

**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:**

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| 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. |
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**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.

- 1.2 The current condition of this section of the network has steadily worsened over the past few years, and there are safety concerns associated with limited available width and the condition of the surface. Failure to intervene will result in increased claims as a result of vehicular damage, the potential for accidents to happen and propagation of increased repair costs once intervention takes place. The road could potentially become dangerous and safety concerns continue to grow.
- 1.3 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.
- 1.5 Work will take place overnight between 7:30pm and 6am, Monday to Friday, to minimise the delay on this popular tourist route. Access to properties will be maintained.
- 1.6 Traffic will be managed by road closures with signed suitable alternative routes which will be provided and maintained in serviceable condition.
- 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.
- 1.8 The PRN works are currently being tendered via the County Council's Select List Framework. The estimated cost of the works is £1,575,000.
- 1.9 The whole scheme costs are:

*Costs Incurred Thus Far*

Design Fees -	£30,000
Lincs Laboratory Investigations -	£14,000
Topographical Survey -	£6,500

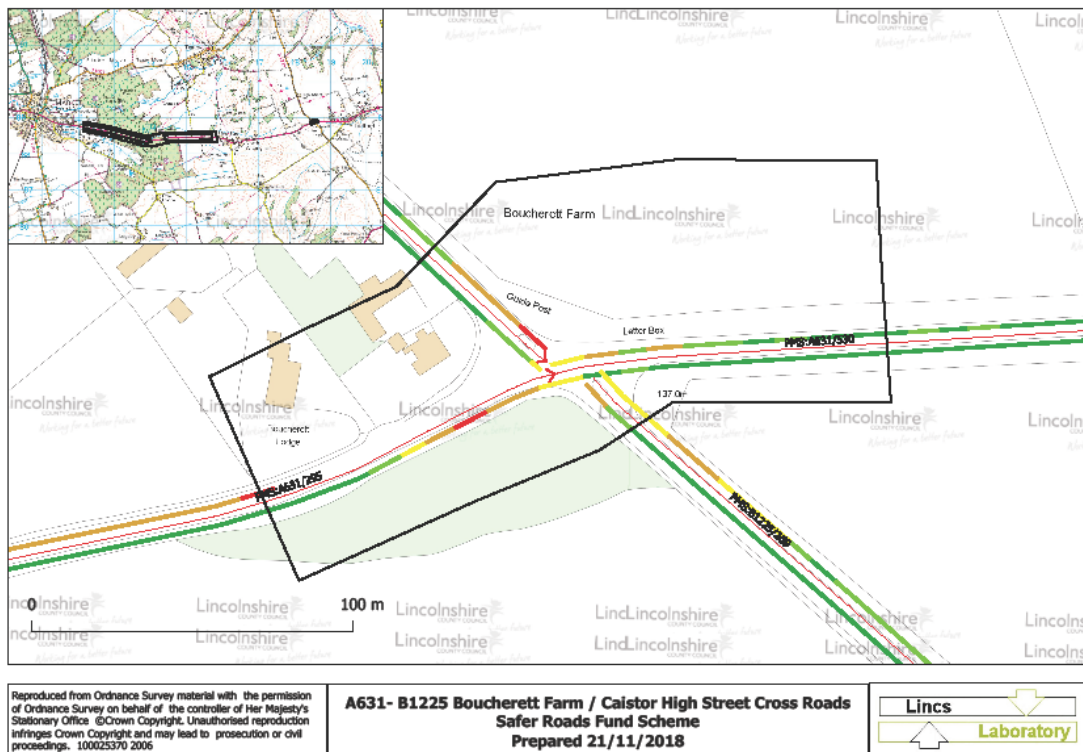
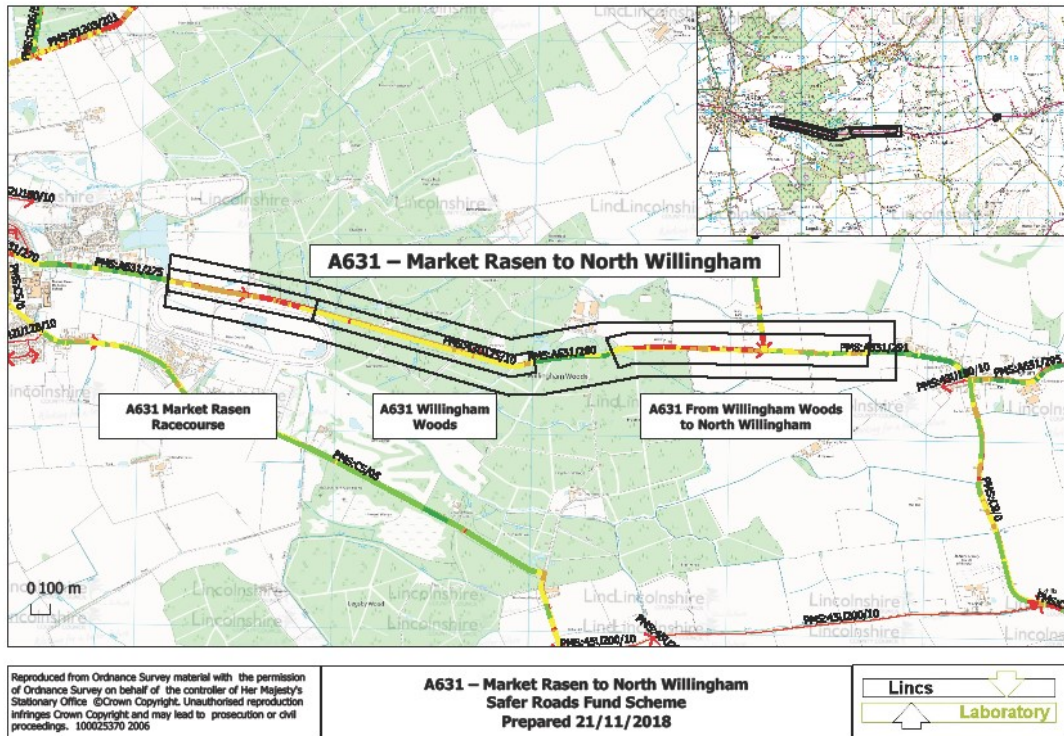
*Projected Additional Costs*

Resurfacing Contract -	£1,575,000
Supervision Fees -	£30,000
Laboratory / Final Product Testing Costs -	£47,000

**TOTAL PRN SCHEME COST                                £1,702,500**

- 1.10 The scheme will be funded from the DfT Safer Roads funding allocation (£1,055,000) and the Coastal Highway Fund (£647,500).

# 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) .