

Funding for Local Transport: Safer Roads Fund



Department
for Transport

Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, we would suggest around 10 to 15 pages including annexes would be appropriate.

A separate application form should be completed for each scheme.

Applicant Information

Local authority name(s)*:

Lancashire County Council

Bid Manager Name and position:

Daniel Herbert, Network Manager

Contact telephone number: 01772 538654

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Postal address: Highways Office, Cuerden Way, Bamber Bridge, Preston, PR5 6BJ

When authorities submit a bid for funding to the Department for Transport, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department for Transport. The Department for Transport reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the web link where this bid will be published:

<http://www.lancashire.gov.uk/council/finance/budget/capital-programme-updates.aspx>

SECTION A - Scheme description and funding profile

A1. Scheme name: A6 from Lancaster to M6 J33 - Safety Improvements

A2. Headline description:

The scheme will provide additional safety engineering measures on the A6 gyratory system in Lancaster City Centre and south to the M6 at Junction 33.

The scheme comprises the provision of:

- Improved Cycle and Pedestrian facilities all round Pointer Roundabout.
- Average Speed / Red Light Camera system provided over 9.1km.
- Two uncontrolled pedestrian crossing points on the gyratory system.
- Imprint paving to highlight ten existing signalised pedestrian crossings.

A3. Geographical area:

The A6 gyratory system in Lancaster City Centre and south through Scotforth, past the University of Lancaster and through Galgate village to Junction 33 of the M6.

Length of eligible road section: 9.1 km

OS Grid Reference: Min E: 347429 Min N: 454240 Max E: 348397 Max N: 462071

Postcode: From: LA1 1NS To: LA2 0HY

Appendix: A, B and C

A4. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes – See Appendix D

SECTION B – The Business Case

B1. The Scheme – Summary/History (Maximum 200 words)

The route was identified by the Road Safety Foundation as one of England's 50 roads with the highest risk of fatal and serious collisions. The DfT Safer Roads Fund is intended to improve safety on these roads. The road safety risks and suggested remedial measures in the bid have been identified in partnership with the Road Safety Foundation using their VIDA software.

The scheme will:

- Provide average speed cameras along 9.1km of the A6 to regulate traffic speeds and red light cameras at five locations to ensure driver compliance at junctions with pedestrian facilities.
- Provide two additional informal pedestrian crossings on the city centre gyratory system and upgrade ten existing pedestrian crossings to include imprint paving to increase their conspicuity.
- Improve cycle and pedestrian facilities with the provision of safe alternative routes at the Pointer Roundabout. Two options are being considered, one with shared-use zebras the other traffic signals, and a final decision will be made following further design work and consultation with local user groups. Costs for this are shared with our bid for the A588 which also joins Pointer Roundabout.

The safety engineering measures proposed are intended to reduce the risk of fatal and serious collisions occurring along the route by reducing exposure to hazards and creating a safer environment for all road users. This should increase the International Road Assessment Programme (iRAP) Star Rating of the route.

B2. The Strategic Case (Maximum 350 words)

Over the last five calendar years (2012 to 2016) there have been 2 fatalities and 32 serious injuries resulting from traffic collisions along the route. In addition to targeting these collisions the scheme aims to treat the whole route which runs from the M6 junction 33 initially through a rural environment, Galgate village, past the main University entrances and into the extensively traffic managed suburbs and City Centre of Lancaster. The scheme treats the whole length in order to regulate driver behaviour and reduces the potential for collision displacement. Within the urban area measures proposed will help reduce collisions involving vulnerable road users with the introduction of shared use footways and new or upgraded crossing facilities.

All measures recommended for the route by VIDA were considered, however the rural location of the A6 meant that many of the identified measures were inappropriate given that they would have resulted in a loss of natural habitat for wildlife and altered the character of the road. Measures within the urban area were restricted due to the existing building and boundary lines.

The measures put forward by LCC aim to regulate driver behaviour throughout the route. The measures proposed can be contained within the current extents of the highway with very little impact on the surrounding environment.

Urban areas will see the introduction of improved cycle and pedestrian facilities. The urban safety measures will provide improved connectivity for vulnerable road users and regulate traffic speeds

and flows. The measures target conflict collisions between the varying modes of transport, particularly motor vehicles and cyclists which is the dominant collision type at this location.

Research suggest that Average Speed cameras can reduce Killed or Seriously Injured collisions by 36.4% and to a lesser extent all personal injury collisions by 16%¹.

The signal controlled crossing facilities would be expected to reduce collisions involving pedestrians by between 25-40%².

As a result of the above researched findings it is anticipated that the measures proposed will reduce collisions where the contributory factors involve excessive speeds, loss of control or conflicts between vulnerable road users and motor vehicles.

⁽¹⁾ – RAC Foundation, The effectiveness of Average Speed Camera, Owen, Ursachi and Allsop, 2016)

⁽²⁾ – iRAP Road Safety Toolkit, 2017)

B3. The Financial Case – Project Costs

Estimated costs for separate elements of this bid are as follows:

Location	Description	Estimated Costs (£000s)
Throughout (9.1km)	Design and installation of Average Speed / Red Light Camera system	666
Pointer Roundabout	Remodelling of the roundabout to provide improved pedestrian and cycle facilities	500
King Street	Two uncontrolled pedestrian crossing points	40
10 pedestrian crossing points at signalised junctions on the city centre gyratory system	Imprint paving	10

Total cost of these works is therefore £1,216,000.

Table A: Funding Profile (Nominal terms)

£000s	2017-18	2018-19	2019-20	2020-21	Total
DfT Funding Sought	0	300	666	250	1,216
LA Contribution	N/A	N/A	N/A	N/A	
Other Third Party Funding	N/A	N/A	N/A	N/A	

Notes:

(1) Department for Transport funding will not be provided beyond 2020/21 financial year.

B4. The Financial Case – Local Contribution / Third Party Funding

The bid is below the threshold cost of £0.2m per km of eligible road section and therefore a local contribution is not required.

B5. The Financial Case – Affordability and Financial Risk (maximum 300 words)

Lancashire County Council (LCC) has conducted a thorough investigation of the scheme costs which will be delivered over 3 financial years (2018-19, 2019-20 and 2020-2021). Within the costs estimate provided LCC has made our normal allowance for contingencies (5%), overheads (14%), design costs (24%) and project management (10%) which should address any short fall in funding for elements not identified during the initial assessment process.

LCC has significant project management experience for large scale projects such as this. The majority of the scheme will be delivered using LCC resources and existing framework agreements, any additional elements will be delivered through the tendering process.

In the event of cost overruns the measures covering the entire route (average speed cameras) would be reduced in scope and prioritised to cover those sections of the route where maximum casualty reduction benefit would be achieved within the available budget. In the event of cost overruns on the major improvements proposed for the Pointer Roundabout there is sufficient flexibility within the scope of the proposals that the detailed scheme design could be revised as required to achieve the maximum possible safety benefits within the available budget.

The main risk to project timescales will be those elements of the scheme delivered through the tender process, such as average speed cameras. Low uptake by external providers may result in additional time required to retender. Overall scheme costs may also be affected during the tender process, estimated costs submitted within the bid are based on delivery costs for previous schemes of this nature. However, should the tender process result in significantly higher bid costs this may affect the ability of LCC to complete the scheme within the budget allocated.

B6. The Economic Case – Value for Money

At the time of submission Lancashire County Council had only just received the processed ViDA outputs from the Road Safety Foundation which will enable us to calculate the BCR for the A6. Lancashire County Council will submit the Economic case within the two week extension provided by the DfT for this element of the application.

B7. The Commercial Case

The procurement exercise will be undertaken in accordance with the county council's approved Social Value Policy & Framework which complies with the Public Services (Social Value) Act 2012. Ten per cent of the tender evaluation score will be based on Social Value Objectives as set out in the framework, focussing mainly on promoting training and employment opportunities for people in Lancashire and promoting environmental sustainability.

Lancashire County Council are experienced in this type of work therefore the main procurement route will be using existing frameworks and contractors. Although a framework will be used to purchase the speed cameras, there will need to be a mini tendering exercise, it is anticipated that this will take approximately three months.

B8. Management Case – Delivery (Maximum 300 words)

Project plan attached (Appendix E)

In addition to the attached project plan Lancashire County Council (LCC) will undertake monitoring of the scheme until 5 full years of post-implementation collision data is available. LCC will undertake a Stage 4a (when 12 months collision data is available) and Stage 4b (when 36 months collision data is available) safety audit before compiling a final collision analysis report based on the 5 year collision data obtained.

Letter of support from CCIr Iddon, Cabinet Member for Highways and Transport (Appendix F)
Letter of support from Phil Barrett, Director of Community Services (Appendix G)
Email of support from Assistant Chief Constable Tim Jacques, Lancashire Constabulary (Appendix H)

B9. Management Case – Governance (maximum 300 words)

The Senior Responsible Owner is Phil Barrett, Director of Community Services.

Delivery of the project will be overseen by a Project Board chaired by Daniel Herbert, Group Manager Highways, who is the Project Manager. The Project Board will be responsible for managing the development and delivery of the project.

An Organogram is attached (Appendix I)

B10. Management Case – Risk Management

Risk Management Log attached (Appendix J)

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

The Benefits Realisation Plan is driven by the vision and the primary objectives of the scheme in order to ensure that the expected benefits of the scheme drive the monitoring and evaluation process.

This should therefore provide best value for money in terms of monitoring and evaluation, and provide an appropriate overview as to whether or not the outcomes of the schemes have been met and help maintain the focus of the monitoring exercise.

A Logic Map is attached (Appendix K)

C2. Monitoring and Evaluation (maximum 250 words)

The expected benefits are directly linked to the outcomes and therefore by aligning the monitoring and evaluation plan to these outcomes, the progress and impact of the scheme can be evaluated at an appropriate level.

The outcome for the proposed improvements is to make this section of the highway safer for all road users, where possible accommodating all their needs. Therefore the monitoring and evaluation process will undertake studies looking at traffic flows and speeds as well as accidents and casualty rates to enable a risk level to be calculated. Monitoring will take place before the improvement to establish a baseline and immediately after the improvements have been implemented and then after a number of months to monitor the long term impact.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for A6 – M6 Junction 33 to Lancaster City Centre (including the gyratory) I hereby submit this request for approval to DfT on behalf of Lancashire County Council and confirm that I have the necessary authority to do so.

I confirm that Lancashire County Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name:

Phil Barrett

Position:

Director of Community Services

Signed:



D2. Section 151 Officer Declaration

As Section 151 Officer for Lancashire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Lancashire County Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver this scheme on time and on budget
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance / assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place.

Name:
Neil Kissock

Signed:

**Submission of bids:**

An electronic copy only of the bid including any supporting material should be submitted to:

saferoadsfund@dft.gsi.gov.uk

APPENDICES

- Appendix A, B and C – Location Maps
- Appendix D – EIA
- Appendix E – Project Plan
- Appendix F – letter of Support from CCIlr Iddon – Cabinet Member for Highways and Transport
- Appendix G – Letter of support from Phil Barrett, Director of Community Services
- Appendix H - Email of support from Assistant Chief Constable Tim Jacques, Lancashire Constabulary
- Appendix I – Organogram
- Appendix J – Risk Management Log
- Appendix K – Logic Map