

## **COUNTY COUNCIL MEETING - 20 MAY 2016**

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

### **HIGHWAYS AND TRANSPORT**

#### **Lincoln Eastern By Pass**

The Public Inquiry into the Orders for the Scheme has now concluded and the Secretary of State has published his decision to confirm the Orders. The legal process can now continue to progress the acquisition of the land needed for the scheme.

A tender list has been selected and tenders are expected to be issued in mid May. This will allow a submission to DfT (Department for Transport) for approval to release the £50m funding they are contributing for the scheme. Once this has been confirmed contracts can be signed with the successful contractor. It is hoped to start on site in autumn 2016.

A track possession has been provisionally booked by Network Rail for October 2017, to allow them to construct the bridge that will take the Lincoln to Spalding railway over the bypass.

The scheme is being progressed as a single carriageway under the current funding arrangements. Central Government has indicated that their contribution (circa £50M) remains allocated for the scheme.

#### **Lincoln East West Link**

The works are now well advanced to both the highway works and heritage building on the corner of the High Street and Tentercroft Street. The access to the heritage building for the movement of materials on site requires the use of a tower crane which is located on the land created for the new highway.

The main WPD (Western Power Distribution) electricity cables were diverted over the new Tentercroft Street bridge on programme and the scheme is programmed for completion in September. Some of the land to the north side of Tentercroft Street, parallel with the railway, has been identified as a temporary bus station, if the Lincoln Transport Hub gains financial approval to proceed.

#### **Network Rail High Street Footbridge**

Work by Network Rail is continuing on site with a large majority of the structural steel work installed. The planning consents for the bridge and the remainder of 179 High Street have now been 'decoupled' meaning that work can continue on the bridge whilst alternative options for the demolition and development of the building are progressed. Completion of the footbridge is scheduled for June 2016.

### **Network Rail Brayford Wharf East Footbridge**

Network Rail has now secured the shortfall in funding to allow them to progress with this scheme. The scope of the bridge has been reduced to match this shortfall and no longer includes for the provision of lifts. A planning application is expected to be submitted in summer 2016, with the bridge opening in summer 2017 before students return to study at the University.

### **Skegness Countryside Business Park**

This project has made significant progress over the last two months and is now at the point where contractor procurement documents are being prepared. The relationship between the development timescales for the first site end user, the site servicing activities and the highway improvement works are being examined in detail in order to establish the critical date for contract award. Heads of Terms are being finalised between Croftmarsh and LCC to give both certainty of scheme delivery and the ability to award a contract.

### **Holbeach, Peppermint Junction**

Planning Permission has now been received for the Peppermint Junction improvement scheme, namely replacing the existing A17/A151 T Junction with a roundabout and introducing a second roundabout on the A151. Proposals for the neighbouring housing development are expected to be submitted for planning consent in the near future. Proposals for the Food Enterprise Zone to the west of the A151 continue to be developed.

At the consultation stage the proposal to dual a short section of the A17 adjacent to Peppermint Junction received a mixed response. Due to the high cost of this proposal the options for capacity improvement are being re-visited with a view to identifying the most economically advantageous method - with the current focus on the nearby Boston Road Round, including consideration of pedestrian safety.

Works are currently due to commence by March 2017, but we are looking at ways of bringing this date forward so that benefits can be realised as soon as possible.

### **Grantham – King31 Including A1 Connection (Spillgate Level, west to A1)**

Phase 1 of the King31 element commenced on site on 21 September 2015 and progress has been very good. Despite very wet weather in January, the programme is on target to finish by July 2016. Extending this phase, into Phase 2, has brought financial benefits by using cut material on site to reduce imported fill.

Phase 2 originally relied on an inherited planning permission from the developer for the grade separated interchange onto the A1. This proved too restrictive to provide an economic solution without significant departures. Discussions with both local planning authorities have resulted in a new application to LCC. This is now out to consultation and a decision is expected soon. Upon receipt of this we can then finalise approvals with Highways England and for them to issue Line Orders and a

small Public Right of Way diversion. A contractor from Midlands Highways Alliance has been appointed and work is underway agree a Target Cost in summer 2016 and award a contract for a start on site in autumn 2016.

### **Grantham – Southern Quadrant Link Road (SQLR)**

This is effectively Phase 3 of the Grantham Southern Relief Road.

LCC now have a new planning permission following approval of the S.73 change to planning. This has not resulted in a Judicial Review challenge. Larkfleet's final submission to the Supreme Court for leave to appeal the Judicial Review of our original application was rejected.

Work is progressing on completion of the detailed design and to prepare for the compulsory purchase orders (CPO) and the side road orders (SRO) ready for publication in autumn 2016 for this final element of the Grantham Southern Relief Road

### **Spalding Western Relief Road**

The housing developer is planning to submit a reserved matters planning application for the South phase of this road in the near future, with a view to gaining approval during 2016. We continue to liaise with the developer in view of gaining agreement from them on funding contributions for this section of the relief road.

The design for the North phase has been frozen, having been consulted on during Jan/Feb 2016 as part of the draft South East Lincolnshire Local Plan. The scheme received mixed response, mainly due to its association with related housing. This now awaits developer stimulation (separate to the South phase).

The middle section of SWWR is identified as a 'safeguarded corridor' within the South East Lincolnshire Local Plan.

### **Street Lighting Transformation**

This invest to save project is new to this report. Through capital investment of £6.4M the project will save £10M over ten years, achieves a 3.6 year payback, and contributes 6000 tonnes of Co2 savings to the authorities 18,000 tonne 5 year target.

We continue to raise awareness of the changes to street lights across the county through a communications campaign, which to date has been generally well received.

Work to upgrade around 17,000 street light to 'LED', and convert 38,000 residential area lights to 'part night' lighting, commenced on 4 April 2016 and is due to complete by the end of March 2017.

## **Winter Maintenance**

During this winter Lincolnshire fully implemented a new style of winter road weather forecasting, Route Based Forecast (RBF). This system allows each of the 43 gritting routes to have its own individual weather forecast allowing highways staff to make more targeted treatment decisions especially on the more marginal nights. This new system has contributed to a direct reduction in costs this winter of around £130,000.

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

The number of people killed or seriously injured in Lincolnshire in 2015 was 314. In 2014 it was 398. In 2015 there were 39 fatalities on the roads. In 2014 it was 41. Unfortunately, there have already been 21 fatalities in 2016.

In response to high number of fatal collisions the LRSP is currently undertaking a comprehensive review of all of its services and will be consulting with partners and the public in an effort to improve effectiveness and efficiency in its work and to ensure that it is better able to respond to public concern whilst remaining data led.

The Community Speed Watch (CSW) programme continues with 135 parishes having signed up and 78 interactive signs purchased. To date 939 passive signs have been distributed. The LRSP are currently working to introduce the CSW scheme to Lincoln wards. Speed limit wheeled bin stickers can also now be purchased as part of the scheme. A pilot CSW scheme specifically tailored to schools will commence soon.

The new average speed camera system on the A15 has now been operational for 5 months. On average is detecting approximately 10 offences per week. The two static cameras this system replaced was detecting in excess of 150 offences per week combined. This demonstrates greater speed compliance with the new system.

A new average speed camera system is being installed on the A1 at Stoke Rochford in May/June and will be operational shortly after.

Lincolnshire police are currently considering bids from manufacturers before issuing the contract to install an average speed camera system on the A16 at Crowland.

All 10 new fixed digital upgrade sites are now operational; all offence processing software and hardware has been installed and is operational.

The following completed National Driver Offender Rehabilitation Courses in Lincolnshire in 2015:

Speed Awareness Course: 12,531

Driver Alertness Course: 323

What's Driving Us Course: 941

Drive4Change Course: 6

Ride Motorcycle Course: 17

The LRSP has just finished writing Operation Octane with our Police colleagues. This operation will target motorcycle safety throughout April – October. A combination of enforcement, education, engagement and training will be utilised. Operation Octane is likely to reintroduce STEALTH which will focus on both covert and overt enforcement of high end offenders on the roads.

### **Lincolnshire's Total Connect Project**

In January, Essential Fleet Services (EFS) announced their intention to exit the Passenger Transport market. EFS are a major service provider, particularly in respect of the CallConnect services, SEND and Social Care specialist transport, operating over 50 contracts (c. £3.5M pa). Response to the subsequent retendering exercise was poor, particularly in the south of the county and tender prices showed significant increase in some areas. As a result, market moderation options were considered and a business case developed. Members considered and recently agreed the way forward, which sees the formation of a Teckal Company, through which LCC will operate passenger transport services. The company will initially focus its activities in the south of the county, covering high cost and/or displaced contracts of a specialist nature. Temporary contract extensions have been negotiated with EFS to allow time to establish the Teckal company (TransportConnect Ltd).

Some of the additional funding received through the Government's Financial Settlement has been targeted to protect supported bus services which otherwise would have seen over £2M worth of cuts. The additional funding is allowing us to maintain public transport, particularly in the rural areas, although the current supported bus services are all subject to market forces and therefore may still see some changes in order to contain the spend within existing budgets.

In advance of any future decisions in respect of Public Transport, the Passenger Transport Unit is currently reviewing and seeking to refine the criteria for bus service support. The adoption of a criteria based approach helps to provide a fair and objective means of decision making and provides some defence against subjective and 'he who shouts loudest' pressures. Once completed, it is proposed to consult on the refined methodology.

Other strands of the Total Transport Project, sees the discussion with the CCG's over health transport at a critical juncture as NSL, the current provider of Non-Emergency Patient Transport, has indicated they have no desire to see the contract extended beyond summer 2017.

## **INFORMATION MANAGEMENT AND TECHNOLOGY**

### **Overview**

IMT Services being delivered by Serco are continuing to slowly improve, and most services are stable following twelve months of service. There remain some areas where the breadth of services delivered by Serco, and level of service are falling short of expectations.

Whilst there are continued delays in implementing key IT transformation projects, which are hampering the delivery of key IT-enabled improvements, day to day user experience of the service desk remains high.

The Council has recently experienced a malware attack which invoked Business Continuity Plans across Council services. The response to this was generally positive and LCC and Serco colleagues continue to work collaboratively on lessons learnt and enhancements.

In February 2016, the Council was subject to an audit by the Information Commissioners Office (ICO). This audit has recognised the improvements made over the previous twenty four months and reaffirmed that our forward plans are appropriate.

### **ICO Audit**

In summary the audit has provided benefit to LCC through recognising areas of good practice and confirming the need to enhance a number of areas already planned for improvement.

The audit consisted of:

- A 3 day on site visit by two ICO auditors.
- A review of over 120 individual pieces of documentary evidence.
- 28 interviews primarily with the Information Governance Team but with crucial support from Children's Services; Adult's Services; Public Health; Business Support; Legal Services; People Management; Serco (Lincoln); and Restore (off-site storage contractors).

As a result of the above the overall result is that the ICO has reasonable assurance the council is delivering data protection compliance.

## **Malware Attack**

On Tuesday the 26th January 2016, Lincolnshire County Council was subject to a malicious software attack known as ransomware. The issue was managed by the council's IMT team with Serco and they worked with services across the council in the application of business continuity plans. This enabled services to be maintained and risks to be appropriately managed.

The approach undertaken was verified by Lincolnshire Police's Cyber Crime unit.

An in-depth review of the security and response arrangements in place is on-going in collaboration with colleagues at Serco, and in discussion with the wider Security community to see if improvements can be identified for the future.

Whilst there is outstanding contract work due from Serco in respect of disaster recovery this does not detract from the excellent work and expertise the 'on the ground' Serco engineers brought to the incident, and it is noted that their commitment to the Council and to rectifying the situation was excellent.

## **User Experience**

The end users of the IT Service remain satisfied with the level of service achieved day to day with an average of 87% of staff rating the service as 'good' or 'excellent'.

Whilst there are issues with the wider IT service, most users are still receiving a good level of service which enables the 'as is' functioning of the Council to continue.

Requests for 'business as usual' non-project work are taking longer than would be expected and key supporting systems still require remedial work to ensure the services to be delivered and associated timescales match contracted expectation.

## **Project Delivery**

Project delivery remains the most challenging part of the Serco service, with small 'business as usual' projects taking longer to commission than expected.

The Information Management Team (IMT) and Serco colleagues have introduced Operational Level Agreements to clarify expectations and work through the backlog of project work. This is continuing to have a positive effect and backlogs are largely cleared. It is the aim that all small projects are delivered within six weeks from commission.

## **Transformation Technology**

Whilst many of the outstanding projects now have plans, some further planning and prioritisation work is required. Where plans are now available, Serco and the IMT team are working to ensure interdependencies of the remaining transformation projects are clear and milestone dates are established.

### **Broadband**

#### Phase 1

The main broadband project (Phase 1) was concluded on its scheduled date of 31 March 2016. At the end of Phase 1 150,775 premises had been successfully fibre enabled, which equates to 738 roadside cabinets. This was against a contractual target of 148,334 premises. In addition to this successful delivery the project came in under budget. This saving is earmarked for broadband delivery and will now be used to enable additional broadband improvements.

#### Phase 2

Phase 2 of the project commenced 1st April 2016 as planned and includes the first group of additional areas identified as being in need of further investment. The full deployment plan for Phase 2 is still to be finalised with BT. In the interim, work has commenced on the areas already agreed.

The final Phase 2 plan will be published as soon as it has been agreed with BT, and the original Superfast coverage figure for Phase 2 of 4801 premises will be significantly improved upon. As Phase 2 progresses further areas that are in need of better broadband and represent value for money will be included and therefore, the deployment plan will grow and change.

It is expected that it may not be possible to reach some areas with the existing BT technologies and alternative technologies are being investigated.

Overall, we remain confident that Phase 2 will allow us to go further with faster broadband than we had originally anticipated, but we remain committed to ensuring value for money for the numbers of premises covered and end user speeds achieved, when determining where to invest further funding.