

Decision Record – Proposed applications for funding from the HS2 Road Safety Fund

Cabinet Portfolio Holder taking the decision	Councillor Jeff Clarke Transport & Planning
Date of Decision (not before 12 July 2019)	12/07/2019

Decision Taken

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.

Reasons for Decisions

Bids for external funding require the approval of the relevant Portfolio Holder

Background Information

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.

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”

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).

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.

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.

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.

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.

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.

Financial Implications

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.

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.

Further applications will follow, at stages when suitable schemes are identified and costed.

Future maintenance of the new infrastructure will be funded from within county highways' existing revenue budgets.

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Portfolio Holder	Councillor Jeff Clarke

Checklist

Urgent matter?	N
Confidential or Exempt? (State the category of exempt information)	N
Is the decision contrary to the budget and policy framework?	N

List of Reports considered

Link to published proposed decision report:

<https://democratic.warwickshire.gov.uk/cm5/Calendarofmeetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/4596/Committee/593/Default.aspx>

List of Background Papers

None

Members and officers consulted or informed

Portfolio Holder – Councillor Jeff Clarke
 Corporate Board
 Legal – Ian Marriott
 Finance – Virginia Rennie
 Equality – Keira Rounsley
 Democratic Services – Paul Williams

Councillors

Cockburn, Phillips, Shilton, Clarke, Fradgley, Roodhouse, Chilvers and Chattaway