

## **COUNTY COUNCIL MEETING - 18 DECEMBER 2015**

**Statement from: Councillor R G Davies, Executive Councillor for  
Highways, Transport, IT**

### **HIGHWAYS AND TRANSPORT**

#### **Lincoln Eastern By Pass**

The Public Inquiry into the Orders for the Scheme has now concluded and a decision is awaited from the Secretary of State. It is not possible to give a date for this decision as there are no statutory timescales for a response, however it is hoped to be early in the new year at the latest. However, the Secretary of State has been made fully aware of the need for an early decision on the Orders.

Invitations have been sought from the market for applications to be included on the tender list for the scheme. A tender list will be drawn up by Christmas 2015 but tenders will not be issued until the Orders have been confirmed.

The scheme is being progressed as a single carriageway under the current funding arrangements. Central Government has indicated that their contribution (circa £50M) remains allocated for the scheme.

#### **Lincoln East West Link**

Works have started on the replacement Heritage Building on the corner of the High Street and Tentercroft Street with the completion of the piled foundations and a start on the ground beams, after delays incurred by the archaeological finds.

The period prior to the Christmas market has been used effectively to carry out works in the High Street including work to BT cables which has raised the visibility to the general public. The scheme is having minimal impact on traffic movement in the city. Relations with the public are excellent.

#### **High Street Footbridge**

Work is continuing on site with piled foundations installed and installation of the first elements of structural steel work imminent. The planning consents for the bridge and the remainder of 179 High Street have now been 'decoupled' meaning that work can continue on the bridge whilst alternative options are being considered for the replacement of the former sleep shop building. Completion of the footbridge is, as previously anticipated, scheduled for May 2016.

### **Brayford Wharf East**

Network Rail has continued to seek an alternative solution at this location that will match the funding envelope available. A revised, value engineered, scheme is due to be presented to their Funding Board in December for consideration. Should approval be granted, the revised proposal will be presented at a stake holder workshop to be arranged for the new year prior to resubmitting a revised planning application.

### **Skegness Countryside Business Park**

Our private sector partner (provider of the land and bulk of project costs) has expressed some cash flow concerns over the last month (derived from their anticipated date for first onward sale) and have asked that LCC examine ways in which the project could be sub-phased in order to reduce initial costs. This has created additional work and some delay to the timescale for moving the project forward. Despite this it has been possible to resolve a number of technical issues (e.g. drainage strategy) and to identify a process by which consents can be amended to reflect the scheme to be built (non-material amendment application to ELDC).

The Greater Lincolnshire Local Enterprise Partnership (GLLEP) Investment Board are to re-examine the project at the end of November in light of the sub-phasing and it is expected that a grant funding contract will be signed in early December. Contractor procurement remains planned for Q1 of 2016 with an anticipated start later that year.

### **Holbeach, Peppermint Junction**

The public consultation was held in September with a large turn-out at the exhibition and strong support expressed for the Peppermint Junction scheme. A planning application has now been submitted for the Peppermint Junction roundabout and the second roundabout on the A151. Proposals for the neighbouring housing development are expected to be submitted for planning consent in the near future. Proposals for the Food Enterprise Zone to the west of the A151 continue to be developed between NYCC and the land owner.

At the consultation the dual carriageway proposal for the A17 received a more mixed response. Due to the high cost of this proposal the options for improvement are being re-visited with a view to identifying the most economically advantageous method of creating overtaking opportunities for A17 traffic.

### **Grantham – King31 Including A1 Connection (Spilltegate Level west to A1)**

Phase 1 of the King31 commenced on site on 21 September 2015 and progress has been very good. The opportunity has been taken to use the fill material on site to reduce the imported fill for the roundabout on the B1174 which will also reduce the costs of cutting for Phase 2 the connection onto the A1.

The planning permission inherited from the developer for the grade separated interchange onto the A1 is too restrictive to provide an economic solution without significant departures. South Kesteven District Council and Lincolnshire County Council planning have been consulted to explore a suitable solution that can be delivered. The final solution may impact upon the Orders to be published for the Grantham southern relief road.

### **Grantham – Southern Quadrant Link Road (SQLR)**

The S73 change to the planning application was considered at the South Kesteven District Council Planning Committee on 10 November 2015 and approved and the non-material amendments have been approved.

Larkfleet's submission to the Appeal Court was rejected as was their request to be allowed to appeal to the Supreme Court. They have now applied direct to the Supreme Court and the Courts decision is awaited. Lincolnshire County Council as an interested party have submitted their response to their latest claim.

Work is progressing to prepare for the compulsory purchase orders and the side road orders ready for publication in spring 2016 for the Grantham southern relief road.

### **Spalding Western Relief Road**

The developer is understood to be making progress with their proposals and seeking to submit a reserved matter application for the road in the near future.

The design for the northern phase has been frozen ahead of the South East Lincolnshire Local Plan consultation, now programmed to take place in January/February 2016.

### **Winter Maintenance**

The County Council has entered the winter of 2015/16 with a plentiful supply of salt. 26,000 tonnes is now within our eight highway depots and a further 9,000 tonnes on Immingham docks. The Immingham strategic stock will have a further 25,000 tonnes added to it early in December. This follows an advantageous financial proposal benefiting Lincolnshire from our salt supplier so bringing the total available to 60,000 tonnes. A new salt barn was opened during October at Willingham Hall capable of storing 3,000 tonnes under cover.

## **Lincolnshire Road Safety Partnership (LRSP)**

Provisional figures up until the end of September 2015 show there to have been 253 killed or serious injury (KSI) casualties compared to 297 for the corresponding period last year.

The number of fatal casualties now stands at 35. This is two lower than for the corresponding period last year which is an improvement on the figures I gave you in my previous report. At that time the number of fatal casualties was three higher than for the previous year.

The average speed camera system on the A15 at Metheringham became operative on the 21 September 2015. Approval in principle has been received from the LRSP Board to install an average camera on the A16 Crowland and discussions are now taking place to establish the most cost effective way to procure the cameras. I will keep you informed of progress on this matter.

LRSP are now delivering speed awareness workshops from Market Deeping in addition to Lincoln and North Kyme. This venue is proving to be very popular and provides residents in the South of the county with an alternative venue to Peterborough.

The number of communities participating in in Community Speed Watch continues to increase. Currently one hundred and twenty communities have signed up or are in the process of signing up to the scheme.

## **Lincolnshire's Total Connect Project**

Total transport service integration is the aim of Lincolnshire's 'TotalConnect' project currently being run by the Passenger Transport Unit (PTU). This involves working together with other local authorities, bus operators, community transport operators, Clinical Commissioning Groups (CCGs), neighbouring areas and other public bodies to share and joint-commission services and resources to deliver cost effective passenger transport.

Lincolnshire County Council is one of 37 local authorities to have bid successfully for Central Government funding through the Total Transport programme. The Council has been awarded a £400K grant to research, design and implement a pilot Total Transport scheme, to be completed by March 2017.

The TotalConnect project will build on previous pioneering work by the PTU and focus on delivering transport services that are integrated to the maximum extent possible across:

- Non-Emergency Patient Transport (NEPT)
- local bus services
- demand responsive services local bus services
- social care,
- home-to-school
- community and voluntary transport

TotalConnect will focus on partnership working and delivery of transport services through a one-stop-shop approach. A project board has been established and TotalConnect is initially targeting the integration of community transport and CallConnect Demand Responsive bus services with NHS NEPT services and Adult Social Care provision. Early indications are that there is significant synergy across these transport services and the PTU is currently negotiating the sharing of journey information (which is particularly sensitive given the client groups involved).

There are a number of associated strands of work also being undertaken by the PTU including consideration of the IT and Telematics requirements for the project. For example, an outline specification of an integrated I.T package able to manage multiple client groups, diverse passenger needs and disparate journey patterns with appropriate financial and performance management functions is currently being established. Lincolnshire is working in partnership with other local authorities on this aspect but has been asked by the DfT programme co-ordinator to take a lead role both regionally and nationally in developing an appropriate IT solution for Total Transport.

Alternative procurement methods form another strand of investigation. A new Dynamic Purchasing System for Transport Contracts is currently being developed with a likely implementation date in early 2016. Plus, following a detailed review of Special Educational Needs and Disability (SEND) Transport provision and various market engagement sessions, new 'One Operator One Establishment' and/or 'One Operator to a Cluster of Establishments' are to be advertised with staged implementation dates from January 2017. This would drastically reduce the number of contracts directly managed by the PTU as well as provide financial savings.

## **INFORMATION MANAGEMENT AND TECHNOLOGY**

IMT Services being delivered by Serco are continuing to improve, and this is backed-up by the trending of key performance indicators (KPIs) for this first six months of service. There remain some areas where the breadth of services delivered by Serco, and level of service are falling short of expectations.

Due to the continued delays in implementing key IT transformation projects, some enabling projects to allow a more mobile and flexible workforce, improve information security and implement key foundation technology upgrades cannot be developed and placed into the roadmap for delivery. This will continue to have an impact on the implementation of improved working styles and staff efficiencies for a time.

### **User Experience**

The end users of the IT Service remain satisfied with the level of service achieved day to day with an average of 87% of staff rating the service as 'good' or 'excellent'.

Whilst there are issues with the wider IT service, most end users are still receiving a good level of service which enables the 'as is' functioning of the Council to continue.

Requests for 'business as usual' non-project work are taking longer than would be expected and key supporting systems require remedial work to ensure the services to be delivered and associated timescales match contracted expectation.

### **Project Delivery**

Project delivery remains the most challenging part of the Serco service, with small 'business as usual' projects taking longer to commission than expected. The Information Management Team (IMT) and Serco colleagues have introduced Operational Level Agreements to re-set expectations and work through the backlog of project work. This is having a positive effect and backlogs are due to be cleared during December. It is the aim that all small projects are delivered within six weeks from commission.

The IMT team has continued to take a firm stance in ensuring that precedents are set that will ensure future savings, rather than compromise to meet a short term need. This does continue to have a negative impact on some service areas within the Council and has caused operational difficulties in isolated incidents.

### **Transformation Technology**

Remedial activities for Transformation Projects were not completed by the revised deadline of September 30 with priority being given to fixing Agresso. Serco and the IMT team are working to ensure interdependencies of the remaining transformation projects are clear and to implement an improved approach to the programme management of these key activities. The focus is on ensuring that the key deliverables which have the most impact on the Council in terms of enabling of service improvements are prioritised.

Priority will continue to be on fixing Agresso to support improvements in critical business functions, and delivery of the other key transformational activity will only progress where it has no impact on priority projects.

### **OnLincolnshire Broadband**

#### **Phase 1**

The current broadband programme remains on track in terms of both delivery and financial performance. The original intervention area of the project consisted of 156,667 premises and to date, we have fibre enabled 139,872 premises, which equates to 638 roadside cabinets having been upgraded. In addition, we have positioned a further 87 cabinets in readiness for completion.

We are still on target to deliver 90% superfast coverage across the county and we are confident that all delivery targets will be met before the contract end date of 31st March 2016.

The take up of better broadband services is exceeding expectations at this point in time. We have now hit the 20% take up mark and we are now seeing revenue returned to the programme under the contractual claw-back agreement. Take up

levels has prompted BT to make an advance payment against this agreement of £4.6M and this will be re-invested to further enhance broadband coverage.

The project continues to perform well against budget and BT has agreed to commit £2M of underspend ahead of project completion to allow for further enhancement of county-wide broadband.

Broadband Delivery UK have released the process documentation for the satellite solution for those premises that will remain sub – 2Mb/s post-implementation and this has been published to residents and businesses via the 'onlincolnshire' website.

## Phase 2

A contract is in place with BT for Phase 2 and the introduction of additional funding has resulted in BT to re-modelling their original offering. It is hoped that the re-modelling will be complete before year end to allow us to publish on the website.

Despite the re-modelling exercise, BT has already started planning some of the structures that are applicable to Phase 2 and we are optimistic that the build of Phase 2 can start very early in the new year. We have expressed a desire that they look to utilise some of the emerging technologies now available as it is considered that this will further benefit the county of Lincolnshire.

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