

**COUNTY COUNCIL MEETING – 16 SEPTEMBER 2011**

**Statement from: Councillor W S Webb, Executive Councillor for Highways and Transport**

**TRANSPORTATION**

I am pleased to announce that £134,000 has been secured from Sustrans towards improving walking and cycling links to school in four areas: Greylees to Sleaford, two schemes in Boston (Toot Lane and Wyberton Low Road), and Grantham Queen Elizabeth Gardens. The projects will create savings of approximately £36,000 from home to school transport, as well as providing facilities for pupils to travel safely to school.

The Lincoln – London direct train service began on 23 May. I recently met with Elaine Holt, Chairman of East Coast Trains, who informed me that passenger numbers were good, she also said she would assist officers in our ongoing lobbying to get additional services included within the new ECML franchise due to start in December 2013.

The Transportation Group is now supporting Northamptonshire County Council transport operations. The work has involved the scheduling and booking of seven new Demand Responsive Services operating in rural parts of Northamptonshire - labelled as 'CountyConnect', the services are very much modelled on Lincolnshire's award winning CallConnect concept.

**LINCOLN TRANSPORT STRATEGY**

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

**Lincoln Eastern By Pass**

A best and final bid for a funding application of £50M towards the total cost of the scheme, has been submitted to the DfT. A specially convened Executive, held on 15 August, considered the proposal for County Council to underwrite the third party funding shortfall. The repayment of this sum will be made from developer contributions, channeled through the Central Lincolnshire Joint Strategic Planning Committee over the Local Development Framework Joint Core Strategy period as resolved on 25 July 2011 by the Central Lincolnshire Joint Strategic Planning Committee.

**Lincoln East West Link Road**

The proposal submitted at the public consultation, for the section between the High Street and Pelham Bridge, is now being worked up ready for a Planning Application in October 2011. Alternative options have been considered but discounted.

**Lincoln South West Quadrant – Teal Park**

The contract with the County Council Framework Contractor, May Gurney has been signed and work started on site on 18 July 2011.

## **GAINSBOROUGH TRANSPORT STRATEGY**

Work has now been completed, funded by a grant from the Homes and Communities Agency.

## **BOSTON TRANSPORT STRATEGY**

Journey time and traffic surveys have been undertaken which confirm improvements to journey times. Several other strategy schemes are now on site as part of the overall strategy.

### **Grantham Southern Relief Road**

An evaluation of the earliest delivery periods to promote the relief road has been undertaken. The failure to secure an end user for the Hampton Brook development at the A1 could have implications on the delivery programme.

### **A1073 Spalding to Eye Improvements**

Completion of the work is expected in October, when the Peterborough section should be opened.

### **Spalding Western Relief Road**

Public consultation on Phase 2 of the Western Relief Road was carried out in July 2011, and work is now progressing towards a Planning application programmed for Spring 2012.

## **Bridges**

St Botolph's Footbridge, Boston, is proposed to be replaced due to structural defects. As a result of the successful 'Routes not Barriers' bid, ERDF is part funding the works. Three design options were previewed by Boston Members on 5 September, before going to public consultation on 14/15 September.

## **LINCOLNSHIRE ROAD SAFETY PARTNERSHIP**

In May 2011 the Government published its road safety framework to coincide with launch of the UN Decade of Action for road safety. The key points of the framework are:

- The Government believes in localism.
- Local authorities should have freedom to make their own decisions on road safety so they develop solutions that best serve their communities.
- Overarching national targets are not the most effective way of improving road safety.
- Decentralising funding and removing targets and performance frameworks will create more room for local flexibility and innovation.

The Government has predicted casualty reductions to 2020 based on what it expects to achieve as a result of its own actions, together with key contributions for local authorities and others. It has made two predictions based on a 50% and 40% projection from the 2005 - 2009 base line average but it emphasizes that these are neither targets nor a definitive forecast.

In Lincolnshire, the baseline sets a particular challenging starting point since they are the five lowest recorded years for ksi casualties.

The new version of '2 fast 2 soon' road safety education theatre production has been launched, and demand from schools around the County to attend this workshop is high. Members will recall that this event was awarded the prestigious Prince Michael of Kent International Award for Road Safety last year, and I urge all

who have not seen it to make every effort to do so. A performance will be staged at The Drill Hall in Lincoln on 20 September.

In response to an increasing number of casualties involving mature road users, the LRSP has developed a specific driver training programme aimed at this group.

An extensive programme has commenced to refurbish cameras damaged by vandals. Ongoing monitoring at vandalised sites has shown that speeds have increased, and there have been eight serious and 31 slight injury casualties from 20 collisions since damage to the cameras occurred. Councillors may also be interested to know that at five sites (with permanent traffic data monitoring) which have recently been refurbished, the number of vehicles above the speed limit has reduced by 83% (from 1228 to 206 vehicles per day), and the number of vehicles travelling in excess of 10 mph over the speed limit has reduced by 97% (from 152 to 5 vehicles per day).