

## **COUNTY COUNCIL MEETING – 17 MAY 2019**

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

### **HIGHWAYS AND TRANSPORT**

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

2018 saw a 9.5% reduction in the number of Killed and Seriously Injured casualties (KSI) on Lincolnshire roads. This included an 81% reduction in high powered motorcycle KSI casualties, a 21% reduction in KSI collisions involving young drivers, and a 17.5% reduction in KSI collisions involving a driver over 60 years old.

However, the number of fatalities in 2018 increased to 56 from 49 in 2017. The following table displays courses completed in 2018, compared with 2017.

	2017	2018	Difference
Speed Awareness	14,833	15,545	+712
Driver Alertness	303	190	-113
What's Driving Us	269	275	+6
Motorway	8	478	+470
Driving 4 Change	2	6	+4
Ride	8	6	-2
Safe & Considerate Driver	NA	31	+31
Overall			+1,208

Home Office Type approval has now been received for Lincolnshire's upgraded digital speed camera sites. The following sites will now become live:

- Site 1: A151 Whaplode:
- Site 2: A153 Tattershall:
- Site 3: A1073 Cowbit:
- Site 4: A153 Anwick:
- Site 5: A15 Bunkers Hill Lincoln:
- Site 6: Lincoln Road North Hykeham:
- Site 7: Holbeach Road Spalding:
- Site 8: Cross O' Cliff Hill Lincoln

The expansion of the Community Speed Watch scheme now means that 233 communities are involved. In addition, the number of trained locally-based volunteers has increased to 225, undertaking high visibility operations to raise awareness of speeding and educate drivers. So far, 745 warning letters have been sent to drivers observed exceeding the speed limit by community volunteers.

Successful bids to central government's "Safer Roads Fund" will see an additional £2 million being spent on the County's roads next year.

The partnership has collaborated closely with the police and the tasking of the Lincolnshire Police Safer Roads Team is now better informed by community concerns.

## **Major Projects/Advanced Design Block**

### **Lincoln Eastern Bypass (LEB)**

This is the County Council's largest Highway scheme with a budget of £124m, which includes a Department for Transport (DfT) grant of £49.95m. Following the liquidation of Carillion, Galliford Try were awarded the construction works package.

The main works on site are currently focussed on continuing the bulk earthworks excavation and removing the material toward Greetwell Road and filling the adjacent quarry. This is being enabled by the newly completed Lincoln to Spalding Rail Line Underbridge, the completed Lincoln to Market Rasen Rail Line Overbridge and the completed temporary bridge over the River Witham.

On the 15 January 2019 Galliford Try's earthworks sub-contractor, Hawk announced that they were going into liquidation. Alternative prices have been gained from prospective sub-contractors and due diligence is now taking place before an order is placed. Until then Galliford Try will continue to provide critical elements of the earthworks programme through self-delivery operations on site.

Heighington Road continues to be closed and shall remain so until the end of 2019 to allow a 16m deep excavation for the LEB and then constructing the 33m long overbridge to maintain the Heighington Road route.

The land adjacent to Hawthorn Road has been excavated to allow the foundations for the Hawthorn Road footbridge to commence.

### **Grantham Southern Relief Road**

This scheme is a 3.5 km road with a five span viaduct carrying the road over the East Coast Mainline railway and has a current budget of c£100m 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 this.

The King 31 Phase 1 from the B1174 running towards the A1 is already complete. The completed design for King 31 Phase 2 has received technical approval from Highways England in December 2017.

The design for Phase 3 the Southern Quadrant Link Road is complete. LCC have signed a section 6 agreement with both the DfT and Highways England to enable legal orders for the whole scheme to be published. The orders including the Line Orders for the Trunk Road and compulsory purchase orders for outstanding land required were advertised on 2 March 2018. Objections were received to the advertised orders and a statement of case was served to the DfT on the 12 June 2018 in response to the objections.

The Public Inquiry commenced on the 2 January and closed on the same day. The inspectors report was submitted to central government on the 24 January for approval. The orders were confirmed by the Secretary of State on the 12 March 2019, which ensures the required land can be acquired if mutual agreements cannot be gained and LCC has the authority to change the alignment of the existing highway boundary.

Phase 2 (connection with the A1) is likely to commence May 2019 with Phase 3 commencing early 2020.

LCC have now qualified for the next stage of a bid to Homes England for a forward funding Housing Infrastructure Fund.

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

Section 1 (Southern Connection) – Financial planning is on-going for the potential phased delivery of the relief road.

Sections 2, 3 and 4 – These sections of the SWRR are having options developed as part of the SWRR delivery strategy. An engagement process is on-going on the route and alignment of sections 2 to 4 in Spalding.

A funding agreement has been reached for £12 m to be awarded from HIF to deliver Section 5.

The planning applications for both Section's 1 and 5 (South and North) were submitted to LCC's planning authority at the end of February and will be considered at the Planning and Regulation Committee in June.

### **North Hykeham Relief Road, Lincoln**

A number of community engagement events were held in June 2018 for updating key stakeholders on progress and ensuring compliance with the DfT funding bid process. A paper was submitted to Highways and Transport Scrutiny Committee and Full Executive Committee, where all the recommendations were approved, which included a bid basis of requesting 70% funding from the DfT and basing the road as a dual carriageway standard. This road will be a key link in the Lincolnshire Coastal Highway from the A1 through to Skegness as well as completing the circulatory around Lincoln.

The Outline Business Case for the project was completed and the bid document was submitted to Midlands Connect in February. This bid will be prioritised by Midlands Connect before submitting to the DfT in July 2019. There is an expectation that the result will be known by the end of the 2019.

### **Lincolnshire Coastal Highway**

Lincolnshire County Council is investigating potential improvements to the A158 across the county from the A1 to the North Sea coast around the Skegness locality, 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.

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 long list of projects against assessment was completed and a shortlist of options was developed. A paper went to Informal Executive on 19 June 2018 outlining the proposed shortlisted projects including existing projects like the North Hykeham Relief Road, A46/A15 Nettleham Road Roundabout and A46/A158 Riseholme Road Roundabout. The Executive proposed three additional projects which are also being taken forward, these being: Horncastle Bypass, Skegness Relief Road and Wragby Pedestrian Crossing as well as various safety improvements. The draft Horncastle bypass concept paper has been completed which is being developed further to include an economic appraisal, once complete will be presented to LCC's informal executive meeting. The Wragby concept report will follow shortly after that and then the Skegness Relief Road paper will be later in 2019.

### **National Productivity Investment Fund**

LCC was successful against the NPIF tranche 2 bid for A46 Dunholme/Welton roundabout improvement which has an estimated cost £5.6m. The DfT awarded LCC a £2m grant. Planning approval was granted in February 2018 and work has been progressing on detailed design and land acquisition in parallel with the legal orders process. The legal orders will be published in April 2019 which will likely result in objections, causing a need for a Public Inquiry. It is expected that works will commence in 2020.

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

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 reduce congestion at these pinch points and improve journey time reliability. Detailed design is progressing with a focus on acquiring the required land through agreement. It is expected that work may commence in 2020 subject to the possible Public Inquiry result.

### **Network Rail Brayford Wharf East Footbridge, 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 2018. Morgan Sindall were awarded the tender to design and build the footbridge which commenced on site in October 2018. The bridge was installed in April 2019 and a temporary pontoon has been installed to provide access for pedestrians. The works are expected to be completed in May 2019.

### **Holdingham Roundabout and Rugby Club Junction, Sleaford**

NKDC and LCC have secured £1.5m of funding for the GLLEP towards the development of Holdingham Roundabout and the A17/A153 junction (known as the Rugby Club Junction). In addition, a £2.5m S106 contribution has been agreed for investing into these projects. Holdingham Roundabout currently suffers congestion that is predicted to become worse with significant levels of future development in the town. An options study was completed and partial signalisation was agreed as the most economical option when balancing the required improvements and cost. Detailed design work has commenced with a planned construction in 2020.

The improvements at the Rugby Club Junction are also expected to commence in 2020 with a co-ordinated approach to both the design and construction to limit the disruption to the highway network.

### **Lincoln Transport Strategy**

Work has commenced on the development of a new Lincoln Transport Strategy to support the economic and spatial development of the Lincoln urban area. The current Lincoln Integrated Transport Strategy (LITS) was developed by LCC in 2006 and updated in 2008 with a progress review conducted in 2013. Since the adoption of LITS, LCC has made significant progress in securing funding for and completing a number of major transport schemes, improving public transport and enhancing access for pedestrians and cyclists. Of particular note over recent years has been the completion of the A46 Teal Park Dualling, the East-West Link in the city centres and a number of pinch-point schemes. In delivering this project an objective led and robust process will be followed for identifying potential options that could be taken forward for any future funding bids.

The strategy is being completed in partnership with key stakeholders, CoLC, NKDC and WLDC. The initial engagement exercise was completed in November with the wider stakeholder and public engagement being completed in March 2019. The strategy is programmed to be completed late summer 2019.

### **Boston Distributor Road Scoping Bid**

A project scoping report was produced by LCC and submitted to Matt Warman MP for lobbying to central government for funding to progress a Boston Distributor Road Outline Business Case, which has the potential to lead to funding for the project.

### **Highways 2020**

The Highways 2020 project continues on schedule. This is a strategic commissioning exercise to replace the existing 3 Highways Alliance Contracts which will have reached their full term at the end of March 2020.

We have issued Invitations to Submit Initial Tenders and the evaluation process is underway. The quality and price evaluations are being carried out. Around 30 Consensus Scoring Sessions will be undertaken to hone the eventual marks for each of the tenderers. A decision on the Negotiation stage is expected on the 10 May with a final decision on contract awards to be taken in late September to early October.

## **Passenger Transport Matters**

Over the last quarter the public transport network has seen significant commercial withdrawals and change, especially within the south of the county. Such market volatility has resulted in the need for increased tender activity, greater spend on service subsidies and further work for Transport Connect, the council's teckal company. On a positive note, CallConnect turned 18 in March, and also celebrated a 4.3% increase in annual patronage, having carried in excess of 303k passengers in the last twelve months. The service is set to trial a number of in-cab/telematic solutions aimed at improving driver standards, safety and security and at reducing vehicle operating costs and third party insurance claims.

To increase the number of Concessionary (ENCT) Bus Passes taken out of circulation, when no longer valid, 'hotlisting' of lost/stolen cards has been tested and will now be rolled out to all operators with electronic ticket machines and ENCT has been added to the Tell Us Once service.

Internal and external workshops have been held to inform a cycling and walking network plan linked in with the Access Lincoln project and Lincoln Transport Strategy. Our Fleet and Compliance team have been working closely with service areas on the specification and procurement arrangements for replacing specialist vehicles such as Gritters, Library and LincsLab vehicles.

Following on from the raft of Community Rail Awards won last year, our Community Rail Partnership for the Poacher Line (Nottingham-Skegness) has just received two civic awards for work at local stations including Sleaford, which incorporated mosaics produced by four local primary schools.

## **IT**

### **Lincolnshire Broadband Programme**

Since the last report in December, the Lincolnshire Broadband Programme (OnLincolnshire) has delivered superfast Broadband to a further 1,900 premises county-wide. This puts us on target to achieve the goal of 97% Superfast coverage by December 2019 and gives a current total of 168,484 premises upgraded under this programme. Customer take-up continues to grow well beyond expectations and now 59.3% of all premises are enjoying faster broadband.

In an effort to further increase take-up, OnLincolnshire has recently been awarded £20k by BDUK to try to improve take-up. An advertising campaign on radio, in the press, on social media and on local buses began in week commencing 15 April 2019. Based upon current take-up figures, projected funding of circa £11.6M will come back to the Broadband Programme from the 'clawback agreement' in the contract with BT. It is worth noting that LCC has already received £4.65M of this funding which has been used to expand the original Contract 2.

The position with West Lindsey has improved slightly as a result of on-going negotiations with BT and BDUK. All eligible premises in the District will be included in the Invitation To Tender for Contract 3 which we are looking to launch in May of this year. Contract 3 will use a combination of remaining underspend from Contract

1, some ERDF funding and clawback money to attempt to upgrade as many remaining premises as possible. This will be further supplemented by a contribution from the successful supplier. It is then hoped that Lincolnshire will be able to draw down substantial additional funding from the £200M BDUK fund. Announcements by BDUK as to how we can apply for this funding are likely to be made in late May, but it should be noted that by their own admission, BDUK are still not clear how best to utilise this money. We will keep pressing them on this matter.

### **Governance**

The IMT strategy is now available and positions the IMT Service as an increasingly enabling service during 2019 as it moves from a large program of refresh and risk mitigation work across the technical infrastructure, to a more balanced portfolio of work with a higher payload of business-driven requirements.

The IMT Board has been created and is providing oversight and a decision framework for the IMT service's work. The portfolio of projects is reported and new proposals reviewed, and a strategic business view is applied to balance priorities and the allocation of resources. Oversight of the IMT budgets is provided and is being extended to provide insight into the non-IMT service spend on IMT projects and products. The Board also works on policy change.

### **Support Services**

Serco has recently completed the first phase of a migration to a new help desk system which was achieved with minimal interruption to the day to day support service. This new cloud-based service will provide the foundation to improve the service user experience through an interactive web portal and mobile App, and context aware help or knowledge prompts, to reduce the number of telephone contacts and avoidable tickets raised.

### **Projects**

The IMT Service has had an extremely demanding workload over Quarter 1 with a number of key strategic projects in their build and trial phases at the same time. This continues into Quarter 2.

Large projects in build:

- The upgrade of the Lincoln Campus network
- The replacement of aging "retained" non-network infrastructure
- The corporate wide deployment of Microsoft Office 365
- The on-going corporate upgrade to Windows 10 PCs and Notebooks
- The software upgrade of the corporate telephone systems
- The migration of 32TB of documents to a cloud based electronic documents and records management system

The replacement of the old N3 NHS network connection with a new connection to the Health & Social Care Network has been completed. The project is now designing the upgrade of the corporate Internet connection to take advantage of the

coming Campus network upgrade and to provide the Internet bandwidth the Council needs going forward.

Work is progressing on the new LCC public websites. Our prime contractor Jadu has built the Test, Development and Production environments and is now building the templates to carry the LCC content pages. A second contractor, Methods, is building the services to support our transactional web content.

Capita is building the new network Card Payment capability, initially for the Registrars Service, and the first test transactions have been completed. Further configuration of the Payment Portal to add useful metadata to the transactions will then be completed, with the service and the terminals delivered to the offices allowing payments to be taken. That then leaves the Registrars Service software vendor to integrate this to the Council's financial systems to complete this project, removing the need for manual reconciliation of day books.

### **Information Management**

The goal for 2019/20 is to return the service to an assured status through the mitigation of what will soon be our highest remaining risk. That is the risk of continued use of some legacy servers with an unsupported operating system running old applications.

As the portfolio of projects builds out the critical infrastructure, resources can then be diverted to this program to accelerate the migration of the required applications to new server operating systems. However, this work will take many months and is fraught with significant challenges.