

LINCOLNSHIRE MAJOR HIGHWAY SCHEME UPDATE LINCOLN EAST WEST LINK

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 a potential lengthy level crossing closure and also opens up development opportunities. Contract awarded to Balfour Beatty, off highways works started 3 November 2015.

Current Position – Traffic is currently utilising the new road under temporary traffic signal control at all junctions so that the full benefits will not be realised. Work is proceeding to complete all works and switch to the permanent traffic signals before the end of October 2016. Negotiations are ongoing with Rix Bathrooms for an early occupation in the corner plot within the Heritage Building on the High Street/ Tentercroft Street junction.

The highway scheme will open with a temporary bus station to the north of Tentercroft Street with the access controlled by permanent traffic signals in a temporary position, whilst the new Transport Hub is constructed by the City of Lincoln. The full scheme benefits will only be realised when the Lincoln Transport Hub is open and the temporary bus station removed.

An opening ceremony has been arranged for 18 November 2016 sponsored by a developer with Karl McCartney in attendance.

SKEGNESS COUNTRYSIDE BUSINESS PARK

Tenders were returned at the beginning of October and the lowest was £5.8m. The estimated whole scheme cost is now valued at £14.2m, this is £2.2m over budget.

A value engineering meeting has been carried out with the contractor which identified just under half a million of potential savings within the scheme. The value engineering measures include some limited redesign, removal of constraints, and starting at a different time of year.

Currently some extensive dialogue is being carried out with the utility companies, as reassurance is required that what they are proposing is realistic and also to see if they should be accountable for some of the costs.

We have now raised orders with the utility companies so that the contractor can talk intelligently to them and refine the works package.

A contract for the main works has not been awarded.

SELECT LIST FRAMEWORK

The new framework became live on the 2 September 2016 as programmed. Since this date, four tenders have been released, three of which have been awarded

GO SKEGNESS

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.

Site progress to date:

- Gibraltar Point Cyclepath Phase 3 has been successfully completed;
- Lumley Road Bus Stops are currently being built;
- Roman Bank, Ingoldmells layby extension is due to start and finish before Christmas;
- A52 Bus Lane Extension and cyclepath, £1.2m tender awarded to North Midland Construction, work on site to commence on Monday 7 November.

Design and project management work is well underway with the next winter tranche of schemes.

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. Some discussions with developers regarding constructing part of the 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.

Current Position – A bid was submitted to the DfT in late July for funds to develop the scheme to planning application stage. There have been no significant changes to the scheme.

LINCOLN EASTERN BYPASS

The legal process to acquire land needed for the scheme has now started.

Tenders were issued to four prospective contractors in June, with a return date of 30th August. Tenders have been verified and assessed and Carillion have been announced as the preferred bidder, subject to Executive approval on 1 November. A submission to DfT (Department for Transport) was made in early October for approval to release the £50m funding they are currently provisionally contributing for the scheme. Once this has been confirmed contracts can be signed with the successful contractor. It is hoped to start on site in mid- 2017, with a soft start proposed by the contractor to establish the site team and good working practices.

A track possession has been provisionally booked by Network Rail for October 2017, to allow them to construct the bridge that will take the Lincoln to Spalding railway over the bypass. Network Rail will be on site in December 2016 and will be complete by April 2018.

A scheme of archaeological investigation commenced in September along the length of the route, after seeking competitive tenders from specialist contractors.

The scheme is being progressed as a single carriageway under the current funding arrangements. Central Government has indicated that their contribution (circa £50M) remains allocated for the scheme.

LINCOLN FOOTBRIDGES

High Street Footbridge - The footbridge opened in June 2016. A series of remedial works to correct defects are currently being implemented by Network Rail. The bridge has not been constructed to highway standards and LCC are currently resisting adoption on the basis that it presents an unacceptable liability to the highway authority.

Brayford Wharf East – A planning application for the new bridge is expected to be submitted in autumn 2016, with the bridge expected to open in late 2017.

SUTTERTON ROUNDABOUT

Tenders have been returned. Approval to award contract has been gained and the scheme is within budget. This will involve improvements to all arms of the roundabout to try to reduce queuing. Although a portion of the works will be at night there will be some disruption to road users during the works.

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 will become the first section of a proposed Boston Distributor Road.

Current Position – Quadrant 1 is well under way, with the installation of a new roundabout south of Boston on the A16 almost complete. Lincolnshire County Council is on the final stages of 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

Background – A scheme to provide alternative route for potential through town traffic and to unlock development potential. Phase 1 south is designed, with the developer due to submit the scheme to South Holland District Council as part of a reserved matters planning application early 2017. Negotiations are underway in relation to the share of cost between Lincolnshire County Council 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.

Current Position – South Phase – Broadgate Homes due to submit a reserved matters planning application for this phase early 2017. LCC continues to negotiate with the developer in relation to shared costs on this section.

North Phase – awaiting developer stimulus.

GRANTHAM SOUTHERN RELIEF ROAD (GSRR)

King 31 Phase 1 – The road from the new roundabout on the B1174 running towards the A1 with another roundabout to a proposed development, was completed in July 2016.

King 31 Phase 2 - The design for the grade separated A1 Junction itself was submitted to Highways England for approval in July 2016. This is a scheme that LCC took over from a developer and secured a new planning permission. Highways England (HE) has recently reorganised and are treating this as a third party scheme but progress has been hampered by HE internal processes and the sickness of the HE Project Sponsor. Once approved HE will need to publish the Line Orders (includes PRoW diversion). Galliford Try have been appointed (through Midlands

Highways Alliance) to produce a Target cost and to carry out the works. A works contract cannot be awarded until the outcome of the Line Orders process is known. SQLR Phase 3 - LCC now have a valid planning permission following approval of the S.73 change to planning. The detailed design is now substantially complete. Network Rail are insisting on securing a ransom for crossing the ECML in accordance with their Shared Value policy and a satisfactory outcome is required to this issue and the ongoing S106 discussions to secure a funding package. The Compulsory Purchase Orders (CPO) and the Side Road Orders (SRO) cannot be published until the Network Rail issue is resolved since they would object to the Orders as a statutory consultee.

STREET LIGHTING TRANSFORMATION PROJECT

Background – Lincolnshire County Council 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 Lincolnshire County Council'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 delivery of street lighting changes continue to be on programme to complete by March 2017.

Areas around Lincoln, Gainsborough, Market Rasen and Caistor are complete. Currently working in areas around Grantham, Sleaford, Stamford and Bourne.

There has been a Slight increase in enquiries due to the period of adjustment caused by the recent change of clocks.

A17/A151 – PEPPERMINT JUNCTION, HOLBEACH

Background – A joint highways and development scheme which will consist of a three arm roundabout at A17/A151 junction and a four 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 £5.4m with £2.4m from GLLEP 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 and the scheme is on programme. The project requires S106 agreement for Manor Park, which is due to provide £1m towards this scheme. This has been approved by South Holland District Council Planning Committee of 2 November and now awaits signatories.

LEP Growth Deal Funding due diligence underway.

Stats orders in place for diversion work relating to utilities.

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. IT block capital funding has been secured to improve this roundabout. 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.