

## **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.

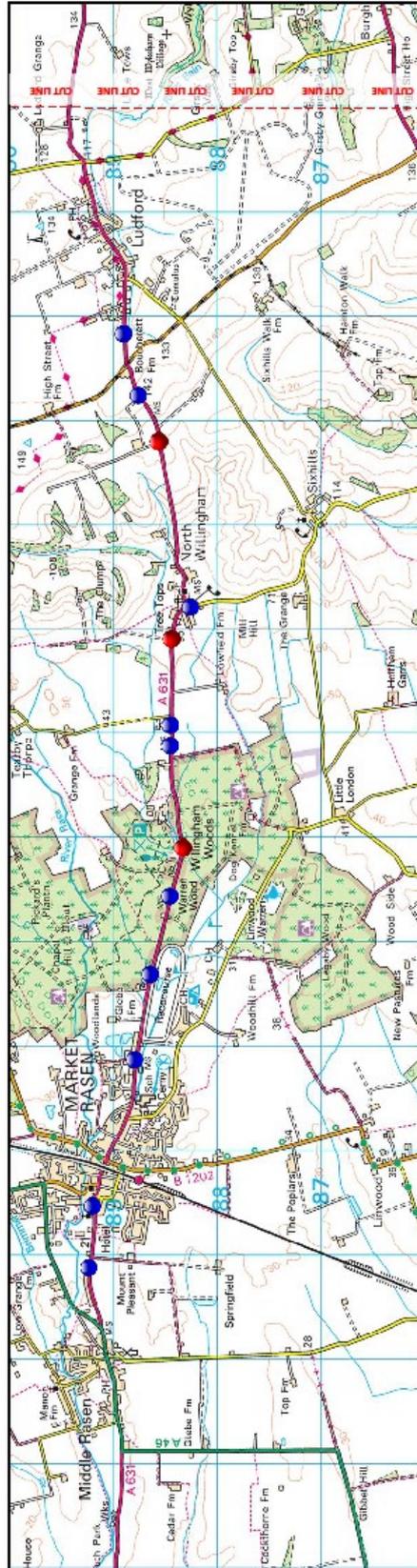
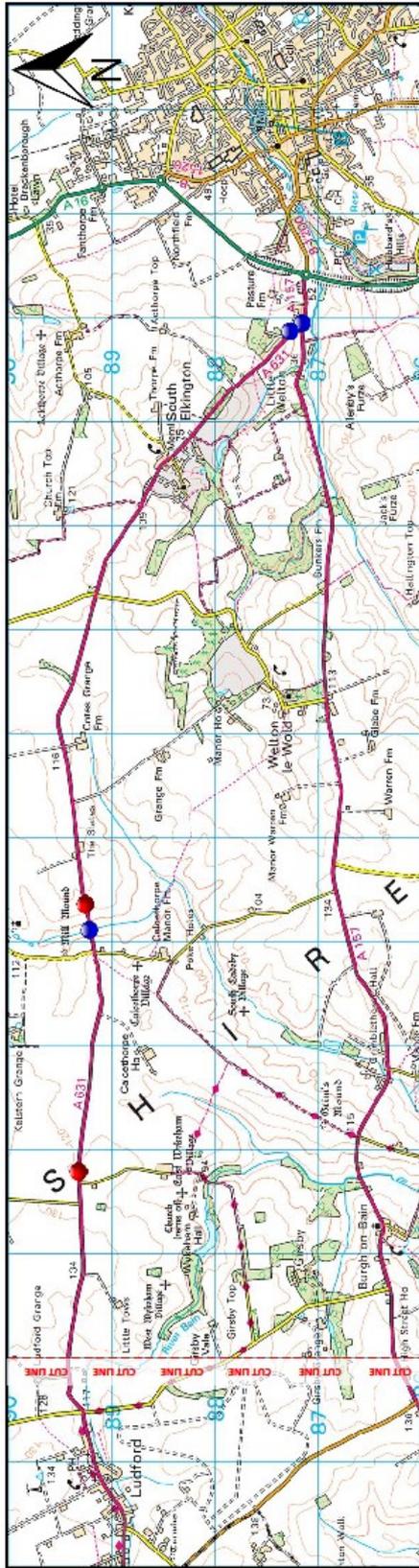
Location	Mean Speed (mph)
Willingham Woods west - (March 2017)	53.4
Willingham Woods nr entrance (Nov 2019)	52.5
Tealby Junction (Aug 2005)	51.1
West of Kelstern Turn (2008)	54.5
West of S Elkington village (Aug 2017)	53.0

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

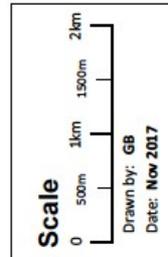
The introduction of a 50mph speed limit will be subject to the normal statutory consultation and public advertisement period. Any objections would be reported through the Planning and Regulation Committee.

# 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**

APPENDIX 1