

Appendix A

Major Highways Scheme Update – June 2021

Lincoln Eastern Bypass

The road, footway and cycleway opened Saturday 19 December 2020. Works are continuing in 2021 to complete the project, which includes:

- Completing footway and cycleway links to the Viking Way, Sustrans route and other minor connections
- Excess earthworks removal
- Night works to address planned snagging
- Finalising accommodation works for adjacent landowners
- Demobilisation of the compound

Works are planned to be completed in early June

Grantham Southern Relief Road

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. The bridge is constructed and the ground underneath the bridge is being excavated to form the channel for the traffic accessing either side of the A1. Slips roads and roundabouts have been surfaced up to binder level (the layer below the final surface course). Drainage works are 90% complete and all outstanding compensation events have been agreed. The two main risks to completion relate to agreeing street lighting and signage arrangements on the A1 with Highways England, however this is progressing well. Planned completion of this phase is Autumn 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. Works commenced at the start of April 2021 and progress on the topsoil strip and ground works has been very good. The next main milestone will be in October when the bridge piers will be constructed, forming columns standing 30-40m high

in the air ready for the beam installation. Works are expected to take approximately 2.5 years to complete.

North Hykeham Relief Road

The project governance and has been set up and agreed at executive level. The following have been commissioned: project Director, Legal Support, Land Agents, Programming, financial management/control, commercial management, amongst others. A procurement document has been prepared for presenting to the project executive board outlining the options and making a recommendation. Once this route is endorsed work will start in earnest on Reference Design to inform the commissioning of a Designer and Contractor at this early stage.

A communication strategy is being developed for landowners and stakeholders across the project. In addition, discussion have taken place with some of the homeowners on Station Road who will be impacted by the road. A document is currently being prepared to provide to those homeowners, which will set out the history of the project, the proposed future actions, how this may impact homeowners, what financial recompense options are available, etc

Works are estimated to commence in 2025 with at least a 2 year works programme.

Spalding Western Relief Road

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. Since then, a further £8.13m has been sourced from the HCA. Enabling works to have commenced on site, which includes archaeology investigations, some vegetation clearance, utility diversion preparation and property demolition.

A Target Cost has nearly been agreed with the contractor and all permissions/agreements have been secured. The only barrier to starting is the final land acquisition agreement. The principles are agreed; however, it is taking time to agree the legal document that supports to Heads of Terms. All efforts are being targeted to forming this agreement.

Section 1 detailed design is all but complete and will then be put on hold until funding is secured to progress the scheme further. Final elements of detailed design will be required at a later date once the scheme progresses again, however if this was completed now it would be abortive works. In the meantime, actions are being taken to partially discharge the planning conditions so a material start can be made which will make the permission extant. This has now been agreed with the planning authority.

A46 Dunholme/Welton Roundabout Improvement

The A46 Dunholme/Welton roundabout improvement consists of constructing a roundabout and improving visibility at an existing 'T' junction. LCC was successful against the NPIF Tranche 2 bid for £2m.

The project started on site on July 2021 and is likely to be complete at the end of May. There have been challenges with Anglian water throughout the project, however the project has gone well and been delivered far under budget.

Holdingham Roundabout, Sleaford

This scheme will ease congestion at Holdingham roundabout, increase capacity and improve traffic flow in all directions. The project entails construction additional lanes at each approach, widening the circulatory on the roundabout and installing traffic lights to control the flow.

The works commenced in February 2021 and are programmed to be complete by the end of 2021. The following activities took place in March:

- Earthworks to inner ring of the roundabout are complete
- The combined kerb drainage units are being installed
- Surfacing to be laid in these section mid-May.
- Traffic Management will then switch over to allow use of the inner ring whilst work commences on the outer ring.

Roman Bank, Skegness

The Skegness Roman Bank Improvement scheme will see the full reconstruction of a 550-metre section of carriageway and footway between the Burgh Road/Castleton Boulevard junction to just past Elmhirst Avenue. The works include new road lining, half a mile of new drainage facilities, refurbishing the pedestrian crossing near the junction of Roman Bank and Sea View Road and rebuilding the footways on both sides of the carriageway.

Work started on site as planned in September 2020. The works were progressing well however in February/March 2021 Cadent Gas informed LCC that they would need to divert a gas main that they had previously informed the delivery team didn't need diverting. This has caused a significant delay to the project and resulted in the works now spanning the Summer period. To avoid the road works affecting the summer tourism period, the works will be postponed, with the contractor demobilising in May 2021. The contractor will then recommence the works in September and complete the project. Due to the need to accommodate Cadent Gas this has extended to programme by months which when

combined with vacating the site between May and September has caused the completion date to move to March 2022.

In addition, Anglian Water have also insisted on a utility diversion during the works, which is unacceptable. LCC have pushed back resulting in Anglian Water agreeing to do the diversion outside of the works, thus not impacting on the programme. It will mean that Anglian Water will have the footway closed between May and September, however the road will remain open with two-way flows.

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 Department for Transport (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 good 'Benefit to Cost Ratio' score meaning that it may attract third party funding should a funding opportunity be presented.

Following the announcement of a Coastal Highway Budget allocation, a programme of works are being developed over a number of years. Approximately £6.5m has been allocated to date, of which, circa £5m has been spent in financial year 2020/21 towards various improvements along and around the Lincolnshire Coastal Highway. This includes carriageway reconstruction, carriageway resurfacing, guard rail replacement, white lining, and new/improved pedestrian facilities.

Wragby Pedestrian Crossings and Mini-Roundabout Improvements

There are two projects proposed within this investment initiative. The first is the establishment of a puffin crossing along the A158 east of the mini roundabout. This project was completed in 2020.

The second project involves the enlargement of the splitter island at the mini roundabout to provide improved crossing facilities and also the establishment of a zebra crossing along the A157 north of the mini roundabout. These works commenced in March 2021 and have progressed well with an expected completion in June 2021.

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