

**Open Report on behalf of Andy Gutherson, Executive Director - Place**

Report to:	<b>Councillor M J Hill OBE, Leader of the Council (Executive Councillor for Resources, Communications and Commissioning), and Councillor R G Davies, Executive Councillor for Highways, Transport and IT</b>
Date:	<b>Between 14 December 2022 and 16 December 2022</b>
Subject:	<b>A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston</b>
Decision Reference:	<b>I027900</b>
Key decision?	<b>Yes</b>

**Summary:**

This report provides an overview of the following projects: the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston.

In addition, this report provides an overview of the proposed procurement route for these projects.

The paper seeks approval to:

- (1) enter into a contract for the purpose of delivering the the works proposed works by these two projects at this location by the Executive Councillor for Highways, Transport and IT; and,
- (2) gain financial approval of the capital scheme appraisal by the Leader of the County Council and Executive Councillor for Resources, Communications and Commissioning.

**Recommendation(s):**

This report has the following recommendations:

- (1) That the Executive Councillor for Highways, Transport and IT:
  - a) Approves the Council progressing with the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel Scheme, Boston described in the main body of this report;
  - b) Approves in principle the award and entering into a contract for the construction of the scheme; and,

- c) Delegates to the Executive Director for Place, in consultation with the Executive Councillor for Highways, Transport and IT, authority to take all decisions necessary to progress the scheme to include the detailed terms, award and entering into of any contract or other documentation necessary to ensure the construction of the scheme.

- (2) That the Leader of the Council (Executive Councillor Resources, Communications and Commissioning) approves the Scheme business case appraisal for the two projects.

**Alternatives Considered:**

- |    |   |
|----|---|
| 1. | The Feasibility Reports for A16/Marsh Lane and the Active Travel Scheme identified a final recommended option to be taken forwards to detailed design and construction (described within the Background section of the report). |
| 2. | Not to proceed with the project will result in the benefits of the schemes not being realised and the benefits of the overall LUF programme not being realised.   |

**Reasons for Recommendation:**

- The delivery of these two schemes, as part of the overall LUF programme (as described below), will offer long-term benefits to all vehicles travelling northwards and southwards along the A16 which is a key arterial route serving South Holland, Boston and the Port of Boston providing an essential distribution route for the agricultural, food and logistical sectors and carrying significant commuter flows and to nationally important international gateways including the Humber Ports.
- The delivery of the A16/Marsh Lane, Boston includes the following features and associated benefits:

Widening to the west of the roundabout to create a dedicated northbound lane which will be hatched to separate the northbound lane - this will allow all vehicles to travel northbound more easily and reduce queuing at the existing roundabout.

Creation of a dedicated right-turn lane for vehicles travelling north from the A16 into Marsh Lane – this will improve access for all vehicles in particular this will benefit Heavy Good Vehicles (HGV’s) travelling to surrounding industrial estates.

Creation of a dedicated left-turn lane for vehicles travelling south from Marsh Lane onwards onto the A16.

Introduction of an enhanced non-motorised user (NMU) crossing across Marsh Lane – this improves access for all.

3. The delivery of Active Travel, Boston includes the following features and associated benefits:

- There will be a new shared footway/cycleway facility along London Road, A16 and Marsh Lane. This includes the introduction of new toucan crossings on the A16 and Marsh Lane which allow both pedestrians and cyclists to cross the road under lights. This will improve journey times for local residents and workers travelling to Marsh Lane and beyond. Overall, this should reduce the conflict between cyclists and HGVs in the area.
- On Wyberton Low Road (north of the crossroads with Marsh Lane) there will be a new layout that will allow cyclists to pass through the island arrangement. This will reduce the conflict between cycle users and HGVs on Marsh Lane.
- Introduction of a new shared footway/cycleway on the eastern side of Marsh Lane.
- Introduction of a new shared footway/cycleway on the northern end of Wyberton Low Road to the school.

## **1. Background**

1.1 There are six schemes that are included as part of the overall Levelling Up Fund (LUF) programme:

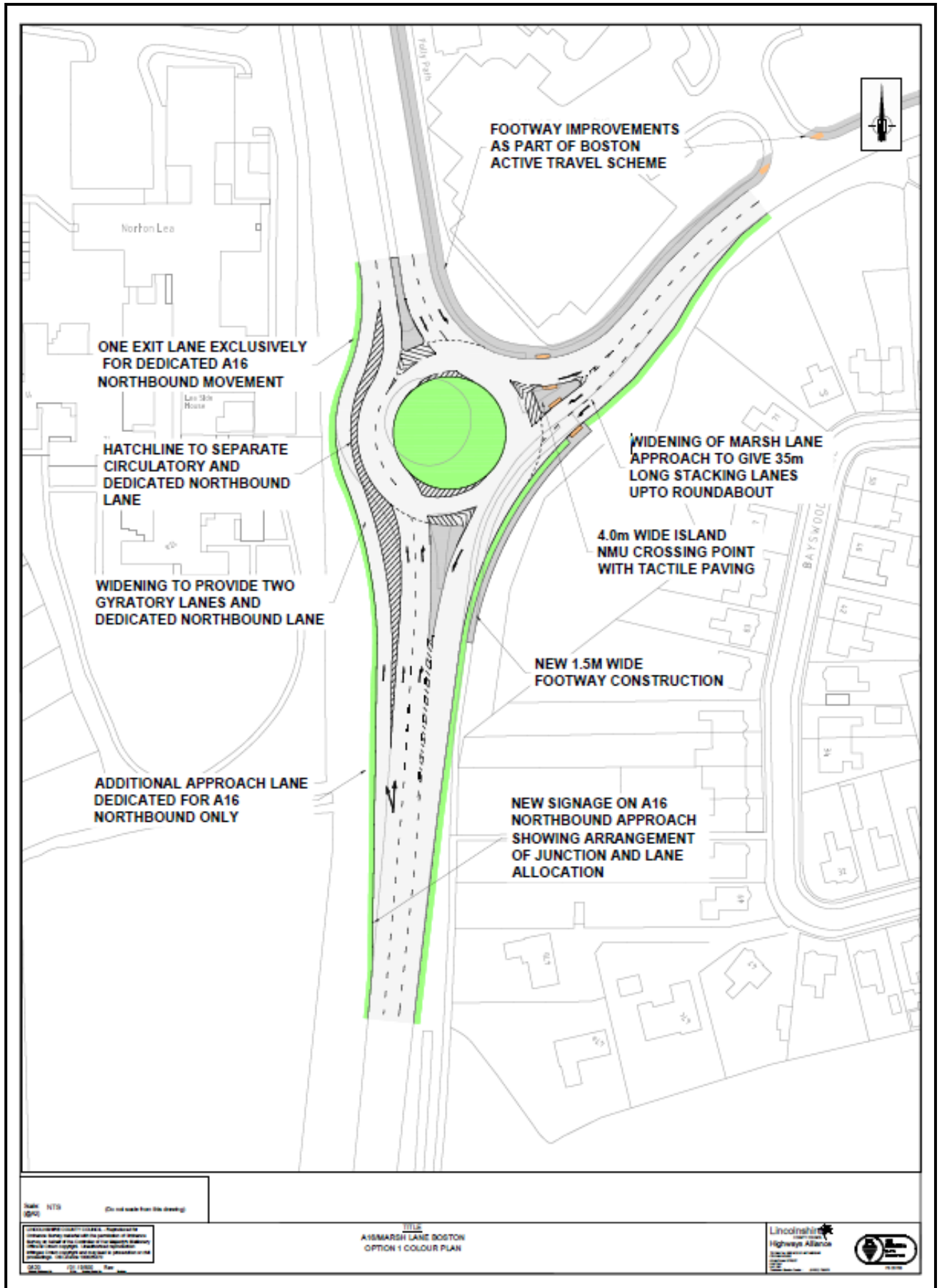
- 1 A16/Marsh Lane Boston Roundabout improvements scheme;
- 2 Boston Active Travel improvements scheme;
- 3 A16/Station Road Kirton Roundabout improvements scheme;
- 4 A16/B1180 Pinchbeck Greencell Roundabout improvements scheme;
- 5 A16/A151 Spalding Springfields Roundabout improvements scheme;
- 6 Spalding Camel Gate Active Travel improvements scheme.

1.2 This paper will provide an overview of: the A16/Marsh Lane Roundabout improvements scheme, Boston and the Active Travel improvements scheme, Boston scheme that form part of the wider Levelling Up Fund (LUF) programme.

1.3 The A16/Marsh Lane scheme and Active Travel schemes are located to the north of the A16 corridor.

- 1.4 The A16 corridor is a key arterial route serving South Holland, Boston and the Port of Boston providing an essential distribution route for the agricultural, food and logistical sectors and carrying significant commuter flows.
- 1.5 The A16 provides access to the UK road network; to central Boston and Spalding and to nationally important international gateways including the Humber Ports.
- 1.6 Feasibility reports were completed for all schemes, below is a description of the defined schemes for the A16/Marsh Lane Roundabout improvements in Boston and the Active Travel improvements scheme, Boston.
- 1.7 The delivery of the A16/Marsh Lane, Boston includes the following features and associated benefits:
- Widening to the west of the roundabout to create a dedicated northbound lane which will be hatched to separate the northbound lane - this will allow all vehicles to travel northbound more easily and reduce queuing at the existing roundabout.
  - Creation of a dedicated right-turn lane for vehicles travelling north from the A16 into Marsh Lane – this will improve access for all vehicles, in particular, this will benefit Heavy Good Vehicles (HGVs) travelling to surrounding industrial estates.
  - Creation of a dedicated left-turn lane for vehicles travelling south from Marsh Lane onwards onto the A16.
  - Introduction of an enhanced non-motorised user (NMU) crossing across Marsh Lane – this improves access for all.
- 1.8 Below is a project plan of the A16/Marsh Lane, Boston roundabout improvements:

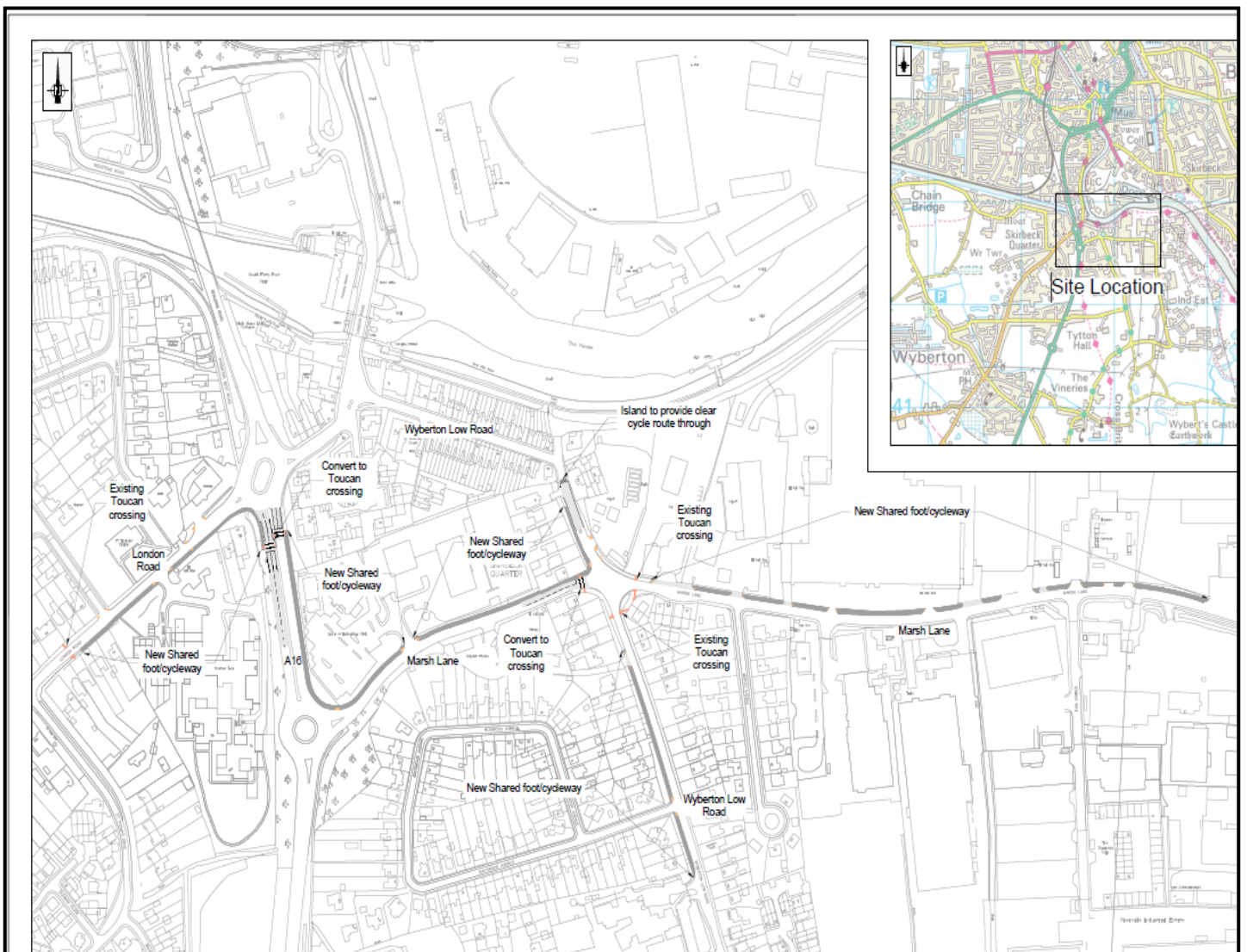
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1.9 The delivery of the Active Travel, Boston includes the following features and associated benefits:

- There will be a new shared footway/cycleway facility along London Road, A16 and Marsh Lane. This includes the introduction of new toucan crossings on the A16 and Marsh Lane which allow both pedestrians and cyclists to cross the road under lights. This will improve journey times for local residents and workers travelling to Marsh Lane and beyond. Overall, this should reduce the conflict between cyclists and HGVs in the area.
- On Wyberton Low Road (north of the crossroads with Marsh Lane) there will be a new layout that will allow cyclists to pass through the island arrangement. This will reduce the conflict between cycle users and HGVs on Marsh Lane.
- Introduction of a new shared footway/cycleway on the eastern side of Marsh Lane.
- Introduction of a new shared footway/cycleway on the northern end of Wyberton Low Road to the school.

1.10 Below is a project plan of the Boston active travel scheme proposals:



## Procurement and construction programme

- 1.11 The procurement of these schemes together will ensure time and cost savings during the detailed design and construction period.
- 1.12 These options are now in the tendering period of the project.
- 1.13 The intention is to construct the works between April and August 2023. Exact dates will be confirmed nearer the time of construction once the contractor has been appointed for the works.
- 1.14 The works will be tendered via Lincolnshire County Councils Select List Framework.
- 1.15 Below is an overview of the procurement programme:

Item	Date
Project presented at Highways Scrutiny	12 <sup>th</sup> December 2022
Key Decision	14-16 <sup>th</sup> December 2022
Tender period	January to February 2023
Contractor mobilisation	March to April 2023
Construction	April – August 2023

## 2 Cost Estimates

- 2.1 Below is the detailed cost estimate for the project for the A16/Marsh Lane Boston Roundabout improvement scheme:

Item	Cost summary
Land Costs	£1,650.00
Lincs Lab	£55,000.00
Works costs	£1,993,700.40
Statutory Undertaker Costs	£407,383.00
Professional Fees	£ 257,935.00
Other Expenditure	£4,751.00
LCC Risk & Contingency	£1,062,534.00
<b>Total Expenditure</b>	<b>£3,782,953.40</b>

- 2.2 Below is the detailed cost estimate for the Boston Active Travel Scheme:

Item	Cost summary
Land Costs	£ 13,552.00
Lincs Lab	£ 7,575.00
Works costs	£ 432,408.55
Statutory Undertaker Costs	£ 24,200.00
Professional Fees	£ 123,725.00
Other Expenditure	£ 3,200.00

Item	Cost summary
LCC Risk & Contingency	£ 146,910.00
<b>Total Expenditure</b>	<b>£ 751,570.55</b>

- 2.3 For both projects the construction cost estimate uses Technical Services Partnership's Uncertainty Model based on previous construction projects and also includes a healthy risk value based on a separate Risk Register.

### 3 Funding

- 3.1 Overall the projects are both being funded by the Department for Transport (DfT)'s Levelling Up Fund (LUF), Lincolnshire County Council's Integrated Transport Block and Boston Development Fund.

### 4 Items of note

- 4.1 It is important that the Highways and Transport Scrutiny Committee is aware of the following in relation to the scheme:

#### Vegetation clearance

- The majority of the vegetation clearance took place in September 2022 with the possibility that further clearance maybe required by the contractor ahead of the ecology season. Any works will be published with a press release and a briefing note to key stakeholders.

#### Traffic Management

Below is a description of the proposed Traffic Management at A16/Marsh Lane, Boston:

- As part of the works, LCC will have a full road closure at Marsh Lane for a period of time – time and dates to be reviewed with the contractor. This is required for surfacing at the roundabout and surfacing at the adjoining roundabout arms.
- LCC is liaising with all local businesses located on and immediately adjacent to Marsh Lane to understand both the delivery requirements to and from the businesses and will advise them on the diversion route.

Below is a description of the proposed Traffic Management at the Active Travel Scheme, Boston:

- The works extend along London Road, A16, Marsh Lane and Wyberton Low Road and each will require separate traffic management.



- The A16 shall require lane closures with night-time road closures for final surfacing, crossroads of Marsh Lane/Wyberton Low Road and Marsh Lane east of crossroads shall require temporary traffic signals with night-time road closures for final surfacing. Wyberton Low Road shall require temporary traffic signals ideally during school summer holidays. Marsh Lane west of crossroads requires temporary traffic signals night-time only. London Road shall be carried out under a road closure once traffic management removed from A16.
- LCC is liaising with all local businesses located on and immediately adjacent to Marsh Lane to understand both the delivery requirements to and from the businesses and will advise them on any diversion routes.

## **5 Risks and issues**

- 5.1 A Risk Register is reviewed regularly for these projects and has been discussed with the Project Board for the project.

## **6 Approval**

- 6.1 Firstly the purpose of this paper is to seek approval from the Leader of the County Council (Executive Councillor Resources, Communications and Commissioning) for the scheme business case for the two schemes.
- 6.2 Secondly the purpose of the paper is to seek approval from the Executive Councillor (Highways, Transport and IT) to approve the Council progressing with the schemes and to approve in principle the award and contract for the construction.
- 6.3 Finally the purpose of this paper is to seek approval to delegate to the Executive Director of Place (in consultation with the Executive Councillor for Highways, Transport and IT) to take all decisions necessary to progress the scheme to include the detailed terms, award and entering into of any contract or other documentation necessary to ensure the construction of the scheme.

## **7. Legal Issues:**

### Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic.
- Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.
- Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding.

Compliance with the duties in section 149 may involve treating some persons more favourably than others.

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision-making process.

An Equality Impact Assessment has not been undertaken. This work is considered neutral in its impact on protected characteristics groups.

Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS) in coming to a decision.

Consideration has been given to the Joint Strategic Needs Assessment (JSNA) and the Joint Health and Wellbeing Strategy (JHWS) and the scheme has benefits for both the health and wellbeing of people Boston:

- The new footpath and cycleways will address the objectives within the JSNA and JHWS covering health and well-being by encouraging walking and cycling within the local area.

### Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area.

Consideration has been given to Section 17 of the Crime and Disorder Act 1998 and the scheme does not have any impact on this Act.

### **8. Conclusion**

8.1 This paper seeks approval from the Leader of the County Council (Executive Councillor Resources, Communications and Commissioning) for the scheme business case for the two schemes and seeks approval from the Executive Councillor (Highways, Transport and IT) to approve the Council progressing with the schemes and to approve in principle the award and contract for the construction.

8.2 In addition, the paper seeks approval to delegate to the Executive Director of Place (in consultation with the Executive Councillor for Highways, Transport and IT) to take all decisions necessary to progress the scheme to include the detailed terms, award and entering into of any contract or other documentation necessary to ensure the construction of the scheme.

### **9. Legal Comments:**

The Council has the power to enter into the contract proposed.

The decision is consistent with the Policy Framework and within the remit of the Executive Councillor for Highways, Transport and IT and the Leader of the Council respectively.

### **10. Resource Comments:**

The works proposed in this report are funded by the Department for Transport Levelling Up Fund (LUF), Integrated Transport Block and the Boston Development Schemes (Infrastructure & Economic) budget included in the Council's approved Capital Programme.

Works of this nature are currently experiencing significant inflationary pressures which, for the proposed schemes, is being mitigated by the risk and contingency allowance.

## 11. Consultation

### a) Has Local Member Been Consulted?

No

### b) Has Executive Councillor Been Consulted?

Yes

### c) Scrutiny Comments

To be added

### d) Risks and Impact Analysis

An Equality Impact Assessment has not been undertaken. This work is considered neutral in its impact on protected characteristics groups.

## 12. Appendices

These are listed below and attached at the back of the report	
Appendix A	Exhibition Plan - A16/Marsh Lane Roundabout Scheme, Boston
Appendix B	Exhibition Plan - Active Travel Scheme, Boston

## 13. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Charlotte Hughes, Senior Project Leader – Highways who can be contacted on 01522 782070 or [charlotte.hughes@lincolnshire.gov.uk](mailto:charlotte.hughes@lincolnshire.gov.uk).