

Introduction to the Commissioning Strategies for the Highways & Transport Scrutiny Committee

Page 1

Agenda Item 5

Organisational Structure

**Richard Wills: Executive Director for Environment and Economy (ED)
(Director of GLLEP Ltd and Chairman of Transport Connect Board)**



Andy Gutherson

County Commissioner for Economy & Place

Neil McBride

Planning Manager

David Hickman

Growth &
Environment
Commissioner

Mark Welsh

County Flood Risk
& Development
Manager

Justin Brown

Commissioner for
Economic Growth

Paul Rusted

Infrastructure
Commissioner

Chief Operating Officer
Development Services
Steve Willis

Group Manager
Environmental
Services
Sean Kent

Group Manager
Economic
Development
Paul Wheatley

Group Manager
Transport
Services
Anita Ruffle

Group Manager
Design Services
John Monk

Highway Asset
Manager
Paul Little

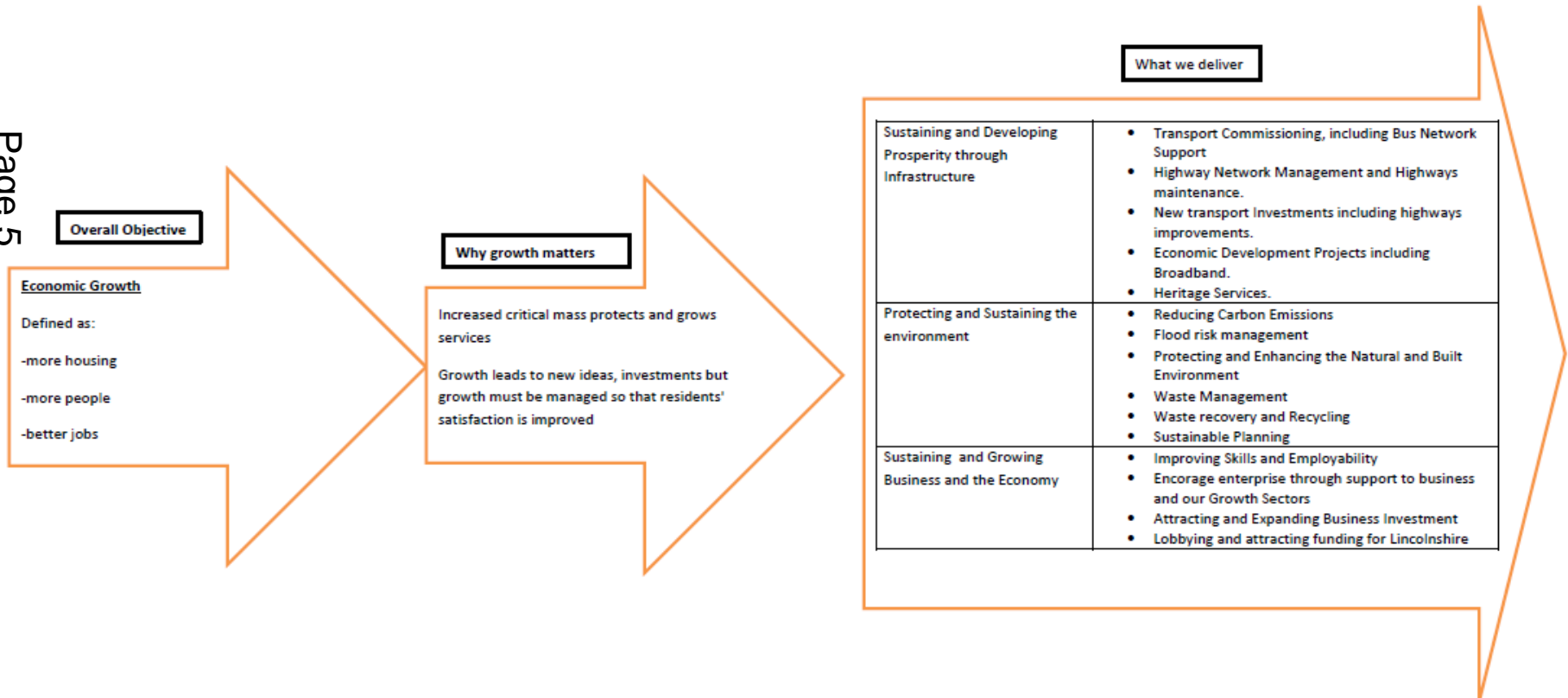
Highway Network
Manager
Satish Shah

Commissioning Strategies

Strategy:

1. Sustaining and growing business and the economy
2. Sustaining and developing prosperity through infrastructure
3. Protecting and sustaining the environment

Page 5



Approach & Triggers

Commissioning approach:

- Measuring and agreeing need
- Understanding expectations
- Agreeing priorities and plans
- Planning and commissioning activity
- Monitoring and reviewing performance
- Holding deliverers to account
- Improving outcomes

Triggers:

- Market change;
- New or changed service requirement;
- Changing Council priorities;
- Contract renewal;
- Current delivery not fit for purpose;
- Budget pressures;
- Time since last review

Scrutiny Input

Approach:

- A need to think strategically
- Clarity on the evidenced need
- An accuracy and robustness in justifying the benefits that are likely to be achieved
- A focus on outputs that will drive economic growth
- Early engagement with national bodies
- Engagement with private sector developers and development of partnership arrangements to unblock infrastructure barriers
- Effective political engagement

Main Considerations:

- Are we maximizing our funding and investment opportunities?
- Are we working effectively in partnership?
- Are our investments supporting economic growth ?
- How can infrastructure investment be best prioritised?
- Where investments which support growth are being made, how can they be done in a way which preserves quality of life?
- Linkages between Environment & Economy / Highways & Transport Scrutiny

GLLEP



The Midlands Engine / Midlands Connect

Themes:

- improving **connectivity**
- strengthening **skills**
- supporting **enterprise** and **innovation**
- promoting **trade**
- enhancing **quality of life** across the Midlands.

Economic Development Priorities:

- Skills
- Enterprise and Innovation
- Trade
- Housing and Quality of Life

Links to the Sub-National Transport Body (SNTB)

Policy & Plans

Economy

- Importance of the SEP

Planning

- Local Plans:
 - Central Lincolnshire
 - South East Lincolnshire
 - East Lindsey
 - South Kesteven

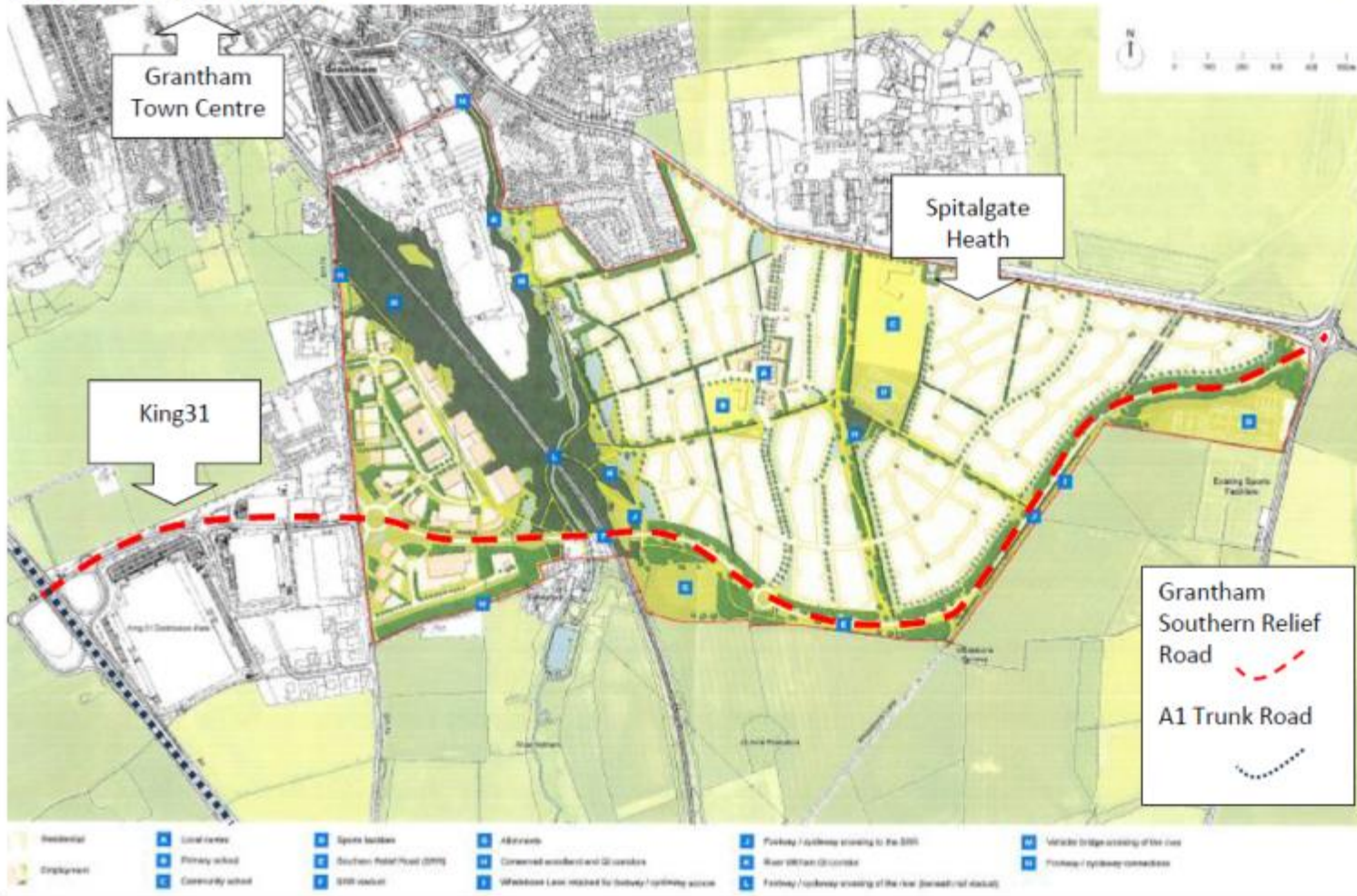
Transport

- Local Transport Plan

GRANTHAM SOUTHERN RELIEF ROAD



Map of Project Area



KING 31 LINK ROAD



Lincoln East West Link

1 CORNER OF CROSS STREET / PORTLAND STREET ↳ For sale early 2017

Site formerly occupied by two Victorian terrace properties. May be suitable as a small residential development plot.

For further information contact:

Simon Wright Economic Development Services
Tel 01522 550699

2 POP-UP URBAN GARDEN ↳ Coming 2017

Not suitable for built development. It has been proposed that the site be used as a facility for local residents to grow their own vegetables and flowers run by Green Synergy.

For further information contact:

Armanda Bond Economic Development Services
Tel 01522 550605

3 COMMERCIAL SITE FOR OFFICE DEVELOPMENT ↳ Available 2017

Previously consented for 20,000sqft of new office space. A design study completed by Urban Delivery and architects CPMG has illustrated how the plot could accommodate new business space. The site is available either freehold or Lincolnshire County Council may be prepared to consider a development JV.

For further information contact:

Alistair Humphreys Economic Development Services
Tel 01522 550602



4 CAR PARK ↳ Available 2017

Nearby Patern Bridge limits built development options. It is considered that the best use of this site is as car parking to support the development of Plot 3.

For further information contact:

Alistair Humphreys Economic Development Services
Tel 01522 550602



Regenerating The East-West Link Corridor

5 KESTEVEN STREET/ CLIFTON STREET ↳ Lincoln redevelopment site

Following the demolition of the former Clarke's Crank works, a 32 acre development site has been established. Negotiations have now been concluded for the potential development of the site subject to planning by LSH.

For further information contact:

Sam Elkington Lambert Smith Hampton
Tel: 01522 814696

7 TRANSPORT HUB ↳ Available 2019

A new Transport Hub for Lincoln comprising bus, rail interchange, commercial space and multi-storey car park. Construction due to be complete 2019.

For further information contact:

Marie Clayton City Of Lincoln Council
Economic Development
Tel: 01522 881188



6 180 HIGH STREET, LINCOLN ↳ Lincoln redevelopment project by LSH

Property acquired and managed for Centurion Finance (Lincoln) Ltd. Major redevelopment of British Heart Foundation Premises fronting High Street and Level Crossing. Scheme to potentially provide up to 20,000 sqft of retail and residential or alternative uses above. Discussions on-going with City Council.

For further information contact:

Sam Elkington Lambert Smith Hampton
Tel 01522 814696

8 COMMERCIAL DEVELOPMENT PLOT ↳ Available 2019

A large site owned by City Of Lincoln Council, which is currently being used as a temporary bus station and car parking until 2019. Thereafter redevelopment will be possible including potentially a site for a new city centre hotel.

For further information contact:

Mark Whistler City Of Lincoln Council
Property Department
Tel: 01522 881188

9 SMALL COMMERCIAL DEVELOPMENT PLOT ↳ Available 2019

Commercial plot with a range of opportunities.

For further information contact:

Alistair Humphreys
Economic Development Services
Tel: 01522 550602

10 ROSE HOUSE RETAIL & RESIDENTIAL APARTMENTS ↳ Available early 2017 for sales/lettings

Part of the Lincoln High Street Conservation area, the properties that formerly occupied this site were acquired by LCC from a number of owners represented by Lambert Smith Hampton. Former buildings were demolished to facilitate road widening. Rose House was constructed on the remaining plot by Lincolnshire County Council.

For further information contact: **Jim Walker** Tel: 01522 526526



11 COMMERCIAL DEVELOPMENT SITE ↳ Available 2017

A small plot of circa 0.5 acres suitable for office/restaurant/ residential uses. Drawings showing how the plot could look post redevelopment have been produced by CPMG.

For further information contact:

Alistair Humphreys Economic Development Services
Tel 01522 550602



12 WYVERN HOUSE ↳ Units available now

A small (6,000 sqft) office development by Lincolnshire County Council completed in 2012. The building offers 7 units on short term leases. Many businesses displaced from elsewhere along the East-West Link have relocated to Wyvern House with Lambert Smith Hampton (agent) being instrumental in advising occupiers.

For further information contact:

Birna McCudden-Woodcock Economic Development Services
Tel: 01522 550624

13 TEMPORARY PUBLIC CAR PARK ↳ Available 2019

From 2019 this plot should be available for a range of commercial opportunities and will be available freehold.

For further information contact:

Alistair Humphreys Economic Development Services
Tel 01522 550602

View from Pelham Bridge







REPLACES
AND
COOKING RANGES
BATHROOM EQUIPMENT
SANITARY WARE
AND GAS COOKERS

JACKSONS
HARDWARE
LIMITED
BUILDERS
PLUMBERS
MERCHANTS

102 B

JACKSONS HARDWARE LTD

WHOLESALE & RETAIL
IRONMONGERS

JACKSONS HARDWARE LTD

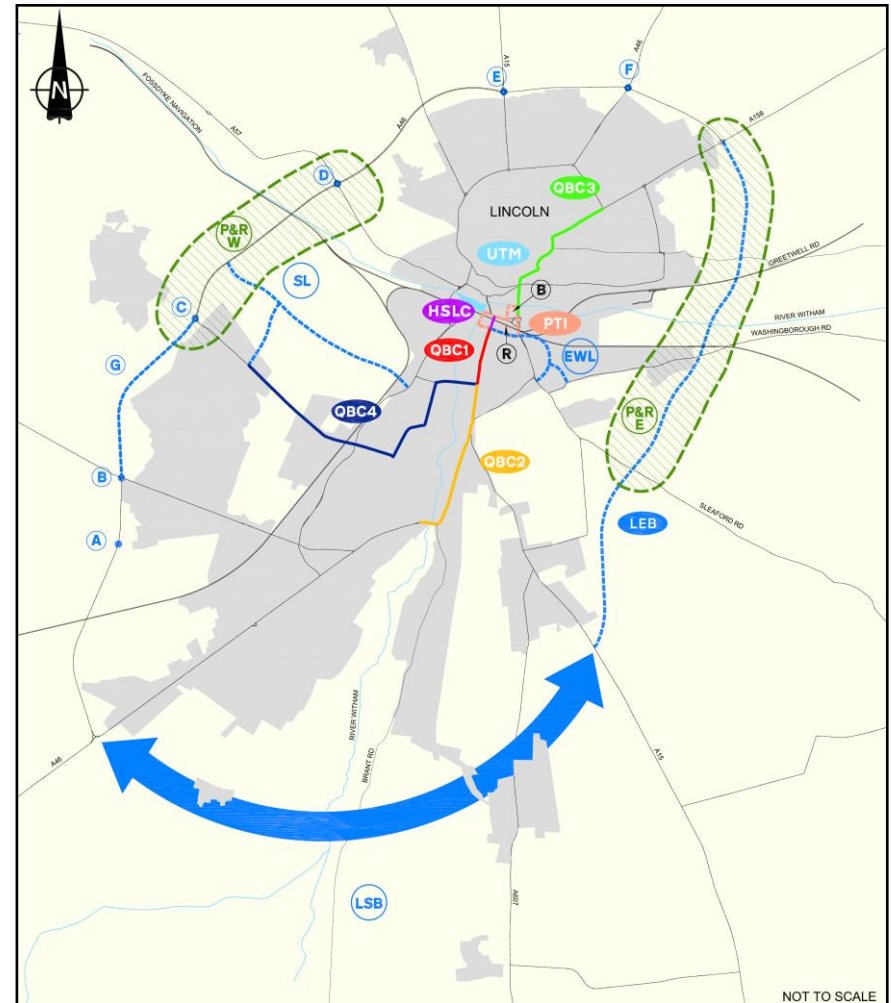
E.S. ROSE LTD

NO
THROUGH
ROAD

Lincoln Integrated Transport Strategy

The Strategy represents a truly multi-modal set of transport improvements which when combined, enable the overall aim of the Strategy for Lincoln to be achieved. This includes:

- Reducing Congestion
- Encouraging Modal Shift
- Improving Accessibility
- Improving the Environment
- Improving Quality of Life
- Supporting the Economy



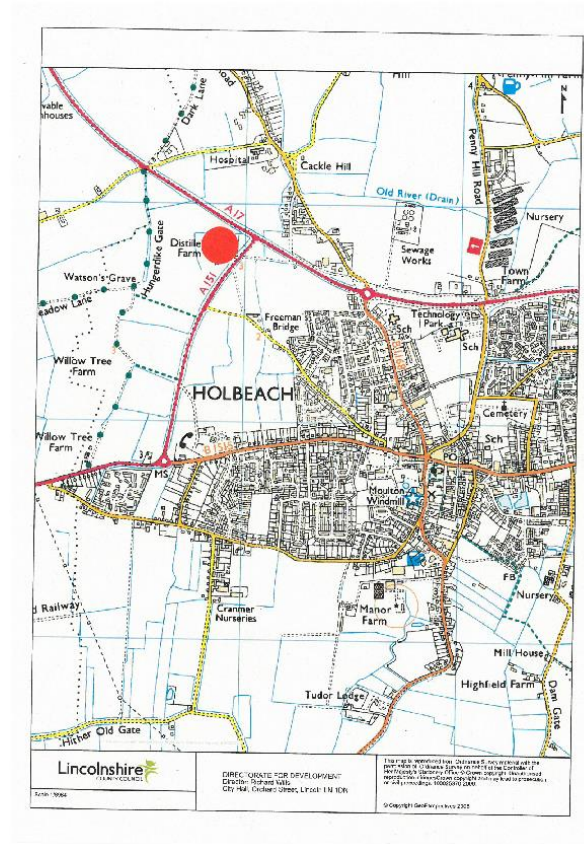
LEB Route Map



LEB Scheme Objectives

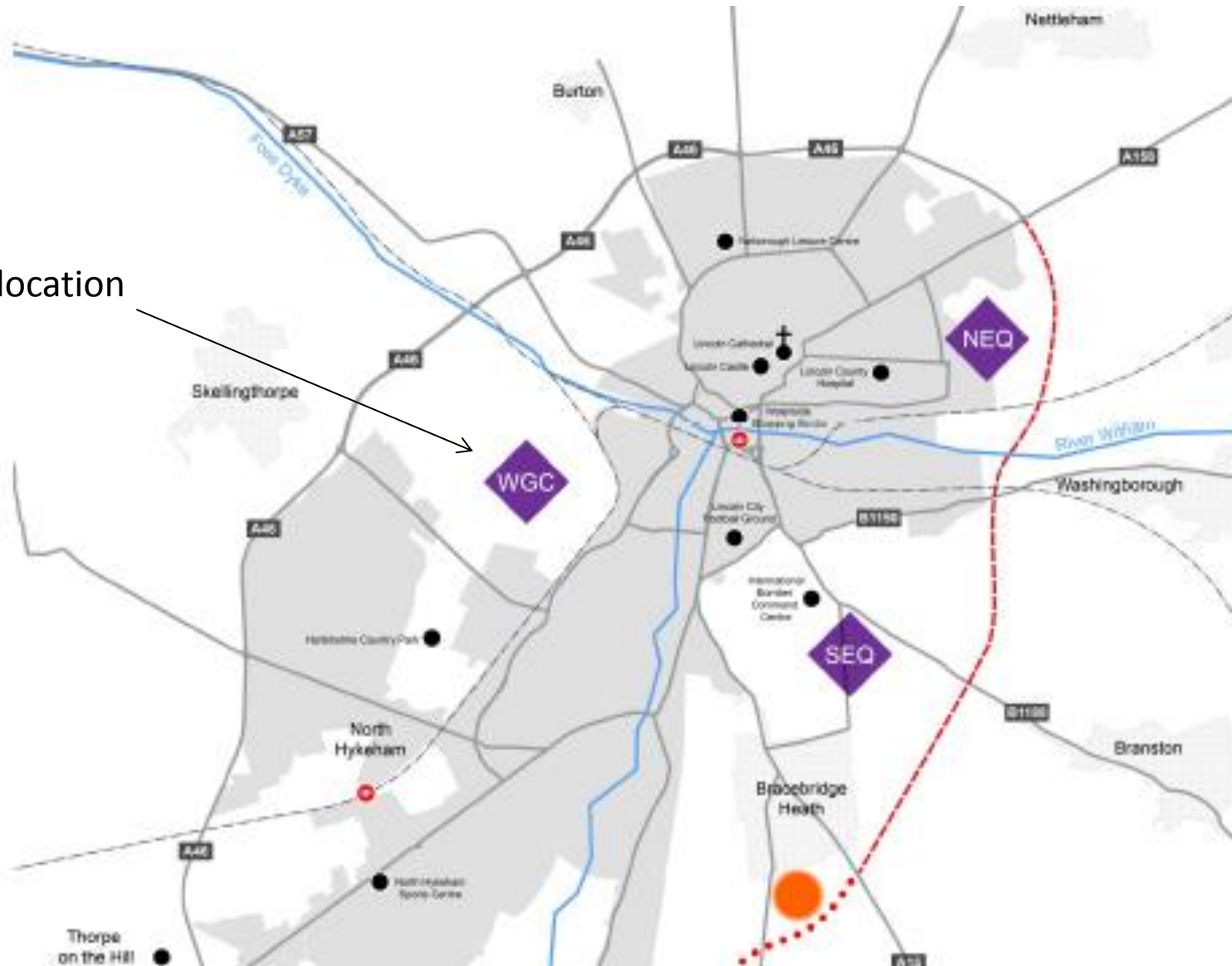
- To support the delivery of sustainable economic growth within the Lincoln Policy Area
- To improve attractiveness and liveability of central Lincoln for residents, workers and visitors
- To reduce carbon emissions and improve air and noise quality within the Lincoln Policy Area

Location Plan: Holbeach

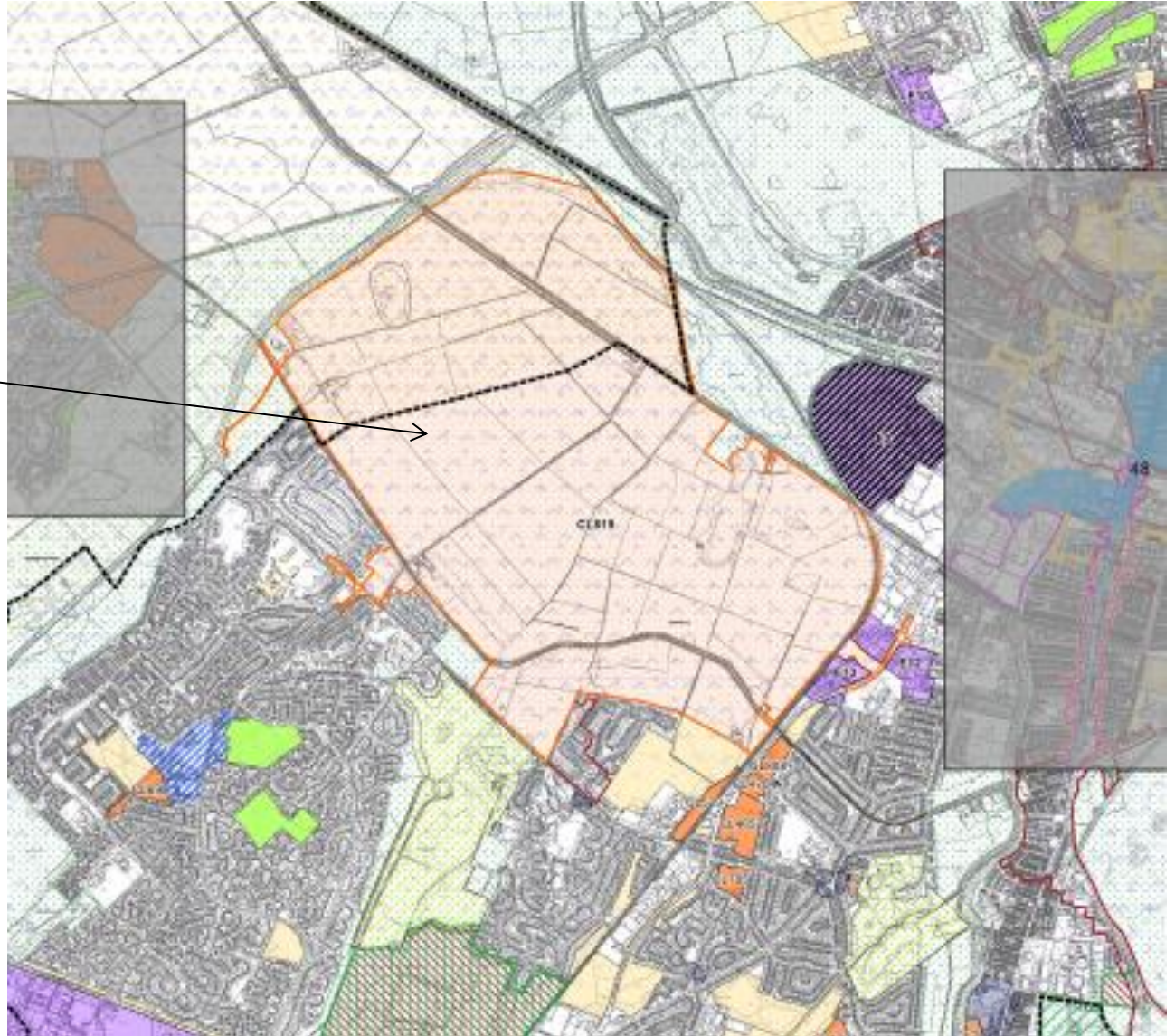


Western Growth Corridor - SUE

Site location



Western Growth Corridor - SUE



Site allocation

LCC provides an integrated service Flood Risk & Highways and a “single point of contact” approach

Highways

Flood risk & drainage

Less detail

← Integrated response →

Pre planning enquiries

Outline applications

Full applications

Pre planning enquiries

Outline applications

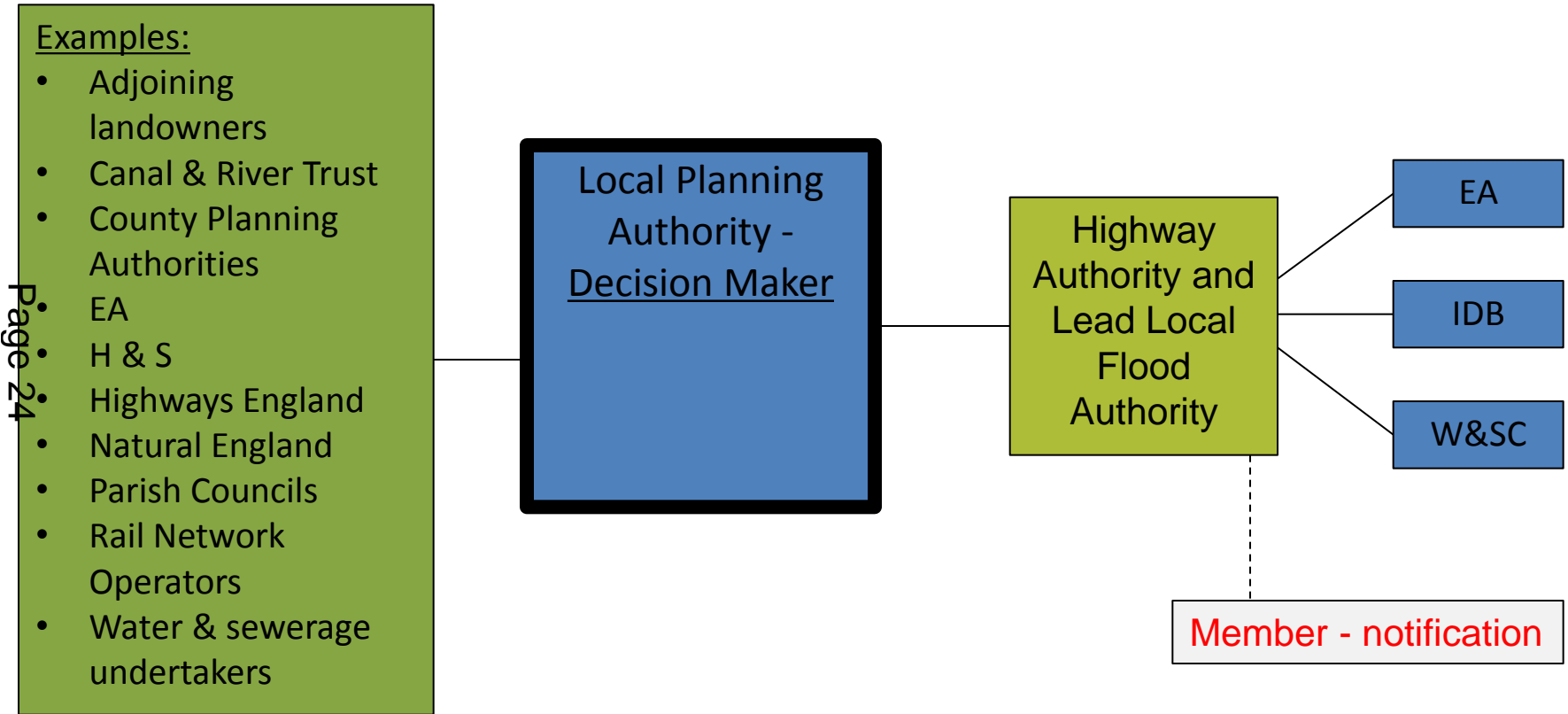
Full applications

SUDS adoption & maintenance secured through planning - implemented by LLFA with respect to Highways

More detail

Statutory Consultees in the Planning Process

NB – we are not the decision making authority!



Statutory Role:

Highway
Authority
AND
Lead Local
Flood
Authority

- Consulted by 7 district councils
- Consulted by county planning
- Approx. 8000 applications pa



What we consider as a consultee - as Highway Authority



- Capacity (National Planning Policy Framework – severe)
- Safety
- Sustainability

What we consider as a consultee - as lead local flood authority

- Local sources of flooding (EA previously had this role)
- Flood risk to / from (incl. minor development)
- Safety
- Secondary consultations
- SuDS for majors (10+)



FOM Objectives

- FOM driven by the efficiencies required from Fundamental Budget Review, Senior Management Review, Financial Challenge.
- The Highways Service no longer resourced to provide personal service and the inefficient reactive approach.
- Designed to include the core tenets of "best practice commissioning".

FOM Milestones

- Initial Value for Money study by Cranfield University in 2013
- Simplifying the operating structures
- Improving processes consistency and compliance
- Improving resources management and utilisation
- Improved performance assessment and accountability

FOM Outcomes

- True services commissioning at a functional level
- Asset management plan driven services management
- Leaner more efficient field (divisional) operations
- Reduced contractor costs
- Embedded value for money assurance

Street Lighting

2016/17 Transformation Project Background:

- Total around 68,000 lights
- Was costing £5M p.a. to run

2016/17 Transformation Project Outcomes:

- Implemented new policy
- Saved £1.7m pa running costs
- Reduced energy consumption by over 50%
- Saved over 6,200 tonnes CO2 pa
- 17,000 LED conversions
- 42,000 now part-night lit
- 1,000 switched off completely

Passenger Transport - Issues

- Impact of legislative changes – Bus Services Act, Disability Regs, Emissions, Safeguarding Etc
- Political influences (National vs Local priorities)
- Any further £ reduction = loss of service provision in the county. Potential for severe impact on accessibility and local communities. Contentious and significant changes will require full public consultation.
- Reduction in Public Transport also has negative impact on CS & ASC transport (cost shunt) and potential to create greater demand on their services
- NHS Sustainable Transformation Plan delivery is likely to impact on the demands placed on public transport. Initial engagement and scoping underway.
- Public Transport Strategy is 10yrs old. Review needed. Any proposed policy changes would require full public consultation.

Passenger Transport - Issues

- Crude tool currently for determining which services receive financial support. Sensible to review and refine decision making mechanism. Again scrutiny inc. public consultation required for approach going forward.
- Increasing funding gap for concessionary fares (ENCT) scheme. Statutory defined scheme. Financial capping illegal.
- Lack of market capacity and capability (vehicles and staff). May require more intervention to deliver statutory and/or community needs. Teckal activity is currently employed. Increased Teckal utilisation plus other proposals may need to be considered.
- Operator concerns = lack of bus lanes/ priority in congested areas.

SPEED MANAGEMENT POLICY

Work of Scrutiny Committee A Case Study

Oct 2013: Task and Finish Group established.
9 Non-Executive Members.
Chair - Councillor Brookes.
Site Visits and Focus Groups.

June 2014: Final Report considered by Committee.
Amendments suggested to Borderline
Cases and included in report to the
Executive.

Sept 2014: Executive Response and Action Plan
considered by Scrutiny Committee –
concerns so further work requested.

Dec 2014: Further Report to Scrutiny – proposal to adopt of threshold limit of +/- 3 mph.

Mar 2015: Draft Policy for consideration, including the changes proposed by the Committee.
Agreed that a Traffic Policy for Schools should be consulted on at the same time.

Page 36

April 2015: Draft Traffic Policy for Schools considered and recommended for public consultation.

Sept 2015: Public consultations responses on both policies considered by the Committee.
Recommendation submitted to Portfolio Holder for approval.

Performance Reporting

Corporate Business Plan – quarterly updates

Policy changes

Key issues

Contractual issues

ANY QUESTIONS ?