

**Open Report on behalf of Andy Gutherson, Interim Executive Director
for Place**

Report to:	Councillor M J Hill OBE, Leader of the County Council Councillor R G Davies, Executive Councillor for Highways, Transport and IT
Date:	Between 13 - 29 March 2019
Subject:	A46/A15 Riseholme Road Roundabout and A46/A158 Nettleham Road Roundabout, Lincoln
Decision Reference:	I017475
Key decision?	Yes

Summary:

This report provides an explanation of the improvements planned for A46/A15 Riseholme Road Roundabout and the A46/A158 Nettleham Road roundabout and the proposed procurement route.

The paper seeks approval of the capital scheme appraisal by the Leader of the County Council and approval to enter into a contract (initially for Early Contractor Involvement) for the purpose of delivering the network improvements at these two locations from the Executive Councillor for Highways, Transport and IT.

Recommendation(s):

It is recommended that:

1. The Leader of the County Council approves the capital scheme appraisal for the A46/A15 Riseholme Road Roundabout and A46/A158 Nettleham Road Roundabout schemes.
2. The Executive Councillor for Highways, Transport and IT approves the award of a contract (including Early Contractor Involvement) for the delivery of the A46/A15 Riseholme Road Roundabout and A46/A158 Nettleham Road Roundabout in Lincoln.
3. The Executive Councillor for Highways, Transport and IT delegates to the Interim Executive Director for Place authority to approve the final form of the contract and approval to proceed from Early Contractor Involvement (ECI) to construction of the highway improvements.

Alternatives Considered:

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| 1. | To procure the contract via a tender process, however, this would prohibit Early Contractor Involvement (ECI) and reduce the savings and network disruption mitigation measures that could be delivered through ECI. |
| 2. | To not proceed further with the project. |

Reasons for Recommendation:

To improve capacity at both locations and future proof both for identified development in the Lincoln area, and assist with connections from Lincoln to the Humber Ports.

To utilise funding that was sought and approved from the GLLEP for investing in these two roundabouts.

1. Background

- 1.1.1 The primary aim of these improvement schemes is to address the current capacity issues at these locations, future proof them for the traffic growth associated with identified developments and improve safety.
- 1.1.2 The A46/A15 Riseholme Road Roundabout currently experiences congestion during AM and PM peak periods. It has exceeded its practical reserve capacity and this effect is expected to become worse as traffic grows as a result of proposed developments in and around the City of Lincoln as part of the Central Lincolnshire Local Plan.
- 1.1.3 The A46/A158 Nettleham Road Roundabout currently experiences lengthy queues on the A46/A158 routes during the AM and PM peak periods, periodically queuing back to the A46/A15 junction. This is the result of insufficient capacity at the junction. This lack of capacity is only to be exacerbated once the Lincoln Eastern Bypass (LEB) currently under construction is completed.
- 1.1.4 A feasibility study at both locations has been completed, supplemented by extensive traffic modelling to quantify the effects of the various proposals considered. Budget estimates were prepared for each considered option to help inform the recommendations.
- 1.1.5 The recommendations cascading out of the feasibility studies have been accepted and are being taken further, to scheme design as detailed below.
- 1.1.6 There are no land issues with Riseholme Road Roundabout and it has been confirmed that planning permission for this scheme is not required.
- 1.1.7 Land is required on the Northern side of Nettleham Road Roundabout and these negotiations have commenced and are proceeding in a positive manner. Once detailed design has been completed discussions with the

County Planning Department will be undertaken to ascertain if planning permission is required, however early indications are that the scheme can be constructed under the powers within the Highways Act 1980 negating the need to seek planning permission.

1.2 Scheme Proposals

- 1.2.1 At the A46/A15 Riseholme Road Roundabout, it is proposed to provide additional lanes on all four approaches to the roundabout, with an additional lane around the circulatory. This will improve the flow capacity. In addition, it is proposed to ensure the entrance arms to each part of the roundabout where not already accommodated will have two lanes of entry for a longer distance as possible.
- 1.2.2 At the A46/A158 Nettleham Road Roundabout, it is proposed to provide longer approach lanes on all approaches to the junction to improve capacity.
- 1.2.3 The two locations are in close proximity to each other, and both exposed to high volumes of traffic. The proposal is to procure them both as one contract to reduce costs and manage the temporary traffic management provisions as one package.
- 1.2.4 Traffic control, at both locations is likely to be a mix of temporary traffic signals, lane closures and full road closures. The full road closures are likely to be overnight. The exact details of these provisions are still being progressed.
- 1.2.5 The intention is to construct the Riseholme Road Roundabout first, commencing in early 2020, followed by Nettleham Road Roundabout commencing in mid-2020, however this will be subject to Agreement with the contractor.

1.3 Procurement Proposals

- 1.3.1 Lincolnshire County Council is a member of the Midlands Highways Alliance (MHA). This provides access to an alternative procurement route which is compliant with the Council's procurement obligations but with the benefits of Early Contractor Involvement (ECI). ECI will demonstrate benefits in terms of managing two sites in close proximity to mitigate network disruption. The MHA's statistics also show a proven track record of efficiency savings when a chosen contractor assists in the scheme delivery.
- 1.3.2 In choosing the ECI route, the Contractor and Client are responsible for compiling the target cost. The Contractor is required to demonstrate competition in their rates by market testing material supplies and sub-contractor costs.
- 1.3.3 At the point of entering into an ECI contract, via the MHA, Lincolnshire are also entering into a contract to deliver the site works too, thus committing to the full scheme expenditure. However, if a target cost cannot be agreed or

the scheme costs are too high, there is a break clause providing LCC the protection of an exit from the contract. The only costs incurred if that happens will be those attributable to the ECI.

1.4 Cost Estimates

1.4.1 At this stage of the project, less certainty exists about issues that will be encountered, as a result a healthy sum is allowed for risk / optimism bias. This budgetary allowance makes provision for the unknowns that are likely to be discovered during the design process.

1.4.2 As the project develops risk may or may not be realised, controlled or designed out. The estimate will change, either positively or negatively, and the risk allowance reduced as a result.

1.4.3 The A46/A15 Riseholme Road Roundabout Preliminary Cost breakdown, is as follows:

- Surveys, Investigations, data acquisition - £100,000
- Design fees - £80,000
- ECI costs - £50,000
- Utility Diversions - £225,000
- Laboratory Costs - £44,000
- Supervision fees - £182,000
- Construction Costs – £1,369,000
- Risk and Optimism bias - £220,376
- Estimated total cost for Riseholme Road Roundabout - **£2,270,376**

1.4.4 The A46/A158 Nettleham Road Roundabout Preliminary Cost breakdown, is as follows:

- Surveys, Investigations, Land, data acquisition - £135,000
- Design fees - £80,000
- ECI costs - £20,000
- Utility Diversions - £225,000
- Laboratory Costs - £35,000
- Supervision fees - £200,000
- Construction Costs – £1,500,000
- Risk and Optimism bias - £230,376
- Estimated total cost for the Nettleham Road Roundabout - **£2,424,376**

1.4.5 The overall preliminary estimate for this combined project is **£4,695,752**.

1.5 Funding

1.5.1 The schemes are to be funded by the following contributories, shown together with the value of their contributions:

- Greater Lincolnshire Local Enterprise Partnership (GLLEP) - £2,500,000
- Integrated Transport Grant – £2,200,000

1.6 Location Plan



1.7 Approvals Required

1.7.1 The purpose of this paper is to seek the approval of the Leader of the County Council for the scheme appraisal, and the Executive Councillor for Highways, Transport and IT to award a contract for the schemes which will involve ECI. Approval is also sought to delegate the authority to the Interim Executive Director for Place to determine the form of the contract and whether to proceed from the ECI stage of the project to construction.

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

An Equality Impact Assessment has not been undertaken. This work is considered neutral in its impact on protected characteristic groups.

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

Consideration has been given to the JSNA and the JHWS and can be seen from the scheme descriptions that they will have positive benefits for both the health and wellbeing of local residents.

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.

The works are considered to have a neutral impact on the Crime and Disorder Act 1998.

3. Conclusion

- 3.1 The scheme is well supported and there are no legal impediments to starting.
- 3.2 It is recommended that the Leader of the Council approves the scheme appraisal and that we enter into a contract including Early Contractor Involvement contract with a view to delivering significant highway network benefits.

4. Legal Comments:

The Council has the power to carry out the schemes and enter into the contract proposed.

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

5. Resource Comments:

The total of this scheme will be met by external funding from the GLLEP and Department for Transport Integrated Transport Grant. This expenditure forms part of the capital programme approved by the Council.

6. Consultation

a) Has Local Member Been Consulted?

Yes

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

This report will be considered by the Highways and Transport Scrutiny Committee on 11 March 2019. The comments of the committee will be reported to the Leader of the Council and the Executive Councillor for Highways, Transport and IT.

d) Have Risks and Impact Analysis been carried out?

Yes

e) Risks and Impact Analysis

See body of the report

7. Background Papers

No Background Papers within the meaning of section 100D of the Local Government Act 1972 were used in the preparation of this Report.

This report was written by Mark Heaton, who can be contacted on 01522 553182 or mark.heaton@lincolnshire.gov.uk .