

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)*: Lincolnshire County Council

Bid Manager Name and position:

Graeme Butler, Accident Investigation and Prevention Manager, Lincolnshire Road Safety Partnership, Lincolnshire County Council

Contact telephone number: 01522 805800

Email address: [REDACTED]

Postal address: Lincolnshire Road Safety Partnership, Witham House, Pelham Centre, Canwick Road, Lincoln. LN5 8HE

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

<https://www.lincolnshire.gov.uk/transport-and-roads/major-projects/a1084/a631-safer-roads-fund-improvements/>

SECTION A - Scheme description and funding profile

A1. Scheme name: A631 Middle Rasen to Bishop Bridge, Road Safety Improvements

A2. Headline description:

This bid is for safety improvements along the A631 between Middle Rasen and Bishop Bridge based on the iRAP and VIDA assessments. This route has been identified as one of the highest risk roads in the Country.

The proposed scheme includes measures suggested by the VIDA software along with alternative measures where more appropriate.

The intention of the scheme is to reduce the risk to road users at a requested cost of £ 645,000.

The Benefit Cost Ratio (BCR) of this scheme is expected to be greater than 2 offering high value for money.

This will enable a proactive approach to the reduction of collisions along the route which will run alongside our educational and training strategy.

The aim is to achieve a reduction in collisions and casualties, specifically a 40% reduction in the number killed or seriously injured, and an improvement in the EuroRap rating for the route from 'high risk' in the 2016 assessment to 'low-medium risk' following completion of the scheme.

A3. Geographical area:

The A631 is a single carriageway road and runs between Middle Rasen and Bishop Bridge. It generally runs north-west to east for 5.2 km.

It is predominantly rural in nature with the exception of the village of West Rasen situated approx. half way along the length. This village is subject to a 40mph speed limit, but the remaining rural length is subject to the national speed limit of 60mph.

Length of eligible road section: 5.2 KM

OS Grid Reference: **508118 / 388910**
504237 / 391053

Postcode: **LN8 3LS**

Appendix 1 - Shows a map of the local area and KSi accidents 2012-16

A4. Equality Analysis

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

YES – See Appendix 2

In line with the Public Sector Equality Duty (April 2011) it is considered that the project and its outcomes will not have a disproportionate positive or negative impact.

SECTION B – The Business Case

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

The proposed scheme consists primarily of conventional safety engineering measures. These reference a suggested programme of countermeasures produced by VIDA software, following an assessment of the road by iRAP engineers. The improvement measures in the proposed scheme reflect the principles of the VIDA countermeasures, and address specific accident risks identified by the iRAP assessment. The proposed scheme includes alternative measures where these are felt to be more appropriate or practicable, based on local knowledge and assessment by experienced road safety engineers employed by the Lincolnshire Road Safety Partnership.

In summary, the measures include the lowering of the 60mph speed limit, skid resistance upgrades, shoulder rumble strips and improvements to the bends. This will assist with unlocking growth and providing connectivity.

The Road Safety Foundation has identified this stretch of the A631 as one of 50 'A' roads where the risk of a KSi is highest and it is therefore considered to be one of the worst sections of road in the Country when looking at the number of collisions per kilometre. Between 2012 and 2016, 5 Serious and 16 Slight injury collisions have occurred.

The iRAP Road Safety Toolkit indicates an expected reduction in casualties of around 40% (see <http://toolkit.irap.org/default.asp?page=casestudy&id=17>).

Appendix 3 – Outlines the proposed measures and our estimated costs.

Appendix 4 - Indicates the existing collision & casualty data (2012-2016) & expected 40% reduction targets.

B2. The Strategic Case (Maximum 350 words)

The A631 is one of 50 'A' roads where the risk of a KSi is highest and it is therefore considered to be one of the worst sections of road in the Country when looking at the number of collisions per kilometre. The iRAP Risk Rating of 2016 takes into account accidents between 2012 and 2014. Within this period, 2 Serious accidents occurred along the overall length of 5.2 km.

The road runs North West to East and is a narrow and primarily rural single carriageway road linking Middle Rasen to Bishop Bridge. The AADT indicates approx. 3000 vehicles and is a route frequented by motorcyclists.

Lincolnshire Road Safety Partnership's Strategy is to make "Lincolnshire's Roads Safer For All" by making significant year on year reductions in those killed or injured on Lincolnshire's roads through a sustainable, co-ordinated road safety partnership delivering targeted interventions focussed on education, engineering and enforcement. The Safer Roads Fund would therefore provide a positive impact on this vision.

This project will enable a proactive approach to reducing the engineering risk along a route, rather than the traditional reactive approach. Without this funding, such an approach is not likely to be possible on this scale.

In summary, the measures include lower speed limit, skid resistance upgrades, shoulder rumble strips and an upgrade of signs (flexible chevrons) and markings; especially wider centreline.

Based on an analysis of the proposed measures using the VIDA software, it is anticipated that significant Fatal and Serious injury collisions would be saved over the 20 year analysis period following implementation.

B3. The Financial Case – Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the Department for Transport's maximum contribution.

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>		45	600		645
<i>LA Contribution</i>					
<i>Other Third Party Funding</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 schemes identified in this bid do not have a total cost of more than the threshold of £0.2m/km of eligible road section. Consequently, there is no LA contribution or Third Party Funding identified.

However, the County Council's Surfacing Team is likely to programme works along this length as part of ongoing maintenance and this will complement the bid and improve safety along the overall length.

The above figures include for Traffic Management, which may be high bearing in mind the classification of road and the likelihood of road closures and diversions during certain works. It also includes for the likelihood of night-working rates. **See Appendix 3.**

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

This section should provide a narrative setting out how you will mitigate any financial risks associated with the scheme.

Please provide evidence on the following points (where applicable):

a) What risk allowance has been applied to the project cost?

Detailed information from the VIDA model has been used alongside engineering experience when preparing the costs of delivery. This authority has a robust understanding / experience of costs, based on previous schemes and term contracts. An element of risk has therefore been applied to reflect external price fluctuations and other delivery risks. All estimated costs include a 10% allowance for preliminaries to cover any elements not currently identified, and a 20% uplift for contingencies.

b) How will cost overruns be dealt with?

Lincolnshire County Council is confident that the project can be delivered within the timescales set out in the guidance and that any cost overruns will be the responsibility of this Council. The Section 151 Offices accept responsibility for meeting any costs over and above the DfT allocation.

c) What are the main risks to project delivery timescales and what impact this will have on cost?

All work is within land controlled by the authority and so the potential costs and any associated delays are limited. As outlined in the Risk Register at **Appendix 5**, the highest risk relates to Adverse Weather, but this is mitigated by the programming of certain works to coincide with the most favorable weather conditions between Spring and Autumn.

B6. The Economic Case – Value for Money

If available, promoters should provide an estimate of the Benefit Cost Ratio (BCR) of the scheme (particularly for schemes costing more than £100,000)

The scheme is currently being appraised by the Road Safety Foundation to determine the Benefit Cost Ratio (BCR). Further information will therefore be submitted on return of the information. However, we anticipate that the BCR will be greater than 2.

In addition, there are other benefits that relate to the Economy. The A631 provides a valuable east - west link across the County especially between the market towns of Gainsborough and Louth as well as the more Strategic Road Network of the A1 and the East coast. The improvements outlined would have a positive impact on growth and the overall economy with safer links being provided.

The proposals also include for some improvements to road surfacing and grip with the opportunity being taken to improve skid resistance on certain sections of the carriageway rather than patch and surface dress. This will reduce ongoing maintenance and allow other maintenance funds to be targeted at other roads throughout Lincolnshire.

B7. The Commercial Case (Maximum 300 words)

The Section 151 officer confirm that delivery strategies are in place for this scheme to proceed and that it is legally compliant and achieves best value for money. No land take is required for any of the proposed works. The project complies with the Public Contracts Regulations & European Union State Aid rules.

The proposed works will be designed and constructed through established existing in-house delivery mechanisms. Should additional design or delivery resources be required these will be procured through existing framework contracts.

B8. Management Case – Delivery (Maximum 300 words)

Has a project plan been appended to your bid? Yes – See Appendix 6

- a) *A statement of intent to deliver the scheme within this programme from a senior political representative and/or senior local authority official.*

"As Portfolio Holder for Highways and LRSP Board Member, I fully support Lincolnshire County Councils involvement in the DfT's Safer Roads Fund. We are fully committed to reducing road casualties across our County and this is the key objective of our Road Safety Partnership. Providing a safer environment also encourages a vitality and growth and the A631 is a key route linking the Midlands & A1 and the east coast. Any opportunity to improve the safety of road users is welcomed and supported by this Council."

**County Councillor Richard Davies
(Executive Councillor for Highways & Transport)
(Lincolnshire Road Safety Partnership Strategic Board Member)**

B9. Management Case – Governance (maximum 300 words)

An organogram is shown at **Appendix 7**. This shows the structure for the project.

The project will be managed and overseen by Graeme Butler, Accident Investigation & Prevention Manager who is based in the Lincolnshire Road Safety Partnership at Lincolnshire County Council.

Progress will be reported to the Capital Programme Steering Group as well as quarterly progress meetings with all interested parties such as designers and contractors.

B10. Management Case – Risk Management

Has a risk register been appended to your bid? **YES – See Appendix 5**

The main Risk relates to weather conditions but this has been mitigated by the programming of certain works to coincide with the most favorable weather conditions between Spring and Autumn.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

The scheme proposals address not only the reported injury collisions but also the risk of future collisions that may arise due to the road alignment, road condition and speed.

The responsibility for monitoring of the benefits achieved by the scheme will be held by the Lincolnshire Road Safety Partnership, who will monitor the accident trends along this route.

It is hoped that the completed project on the A631 will become an example of what can be achieved through targeted route based improvements on an identified section of road with an improvement to the EuroRap rating from 'high risk' to 'low/medium risk'.

Based on the analysis using the VIDA software, it is anticipated that significant Fatal and Serious Injuries would be saved over the 20 year analysis period. This would result in significant monetary savings per KSI. The benefits and aims are summarised as follows :-

1. A 40% reduction in the number of fatal and serious collisions on this section of the A631;
2. An improvement in the EuroRap rating from 'high risk' to 'low/medium risk';
3. An estimated Benefit Cost Ratio of greater than 2; and
4. Reduced ongoing maintenance costs.

A Logic Matrix is shown at **Appendix 8**

C2. Monitoring and Evaluation (maximum 250 words)

The Lincolnshire Road Safety Partnership undertakes accident statistic monitoring on all injury collisions via the STATS19 Data and Quarterly Reports are produced and are available. This will allow 'Before' and 'After' information to be compiled.

Speed Reading information will also be collected before implementation and then compared to data collected following the scheme introduction. This will show compliance of the speed limit changes as well as the effect of the other measures introduced.

Other surveys will also be undertaken at regular intervals following the implementation of the project. These will include Network Condition Surveys, SCRIM and Grip tests. The purpose of these surveys will be to evaluate the results of the resurfaced areas, to determine whether grip and maintenance has reduced as intended. Existing SCRIM Condition Data is shown at **Appendix 9**.

We would welcome the opportunity to share any data and outcomes with the DfT and other local authorities as part of this process.


SECTION D: Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for Safer Roads Fund Scheme A631 I hereby submit this request for approval to DfT on behalf of Lincolnshire County Council and confirm that I have the necessary authority to do so.

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

Name: Steve Willis

Signed: 

Position: Chief Operating Officer

D2. Section 151 Officer Declaration

As Section 151 Officer for Lincolnshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Lincolnshire 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: Michelle Grady,
Head of Finance (Communities)
Financial Strategy

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 – A631, Middle Rasen to Bishop Bridge

- 1 – Plan of Route and Accidents 2012 – 2016
- 2 – Equality Impact Assessment
- 3 – Description of Proposed Measures and Estimated Costs
- 4 – Collision / Casualty Data and Target
- 5 – Risk Register
- 6 – Project Plan / Gantt Chart
- 7 – Organogram
- 8 – Logic Matrix
- 9 – Existing SCRIM Data