

COUNTY COUNCIL MEETING – 17 FEBRUARY 2012

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

LINCOLN TRANSPORT STRATEGY

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

Lincoln Eastern By Pass

In late November the Government announced a contribution of nearly £50M to the overall cost of £96M. It is hoped to start construction in 2014, although there are still a number of significant challenges to overcome to achieve this. Construction is expected to take two years.

Lincoln East West Link Road

The planning application for the East West Link was due to be submitted last December, but was deferred to 27 January 2012. The additional time was needed to enable a series of trial trenches to be excavated, at the request of the County Archaeologist, to better inform the archaeology section of the environmental impact assessment.

Lincoln South West Quadrant -Teal Park

Work continues to progress, and two-way traffic will be maintained on the A46 Trunk Road at all times during the construction of the works.

BOSTON TRANSPORT STRATEGY

The experimental right-turn ban from Sleaford Road into Brothertoft Road will now be implemented in February. This has been delayed slightly to ensure it does not conflict with disruption caused by utilities works on Fydell Street. The ban will be in place for a six month trial period to evaluate the traffic flow at the junction.

Options to deliver further cycle improvements throughout the town are being investigated, including routes to Pilgrim Hospital, routes along Windsor Bank and Witham Bank and improvements to the National Cycle Network Route 1 at South Square and Haven Bridge.

Grantham Southern Relief Road

Further work continues with the landowner re financial viability of the land and contributions to the associated infrastructure.

Spalding Western Relief Road

The public consultation reports have been published. The scheme was presented to the HT & T Scrutiny Committee in January and will go forward to the Executive Committee in March, seeking approval for the preferred route and approval to prepare and submit a planning application in the future.

LINCOLNSHIRE ROAD SAFETY PARTNERSHIP

There were 47 fatalities during 2011. This is slightly higher than the previous year's figure of 45, but is well below the annual average of 79.4 for the decade 2000 – 2010 and means we are continuing to see a sustained reduction in the number of fatalities on Lincolnshire's roads.

The final figure for the broader measure of killed and serious injury casualties is not yet known but, based on information up to 19 January, it is predicted that the figure will be about the same as for 2010 ie 462.

Preliminary analysis of the collision statistics for 2011 show there have been welcome reductions in KSI casualties resulting from car and two wheel motor vehicle collisions of 23% and 11% respectively compared to 2010. The reduction in motor cycle casualties is particularly encouraging, and may be a result of the intensive police enforcement campaign, 'Operation Octane' carried out between April and September. Operation Octane targeted routes identified as having a high number of motorcycle casualties, and where motorcycle speeds are known to be high. Operation Octane will commence again in the spring, and meetings are already taking place with neighbouring authorities to ensure a consistent and coordinated approach to reducing motorcycle casualties.

Unfortunately, there has been an increase in pedestrian and cycle casualties of 43% and 8% respectively over the same period. Although the numbers in these categories are relatively small they do represent a rising trend which will continue to be monitored. LRSP are planning a campaign during 2012 to raise awareness of road safety issues relating to pedal cyclists.

Members will recall that, as part of the Rural Demonstration Project, LRSP installed an average camera system on the A52 at Ropsley. This was funded by the Department for Transport and is proving to be very effective. The Annual average KSI casualties before the system was installed (2007- 2009) was 3.33. One year after (Nov 2010-Nov 2011) there have been no KSI casualties. The average speed of vehicles has reduced by 7%, (a reduction of 4 mph). The percentage of vehicles travelling above the speed limit has reduced by 88% (a reduction of 413 vehicles per day), and the percentage of vehicles travelling 10mph and more above the speed limit has reduced by 100% (a reduction of 83 vehicles per day).

TRANSPORTATION

Work continues to try and secure improved direct Lincoln - London rail services as part of the new East Coast Main Line franchise due to start in December 2013. Preparation of a business case to support the lobbying of both DfT and prospective franchise bidders continues and a further meeting has been held with representatives of DfT, along with Karl McCartney MP and representatives of City of Lincoln Council.

CallConnect

- In a record breaking year 250,000 passengers were carried during 2011, up 23.5% on 2010.
- Almost 187,000 contacts handled during 2011, up 14%.
- With the introduction of the Boston and Skegness CallConnect services, most rural parts of Lincolnshire (excluding the rural hinterland of Lincoln) now have access to an on demand CallConnect service.

Northamptonshire CountyConnect service launched in September 2011 with over 12,000 passengers carried in first four months. We are very pleased to be managing this service on behalf of Northamptonshire County Council (at their expense).

The Skegness station interchange re-development works are now complete and have transformed what was a semi derelict railway station site into a welcoming and significantly improved transport interchange facility and gateway to Skegness and the East Lincolnshire Coast.

The key aim has been to improve access and enable greater use of multi modal transport for travel opportunities to all key facilities and employment. It is hoped that these relatively small-scale, transport-related infrastructure improvements will deliver long-term strategic impact for Skegness, the Lincolnshire coast and across the East Midlands region.

The project has been jointly funded by the European Union through the European Regional Development Fund, Network Rail, East Midlands Trains and Lincolnshire County Council.