

COUNTY COUNCIL MEETING – 20 MAY 2011

Statement from: Cllr W S Webb, Executive Councillor for Highways & Transport

TRANSPORTATION

I am pleased to announce that improvements to Metheringham Station have been completed. These include a fully surfaced car park, bus stop facilities to provide an Interchange, bicycle stands and other safety features. Working with East Midlands Trains, through tickets can be purchased for use on the CallConnect bus and the train.

Works are ongoing at Skegness Station and should be completed in the autumn.

11 buses that have been converted to run on bio methane will soon be on the streets of Lincoln.

The County Council now administers the concessionary fares scheme.

In making significant budget savings, some subsidies were withdrawn from the support of some bus services. We have endeavoured to minimise the impact and I would encourage people to use the CallConnect services where possible.

As a consequence of the service changes, information is available at 3,500 bus stops.

The Council's 3rd Local Transport Plan has been completed and is available on the Council's website.

LINCOLN TRANSPORT STRATEGY

The various elements of this latest adopted Transport Strategy for Lincoln are progressing as follows:

Lincoln Eastern By Pass

The outcome of the revised Expression of Interest was positive, and work is now ongoing to prepare a best and final bid to be with the DfT on or before 9 September 2011. The LEB Planning Application on Revised Planning Line Z was submitted to the County Council Planning Authority in Autumn 2009, and a 15 year consent was granted.

Lincoln East West Link Road

Work is ongoing to progress the scheme to a planning application in 2011, addressing the concerns raised at the public consultation, and completing further traffic modeling work to refine road and junction design.

Lincoln High Street Environmental Improvements

Work has now commenced on site, and is expected to be completed during the summer.

LINCOLN SOUTH WEST QUADRANT – TEAL PARK

Programming work with our Framework Contractor is ongoing as the design is further developed. Advanced works have taken place on site to protect the local Ecology (nest birds and amphibians), and boundary security fences erected alongside the A46.

Lincoln Park & Ride

The work on the feasibility of Park and Ride sites around the city is generally on hold, as most will be developed alongside other major network improvements. However, feasibility work on a western Park and Ride (A46/A57) interchange has now identified a preferred site, with suitable access/egress to the highway network, but any future work will be subject to available funding.

This western site may be critical in any support for servicing the Castle area, particularly if the Heritage Lottery Fund (HLF) bid for Lincoln Castle Revealed is successful, and we have to cater for a significant increase in visitor numbers.

GAINSBOROUGH TRANSPORT STRATEGY

Work has progressed well on the early schemes identified in the strategy, with extensions to the cycle network, additional pedestrian crossing facilities and a number of minor junction improvements, and a real time bus information system. Design work for improvements to Lea Road Station has also been undertaken and we anticipate this will be promoted by our partners West Lindsey District Council later in 2011.

The Strategy and these schemes have been funded by a grant from the Homes and Communities Agency.

GRANTHAM TRANSPORT STRATEGY

The Growth Point and Transport Strategy for Grantham is being implemented by a joint group of officers from both LCC and SKDC. Work is now substantially complete for Phase 1A of the Town Centre Enhancements and Phase 1B will commence on site May/June 2011.

Grantham Southern Relief Road

The Inspector's report on the SKDC Core Strategy within the Local Development Framework has been received, and a proposal for the adoption of the strategy has been put before SKDC Members. Work is currently ongoing to identify what land value can be released both for the relief road and for infrastructure and community improvements.

BOSTON TRANSPORT STRATEGY

Work on the A16 and A52 widening scheme, and the level crossings, is now complete. Journey time and traffic surveys are currently being undertaken to provide an initial indication of the scheme's benefits. I want to say a personal 'thank you' to the LCC project management team, and to the contractor, Ringway Infrastructure Services, for a job well done.

A1073 SPALDING TO EYE IMPROVEMENTS

The cause of the failure at Car Dyke has been identified, remedial work has commenced, and completion is expected by October.

SPALDING WESTERN RELIEF ROAD

Briefings with SHDC and LCC councilors have been undertaken and are now complete. Public consultation is scheduled for the first week of July, with planning application programmed for Spring 2012.

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

It is with great sadness that I have to report final figures for the number of killed or serious injury (ksi) casualties on Lincolnshire's roads as 463 for 2010 - nine more than the number projected from the previous Government's 40% reduction target. In overall terms, the county would have expected to see a reduction of 1,513 ksi casualties over the 10 year period to achieve the 40% reduction but actually achieved a reduction of 2,579 killed or serious injury casualties.

In terms of child casualties, the final figure was 22 for 2010 - well below the target number projected from the previous Government's 50% reduction target of 38. In overall terms, the county would have expected to see a reduction of 190 ksi casualties over the 10 year period to achieve the 50% reduction but actually achieved a reduction of 392 ksi casualties.

As I reported at Council in February, 45 people were killed during 2010 which is the lowest number ever recorded, and with no child (0 -15 years) fatalities, this is certainly a very encouraging sign.

The Government's road safety framework is expected to be published imminently, but LRSP has set targets for 2011 to reduce the number of casualties for all user groups below the target, or actual number achieved for 2010, whichever is the lower.