

Appendix A

Major Highways Scheme Update – February 2019

Lincoln Eastern Bypass

This is the county council's largest Highway scheme with a budget of £125m, which includes a DfT grant of £49.95m. Following the liquidation of Carillion, Galliford Try were awarded the remainder of the construction works package

The main works on site are currently focussed on commencing the bulk earthworks excavation and removing the material toward Greetwell Road and filling the adjacent quarry. This is being enabled by the newly completed Lincoln to Spalding Rail Line Underbridge, the completed Lincoln to Market Rasen Rail Line Overbridge and the completed temporary bridge over the River Witham.

On the 15th January 2019 Galliford Try's earthworks sub-contractor, Hawk announced that they were going into liquidation. Galliford Try submitted tenders to the market on Monday 28th January and a number of earthworks tenderers appear to be interested. Prospective tenderers have visited the site to conduct investigations to facilitate the tendering exercise. A new earthworks sub-contractor will be appointed, subject to assurance and financial checks and viability of the tender package. Until then Galliford Try will continue to provide critical elements of the earthworks programme through self-delivery operations on site. The potential impact (if any) on costs or programme will not be known until the tenders have been returned and been evaluated.

Heighington Road has also recently been closed and shall remain so for 11 months to allow a 16m deep excavation for the LEB and then constructing the 33m long overbridge to maintain the Heighington Road route.

The land adjacent to Hawthorn Road has been excavated to allow the foundations for the Hawthorn Road footbridge to commence.

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 c£100m 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 this.

The King 31 Phase 1 from the B1174 running towards the A1 is already complete. The completed design for King 31 Phase 2 has received technical approval from Highways England in December 2017.

The design for Phase 3 the Southern Quadrant Link Road is complete. LCC have signed a Section 6 agreement with both the Department for Transport and Highways England to enable legal orders for the whole scheme to be published. The 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 served to the DfT on the 12 June 2018 in response to the objections.

The Public Inquiry commenced on the 2nd January and closed in the same day. The inspectors report was submitted to central government on the 24th January for approval. Lobbying is ongoing to drive a swift response through involvement from Nick Boles MP. If a swift response is received then works on phase 2 is likely to commence summer 2019 with phase 3 commencing early 2020.

Land negotiations to acquire any outstanding plots of land by agreement are continuing to progress during this period.

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 an 'in principle' financial agreement for funding Section 1 of the SWRR.

Sections 2, 3 and 4 – These sections of the SWRR are having options developed as part of the SWRR delivery strategy. An engagement process is ongoing on the route and alignment of sections 2 to 4 in Spalding. The response and attendance has been high and generally positive.

Section 5 (Northern Connection) – In February 2018 SHDC in collaboration with LCC were successful in securing £12m from the HCA for delivering this section of the SWRR. 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 has suggested that the funding will be made available in March 2019.

Work has commenced on the preparation of separate planning applications for Sections 1 and 5 for submission to the planning authority on the 1st March 2019 for Planning and Regulations Committee in June.

Traffic modelling work has been commissioned from WSP and surveys have been completed with the analysis of the data, this information will support the planning applications for Sections 1 and 5.

North Hykeham Relief Road, Lincoln

An Outline Business Case is currently being prepared, funded by the Advance Design Block. This will continue the progress for this major scheme in preparation for funding opportunities to enable the delivery of the next stage. The aim is to submit a bid to Midlands Connect by the 22nd February for prioritising before submitting to the DfT later in 2019.

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. A paper was submitted to Highways and Transport Scrutiny Committee and full Executive Committee, where all the recommendation were approved. This included a bid basis of requesting 70% funding from the DfT and building the road to a dual carriageway standard. This road will be a key link in the Lincolnshire Coastal

Highway from the A1 through to Skegness as well as completing the circulatory around Lincoln.

Lincolnshire Coastal Highway

Lincolnshire County Council is investigating potential improvements to the A158 across the county from the A1 to the North Sea coast, 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, 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 criteria has been completed and a shortlist of options has been developed. A paper went to 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 three additional projects which are also being 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 was successful against the NPIF tranche 2 bid for A46 Dunholme/Welton roundabout improvement which has an estimated cost £5.2m. The DfT awarded LCC a £2m grant. Planning approval was granted in February 2018 and work has been progressing on detailed design and land acquisition in parallel with the legal orders process. The legal orders are likely to be published in March 2019 which will likely result in objections, resulting in a need for a Public Inquiry. It is expected that works will commence in 2020.

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 £2.5m. 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 reduce congestion at these pinch points and improve journey time reliability. Detailed design is progressing with a focus on acquiring the required land through agreement. It's expected that work may commence in 2020.

Network Rail Brayford Wharf East Footbridge, 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 were awarded the tender to design and build the footbridge which commenced on site in October 2018 and is planned to be completed in May 2019.

Holdingham Roundabout and Rugby Club Junction, Sleaford

NKDC and LCC have secured £1.5m of funding for the GLLEP towards the development of Holdingham Roundabout and the A17/A153 junction (known as the Rugby Club Junction). In addition, a £2.5m S106 contribution has been agreed for investing into these projects. Holdingham Roundabout currently suffers congestion that is predicted to become worse with significant levels of future development in the town. An options study was completed and partial signalisation was agreed as the most economical option when balancing the required improvements and cost. Detailed design work has commenced with a planned construction in 2020.

The improvements at the Rugby Club Junction are also expected to commence in 2020 with a co-ordinated approach to both the design and construction to limit the disruption to the highway network.

Lincoln Transport Strategy

Work has commenced on the development of a new Lincoln Transport Strategy to support the economic and spatial development of the Lincoln urban area. The current Lincoln Integrated Transport Strategy (LITS) was developed by LCC in 2006 and updated in 2008 with a progress review conducted in 2013. Since the adoption of LITS, LCC has made significant progress in securing funding for and completing a number of major transport schemes, improving public transport and enhancing access for pedestrians and cyclists. Of particular note over recent years have been the completion of the A46 Teal Park Dualling, the East-West Link in the city centres and a number of pinch-point schemes. In delivering this project an objective led and robust process will be followed for identifying potential options that could be taken forward for any future funding bids.

The strategy is being completed in partnership with key stakeholders, CoLC, NKDC and WLDC. The initial engagement exercise was completed in November with a report expected early 2019. Further engagement with wider stakeholders and the public commenced in February and will be complete in late February / early March. The new strategy is programmed to be completed late summer 2019.

Boston Distributor Road Scoping Bid

A project scoping report was produced by LCC and submitted to Matt Warman MP for lobby to central government for funding to progress a Boston Distributor Road Outline Business Case. This has the potential to lead to funding for the project.