

Appendix A

Major Highways Scheme Update – September 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. In January 2018, Carillion announced that it had gone into liquidation and a decision was made to terminate this contract. Galliford Try has been awarded the remainder of the construction works package. The total cost of the project is now expected to be around £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 works on site are currently focussed on installing the beams for the Market Rasen Rail Line 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. Topsoil stripping and other earthworks are also underway.

The archaeology excavation works are now completed resulting in a start of the post excavation investigations which will take several years to complete.

The Lincoln to Spalding Rail Line Bridge which Network Rail were constructing is complete and the site has been handed back to LCC.

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 which was submitted to Highways England for technical approval. Technical approval was granted in principle 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. Objections were received to the advertised orders and a statement of case was therefore served to the DfT on the 12 June 2018 in response to the objections. LCC are actively engaging with the objectors to remove these and thus ideally remove the need for an inquiry. 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 Homes England for a forward funding Housing Infrastructure Fund (HIF).

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 Examination In Public for the Local Plan adoption LCC will submit a planning application for the road only with an aspiration for works commencement 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 schemes 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 submitted a successful bid to HCA through the Housing Infrastructure Fund Marginal Viability Fund for £12m. A meeting with Homes England on 6th April 2018 highlighted the positive partnership working on the development of the scheme. Further costs and programme details have been provided via an additional paper and supplementary evidence to Homes England on 30th April 2018. Homes England have confirmed that the project will now progress to the due diligence stage.

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 to WSP and surveys have been completed with the analysis of the data currently taking place. 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 the 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 the progress of this major scheme. The aim is to submit a bid to the DfT Local Majors Fund in late 2018, which is when the DfT has suggested an opportunity may arise. A number of community engagement events were held 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.

Lincolnshire Coastal Highway

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 being future-ready, building in capacity to support growth, investigating options across a range of modes and building in resilience and lower longer term costs for 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 the longlist of projects against assessment has been completed and a shortlist of options has been developed. A paper was presented to LCC Informal Executive on 19th June 2018 outlining the proposed shortlisted projects including existing projects like the North Hykeham Relief Road, A46/A15 Nettleham Road Roundabout and A46/A158 Riseholme Road Roundabout. The Executive proposed an additional three projects to also be taken forward, these being: Horncastle Bypass, Skegness Relief Road and Wragby Pedestrian Crossing as well as various safety improvements. This work is being progressed to the next stage which entails a scoping report of costs, benefits and deliverability. Once complete a further paper will be produced and presented to the Informal Executive at a later date.

National Productivity Investment Fund

LCC secured a grant of £5.4m from DfT for NPIF Tranche 1 based upon a number of named schemes; the only remaining scheme to be completed is the Wolsey Way/Wragby Road Improvement in Lincoln. This project is to improve flows through two traffic signalised junctions and is planned to be complete in August 2018.

LCC's bid was successful against the NPIF tranche 2 bid for A46 Dunholme/Welton roundabout improvement which has an estimated cost £4.6m. The DfT awarded LCC a £2m grant for expenditure in financial year 2018/19 and 2019/20. Planning approval was granted in February 2018 and work is progressing on detailed design and land acquisition in parallel with the legal orders process.

Single Local Growth Fund 3

The A46/A15Nettleham and A46/A158 Riseholme Road Roundabout projects on Lincoln's Western Bypass attracted SLGF to a value of £2.5m. The project entails 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. The Outline design is complete which has confirmed that planning permission and Side Road Orders are not required, although land acquisition is for Nettleham Road Roundabout. The

project has now progressed on to detailed design with a focus on acquiring the required land through agreement. It's expected that work may commence in 2019.

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 September/October 2018 for a period of six months. LCC are working closely with Network Rail to drive a coordinated approach between all parties.

In March 2018 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 that impact on the highway network will cease in August 2018.

Boston Quadrant

This is 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. The section of road which links the A16 roundabout to the adjacent London Road is also on site being constructed. 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.

DfT Challenge Fund

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 prior to a consultation on the favoured options subject to the outcome of a successful bid. The DfT have not confirmed a date for this bidding opportunity yet.