

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

Email address: daniel.herbert@lancashire.gov.uk

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: A581 Rufford to Euxton Safety Improvements

A2. Headline description:

This scheme will provide safety engineering measures on the A581 between the junction with the A59 near Rufford, to its junction with the A49 at Euxton.

The scheme comprises the provision of:

- Average Speed Cameras provided over 11.4km
- Solar powered road studs, enhanced visibility centrelines and edge of carriageway rumble strips provided over 6.5km of unlit carriageway
- Mini roundabouts at four existing priority junctions
- School warning zone
- Centre hatching for west of Croston and improved delineation on 3 bends
- Extension of the Ulnes Walton 30mph zone

A3. Geographical area:

The area covered is the section of the A581 from the junction with the A59 near Rufford to the junction with the A49 at Euxton. The route is primarily rural with the exception of the villages of Croston and Ulnes Walton in the central section of the route.

Length of eligible road section: 11.4km

OS Grid Reference: 345829, 416983 to 355531, 418253

Postcode: L40 1SQ to PR7 6JA

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

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.

This scheme will:

- Improve carriageway delineation through the provision of enhanced visibility lane markings, centre hatching, solar powered road studs and edge of carriageway rumble strips.
- Install average speed cameras along 11.4km of the A581 to regulate speeds; and
- Provide four new mini roundabouts to improve safety and redistribute traffic queues at existing priority junctions.
- Modify the speed limits over short distances to ensure roundabout approach speeds are appropriate.
- Provide school warning beacon for the two schools on the route
- Remove tree stumps close to the edge of the carriageway

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

Over the past five full years (2012 – 2016) there have been 43 personal injury collisions with 1 fatality and 12 serious collisions on this section of the A581.

The dominant collision causations in the rural sections of the route for the 3.5kms west of Croston to the end of the route at the junction with the A59 and for the 3km east of Shaw Green to the junction with the A47 is characterised by loss of control and excessive speed collisions.

For the central 5kms in the vicinity of Ulnes Walton the most common type of accidents are turnings collisions at four priority junctions where mini roundabouts are proposed.

The measures put forward by LCC aim to regulating driver behavior and improve delineation of the route through rural areas. The measures proposed can be contained within the current extents of the highway with very little impact on the surrounding environment. The safety options chosen will address the main safety issues along the rural length, excessive speeds and loss of control.

What road safety options have been considered and why do the proposed ones provide the best solution, particularly in terms of meeting the objective of reducing fatal and serious injury collisions?

All measures suggested and recommended by the Road Safety Foundation's ViDA software were considered, however, the rural location of the A581 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. In addition future maintenance costs of such measures were prohibitive.

What is the impact and the expected road safety benefits / outcomes of the scheme? If possible, provide information on the likely KSI reductions as a result of the scheme.

The mini roundabouts are expected to result in a collision reduction of 40%³. 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. Reduction of 30mph speed limits by 25% The improvements to carriageway lining along unlit sections of the A581 is expected to realise a reduction in personal injury collisions by between 10-25%².

The extension to the Ulnes Walton 30mph zone is expected to reduce the number of collisions by 25%³.

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

⁽²⁾ – iRAP Road SafetyToolkit, 2017)

⁽³⁾ - RoSPA and TMS Consultancy (2017) 'Road Safety Engineering Manual')

B3. The Financial Case – Project Costs

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

Location	Description	Estimated Costs (£000s)
Throughout (11.4km)	Design and installation of Average Speed Camera system	716
Unlit lengths (6.5km)	Solar powered road studs	100
Unlit lengths (6.5km)	Edge of carriageway rumble strips	33
Unlit lengths (6.5km)	Enhanced visibility lane markings	12
Lydiate Lane junction	New mini roundabout	75
New Lane junction	New mini roundabout	75
Ulnes Walton Lane junction	New mini roundabout	75
Highfield Junction	New mini roundabout	75
Various (6 sites)	Extended 30mph limit with gateways	70
Dawbers Lane	Remove 4 tree stumps	2
Schools in Croston	School Wig-wags	2
Various	Centre hatching (3km)	24
Bends west of Croston	Marker posts	4

Total cost of these works is therefore £1,262,750.

Table A: Funding Profile (Nominal terms)

Please complete the following tables. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Table A: Funding profile (Nominal terms)

£000s	2017-18	2018-19	2019-20	2020-21	Total
<i>DfT Funding Sought</i>	<i>N/A</i>	<i>816</i>	<i>447</i>	<i>0</i>	<i>1,263</i>
<i>LA Contribution</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
<i>Other Third Party Funding</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

Notes:

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

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

a) 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

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 as the majority of the bid measures cover all or significant lengths of the route (average speed cameras, enhanced markings and road studs) the proposed treatments 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.

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 A581. 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 average 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

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

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

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

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.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration

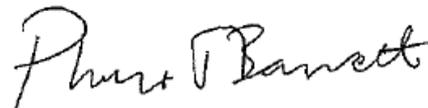
As Senior Responsible Owner for A581 Rufford to Euxton Safety Improvements I hereby submit this request for approval to DfT on behalf of Lancashire County Council and confirm that I have the necessary authority to do so.

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:

saferroadsfund@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 CClr 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

