUIDANCE

Public sector equality duty implications

11. The development of the local transport plan will consider the public sector equality duty as it is developed. This is an overarching plan, and individual programmes of activity will also consider implications as they are developed.

Legal implications / comments

12. The remit of the Transport Board is to advise the Authority and the Mayor on the development of policy, strategy and budgets and to make recommendations on, amongst other things, the Greater Lincolnshire Local Transport Plan. Preparing and reviewing a Local Transport Plan under section 108 of the Transport Act 2000 is a Mayoral General Function, (that is, exercisable by the Mayor). The Mayor must have regard to any relevant statutory guidance when discharging this function.

Finance and resource implications / comments

13. Specialist resource may be required to support specific parts of the workstream to be determined on completion of the scope of work. This however has not been costed at this stage.

Greater Lincolnshire policy / comments

14. There is a requirement for the Mayor to bring forward a local transport plan for Greater Lincolnshire. It sets out the intentions of the Greater Lincolnshire

Combined Authority area. Further work and engagement will take place to develop the final local transport plan over the coming months.

Consultation and Engagement

15. Officers have consulted with the constituent councils and officers of the GLCCA to set out the proposed work programme.

DOCUMENT INFORMATION

No appendices have been included in the report.

Background Papers used in the preparation of this report

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

Paragraph 120 of the devolution deal states:

“As part of becoming the LTA, responsibility for an area-wide Local Transport Plan (LTP) will be conferred on Greater Lincolnshire MCCA and exercised by the mayor. The Greater Lincolnshire MCA will develop a provisional area-wide LTP by March 2025 to be finalised by the Greater Lincolnshire MCCA once established. Spending Review is expected in 2024; in developing its case for local transport investment DfT will be engaging the local transport sector. As such, we will look to draw on any emerging evidence base and strategy Greater Lincolnshire is able to make available by that time. Greater Lincolnshire MCCA will be expected to ensure its LTP aligns with best practice in transport planning including any revised LTP guidance, and to update their LTP as necessary.”

Background Paper	Where it can be viewed
Greater Lincolnshire Devolution Deal	https://assets.publishing.service.gov.uk/media/657099237391350013b03c30/Greater_Lincolnshire_Devolution_Deal.pdf

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Greater Lincolnshire Combined County Authority (GLCCA) Greater Lincolnshire Transport Board	
Date of meeting:	12 November 2025
Report title:	Greater Lincolnshire Local Transport Authority Transition Programme
Report of:	Lee Sirdifield, Interim Chief Operating Officer
Classification:	This report is open
Contact officer:	Andy Gutherson, Interim Transport Lead - GLCCA, Andy.Gutherson@lincolnshire.gov.uk
Purpose of the report:	<ul style="list-style-type: none"> • To update the Transport Board on the Local Transport Transition Programme • To agree the principles of the Local Transport transition programme and to seek delegation for the implementation of the programme to the Chief Operating Officer
Key decision	No
Voting Arrangements:	Simple majority vote to include the Mayor. Non Constituent Members are not entitled to vote on this matter.
Report has been considered by:	Detailed working groups with the constituent authorities over the past few months.

Recommendation(s):

That the Transport Board

- 1) Receives an update on the GLCCA Transport Transition Program**
- 2) Discuss and agree the principles of the Transport Transition Program**
- 3) Delegates the implementation of the program to the Chief Operating Officer of the GLCCA, including the development of an inter-authority agreement.**

REPORT CONTENT

Information

- 1 This report summaries the Local Transport Authority Transition Programme and seek agreement from the Transport Board on the principles of programme, and delegates the implementation to the Chief Operating Officer.

Background

- 2 Under the terms of the Greater Lincolnshire devolution agreement, the Greater Lincolnshire Combined County Authority (GLCCA) would become the Local Transport Authority (LTA) for the Greater Lincolnshire area and take on the associated responsibilities and local public transport powers on 1st April 2026. These functions include Transport Strategy, planning investment, delivering investment and operations and maintenance across Rail, Road and Bus networks.
- 3 The statutory instrument for the deal states that following the creation of the GLCCA in March 2025, the majority of the powers relating to public transport delivery will be held concurrently by the GLCCA and constituent authorities during the transition period until 31st March 2026. Following the transition period, the powers will be held by the GLCCA with a duty to deliver those functions.
- 4 In transport the Authority was established as a commissioning and assurance organisation, with delivery being undertaken by the Constituent Authorities in areas such as highways authority and education travel. A full set of powers can be found in appendix A.
- 5 For the last three months, a Transport Transition work programme has been established to enable the safe, legal and seamless transfer of public transport powers to GLCCA. GLCCA and the Constituent Authorities established the programme that in phase 1 developed future ambition, priorities and outcomes for the new regional transport model. In phase 2, the programme developed governance, programme risks, current transport capabilities and resource requirements for the Authority, and a timeline.
- 6 To date, a series of working groups have been established that will support the future transport delivery model. These are comprised of expert leads from each of the constituent authorities. The groups will undertake the both the technical and corporate work involved to design and deliver the transition of public transport functions for future delivery. Working groups include Finance, Legal, People, HR and Comms, and Governance overseen by a Programme Management Board.

Transition of public transport functions

- 7 The principles of the Transport Transition Programme have been developed and agreed with Officers from the Authority and the three constituent Authorities. These are set out below at Section 10 below.
- 8 The recommendation from the assessment undertaken through the transition programme is the transition of transport functions to the Greater Lincolnshire Combined County Authority (GLCCA) be implemented through a phased approach. This recommendation is informed by several factors: existing service delivery arrangements are currently managed by the constituent authorities; the

GLCCA does not yet possess the operational capacity required to undertake the full scope of day-to-day responsibilities associated with a Local Transport Authority; and the area is actively considering proposals for broader Local Government Reform.

- 9 The Transition programme has identified 5 key areas of functional responsibility, under these broad themes there are a number of areas identified which will need GLCCA capacity. Some of this capacity will need to be in place from Day one to deliver the activity during the transition year.

- 10 The principles are set out as follows

- 11 GLCCA takes on formal responsibility for transport functions on 1st April 2026 and delivers the following functions: Transport Leadership, Transport Strategy, and Investment Planning and Assurance

The Constituent Authorities retain responsibility for the following functions; Transport Scheme Delivery and Operations and Maintenance. Each one of these are broken down below and forms the Transition principles.

1 Transport Leadership (GLCCA)

- Form the Transport function, lead the team and establish internal ways of working
- Internal stakeholder comms and engagement
- Own strategic initiatives (TfGL, Rural Transport Group)
- Lead further transport transition activity
- Own governance and reporting.
- Inter Authority Agreement and overseeing updates to the agreement

2 Transport Strategy (GLCCA)

- Develop a single Local Transport Plan
- Drive development of a single BSIP and establish an Enhanced Partnership Board
- Lead on rail and aviation
- Respond to consultations

3 Investment Planning and Assurance (GLCCA)

- Secure and ongoing management of new funding streams
- Establish and manage a process of grant funding
- Develop future GLCCA investment planning policies
- Run transport investment assurance framework
- Undertake monitoring and evaluation
- Develop and manage SLA's for scheme delivery and Operations and Maintenance below

4 Transport Scheme Delivery (Constituent Authorities)

- Constituent Authorities will retain responsibility and capacity to deliver schemes and projects
- GLCCA will provide assurance over investment delivery as part of its oversight responsibilities; achieved through a single assurance framework

and aligned to the wider GLCCA assurance approach currently under development.

5 Operations and Maintenance ((Constituent Authorities))

- Public transport operations and service delivery will remain the responsibility of Constituent Authorities.
- Service Level Agreements will be in place to formalise the delivery of services on behalf of GLCCA.

Additionally, the Authority will develop an inter-authority agreement that delegates the powers for the delivery areas above to the constituent authorities for a minimum period of 12 months commencing April 1 2026.

A phased transition will support continuity of service, minimise disruption, and provide the necessary time to build institutional capacity within the GLCCA. This is consistent with other combined authorities during their first year of operation. Delegating functions for a minimum period of 12 months from April 2026 will ensure there is no disruption to residents in the GLCCA area whilst also providing a solid base to enable the wider 'Transport Transition' work programme to be established and delivered.

Future Transition Phase

12 Future phases will be subject to review and approval through the relevant governance arrangement.

Next Steps

- 13 The considered next steps would be for the Transition Programme to focus on the deliverables required to meet the deadline of 1st April 2026, and what needs to be in place for day one and during the transition year. Activity for the GLCCA will focus on funding and funding criteria, governance and assurance, and staffing and resources requirements, as well as the agreement of an inter authority agreement.
- 14 The recommendation is that this activity is delegated to the Chief Operating Officer to implement, and continue to work with the constituent authorities through the programme governance and progress updates be given to the Transport Board

Alternative options considered

- 15 The Authority becomes the LTA For Greater Lincolnshire on April 1st 2026 and will be required to deliver all the necessary functions of an LTA. It is not anticipated that the full capacity and capability will be established at the Authority before this date. The recommendation within the paper therefore sets out the principles for a phased approach.
- 16 The status quo option was considered with full powers being delegated back to the constituent authority, and this was not considered necessary as the Authority already has some capacity in strategy and assurance.

Reasons for the recommendation

- 17 The recommendation informs the Transport Board on the progress with the Transport Transition Work Programme and the options for the transition of powers with regards to the Local Transport Authority.

IMPLICATIONS, ADVICE AND GUIDANCE

Public sector equality duty implications

- 18 The development of the transition program will consider the public sector equality duty as it is developed. This is an overarching plan, and individual programmes of activity will also consider implications as they are developed.

Legal implications / comments

- 19 The remit of the Transport Board is to advise the Authority and the Mayor on the development of policy, strategy and budgets and to make recommendations on, amongst other things the Greater Lincolnshire Transition arrangements. The Mayor must have regard to any statutory guidance when discharging this function.
- 20 Any decisions in relation to approval of policy or strategy are reserved to the Authority.

Finance and resource implications / comments

- 21 Specialist resource may be required to support the Transitions Programme, and provision has been made within the Budget.

Greater Lincolnshire policy / comments

- 22 A phased transition will support continuity of service, minimise disruption, and provide the necessary time to build institutional capacity within the GLCCA.

Consultation and Engagement

- 23 The following have been consulted in the preparation of this report:
- Officers at the Constituent Authorities and the Authority have been involved in the development of phase 1 and phase 2 of the Transport Transition Programme. Their roles were to feed into the programme and brief internally within their own organisations.

DOCUMENT INFORMATION

No Appendices included with this report.

Background Papers used in the preparation of this report

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

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