

**Open Report on behalf of Richard Wills,  
Executive Director for Environment and Economy**

Report to:	<b>Councillor M J Hill OBE, Leader of the Council and Executive Councillor for Resources and Communications</b>
Date:	<b>Between 11 June 2018 and 15 June 2018</b>
Subject:	<b>A15 Bunkers Hill, Lincoln: drainage and surfacing scheme</b>
Decision Reference:	<b>I015757</b>
Key decision?	<b>Yes</b>
Councillor Richard Davies, Executive Councillor for Highways, Transport and IT	

**Summary:**

This report provides a summary of the A15 Bunkers Hill, Lincoln: drainage and surfacing scheme. It discusses the background to the scheme, why the scheme is required and the key benefits it provides.

The paper seeks approval of the capital scheme appraisal by the Leader of the Council and approval to award a contract for the construction works for the scheme from the Executive Councillor for Highways, Transport and IT.

**Recommendation(s):**

It is recommended that:

- 1) The Leader of the Council approves the capital scheme appraisal for the Bunkers Hill scheme.
- 2) The Executive Councillor for Highways, Transport and IT approves the award of a contract for the delivery of the Bunkers Hill scheme and delegates to the Executive Director for Environment and Economy in consultation with the Executive Councillor for Highways, Transport and IT the approval of the final award of the contract and the final terms of the contract for the works.

**Alternatives Considered:**

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| 1. | Not to award the contract will result in the remedial works not being completed and the inevitable consequence that several properties will continue to be at risk from future flooding. If the surfacing is not completed at the same time as the drainage works then there will be a need to revisit the site in approximately three years causing further impact on the highway network and inefficiency costs. |
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**Reasons for Recommendation:**

To allow the works will enable:

- 1) The scheme to improve the highways drainage and address the issue of flood risk to local properties to help protect them from future flooding.
- 2) The delivery of efficiency savings by completing the surfacing elements at the same time as the drainage, thus reducing the negative impact on the highway network.

**1. Background**

- 1.1 The primary aim of the project is to address flooding issues which affect a number of properties adjacent to Bunkers Hill in Lincoln. In addition, the opportunity is being taken to reconstruct the carriageway (circa three years earlier than planned) to deliver efficiency savings and eliminate the need to revisit the site in three years.
- 1.2 This scheme has previously been discussed at Capital Programme Steering Group on 30<sup>th</sup> May and 17<sup>th</sup> September 2017. At the first meeting the scheme was being considered to be delivered as part of the Wragby Road/Wolsey Way (WRWW) scheme pending the drainage design. However at the second meeting it was confirmed that the drainage element would be delivered as a separate scheme following on from the WRWW project. To deliver the projects together would have delayed the WRWW start date, thus threatening the NPIF funding stream.

**Background to the highways drainage maintenance element of the scheme**

- 1.3 The existing highway drainage system runs in the north western verge of Bunkers Hill and starts at the Lincolnshire Poacher and outfalls into an open ditch near to 185 Bunkers Hill. The existing highways drainage system is in a poor condition and its capacity is impacted by utility services.
- 1.4 In 2007 the highways drainage system was unable to cope with high levels of rain which resulted in flooding to internal properties at 181, 183, and 185 Bunkers Hill. A further four properties, no's 169, 171, 173 and 175 Bunkers Hill are also at risk of flooding.

- 1.5 The principal benefits of the highways drainage maintenance element of the scheme are as follows:
- The proposed scheme will provide increased surface water flood protection to properties currently affected
  - The scheme will increase the well-being of local residents who have suffered from regular flooding over the recent years
- 1.6 The improved drainage scheme includes:
- New Anglian Water Services carrier pipe in the southern verge of the carriageway
  - Introduction of new gullies and connections on the north side of the carriageway which will outfall to the above proposed carrier pipe. This will result in the need for numerous road crossings

### **Background to the surfacing element of the scheme**

- 1.7 This section of surfacing has been identified on the future PRN annual programme of works. The surfacing will tie in with the new surfacing that is being introduced as part of the WRWW project and extends to Wragby Road roundabout (approximately 550m long). The opportunity is also being taken to resurface a 60m length of Hawthorn Road adjacent to Bunkers Hill.
- 1.8 Carriageway cores have identified that there are extensive material failures in the surfacing resulting in a need to reconstruct to a depth of between 40mm and 240mm.

### **Programme of works for whole scheme**

- 1.9 The construction programme would be approximately two months. The contractor would complete the drainage work first followed by the surfacing at the end of the programme. It is anticipated that the drainage element of the scheme would take approximately four to six weeks and the surfacing element of the scheme would take up to two weeks.
- 1.10 The programme for the scheme is as follows:
- Tender: Mid May 2018
  - Scheme award: Mid/Late June 2018 (following key decision)
  - Construction Phase: July to September 2018
- 1.11 The scheme is expected to following on from the Wragby Road/Wolsey Way scheme that is currently on site.

### **Traffic Management**

- 1.12 The traffic management will be a mix of overnight road closures with associated diversion route and two-way traffic lights during the day.

## Tendering process

1.13 It is proposed to tender the scheme via Lincolnshire County Council's *Select List Framework for Highways*.

## Whole Scheme costs

1.14 Below is a breakdown of the whole scheme costs:

Summary	Costs
Design	• £19,958
Construction Phase - estimate includes 8% risk	• Drainage - £259,000 • Surfacing - £622,000 • Additional footway works - £13,700
Supervision	• £11,700
Lincs Lab - Testing	• £18,700
<b>Total</b>	<b>£945,058</b>

1.15 The surfacing element of the scheme is being funded by the Council's Principal Roads Network (PRN) budget. The drainage element of the scheme is being funded by different funding sources, which include: Environment Agency, Anglian Water, Lead Local Flood Authority Capital budgets and the Council's capitalised maintenance budgets. The breakdown of the funding identified for the scheme is shown in the table below:

Scheme Funding	£
Lincolnshire County Council	£852,058
Environment Agency's Local Levy	£53,000
Anglian Water	£40,000
<b>Total</b>	<b>£945,058</b>

## Approvals required

1.16 As part of this paper we are seeking approval from the Leader of the Council and Executive Councillor for Governance, Communications, Commissioning, Finance and Property to the capital scheme appraisal and the Executive Councillor for Highways, Transport and IT to award the main contract for the Bunkers Hill Lincoln drainage and surfacing scheme.

## 2. Legal Issues:

### Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

\* Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act

\* Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

\* Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

\* Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic

\* Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it

\* Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding

Compliance with the duties in section 149 may involve treating some persons more favourably than others

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process

An Equality Impact Analysis has not been undertaken. This work is considered neutral in its impact on protected characteristics groups.

Joint Strategic Needs Analysis (JSNA and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision

Consideration has been given to the JSNA and the JHWS and as can be seen from the scheme description of the works, the scheme will have positive benefits for both the health and wellbeing of local residents.

## Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area

The works are considered to have a neutral impact on the Crime and Disorder Act 1998.

### **3. Conclusion**

- 3.1 The scheme is well supported and there are no legal impediments to starting.
- 3.2 It is recommended that the Leader and Executive Councillor for Resources and Communications approves the capital scheme appraisal and the Executive Councillor for Highways, Transport and IT approves the award of a contract and delegates the approval of the final award and terms of the contract to the Executive Director for Environment and Economy in consultation with the Executive Councillor for Highways, Transport and IT.

### **4. Legal Comments:**

The Council has the power to enter into the contract proposed.

The decision is consistent with the Policy Framework. The approval of the capital scheme appraisal is within the remit of the Leader of the Council and approval of the scheme and the letting of a contract for the scheme is within the remit of the Executive Councillor for Highways, Transport and IT.

### **5. Resource Comments:**

Accepting the recommendation in this report will commit the Council to a scheme cost estimated at £945,058. These costs will be met from the Council's approved capital programme, and from partner contributions.

### **6. Consultation**

#### **a) Has Local Member Been Consulted?**

Yes

#### **b) Has Executive Councillor Been Consulted?**

Yes

### **c) Scrutiny Comments**

This report will be considered by the Highways and Transport Scrutiny Committee on 11 June 2018 and the comments of the Committee will be reported to the Leader of the Council and Executive Councillor for Governance, Communications, Commissioning, Finance and Property and the Executive Councillor for Highways, Transport and IT.

### **d) Have Risks and Impact Analysis been carried out?**

Yes

### **e) Risks and Impact Analysis**

See the body of the Report

## **7. Appendices**

These are listed below and attached at the back of the report	
Appendix A	S185 Location plan
Appendix B	S185 Site Layout
Appendix C	Treatment works

## **8. Background Papers**

No Background Papers within section 100D of the Local Government Act 1972 were used in the preparation of this Report.

This report was written by Steve Brooks, Senior Project Leader, who can be contacted on 01522 552940 or [steve.brooks@lincolnshire.gov.uk](mailto:steve.brooks@lincolnshire.gov.uk).

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