

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

Report to:	Executive
Date:	3 October 2023
Subject:	North Hykeham Relief Road (NHRR)
Decision Reference:	I029285
Key decision?	Yes

Summary:

The purpose of this report is to seek approval from the Executive for a change to the approved route of the NHRR and to submit a planning application to the County Planning Authority for the NHRR.

Recommendation(s):

It is recommended that the Executive:

1. approves a change in the preferred route of the North Hykeham Relief Road adopted by the Executive in December 2006 to that described in section 1.3 of this Report and illustrated in Appendix 1.
2. approves the submission of a planning application to the County Planning Authority under Regulation 3 of the Town and Country Planning General Regulations 1992 for the development of the North Hykeham Relief Road as described in section 1.3 of the Report and illustrated in Appendix 2.
3. delegates to the Executive Director of Place in consultation with the Executive Councillor for Highways Transport and IT authority to determine the final form of and to submit the planning application.

Alternatives Considered:

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| 1. | Not to submit the planning application.

In the absence of planning permission, the Council will not be able to proceed with the project. The Council would no longer be entitled to receive the Department for Transport (DfT) funding, and any funds drawn down would need |
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	to be repaid. The economic, environmental, social, and transport benefits of the scheme would not be realised.
2.	To submit a planning application in a different form to that set out in section 1.3 of the Report. The proposed planning application described in section 1.3 of the Report is considered the proposal that best delivers the economic, social and environmental benefits of the NHRR.

Reasons for Recommendation:

The preferred route should be changed to reflect the passage of time since it was adopted in 2006; the built environment which has since developed and other constraints which are now better understood; and the significant planning and design work, including public engagement, which has been undertaken as part of the development of the NHRR scheme. By changing the preferred route to that described in this Report, the council’s policy position will support the proposed planning application.

Submitting a planning application will allow the County Planning Authority to determine, subject to consultation, whether permission should be granted for the development in accordance with the Town and Country Planning Act 1990.

Planning permission is an essential requirement for the delivery of the scheme and a key step in realising the benefits of the NHRR.

The main benefits of delivering the NHRR are as follows:

- To reduce traffic congestion, improve journey times and journey time reliability, maximize accessibility to Lincoln and improve road safety in nearby settlements.
- To support sustainable economic growth in Lincoln and Lincolnshire, improve business efficiency, access to more productive jobs, and unlocking the South West Quadrant Sustainable Urban Extension – a development wholly dependent on this scheme.
- To utilize funding that was sought from the DfT for investing in the North Hykeham Relief Road as well as future S106 developer contributions.

1.1 Background

1.1.1 The NHRR, previously known as the Lincoln Southern Bypass (“LSB”), is the last major highway scheme contained within the Lincoln Integrated Transport Strategy (“LITS”). The NHRR is also the last element of a complete ring road around the greater Lincoln urban area comprising both Lincoln and North Hykeham. The ring road will comprise of four sections of carriageway: the Lincoln Western Relief Road (“LWRR”), the

Lincoln Northern Relief Road (“LNRR”), the Lincoln Eastern Bypass (“LEB”), and the NHRR. The NHRR will also form part of the Lincolnshire Coastal Highway.

1.1.2 The NHRR has been a long-term aspiration of the County and District Councils, and the principle of a relief road has been developed as part of several strategies and policy plans covering the Lincoln area for many years; this includes the Lincoln Integrated Transport Strategy (“LITS”) of which NHRR is a key part.

1.1.3 Following the identification of the preferred route in 2006, the adoption of the Central Lincolnshire Local Plan in 2017 and its 2023 replacement (“CLLP2023”) (in both of which the NHRR is a key supporting infrastructure scheme), and construction of the LEB, the Council is now able to progress proposals for the NHRR. The proposed NHRR will provide a new road link to the south of the city of Lincoln and the suburb of North Hykeham.

1.1.4 The NHRR will provide a connection between the A46 (at the scheme’s western end), and the A15 (at the scheme’s eastern end), where it will link into the LEB. The route of the proposed scheme passes through an area of predominantly farmland, situated to the south of the city of Lincoln and the suburb of North Hykeham.

1.1.5 The project aims and benefits are to:

- Assist the sustainable economic growth of Lincoln and Lincolnshire
- Improve the quality of life in central Lincoln and surrounding area
- Maximize accessibility to central Lincoln
- Improve road safety in central Lincoln and the other settlements nearby.

1.1.6 There have been several previous reports provided to the Executive and other decision-making forums on, and related to, the NHRR scheme. These include:

September 2005	Authority to undertake public consultation for the LSB
April 2006	Authority to undertake further work to determine a preferred route for the LSB
November 2006	Discretionary blight policy adopted
December 2006	Preferred route of LSB adopted
April 2013	4 th Lincolnshire Local Transport Plan adopted
April 2017	Central Lincolnshire Local Plan 2017 adopted
October 2018	Approval to seek funding for NHRR
February 2022	5 th Lincolnshire Local Transport Plan adopted
April 2022	Award to Balfour Beatty a two-stage design and build contract for the delivery of the NHRR
February 2023	Budget approved (including NHRR as part of the capital programme)
April 2023	Central Lincolnshire Local Plan 2023 adopted

1.1.7 In May 2022 the Council entered into a two-stage design and build contract for the delivery of the NHRR. Balfour Beatty was awarded the contract through the SCAPE

framework and began work on Stage 1. The scope of the first contract stage includes making preparations to submit a planning application as well as possible future requirement in relation to the planning determination & discharge of conditions, support in respect of statutory orders, detailed design, and full business case preparation.

1.1.8 The work completed to date predominantly relates to the collection of baseline data, environmental, archaeological and geotechnical surveys, outline design, and preparation for the planning application including an Environmental Impact Assessment (“EIA”).

1.1.9 As part of that preparatory work, the Council, its professional advisors, and Balfour Beatty (and their consultants, Ramboll UK) have carried out extensive engagement and consultation with the public, landowners, affected residents and businesses. This engagement has included three rounds of Public Information Exhibitions (“PIE”) held in September 2022, March 2023 and June 2023; each round being held at three venues proximate to the scheme on three consecutive days. The level of detail available has naturally evolved over that time period and this report describes the latest information available. Feedback received from the June 2023 event will be considered and where appropriate the design may be updated to reflect this. Accordingly, it is necessary for delegated authority to be granted to the Executive Director of Place to determine the final form of and to submit the planning application as it may incorporate subsequent amendments not described in this report, but which do not materially change the proposal.

1.2 Scheme Benefits

1.2.1 The scheme provides economic, environmental, social, and transport benefits.

1.2.2 By providing an alternative route choice for A46 users to travel around or bypass the Lincoln urban area, journey time savings are made for medium and longer trips on these routes. Congestion is reduced on some radial routes into the city centre, in particular on the A1434 Newark Road / A15 corridor, plus Brant Road and the A607 Grantham Road. Congestion is also reduced within the Lincoln urban area, in particular in North Hykeham and Waddington, which reduces travel time for shorter trips in these areas. The value of the journey time savings is forecast at £152.1m for business users and £179.6m for other users.

1.2.3 The scheme also produces benefits for journey time reliability through providing additional network capacity and route choice, in particular for east-west movements and as an alternative route around the city to the existing orbital network.

1.2.4 There will be an overall improvement to the performance and reliability of the local transport network which will improve the efficiency of businesses and promote sustainable economic growth. The scheme increases effective business catchment areas, which has a positive benefit for labour supply and a move to more productive jobs.

- 1.2.5 The NHRR is a vital part of Lincolnshire’s plans to support the growth of its priority economic sectors, improve the efficiency of the strategic road network within central Lincolnshire – and in turn the links to the major national and international gateways - and support the creation of new housing.
- 1.2.6 The scheme unlocks the South West Quadrant (“SWQ”) Sustainable Urban Extension (“SUE”). The whole of this development is dependent on the NHRR. The development will be residential led, incorporating circa 2,000 dwellings and up to 5ha of additional general employment land, along with retail and community uses including a new primary school, open space and formal sports pitches.

1.3 **Scheme Proposals**

1.3.1 Overview

- 1.3.2 The proposed scheme comprises approximately 8km of 120kph dual all-purpose 2 lane carriageway running to the south of the existing conurbations of North and South Hykeham in an east/west direction between the A46 Hykeham Roundabout and the A15 Sleaford Road Roundabout at the west end of the LEB.
- 1.3.3 The proposed route is shown in Appendix 1, set against the Lincolnshire County Council Preferred Route adopted in 2006 and the Central Lincolnshire Local Plan Preferred Route adopted in April 2023. It is proposed that the preferred route adopted by the Executive in December 2006 be changed to that shown in Appendix 1 and described in this section of the report, in support of the proposed planning application.
- 1.3.4 The scheme will be designed in accordance with the Design Manual for Roads and Bridges (“DMRB”) Standards, along with relevant Lincolnshire County Council standards, policies and design guides.
- 1.3.5 The NHRR passes mainly through flat mixed farmland on two levels. The lower area to the west will be crossed generally at grade or on low embankment rising to cross the River Witham on a combination of embankment and a bridge. Between Brant Road and Station Road the scheme will be constructed on embankment. Station Road will be re-aligned and cross the NHRR on a new bridge to ensure that connectivity is maintained, whilst allowing the NHRR to pass under Station Road in cutting. Beyond Station Road, the NHRR transitions into a major cutting to reach the top of an escarpment. Once the top of the escarpment is attained, the remainder of the scheme crosses the landscape generally at grade or on low embankments.
- 1.3.6 The proposed scheme is illustrated on the General Arrangement drawings contained in Appendix 2, which also shows the proposed red line boundary for the prospective planning application. The key features described in this report should be read in conjunction with these plans.

1.3.7 Junctions

1.3.8 A signal-controlled junction will be provided at the A46 in place of the existing priority roundabout. New junctions, in the form of priority roundabouts, will be constructed on the existing north/south radial roads of South Hykeham Road, Brant Road and Grantham Road, with a connection to the existing A15 roundabout on Sleaford Road at the east end. Signal controlled crossings will be provided to the north of each of the priority roundabouts on South Hykeham Road, Brant Road, Grantham Road and A15 Sleaford Road. The existing signalised junction at the Grantham Road High Dyke junction will be modified to include a pedestrian phase to enable crossing to the proposed combined footway/cycleway adjacent to the northbound carriageway of Grantham Road. Uncontrolled crossings will be provided on Middle Lane and Station Road.

1.3.9 Footway, cycleway and bridleway

1.3.10 The Viking Way will be re-routed along the top of the cutting to the south of the proposed scheme to connect to the proposed bridge adjacent Grantham Road. Additional amenity footpaths will be created to the north of the proposed scheme, east of Station Road, in order to ensure that access along the top of the existing escarpment is maintained as far as possible, with a connection to Station Road.

1.3.11 A combined footway/cycleway will run the length of the scheme to link the existing Non-Motorised User (“NMU”) facilities at the A46, to those at the A15 that were constructed as part of the LEB. The combined footway/cycleway will run adjacent to the eastbound carriageway at a minimum setback of 4m from the edge of the running lane between the A46 and Station Road, crossing the Proposed Scheme via the new Station Road bridge before traversing the escarpment slope on a route remote from the carriageway. Immediately to the west of Grantham Road, the combined footway/cycleway will cross the Proposed Scheme from where it will run adjacent to the eastbound carriageway to the A15.

1.3.12 An accommodation bridge will be provided at Wath Lane to allow landowner access and enable continuity of the bridleway. Associated access tracks will also be designated as a Public Bridleway between Wath Lane and the River Witham to create a circular route and additional amenity facilities.

1.3.13 Key Features

1.3.14 The proposed scheme includes the following key features from west to east:

- A46 Hykeham Roundabout – additional arm and signalisation of the roundabout, together with associated NMU facilities;
- New South Hykeham Road roundabout;
- Wath Lane NMU crossing and accommodation bridge;
- River Witham bridge;
- New Brant Road roundabout and realignment of Somerton Gate Lane;
- Station Road bridge;

- Realigned Viking Way;
- New Grantham Road roundabout; and
- A15 Sleaford Roundabout – additional arm.

1.3.15 A46 North Hykeham Roundabout

1.3.16 The existing four-arm roundabout will be significantly enlarged to facilitate the incorporation of a fifth arm for the NHRR and to ensure that the junction operates within capacity at both opening and design year. This requires significant improvements to be made to each approach and exit, as well as enlargement of the circulatory area.

1.3.17 The existing A46 from Newark will incorporate a three-lane approach to the roundabout, a two-lane exit from the roundabout and a two-lane slip from the NHRR. Middle Lane will incorporate a two-lane approach and a single lane exit. Further, the existing access and egress arrangements to the service station north of Middle Lane will be amended to ensure safety is maintained and the operation of Middle Lane and the roundabout are safeguarded. Final details of the arrangements are not available at the time of writing, however, negotiations with the affected parties are ongoing and the area is included within the red line planning boundary.

1.3.18 The exiting A46 toward Lincoln will see the two to one lane merge extended northbound and lanes on the approach to the roundabout increased to three in number. The NHRR will be a two-lane dual carriageway and on the approach to the roundabout and will incorporate a slip onto the A46 towards Newark.

1.3.19 All approaches, except for Middle Lane, will be traffic signal controlled. This allows for the safe and effective operation of the roundabout whilst facilitating the incorporation of pedestrian crossing phases, where appropriate. At the NHRR and A46 Newark these will be Toucan crossings to support the existing and proposed cycling infrastructure on the A46, NHRR and Newark Road.

1.3.20 The NMU crossing facilities allow for the diversion of footpath 20/1 around the roundabout, negating the requirement for the bridge previously proposed in this location. Additionally, footpath 17/1 from Thorpe on the Hill will be diverted along Middle Lane and around the proposed roundabout, enabling the crossing on the A46 to be closed and its route through the Bentley Hotel and Pennells Garden Centre to be stopped up.

1.3.21 An attenuation pond is proposed to the south-east of the roundabout. An access track will be provided off Newark Road for the purposes of agricultural access and maintenance of the attenuation ponds located between North Hykeham Roundabout and South Hykeham Road Roundabout.

1.3.22 It should be noted that the A46 North Hykeham Roundabout forms part of the Trunk Road Network and is managed by National Highways. LCC continues to engage with National Highways to bring forward a design which is acceptable to National

Highways. Accordingly, it is necessary for delegated authority to be granted to the Executive Director of Place to determine the final form of and submit the planning application as it may incorporate subsequent amendments not described in this report, but which do not materially change the proposal.

1.3.23 New South Hykeham Road Roundabout

1.3.24 The alignment of the road from the A46 North Hykeham Roundabout to the new South Hykeham Road roundabout, including the new roundabout itself, has been moved south of the 2006 Preferred Route and the route indicated in the CLLP2023 to avoid an existing enterprise and anaerobic digestion plant. Doing so avoids the need to demolish the built development and any associated relocation of the business. The proposal remains within the generality of the 2006 Preferred Route and the CLLP2023 Preferred Route and is in line with the description of Policy S46 in the CLLP2023, which refers to land on or near to the preferred route.

1.3.25 The carriageway approaching the roundabout is built on a small embankment with two attenuation ponds to the north of the road, accessed from Newark Road. The shared use footway cycleway is on the north side and segregated from the carriageway by a verge. An agricultural access track is located to the south of the road.

1.3.26 The roundabout is a conventional 4-arm priority roundabout situated on and slightly to the east of the existing highway. The shared use footway cycleway crosses South Hykeham Road to the north of the proposed roundabout via a Toucan signalised crossing. Agricultural access tracks continue in both easterly and westerly directions to the south of the roundabout.

1.3.27 Wath Lane NMU and accommodation bridge

1.3.28 The route of Wath Lane as a private road and bridleway 872/1 will be diverted over a bridge passing over the NHRR, slightly to the west of the existing alignment of Wath Lane. Doing so ensures continuity of the public right of way and private means of access for vehicles to land south of the NHRR. As the bridge will not form part of the highway network for vehicular use, there is no requirement to meet DMRB design standards for geometry; rather a maximum gradient of 5% will be used on the approach ramps, with the horizontal geometry defined by tracking. The bridge will be designed to accommodate loading including by an agricultural tractor and trailer in accordance with DMRB.

1.3.29 The River Witham Bridge

1.3.30 River Witham Bridge has been moved north of the route indicated in the CLLP2023 to avoid the Environment Agency flood bund and the flood plain to the south. Doing so avoids interaction between the earthworks for the flood bund and the highway embankment which could otherwise cause significant engineering difficulties. The proposal remains within the generality of the 2006 Preferred Route and the

CLLP2023 Preferred Route, and is in line with the description of Policy S46 in the CLLP2023, which refers to land on or near to the preferred route.

- 1.3.31 The bridge itself would be a three-span structure with concrete piers and weathered steel beams. The central and largest span would bridge over the River Witham whilst the two shorter spans either side would bridge over the adjacent dykes and the agricultural access track to the west and shared use footway cycleway to the east. It is also proposed to extend the existing bridleway 906/1 along the route of the agricultural access track, thereby creating a circular route for recreational use.
- 1.3.32 The existing watercourse is not navigable at this location and no special consideration has been given to use by vessels.
- 1.3.33 The council has consulted the Environment Agency throughout the design process. In addition, the design and design constraints are similar to those on the recently completed LEB.
- 1.3.34 A NMU route passes under the River Witham Bridge to provide connectivity for pedestrians and cyclists to cross north/south under the NHRR.
- 1.3.35 New Brant Road Roundabout and realignment of Somerton Gate Lane
- 1.3.36 The roundabout is a conventional 4-arm priority roundabout situated to the west of the existing highway. The shared use footway cycleway crosses Brant Road to the north of the proposed roundabout via a Toucan signalised crossing.
- 1.3.37 An attenuation pond is located to the north of the NHRR, on the east of Brant Road.
- 1.3.38 The existing Somerton Gate Lane is dissected by the NHRR. Earlier plans showed Somerton Gate Lane as being stopped up, creating a no through road (dead end). However, feedback was received directly from the landowners and at the PIE events which demonstrated the need to keep access open at both ends of Somerton Gate Lane. This is due to its steep gradient and tight geometry at its junction with Hill Top which would otherwise have been the only point of access and egress. Accordingly, the design has been updated to reflect this requirement.
- 1.3.39 A new section of carriageway, similar in nature to the existing Somerton Gate Lane will therefore be created parallel to and south of the NHRR to facilitate connection onto Brant Road via a simple priority junction.
- 1.3.40 To the north, the access to the farm will be re-established, partially by using the existing Somerton Gate, and partially by creating a further section of parallel trackway which will double as a maintenance route to a second attenuation pond located north of the NHRR carriageway.

1.3.41 Station Road bridge

1.3.42 The proposed scheme reflects the long-established design principles which provide for a realigned Station Road to pass over the NHRR on a bridge. The bridge would be located slightly to the west of the existing Station Road at broadly the same level as the existing carriageway, albeit on a small embankment as the ground falls away from Station Road.

1.3.43 The NHRR passes through station road and into the escarpment in a cutting.

1.3.44 The proposed scheme requires the demolition of six dwellings located on Station Road (58 'The Lodge' Station Road having been demolished in 2022). All six dwellings were acquired by LCC between 2008 and 2010 in respect of blight notice claims for the proposed LSB scheme. Two further residential properties are directly affected by the proposed scheme which infringes on the associated land titles. One of these properties was also acquired by LCC between 2008 and 2010 in respect of a blight notice claim; the owners of the other property served a blight notice on LCC in 2021, which the council accepted was valid.

1.3.45 The alignment of the NHRR has changed marginally through this section and is slightly different to the 2006 Preferred Route and the route indicated in the CLLP2023. Furthermore, the cutting slopes are shallower than previously envisaged, creating a larger plan area requiring excavation. This is necessary to overcome geotechnical concerns at the escarpment. Specifically, the ground investigation identified a number of slips and possible deep-seated slip which could not reasonably be overcome on the previous alignment without significant additional engineering and cost. A comprehensive options exercise was undertaken by the designer to establish the best possible solution, taking into consideration numerous factors including, but not limited to, geotechnics, highway geometry, landscape and visual impact, buildability, and cost. The proposed scheme reflects the outcome of that comprehensive exercise. The proposal remains within the generality of the 2006 Preferred Route and the CLLP2023 Preferred Route, and is in line with the description of Policy S46 in the CLLP2023.

1.3.46 Whilst Station Road continues to be a through route over the new bridge, the existing road will be retained so far as is necessary to service the property frontages.

1.3.47 Realigned Viking Way

1.3.48 A short section of footpath 3/2 - the Viking Way - needs to be stopped up at its intersection with the NHRR.

1.3.49 The scale of the earthworks cutting at the escarpment, the geotechnical findings, and the proximity to the proposed bridge at Grantham Road mean that a bridge in this location is not feasible.

1.3.50 The alternative routes provided to replace the stopped-up length of the Viking Way have evolved throughout the design process, including significant feedback received during the three rounds of public engagement in 2022 and 2023 and are as follows:

- An unmade route to the south-east of the NHRR along the top of the cutting slope, maintaining the existing feel and aesthetic of the Viking Way, so far as is possible – this route joins the following route prior to crossing the NHRR;
- The shared use footway cycleway is a 3m wide bound surface parallel to the NHRR facilitating connection to Station Road and onward connectivity to the Viking Way via a bridge over the NHRR adjacent the Grantham Road; and
- An unmade route to the north-west of the NHRR along the top of the cutting slope, providing onward connectivity from the southern end of the retained Viking Way to Station Road.

1.3.51 New Grantham Road Roundabout

1.3.52 The roundabout is a conventional 4-arm priority roundabout situated on the existing highway. The shared use footway cycleway crosses Grantham Road to the north of the proposed roundabout via a Toucan signalised crossing.

1.3.53 To the south, the shared use footway cycleway continues on the western side of Grantham Road to its junction with High Dyke where it will cross Grantham Road by modifying the existing Grantham Road / High Dyke junction to incorporate a NMU phase, the final form of which is subject to further modelling work.

1.3.54 A15 Sleaford Road Roundabout

1.3.55 The existing A15 Sleaford Road Roundabout will have an additional 5th arm added to the south-west on the circulatory area, providing for two-lane entry and exit to and from the NHRR. Minor changes to the kerblines are required at the LEB arm and further the existing LEB two to one lane merge will be extended to provide a 100m length of dual carriageway with a 90m merge length. This will aid traffic flow, improve junction operation and safety, and allow more space for motorists joining the LEB to merge.

1.3.56 The shared use footway cycleway crosses Sleaford Road to the north-west of the proposed roundabout via a Toucan signalised crossing.

1.3.57 An agricultural access track is located to the south of the NHRR which also serves as a maintenance track to the attenuation pond south-east of the roundabout.

1.4 Public Engagement

1.4.1 Three rounds of Public Information Exhibitions have been undertaken. These were held in September 2022, March 2023 and June 2023; each round being held at three venues proximate to the scheme on three consecutive days. An overview of each round of public engagement is set out below including details of the event, feedback

received and subsequent design development. The proposed planning application will include a comprehensive report detailing the content displayed at each event, attendance, a summary of the issues raised at the PIEs and the responses to the feedback survey hosted on Let’s Talk Lincolnshire (where applicable). The issues raised and feedback responses were interpreted into considerations for the design, environmental assessment and construction teams, in developing the scheme design.

1.4.2 Public Information Exhibition 1

1.4.3 PIE 1 was held to reintroduce the public and stakeholders to the scheme, to meet the new project team, and to re-affirm and confirm the scheme objectives. The aim of this event was to draw out key concerns and inform stakeholders of the approach to the design and development of the scheme. The events took place at the following locations and times and attendance is given in brackets:

- Bentley Hotel – 13th September 2022, 15:00-20:00 (141);
- Waddington Community Hub – 14th September 2022, 15:00-20:00 (142); and
- Bracebridge Heath Cricket Club – 15th September 2022, 15:00-20:00 (86).

1.4.4 The information provided at the events was:

<p>Display Boards Project Overview What we’re doing now How you can get involved Environmental Survey Project benefits Planning status of the route Definitions</p>	<p>Larger Displays Route and Constraints Plan Timeline – Where we’ve been and where we’re going</p> <p>A5 Booklet to take away</p> <p>Paper Plans to discuss with team NMU (Non-Motorised User) Proposals Plans Plan of Station Road proposals</p>
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1.4.5 An online feedback survey was hosted on Let’s Talk Lincolnshire to provide interested parties with a way of communicating their issues and concerns in writing at this early stage, whether or not they had attended the events.

- 1.4.6 Key areas of concern from feedback included:
- Capacity and design of A46 (Pennells) Roundabout, including routes for pedestrians and cyclists from Thorpe on the Hill;
 - Proposed closure of Somerton Gate Lane and existing concerns about speed and fly-tipping;
 - Design of Station Road Bridge, including walking and cycling provision and aesthetics;
 - General concerns about environmental impact, particularly impact on wildlife, visual impact and noise;
 - Proposals for cycling, walking and horse riding;

- Existing “rat-runs” through local villages; and
- Junction design in general from experience of LEB and other local roads.

1.4.7 The design was subsequently developed taking into consideration the feedback from PIE1. This included keeping Somerton Gate Lane open and updated proposals for the A46 Pennells Roundabout. The developed design was presented at PIE2.

1.4.8 Public Information Exhibition 2

1.4.9 PIE 2 was ‘you said, we did’. It was held with a view to informing the public of the scheme development and to show how concerns have been considered, addressed and where appropriate mitigation has been incorporated into the scheme proposals. The events took place at the following locations and times and attendance is given in brackets:

- Waddington Community Hub - 15th March 2023, 15:00-20:00 (262);
- Bentley Hotel (South Hykeham) – 16th March 2023, 15:00-20:00 (263); and
- Bracebridge Heath Pavilion - 17th March 2023, 13:00-18:00 (128).

1.4.10 The information provided at the events was:

<p>Display Boards</p> <p>Project overview Project benefits What we’re doing now You said, we did Walking, cycling and horse riding Construction update Environmental survey update Project timeline Definitions</p>	<p>Larger Displays</p> <p>3m wide Route Map 2.4m wide Traffic Forecast Map</p> <p>Fly-through and 3D model</p> <p>A5 Booklet to take away</p> <p>Paper Plans to discuss with team Non-Motorised User Plans Junction Geometry Plans General Arrangement Plans Land Ownership Plans Proposed Site Facilities Layout Various environmental Plans</p>
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1.4.11 There was no online feedback survey but a project email address was provided in the A5 booklet for people to send feedback.

1.4.12 The large traffic forecast map was well received as this indicated where traffic is likely to decrease or increase as a result of the scheme. The 3D model also proved popular as individuals could see what the scheme might look like from where they live. Remaining key areas of concern from feedback included:

- Viking Way severance and proposed diversion routes were not well received. The value of circular routes and walks along the ridge were stressed;

- A46 Pennells Roundabout, footpath provision from Thorpe on the Hill was not considered appropriate as the proposed path north of the service station is not used; and
- Cycling, walking and horse riding provision, particularly bridleway provision and safe cycling routes travelling north to south across the NHRR.

1.4.13 The design was subsequently developed taking into consideration the feedback from PIE2. The developed design was presented at PIE3 which included for revised proposals at the Viking Way footpath and the A46 Pennells roundabout.

1.4.14 Public Information Exhibition 3

1.4.15 PIE 3 was the last pre-application information event to be held prior to the proposed submission of the planning application. At this stage, the proposals incorporated elements of environmental mitigation and change arising from the EIA, including landscape design and noise mitigation which had not been available at previous events. The events took place at the following locations and times and attendance is given in brackets:

- Bentley Hotel (South Hykeham) – 12th June 2023, 14:00-19:00 (128);
- Bracebridge Heath Pavilion – 13th June 2023, 14:00-19:00 (81); and
- Waddington Community Hub – 14th June, 14:00-19:00 (171).

1.4.16 The information provided at the events was:

<p>Display Boards Project benefits Activity since March 2023 Environmental survey update Planning update What’s next for the project Traffic impact</p>	<p>Larger Displays 3m wide Route Map</p> <p>A5 Booklet to take away</p> <p>Paper Plans to discuss with team NMU (Non-Motorised User) Proposals Plans Junction Geometry Plans Structures General Arrangement Plans Proposed Site Facilities Layout Various Environmental Plans including:</p> <ul style="list-style-type: none"> ▪ Landscape Design ▪ Noise and Vibration (Noise contour maps with and without mitigation, Noise mitigation proposals)
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1.4.17 There was no online feedback survey but a project email address was provided in the A5 booklet for people to send feedback.

1.4.18 The changes to the Viking Way proposals were generally well received, as were the proposals for the NMU crossings at Pennells Roundabout. The availability of the

landscape plans and information on noise impacts was also appreciated. Remaining key areas of concern from feedback included:

- NMU provisions at South Hykeham Roundabout travelling north to south and a request to make provision for recumbent bicycles;
- Noise impacts including a request for further noise mitigation for properties to the south of NHRR at South Hykeham;
- Footway/cycleway provision over Station Road to be 3m wide; and
- Condition of and volume/speed of traffic on some existing roads that are outside the scope of the scheme.

1.4.19 The design team are aware of the remaining areas of concern and the design may need to be updated prior to submitting for planning approval where appropriate. Accordingly, it is necessary for delegated authority to be granted to the Executive Director of Place to determine the final form of and to submit the planning application as it may incorporate subsequent amendments not described in this report, but which do not materially change the proposal.

1.5 Planning Authority

1.5.1 In accordance with regulation 3 of The Town and Country Planning General Regulations 1992, and subject to regulation 4, an application for planning permission by an interested planning authority to develop any land of that authority, or for development of any land by an interested planning authority or by an interested planning authority jointly with any other person, shall be determined by the authority concerned.

1.5.2 Subject to regulation 4, regulation 3 applies where the application for the development of land is made by an interested planning authority. In the case of the NHRR, the proposed application would be made by Lincolnshire County Council. Lincolnshire County Council is a planning authority. Therefore, subject to regulation 4, the proposed application for planning permission shall be determined by LCC.

1.5.3 It is also a requirement of regulation 3 that the application is to develop land of the authority. The proposed application in respect of the NHRR is to develop land which will when the NHRR comes to be constructed have been acquired by LCC and will therefore be land of the planning authority.

1.5.4 In accordance with regulation 4, regulation 3 does not apply in the case of an application for planning permission to develop land of an interested planning authority where -

- The authority does not intend to develop the land themselves or jointly with any person, and
- If it were not such land the application would fall to be determined by another body.

1.5.5 Regulation 4 applies where the authority in regulation 3 does not intend to develop the land themselves or jointly with any person. In the case of the NHRR, LCC does intend to develop the land themselves.

1.5.6 LCC shall therefore be the determining authority for the proposed planning application in respect of the proposed scheme.

1.6 Cost Estimates

1.6.1 The most likely cost of the scheme is estimated to be in the range of £180.4m to £208.2m as set out below:

	Most likely range (£m)		
	High	Medium	Low
Construction (based on Q2 2023 prices)	126.1	117.0	107.2
Preconstruction	14.8	14.8	14.8
Stat diversions	11.4	10.7	10.7
Land & client costs	18.2	16.4	15.8
Risk	22.6	20.8	19.1
Inflation	15.1	14.0	12.8
TOTAL	208.2	193.7	180.4

1.6.2 The estimated costs have been developed by the contractor, Balfour Beatty, except for the land & client costs which have been assessed by the Council and its professional advisors.

1.6.3 The cost estimate is based on the latest design described in this report. Although this remains an estimate, the significant survey and design work undertaken since costs were last reported to the Executive provides for an increasing level of confidence in the cost range presented. Moreover, it is worth noting that the maturity of the design is at a higher level than might traditionally be expected for similar schemes at this stage in the delivery process.

1.6.4 As part of the cost update, the contractor, Balfour Beatty, has been to the marketplace for all subcontract packages with several quotations generally received for all main proposed subcontract packages. A total of 77 prices were received from the supply chain. A thorough assessment of the returns has been completed in consultation with the Council and its professional advisors to ensure that a robust estimate has been produced.

1.6.5 The cost estimates are within the costing exercise carried out in February 2022 and presented to the Executive in April 2022. Furthermore, the most likely cost of £193.7m is below the approved budget discussed in section 1.8 of this report. The potential cost range has narrowed by £5.3m from £33.1m to £27.8m as more information about the existing site conditions are known and the design has

developed. The likely cost range is set out below together with previously reported costs:

	Most likely range (£m)		
	High	Medium	Low
OBC estimate (2018)	154.458		
Feasibility estimate (February 2022)	212.4	193.4	179.3
Current estimate (June 2023)	208.2	193.7	180.4
% Change (February 2022 to June 2023)	-2.0%	+0.2%	+0.6%

1.7 Timetable

1.7.1 The timetable remains similar to that previously reported:

	Start	End	Duration
Preconstruction (stage one)	May 2022	October 2025	41 months
Construction (stage two)	November 2025	November 2028	36 months

1.7.2 The proposed timetable has been developed by the proposed contractor, Balfour Beatty, with input from the Council and its professional advisors in respect of its retained responsibilities and statutory processes.

1.7.3 In preparing the above timetable it has been assumed that the planning application will be made forthwith following a decision to submit the same. As a development subject to The Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the application must be determined within 16 weeks, subject to agreed extension of time. A robust allowance of 6 months has been included within the programme to determine the planning application.

1.7.4 The next key step for the project after the submission of the planning application will be the making of statutory orders to stop up, create and improve highways, and for the acquisition of land. A further report detailing the proposed orders will be presented to the Executive in due course.

1.8 Funding

1.8.1 The scheme will be funded by the following contributories, shown together with the value of their contribution:

- Department for Transport - £110,045,000
- Lincolnshire County Council - £79,882,000
- S106 developer contributions – ≥£10,000,000
- **TOTAL £193.927m**

1.8.2 LCC will forward fund the S106 developer contributions, with a view to recovering the money as and when the developments come to fruition.

1.8.3 The latest funding profile including the amount of the LCC contribution was approved at Full Council in February 2023.

1.8.4 The most likely cost remains within the approved budget.

1.9 Approvals Required

1.9.1 The purpose of this paper is to seek approval to submit a planning application to the County Planning Authority for the NHRR and change the preferred route alignment adopted by the Executive in 2006 to that described in this Report.

2 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 minimize 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. Although the work is considered generally to be neutral in its impact on protected characteristic groups there is potential for the design to impact differently on protected groups including the elderly and the disabled in relation to such matters as crossing junctions or accessing footpaths.

The Council will follow design guides and good practice in ensuring that such matters are dealt with appropriately.

Joint Strategic Needs Analysis (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 & Well Being Strategy (JHWS) in coming to a decision.

Consideration has been given to the JSNA and the JHWS and can be seen from the scheme descriptions that they will have positive benefits for both the health and wellbeing of local residents.

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.

The works are considered to have a neutral impact on the Crime and Disorder Act 1998.

3 Conclusion

- 3.1 The purpose of this paper is to seek approval to change the preferred route of the NHRR to that described in this report, and to seek approval to submit a planning application to the County Planning Authority for the NHRR.

4. Legal Comments:

The Council has power to change the preferred route of the North Hykeham Relief Road and to submit a planning application as set out in the Report.

The decision is consistent with the Policy Framework and within the remit of the Executive.

5. Resource Comments:

The North Hykeham Relief Road scheme is included within the approved capital programme of the council. Supporting the recommendation within the report to submit a planning application is essential for the project to meet the timeline and cost expectations set out within the report.

6. Consultation

a) Has Local Member Been Consulted?

Local member have been consulted in advance of each public information exhibition as set out below:

- 11th August 2022 – PIE 1 local member briefing note;
- 6th September 2022 – PIE 1 local member in-person briefing session;
- 16th February 2023 – PIE 2 local member briefing note;
- 2nd March 2023 – PIE 2 local member in-person briefing session;
- 17th May 2023 – PIE 3 local member briefing note; and
- 8th June 2023 – PIE 3 local member in-person briefing session.

b) Has Executive Councillor Been Consulted?

Yes.

c) Scrutiny Comments

On 11 September 2023, the Highways and Transport Scrutiny Committee considered a report on the North Hykeham Relief Road - Permission to Submit Planning Application, and unanimously supported the Recommendations to the Executive.

The following points were highlighted:

- The use of traffic signals at the Hykeham Roundabout was queried as members were sceptical as to the effectiveness of traffic lights on roundabouts. Officers explained that due to the high number of vehicles using the roundabout combined with it being a 5-arm roundabout opposed to a 4 a roundabout without traffic lights simply would not operate effectively. Traffic lights offer the solution that controls traffic flow and maintains access opportunities for all arms. This junction choice has been tested and scrutinised through the Business Case process and will continue to be scrutinised by National Highways as the asset is there's and wouldn't be accepted should it not provide the appropriate traffic relief.
- Members emphasised that designs should reflect future infrastructure developments especially on roundabouts (i.e., provision for the design and development of service areas and filling stations) to ensure that drivers were deterred from travelling through Lincoln when not necessary. It was also noted that there was margin for further economic development and improvements in the area where NHRR extended in. Officers assured Members that the design took under consideration future plans/need for development, housing and economic growth as outlined in the Central Lincolnshire Local Plan. Other developments would not be considered in the design of the road as otherwise this would be deemed as public money being used to benefit private businesses. The design does not predicate any retrospective developments; however these would need to be assessed at the time of planning submission on how it will impact the highway network and thus what improvements the developer would need to make to mitigate those impacts.
- Members requested for cautious consideration of budgets and costs and received assurance from leading Officers that inflation and fluctuations observed in the past 18 months were factored in and also that future inflation had also been factored in.

d) Risks and Impact Analysis

Risk and Impact Analysis are being undertaken as part of the ongoing design process and where relevant are reflected in the main body of the Report.

7. Appendices

These are listed below and attached at the b of the report:	
Appendix 1	Proposed Route
Appendix 2	General Arrangement and Red Line Boundary

8. Background Papers

The following background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

Background Paper	Where it can be viewed
Report to Executive dated 5 December 2006 "Preferred Route for Lincoln Southern Bypass"	Issue details - North Hykeham Relief Road - Planning Application (moderngov.co.uk)
Report to Executive dated 2 October 2018 "North Hykeham Relief Road"	Democratic Services https://lincolnshire.moderngov.co.uk/documents/s23624/NH%20RR%20-%20Cover%20Report.pdf
Report to Executive dated 5 April 2022 "North Hykeham Relief Road (NHRR)"	Democratic Services https://www.lincolnshire.gov.uk/downloads/file/6501/nhrr-executive-report

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