

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

Report to:	Councillor M J Hill OBE, Leader of Council Executive Councillor: Resources and Communications
Date:	Between 22 and 29 July 2020
Subject:	A631 Corringham Road and Thorndike Way, Gainsborough Junction Improvement (Traffic Signals)
Decision Reference:	I019974
Key decision?	Yes
	Councillor R G Davies, Executive Councillor: Highways, Transport and IT

Summary:

This report provides an overview of the A631 Corringham Road and Thorndike Way, Gainsborough junction improvement (Traffic Signals).

The report seeks approval from the Leader of the Council and Executive Councillor: Highways, Transport and IT to the Scheme Appraisal and the Council proceeding with the scheme and to the procuring and awarding of a contract for the scheme.

Recommendation(s):

1. That the Executive Councillor: Highways, Transport and IT approves the Scheme Appraisal and the Council progressing with the A631 Corringham Road and Thorndike Way, Gainsborough Junction Improvement Scheme (Traffic Signals).
2. That the Leader of the Council (Executive Councillor: Resources and Communications) approves in principle the award of and entering into a contract for the construction of the Scheme.

Alternatives Considered:

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| 1. | To not construct the scheme. |
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Reasons for Recommendation:

The Scheme will deliver the following significant benefits for local residents, businesses and other road users:

- Improve safety and reduce the number of collisions at this junction.
- Accommodate the future growth aspirations in the area.

Not to proceed with the scheme would mean that these benefits would not be realised at this location and will continue to present safety issues at a location which has numerous recorded accidents and has been recorded by Lincolnshire Road Safety Partnership (LRSP) as being of very high risk.

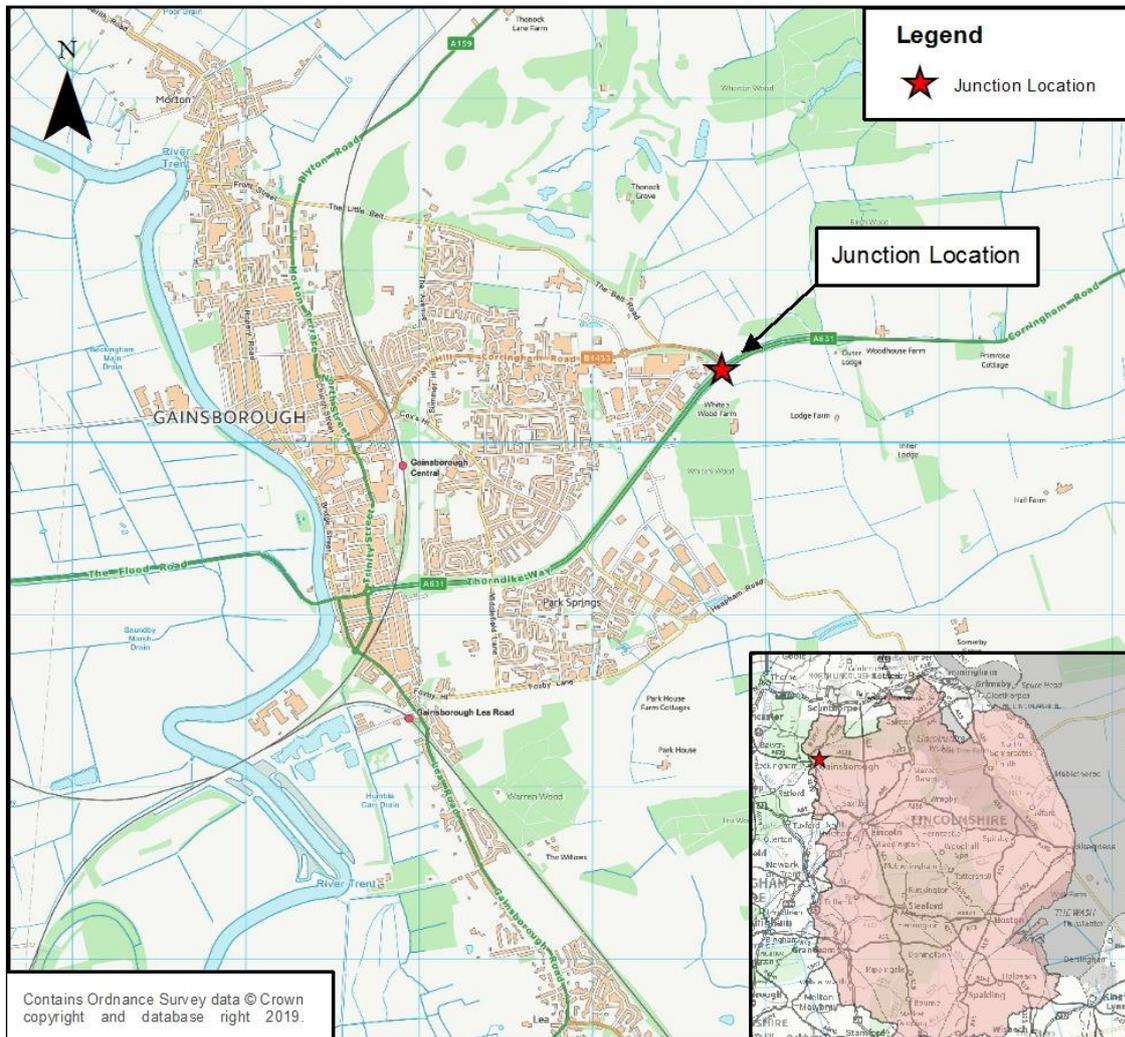
1. Background:

The A631 Corringham Road/Thorndike Way give-way junction in Gainsborough has had a significant highway safety problem for many years and a number of minor modifications have been made over the years to address this issue.

In the latest accident cluster assessment completed by the Lincolnshire Road Safety Partnership (LRSP) this junction has attracted the highest number of injury accidents in the last five years.

The Central Lincolnshire Local Plan has identified the Gainsborough Northern Neighbourhood development to deliver up to 750 dwellings by 2036. This proposed development is situated approximately 400 metres to the North West of this junction improvement and will help facilitate the growth.

Below is a location plan:



2. Existing junction:

The junction is located on a route which caters for strategic and local traffic and provides access to regional economic centres such as Rotherham, Doncaster Airport, Grimsby, the Lincolnshire Coast and the Humber Ports. The A631 is one of the main east-west strategic routes in the sub-region, linking the A1 and South Yorkshire conurbation with the A15 and east coast.

The junction is currently a priority cross-roads consisting of four roads as follows:

- Corringham Road (B1433) to the west
- Corringham Road (A631) to the east
- Thorndike Way (A631) to the south
- Farm access track

The existing layout of the junction creates confusion and is inconsistent with other junctions along the A631 route. This is due to its position at the end of a dual carriageway section of the A631 and the complex series of movements that have to be accommodated across a wide carriageway.

The existing layout of the junction is shown below.



The junction configuration has a number of different slip roads, turnings and give-way markings which can be confusing to motorists, especially at the Corringham Road (B1433) minor arm.

Approaching from Thorndike Way (A631) from the south, the road has a single lane for approximately 250m before the junction with a circa 150m deceleration lane for traffic turning left into Corringham Road (B1433). There is a stop line at the end of the deceleration lane where traffic is required to give way to vehicles turning right from the northern approach of the junction. The junction has a 150m dedicated right turning lane on the northern approach to the junction with a 'give way' to traffic travelling north.

Corringham Road (B1433) minor arm comprises a single lane entry with a flare for left turning traffic. The flare can accommodate approximately two vehicles. Any vehicle travelling south must cross the southern arm and wait in the refuge of the junction for an acceptable gap in traffic before joining the main carriageway. The arrangement causes confusion for motorists and conflict between those entering Corringham Road (B1433) from the north and those attempting to travel south from Corringham Road (B1433).

This type of junction layout is not replicated in other areas of the town which adds to the confusion with members of the public who have stated they avoid the junction leading to other issues on the network.

The Corringham Road (B1433) minor arm of the junction provides access to various residential neighbourhoods as well as Gainsborough town centre. It is also an important link for accessing the Corringham Road Industrial Estate which is one of the main economic areas of the town and home to a number of large companies including Jewson and Ping Europe Limited.

3. Proposed Scheme:

There is a clear need for intervention at this junction, and whilst there have been a number of minor modifications made to the junction over the years to attempt to address the issues, these have not been fully successful and the preferred solution, and most effective solution is for the upgrade of the junction to signal control.

The scheme proposals involve replacing the existing junction with a traffic signalled arrangement to improve the traffic flow and highway safety of the junction.

A scheme layout drawing is shown in Appendix A.

The proposed layout of the junction has been designed to improve safety at the junction and comprises a four-arm signal-controlled arrangement.

The Thorndike Way (A631) south arm of the junction will consist of dedicated left turn deceleration lane for access to Corringham Road, two straight on lanes and a small right turn providing access to the farm track to the east.

The Corringham Road (B1433) west arm will comprise of a two-lane entry which will improve safety for vehicles turning right out of the arm and travelling south.

The northern arm of the junction (Corringham Road A631) will have two straight on lanes and a right turning lane to provide access to Corringham Road (B1433). The right turning lane will allow for safer access to Corringham Road and the future Gainsborough Northern Neighbourhood Sustainable Urban Extension (SUE) situated approximately 400 metres to the North West of this junction improvement on Corringham Road.

The eastern arm of the junction is dedicated for the farm track and will operate on a demand basis where a sensor will determine when a vehicle is present and adjust the signal timings accordingly.

The junction will be designed to current standards and will increase efficiency of the junction and improve highway safety.

4. Scheme Benefits:

The new scheme will provide the following benefits and improvements to the highway network.

Improving Safety

The LRSP undertakes an annual prioritisation of collision clusters across the county network. The LRSP defines a cluster where four collisions are reported over a five-year period within a 100m of each other. Each cluster is given a score based on the severity and type of road user involved.

The scores and clusters are reviewed annually and the latest analysis available covers the period of 2013 to 2018.

The scores reveal that this junction is ranked the worst in the county, with a total of 24 collisions occurring over the reporting period with 5 of these collisions classed as serious.

The inclusion of traffic signals will mean that conflict is reduced between motorists, and crucially the requirement for human behaviour to make a judgement is removed. The signalisation of the junction introduces control over previously conflicting movements and the potential for human error.

Improving accessibility

The scheme will improve access to Corringham Road Industrial Estate and other major employment areas (principally small and medium sized enterprises, manufacturing and industrial process sites) within the immediate vicinity. This includes improving access to large businesses including Ping Europe Limited and Eminox. The junction is the main entry/exit point for the thousands of employees who work on the industrial estate.

Other major employers include the future agri-foods development located at Caenby Corner approximately 13km east of the junction. This site is forecast to add value to the local economy and the junction is on the main route west from the site and as such is expected to carry significant additional freight traffic.

The improved accessibility of the junction will provide greater certainty to businesses and facilitate economic growth and productivity within the area.

Improving Network Capacity and Junction Efficiency

The new junction arrangement will improve traffic capacity on the minor arm and improve overall junction efficiency by allowing traffic from Corringham Road (B1433) to enter the junction safely and without conflict. If the junction is not upgraded to signals, then the likely result will be that the increases in traffic volumes on the A631 will inhibit traffic entering the junction from the minor arm (B1433). The upgrading of the junction to traffic signals will mitigate the impact of future housing growth as outlined within the Central Lincolnshire Local Plan.

Improving Highway Network Resilience

The improvements to the junction will ensure that the local highway network is better placed to manage traffic flow and provide enhanced network resilience in the case of incidents. The location of the junction on this key strategic route for economic growth and productivity will be future proofed as part of the scheme proposals, so that it can accommodate future increases in traffic flow expected as part of the delivery of new developments.

Improving Highway Layout Consistency

The new junction will be designed to the latest standards and will be consistent with other junctions in the area. This includes the Thorndike Way (A631) / Somerby Way junction and the Thorndike Way (A631) / Heapham Road South junction which are both signalised junctions. The location of the junction means that it is the first junction motorists encounter as they enter the built-up area of Gainsborough from the east. The newly improved junction arrangement will act as a 'gateway' on the approach into the town.

5. Programme:

The scheme is currently programmed to commence on site in September 2020.

All the works can be accommodated with the existing highway boundary and therefore no land acquisition or planning permission is required.

6. Funding:

The scheme will be delivered by Balfour Beatty and Colas through the new Highways Maintenance Contract.

The estimated whole scheme costs are £1,623,000 and will be funded by the following sources:

Greater Lincolnshire Local Enterprise Partnership Contribution	£500,000
Lincolnshire County Council – Integrated Transport Block	£623,000
Lincolnshire County Council - Forward Funded (WLDC S106 Contribution)	£500,000

A memorandum of understanding has been drafted with West Lindsey District Council (WLDC) to ensure that the S106 contribution is received by Lincolnshire County Council no later than 31 March 2021.

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.

Consideration has been given to the Equality Act 2010 and an Equality Impact Assessment has been undertaken during scheme development to ensure all impacts are identified and mitigated where possible.
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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 the scheme has benefits for both the health and wellbeing of people in Gainsborough and other road users:

- The scheme will improve safety and reduce the number of collisions at this junction for all road users;
- The scheme will reduce congestion and increase visibility for all road users.

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 is not considered to have any direct effect on crime and disorder.

8. Conclusion

The scheme delivers significant safety benefits for local residents and road users and will also facilitate the growth aspirations of Gainsborough.

The Executive Councillors are invited to approve the procurement and award of a contract for the construction of the Scheme and to approve the Scheme appraisal.

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 remits of the Leader of the Council and the Executive Councillor Highways, Transport and IT, respectively.

10. Resource Comments:

The works proposed in this paper are to be funded by a £0.500m grant from the Greater Lincolnshire Local Enterprise Partnership, a £0.500m Section 106 contribution from West Lindsey District Council (which requires forward funding by the Council) and £0.623m from the Integrated Transport Block which is budgeted for in the Council's approved 2020/21 Capital Programme.

11. Consultation

a) Has Local Member Been Consulted?

Yes

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

The decision will be considered by the Highways and Transport Scrutiny Committee at its meeting on 20 July 2020 and the Committee's comments will be reported to the Executive Councillors.

d) Have Risks and Impact Analysis been carried out?

Yes

e) Risks and Impact Analysis

A Risk Register is reviewed regularly for this project and has been discussed with the Project Sponsor.

12. Appendices

These are listed below and attached at the back of the report	
Appendix A	Scheme Layout Drawing

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 Karl Gibson, who can be contacted on 07920576630 or karl.gibson@lincolnshire.gov.uk.