

Appendix A

Major Highways Scheme Update – March 2020

Lincoln Eastern Bypass

This is the County Council's largest Highway scheme with a budget of £124m, which includes a DfT grant of £49.95m.

Following the liquidation of Carillion, Galliford Try were awarded the construction works package.

The construction site has experienced more than twice the average amount of rainfall during September and October, along with several days of heavy rainfall in November and December. The rain severely hampered on-site activity and completely saturated the bypass site. Not only was there flooding in several areas, but the earth and soil that was supposed to be moved to and from various locations is now only becoming dry enough to move. This was achieved by lime being mixed into the saturated ground which both reduces and then controls the level of moisture.

The impact of this event is that the completion is delayed, however the scheme expenditure is still within the budget envelope due to the risk allocation that was applied for events such as these. In addition, prior to the weather event the site team (both Contractor and Client) had been driving the programme and value engineering process resulting in a number of efficiencies which reduced the planned expenditure. By doing this the revised planned expenditure value was lower than the budget allocation. Had these actions not been taken then the scheme would have now been over budget, whereas the weather event has simply reduced the budget surplus.

Upcoming works include:

- Closing Washingborough Road to allow for the fourth and final new roundabout to be constructed.
- Installation of the South Delph Footbridge.
- Continue with bridge deck construction to the Witham Viaduct
- Lime stabilising the saturated ground to allow for the earth moving activities to continue.

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 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.

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

Phase 2 consists of tunnelling underneath the A1 while keeping the running lanes live to create a new grade separated junction with the A1 south west of Grantham. The main works commenced in September 2019 being constructed by Galliford Try. Like with the Lincoln Eastern Bypass progress has been slowed due to the prolonged wet weather. Current works include surfacing of the temporary A1 widening which resulted in the A1 traffic being diverted on to the temporary widened section. Completion date is Summer 2021.

Phase 3 will be the final phase of the project and is the largest and most complex to deliver. It consists of a five span viaduct carrying the road over the East Coast Mainline railway and the River Witham. The viaduct will be in excess of 10m above the River Witham. The phase is programmed to commence in the first half of 2020 and take approximately three years to complete. Galliford Try have been selected to provide Early Contractor Involvement and should a programme and project construction cost be agreed and is within budgetary limits then the full works may also be awarded to them. Early land access agreements have been signed which allowed for enabling works to commence in February, including: vegetation clearance, ecological works, archaeological works, fencing, topsoil strip, ect.

LCC qualified for the next stage of a bid to HCA for a forward funding Housing Infrastructure Grant for £71m. This bid is still being deliberated by Homes England and a result is expected after the central government March budget review.

Spalding Western Relief Road

Section 1 (Southern Connection) – LCC and the developer have reached an 'in principle' financial agreement for funding Section 1. This agreement is in the process of being legally drawn up. Detailed design is progressing and due to be complete in late 2020.

Sections 2, 3 and 4 – A key decision was made by the Executive on the 7th January 2020 approval the Trojan Wood route (which was against officer recommendation). Letters have been sent to those in the area and within the protected corridor informing them of this decision. Individual; meetings are taking place with those residents who want to discuss the implications on the route decision. In additional relocation discussions are commencing with Trojan Wood

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. Detailed design has commenced and works are planned to commence Spring 2020. An early access land agreement has nearly been agreed to allow for enabling works to commence in February/March, with further works progressing on the permanent land transfer agreement. Agreements are nearing completion with Network Rail to gain permission to construct a bridge over the rail line.

North Hykeham Relief Road

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 recommendations were approved, which included a bid basis of requesting 70% funding from the DfT and basing the road as a dual carriageway. 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.

The Outline Business Case for the project was completed and the bid document was submitted to Midlands Connect in February. This bid has been prioritised by Midlands Connect and it has been confirmed that it has scored highly and was submitted to the DfT at the end of July. A number of positive meetings have taken place between LCC and the DfT in November regarding the NHRR and a result is expected after the central government March budget review.

Lincolnshire Coastal Highway

Lincolnshire County Council investigated potential improvements to the A158 across the county from the A1 to the North Sea coast, known as the 'Lincolnshire Coastal Highway'. This looked at the options for intervention along the route. In identifying improvements to the Highway, consideration was 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.

A paper went to Informal Executive on 19 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 were also developed, these being: Horncastle Bypass, Skegness Relief Road and Wragby Pedestrian Crossing as well as various safety improvements.

The Horncastle bypass concept paper was completed which identified expected costs and benefits. Due to the DfT scoring mechanism the benefits are very low in comparison to the cost and therefore would not attract any central government funding, this project is therefore currently not being progressed but is included in the Council's pipeline of projects to consider in the future.

A Skegness Relief Road concept paper has also been completed which indicates a route that attracts a relatively high 'Benefit to Cost Ratio' score meaning that it may attract third party funding should a funding opportunity be presented.

The Wragby pedestrian crossings have been included on the Council's highway capital pipeline and a funding bid has been submitted to the DfT through the Pinchpoint fund.

A46 Dunholme/Welton Roundabout Improvement

The A46 Dunholme/Welton roundabout improvement has an estimated cost £5.9m and consists of constructing a roundabout and improving visibility at an existing 'T' junction. LCC was successful against the NPIF tranche 2 bid for £2m. Planning approval was granted in February 2018 and detailed design is nearly complete. Legal orders were published in May 2019 and the project received two statutory and three non-statutory objections. Following extensive discussions all objections were removed and the Public Inquiry was cancelled. The DfT have subsequently confirmed the orders. Enabling works commenced in February 2020, before the main works commence in June 2020.

A46 Lincoln Northern Roundabout Improvements

The A46/A158 Riseholme Road Roundabout project on Lincoln's Northern Bypass attracted SLGF to a value of £2.4m. The project entails enlarging the size of the roundabout and increasing the number of lanes both entering and exiting each leg of the roundabouts. This will reduce congestion at this pinch point and improve journey time reliability.

Works commenced in February 2020 and are expected to be completed Summer 2020. The traffic management will be disruptive to the flow of traffic, however this will be managed to reduce the impact as much as possible.

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. Both junctions currently suffer congestion that is predicted to become worse with significant levels of future development in the town.

Holdingham Roundabout had an extensive options study completed, which identified part signalisation as the most economic option when balancing the required improvements and cost. Detailed design work is ongoing with a likely start date planned in Spring/Summer 2020.

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

Lincoln Transport Strategy

The strategy is being completed in partnership with key stakeholders, CoLC, NKDC and WLDC. The initial engagement exercise was completed in November with the wider stakeholder and public engagement being completed in March 2019. The vision of the strategy has been completed and a project sifting exercise of potential capital schemes is ongoing, nearing completion. The strategy will have a greater focus on future mobility and sustainable transport modes than previous strategies, which reflects the need of Lincoln and the general opinions from the engagement process. The strategy will be presented to Highways and Transport Scrutiny in

February before being presented to Executive portfolio holder for approval in February/March 2020.

Boston Distributor Road Scoping Bid

A project scoping report was produced by LCC and submitted to Matt Warman MP for lobbying to central government for funding to progress a Boston Distributor Road Outline Business Case. The DfT responded stating that there were insufficient funds at this time.

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