

## LINCOLNSHIRE CAPITAL HIGHWAY SCHEME UPDATE – 18 SEPTEMBER 2017

### MAJOR SCHEMES

#### LINCOLN EASTERN BYPASS

Current Position – The legal process to acquire land needed for the scheme has now started. A contract has been awarded to Carillion who started on site in June 2017. A "soft start" is underway to establish the site team, secure resources through the supply chain, carry out an effective Value Engineering process and remove the risk presented by the extensive archaeological works. In addition, Carillion are co-ordinating early delivery of some diversions of statutory undertakers' equipment.

A track possession has been booked by Network Rail for October 2017; this will be a full closure of the railway to allow their contractor Bam Nuttall to construct the bridge that will take the Lincoln to Spalding railway over the bypass. Network Rail commenced work on site in December 2016 and will be completed by April 2018. This will allow Carillion's main earthworks operation to commence.

A scheme of archaeological investigation commenced in September, initially focused on the area required by Network Rail. A significant number of interesting finds have been discovered and recorded but the scale of this work is leading to cost escalation. This is now emerging as a significant risk to the scheme budget and the projected completion date is now January 2018 with projected costs of £7.857m. This has the potential to affect the main contract programme with consequential delay costs. The original budget estimate for the archaeology was £1.9m with completion in August 2017.

#### NORTH HYKEHAM RELIEF ROAD (FORMERLY LINCOLN SOUTHERN BYPASS)

Background – Scheme progressed to preferred route status agreed by the Executive on the 5 December 2006 and some "blight" property bought to deliver the scheme. The estimate for dual scheme at that time was £67m. Ongoing discussions are being held with developers of South West Quadrant regarding constructing part of the scheme to allow access to development land. The next significant stage is to submit a planning application for all or part of the route, although this is dependent on funding. Timescales for this activity are unknown at the present. Bids have been submitted to Lincolnshire Enterprise Partnership, Highways England, Homes Community Agency and Department for Transport to assist with funding design or construction of all or part of the scheme, all were unfortunately unsuccessful.

Current Position – Work has now commenced on preparing an Outline Business Case funded by Lincolnshire County Council to allow the Authority to be better placed for any future bid to the Department for Transport for a Major Highway Scheme bid. This will include confirmation of options (single and dual) with public and stakeholder consultation.

## **NATIONAL PRODUCTIVITY INVESTMENT FUND**

A separate paper entitled A17 Highway Improvement Project at Gedney and Highway and Transportation use of the National Productivity Investment Fund is on the current Agenda and describes all the intended schemes.

## **SPALDING WESTERN RELIEF ROAD**

South East Lincolnshire Local Plan – The Spalding Western Relief Road is referred to in the draft South East Lincolnshire Local Plan. The local plan has been subject to a public consultation which has ended and now South Holland District Council in collaboration with Lincolnshire County Council are preparing for an Examination in Public (EIP) in October/November 2017. The preparation includes a SWRR delivery strategy, Spalding Transport Strategy and input to Matters of Inquiry questions.

Current Position – Section 1 (Southern Connection) – LCC and the developer have reached a financial agreement for funding Section 1 of the SWRR. LCC legal have been commissioned to draft an addendum to the Memorandum of Understanding regarding the agreed proportionate costs. Following the EIP adoption LCC will submit a planning application for the road only with an aspiration that works commence in Autumn 2021.

Current Position – Section 2 – This section of the SWRR is having options developed as part of the SWRR delivery strategy. Section 2 will be developed in tandem with Section 1 to allow a full connection between the B1172 and the A151 Bourne Road. It is important to stress that the two sections will be developed independently with an aspiration to have both schemes constructed sequentially.

Current Position – Sections 3 and 4 – These sections of the SWRR are having options developed as part of the SWRR delivery strategy.

Current Position – Section 5 (Northern Connection) – SHDC in collaboration with LCC are working on submitting a bid to the Home and Communities Agency through the Housing Infrastructure Fund Marginal Viability option for approximately £12m. If successful this will result in unlocking the opportunity to progress the project with a similar timescale as Section 1, albeit only if the local plan is adopted and planning is granted.

## **A17/A151 PEPPERMINT JUNCTION, HOLBEACH**

Background – A joint highways and development scheme which consists of a three arm roundabout at A17/A151 junction and a four arm roundabout on the A151. This will improve road safety and open up land for mixed development, including around 1000 houses and is designed to relieve traffic from Holbeach Town Centre.

Current Position – This project was awarded to Eurovia Ltd to construct the scheme which commenced on the 8 May 2017. The construction works are on programme for completion in February 2018. Currently the A17 has temporary narrowed lane widths and a right turn ban prohibiting vehicles from turning right off the A17 onto the A151. An addition, the A151 has been closed throughout the summer holidays and will continue to be until 24 September

2017. The A151 closure was extended to allow for additional utility diversions. Works done to date include: utility diversions, drainage installations, cutting of new ditches, filling of existing ditches, extending and constructing new culverts and carriageway construction works. Within the next 4 weeks the constructed south side of the roundabout will be opened to live traffic while the northern quadrant is completed.

### **GRANTHAM SOUTHERN RELIEF ROAD (GSRR)**

Background – GSRR consists of three phases. They are King 31 Phase 1, King 31 Phase 2 and Southern Quadrant Link Road (SQLR) Phase 3.

Current Position; King 31 Phase 1 – The road from the new roundabout on the B1174 running towards the A1 with another roundabout to a proposed development was completed in July 2016.

King 31 Phase 2 – Highways England are conducting a technical approval on the proposed design for the grade separated junction at the A1. This approval has undergone two iterations with a third iteration currently being undertaken. Once approved, Lincolnshire County Council will work alongside Highways England on taking forward statutory orders to build the scheme. Galliford Try have been appointed (through the Midlands Highways Alliance) to produce a target cost and to carry out the works, however, a works contract cannot be awarded until the outcome of the orders process is known. The current design is based on consented development in the area. A planning application was submitted on the 27 June 2017 for a designer outlet village, which could affect traffic flows differently to the previously proposed warehousing scheme. Another planning application for a development at the Gonerby junction on the A1 is due to be submitted by developers and could impact on the outcome of the planning application submitted for the designer outlet village. Tenders are currently being sought for the archaeology to the west side of the A1 with the intention of mitigating the impact on the main works.

Southern Quadrant Link Road – Phase 3 – The scheme is currently on programme. Lincolnshire County Council has a valid planning permission following approval of the S73 change to planning. The detailed design is now substantially complete. Network Rail is insisting on securing a ransom for crossing the East Coast main line in accordance with their Shared Value policy. Whilst the basis of a settlement has been agreed, a satisfactory outcome of the detail is required to this issue and the ongoing S106 discussions to secure a funding package. Initial archaeology works are now completed. There have been findings of significant interest which have resulted in the recommendation for further archaeological work. The decision has been made by the County Council to extend the current contract with AOC Archaeology Group to complete these works which have now started.

### **LINCOLNSHIRE COASTAL HIGHWAY**

Lincolnshire County Council is to investigate potential improvements to the road corridor across the county from the A1 to the North Sea coast at Skegness, known as the 'Lincolnshire Coastal Highway' which is part of the Conservative Manifesto. This will look at the options for intervention along the route. In identifying improvements to the Highway,

consideration will need to be given to being future-ready, building in capacity to support growth, investigating options across a range of modes and building in resilience and lower longer term costs for management of infrastructure. This work will be funded from the Advance Design Block. In addition LCC is currently investigating options to improve the flows around the A46 Lincoln Western Bypass from Riseholme Road Roundabout to Nettleham Roundabout with a successful grant from Single Local Growth Fund awarded by the LEP.

## **GO SKEGNESS**

Background – The Smarter Choices Team have secured £4m of funding through the Greater Lincolnshire Local Enterprise Partnership to help improve sustainable transport links to and through Skegness and Ingoldmells. Transport studies have been conducted to identify sites where improvements can be made to assist bus movements, cyclists and pedestrian provisions and to help promote local attractions.

The following works are now completed

- Gibraltar Point Cyclepath Phase 3
- Lumley Road Bus Stops
- Roman Bank, Ingoldmells, layby extension
- A52 Bus Lane extension and cyclepath, Gibraltar Point Phase 1
- Gibraltar Point Phase 4a

The following works are now planned to upgrade multiuse footways and cycle ways which will provide a smoother surface for pedestrians, those with impaired mobility and cyclists, whilst keeping them a safe distance away from the A52. The construction of these paths will be carried out in three phases, all subject to reasonable weather conditions:

- Phase 1: Winthorpe Avenue/works start on Monday 4 September for 5 weeks;
- Phase 2: Spirewic Avenue to Winthorpe Avenue/works start 23 October for 4 weeks;
- Phase 3: Old Roman Bank/works start mid-late October for 9 weeks;
- In addition, new bus stops will be installed for the A52 Beacon Medical Practice.