

## **COUNTY COUNCIL MEETING – 14 SEPTEMBER 2018**

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

### **HIGHWAYS AND TRANSPORT**

#### **Highways 2020**

This project is replacing the existing Highways Alliance contracts which end on 31 March 2020. The current phase of work is centred around the preparation of contract documents, to deliver the improvements identified in the selected option, involving staff from across the Highways service together with colleagues from Procurement and Legal Services. A very well received industry day has taken place with attendees from over 30 providers setting out what LCC is looking for from its partners, and giving providers an opportunity to ask detailed individual questions. The procurement process will commence this month to allow increased time for review and consideration of the documents whilst retaining a six month mobilisation period ahead of the contract start on 1 April 2020.

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

There have been 22 fatal injuries on Lincolnshire's roads so far in 2018 compared with 23 this time last year. The following table displays courses completed as of the end of June, compared with 2017.

To end June	2018	2017	Difference
Speed Awareness	7,364	7,101	+ 263
Driver Alertness	122	172	- 50
Motorway	201	0	+201
What's Driving Us	172	198	-26
Driving 4 Change	4	1	+3
Ride	3	2	+1
Taxi Driver	56	41	+15
Pass Plus	22	20	+2
Mileage for Life	39	83	-44

LCC have been successful in all three of its Department for Transport (DfT) Safer Roads Fund bids. (A1084 Brigg – Caistor £1,245,000, A631 Bishop Ridge – Market Rasen £645,000, A631 Market Rasen – Louth £2,725,000 and a joint bid led by NE Lincs on the A18).

30 Parishes have expressed an interest in undertaking the new phase of Community Speed Watch which enables volunteers to monitor vehicle speeds. An additional 24 requests have been received to join the scheme in general, since last November. All

equipment has now been sourced and the risk assessment is awaiting approval. It is anticipated that the first parishes will start operating within the next two months. Signs for the Shiny Side Up and Stealth motorcycle campaigns have been erected around the county at strategic locations identified by collision and offence data.

- LRSP directly engaged with approximately 12,700 pupils across Lincolnshire via education delivered at primary, secondary and sixth form during academic year 2017/18.
- LRSP has launched a new Police Rider Days initiative for 2018.
- LRSP and Lincolnshire Police conducted a drink and drug driving campaign in July. Anyone that knew a drink or drug driver were able to text 80800, anonymously and free.

The digital safety camera upgrade is still ongoing.

### **Rail Issues**

Further Northern Railways service improvements were delayed due to the overrunning of Network Rail's electrification project between Manchester and Preston, which in turn has delayed the cascade down of the diesel trains needed to deliver additional services across the Northern franchise. The affected improvements in Lincolnshire are the hourly weekday services proposed to run into Gainsborough Central station from Sheffield/Retford and the journey time improvements on the Lincoln-Sheffield services. However, Northern has been able to introduce direct Lincoln-Leeds trains from May with improved rolling stock. It is hoped that the other improvements will be introduced in December, but this is dependent upon completion of the electrification scheme in time to allow the required training of drivers on the new route and rolling stock.

Meetings continue with the three shortlisted bidders for the new DfT East Midlands rail franchise. DfT published the formal Invitation to Tender in early June. There are several proposed service improvements for Lincolnshire including hourly services along the whole of the GNGE (Great Northern, Great Eastern) Joint Line linking Gainsborough, Lincoln, Sleaford and Spalding with Doncaster in the north and Peterborough in the south, together with hourly services between Lincoln, Market Rasen and Grimsby. These also include earlier morning and later evening services.

Following the recent Secretary of State for Transport announcement, the East Coast Main Line franchise previously operated by Virgin Trains East Coast (partnered with Stagecoach) has now been taken over by the new publically-owned operating company, LNER Ltd. DfT have indicated that they still expect to provide additional direct services between London and Lincoln from May 2019. LNER will operate the franchise until the new East Coast Partnership commences in 2020. As yet, DfT have not released any further details regarding the format of the Partnership.

### **Lincoln Eastern Bypass**

In January, Carillion announced that it had gone into liquidation and a decision was made to terminate this contract. Galliford Try has been awarded the remainder of the construction works package. The total cost of the project is now expected to be

£120m, with new costs coming as a result of changing contractor, additional archaeological spend, additional land acquisition costs and inflation.

The main works on site are currently focussed on installing the beams for the Market Rasen Rail Line Bridge and diverting utilities across the whole site. In addition, works have commenced on constructing temporary bridges over the River Witham to enable the major earthworks movement and construction of the River Witham's permanent bridge. The archaeology excavation works are now completed, resulting in a start of the post excavation investigations which will take several years to complete. The Lincoln to Spalding Rail Line Bridge which Network Rail were constructing is complete and the site has been handed back to LCC.

### **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. Compulsory Purchase Order (CPO) and site line orders processes have resulted in a number of objections being received, which we are negotiating to remove. A Public Inquiry has been set for December if those objections cannot be removed.

The design for Phase 3, the Southern Quadrant Link Road, is almost complete and negotiations are on-going 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. LCC have now qualified for the next stage of a bid to the Homes and Communities Agency for a forward funding Housing Infrastructure Grant.

### **Spalding Western Relief Road (SWRR)**

For Section 1 (Southern Connection), LCC and the developer have reached a financial agreement for funding Section 1 of the SWRR. Following the Examination in Public (EIP) adoption, LCC will submit a planning application for the road only with an aspiration works commencement in autumn 2021.

Section 2 is having options developed as part of the SWRR delivery strategy. It 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 schemes constructed sequentially.

Sections 3 and 4 are also having options developed as part of the delivery strategy.

Significant work has been undertaken on the development of a delivery programme and work has now commenced on the preparation of the relevant planning applications for Sections 1 and 5 for March 2019. It is also proposed that consultation on the proposed route of Sections 2-4 is undertaken at the same time. Traffic modelling work has been commissioned to WSP and surveys have been completed with the analysis of the data currently taking place. A report is due by the end of October to support planning applications for Sections 1 and 5.

### **North Hykeham Relief Road**

An Outline Business Case is currently being prepared, funded by the Advance Design Block to continue the progress for this major scheme in preparation for any funding opportunities to enable delivery of the project. The aim is to submit a bid to the DfT Majors towards the end of the year. A number of community engagement events were held in June for updating key stakeholders on progress and ensuring compliance with the DfT funding bid process. This road will be a key link in the Lincolnshire Coastal Highway from the A1 through to Skegness.

### **Lincolnshire Coastal Highway**

LCC is investigating potential improvements to the A158 across the county from the A1 to the North Sea coast around the Skegness locality. 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.

The Council has developed a number of potential projects and initiatives along the route and has also held four engagement events at Skegness, Horncastle, Wragby and Lincoln to gather perceptions, existing challenges and potential solutions from key stakeholders. The sifting of the longlist of projects against assessment has been completed and a shortlist of options is being developed. The next stage will be a scoping report of costs, benefits and deliverability.

### **National Productivity Investment Fund (NPIF)**

The only remaining scheme to be completed followed a £5.4m grant from DfT is the Wolsey Way / Wragby Road Improvement in Lincoln. LCC's bid was successful against the NPIF tranche 2 bid for A46 Dunholme/Welton roundabout improvement which has an estimated cost £4.6m. The DfT awarded LCC a £2m grant for expenditure in financial year 2018/19 and 2019/20. Planning approval was granted in February and work is progressing on detailed design and land acquisition, in parallel with the legal orders process.

### **Single Local Growth Fund 3 (SLGF)**

The A46/A15 Nettleham and A46/A158 Riseholme Road Roundabout projects on Lincoln's Western Bypass attracted SLGF to a value of £2.5m. The project entails enlarging the size of both roundabouts and increasing the number of lanes both entering and exiting each leg of both roundabouts. This will alleviate congestion at these pinch points and improve journey time reliability. The outline design is complete, which has confirmed that planning and side road orders are not required, although land acquisition is for Nettleham Road Roundabout. The project has now progressed on to detailed design with a focus on acquiring the required land through agreement. It is expected that work may commence in 2019.

## **Network Rail Footbridges, Lincoln**

This is a Network Rail owned and managed project which consists of constructing a new iconic footbridge over the rail line on Brayford Wharf East. Following an appeal process, planning permission was granted to Network Rail in January. Morgan Sindall have been awarded the tender to design and build the footbridge which is expected to commence in this month, for a period of six months. LCC are working closely with Network Rail to drive a coordinated approach between all parties. In March, Network Rail commenced another project in the same locality, which includes developing Building 179 and establishing a footway between Brayford Wharf East and High Street.

## **Go-Skegness**

The achievements to date of this three year project include improvements to the A52 Roman Bank to reduce congestion, improve bus priority and reliability and upgrade facilities for walking and cycling with the provision of a bus lane extension, accessible bus stops and new bus shelters plus enhanced footway/cycleway links from Skegness to both Gibraltar Point Visitors Centre and Butlin's.

Now within the final year of the project, the last phases of work are due to start this month and will provide junction improvements at Grand Parade/Scarborough Avenue and further improvements to footpath/cycleways, linking key visitor destinations to the bus and rail stations within the town centre.

## **Passenger Transport Services**

The team have processed an average of 2000 renewals a month since taking the administration of concessionary fares back in house from 1 April. The usage of the new online portal continues to grow and all passes are being produced within seven days or less. CallConnect Patronage figures since the start of 2018 have shown a 5% increase, compared with the same period last year.

The county has seen the loss of two local bus operators in recent months affecting a sizeable number of contracts and serving to further impact on the paucity of supply within Lincolnshire. Consequently the Council's Teckal Company continues to provide a necessary intervention in the market, particularly within the south of the county.

The Poacherline (Nottingham – Skegness) Community Rail Partnership continues to actively promote local rail travel to help sustain the route and its stations. In recent months, events held at Birmingham, Heckington & Skegness have jointly promoted the benefits of visiting the line, Lincolnshire, and its RAF 100 activities to a wider audience. The PoacherLine CRP has 7 nominations within the ACoRP Community Rail Awards being held later this year.

The Transport Services Group also conducted a successful Catch the Bus Week Tour, visiting over 50 communities to promote CallConnect and other local bus services. The campaign was great at helping to educate communities about the

services available to them and to promote offers like the £1/1Way Youth Concession being offered on all CallConnect Services over the summer holidays.

The group is now heavily involved in preparing the transport arrangements for both entitled and non-entitled pupils who will be using public transport to get to school from the start of the new academic year.

## IT

### **Broadband**

The Lincolnshire Broadband Programme (onlincolnshire) continues to deploy Superfast broadband across the county, with a further 11,200 premises to be completed by 31 December 2019 taking county-wide coverage to circa 97%, well above what was originally anticipated. Customer take-up of better broadband is now at 51% and is growing at 1% per month which is also well above anticipated. We expect to arrive at a total of circa £10.6M to be added back into the Investment Fund from BT over the next six to seven years. It should be noted that BT has already placed £4.65m at our disposal from this fund, but the overall total will continue to grow as take-up moves forward.

The deployment to West Lindsey was finalised by BT and submitted to LCC for approval. Unfortunately, the BT submission did not meet LCC's specification and ultimately did not provide either the level of coverage or value for money that we expected. BT are consequently now re-modelling the district.

As the programme progresses, we are seeing more and more FTTP (Fibre to the Premises) being deployed to the most rural areas of the county and this is a direct result of the levels of fibre penetration into these areas that now exists. We currently have a public consultation in place for a third contract to try to capture the remaining premises without broadband across the county. We expect to issue an Invitation To Tender in October and award a contract early next year. Additionally, there has been a recent government statement regarding rural Superfast broadband and potential, additional funding. We are awaiting more details at the time of writing.

### **Future Delivery of Support Services (FDSS)**

The strategy of 2015-2018 migrated the main email messaging and calendar platform, Microsoft Exchange, to data centres in London. This was imperative as the large storage systems that supported the platform at its original location in the Lincoln Data Centre were approaching obsolescence and, more immediately, running out of space. This was part of an overarching strategy enshrined within the FDSS support contract. The fast depleting storage and end of life of the storage platform did not allow time to pursue migration direct to cloud, but the end result is to move our email services to Microsoft 365, a global messaging cloud platform, with significant benefits to LCC.

The current platform is located at London data centres. Microsoft and Serco technical resources have addressed a number of remedial actions over the last few

weeks that have delivered an improvement in the stability, which has been problematic for a number of months. However, neither Serco nor Microsoft regard the fault as completely fixed and there is evidence to suggest further improvement will come when additional network upgrade work is completed over the coming weeks and weekends. Work to migrate users' mailboxes to Office 365 continues to be prioritised and will alleviate the present performance and compatibility issues.

The Chief Executive has hosted a number of meetings with Serco and Microsoft to ensure every available assistance is given to expedite the delivery of this project phase and support the fault finding effort in the meantime. The first group of trial users will be migrated in the next few weeks.

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