

# Proposed Decision to be made by the Portfolio Holder for Transport and Planning on or after 12 July 2019

## Proposed applications for funding from the HS2 Road Safety Fund

### Recommendation

That the Portfolio Holder for Transport and Planning approve Application 1 for funding of various road safety related projects, as detailed, from the HS2 Road Safety Fund.

### 1.0 Key Issues

- 1.1 Following a decision made by the Department for Transport in November 2017, Ministers decided to allocate funds based on the estimated construction traffic in each Local Authority area. Warwickshire County Council has been allocated £8.045M for road safety improvements.
- 1.2 Local Authorities (LA) are free to determine their own priorities, provided they meet the overall aims of the fund i.e. *“such schemes might include improvements not just for motor vehicle users but for cyclists, horse riders and walkers, as well as better provision for the young, old or disabled. In any event we would like HS2 to leave a legacy of improved road traffic risk identification and safety improvement along the route”* (House of Commons Select Committee Report).

*The Department would also encourage you to consider whether you might wish to use the fund to support cycling projects in your area. Local authorities will be aware that a cycle feasibility study has been undertaken which looked at the potential for new and improved cycle routes within a corridor of the HS2 route”*

- 1.3 Funds will be available to draw down until 2026, allowing flexibility for the ongoing development of HS2's plans and to best serve the desire to leave a legacy of road safety improvements. Whilst the funding is welcome it needs to be considered in the context of typical infrastructure project costs. A new roundabout or junction scheme can easily cost circa £1m, 1Km of new cycleway adjacent to an existing road £400k/km and a modest box subway scheme can cost some £250-£500K. Accordingly a process of project prioritisation will be developed to ensure best use of the Road Safety Fund (RSF).
- 1.4 There is no firm stipulation regarding the use of capital vs revenue – although there is an expectation that the aims of the Fund are more likely to be achieved by capital rather than revenue spend. It is anticipated that the revenue spend will be less than 5% of the RSF allocation over the period up

to 2026. Cabinet approved the process of decision making and criteria to develop a programme of schemes to be funded through this allocation at their meeting in November 2018. A robust mechanism to identify potential schemes is in place, with regular multi-disciplinary meetings being held.

#### 1.5 Where this funding can be spent:

- The essential criterion is to “leave a legacy of road safety improvements”. This, therefore, excludes temporary works unless they are amended post-construction to leave a permanent legacy, and traffic control systems unless demonstrated to have a road safety legacy.
- The phrase ‘along the route’ – means communities affected by HS2 Phase 1 construction traffic – not a strict boundary, so any lorry routes or other roads used significantly by construction traffic would be acceptable.
- To support cycling projects and routes within a corridor of the HS2 route.
- These are one-off payments and do not provide for any commuted maintenance sums.
- Any overspend within any one scheme must be met within the total funding allocation.

## 2.0 Funding Applications

2.01 It is expected that the Authority will apply periodically for funds from the total allocation. Early applications will include amounts for feasibility and other studies to inform future applications. Future applications will most likely be for discrete schemes identified through studies of collision and other data.

2.02 Road safety funding is generally allocated to resolve existing or emerging road safety problems. It is anticipated that some local areas affected by HS2 might think this funding is available to resolve perceived or feared road safety issues and this issue will need to be managed.

2.03 Applications for schemes should be tested against collision data to ensure good value for money and also give assurance that a recognised road safety risk is being addressed through engineering or other interventions, funded through this mechanism.

2.04 This report seeks approval for a select number of projects (as listed) that have a high correlation between the HS2 Environmental Statement 2014 and existing safety data that may be suitable for safety improvements.

### 2.1 Funding applications – Details

#### 2.1.1 Cycle infrastructure feasibility funding

The following list is a number of feasibility studies to facilitate potential cycle routes.

- i. A452 Kenilworth to Leamington (K2L) – feasibility study to determine the cost of providing a cycle route between Leamington and Kenilworth; to

include the scoping study to provide a temporary bridge across the river at Chesford. - Funding bid £10,000

- ii. B4115/Ashow Road – feasibility work on cycling provision on Coventry/Stoneleigh/Kenilworth/Leamington Spa/Cublington corridor. B4115 Ashow Road is currently a signed advisory cycle route between Warwick and Coventry which is due to be a HS2 lorry route. Stoneleigh and Ashow Parish Council has requested cycle / pedestrian provision on B4115 – Funding bid £10,000
- iii. Coleshill to Birmingham - Study to establish preferred route option between Coleshill and Birmingham, connecting to Solihull cycle network, taking into account HS2 structures – Funding bid £10,000
- iv. Birmingham – Water Orton – Hams Hall - Feasibility study to provide a 1.3km widening/shared use facility. Consideration to be given to new HS2 infrastructure in the Water Orton vicinity. Funding bid £10,000
- v. A429 Coventry Road, Crackley- Feasibility study for the missing 300m section of route between A429 cycle bridge and A429 cycle track between Crackley and Coventry – Funding bid £10,000

Cost of cycle feasibility studies - £50,000 (revenue)

### 2.1.2 Road Safety Education

Funding is sought for the provision of the 'Warwickshire Road Safety Club' at 24 schools that are affected by the HS2 route, or lorry routes associated with HS2.

The aims of the project are to provide a targeted road safety education programme for primary schools along the route of HS2 that will:-

- i) Raise awareness of higher volumes of traffic
- ii) Encourage a more positive and safe attitude towards traffic
- iii) Improve road safety knowledge and skills

This will be achieved by:-

- i) Developing and delivering an effective road safety programme to help children, young people and their parents/carers develop their own road safety strategies
- ii) And, provide resources, materials and where possible, practical opportunities for children and young people to explore and learn.

Cost of Road Safety Education - £20,000 (revenue)

### 2.1.3 Casualty Reduction

Funding is sought to allow cluster site and route analysis to be undertaken at locations where the HS2 project will affect roads. Either by displacement of traffic (rat-running) or through the increased numbers of lorries on HS2 routes.

Analysis of the collision data, and traffic volumes will form the basis of this process, together with solution based recommendations at locations where safety improvements are likely to have a positive effect on road traffic collisions.

Cost of feasibility work - £10,000 (revenue)

#### 2.1.4 Casualty Reduction – Fosse Way feasibility

Funding is sought to facilitate a route study of the Fosse Way through Warwickshire. This study is to be undertaken by The Road Safety Foundation. The Fosse Way is a primary lorry route used by HS2 to access compounds and facilitate the construction of the railway. This study will inform any road safety improvements that are recommended.

Cost of study - £30,000 (revenue)

#### 2.1.5 Vehicle Activated Sign replacement

Funding is sought to facilitate the replacement of a Vehicle Activated Sign (VAS) situated on the A446, at the Gorse Lane traffic signal junction. The existing sign at this location warns approaching drivers of the potential for queueing traffic at the junction. The existing sign has been inoperable for some time. The increased numbers of vehicles especially HGV traffic using the A446, including HS2 traffic, will increase the queue length at this junction. The replacement of this sign is recommended to alert drivers of the need to approach the junction with care, so as not to cause collisions with queueing vehicles.

Cost of sign replacement - £25,000

#### 2.1.6 Green Man Crossroads – Coleshill

Funding is sought for the detailed design phase and further feasibility work associated with the Green Man Crossroads, Coleshill safety and traffic management improvement scheme. This scheme aims to improve road casualty figures and traffic management at this junction. Some preliminary work has taken place, which has identified a serious road safety issue relating to cyclists and other road users. A scoping design has been prepared. This funding aims to build upon this work to deliver a fully detailed design (to be delivered through other funding streams).

Cost of Design - £150,000

## 2.2 Summary of Applications

<b>Scheme type</b>	<b>Cost (000)'s</b>
Cycle route feasibility studies	50
Road Safety Education	20
Casualty Reduction – feasibility studies	10
Casualty Reduction – Fosse Way study	30
Vehicle Activate Sign	25
Green Man crossroads	150
<b>Total</b>	<b>285</b>

## 3.0 Financial Implications

- 3.1 This funding stream is facilitated by HS2 Ltd. The £8.045M is available for Warwickshire County Council to draw down from the overall allocation at stages until 2026. There is no anticipation that any match funding will be required.
- 3.2 It is proposed that a small percentage (currently estimated to be around 5%) of the allocation is to be used to facilitate road safety education and training and to enable feasibility works and collision studies to be carried out, to be included in the initial applications to HS2 Ltd. This is to ensure that the schemes selected for funding are robust, and will leave a lasting road safety benefit. This will enable an evidence based prioritised programme of works to be developed.
- 3.3 Further applications will follow, at stages when suitable schemes are identified and costed.
- 3.4 Future maintenance of the new infrastructure will be funded from within county highways' existing revenue budgets.

### 3.5 Approvals

- 3.5.1 It is expected that each application for funding will be presented to WCC's HS2 Project Board, Corporate Board and approved by the Portfolio Holder for Transport and Planning prior to submission to HS2. The Council's existing governance processes and design policies will be followed in order to seek members' approval to make applications and to add successful applications to the capital programme. An individual scheme up to the value of £2m can be added to the Capital Programme with approval from the Deputy Leader (Finance & Property).
- 3.5.2 The development of feasibility work will aid the process in developing project priorities. For road safety projects the prioritisation will largely reflect accident data and set cost benefit ratios. For cycleway the existing and likely future patronage will be considered.

### **3.6 Revenue Applications**

- 3.6.1 As previously mentioned, some of the funding can be used for revenue purposes. It is intended to include, in the initial application, revenue allocations for Road Safety Education and training, feasibility and accident studies. The associated costs for this initial application are listed in the table above. This is a small percentage of the overall allocation and will inform future capital funding applications.
- 3.6.2 A separate Cost Centre will be established to monitor this spend and will be ring-fenced. This will allow the funding to be carried forward over the life of the HS2 funding.

### **3.7 Future Capital Applications**

- 3.7.1 Following detailed analysis and feasibility work it is expected that Capital projects will be identified. Where the costs of individual schemes is below £250k they will be reported as a programme of works under the heading "HS2 Road Safety Fund" (this is known as a Block Header). Projects will only be added to this programme as HS2 funding is confirmed. External funding will be released in agreed stages – indications from HS2 that this will be profiled at 20% at decision, 40% on start of project and 40% at completion of project.

## **4.0 Conclusion**

The applications for funding detailed in this report aim to improve road safety in Warwickshire, by:-

- i) Providing funding for feasibility studies associate with cycle routes
- ii) Providing funding for Road Safety Education at 24 schools affected by HS2 or HS2 lorry routes
- iii) Allow analysis of road casualty data to inform future funding applications at locations where engineering measures would reduce road casualties.
- iv) Enable a route wide study of the Fosse Way, a primary route used by HS2 lorries and associated traffic.
- v) Provide a replacement Vehicle Activated Sign at one of the most heavily trafficked crossroads associated with the HS2 project.
- vi) Provide additional funding to facilitate the detailed design of the Green Man crossroads at Coleshill, to alleviate the serious injury collisions rate at this junction.

## **5.0 Background papers**

None

	<b>Name</b>	<b>Contact Information</b>
Report Author	Carolyn Burrows	carolynburrows@warwickshire.gov.uk Tel: 01926 414999
Assistant Director	Stuart Jackson	<a href="mailto:stuartjackson@warwickshire.gov.uk">stuartjackson@warwickshire.gov.uk</a>
Strategic Director	Mark Ryder	<a href="mailto:markryder@warwickshire.gov.uk">markryder@warwickshire.gov.uk</a>
Portfolio Holder	Cllr Jeff Clarke	<a href="mailto:jeffclarke@warwickshire.gov.uk">jeffclarke@warwickshire.gov.uk</a>

The report was circulated to the following members prior to publication:

Local Member(s): N/A

Other members: Councillors Cockburn, Phillips, Shilton, Clarke, Fradgley, Roodhouse, Chilvers and Chattaway