

## **Appendix A**

### **Major Highways Scheme Update – August 2019**

#### **Lincoln Eastern Bypass**

This is the County Council's largest Highway scheme with a budget of £124m, which includes a DfT grant of £49.95m.

Following the liquidation of Carillion, Galliford Try were awarded the construction works package. The main works on site are currently focussed on continuing the bulk earthworks excavation and removing the material toward Greetwell Road and filling the adjacent quarry. This has been enabled by the newly completed Lincoln to Spalding Rail Line Underbridge, the completed Lincoln to Market Rasen Rail Line Overbridge and the completed temporary bridge over the River Witham.

Heighington Road continues to be closed and shall remain so until the end of 2019 to allow a 16m deep excavation for the LEB and then constructing the 33m long overbridge to maintain the Heighington Road route. The bridge beams have been delivered and installed on site.

The roundabout on Lincoln Road has been completed and preparation works are taking place to construct Sleaford Road roundabout and complete Greetwell Road roundabout before the end of 2019.

Hawthorn Road footbridge is being constructed next to Hawthorn Road and the Lincoln Road underpass and culvert has commenced installation.

The River Witham Bridge's foundations, abutments and piers are being constructed with the steelwork being fabricated off site ready for installation later this year.

#### **Grantham Southern Relief Road**

This scheme is a 3.5km road with a five span viaduct carrying the road over the East Coast Mainline railway and has a budget of c£100m and consists of three phases. The works will be funded from SLGF grant from the LEP, HCA grant and developer contributions with LCC forward funding this.

Phase 1 from the B1174 running towards the A1 is already complete.

Phase 2 consists of tunnelling underneath the A1 while keeping the running lanes live to create a new grade separated junction with the A1 south west of Grantham. Construction mobilisation of this phase started in May 2019 and the main works will commence in earnest September 2019 for a period of approximately 20 months.

Phase 3 will be the final phase of the project and is the largest and most complex to deliver. It consists of a five span viaduct carrying the road over the East Coast Mainline railway and the River Witham. The viaduct will be in excess of 10m above the River Witham. The phase is programmed to commence in early 2020 and take approximately three years to complete.

LCC have now qualified for the next stage of a bid to HCA for a forward funding Housing Infrastructure Grant.

### **Spalding Western Relief Road**

Section 1 (Southern Connection) – LCC and the developer have reached an 'in principle' financial agreement for funding Section 1. This agreement is in the process of being legally drawn up. Detailed design is planned to start late 2019.

Sections 2, 3 and 4 – These sections of the SWRR are having options developed as part of the SWRR delivery strategy.

Section 5 (Northern Connection) – In February 2018 SHDC in collaboration with LCC were successful in securing £12m from the HCA for delivering this section of the SWRR. Detailed design has commenced and subject to a successful planning application, construction may begin Spring 2020. Work is ongoing with securing land, establishing whether highway legal orders are required, acquiring Network Rail permission to construct a bridge over the rail line and developing a procurement strategy.

Planning applications for both Section's 1 and 5 (South and North) were submitted to LCC's planning authority at the end of February and permission was granted at the end of July. This decision has been called in by the Secretary of State with no clear indication of a decision date.

### **North Hykeham Relief Road**

A number of community engagement events were held in June 2018 for updating key stakeholders on progress and ensuring compliance with the DfT funding bid process. A paper was submitted to Highways and Transport Scrutiny Committee and full Executive Committee, where all the recommendation were approved, which included a bid basis of requesting 70% funding from the DfT and building the road to dual carriageway standard. This road will be a key link in the Lincolnshire Coastal Highway from the A1 through to Skegness as well as completing the circulatory around Lincoln.

The Outline Business Case for the project was completed and the bid document was submitted to Midlands Connect in February. This bid has been prioritised by Midlands Connect and it has been confirmed that it has scored highly and was submitted to the DfT at the end of July. There is an expectation that the result of the funding bid will be known by the end of the 2019.

### **Lincolnshire Coastal Highway**

Lincolnshire County Council investigated potential improvements to the highway network from the A1 to the North Sea coast, known as the 'Lincolnshire Coastal Highway'. This looked at the options for intervention along the route. In identifying

improvements to the highway, consideration was 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.

The Executive have proposed three additional projects which were also developed, these being: Horncastle Bypass, Skegness Relief Road and Wragby Pedestrian Crossing as well as various safety improvements. The Horncastle bypass concept paper was completed which identified expected costs and benefits. Due to the DfT scoring mechanism the benefits are low in comparison to the cost and therefore would not attract any central government funding, this project is therefore currently not being progressed but is included in the Council's pipeline of projects to consider in the future. The Skegness Relief Road concept paper will be developed in late summer 2019. The Wragby pedestrian crossings have been included on the Council's highway capital pipeline for future consideration.

### **A46 Dunholme/Welton Roundabout Improvement**

The A46 Dunholme/Welton roundabout improvement consists of constructing a roundabout and improving visibility at an existing 'T' junction. LCC was successful with a National Productivity Investment Fund Tranche 2 bid for £2m. Planning approval was granted in February 2018 and work has been progressing on detailed design and land acquisition in parallel with the legal orders process. The legal orders were published in May 2019 and the project has received two statutory and three non-statutory objections. The DfT has confirmed the need for a Public Inquiry which will take place towards the end of 2019. If the Public Inquiry is successful then it is expected that works will commence in late 2020.

### **A46 Lincoln Northern Roundabout Improvements**

The A46/A15 Nettleham and A46/A158 Riseholme Road Roundabout projects on Lincoln's Northern Bypass attracted Single Local Growth Fund to a value of £2.5m. The project entails enlarging the size of both roundabouts and increasing the number of lanes both entering and exiting each leg of both roundabouts. This will reduce congestion at these pinch points and improve journey time reliability. Detailed design is progressing with a focus on acquiring the required land through agreement. It's expected that work will commence in 2020.

### **Holdingham Roundabout and Rugby Club Junction, Sleaford**

NKDC and LCC have secured £1.5m of funding for the GLLEP towards the development of Holdingham Roundabout and the A17/A153 junction (known as the Rugby Club Junction). In addition, a £2.5m S106 contribution has been agreed for investing into these projects. Holdingham Roundabout currently suffers congestion that is predicted to become worse with significant levels of future development in the town.

An options study was completed and partial signalisation was agreed as the most economical option when balancing the required improvements and cost. Detailed design work has commenced with a planned construction in 2020.

The improvements at the Rugby Club Junction are also expected to commence in 2020 with a co-ordinated approach to both the design and construction to limit the disruption to the highway network.

### **Lincoln Transport Strategy**

Work has commenced on the development of a new Lincoln Transport Strategy to support the economic and spatial development of the Lincoln urban area. The current Lincoln Integrated Transport Strategy (LITS) was developed by LCC in 2006 and updated in 2008 with a progress review conducted in 2013. Since the adoption of LITS, LCC has made significant progress in securing funding for and completing a number of major transport schemes, improving public transport and enhancing access for pedestrians and cyclists. Of particular note over recent years has been the completion of the A46 Teal Park Dualling, the East-West Link in the city centres and a number of pinch-point schemes. In delivering this project an objective led and robust process will be followed for identifying potential options that could be taken forward for any future funding bids.

The strategy is being completed in partnership with key stakeholders, CoLC, NKDC and WLDC. The initial engagement exercise was completed in November with the wider stakeholder and public engagement being completed in March 2019. The vision of the strategy is nearing completion and a project sifting exercise of potential capital schemes has commenced. It is likely that the strategy will have a greater focus on future mobility and sustainable transport modes than previous strategies, which reflects the need of Lincoln and the general opinions from the engagement process. The vision and initial project sifting will be announced in October 2019, where a further engagement/public exhibition will follow in November. If there are no significant issues or changes required to the vision then the strategy will be complete by the end of 2019.

### **Boston Distributor Road Scoping Bid**

A project scoping report was produced by LCC and submitted to Matt Warman MP for lobbying to central government for funding to progress a Boston Distributor Road Outline Business Case.