

LINCOLNSHIRE MAJOR HIGHWAY SCHEMES – UPDATED REPORT – MARCH 2016

LINCOLN EAST WEST LINK

Background – Scheme cost £22 million, part of the Lincoln Integrated Transport Strategy and also a regeneration scheme. Will offer an across town route to mitigate the impact of potential lengthy level crossing closure also opens up development opportunities. Contract awarded to Balfour Beatty, off highway works started 3 November 2015.

Current Position – Scheme currently on programme for completion in August 2016 although delays have been incurred on the Tentercroft Street Bridge. This bridge is now on the critical path. The bridge beams were installed after the Christmas break and work is progressing to secure a crossing of Sincil Dyke. Work has started on the Heritage Building above the ground with the installation of the structural steelwork and a start on the ground floor blockwork A. S73 planning application has been submitted to City of Lincoln to change the specification in certain areas to reduce costs. Negotiations are ongoing with Rix Bathrooms Agent for an early occupation in the corner plot.

Work is now well advanced on the Pelham Bridge impact protection works to the piers with a start made on the concrete upstands.

SKEGNESS COUNTRYSIDE BUSINESS PARK

Background – A scheme to provide access to a proposed development park from the A52 just to the south of Skegness. The project is part funded by a land owner, the GLLEP and Economic Regeneration. The landowner is at an advanced stage of negotiation with an end user development group.

Current Position – Highway design is very well progressed, circa 80% complete, and subject to heads of terms being agreed between the landowner and development group and the subsequent securing of funding from GLLEP, we will be in a position to tender this scheme through the select list framework at the end of March 2016.

SELECT LIST FRAMEWORK

Background – we are three and a half years into a four year framework. The framework being a list of contractors approved to work on our highway network, contractors who are capable of delivering a range of highway related maintenance and construction services up to a value of £4.1 million (the current EU Limit). The framework was tendered in line with European procurement regulations and streamlines the procurement process for any subsequent call-off tenders and has delivered efficiency benefits throughout its life.

Current Position – with half a year left to run on the current framework, we are now focussing our attentions on tendering a new one. Drawing on the experience gained on the current framework, we are looking to make the new one more attractive to contractors by reducing the number of "lots", and also to reduce the number of contractors within each lot,

the rationale being that those contractors who successfully gain a place on our framework will be better placed to competitively win more work.

LINCOLN SOUTHERN BYPASS

Background – Scheme progressed to Preferred Route status agreed by Executive on 5 December 2006 and some "blight" property bought to deliver scheme. Estimate for dual scheme at that time was £67 m but now revised to £90 m.

Current Position – No current design activity. Some discussions with developers regarding constructing part of scheme to allow access to development land. Cost estimates being prepared to allow assessment of options. Next stage would be to submit a planning application for all or part of the route, timescales for this activity unknown at present.

LINCOLN EASTERN BYPASS

Background – Scheme cost £96 million/£50 million DfT/£34 million Development/£12 million LCC. Originally planned as a dual carriageway scheme but reduced to single carriageway after guidance from DfT. Planning permission for single carriageway scheme granted June 2013 and Public Inquiry following objections to the SRO and CPO's held February 2014. July 2014, DfT declined to confirm the CPO's/SRO's due to safety concerns over crossing of Hawthorn Road by NMU's. In all other respects, Planning Inspector found that the scheme, including closure of Hawthorn Road was sound. Revised NMU Bridge granted planning permission on 6 October 2014 and revised CPO/SRO's published on 23 October with end date of 5 December 2014. DfT Orders Team has decided that a further PI is required. Second PI held in August 2015.

Current Position – Still awaiting the outcome of the second Public Inquiry. The Inspectors report was expected at the end of October but was not received by DfT until December. A decision on the Orders is now expected no later than the 26 February 2016.

Network Rail have appointed BAM Nuttall on a design and build contract to deliver Spalding Line overbridge (road under railway) on LCC's behalf. Draft design prepared and costed, authority was sought from Executive Councillor on 20 January to enter into contract with Network Rail to allow them to award construction contract.

PQQ for main scheme tender issued in October 2015, returned 16 November. The selection of tender list of 4 contractors was completed in December. Tenders will not be issued until Orders are confirmed.

LINCOLN FOOTBRIDGES

High Street Footbridge

Work is continuing on site with the installation of the first elements of structural steel work now in place. Further overnight closures during February will enable further elements of the structure to be erected. Completion of the footbridge is, as previously anticipated, scheduled for May 2016.

Brayford Wharf East

Network Rail has continued to seek an alternative solution at this location that will match the funding envelope available. A revised, value engineered, scheme was presented to their Funding Board in December for consideration. To date we have had no indication of the outcome of this meeting.

BOSTON QUADRANT

Background – A developer led scheme for a new football ground and mixed use commercial and residential use. This includes a link road between A16 and London Road with a new roundabout on the A16 and signalised junction on London Road. Planning permission granted with ongoing discussions about start date but this will be market driven and delivered. LCC will be monitoring the highway works.

The Boston Quadrant forms what could become the first section of a proposed Boston Distributor Road, as highlighted within the current draft South East Lincolnshire Local Plan. The draft plan states: "A corridor will be safeguarded within which the (distributor road) works can be delivered, to be agreed with the Borough and County Councils. There are sections requiring major structures over rail, road and water that cannot be funded at present and, without which, the route will not function as a distributor road."

Current Position - The draft South East Lincolnshire Local Plan is currently out to consultation until Friday 19th February. Separately there is a proposal for a joint Lincolnshire County Council / Boston Borough Council funded survey to confirm traffic movements in and around Boston. This will assist in confirming the possible need for the distribution road.

A17/A151 – PEPPERMINT JUNCTION, HOLBEACH

Background – A joint highways and development scheme in two potential phases. Opens up land for mixed development, including around 1000 houses, and designed to relieve traffic from Holbeach Town Centre. Overall cost £4 m with £2.4 m from GLLEP Growth Deal. Phase 2 considers improvements to the Boston Road roundabout with a section of dual carriageway to the new A151 roundabout.

Current Position – Planning application submitted – 16 January 2016 with a decision due on the 17 March 2016. Detailed design due to commence February 2016 with orders due to

be published in Spring 2016 with potential start on site in Autumn 2016. Developer led application for adjacent housing development now due early 2016. The Peppermint Junction improvements are referred to in the draft South East Lincolnshire Local Plan.

We are also looking at the possibility of making improvements to increase the capacity of Boston Road roundabout at the same time that we undertake the proposed works to nearby Peppermint Junction. This will enable us to explore funding options for such work. This work would be an alternative to the proposed 'phase 2' dual carriageway section of the A17 between Peppermint Junction and Boston Road roundabout.

SPALDING WESTERN RELIEF ROAD

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

Current Position – Phase 1 now designed and awaiting development stimulus. Discussions continue for Phase 2/3 following agreement of the Spalding Transport Strategy. The SWRR is referred to in the draft South East Lincolnshire Local Plan (with the main focus being on 'Phase 2 North') which was released for consultation on 8 January 2016. Local consultation events are being held at Pinchbeck Village Hall on Wednesday 13th January 2016 (3.30 pm to 7.30 pm) and South Holland Centre Spalding on 9 February 2016 (11.00 am to 3.00 pm).

STREET LIGHTING TRANSFORMATION PROJECT

Background - Lincolnshire County Council (LCC) is making changes to its street lighting across the county in order to provide a more sustainable network. The combination of changes are designed to save £1,77M revenue funding per year, further reduce LCC's carbon footprint and reduce light pollution.

It currently costs approximately £5M per year to operate and maintain the County Council's 68,000 street lights.

Current Position – Delivery options are currently being developed. The changes are likely to commence in April 2016 and take around 12 months to deliver. A detailed communications plan will be in place.

GRANTHAM SOUTHERN RELIEF ROAD (GSRR)

Background - Overall GSRR scheme consists of two elements, Southern Quadrant Link Road (SQLR) target cost £52m and King 31 target cost £28m.

SQLR - Planning permission submitted March 2013 and conditionally approved November 2013. It is subject to ongoing Judicial Review (Appeal) by a third party. Courts to date have thrown out the JR challenge.

King31 – Planning permission granted in 2010 to Landowner/Developer. Due to lack of progress, LCC took over the procurement with contribution agreement from Landowner.

Significant funding, successfully bid through GLLEP, but with tight timescales.

Current Position - SQLR - S.73 change required for additional bridge span (giving new Planning Permission for all of SQLR) was approved 10th November 2015.

CPO/SRO processes now commenced (we are trying to secure land by private treaty). Detailed Design of viaduct, over River Witham and East Coast Main Line, is in process of formal approval by Network Rail.

King31 – Ph.1 of scheme, extended into Ph.2 to make use of necessary cut material as 'free' fill, commenced in September 2015 with expected completion in June 2016 (current value £3.8m); this is progressing very well. LCC have agreed financial contribution arrangements with landowners via Heads of Terms (formal agreement still to be signed). Significant Utility diversions commenced to facilitate further Phases.

Buildability of inherited design has been rightly challenged, resulting in a new planning application to LCC for the grade separated junction on the A1.

With this in hand, we have commenced discussions with our 'selected' contractor from the Midlands Highways Alliance (MHA) to provide a contractor input and gearing up for an agreed target cost.

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