

LINCOLNSHIRE MAJOR HIGHWAY SCHEME UPDATE – JUNE 2016

BOSTON QUADRANT

Background – A developer led scheme for a new football ground and mixed use commercial and residential use. This includes a link road between A16 and London Road with a new roundabout on the A16 and signalised junction on London Road. The Boston Quadrant forms what could become the first section of a proposed Boston Distributor Road, as highlighted within the current draft South East Lincolnshire Local Plan. The draft plan states: "A corridor will be safeguarded within which the (distributor road) works can be delivered, to be agreed with the Borough and County Councils. There are sections requiring major structures over rail, road and water that cannot be funded at present and, without which, the route will not function as a distributor road."

Current Position - The draft South East Lincolnshire Local Plan consultation ended on Friday 19th February. Feedback is currently being analysed. A joint Lincolnshire County Council/Boston Borough Council funded survey, to confirm strategic traffic movements in and around Boston, took place on Thursday 10th March. This confirmed that the majority of traffic in Boston was local, with little strategic through traffic. This information will also be used to inform the current Boston Transport Strategy refresh. Quadrant 1, a mixed use development by Chestnut Homes has now commenced, and will in effect form the first part of the proposed Boston Distributor Road.

SPALDING WESTERN RELIEF ROAD

Background – A scheme to provide alternative route for potential through town traffic and to unlock development potential.

Current Position – Phase 1 South is now designed, with the developer due to submit the scheme as part of a reserve matters planning application in the autumn. Negotiations are underway in relation to the share of cost between LCC and the developer, through the use of an Memorandum Of Understanding. The SWRR is referred to in the draft South East Lincolnshire Local Plan with the main focus being on 'Phase 2 North'. The North phase has a high level design and also awaits developer stimulus.

STREET LIGHTING TRANSFORMATION PROJECT

Background - LCC is making changes to its street lighting across the county in order to provide a more sustainable network. The combination of changes are designed to save £1.77 m revenue funding per year, to further reduce LCC's carbon footprint by 6000 tonnes CO2 and reduce light pollution. It currently costs approximately £5 m per year to operate and maintain the County Council's 68,000 street lights. The project uses capital funding to introduce a combination of LED and Part Night Lighting.

Current Position – The countywide programme of changes has commenced and is due to be complete by end of March 2017. The introduction of LED dimmed and part night lighting in Lincoln is ongoing with other towns following on later in the year. Lamp Switch Off's have commenced on the A607 following assessment by LRSP,

who are now assessing the lights on the rest of the network on a rolling programme. The project is on programme from both time and cost perspective. The introduction of part night lighting has resulted in a rise in queries to the CSC; who are briefed to deal with the majority of enquiries.

LINCOLN EAST WEST LINK

Background – Scheme cost £22 m, part of the Lincoln Integrated Transport Strategy and also a regeneration scheme. Will offer an across town route to mitigate the impact of potential lengthy level crossing closure also opens up development opportunities. Contract awarded to Balfour Beatty, off highway works started 3 November 2015.

Current Position – Scheme currently on programme for completion in September 2016. Work on the Heritage Building is well advanced and a S73 planning application has been approved by City of Lincoln to change the specification in certain areas to contain costs. Negotiations are ongoing for an early occupation in the corner plot.

The main structures are now substantially complete and Tentercroft Street is closed from the High Street for a month to allow works to be carried out on that section of road. Traffic will access the properties from the east over the new bridge over Sincil Dyke. An opportunity will be taken to carry out some enabling works off Tentercroft Street, to the north side, for the temporary bus station in advance the Lincoln Transport Hub starting.

A low key opening ceremony is planned with the same invited guests that started the works.

SKEGNESS COUNTRYSIDE BUSINESS PARK

Background – A scheme to provide access to a proposed development park from the A52 just to the south of Skegness. The project is part funded by a land owner, the GLLEP and Economic Regeneration. The landowner is at an advanced stage of negotiation with an end user development group.

Current Position – Highway design is very well progressed, circa 95% complete, and subject to heads of terms being agreed between the landowner and development group and the subsequent securing of funding from GLLEP. We are in a position to tender quickly but are evaluating the most appropriate procurement route.

SELECT LIST FRAMEWORK

Background – we are three and a half years into a four year framework. The framework being a list of contractors approved to work on our highway network, contractors who are capable of delivering a range of highway related maintenance and construction services up to a value of £4.1 m (the current EU Limit). The framework was tendered in line with European procurement regulations and streamlines the procurement process for any subsequent call-off tenders and has delivered efficiency benefits throughout its life.

Current Position – with half a year left to run on the current framework, we are now focussing our attentions on tendering a new one. Drawing on the experience gained

on the current framework, we have attempted to make the new one more attractive to contractors by reducing the number of "lots", and also reduced the number of contractors within each lot, the rationale being that those contractors who successfully gain a place on our framework will be better placed to competitively win more work.

In line with European procurement regulations, the tender process has two stages. The first stage was the release of the pre-qualification questionnaire (PQQ) at the beginning of April with assessment almost completed.

LINCOLN SOUTHERN BYPASS

Background – Scheme progressed to Preferred Route status agreed by the Executive on the 5 December 2006 and some "blight" property bought to delivery scheme. Estimate for dual scheme at that time was £67 m but this has now been revised to £90 m.

Current Position – No current design activity. Some discussions with developers regarding constructing part of a scheme to allow access to development land. The next stage is to submit a planning application for all or part of the route. Timescales for this activity are unknown at the present. Bids have been submitted to both the Lincolnshire Enterprise Partnership and Highways England to assist with funding construction of the improvements to the A46 roundabout. Further funding opportunities are being sought.

LINCOLN EASTERN BYPASS

Background – Scheme cost £96 m/£50 m DfT/£24 m Development/£12 m Lincolnshire County Council. Originally planned as a dual carriageway scheme but reduced to single carriageway after guidance from the DfT. Planning permission for a single carriageway scheme granted June 2013 and Public Inquiry following objections to the Side Road Orders (SRO) and Compulsory Purchase Orders (CPO) held February 2014. July 2014, DfT declined to confirm the CPO's/SRO's due to safety concerns over crossing of Hawthorn Road by non-motorised users. In all other respects, the planning Inspector found that the scheme, including closure of Hawthorn Road was sound. Revised NMU Bridge granted planning permission on 6 October 2014 and revised CPO/SRO's published on 23 October with an end date of 5 December 2014. DfT Orders Team decided that a further Public Inquiry is required. Second Public Inquiry held in August 2015.

Current position – Outcome of second Public Inquiry now known and orders confirmed following 6 week Judicial Review period which ended on 15 April. Network Rail have appointed BAM Nuttall on a design and build contract to deliver Spalding Line overbridge (road under railway) on Lincolnshire County Council's behalf. Draft design prepared and costed, authority was sought from Executive Councillor on 20 January to enter into contract with Network Rail to allow them to award construction contract.

The issue concerning Network Rails inability to confirm the Disruptive Track Possession required to deliver this element of the scheme remains. A provisional date for October 2017 has been booked but this has been disputed by the freight operators.

The selection of a tender list of four contractors was completed in December. Tenders were issued in early June with a tender period of 12 weeks.

Once a firm bid has been received, the Council will need to submit a Final Funding approval document to DfT to secure the £50 m provisional funding granted in November 2011.

LINCOLN FOOTBRIDGES

High Street Footbridge

Work is continuing on site with the installation of the major elements of structural steel work now complete. Completion of the footbridge is now scheduled for June 2016.

Brayford Wharf East

A planning application is expected to be submitted by Network Rail to the City of Lincoln in Summer 2016. Network Rail hope to have the scheme open in the summer of 2017 before the start of the University's academic year.

GRANTHAM SOUTHERN RELIEF ROAD (GSRR)

Background - Overall GSRR scheme consists of two main elements, delivered over 3 phases. Southern Quadrant Link Road (SQLR) target cost £52m, including a viaduct over the Witham Valley (River Witham and East Coast Main Line); and 2 phases of King 31 target cost £28m, including a new grade separated junction with the A1.

SQLR – Planning permission submitted March 2013 and conditionally approved November 2013. Any further Appeal to the Judicial Review was rejected by the Appeal Court and Supreme Court. Furthermore, we now have a new permission through a revision in the planning process.

King31 – Planning permission granted in 2010 to Landowner/Developer. Due to lack of progress, LCC took over the procurement (with an inherited design) with contribution agreement from Landowner. Significant funding has been received from the GLLEP, but with tight timescales.

Current Position - SQLR – S.73 change required for additional bridge span (giving new Planning Permission for all of SQLR) was approved 10 November 2015. This is effectively Phase 3 of GSRR. Design nearing completion but approval for viaduct over the River Witham and East Coast Main Line by Network Rail still required. CPO/SRO process now commenced (we are trying to secure land by private treaty).

King31 – Phase 1 of scheme, extended into Phase 2 to make use of necessary cut material as "free" fill, commenced in September 2015 with expected completion in June 2016 (current value £4.0 m); this is on target to complete on time, even with the extended work. Lincolnshire County Council has agreed financial contribution arrangements with landowners via Heads of Terms but a formal agreement has still to be signed. Significant utility diversions commenced to facilitate further Phases.

Buildability of inherited design for Phase 2 resulted in a new planning application for the grade separated junction on the A1. This has completed its consultation process and planning permission has now been granted. Highways England have now to process their Line Orders to include a short diversion of a Public Right of Way.

We are continuing discussions with our "selected" contractor (Galliford-Try) from the Midlands Highways Alliance (MHA) to provide a contractor input and gearing up for an agreed target cost, scheduled for conclusion in August 2016.

An additional funding bid has also been made through Highways England with the result awaited.

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