

Portfolio Holder Decisions/Leader Decisions

Date: Wednesday 8 June 2022
Time: 12.00 pm

Membership

Councillor Wallace Redford

Items on the agenda: -

1. HS2 Road Safety Fund - Application for funding (2)

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Monica Fogarty
Chief Executive
Warwickshire County Council
Shire Hall, Warwick

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- Leave the meeting room until the matter has been dealt with
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The public reports referred to are available on the Warwickshire Web
<https://democracy.warwickshire.gov.uk/uuCoverPage.aspx?bcr=1>

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Portfolio Holder Decision – HS2 Road Safety Fund - Application for funding (2)

Portfolio Holder	Portfolio Holder for Transport and Planning
Date of decision	8 June 2022
	Signed

1. Decision taken

1.1 That the Portfolio Holder approve Application 2 for funding various projects, as detailed in the report, from the HS2 Road Safety Fund.

2. Reasons for decisions

Approval is sought for the application to HS2 for funding through the HS2 Road Safety Fund for the following projects. This will form the second application to the HS2 RSF to be drawn down from Warwickshire's total allocation of £8.045m.

Summary of Applications

Scheme type	Funding Bid
Village Schemes	£125,000
Casualty Reduction Schemes – minor projects	£290,000
Casualty Reduction Schemes – feasibility studies	£50,000
Cycling project	£100,000
Total	£565,000

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

- i) Providing enhanced signing and local minor improvements to respond to community concerns
- ii) Providing funding for minor improvement schemes identified from feasibility studies funded from HS2 RSF application 1
- iii) Providing funding for further feasibility studies to be completed at junction with a known injury accident record
- iv) Providing funding to complete the cycle network from Kenilworth to Coventry and the University.

3. Background information

In 2017 The Department for Transport (DfT) made £8.045m available to Warwickshire County Council to be spent on road safety interventions across Warwickshire, in locations that are closely associated with the route of the HS2 railway.

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.

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.

Where this money 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.
- It can be spent where communities are 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.

Funding applications

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.

This report seeks approval for a select number of projects, as listed, as the second application round to HS2 Ltd.

Funding Applications – details

At a meeting with local Members directly affected by the construction of the railway, and the lorry movements associated with the build phase, Members considered the following schemes and areas of work to be supported through to application for funding from HS2. Members also indicated that a future funding bid could be used to support communities in the north of the County where HS2 activity is likely to start having a significant impact on the villages along the line of the route soon. Members are confident that this funding will have a positive impact on the communities affected by HS2 traffic and construction phases and leave legacy improvements that will continue to provide a road safety benefit.

Members are in close contact with the local community and have identified areas of concern for their constituents. Schemes identified in this report will be shared with Parish and Town Councils as appropriate following release of funding from HS2. Officers will engage with the community to deliver these projects.

Village schemes

It has become apparent during this first stage of the construction phase of the HS2 project, that a massive impact on local communities is being felt. Not least when road closures and other traffic management diverts traffic through communities. Communities are concerned about traffic volumes and in some cases speed of traffic through residential areas.

The following communities have been identified as having ongoing traffic related issues, and a programme of small village enhancement schemes is proposed. This will potentially include village gateway signing, additional speed limit signing (where necessary) and measures aimed at reducing the speed of traffic through rural and semi urban areas.

Location	Details	Funding Bid
Long Itchington	village gateway refreshment A423 and Leamington Road approaches.	£10,000
Long Itchington	Stockton Road – extension of 30mph speed limit and village gateways	£15,000
Bascote	village gateway treatments	£10,000
Hunningham	village gateway treatments and improved 30mph signing	£15,000
Offchurch	village gateway treatments and improved 30mph signing.	£15,000
Bascote Heath	village gateway treatment and improved signing and lining	£10,000
Ufton Fields Road	village gateway treatment	£10,000
Cubbington	School safety zone including advisory 20mph zone(s)	£20,000
Long Itchington	School safety zone	£20,000
Total		£125,000 (capital)

Casualty Reduction Schemes – Minor Projects

Accident analysis, funded from HS2 RSF application 1, has identified a number of locations where a relatively small allocation of funding could result in a significant improvement in accident and casualty numbers. The following locations are identified as such projects:-

Location	Details	Funding bid
Southam – Coventry Road, between Welsh Road (w) and Warwick Road	20mph speed limit/zone	£25,000
Southam – Welsh Road west,	School safety zone including advisory 20mph zone	£20,000
Southam – Welsh Road west, from HS2 compound access to Southam,	refresh road markings and signing	£15,000
Southam to Priors Marston – Welsh Road east	refresh road markings and signing. Introduce a 40mph speed limit as a buffer zone on approach to Southam	£25,000
Stockton/Napton – Napton Road –	new bend warning signs	£15,000
Marton/Princethorpe – Barn Lane,	new signs at junctions with A423 and Fosse Way	£10,000
Long Itchington – Stonebridge Lane	Enhanced signing and road markings	£15,000
Southam – A425/Brickyard Lane	Refresh and renew signing and lining. Including junction improvements	£25,000
Chesterton – Fosse Way/Windmill Hill –	vehicle activated sign/s	£30,000
Harbury – Fosse Way/Middle Road	Vehicle Activated Sign/s	£30,000
Kenilworth – Windy Arbour/Leyes Lane	junction warning signs	£30,000
Leamington – Sandy Lane roundabout	new signing, lining, street lighting and surfacing.	£50,000
Total		£290,000 (capital)

Casualty Reduction Schemes – feasibility

To better understand the causes of collisions and to identify the best way to reduce these collisions feasibility studies are required. These studies identify the most cost effective and most suitable scheme design. The following locations have been selected for study.

Location	Funding bid

Cubbington – Windmill Hill	£10,000
Ufton/Bascote Heath crossroads (A425/B4452) –	£10,000
Curdworth – Coleshill Road/Kingsbury Road	£10,000
Furnace End – Nuneaton Road /Tamworth Road	£10,000
Birmingham Road /Stoneleigh Road	£10,000
Total	£50,000 (revenue)

Cycling

Following the successful completion of a number of feasibility studies, funded through the HS2 RSF application 1, one project has been selected to progress to detailed design and construction

A429 Coventry Road Kenilworth – missing section between the Greenway and the rest of the built-up area linking Kenilworth to the University and beyond.

Funding bid - £100,000 (Capital)

4. Financial implications

This funding stream is facilitated by HS2 Ltd. The total allocation of £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 (around 5%) of the allocation is to be used to facilitate road safety education (application 1) and to enable feasibility works and collision studies to be carried out. Within this second application a number of casualty/collision studies are proposed. 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 prioritisation of the programme of works to be developed.

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

Approvals

At each application round a paper will be presented to the group of Members who are directly affected by the construction of HS2, Assistant Directors and Corporate Board and approved by the Portfolio Holder for Transport and Planning prior to submission to HS2 Ltd. The Council's existing governance processes 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 and Property)

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 cycle projects the existing and likely future patronage will be considered.

Revenue Applications

Some of the funding can be used for revenue purposes. It is intended to include in this application revenue allocations for feasibility studies at known accident sites. The associated costs for this second application are listed in the table above. This is a small percentage of the overall allocation and will inform future capital funding applications.

A separate cost centre has been established to monitor spend and will continue to be ring-fenced. This will allow the funding to be carried forward over the life of the HS2 project.

Future Capital Allocations

Following detailed analysis and feasibility work it is expected that Capital projects will be identified. Where the costs of individual schemes are below £250k they will be reported as a programme of works under the “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 are that this will be profiled at 20% at decision, 40% at start of project and 40% at completion of project.

5. Environmental implications

The environmental impacts of road safety schemes will vary according to the circumstances and mitigations will need to be factored into design work. Many of the proposed schemes will result in lower speeds, or improve facilities for active travel, which can reduce fuel consumption and air and noise pollution as well as encouraging the confidence of walkers and cyclists.

Where schemes will improve road safety by means other than speed reduction, there will be an environmental cost to the works and materials involved but this is considered to be justified by the likely reductions in death and injury and damage to property.

Feasibility work has no direct environmental implications.

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Assistant Director	David Ayton-Hill – Assistant Director for Communities
Lead Director	Mark Ryder - Strategic Director for Communities
Lead Member	Portfolio Holder for Transport and Planning

Urgent matter?	<i>No</i>
Confidential or exempt?	<i>No</i>
Is the decision contrary to the budget and policy framework?	<i>No</i>

List of background papers

None

Members and officers consulted and informed

Portfolio Holder – Councillor Wallace Redford

Corporate Board – Mark Ryder

Legal – Ian Marriott

Finance – Liz Firmstone and Andrew Felton

Equality – n/a

Democratic Services – Isabelle Moorhouse

Councillors –

Local Member(s): Cllr Redford, Cllr Kettle, Cllr Crump, Cllr Drew, Cllr Cooke, Cllr Watson, Cllr Humphreys, Cllr Jenns

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