

# 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:** Cuerden Highways Offices, 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:** A683 Lancaster to Kirkby Lonsdale Safety Improvements

### **A2. Headline description:**

The scheme will provide additional safety engineering measures on the A683 between the M6 junction 34 at Lancaster and its junction with the A65 near Kirkby Lonsdale.

The scheme comprises the provision of:

- 4,000m of Central Hatching
- Improved Signing
- 3,500m of Roadside Safety Barriers
- 2 Gateway treatments at Caton
- 450m of Centerline Removal at Melling
- Traffic Calming/Uncontrolled Crossing at Caton & Hornby
- Footway widening over Hornby Bridge
- Enhanced visibility centreline, edge of carriageway rumble strips and solar powered road studs over 17km of unlit carriageway
- Average Speed Cameras, entire route

### **A3. Geographical area:**

The length of the A683 covered by the bid follows the River Lune up the Lune Valley, extending from its junction with the M6 at Lancaster (Jct 34) to its junction with the A65 at the County Boundary. This passes through Caton and several villages, crossing the River Wenning at Hornby. 17km of the route is rural and unlit.

Length of eligible road section: 24 km

OS Grid Reference: E349817:N464225 to E361892:N477972

Postcode: LA2 9HG to LA6 2GD

Appendix: Appendix A, B, C, D, E and F

### **A4. Equality Analysis**

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

Yes – See Appendix G

## **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 improved quality lane markings along with the provision of road studs and edge of carriageway rumble strips.
- provide average speed cameras along the 24km stretch to regulate speeds
- implement traffic calming measures in Caton, Claughton, Melling & Hornby to regulate speeds
- provide safety barriers at key locations to reduce the potential severity of vehicles leaving 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 last five calendar years (2012 to 2016) there have been 2 fatalities and 25 serious injuries resulting from traffic collisions along the route. It was identified by the Road Safety Foundation as one of England's 50 roads with the highest risk of fatal and serious collisions.

All measures recommended for the route by ViDA were considered. However, the rural location of the A683 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.

The measures put forward by LCC aim to regulating driver behaviour 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.

Built up areas will see the introduction of Traffic Calming measures aimed at improving driver behavior by changing the environment of the road.

The improvements to carriageway lining along unlit sections of the A583 is expected to realise a reduction in all personal injury collisions by between 10-25%.

The signal controlled crossing facilities would be expected to reduce all personal injury collisions by between 25-40%<sup>2</sup>.

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%<sup>1</sup>.

The Safety Barriers are expected to reduce all personal injury collisions by 40-60%<sup>2</sup>.

Finally, the Traffic Calming proposals are expected to realise a reduction in all personal injury collisions by 25-40%<sup>2</sup>.

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.

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

<sup>(2)</sup> – iRAP Road Safety Toolkit, 2017)

### B3. The Financial Case – Project Costs

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

<b>Scheme</b>	<b>Description</b>	<b>Estimated Costs (£000s)</b>
Average Speed Camera System	Average Speed Cameras provided along the entire length of the A683	1744
Road Markings & Solar Studs	Edge of carriageway rumble strips, Solar LED road studs, Central Hatching & enhanced wet/dark wide centrelines along all unlit section of road.	396
Roadside Barriers	Barriers provided at bends and adjacent to strike hazards at regular locations along the whole route	900
Hornby Bridge Footway Widening	Footway widening over Hornby bridge to leave a 7.5 metre wide carriageway	50
Traffic Calming	Gateway entry treatments, enhanced lining, centreline removal & x1 highlighted uncontrolled crossing point	20

The total cost of these works is therefore £3,110,000.

#### **Table A: Funding profile (Nominal terms)**

<b>£000s</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>Total</b>
<i>DfT Funding Sought</i>	<i>N/A</i>	<i>906</i>	<i>2,204</i>	<i>0</i>	<i>3,110</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**

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, estimates 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 A683. 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 H)

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 I)  
Letter of support from Phil Barrett, Director of Community Services (Appendix J)  
Email of support from Assistant Chief Constable Tim Jacques, Lancashire Constabulary (Appendix K)

### **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 L).

### **B10. Management Case – Risk Management**

Risk Management Log attached (Appendix M)

## **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 N)

### **C2. Monitoring and Evaluation**

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**

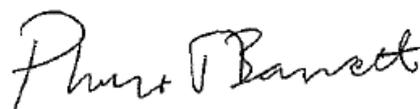
### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for the A683 Lancaster to Kirkby Lonsdale 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**

Signed:



Position:  
**Director of Community Services**

### **D2. Section 151 Officer Declaration**

As Section 151 Officer for [*name of authority*] 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](mailto:saferroadsfund@dft.gsi.gov.uk)

## APPENDICES

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