

## **Major Highways Scheme Update – June 2018**

### **Lincoln Eastern Bypass**

This is the county council's largest Highway scheme with an original budget of £99.6m and a DfT grant of £49.95m. The main contract of £53m was awarded to Carillion and a soft start was made in January 2017 with a three-year contract period. In January 2018, Carillion announced that it had gone into liquidation and a decision was made to terminate this contract. Immediately following this, the county entered in to a new contract with Galliford Try who is continuing with the initial critical elements on site to ensure the project delay is reduced as much as possible. Further works packages have been priced, resulting in Galliford Try being awarded the remainder of the construction works package. The total cost of the project is now expected to be £120m, with about half the new costs coming as a result of changing contractor and the remainder from additional archaeological spend, additional land acquisition costs and inflation.

The main work on site is currently focussed on providing the foundations for the Market Rasen Line Rail Bridge and diverting utilities across the whole site. In addition, works have commenced on constructing temporary bridges over the River Witham to enable the major earthworks movement and construction of the River Witham permanent bridge.

A separate £15m contract was awarded to BAM Nuttall by Network Rail, on behalf of LCC, to de-risk the main contract, by creating a hole under the railway on the Spalding line near Washingborough Road. The bridge is now in place and it is anticipated the site will be handed over to LCC in May 2018.

A separate contract was awarded to Network Archaeology and work is currently concentrated North of Washingborough Road. This is a significant risk to the scheme budget and the projected completion date was April 2018 with projected costs of £9.7m. The original budget estimate for the archaeology was £1.9m with completion in August 2017.

### **Grantham Southern Relief Road**

This scheme is a 3.5km road with a five span viaduct carrying the road over the East Coast Mainline railway and has a current budget of £81.5m and consists of three phases. The works will be funded from SLGF grant from the LEP, HCA grant and developer contributions with LCC forward funding the developer contributions.

The King 31 Phase 1 from the B1174 running towards the A1 is already complete.

The completed design for King 31 Phase 2 is based on the consented planning application for warehousing was submitted to Highways England for technical approval. Technical approval was granted in principal on 19 December 2017. A planning application for a Designer Outlet Village (DOV) submitted on behalf of Buckminster Estates was granted by SKDC on 6 April 2018. The owners of

Downtown submitted an alternative DOV planning application for their current site on 2 November 2017.

LCC have signed Section 6 Agreements with both the Department for Transport and Highways England to enable legal orders for the whole scheme to be published. The legal orders including the Line Orders for the Trunk Road and Compulsory Purchase Orders for outstanding land required were advertised on 2 March 2018. The deadline for representations to be made to the department for transport in response to the orders published was 19 April 2018. Objections have been received to the advertised orders and a statement of case is to be served on the DfT by 12 June 2018 in response to the objections received. LCC are actively engaging objectors to remove any objections to the orders. Land negotiations to acquire any outstanding plots of land by agreement are continuing to progress during this period.

The design for Phase 3 the Southern Quadrant Link Road is almost complete and negotiations are ongoing with Network Rail in relation to their Shared Value policy. Significant service diversions have already been carried out with Anglian Water and Western Power Distribution.

LCC have now qualified for the next stage of a bid to HCA for a forward funding Housing Infrastructure Grant.

### **Spalding Western Relief Road**

Section 1 (Southern Connection) – LCC and the developer have reached a financial agreement for funding Section 1 of the SWRR. Following the EIP adoption LCC will submit a planning application for the road only with an aspiration that works commence in Autumn 2021.

Section 2 – This section of the SWRR is having options developed as part of the SWRR delivery strategy. Section 2 will be developed in tandem with Section 1 to allow a full connection between the B1172 and the A151 Bourne Road. It is important to stress that the two sections will be developed independently with an aspiration to have both scheme constructed sequentially.

Sections 3 and 4 – These sections of the SWRR are having options developed as part of the SWRR delivery strategy.

Section 5 (Northern Connection) – SHDC in collaboration with LCC have submitted a bid to HCA through the Housing Infrastructure Fund Marginal Viability option for approximately £12m. It was announced on the 1<sup>st</sup> February that this bid had been successful for the full £12m. A meeting with Homes England on 6<sup>th</sup> April 2018 highlighted the positive partnership working on the development of the scheme. The meeting covered progress of the project and the funding timescales for the funding in line with the proposed programme for the scheme took place and an additional paper and supplementary evidence has been supplied to Homes England on 30<sup>th</sup> April 2018.

Significant work has been undertaken on the development of a delivery programme and work has now commenced on the preparation of the relevant planning

applications for Sections 1 and 5 for March 2019. It is also proposed that consultation on the proposed route of Sections 2-4 is undertaken at the same time. Traffic modelling work has been commissioned with WSP and surveys took place at various locations during Mid-May 2018. A report is due by the end of October 2018 to support planning applications for Sections 1 and 5.

LCC is also working on the detailed design and liaising closely with SHDC, Homes England, Network Rail, Environment Agency and Welland and Deepings Internal Drainage Board as the scheme continues to be progressed.

### **North Hykeham Relief Road**

An Outline Business Case is currently being prepared, funded by the Advance Design Block to continue to progress this major scheme in preparation for any funding opportunities to enable delivery of the project. The aim was to submit a bid to the DfT Majors funding in June 2018, however the DfT strongly suggested that there won't be a bid opportunity until the end of 2018. A number of community engagement events are planned in June 2018 for updating key stakeholders on progress and ensuring compliance with the DfT funding bid process. This road will be a key link in the Lincolnshire Coastal Highway from the A1 through to Skegness.

In addition, LCC has submitted a Growth and Housing Fund bid to the DfT in collaboration with the LEP. This bid is for enlarging and improving the A46 Pennell's Roundabout to reduce congestion and unlock early growth which will help drive the availability of development funding for the North Hykeham Relief Road.

### **Lincolnshire Coastal Highway**

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Lincolnshire County Council is investigating potential improvements to the A158 across the county from the A1 to the North Sea coast around the Skegness locality, known as the 'Lincolnshire Coastal Highway'. This will look at the options for intervention along the route. In identifying improvements to the highway, consideration will need to be given to a number of factors, being future-ready, building in capacity to support growth, investigating options across a range of modes, building in resilience and lower longer term costs for the management of infrastructure.

The Council has developed a number of potential projects and initiatives along the route and has also held four engagement events at Skegness, Horncastle, Wragby and Lincoln to gather perceptions, existing challenges and potential solutions from key stakeholders. The sifting of a longlist of projects against assessment criteria is being undertaken to result in schemes which generate clear benefits and are deliverable. A paper on the project along with the assessment of the 126 options identified is being taken to the taken to Informal Executive on the 19th June 2018 and a subsequent paper will be going to the LCC Highways and Transport Scrutiny Board later in the year.

This work is being funded from the Advance Design Block. In addition, the eventual strategy document will likely further support various other existing projects currently

being progressed, which includes the North Hykeham Relief Road, A46/A15 Nettleham Road Roundabout, A46/A158 Riseholme Road Roundabout and A46/A57 Carholme Road Roundabout.

### **Network Rail Footbridges, Lincoln**

This is a Network Rail owned and managed project which consists of constructing a new iconic footbridge over the rail line on Brayford Wharf East. Following an appeal process planning permission was granted to Network Rail in January 2018. Morgan Sindall has been awarded the tender to design and build the footbridge which is expected to commence in August 2018 for a period of five months. LCC are working closely with Network Rail to drive a coordinated approach between all parties.

In March Network Rail commenced another project in the same locality, which includes developing building 179 and establishing a footway between Brayford Wharf East and High Street. The current programme suggests completion in August 2018.

### **Boston Quadrant**

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. Quadrant 1 is well underway, with the installation of a new roundabout south of Boston on the A16 complete. Lincolnshire County Council has completed the design check on the section of road which links the A16 roundabout to the adjacent London Road which is also on site being constructed and programmed to be complete in 2018. The London Road signalised junction is at the detailed design stage which sits with the developer and their consultants. A further Outline Planning Application for 1200 homes has recently been received by Boston Borough Council.

### **National Productivity Investment Fund**

LCC have secured a grant of £5.4m from DfT based upon a number of named schemes:

- Wolsey Way/Wragby Road Improvement in Lincoln to improve flows through two traffic signalised junctions – Works started in February 2018
- A17 Sleaford Embankment Maintenance defect rectification – Works were completed April 2018
- The remaining budget was spent on the A16 Louth Bypass resurfacing scheme, a thin surfacing replacement package and a re-tread package programme to improve roads within the County

### **Langrick Bridge**

LCC are preparing for a bid through the Challenge Fund to the DfT for a £10m Langrick Bridge replacement scheme as identified in the County Council Asset Management Strategy. A series of options are under consideration, however the project is now on hold as the DfT have rescinded their previous announcement of a

funding bid opportunity through the Challenge Fund. It is expected that in late 2018/early 2019 that an alternative bidding opportunity will be presented by the DfT.

### **Single Local Growth Fund 3**

The A46/A15 Nettleham and A46/A158 Riseholme Road Roundabout projects on Lincoln's Western Bypass attracted SLGF to a value of £2.4m. Work continues to progress an outline design for enlarging the size of both roundabouts and increasing the number of lanes both entering and exiting each leg of both roundabouts. This will alleviate congestion at these pinch points and improve journey time reliability. Discussions have commenced with landowners regarding land acquisition through agreement, these discussions are progressing well.

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