



Open Report on behalf of Andy Gutherson, Executive Director – Place

Report to:	Executive
Date:	6 June 2023
Subject:	A16/A151 Springfields and A16/B1180 Greencell Roundabout improvements schemes
Decision Reference:	I027898
Key decision?	Yes

Summary:

This Report seeks approval for the carrying out of the A16/A151 Springfields Roundabout and A16/B1180 Greencell improvements schemes in Spalding as part of the Levelling Up (LUF) A16 Corridor Improvement.

The Executive is recommended to approve the carrying out of the schemes in terms of their importance for the highway network and the scheme business cases in accordance with Financial Regulations.

Recommendation(s):

That the Executive:

- 1) Approves the Scheme business case appraisal for the two projects;
- 2) Approves the Council progressing with the A16/A151 Springfields and A16/B1180 Greencell Roundabout improvements schemes described in the main body of this report;
- 3) Approves in principle the award and entering into of a contract for the construction of the schemes; and,
- 4) Delegates to the Executive Director for Place, in consultation with the Executive Councillor for Highways, Transport and IT, authority to take all decisions necessary to progress the scheme to include the detailed terms, award and entering of any contract or other documentation necessary to ensure the construction of the scheme.

Alternatives Considered:

Not to approve the schemes

At the start of the projects a feasibility report was produced that investigated various forms the roundabout improvements could take. The schemes presented today were agreed as the best iteration of the roundabout improvements when considering the funding available and achieving the maximum benefit to cost ratio.

Reasons for Recommendation:

The A16 is a key arterial route serving Southeast Lincolnshire by providing an essential distribution route for the agricultural, food and logistical sectors and carrying significant commuter flows. The delivery of these two schemes, as part of the overall LUF programme, will offer long-term benefits to all vehicles travelling along the A16. The details of the projects are included in the bulk of this report.

1. Background

- 1.1 The A16 corridor is a key arterial route that serves South Holland, Boston, and the Port of Boston. It is an essential distribution route for the agricultural, food and logistics sectors, carries significant commuter flows and is of strategic importance to the wider region. It provides access to the UK road network; to central Boston and Spalding and to nationally important international gateways including the Humber Ports. However, it has limited capacity and forms a single carriageway along much of its length with several significant pinch points. It has longstanding operational problems which affect both local and strategic movements, impacts on access to services and employment opportunities (particularly via sustainable modes) and the movement of goods connected to the agri-food sector. The proposed improvements are to improve capacity, traffic flows and aid connectivity across Lincolnshire to the rest of the UK.

There are five schemes that are included as part of the revised LUF programme:

- A16/Marsh Lane Boston Roundabout improvements scheme – *Construction has commenced*
- Boston Active Travel improvements scheme – *Construction has commenced*
- A16/B1180 Greencell Roundabout improvements scheme
- A16/A151 Spalding Springfields Roundabout improvements scheme
- Spalding Camel Gate Active Travel improvements scheme – *First phase starting Summer 2023*

- 1.2 This paper will provide an overview of A16/A151 Springfields Roundabout and A16/B1180 Greencell Roundabout improvement schemes that form part of the wider LUF programme.
- 1.3 The delivery of the A16/A151 Springfields and A16/B1180 Greencell Roundabout improvements schemes include the following features and associated benefits:

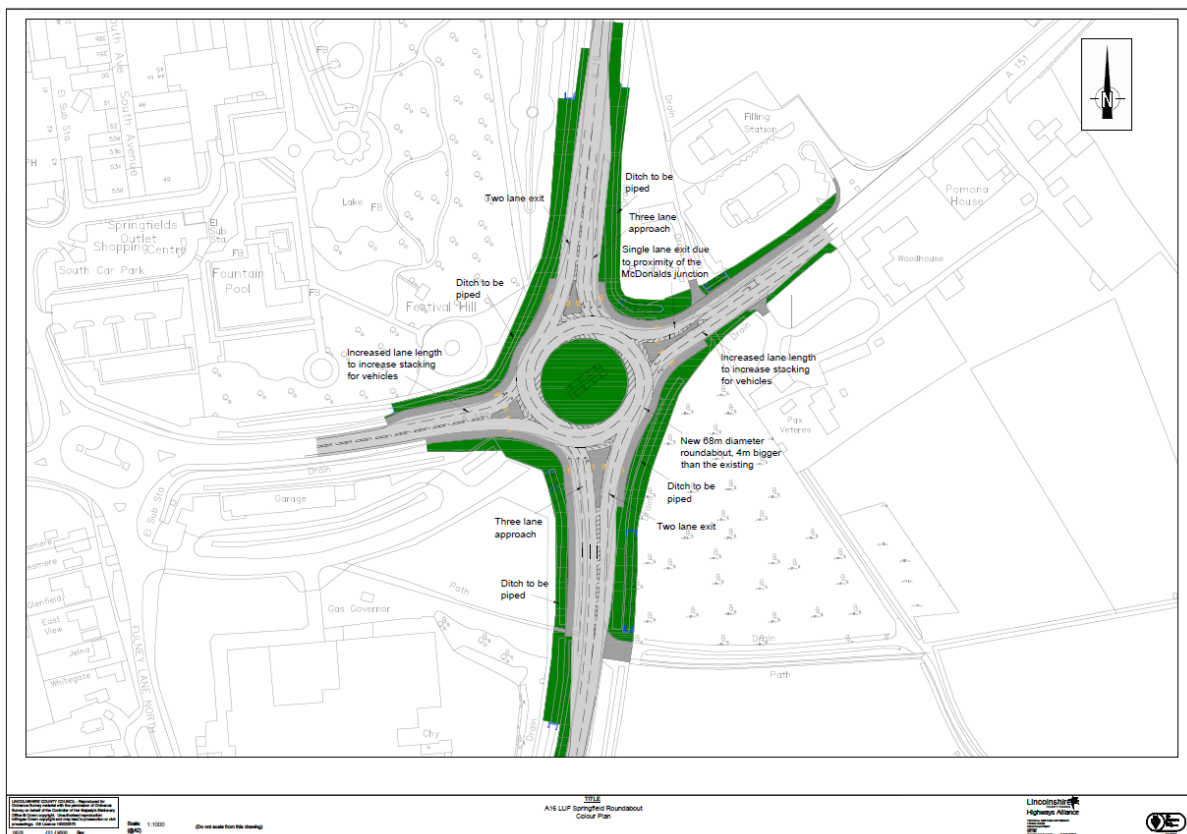
- **A16 / A151 Springfield Roundabout:** Increasing the diameter of the roundabout to accommodate a spiralsided lane layout, and the provision of an additional lane on all approaches and egress from the roundabout.
- **A16 / B1180 Greencell Roundabout:** Widening of the junction and increase in size of roundabout to provide two wider lanes within the roundabout circulatory. The two lane approaches and exits on the A16 roundabout arms will also be lengthened.

Both roundabout improvement schemes will also seek to:

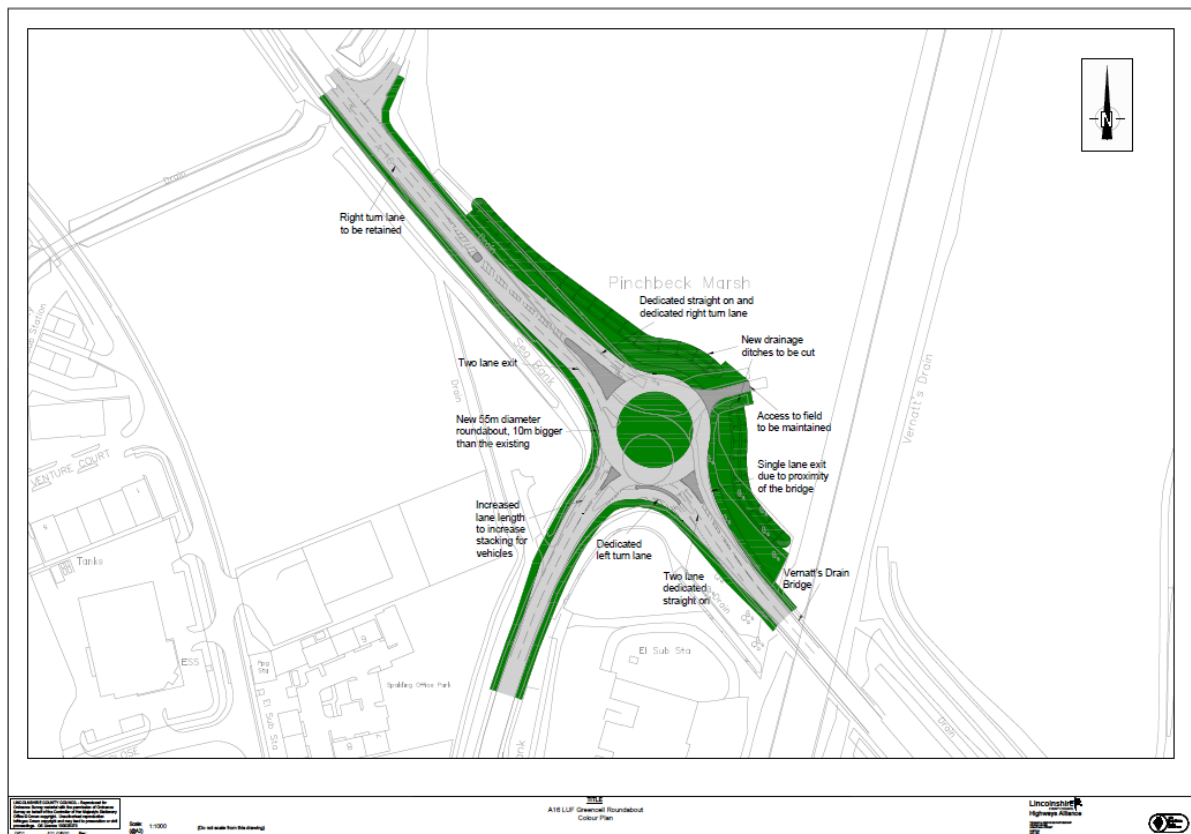
- Reduce congestion along the A16 corridor between Boston and Spalding
- Address the major connectivity issues impacting the A16.
- Open the area for further investment opportunities.

1.4 Below is a project plan for each of the roundabout improvements:

A16/A151 Springfields Roundabout



A16/B1180 Greencell Roundabout



2 Procurement and Construction

- 2.1 The procurement of these schemes together will ensure time and cost savings during the detailed design and construction period.
- 2.2 The intention is to construct the works for A16/A151 Springfields roundabout between October 2023 and October 2024 and then A16/B1180 Greencell roundabout from July 2024 to March 2025. Exact dates will be confirmed nearer the time of construction once agreed.
- 2.3 This phasing will result in a small period when both projects are being constructed at the same time to ensure expediency of works. The traffic management for both projects will however complement each other rather than conflict to ensure there is no greater impact. I.E. most of the initial Greencell roundabout works will be away from the existing highway
- 2.3 The works are intended to be delivered by Galliford Try via the Midlands Highways Alliance Framework with Early Contractor Involvement already being developed which has led to this programme and forecast cost position.

2.4 Below is an overview of the procurement programme for both schemes:

Item	Date
Early Contractor Involvement	31 January 2023
Project presented at Highways Scrutiny	22 May 2023
Executive decision	6 June 2023
Contractor mobilisation	September 2023
Construction (Springfields)	October 2023 – October 2024 (12 months)
Construction (Greencell)	July 2024 – March 2025 (9 months)

3 Forecast Cost Estimates

3.1 Below is summary of the forecast cost estimates for the A16/A151 Springfields Roundabout improvement scheme:

Item	Cost summary
Land Costs	£ 17,000
Lincs Lab	£ 57,000
Works costs	£ 5,750,000
Statutory Undertaker Costs	£ 890,000
Professional Fees	£ 448,000
Other Expenditure	£ 22,500
Risk & Contingency	£ 1,250,000
Total Expenditure	£ 8,434,500

3.2 Below is summary of the forecast cost estimates for the A16/B1180 Greencell Roundabout improvement scheme:

Item	Cost summary
Land Costs	£ 48,000
Lincs Lab	£ 57,000
Works costs	£ 4,500,000
Statutory Undertaker Costs	£ 490,000
Professional Fees	£ 480,000
Other Expenditure	£ 7,500
Risk & Contingency	£ 1,050,000
Total Expenditure	£ 6,632,500

3.3 Total forecast cost for both projects is £15,067,000

3.4 For both projects the construction cost estimates used are from the ECI Contractor, Galliford Try.

4 Funding

- 4.1 Both projects are being funded by a mixture of LUF contributions, Integrated Transport Block and the Boston Development fund programme.
- 4.2 The total secured LUF funding is £19,558,800 and this has been match funded by LCC to a value of £2,173,200 through a mixture of Integrated Transport Block and the Boston Development Fund programme. This provides a total budget of £21,732,000. This funding is to pay for all five projects being undertaken within the LUF programme.
- 4.3 Of the total funding £15,500,000 has been allocated for these two projects and as such the total forecast costs fall within the scheme budget envelope.

5 Items of Note

- 5.1 It is important that the relevant Executive Councillors are aware of the following in relation to the scheme:
- 5.2 Most of the vegetation clearance took place in September 2022 for both schemes, there is a possibility that further clearance will be required by the contractor. These works will be published in advance with a press release and a briefing note to key stakeholders.
- 5.3 Below is a description of the proposed Traffic Management for both schemes.

Springfield Roundabout – details are being refined as we continue dialogue with utility companies, however the intention is to remove the existing splitter islands to create more space, with a view to maintaining unaltered access arrangements for some of the works. Work will commence in the south-west quadrant and move sequentially around the roundabout in anticlockwise direction. Work will be offline where possible so not impacting the running lanes, however when operations encroach into the live traffic temporary traffic lights will be used. For works where space is extremely restrictive, roads will need to be closed overnight with suitable diversion routes. Traffic management details will be advertised closer to the time by use of variable message signs, press releases and social media adverts.

Greencell Roundabout – traffic management will include a combination of lane width restrictions, temporary traffic lights and overnight road closures, when necessary. The team are working closely with the contractor to limit the impact; however it is inevitable that restrictions will be needed throughout the project. Traffic management details will be advertised closer to the time by use of variable message signs, press releases and social media adverts.

For both sites, LCC continues to engage with local businesses and the district council to understand their requirements and to keep them informed of the proposals, and all temporary traffic management options are being modelled to help inform traffic management decisions and to understand the impact of the restrictions proposed.

6. 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 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 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 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 characteristics groups.

Joint Strategic Needs Assessment (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 and Wellbeing Strategy (JHWS) in coming to a decision.

Consideration has been given to the Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS) and the scheme has benefits for both the health and wellbeing of the people Boston and Spalding directly. There are health benefits through reduced emissions to background pollutant levels, in addition as these schemes reduce congestion there is a demonstratable improvement to driver stress levels. In addition, there are significant economic development benefits as these improvements will result in more reliable and better journey time reliability which allows the strategic freight network to run quicker and smoother. In addition, the improvements will allow growth and development in the localised area around Spalding and traffic congestion barriers will be significantly reduced.

Crime and Disorder Act 1998

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.

Consideration has been given to crime and disorder and there are not considered to be any implications arising out of this report

7. Conclusion

- 7.1 This paper seeks approval from the Executive for the scheme business case for the two schemes and to approve the Council progressing with the schemes and to approve in principle the award and contract for the construction.
- 7.2 In addition, the paper seeks approval to delegate to the Executive Director - Place (in consultation with the Executive Councillor for Highways, Transport and IT) to take all decisions necessary to progress the schemes to include the detailed terms, award and entering into of any contract or other documentation necessary to ensure the construction of the schemes.

8. Legal Comments:

The Council has power to implement the schemes proposed.

The decisions are consistent with the Policy Framework and within the remit of the Executive.

9. Resource Comments:

The two proposed A16 roundabout schemes recommended for approval in this report are part of the package of works funded by the Department for Transport (DfT)'s LUF, with LCC's matched funding contribution being provided from the Boston Development Schemes (Infrastructure and Economic) programme and the Integrated Transport Block included in the Council's approved capital programme.

10. 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 at its meeting on 22 May 2023 and the comments of the Committee will be reported to the Executive.

d) Risks and Impact Analysis

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

11. Appendices

These are listed below and attached at the back of the report	
Appendix A	Exhibition Plan - A16/A151 Springfields Roundabout
Appendix B	Exhibition Plan – A16/B1180 Greencell Roundabout

12. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Sam Edwards, Head of Highways Infrastructure & Laboratory Services, who can be contacted on 01522 550328 or sam.edwards@lincolnshire.gov.uk.

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