

Open Report on behalf of Richard Wills, Executive Director for Environment and Economy

Report to:	Councillor M J Hill, OBE, Leader of the Council
Date:	01 November 2017
Subject:	Wragby Road/Wolsey Way Improvement Scheme
Decision Reference:	I014212
Key decision?	Yes

Summary:

This report provides a summary of the Wragby Road/Wolsey Way improvement scheme in Lincoln. It discusses the background to the scheme, why the scheme is required and the key benefits it provides.

The paper seeks approval to award a contract for the construction works for the scheme.

Recommendation(s):

That the Leader of the Council approves the award of a contract for construction of works relating to Wragby Road/Wolsey Way, as described within this report.

Alternatives Considered:

- | | |
|----|---|
| 1. | <p>Do nothing</p> <p>Without the improvement works, there will be increased congestion and queueing at the junction of Wragby Road/Wolsey Way and Wragby Road/Outer Circle Road. If the works are not undertaken then the junction will continue to deliver unreliable journey times. Additionally, pedestrian safety benefits will not be met when crossing Wragby Road, Wolsey Way and Outer Circle Road between the Carlton Centre and neighbouring residential estates.</p> |
|----|---|

Reasons for Recommendation:

The completion of the activities detailed in this report will facilitate the timely delivery of a programme of works at Wragby Road/Wolsey Way and deliver the significant benefits outlined in the body of this report.

1. Background

1.1 In 2013, the Department of Transport (DfT) highlighted a new opportunity for Local Authorities to bid for funding allocation from the 'Pinchpoint' fund. The principal guidance indicated that the funding would be for projects which present significant congestion at key locations, thus LCC conducted an assessment of Greater Lincoln's network to establish where the 'pinch points' were. Five locations were identified which included the Newark Road Improvement scheme and Canwick Road Improvement scheme. These projects were constructed in 2013 and 2015 respectively and proved to deliver significant improvements to the highway network. The DfT did not promote any further 'pinchpoint' funding opportunities; however a feasibility study had already been completed for the Wragby Road/Wolsey Way (WRWW) junction.

1.2 In 2017, the DfT announced the allocation of funding to Local Authorities through the National Productivity Investment Fund (NPIF) for investing in either improvements or maintenance of the highway network. As a result the benefits outlined in the feasibility study for the WRWW project was presented to Executive Councillor Richard Davies who gave his support for this scheme to be developed for constructing in financial year 2017/18.

1.3 Issues with the Junction

The junction suffers from severe congestion, particularly, but not exclusively at peak hours. Traffic modelling has been undertaken which evidences that the junction currently operates beyond acceptable levels of flow capacity. The modelling also identifies that in 2036 the junction will be significantly worse, in the context of traffic flows, causing further congestion and capacity issues.

1.4 The existing carriageway surfacing is presenting clear signs of deterioration and further investigatory exercises have identified that the carriageway base layers are also failing.

1.5 The existing traffic signal equipment at the Wolsey Way junction are operating beyond their design life and thus incur regular maintenance costs as a result.

1.6 Extent of Proposed Improvements

The original feasibility study completed in 2013 was interrogated and measured against the current traffic modelling and also changes in the road use and developments since the report was originally completed. This identified amendments to the original proposals, however the fundamentals remain the same. To summarise, the WRWW improvement scheme will widen existing narrow lanes and create additional lanes. The below is a list of the improvements which can also be seen in Appendix A – Wragby Road/Wolsey Way Scheme Plan.

- Widening Outer Circle Road northbound approach to create three 3.2m lanes from Deacon Road
- Widening Outer Circle Road southbound to create a 3.65m lane

- Widening Wragby Road outbound to create two 3.2m lanes through the Wolsey Way junction and merging on Bunkers Hill
- Widening Wragby Road inbound to create two x 3.2m lanes.
- Removing a layby on Wragby Road to lengthen the approach lane (Subject to successful revoking of TROs, currently being advertised)
- Removing on street parking and re-lining A15 Wragby Road between Austen Walk and Outer Circle Road to create two x 3.2m Eastbound lanes. (Subject to successful revoking of TROs, currently being advertised)
- Replacement of traffic signals at the A15 Wragby Road / Wolsey way junction.
- Installing controlled pedestrian crossing facilities on all legs of the Wragby Road / Wolsey way junction.
- Renewing/re-phasing all permanent traffic signals to improve traffic flows
- Reconstruct the existing carriageway between Carlton Boulevard and Sympton Close
- Improving existing carriageway drainage infrastructure

1.7 **Scheme Benefits**

The primary focus of the scheme is to widen the intersecting carriageways in areas to improve traffic flow for road users travelling from Wolsey Way, Outer Circle Road and Carlton Boulevard towards Wragby Road. The benefits are summarised as:

- Reducing congestion on Wragby Road, Wolsey Way, Outer Circle Road and Carlton Boulevard
- Improving journey times and reliability along the route and in the surrounding area
- Enhancing road safety
- Increasing pedestrian safety
- Providing a linked benefit plan which compliments the planned opening of the LEB at the end of 2019
- The proposed scheme addresses the carriageway deterioration issue and therefore unlocks LCC capital funds to be used elsewhere on the highway network across the County.

1.8 **Project Delivery Milestones**

The planned delivery milestones for the project are:

- September 2017 – Detailed design completed
- October to November 2017 – Tender Period
- December 2017 – Contractor Mobilisation
- January 2018 – Commence Construction
- May 2018 – Completion of works

1.9 To ensure the grant conditions of the NPIF can be met the tender documentation was released for pricing on 5th October 2017. The tenders are due back on 3rd November 2017.

1.10 Traffic Management

As this junction is very congested it must be stressed that the construction phase of the project will cause disruption, however the traffic management arrangements below have been agreed

1.11 The preliminary works to switch off, and remove the permanent traffic signals at Wragby Road, Wolsey Way junction, will be carried out using two way temporary traffic signals. Once the signals are removed, access between Wolsey Way and Wragby Road will be temporarily prohibited for the duration of the works with a suitable signed diversion route. This results in an unobstructed two way traffic flow on Wragby Road.

1.12 A right turn ban will be in place in and out of Deacon Road to Outer Circle Road for the duration of the scheme.

1.13 Rather than using less efficient 4-way temporary traffic signals at the Outer Circle Road main junction, the existing signals will be utilised (until replaced) to improve traffic flows.

1.14 Periodically throughout the works there will be a left turn ban from Wragby Road on to Outer circle Road while works are completed on the south-east quadrant of the Outer Circle Road main junction. The left turn ban will only be in operation during weekends, 2000hrs Friday until 0500 Monday. All traffic from Wragby Road will be diverted on signed alternative routes

1.15 In April/May 2018 night time road closures will be in place to facilitate final resurfacing activities. This will be completed between 2000hrs and 0500hrs nightly. The exact duration and dates are yet to be determined.

1.16 Funding Summary

Funding towards the cost of the improvement project is made up of a combination of funding sources as identified in the table 1.1 below

Table 1.1

Funding Source	Funding Value
LCC Primary Route Network budget	£500k ¹
LCC Thin surfacing budget	£60k ¹
LCC Traffic Signals budget	£80k ¹
S106 contributions	£420k ¹
National Productivity Investment fund	£1,000k
Total scheme funding	£2,060k

¹includes provision for optimism bias

1.17 Project Spend Forecast

The estimated forecast of expenditure and funding for the scheme, including optimism bias, is shown in table 1.2 below.

Table 1.2

Funding Budget	2017/18	2018/19	2019/20	Net scheme expenditure
LCC Primary Route Network budget		£460k	£40k	£500k
LCC Thin Surfacing budget	£60k			£60k
LCC Traffic Signals budget	£80k			£80k
S106 contributions	£180k	£240k		£420k
National Productivity Investment fund	£1,000k			£1,000k
Total	£1,320k	£700k	£40k	£2,060k

2. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- * Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- * Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- * Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- * Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
- * Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
- * Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding

Compliance with the duties in section 149 may involve treating some persons more favourably than others

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process

As a highway improvement scheme the implications for people with a protected characteristic are considered to be minimal. Design of highway works will comply with national standards

Joint Strategic Needs Analysis (JSNA and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision

The scheme contributes to the JHWS by enhancing access to employment as well as reducing traffic congestion in this area of Lincoln.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area

There are not considered to be any direct implications for crime and disorder.

3. Conclusion

The proposed highway improvement scheme enhances journey times, reduces congestion, improves safety and compliments/reinforces the long-term benefits of the Lincoln Eastern Bypass.

The Leader is asked to endorse the recommendations summarised in this report.

4. Legal Comments:

The Council has the power to pursue the scheme proposed.

The decision is consistent with the Policy Framework and within the remit of the Executive if it is within the budget.

5. Resource Comments:

The budget currently approved for this service, has sufficient resources to accept the recommendation within this report, to deliver the road improvement scheme as detailed. Costs to be funded by the NPIF grant, will need to be incurred before the end of the current financial year, to meet the grant conditions of the funding.

6. Consultation

a) Has Local Member Been Consulted?

Yes

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

This has not been considered by a scrutiny committee.

d) Have Risks and Impact Analysis been carried out??

Yes

e) Risks and Impact Analysis

There are some risks that have been identified and a cost for this has been included in the financial approval section of this paper.

7. Appendices

These are listed below and attached at the back of the report

Appendix A	Wragby Road/Wolsey Way Scheme Plan
------------	------------------------------------

8. Background Papers

Document title	Where the document can be viewed
Scrutiny Report - A17 Highway Improvement Project at Gedney and Highway and Transportation use of the National Productivity Investment Fund	http://lincolnshire.moderngov.co.uk/documents/s19541/A17%20Highway%20Improvement%20Project%20at%20Gedney%20and%20Highway%20and%20Transportation%20use%20of%20the%20NPIF.pdf

This report was written by Sam Edwards, who can be contacted on 01522 550328 or sam.edwards@lincolnshire.gov.uk .