

Appendix A

Major Highways Scheme Update – August 2022

Grantham Southern Relief Road

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

Phase 2 which is the new graded separated junction on to the A1 completed December 2021. The junction is likely to open later in 2022.

Phase 3 is 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 April 2021 and have focussed on extensive ground works, embankment construction either side of the Witham Valley and the installation of the bridge foundation piles.

The piling works for the bridge piers commenced in January 2022 and the foundation for the western abutment has been completed. There are complexities and challenges with the construction of the eastern embankment which are being developed. One of these issues is that the underlying ground is not as robust as the designer had anticipated or designed the bridge to sit upon. The result is that the bridge is being lengthened approximate 70m towards the East to avoid the area where the poor ground is situated. This will result in approximately 18 months delay, pushing the completion back to Summer 2025.

The project will also incur significant cost increases in excess of £15m. A full investigation is under way to understand how this has occurred and where the liability rests. This is being done in conjunction with the design remediation. Elsewhere the project is continuing well with the A1 junction planned to be open by the end of 2022 and the section between the A52 Somerby Roundabout and the development roundabout opening Spring 2023.

North Hykeham Relief Road

When complete, this new road will link the A15 Lincoln Eastern Bypass with the A46 Western Bypass at Pennells Roundabout to create a full ring road around Lincoln. The project also aims to:

- Assist the sustainable economic growth of Lincoln and Lincolnshire
- Maximise accessibility to Lincoln
- Improve journey times and road safety in Lincoln

In December LCC was informed that the project had achieved programme entry approval from the DfT, which also secured £110m towards the project from the DfT. A key decision to appoint Balfour Beatty as the Design and Build Contractor was approved on the 5th April 2022 who in turn will appoint a design consultant. The project has now entered the next key stage which focusses on data acquisition and design in advance of a planning application being submitted in late 2023. Three public engagement events have been organised on the 13th,

14th and 15th September to ensure the public are informed on progress and to gain their views on progress being made. It's likely that works will commence late 2025, however the project is subject to many statutory processes and risks that have the potential to delay the scheme. It's also worth noting that current material inflation will have a significant increase of forecast scheme costs.

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.

Works commenced in January 2022 with the construction of the two piling platforms to allow the c1000 number piles to be installed to support the bridge over the rail line. The focus over the next few months will be the installation of the bridge piling network and continue works on the proposed roundabout on Spalding Road. Works are programmed to be completed by the end of 2023.

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 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 medium 'Benefit to Cost Ratio' score meaning that it may attract third party funding should a funding opportunity be presented. A further detailed feasibility of the potential road is now being developed. A feasibility of an Orby bypass is also being progressed.

Levelling Up Fund Projects (LUF)

LCC submitted a bid to central government under the LUF initiative, this consisted of the following projects:

- A16/A151 Springfield roundabout capacity improvement
- A16 Greencell roundabout (Spalding Power Station) capacity improvement
- A16 Kirton four-way signalised junction – with associated small section of dual carriageway leading into and out of the junction along the A16

- A16 Marsh Lane Roundabout – designated north bound lane
- Boston Active travel schemes

In October 2021 it was announced that the bid had been successful. Since the announcement the projects have all moved into detailed design with a view to start on site in 2023 and be completed 2025.

There have been some concerns raised from the local community regarding the development of the Kirton signalised junction. A public meeting was held in July where the project team attended to answer questions and took away a large quantity of views and thoughts for the form of the proposed scheme. The team are now considering those views with regards the final form of the improvement scheme and potentially its viability.

A17 Heckington Dual Carriageway

LCC was successful with a funding bid of £50k from Midlands Connect to progress a scheme to a Strategic Outline Business Case Stage. This is matched funded by LCC to help build-up a sizable ‘pool’ of credible business cases Midland Connect region can prioritise for submission to the DfT when the next MRN fund and Regional Evidence Base process is called. A date for which is unknown at this stage, but it could possibly be in 2023.

LCC put forward the A17 Heckington dualling proposals which includes dualling the sections between the east and west junctions of Heckington and possibly some junction alterations. The Business Case is due to be completed Autumn/Winter 2022.

Red Lion Square

Red Lion Square lies at the centre of historic Stamford. The project will address the issues where the sand joints have failed due to vehicles and the public passing over the paving causing damage to the setts.

The project will provide a new paved surface that has the following benefits:

- The new paving will be aesthetically sympathetic and very similar to the existing paving.
- The new paving will have a design life of at least 20 years.
- The new paving will have deeper stone setts, a new mortar bed and new mortar joints which will reduce long-term maintenance costs.

The project has commenced on site in May however there have been delays due to a shallow gas main, amongst other utilities. This has now been resolved and the works recommenced 13th June, however the completion date has moved back to the end of October/start of November 2022. As the works now span the Burghley Horse Trials the project has planned to remove the traffic management during the weekend and then restart works after.

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