



County Offices  
Newland  
Lincoln  
LN1 1YL

20 July 2020

**In accordance with the powers granted by the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 this will be a virtual meeting.**

### **Overview and Scrutiny Management Board**

A meeting of the Overview and Scrutiny Management Board will be held on **Tuesday, 28 July 2020 at 1.30 pm as a Virtual - Online Meeting via Microsoft Teams** for the transaction of the business set out on the attached Agenda.

Access to the meeting is as follows:

Members of the Overview and Scrutiny Management Board and officers of the County Council supporting the meeting will access the meeting via Microsoft Teams.

Members of the public and the press may access the meeting via the following link: <https://lincolnshire.moderngov.co.uk/ieListDocuments.aspx?CId=553&MId=5834&Ver=4> where a live feed will be made available on the day of the meeting.

Yours sincerely

A handwritten signature in cursive script that reads 'Debbie Barnes'.

Debbie Barnes OBE  
Chief Executive

### **Membership of the Overview and Scrutiny Management Board (11 Members of the Council and 3 Added Members)**

Councillors R B Parker (Chairman), R Wootten (Vice-Chairman), B Adams, Mrs W Bowkett, Mrs J Brockway, R J Kendrick, C S Macey, C E H Marfleet, Mrs A M Newton, N H Pepper and E W Strengiel

### **Added Members**

Church Representative: Reverend P A Johnson

Parent Governor Representatives: Mrs M R Machin and Miss A E I Sayer



**OVERVIEW AND SCRUTINY MANAGEMENT BOARD AGENDA  
TUESDAY, 28 JULY 2020**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
<b>1</b>	<b>Apologies for Absence/Replacement Members</b>	
<b>2</b>	<b>Declarations of Interest</b>	
<b>3</b>	<b>Call-In of Decision by the Leader of the Council on the A631 Market Rasen to Louth Safer Roads Primary Route Network</b> <i>(To receive a report which invites the Overview and Scrutiny Management Board to consider a Call-In that has been received in relation to a decision made by the Leader of the Council on 26 June 2020 on the A631 Market Rasen to Louth Safer Roads Primary Route Network)</i>	7 - 24

Democratic Services Officer Contact Details

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**Please note:** for more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting

- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details set out above.

All papers for council meetings are available on:

<https://www.lincolnshire.gov.uk/council-business/search-committee-records>

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# Agenda Annex

## OVERVIEW AND SCRUTINY MANAGEMENT BOARD

### Procedure for considering a Call In at Committee

It is important that the process of questioning is seen as inquisitorial, not adversarial, and the following procedure will apply: -

1. The Chairman will invite the spokesperson(s) for those calling in the decision to outline their reasons for each Call In or to add any further information to their original reasons stated. (Please note, in cases where there are separate Call Ins – one spokesperson from each separate Call In will be asked if they have anything to add to their original submission).
2. The Executive Councillor(s)/officers will address the reasons for the Call In.
3. The Chairman of the Board will invite Members of the Board and the spokesperson(s) for those calling in the decision to ask any further questions of the Executive Councillor(s)/officers.

Please note: The Chairman reserves the right to disallow any questions asked which are repetitive and which have already been answered by an officer/Executive Councillor.

4. The Executive Councillor(s)/officers will respond to any questions requiring a response in 3 above.
5. The Board will debate the matter under consideration in the light of the reasons for the call-in and the responses of the Executive Councillor(s)/officers.
6. At the conclusion of the debate, the Chairman will ask the Board to vote to determine whether or not it wishes to refer the decision back to the decision-maker for reconsideration and if so to identify the nature of its concerns.

### Outcome

The Board may refer the decision back to the decision maker for reconsideration, setting out in writing the nature of its concerns.

Where the Overview and Scrutiny Management Board resolves to refer a decision back to the decision taker, they will reconsider the decision within 10 clear working days.

Where the Overview and Scrutiny Management Board resolves not to refer a decision back to the decision taker, the decision becomes effective immediately.

The decision of the Board is notified to all interested parties and included on the Council's website.

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**Open Report on behalf of Andrew Crookham  
Executive Director - Resources**

Report to:	<b>Overview and Scrutiny Management Board</b>
Date:	<b>28 July 2020</b>
Subject:	<b>Call-In of Decision by the Leader of the Council on the A631 Market Rasen to Louth Safer Roads Primary Route Network</b>

**Summary:**

The report invites the Overview and Scrutiny Management Board to consider a Call-In that has been received in relation to a decision made by the Leader of the Council on 26 June 2020 on the A631 Market Rasen to Louth Safer Roads Primary Route Network.

**Actions Required:**

That the Board determine whether to support upholding the decision by the Leader of the Council on the A631 Market Rasen to Louth Safer Roads Primary Route Network or to object to the decision and refer it back to the Leader of the Council with the Board's concerns.

## 1. Background

A report entitled *A631 Market Rasen to Louth Safer Roads Primary Route Network* was submitted to the Leader of the Council on 26 June 2020, a copy of which is attached at Appendix A to this report, when the following decision was made:

*That approval be given to the award of a main contract for the A631 Market Rasen to Louth Safer Roads Primary Route Network (PRN) resurfacing scheme.*

A copy of the published Decision Notice is attached at Appendix B to this report.

The signatories for the Call-In are Councillors C E H Marfleet, T Bridges and D McNally. The reasons for the Call-In are set out below: -

"This scheme is part of the Government's larger Safer Roads Fund programme looking at improving safety on some of the county's riskiest roads, from which the Council received £4.6m in funding from in 2018.

*1.4 The proposals are to resurface a total of 3.7km of the A631 by overlaying the majority of the existing surface and replacing it with hot rolled asphalt. Overlaying removes the need for planing out and creating unnecessary waste. Full reconstruction of the carriageway is required on some lengths to ensure a structurally sound foundation for the road.*

*1.7 In addition to resurfacing this stretch of the A631, the Lincolnshire Road Safety Partnership will also be looking at lowering the speed limit, installing average speed cameras and installing reactive speed signs later in the year.*

This is a decision to go ahead with Road repairs to the mentioned road A631 from Market Rasen to Louth because of carriageway failure. However the money has come from central Government to address areas of that highway for road safety. The worst incident spot is where the B1225, the Caistor High Street crosses the A631 which wants designing, signposting and visual clearance addressing as a priority first. The road safety scheme should be designed first, options discussed and agreed, then go to public consultation with a final decision made. There is now talk of average speed cameras along this stretch which could cause issue and impact on other roads. No public consultation but the scheme will have deemed to have started because of carriage repairs and monies being spent."

## **2. Conclusion**

### Upholding the Decision

If the Overview and Scrutiny Management Board does not object to the decision by the Leader of the Council, the decision may be implemented with immediate effect.

### Not Upholding the Decision

If the Board objects to the decision by the Leader of the Council, it may refer it to the Leader of the Council for reconsideration, specifying in writing the nature of the Board's concerns. The Leader of the Council would then be required to reconsider the decision within 10 clear working days and he may either amend or confirm the decision. Following this, the final decision would be made and implemented.

## **3. Consultation**

### **a) Have Risks and Impact Analysis been carried out?**

No

### **b) Risks and Impact Analysis**

N/A

#### 4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Decision Report - A631 Market Rasen to Louth Safer Roads Primary Route Network.
Appendix B	Decision Notice - A631 Market Rasen to Louth Safer Roads Primary Route Network.
Appendix C	A631 Market Rasen - Louth Supplementary Information
Appendix D	Lincolnshire Road Safety Partnership (LRSP) Data on A631 Safer Roads Bid

#### 5. 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 Cheryl Evans, who can be contacted on 07387 133755 or [cheryl.evans@lincolnshire.gov.uk](mailto:cheryl.evans@lincolnshire.gov.uk).

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

Report to:	<b>Councillor M J Hill, OBE, Leader of the Council (Executive Councillor: Resources and Communications)</b>
Date:	<b>Between 26 June - 03 July 2020</b>
Subject:	<b>A631 Market Rasen to Louth Safer Roads Primary Route Network</b>
Decision Reference:	<b>I019952</b>
Key decision?	<b>Yes</b>

**Summary:**

Approval is sought to award a contract for the main works for resurfacing works on the A631 between Market Rasen and Louth.

**Recommendation(s):**

That the Leader of the Council approves the award of a main contract for the A631 Market Rasen to Louth Safer Roads Primary Route Network (PRN) resurfacing scheme.

**Alternatives Considered:**

- |    |   |
|----|---|
| 1. | Not to award a contract. This will result in the remedial works not being completed and the inevitable consequence that the road condition will continue to deteriorate, with deeper structural failures and ultimately result in a larger future cost of repair. |
|----|---|

**Reasons for Recommendation:**

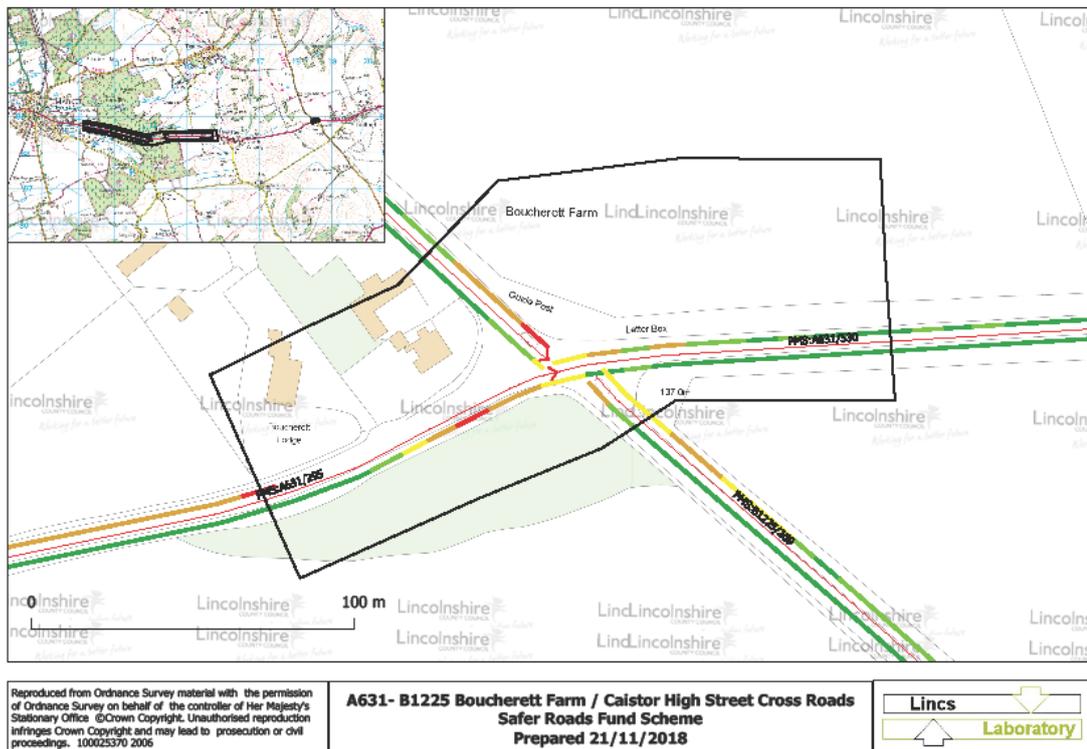
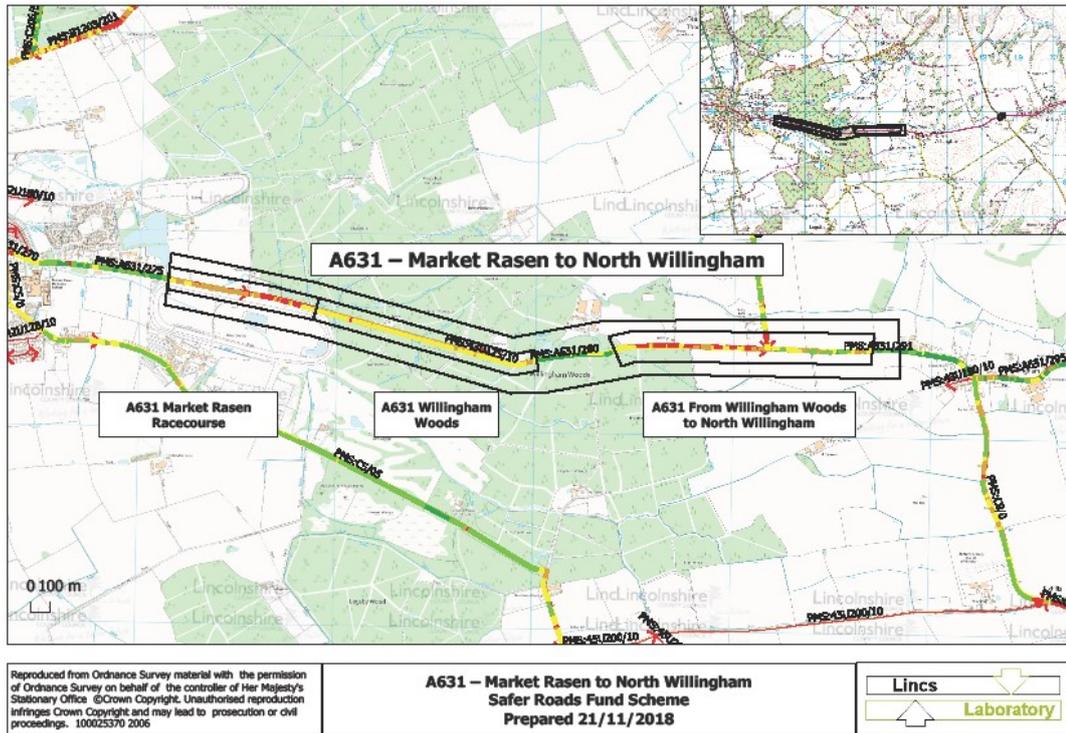
To allow the works to proceed and provide a serviceable, and safe, running surface for the travelling public.

**1. Background**

- 1.1 The A631 between Market Rasen and Louth has been assessed by Lincs Laboratory using a number of different techniques, including dynamic cone penetration tests for bearing capacity, surface coring and deflectograph to inform the treatment schedule that has been tendered. The results of the testing placed this particular site on this year's list of resurfacing priorities.



## 1.11 Location Plans



## 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 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.
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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 there are not considered to be any significant impacts on the health and wellbeing of the people of Lincolnshire.

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 outlined above are not considered to have an impact on Section 17 of the Crime and Disorder Act 1998 matters.

**3. Conclusion**

The successful bid to secure Government Safer Road funding and results of the Lincs Laboratory testing have placed this section of the A631 between Market Rasen and Louth on this year's list of resurfacing priorities. This report seeks approval for the award of a contract for the carrying out of the necessary works.

**4. 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 Leader of the Council.

**5. Resource Comments:**

The works proposed in this paper are to be funded by the Department for Transport Safer Roads Fund Grant and the Local Highways Improvements (Pinchpoints) to support Coastal Route Programme budgeted for in the Council's approved 2020/21 Capital Programme.

## **6. Consultation**

**a) Has Local Member Been Consulted? Yes**

**b) Has Executive Councillor Been Consulted? Yes**

**c) Scrutiny Comments**

The decision has not been considered by a scrutiny committee

**d) Have Risks and Impact Analysis been carried out? Yes**

**e) Risks and Impact Analysis**

See the body of the report.

## **7. Background Papers**

No Background Papers within the meaning of section 100D of the Local Government Act 1972 were used in the preparation of this Report.

This report was written by Karl Gibson, who can be contacted on 01522 553123 or [karl.gibson@lincolnshire.gov.uk](mailto:karl.gibson@lincolnshire.gov.uk) .

**EXECUTIVE DECISION NOTICE**

<b>Decision Maker</b>	Leader of the Council	Decision Date: 26 June 2020
<b>Decision Maker Name</b>	Leader of the Council (Executive Councillor: Resources and Communications)	

<b>Decision Record</b>	
Status	Item Called In
Decision Reference No:	I019952
Title	<b>A631 Market Rasen to Louth Safer Roads Primary Route Network</b>
Report reference	1.0
Record of Decision	That approval be given to the award of a main contract for the A631 Market Rasen to Louth Safer Roads Primary Route Network (PRN) resurfacing scheme.
Options considered	As detailed in the report.
Reasons for decision	As detailed in the report.
Records of conflicts of interest	N/A
Dispensation	N/A

Date of publication: 26/06/2020	Deadline for calling in this decision – 5pm on 1 July 2020
The above Executive Councillor decision will become effective from 02/07/2020 unless any three Members of the Council (or alternatively in the case of Education matters any three non-Councillor voting members) activate the call in process before the above deadline.	

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## **Appendix C**

### **A631 Market Rasen-Louth Supplementary Information**

#### **Introduction**

The A631 Market Rasen to Louth is a single carriageway road running east-west for a distance of 22.3 km. It is predominantly rural in nature with the exception of several rural villages and the market town of Market Rasen. It passes through two electoral divisions, Market Rasen Wolds and Louth Wolds.

Data from the Lincolnshire Road Safety Partnership is included in Appendix D.

#### **Safer Roads Fund**

In 2016 the Government announced the launch of the £175m Safer Roads Fund to enable local authorities to improve the safety of 50 of the highest risk A roads sections in England. Risk was assessed on the number of killed and seriously injured in the years 2012-2016. The Department for Transport (DfT) stressed that the Fund was additional funding and not to replace existing road safety funding.

The Safer Roads initiative was a new way of approaching road safety based on sections of roads, rather than individual locations. The eligible roads were presented in the Road Safety Foundation's British EuroRAP Results 2016 and the A631 was one of sections identified in Lincolnshire.

The DfT uses the computerised International Road Assessment Programme (iRAP) to undertake the risk assessment of eligible routes. This was to be used to create an Investment Plan that would increase the 'Star Rating' of the road sections based on engineering design attributes. Due to its high profile this work was fully funded by DfT nationally.

#### **A631 Route**

The bid for A631 East was taken through the Capital Programme Steering Group and authorised by Executive Councillor and Section 151 Officer prior to submission in September/October 2017. It was based on a series of measures that maximised the cost/benefit calculation from the iRAP software and raised the road rating from 1star to 3stars i.e. a safer route.

Those measures included:

- Carriageway resurfacing and edge strengthening to improve skid resistance and allow for carriageway markings
- Carriageway ribbed edge lining to prevent drifting vehicles
- Enhanced centreline markings to encourage separation of vehicles
- Reduced speed limit from derestricted to 50MPH to reduce overall risk
- Average speed camera system between Market Rasen and Ludford
- Works at the A157/A631 junction
- Reactive signage at junction of B1225 Caistor High Street to improve awareness

The anticipated benefit of these measures was a 40% reduction in killed and serious injury collisions on this stretch of A631.

Acceptance of our bid was received in June 2018 for works to be carried out in the 2020-21 financial years.

The Portfolio Holder informed local members and general communications were issued regarding the success. Copies of the bids were placed in the public domain on the Council's website.

Work commenced on developing the scheme elements in late 2019 and in February this year the usual pre-consultation information was sent to County Councillors C L Strange and C E H Marfleet prior to any public consultation required for the speed limit.

The proposed 50mph speed limit complies with the County Council Speed Limit Policy. It was supported by Councillor Strange, but Councillor Marfleet wrote to the Leader and Portfolio Holder articulating his concern over the wider use of 50mph speed limits.

Therefore, a meeting was held between Councillor Marfleet and officers on the 12<sup>th</sup> March 2020 to discuss his concerns over the traffic management measures proposed on the A631. Following the meeting Councillor Marfleet thanked the officers for their clarifications and justification; asking only for two additional signing issues on the route to be looked at. Public consultation was originally planned for late February; but has been delayed during the current COVID restrictions.

Concurrently with the traffic management measures, the resurfacing works to improve the running surface and skid resistance of the A631 were being designed as an integral part of the funding package. These works form the basis of the report subject to the Call-In.

The resurfacing works cover a total distance of 3.7km of the A631 starting adjacent to the Market Rasen racecourse and continue to North Willingham. The scheme also includes resurfacing of the junction of Caistor High Street B1225/A631.

The proposals comprise of overlaying the majority of the existing surface and replacing it with Hot Rolled Asphalt to improve skidding resistance and carriageway alignment; hence road safety. It also includes carriageway ribbed edge lining and an enhanced 150mm centreline marking along the full length of the resurfacing. All other line markings will be refreshed as part of these works.

This element is funded by the DfT Safer Roads surfacing allocation (£1,055,000).

### **Additional Carriageway Works**

While the design team was developing the carriageway surfacing project, it became apparent that in places the carriageway foundation layers were also failing. It was proposed that it would be prudent to include additional structural repairs at the same time as the Safer Roads bid surface treatment. This removes the need to revisit the site in the immediate future (when the foundations fails), reduces abortive costs of removing the surface course to repair the foundation and offers greatest level of efficiency and best value.

It must be stressed that the funding from the Safer Road bid is not being utilised for the additional carriageway foundation repairs and instead funding from the Coastal Highway Fund is being used (£647,500).

## **Procurement**

The estimated cost of the whole works is £1,702,500 and will be funded through the DfT Safer Roads allocation (£1,055,000) and the Coastal Highway Fund (£647,500).

The resurfacing and reconstruction works have been tendered and are currently being assessed with an intended programme start date on site in mid-August 2020.

Following the enforced delay, the required consultation on lowering the speed limit from derestricted to 50mph is ready to be carried out. Any change in speed limit will be subject to the normal County Council approval process.

## **Caistor High Street Junction B1225/A631**

In terms of collision history, the Safer Roads Bid related to Killed and Seriously Injured collisions (KSI) only over a time period of 2012 – 2016. During this time, no KSI collisions were reported at the B1225 junction and so the bid reflected this in terms of improvement measures. (Please refer to the collision map below).

Since then, between 2017 and 2019, there have been 2 serious collisions at the junction. The junction of Caistor High Street B1225/A631 is currently ranked 48<sup>th</sup> in our routine budget prioritisation of collision cluster sites collated by the Lincolnshire Road Safety Partnership (LRSP).

Therefore, it is unlikely to be placed above higher priority sites and receive any funding from our base road safety budgets. The measures outlined in the Safer Roads bid are the only realistic improvements for the junction at this time. All junctions are reviewed annually by the LRSP as normal procedure.

## **Summary**

The original bid was assessed using DfT software and the measures chosen ensured we secured the funding against their specified criteria. Looking at Value for Money and the Rate of Return along the route it is the relevance of the type of works e.g. surfacing to increase skid resistance, which secured the additional funding.

Based on the data, additional work, above the Safer Roads measures, at the Caistor High Street junction do not justify a higher priority.

The DfT has responded to requests for additional funding from local councils by committing to the Safer Roads Fund. They are committed to the Safer Roads approach as part of their future delivery model. This is a prescriptive process to allow consistency based on safer routes i.e. the whole is greater than the parts.

The DfT was asked if the grant payment could be withdrawn if the requested speed reductions to 50mph were not implemented. They would not say that the grant would be withdrawn as it had already been promised, but there was a Departmental interest in the scheme meeting the necessary safety ratings and adhering to the original bid planning as

closely as possible. It was accepted that some changes may need to be made to any scheme but with speed being a major contributory factor to collision and casualty rates, any suggestion that limits may not be reduced would need to be fully justified and documented.

## Appendix D

### LRSP Data on A631 Safer Roads Bid

- Traffic Volume approximately 4000 vehicles per day
- Overall number of collisions stated in the bid (2012-16) = 5 Fatal / 13 Serious / 48 Slight.
- The aim is to reduce KSI's by 40% and thus improve the EuroRap Rating from HIGH to MED/LOW

#### Caistor High Street (B1225) Junction

- No KSI injury between 2012 to 2016 and so none indicated in the bid at this location.
- 2 KSI's since, both in 2019, details as follows :-
  - a) August 2019 – driver 'in drink' didn't give way at the side road when travelling south towards Wragby, collided with vehicle on A631.
  - b) October 2019 – single vehicle on A631 skidded off road and hit wall at slight bend adjacent to crossroads.
- Other Slight injury collisions do not indicate any particular pattern.
- The location appears at No. 48 in the Road Safety Partnership's priority ranking system for Cluster sites.

#### Mean Speed Summary along Length

The following indicates the surveyed Mean Speeds at various locations along the A631 over the past 15 years.

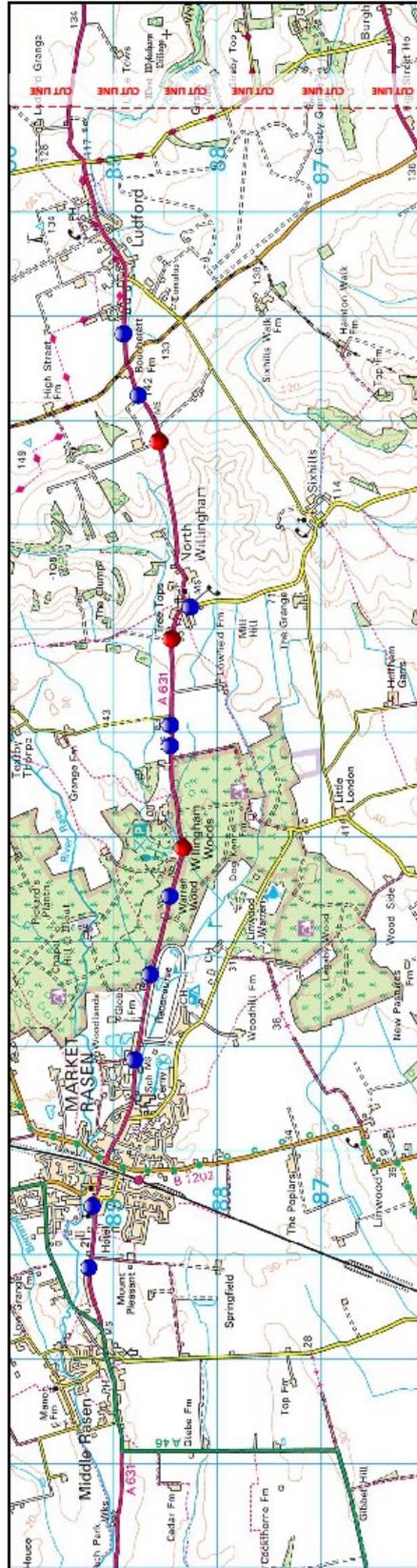
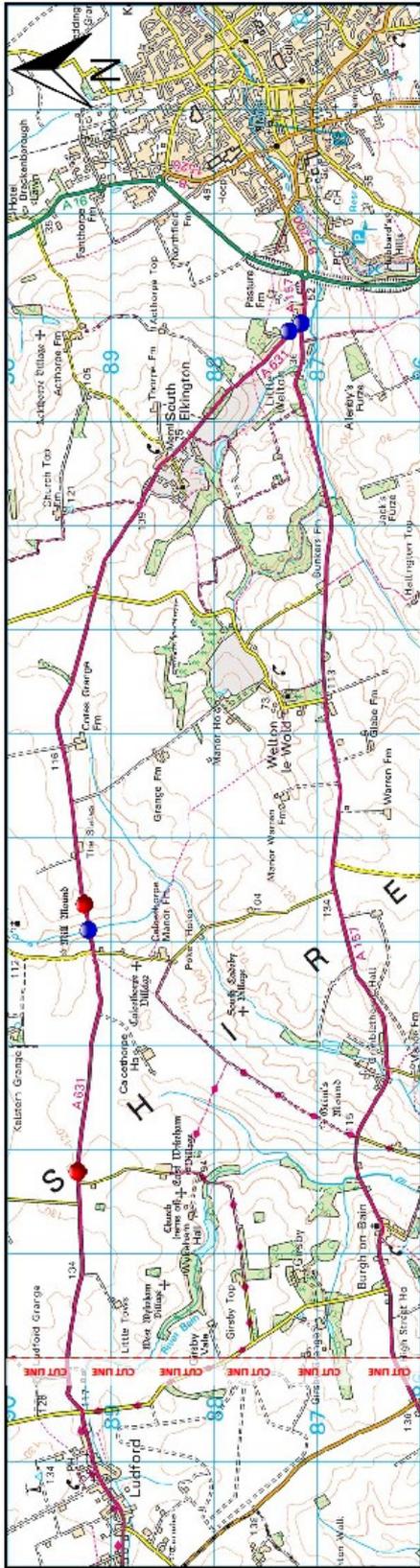
Location	Mean Speed (mph)
Willingham Woods west - (March 2017)	53.4
Willingham Woods nr entrance (Nov 2019)	52.5
Tealby Junction (Aug 2005)	51.1
West of Kelstern Turn (2008)	54.5
West of S Elkington village (Aug 2017)	53.0

The County Council's Speed Limit policy contains a section relating to Rural Locations; these being based on collision sites. The required criterion is met for a 50mph speed limit along the A631 route.

#### Consultation

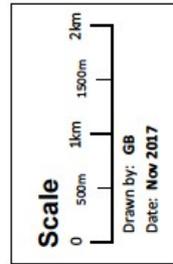
The introduction of a 50mph speed limit will be subject to the normal statutory consultation and public advertisement period. Any objections would be reported through the Planning and Regulation Committee.

**2012/16 DfT Collision Plan**



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Drawing Number: **LSP/G6/A631/2**  
 Scheme Title:  
**SAFER ROADS FUND**  
**A631, Louth to Middle Rasen**



**KSI Collision Statistics 2012 - 2016**

- Fatal
- Serious

**Lincolnshire**  
 COUNTY COUNCIL

**Lincolnshire Road Safety Partnership**

*Slaying the Road Safety Monster*

APPENDIX 1