

**LINCOLNSHIRE MAJOR HIGHWAY SCHEME UPDATE – 12 September 2016**

**LINCOLN EAST WEST LINK – David Walton**

Background – Scheme cost £23 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 highways works started 3 November 2015.

Current Position – Scheme currently on programme for completion by 7 October 2016. Work on the Heritage Building structure is now complete and the scaffold is being removed as soon as the windows have been installed.

The main structures are now complete and the City of Lincoln has converted the car park to the north of Tentercroft Street to a temporary bus station ready for operation at the end of August now that the Department of Transport funding for the Lincoln Transport hub has been confirmed. Traffic is now using the East/West link and temporary traffic lights are in operation subject to installation of the permanent traffic signals.

Works to Brayford Wharf East have been added to the works package to make Brayford Wharf East one way northbound and formalise the left in left out at St. Marks precinct. This work which has already started is funded from a separate budget but added on to reduce disruption to the public.

A low key opening ceremony has been arranged for 18 November 2016 with the same invited guests that started the works.

**SKEGNESS COUNTRYSIDE BUSINESS PARK – Paul Wheatley**

The main works contract has been put out to tender via a mini competition using the MHA framework. An appointment in conjunction with the landowner and main financial contributor is expected to be made in October when land transfers will also be completed. A second iteration of the design drawings for the workspace units to be constructed on the park once civil engineering works are completed, is currently awaited from Kier.

**SELECT LIST FRAMEWORK – Steve Brooks**

Background – Lincolnshire's current framework has expired. 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 – for the past nine months, we have been focussing our attentions on tendering a new framework. 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 (the PQQ) is complete, the returns have been marked, contractors graded and the unsuccessful ones removed from the process and informed.

The second stage (the Invitation to Tender (ITT), have been returned and marked as per the programmed dates. The contractors involved have been informed whether they have been successful or not and we are now in the "Alcatel" 10 day stand still period. The formal award letters will be issued on 1 September and the new framework will start on 2 September and last for a period of four years.

A fuller update will be provided on the Select List Framework at the next Highways and Transport Scrutiny Committee Meeting.

### **GO SKEGNESS – Steve Brooks**

Background – The Smarter Choices Team have secured £4 m of funding through the Greater Lincolnshire Local Enterprise Partnership to help improve sustainable transport links to and through Skegness and Ingoldmells. Transport studies have been conducted to identify sites where improvements can be made to assist bus movements, cyclists and pedestrian provisions and to help promote local attractions.

Various sites have cascaded out of this study and we have progressed designs, the first of which are due on site in September of this year. With Skegness being a busy holiday destination, we are limited to working through the winter months, so as not to unnecessarily affect summer traffic movements. The first wave of schemes will therefore be complete by the end of March.

Within the first wave of schemes, there is one tendered scheme – the A52 Bus Lane extension close to Butlins, the rest are smaller in magnitude and will be constructed by our Alliance Partner Kier.

### **LINCOLN SOUTHERN BYPASS – Lee Rowley**

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, both were unfortunately unsuccessful. A further bid has been submitted by Greater Lincolnshire Local Enterprise Partnership to the Government's Large Local Major Schemes Fund for development of the scheme. Further funding opportunities continue to be sought.

### **LINCOLN EASTERN BYPASS – Lee Rowley**

Background – Scheme costs £96m - £50m DfT - £34m Development - £12m Lincolnshire County Council. Originally planned as a dual carriageway scheme but reduced to single carriageway after guidance from the DfT regarding funding availability. 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's/SRO's published on the 23 October with an end date of 5 December 2014. DfT Orders Team decided that a further Public Inquiry was 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 the 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 Rail's 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. Discussions with freight companies have been protracted and are ongoing.

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 – Lee Rowley**

High Street Footbridge – the footbridge opened on the 24 June with the lifts opening slightly later. Network Rail are currently carrying out remedial works to resolve various defects.

Brayford Wharf East – a planning application is expected to be submitted by Network Rail to the City of Lincoln during the Autumn 2016. Network Rail hope to have the scheme open in the Autumn of 2017.

### **BOSTON QUADRANT – Richard Hardesty**

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 – Quadrant 1, a mixed use development by Chestnut Homes is now under way, having started installing a new roundabout south of Boston on the A16 under Section 278. LCC is currently conducting a Section 38 Design Check on the section of road which links the A16 roundabout to the adjacent London Road (via a signalised T junction).

### **SPALDING WESTERN RELIEF ROAD – Richard Hardesty**

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 to South Holland District Council 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 a Memorandum of Understanding.

The Spalding Western Relief Road is referred to in the draft South East Lincolnshire Local Plan. Further draft plan consultation events have been held locally during July and August with "Phase 2 North" being a key part of the plan. The North phase has a high level design and also awaits developer stimulus.

### **GRANTHAM SOUTHERN RELIEF ROAD (GSRR) – Les Outram**

Background - Overall Grantham Southern Relief Road scheme consists of two main elements, delivered over 3 phases. Southern Quadrant Link Road (SQLR) target cost £52 m, 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 (JR) was rejected by the Appeal Court and Supreme Court. Furthermore, we now have a new permission through a revision in the planning process which was not JR challenged.

King31 – Planning permission granted in 2010 to Landowner/Developer. Due to lack of progress, Lincolnshire County Council took over the procurement (with an inherited design) with contribution agreement from Landowner. Significant funding has been received from the Greater Lincolnshire Local Enterprise Plan, 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 and was substantially complete in July, the contractor is currently undertaking snagging works regarding the surfacing with the exception of the south tie-in on B1174. Lincolnshire County Council has agreed financial contribution arrangements with landowners via Heads of Terms but with a formal agreement imminent 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 is now approved and Highways England has to process their Line Orders. Unfortunately this will include a short diversion of a Public Right of Way, which they now feel 'uncomfortable' including and we are seeking a way forward.

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.

### **A17/A151 – PEPPERMINT JUNCTION, HOLBEACH - Richard Hardesty**

Background – A joint highways and development scheme which will consist of a 3 arm roundabout at A17/A151 junction and a 4 arm roundabout on the A151. This will improve road safety and open up land for mixed development, including around 1000 houses and is designed to relieve traffic from Holbeach Town Centre. Overall estimated cost of £5.4 m with £2.4 m from Greater Lincolnshire Local Enterprise Partnership Growth Deal. The project also considers improvements to the Boston Road roundabout as well as the resurfacing of adjacent sections of carriageway.

Current Position – Detailed design continues, including ground investigation works on adjacent land. Heads of Terms for required land transfer awaiting signature through solicitors.

The project continues to liaise with key stakeholders relating to outstanding S106 agreement for Manor Park, which is due to provide £1 m towards this scheme.

Traffic modelling confirms that the adjacent Boston Road roundabout requires improvements to capacity as a result of proposed increases in traffic and housing through the local plan. A business case has been approved to deliver these improvements, whilst considering pedestrian movements, through IT block capital funding. We are also liaising with the PRN programme with a view to delivering adjacent resurfacing projects during the same period.

The current programme, which would deliver the aforementioned range of improvements under one contract, will look to award the tender in March, mobilise during April, then commence works during May 2017.