

**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 March - 29 March 2019
Subject:	A17/A15 Holdingham Roundabout and A17/A153 Rugby Club Junction, Sleaford
Decision Reference:	I017474
Key decision?	Yes

Summary:

This report provides an explanation of the A17/A15 Holdingham Roundabout and the A17/A153 Rugby Club junction schemes 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 A17/A15 Holdingham Roundabout and A17/A153 Rugby Club Junction, Sleaford 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 A17/A15 Holdingham Roundabout and A17/A153 Rugby Club Junction, Sleaford.
3. The Executive Councillor for Highways, Transport and IT delegates to the Interim Executive Director for Place the final approval to proceed from Early Contractor Involvement 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 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 Sleaford area, and

To take advantage of the funding offered by NKDC, the Single Local Growth Fund and S106 developer contributions

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 the safety record.
- 1.1.2 The A17/A15 Holdingham Roundabout currently experiences congestion during AM and PM peaks. It has exceeded its practical reserve capacity and this effect is expected to become worse as traffic grows and development in and around Sleaford is realised.
- 1.1.3 The A17/A153 Rugby Club junction currently experiences lengthy queues on the A17 slip road during the AM peak, periodically queuing back onto the A17. This is the result of insufficient capacity at the junction. Right turn vehicle movements from the slip road onto the A153 do not have sufficient opportunity to exit the slip road, as a result, all left turn vehicle movements are restricted. Driver frustration ensues which has resulted in 14 reportable accidents during the last three years.
- 1.1.4 A feasibility study at both locations has been completed, supplemented by extensive traffic modelling work 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.

1.2 Scheme Proposals

- 1.2.1 At the A17/A15 Holdingham Roundabout, it is proposed to provide additional lanes on all five approaches to the roundabout, with an additional lane around the circulatory. This will improve the flow capacity. In addition, it is proposed to control the traffic on the A17 East and A15 South with traffic signals. The traffic modelling has also identified the need for an additional

set of traffic signals on the A15 in the year 2032; as a result this link will be future proofed ready for signal installation at that time.

- 1.2.2 At the A17/A153 Rugby Club Junction, it is proposed to provide additional lanes on all approaches to the junction to improve capacity. The traffic will be managed by traffic signals. Traffic modelling work has demonstrated that this will prevent any queuing back onto the A17. Traffic signals will also remove the potential for conflict at this location, thus reducing the potential for accidents.
- 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 lights, 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 Rugby Club junction on site first, commencing in April 2020, followed by Holdingham Roundabout in July 2020.

1.3 Procurement Proposals

- 1.3.1 Lincolnshire County Council is affiliated to 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 MHAs 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 Lincolnshire 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 The cost estimates provided are based upon the feasibility study for each site, refined slightly as we have certainty of costs for the data acquisition and ECI.

1.4.2 At the feasibility stage, 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.

1.4.3 As the project develops, more will become apparent, and risk realised, controlled or designed out. The estimate will change, either positively or negatively, and the risk allowance reduced as a result.

1.4.4 The A17/A15 Holdingham Roundabout Preliminary Cost breakdown, is as follows:

- Surveys, Investigations, data acquisition - £100,000
- Design fees - £176,000
- ECI costs - £50,000
- Utility Diversions - £340,000
- Laboratory Costs - £35,000
- Supervision fees - £125,000
- Construction Costs – £2,150,000
- Risk and Optimism bias - £659,000
- Estimated total cost for Holdingham Roundabout - **£3,635,000**

1.4.5 The A17/A153 Rugby Club Junction Preliminary Cost breakdown, is as follows:

- Surveys, Investigations, data acquisition - £35,000
- Design fees - £68,000
- ECI costs - £20,000
- Utility Diversions - £180,000
- Laboratory Costs - £17,500
- Supervision fees - £85,000
- Construction Costs – £900,000
- Risk and Optimism bias - £232,000
- Estimated total cost for the Rugby Club Junction - **£1,537,500**

1.4.6 The overall preliminary estimate for this combined project is **£5,172,500**.

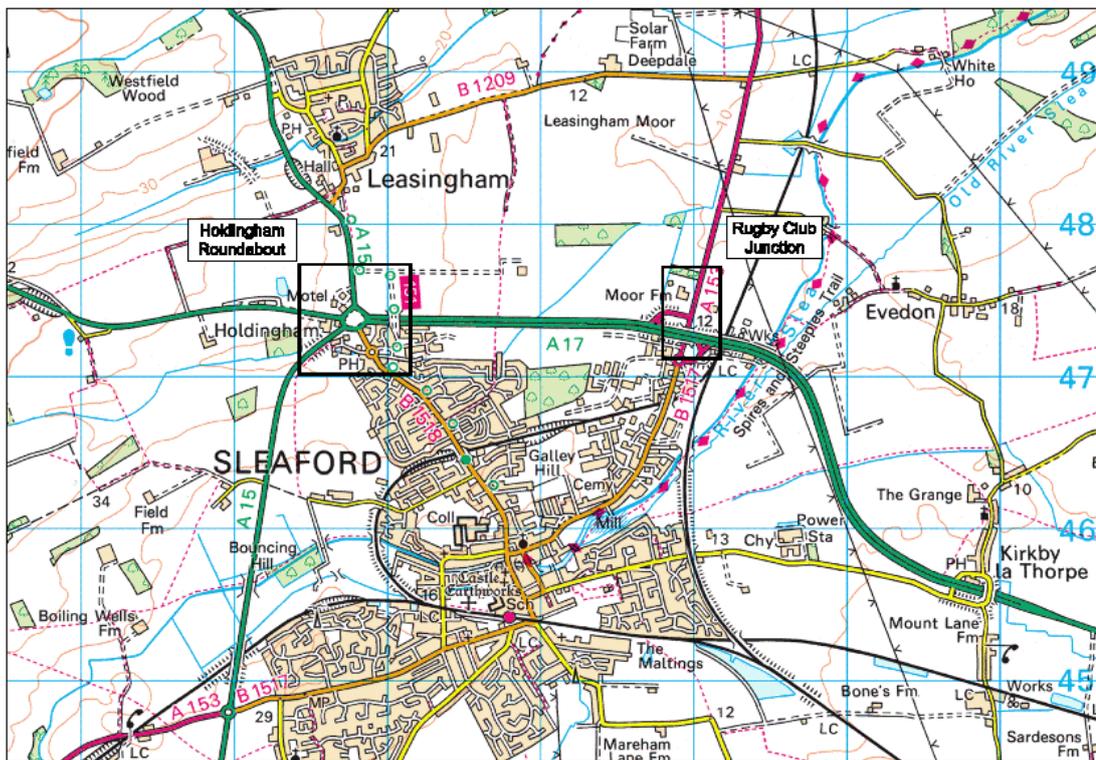
1.5 Funding

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

- Single Local Growth Fund - £2,000,000
- North Kesteven District Council - £250,000
- Integrated Transport Grant – £373,000
- Lincolnshire County Council (including forward funding of S106 Developer Contributions) - £2,549,500

1.5.2 Lincolnshire County Council will forward fund the S106 Developer contributions, with a view to recovering the money as and when the developments come to fruition, or in any case within 15 years after the completion of the works.

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 authority to the Interim Executive Director for Place to determine the form of contract and whether to proceed from 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 with a view to delivering significant highway network benefit.

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 (£2.0m); North Kesteven District Council (£0.250m) and Department for Transport Integrated Transport Grant (£0.373m). The Council funding (£2.550m) is forward funding of expected S106 contributions. 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 County 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 Steve Brooks, who can be contacted on 01522 552940 or steve.brooks@lincolnshire.gov.uk .