

Agenda Item 6

EXECUTIVE - 6 JUNE 2023

LEVELLING UP FUND - A16 CORRIDOR IMPROVEMENTS - SPRINGFIELDS AND GREENCELL ROUNDABOUTS

COMMENTS FROM THE HIGHWAYS AND TRANSPORT SCRUTINY COMMITTEE

On 22 May 2023, the Highways and Transport Scrutiny Committee considered a report on the Levelling Up Fund - A16 Corridor Improvements - Springfields and Greencell Roundabouts, and unanimously supported the Recommendations to the Executive.

The following points were highlighted:

- In addressing a proposal letter by Pedals - Spalding's Cycle Action Group which suggested either:
 - the provision of a walking/cycling bridge over the A16, north of the Springfields Roundabout, Officers explained it was associated with extreme engineering challenges around land levels, ditches, land ownership, it would attract significant costs and require land purchase and planning permission to install. These statutory activities would need to be carried out consecutively rather than concurrently which extended the programme well beyond the funding bracket allocated to this budget and jeopardise the whole funding allocation. Officers maintained that this did not predicate the addition of a foot/cycle bridge in the future where it would be treated as a separate scheme.
 - or, to include a cycle and pedestrian crossing controlled by traffic signals, similar to the one just south of the A16/Station Road junction in Kirton. Officers explained that the aims for this particular junction was heavily weighted towards improving traffic flows and reducing congestion. Signalised crossings would have the opposite effect and is therefore not aligning to the aims of the project. Officers emphasised that existing crossings were being enhanced by adding tactiles, footway markings and signage.
 - Officers gave assurance that a thorough road safety audit process is in place and that this is completed independently to the design process by Lincolnshire Road Safety Partnership. The scheme had undergone a stage-one preliminary safety audit which has not identified any significant concerns that has not already been addressed through the design process. A further stage two safety audit will be completed prior to commencing on site. Finally, a stage three safety audit will be completed post works to assess the safety of the completed project.
- Members enquired whether a subway was considered as an alternative option. Officers explained that a subway was far costlier to build and maintain and that it bore the peril of attracting anti-social behaviour. Officers concurred that if a crossing was

to be provided at this location in the future, then a foot/cycle bridge was likely the optimum solution from a design, cost, and maintenance perspective.

- Members emphasised on the importance of considering options to deliver a crossing facility of some form to deter younger persons from crossing the road, to increase the safety of cyclists and pedestrians and to decrease the risk levels of a serious accident occurring. Officers highlighted that further interventions could be considered going forwards outside of this funding process. Members were satisfied and in agreement with assurances given.