

Lincoln Eastern Bypass

Background

Total scheme cost £96 m - £50 m Department for Transport (DfT) / £34 m Development / £12 m LCC. Originally planned as a dual carriageway scheme but reduced to single carriageway after guidance from DfT. Planning permission for single carriageway scheme was granted in June 2013 and a Public Inquiry (PI), following objections to the Side Roads Orders (SRO) and Compulsory Purchase Orders (CPO), held February 2014. July 2014 Secretary of State declined to confirm the CPO/SRO's due to safety concerns over the crossing of Hawthorn Road by Non-Motorised User's (NMU's). In all other respects the Planning Inspector found that the scheme, including closure of Hawthorn Road was sound. Revised NMU Bridge granted planning permission on 6th October 2014 and revised CPO/SRO's published 23rd October with end date of 5th December 2014. DfT Orders Team subsequently confirmed that a further PI was required and a second PI was held in August 2015.

Current Position – Awaiting outcome of Public Inquiry which is expected around December. The scheme supports the provision of 45,000 houses and 22,000 jobs as outlined in the emerging Central Lincolnshire Local Plan.

Lincoln Southern Bypass

Background

Scheme progressed to preferred route status agreed by Executive on 5th December 2006 and some "blighted" property bought to deliver the scheme. Estimate for dual scheme at that time was £67 m but now revised to £90 m.

Current Position – No current design activity but discussions have resumed with developers.

Lincoln East West Link

Background

The scheme costing £22 m is part of the Lincoln Transport Strategy and also a regeneration scheme. It will offer an across town route to mitigate the impact of potentially lengthy level crossing closures and also opens up development opportunities. The contract was awarded to Balfour Beatty and off-highway works started 3rd November 2014.

Current Position – Scheme slightly behind programme. An archaeological find has caused some delay. Future proofing works being carried including water and gas mains to allow for future development. Expected completion in October 2016.

Canwick Road - Lincoln

Background

This part of the Lincolnshire Transport Strategy which provides a dedicated left turn lane into Washingborough Road, and extends two lanes for traffic leaving the city up Canwick Hill. Scheme cost of £3.4 m with £1.7 m being provided from the DfT as Pinch Point funding. Contract awarded to Eurovia with start on site 10th December 2014 for off-highway landscaping work. Work on carriageway started in the first week in January 2015.

Current Position – Substantially complete with some off-highway work remaining including accommodation works for a nursing home and Canwick Cottages.

Grantham Southern Relief Road (SQLR & King 31)

Background

Overall scheme consists of two elements in three phases, Southern Quadrant Link Road (SQLR) as Phase 3; £52 m and King 31 as Phase 1 and Phase 2; £28 m. Planning permission for SQLR submitted March 2013 and conditionally approved November 2013, but subject to ongoing Judicial Review challenge by a third party. Planning permission extant for King 31.

The project is supported by funding from the Single Local Growth Fund and Lincoln Transport Board, together with Developer contributions.

Current Position – Phase 1 of King 31 scheme started on 14th September with expected completion in April 2016 (value £4.0 m). Supports the provision of 3,700 homes, 110,000 m² of employment land and 230,000 m of commercial floorspace.

Spalding Western Relief Road

Background

A scheme to provide an alternative route for potential through town traffic and to unlock development potential.

Current Position – Phase 1 now designed and awaiting development stimulus. Discussions now ongoing for Phase 2/3 following agreement of the Spalding Transport Strategy and development of the South East Lincolnshire Local Plan. Supports the provision of around 13,000 dwellings across South Holland and 7,000 jobs across South East Lincolnshire.

Skegness Business Park

Background

Two elements, the business park access road and the 60 m diameter roundabout on the A52 to the south of Skegness. Supported by the Single Local Growth Fund and Croft Marsh Limited it is expected to stimulate growth. Planning permission for roundabout granted in February. Both the roundabout and business park will be tendered together through Lincolnshire's select list framework later in the year. Overall project value of £8 m and will open up 67 acres of development land.

Current Position – Final design of drainage, both surface water and foul, being undertaken with potential start on site in late Spring 2016.

Boston

Background

A developer led scheme for a new football ground and mixed use commercial and residential use, includes a link road between A16 and London Road, new roundabout on the A16 and signalised junction on London Road.

Current Position – Planning permission granted with ongoing discussions about start date but this is expected to be market driven. Option for next phase being considered in conjunction with Local Plan development, although the provision of major infrastructure over rail and water will be required to gain the full benefits. Supports the provision of around 8,000 dwellings across Boston Borough and 7,000 jobs across South East Lincolnshire.

A17/A151 Peppermint Junction, Holbeach

Background

A joint highways and development scheme in two potential phases. Currently consulting on planning permission for Phase 1 consisting of roundabout at A17/A151 junction and roundabout on A151. Opens up land for mixed development including around 900 dwellings adjacent to the A151 and a further 900 dwellings to the south of the town. Overall cost £4 m with £2.4 m from LEP. Phase 2 will include improvements to the Boston Road roundabout with a section of dual carriageway to the new A151 roundabout.

Current Position – Pre-consultation for Phase 1 with orders being published in Spring 2016 with potential start on site in Autumn 2016.

A17/A16/A15 Route Study

Background

A study of capacity issues on three of the major routes in the County with potential improvements at junction, roundabouts and provision of sections of dual carriageway. Most deliverable scheme in the short term identified as A16/A17 Sutterton Roundabout which provides a potential benefit to cost ratio of over 100. Initial design work ongoing.