

Date created: 16-Apr-15  
 Position as at 31-Mar-15

| Symbol Key        |                                |                            |                 |                     |
|-------------------|--------------------------------|----------------------------|-----------------|---------------------|
|                   |                                |                            |                 |                     |
| Green - No Issues | Blue - No significant concerns | Red - Significant issue(s) | Not yet started | Missing information |

| Activity Name                                    | Overall Summary |        | Comment  |
|--|-----------------|--------|--|
|  | Feb-15          | Mar-15 |  |
| <b>Highways and Transport Scrutiny Committee</b> |                 |        |  |
| <b>Project</b>                                   |                 |        |  |
| Grantham Southern Relief Road                    |                 |        | <p>Both elements of road are covered by South Kesteven District Council (SKDC) Planning Strategies and Planning Approvals. LCC have indicated circa £30m of up-front funding (currently being re-assessed) will be available to finance the construction of the SQLR section, some of which will be recovered from the development over time. In order to achieve this, LCC have sought and received Planning Permission for this road. We are working closely with SKDC and the landowners, particularly in determining the viability of the proposal, secured by a S.106 Agreement. This will be impacted by a requirement from several owners (including Network Rail) of 'ransom'/easement payments for crossing their land. The third party claim for Judicial Review (JR) has failed on several occasions to date following our rebuttals and whilst further appeals have been lodged, which we will resist, we are pressing ahead.</p> <p>The Gateway-King 31 development was expected to be provided in advance of the Southern Quadrant, but this has stalled due to the lack of an end user (market forces). The landowner has re-assessed the viability of this section downward. LCC are working with the landowner and SKDC in an attempt to secure a resolution and we now have agreed Heads of Terms which will be transformed into a full legal document.</p> <p>LCC/SKDC looked at various grant/loan facilities, through the LEP, to forward fund both sections to meet comparable timescales. Funding bids through the Lincolnshire Transport Board and the Lincolnshire Enterprise Partnership (Single Local Growth Fund) have been successful. A further bid has been made through the Housing and Communities Agency (HCA) and we await their decision. Procurement could be secured through a range of options; final selection will be determined by reconciling the different risk profiles of the two elements and could be in separate phases.</p> <p>Funding the whole of GSRR may be an issue and is under further discussion/negotiation. Commencement on site may also be affected (delayed).</p> |

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|-------------------------------------|---|---|--|
|                                     |   |   | <p>Scrutiny Comments:<br/>Progress was reported as part of the Quarter 3 performance item at the 9 March 2015 Committee. The Committee noted that the Judicial Review had not yet been resolved but work was progressing on the King31 element of the project.</p>   |
| Lincoln East West Link Road Phase_1 | ● | ● | <p>In November 2012, the scheme gained full planning permission and conservation area consent. In June 2014 the Secretary of State confirmed the Side Roads and compulsory Purchase Orders. Also in June 2014 tenders were invited for the main construction contract. Tenders were returned on the 26th August. A contract has now been awarded and works started on site on 3rd November 2014.</p> <p>Scrutiny Comments:<br/>Progress was reported as part of the Quarter 3 Performance item at the 9 March 2015 Committee. The Committee noted that demolition work had now started.</p>  |
| Lincoln Eastern Bypass              | ◆ | ◆ | <p>Secretary of State failed to confirm CPO and SRO which delays programme and puts central government funding at risk. Planning consent granted for relocated non motorised user (NMU) bridge. Orders republished in October 2014, over 500 objections received. DfT have indicated Inquiry needs to be held, scheduled to commence on 11 August 2015. Currently working with statutory objectors to remove their objections.</p> <p>Scrutiny Comments:<br/>Progress was reported as part of the Quarter 3 Performance item at the 9 March 2015 Committee. The Committee noted that a large number of objections had been received to the Compulsory Purchase and Side Road Orders. The Committee were advised that the Public Inquiry would commence on 11 August 2015.</p>  |
| Spalding Western Relief Road        | ● | ● | <p>Since the March 2015 update:</p> <p>Phase 1:</p> <ul style="list-style-type: none"> <li>- Steering Group meeting held in March. Following that meeting, arrangements are being made for further discussions with the developer to achieve funding and financing agreements and programmes for planning, design and construction. Issues related to Network Rail financial expectations are still unresolved, which LCC will continue to work with the developer to resolve.</li> <li>- Progress towards delivery of Phase 1 is, primarily, dictated by the developers timescales. Therefore, deadlines pertaining to Phase 1 have been put back.</li> </ul> <p>Rest of Route:</p> <ul style="list-style-type: none"> <li>- The Steering Group has considered the design work to date (five arm roundabout with Spalding Road) and collectively agreed this to be the best approach. SHDC exploring options to enable a developer to bring forward early delivery of development sites near the routes northern terminal. It's also expected that a compensatory agreement between developers can be facilitated by SHDC to secure land for delivery of the relief road and wider local plan aspirations.</li> <li>- Design of further extents of the northern section of the route continues.</li> </ul> <p>Scrutiny Comments:<br/>Progress was reported as part of the Quarter 3 Performance item at the 9 March 2015 Committee.</p> |