

## **COUNTY COUNCIL MEETING – 15 DECEMBER 2017**

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

### **HIGHWAYS AND TRANSPORT**

#### **Lincoln Eastern Bypass**

This is the County Council's largest Highway scheme with a budget of £99.6m with a DfT grant of £49.95m. The main contract of £53m was awarded to Carillion and a soft start in January 2017, with a three year contract period with completion in December 2019. The main work on site is currently focussed on providing the foundations for the Market Rasen Rail Bridge. The main site compound at Washingborough Road will become operational in November. The contract is currently on programme for completion in December 2019.

A separate £15m contract was awarded to BAM Nuttall by Network Rail, on behalf of LCC, to de-risk the main contract, by creating a hole under the railway on the Spalding line near Washingborough Road. The 600 tonne weathering steel bridge was successfully slid into position within the 72 hour October track possession. Work is currently underway to install the piles to retain the railway embankment and that will allow the earthworks to be reduced down to the final road level ready to handover to the LCC main contractor Carillion. Work is currently in front of programme and it is anticipated the site will be handed over LCC by the start of March.

Separate to the main contract a separate contract was awarded to Network Archaeology and work is currently concentrated on North of Greetwell Road. This is now emerging as a significant risk to the scheme budget and the projected completion date is now January 2018 with projected costs of £7.857m. This has the potential to affect the main contract programme with consequential delay costs. The original budget estimate for the archaeology was £1.9m with completion in August 2017.

#### **Lincoln High Street**

Disappointing progress by the contractor meant that the works were not completed within the contract period. All outstanding works were left in a safe condition for pedestrians for the Christmas Market, with no fencing in place. Works since the Market have all been carried out at night, with the site left clear of fencing again during the day.

Network Rail's work to their footbridge over the High Street level crossing was completed in time for re-opening on 1 December as planned.

## **Rail Issues**

Working with East Midlands Trains, much improved Sunday rail services were launched on 21 May 2017 on both the Lincoln – Nottingham and Grantham – Nottingham routes. On both lines, trains now generally begin running mid-morning, rather than the afternoon as previously which has opened up opportunities for day trips on Sundays in both directions. A vastly improved Sunday service is also due to start on the Lincoln - Sheffield line on 10 December 2017. This is a requirement of the Northern Rail franchise and increases the number of services from 8 to 27 (in both directions).

The much delayed DfT consultation on the re-letting of the East Midlands Rail Franchise finally began on 20 July 17, with a deadline for responses of 11 October 2017. The authority has submitted a response pressing for a wide range of improvements to rail services across the county, together with more and better rolling stock, and improvements to facilities at stations. DfT also held a consultation event in Lincoln, which was well attended. As a result of the delays, the new franchise will not now start until August 2019.

## **Peppermint Junction, Holbeach**

This is a £5.4m road improvement scheme eliminating a T junction and improves capacity and improves safety by introducing two roundabouts and provides access into an employment zone (Food Enterprise Zone) and housing land both sides, funded by a single local growth fund (SLGF) grant and forward funding by Lincolnshire County Council. A contract was awarded to Eurovia and works begun with a projected completion date of February 2017.

## **Grantham Southern Relief Road**

This scheme is a 3.5km road with a five span viaduct carrying the road over the East Coast Mainline railway and has a current budget of £81.5m and consists of three phases. The works will be funded from SLGF grant from the LEP, HCA grant and developer contributions with LCC forward funding the developer contributions.

The King 31 Phase 1 from the B1174 running towards the A1 is already complete.

The completed design for King 31 Phase 2 is based on the consented planning application for Warehousing has been submitted to Highways England for approval and final sign off is still awaited. A planning application for a Designer Outlet Village (DOV) was submitted to SKDC on behalf of Buckminster Estates on 27 June 2017. The owners of Downtown have also expressed their intention of submitting an alternative DOV planning application for their current site. LCC have engaged Counsel for advice in relation to the promotion of the Orders (SRO and CPO). The advice is to proceed with the Orders for the whole scheme including the Line Orders for the Trunk Road and significant progress has been made with Highways England and the Section 6 agreement. The Heads of Terms with the landowner for the transfer of land have now been signed for the King 31 site and a similar agreement is being pursued for the SQLR. Agreement to secure third party land on King 31 is in progress.

A contract has been awarded for the archaeology to the west side of the A1 with the intention of mitigating the impact on the main works. Work is programmed to start in early December 2017 and last for 12 weeks

The design for Phase 3 the Southern Quadrant Link Road is almost complete and negotiations are ongoing with Network Rail in relation to their Shared Value policy. Significant service diversions have already been carried out with Anglian Water and Western Power Distribution. Negotiations are currently underway with all landowners to acquire the land by agreement.

A bid has been submitted to HCA for a forward funding Housing Infrastructure Grant.

### **Spalding Western Relief Road**

There are five phases to this western relief road with a scheme cost over £100m, starting from the south working north.

**Section 1** (Southern Connection) – LCC and the developer have reached a financial agreement for funding Section 1. Legal Services Lincolnshire have been commissioned to draft an addendum to the Memorandum of Understanding regarding the agreed proportionate costs. Following the EIP adoption, LCC will submit a planning application for the road only with an aspired commencement date of Autumn 2021.

**Section 2** – This section of the SWRR is having options developed as part of the SWRR delivery strategy. Section 2 will be developed in tandem with Section 1 to allow a full connection between the B1172 and the A151 Bourne Road. It is important to stress that the two sections will be developed independently with an aspiration to have both scheme constructed sequentially.

**Sections 3 and 4** – These sections of the SWRR are having options developed as part of the SWRR delivery strategy.

**Section 5** (Northern Connection) – SHDC in collaboration with LCC have submitted a bid to HCA through the Housing Infrastructure Fund Marginal Viability option for approximately £12m. If successful this will result in unlocking the opportunity to progress the project with a similar timescale as Section 1, only if the local plan is adopted and planning is granted.

### **Lincoln Southern Bypass/ North Hykeham Relief Road**

An Outline Business Case is currently being prepared, funded by the Advance Design Block, to continue to progress this major scheme in preparation for any funding opportunity for delivery. The aim is to submit a bid for DfT Majors funding in June 2018. This road will be a key link in the Lincolnshire Coastal Highway from the A1 through to Skegness. A bid has been submitted to DCLG for a Housing Infrastructure Grant and also a £1.7m Growth and Housing Fund bid to Highways England for the A46 roundabout at Pennell's

## **Lincolnshire Coastal Highway**

Lincolnshire County Council is to investigate potential improvements to the road corridor across the county from the A1 to the North Sea coast at Skegness, known as the 'Lincolnshire Coastal Highway'. This will look at the options for intervention along the route. In identifying improvements to the Highway, consideration will need to be given to being future-ready, building in capacity to support growth, investigating options across a range of modes and building in resilience and lower longer term costs for management of infrastructure. This work will be funded from the Advance Design Block. In addition LCC is currently investigating options to improve the flows around the A46 Lincoln Western By Pass (LWB) from Riseholme Road Roundabout to Nettleham Roundabout with a successful grant from SGLF awarded by the LEP.

## **National Productivity Investment Fund**

LCC have secured a grant of £5.4m from DfT, expended in 2017/18 based upon a number of named schemes. LCC have withdrawn the A17 Gedney scheme after a presentation to HT&T Scrutiny and a local consultation event. Progress on the remaining schemes is as follows;

- Wolsey Way/Wragby Road Improvement in Lincoln to improve flows through two traffic signalised junctions – tenders were returned 13 November 2017
- A17 Sleaford Embankment Maintenance defect rectification – contract awarded, start date still to be agreed.
- The remaining 2017/18 budget will be spent on the A16 Louth Bypass resurfacing scheme, a thin surfacing replacement package and a re-tread package programme to improve roads within the County

The Department for Transport has announced that LCC have been successful with the NPIF bid for A46 Welton roundabout road improvement at an estimated cost £4.6m with a £2m grant for expenditure by 2019/2020. A Planning application was submitted in September after information events held with Welton and Dunholme Parish Councils, a decision is expected in January 2018. Work is progressing on land acquisition in parallel with the orders process.

## **DfT Challenge Fund**

LCC are preparing for a bid through the Challenge Fund to the DfT for a £10m Langrick Bridge replacement scheme as identified in the County Council Asset Management Strategy. A series of options are under consideration prior to a consultation on the favoured options subject to the outcome of a successful bid.

## **Single Local Growth Fund 3 Schemes**

In March 2017 two schemes were identified as successful in attracting SLGF grant;

- A17/A16 Sutterton Roundabout – now completed and funding approved by GLEP. Awaiting drawdown of funds from GLEP
- A46 /A15 Nettleham and A46/A158 Riseholme Road Roundabouts on Lincoln Relief Road – Scheme progressing on increased roundabouts with increased approach and departure lanes on all legs.

## **Roadside Verges**

The tender to develop a bespoke machine to harvest grass from roadside verges has been awarded to a Lincolnshire engineering firm. Scotts Precision Manufacturers will develop a machine in partnership with the County Council and local anaerobic digester operators. The project has been funded by the Greater Lincolnshire LEP and private sector funding. The machine will be ready for testing in the Spring.

## **Street Lighting Transformation**

We are continuing with the conversion of heritage style lanterns to LED. John Adams Way in Boston is also outstanding.

There continues to be no approach from the police expressing any concerns about the impact of the project on crime or road safety. The first open meeting of the Scrutiny Review Panel into the impact of the implementation of part night lighting has taken place. Initial evidence from LRSP and Safer Communities was received, both stating that any data since completion of the project may not be statistically relevant.

The process for public engagement for the Scrutiny Review was agreed, with County News and other publicity to point to a web address and the CSC for a short survey for completion.

## **Highways 2020**

Work is ongoing to review the options available for commissioning the majority of our highway services, which are currently undertaken through the Lincolnshire Highways Alliance. A period of soft market testing with the majority of suppliers has been undertaken to understand what is attractive to the market in the current climate. After a period of consolidation in the market, suppliers are becoming selective about the opportunities they tender for and prices which authorities pay are affected accordingly.

Visits to a number of other authorities by Members and Officers have taken place to look at alternative delivery models; these have been combined with a number of options appraisal exercises, to produce a recommendation report from the Member and Officer Project Board which will be presented to the Executive in December.

Procurement is due to start in June next year to allow sufficient time for a 6 month potential mobilisation period before the next contracts start 1st April 2020.

### **Alliance Performance**

The Lincolnshire Highways Alliance is now in its 8<sup>th</sup> year of operation. At the conclusion of year 7 each of the Alliance contracts was awarded a final extension to 31 March 2020, which means that the contract has been issued to year 10 of a possible 10. These extensions are based on performance which is measured through a series of agreed indicators. It is unusual for an Alliance contract such as this to last its full possible term, so this in itself should be seen as an achievement for Lincolnshire.

The Alliance partners managed to achieve their targets for Quarter 1 of year 8. The results per contract area were:

- Alliance Key Performance Indicators (LCC/Kier/WSP/Dynniq) – 100.0%
- Highways Works Term Contract Performance Indicators (Kier) – 88.5%
- Traffic Signals Term Contract Performance Indicators (Dynniq) – 95.0%
- Professional Services Contract Performance Indicators (WSP) – 85.6%
- Client Performance Indicators (LCC) – 75.0%

The performance achieved in Quarter 1 suggests that the Alliance Indicators are at a challenging and appropriate level. Performance data is currently being collated for Quarter 2 of Year 8 but it can be seen from the results of Quarter 1 that generally most areas are set to remain at, or build upon, the high standard set in Year 7, following the ongoing improvement that has been demonstrated over the life of the Alliance. A series of new indicators are being trialled alongside the current set of indicators to target and challenge each partner so that the Alliance continues to evolve.

### **Winter Maintenance**

The County Council currently has 25,000 tonnes of salt within our 8 highways depots and a further 10,500 tonnes available on quayside at Immingham Docks. We have 43 gritting routes in Lincolnshire covering all aspects of the variable geography of the County, from highly traffic urban areas such as Lincoln, Boston and Grantham, to the rural flat fen lands and the hilly Wolds area. These present the Authority with a wide range of winter weather challenges which we monitor through strategically placed weather stations. We are now entering a period of more marginal nights which will be monitored closely. It is expected that by early December we will be entering a period of colder weather which may lead to more gritting runs.

## Lincolnshire Road Safety Partnership (LRSP)

**Casualties:** There have been 46 fatal casualties in Lincolnshire in 2017 compared to 56 for the same period in 2016 (as of 23 November).

KSI casualties have increased and slight collisions have decreased.

Lincolnshire Road Safety Partnership Rolling Performance Dashboard - 2017YTD

2016 KSI Target 407	1st Aug 2016 to 31st Jul 17	1st Aug 2015 to 31st Jul 16	% Change on Previous Year	MALE FEMALE	West Lindsey DC	East Lindsey	Lincoln City	North Kesteven DC	South Kesteven DC	South Holland DC	Boston BC	District Distribution	URBAN RURAL
KSI Casualties	505	376	34.3%		96 19.0%	134 26.5%	45 8.9%	57 11.3%	64 12.7%	69 13.7%	40 7.9%		
Car & Taxi KSI Casualties	276	187	47.6%		54 19.6%	74 26.8%	17 6.2%	33 12.0%	36 13.0%	46 16.7%	16 5.8%		
TWMV KSI Casualties	62	74	-16.2%		14 22.6%	22 35.5%	3 4.8%	10 16.1%	5 8.1%	4 6.5%	4 6.5%		
Low Powered TWMV (upto 125cc) KSI Casualties	15	30	-50.0%		0 0.0%	5 33.3%	1 6.7%	3 20.0%	3 20.0%	2 13.3%	1 6.7%		
High Powered TWMV (over 125cc) KSI Casualties	47	44	6.8%		14 29.8%	17 36.2%	2 4.3%	7 14.9%	2 4.3%	2 4.3%	3 6.4%		
Pedestrians KSI Casualties	66	49	34.7%		7 10.6%	12 18.2%	14 21.2%	4 6.1%	10 15.2%	9 13.6%	10 15.2%		
Pedal Cyclist KSI Casualties	44	34	29.4%		9 20.5%	9 20.5%	8 18.2%	4 9.1%	5 11.4%	4 9.1%	5 11.4%		
Child (0-15) KSI Casualties	28	21	33.3%		3 10.7%	8 28.6%	4 14.3%	2 7.1%	6 21.4%	2 7.1%	3 10.7%		
KSI Collisions Involving a 17-24 year old Driver	112	83	34.9%		21 18.8%	28 25.0%	12 10.7%	14 12.5%	15 13.4%	13 11.6%	9 8.0%		
KSI Collisions Involving a 60+ year old Driver	130	96	35.4%		25 19.2%	34 26.2%	10 7.7%	17 13.1%	14 10.8%	16 12.3%	14 10.8%		
Slight Casualties	2162	2430	-11.0%		340 15.7%	464 21.5%	271 12.5%	292 13.5%	353 16.3%	258 11.9%	184 8.5%		

**General Update:** A joint Lincolnshire County Council and Lincolnshire Police review of the Lincolnshire Road Safety Partnership was undertaken in 2015/2016. The first stage of implementing the review recommendations was completed in 2016 with a LRSP Management Restructure. Formal consultation on the final stage of the proposed organisational changes has now closed and the implementation document was issued 15 November 2017.

Lincolnshire hosted a Road Safety Summit at Belton Woods Hotel on the 3 November 2017. The aim of the event was to visibly demonstrate that there is a continued commitment to tackle issues of road safety in an energetic and innovative way throughout Lincolnshire. The event brought together practitioners and partners to consider best practice from around the UK, assess the particular problems we face in this county, and focus on the way forward.

In response to public requests, LRSP has been working with Lincolnshire Police to develop its Community Speed Watch (CSW) scheme to incorporate speed enforcement monitoring by local volunteers. The scheme was announced on 3 November 2017 at the Lincolnshire Road Safety summit. Communities will be able to register their interest in January 2018.

**Enforcement:** Following the upgrade of 15 fixed speed camera locations to digital technology, a program to update a further 13 sites is underway. Part of the upgrade program considers the feasibility of replacing fixed spot speed roadside installations with an average speed camera solution on the A17.

Mobile speed camera enforcement vehicles have assisted the police with the Rural Community Safety program and in particular Operation Galileo. The vehicles have been strategically placed at pre-planned enforcement locations to gather intelligence, assist with prosecutions if needed and provide a visible deterrent.

LRSP and Lincolnshire Police are currently exploring the feasibility of processing driver dash-cam footage offences using Operation Snap from GoSafe Wales.

**Training:** The following completed training courses in Lincolnshire to the end of August 2017:

	Up to end August 2017	Up to end August 2016	Difference
Speed Awareness	9724	9825	-101
Driver Alertness	219	178	+41
What's Driving Us	222	475	-253
Driving Change	4 1	7	-6
Ride	6	15	-9
Taxi Driver	47	32	+15
Pass Plus	29	23	-6
Mileage for Life	90	7	+83

**Education:** LRSP will launch 2fast2soon Corporate in 2018 with the aim of addressing and improving road related behaviour in those who drive for work.

LRSP has developed a targeted promotion aimed at highlighting issues associate with drink/drank driving in conjunction with LCC's Substance Misuse coordinator. The messages will be promoted in the run up to and during the Christmas period.

A review of our Young Passenger Awareness (YPA) Programme is now complete and the revised programme will be delivered through school requests. The tailored

education to vulnerable young people embeds skills required for hazard perception along with techniques to avoid undesirable road related circumstances and aims to reduce the likelihood of young people being involved in road traffic collisions as passengers.

**Engineering:** Over 25 Road Safety Audits at various stages (Preliminary Design/Final Design/Works Completed) have been carried out by the AIP team in the 5 month period 1 April 2017 – 31 August 2017

3 Department for Transport Safer Roads Fund bids have been submitted. This includes working with the adjacent authorities of North Lincolnshire & North East Lincolnshire Councils. The bids totalling £4,615,000 are seeking to reduce collisions on some of our high risk roads (A18/A631/A1084).

### **Total Transport Initiative – Integration with Health**

The previous update outlined the fact that there was momentum building through re-engagement with Health to explore a re-designed transport network, creating a more efficient and integrated approach to the county's statutory passenger transport network and service delivery.

An outline proposal had been drafted for a 12 month project to look at a new re-designed network and an implementation plan – this joint project with the CCGs and service providers could ultimately see transport services organised and/or delivered using a Total Transport approach and would enable efficiencies to be quantified. The CCGs have indicated support for the proposal and Transport Services Group (TSG) has commenced work on data capture and engagement with various parties in relation to non-emergency health transport. Initially this work will determine the extent of demand for transport and current delivery mechanisms and, ultimately, inform future modelling options.

A group of representatives from LCC, the CCGs, Sustainability and Transformation Plan (STP) Team, and Thames Ambulance Service Ltd (TASL) has been established to take the project forward. Members may be aware from recent media coverage, that the current Non-Emergency Transport Contract Provider (TASL) has however been facing some teething problems since contract commencement in July 2018. Whilst addressing these problems is not an LCC function TSG are trying to stay apprised of any developments in this area and will report accordingly.

## **BROADBAND**

### Current Status

We are now into Phase 2 of the broadband programme. The original Phase 2 was to upgrade an additional 7K premises, but due to underspend from Phase 1 and money returned by BT via a contractual clawback mechanism, we are now upgrading an additional 22K premises and this number is set to increase significantly.

The original Phase 2 was due to end in September 2017, but this has now been extended to December 2019 to allow us to increase the upgraded premises count and to reach a target of 97% Superfast broadband coverage, well above the original 90% relevant to Phase 1.

The original Phase 2 deployment of 7K premises was made up of 43% Fibre To The Premises in areas deemed Rural or Very Rural. The additional premises added to the expanded Phase 2 will comprise of 66% FFTP in Rural/Very Rural areas.

West Lindsey District is now back in the Lincolnshire Broadband Programme as a result of LCC finally persuading BDUK (Broadband Delivery UK) to lift the embargo on West Lindsey. As a result, we are asking BT to plan a further 3.2K premises in the District for upgrade to fibre based broadband. We expect to see the results of this exercise early in the New Year and will begin the deployment process as soon as this is agreed.

Customer take up sits at 47% at the time of writing and this is increasing by circa 1.5% Quarter on Quarter. This is well in excess of what we originally projected. This level of take up clearly demonstrates the need for the programme and has resulted in an estimated clawback of over £10M from BT. You will recall we have already received £4.65M of this money and BDUK and BT are discussing how they might release a further lump sum, but this will be subject to State Aid approval.

Going forward, we are well aware that even with the large scale deployment by the programme, we still have a significant number (circa 10.5K) premises not yet in the programme and we are examining how we might get to as many of these as possible, but we do expect this to be via alternative solutions.