

# 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**

<b><u>Application Information</u></b>	
<b>Local Authority Name(s)*</b>	Warwickshire County Council
<i>*If the bid is a joint proposal, please enter the names of all participating authorities specifying which will act as lead</i>	
<b>Project Manager Name:</b>	Jagpreet Liddar
<i>Name of the officer with day-to-day responsibility for delivering the proposed scheme</i>	
<b>Position:</b>	Principal Engineer
<b>E-mail Address:</b>	jagpreetliddar@warwickshire.gov.uk
<b>Telephone number:</b>	01926 412076
<b>Postal Address:</b>	Shire Hall, Market Square, Warwick, Warwickshire, CV34 4RL
<b>Deputy officer details:</b>	Marcus Alford Longley Marcus alford-longley@warwickshire.gov.uk
<i>Supply details for an officer to contact if Project Manager not available- name and e-mail is sufficient</i>	

When authorities submit a bid for funding to the Department for Transport (DfT), 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 their 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 provide the web link to where this bid will be published:	n/a
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## **SECTION A – Scheme Description and Funding Profile**

<b>A0. AU Scheme Designator</b>	<b>55</b>	<b>A439 Stratford</b>
<i>This is a DfT reference for internal reporting purposes</i>		

<b>A1. Scheme Name</b>	<b>A439 Stratford Warwick Road</b>

<b>A2. Headline Description</b>
Please provide a brief description of the proposed scheme
<p>The proposed scheme will include an off-road cycle lane along the A439 Warwick Road Stratford, Footway Provisions which will better connect pedestrians to the town centre, street lighting at junctions to improve visibility of vehicles joining on to Warwick Road, parking restrictions (physical engineering measures) to prevent dangerous parking along the route, as well as pedestrian crossings points where there is clear pedestrian movement across the highway. We will also be implementing three protected turning lanes at high collision junctions. There will also be signage, lining improvements made across the entire route.</p> <p>This project aims to reduce the number of Personal Injury Collisions (PICs) along the identified route as well as identifying engineering measures to improve the route to prevent future collisions. The proposed improvements to the road layout will help to reduce the number of personal injury collisions along the highlighted route which will be beneficial to all road users and the local community, especially vulnerable road users such as pedestrians and cyclists, the latter being involved in a higher percentage of collisions at the site.</p>

<b>A3. Geographical Area</b>
Please provide a short description of the area covered by the bid
<p>The section of A439 covered by the bid, starting in the town centre, and finishing just east of Snitterfield, is primarily a rural route. The route consists of a number of priority junctions, with few private vehicle accesses, and includes the access to a large growing business park, Ryon Hill, home to NFU Mutual. This location will likely see a significant rise in employment in coming years, therefore increasing daily traffic flow especially in peak times into and out of this destination. Currently, the route has little infrastructure for pedestrians or cyclists, only having a narrow footpath on around ¾ of the route's length.</p>



Image 1: Start of the route



Image 2 : End of the Route



Image 3: Ryon Hill Business Park

	Start	End
<p><b>Grid References</b> Please provide Easting/Northings for the start <b>and</b> end of your scheme</p>	<p>52.19530739 / -1.70211079</p>	<p>52.24167078 / -1.651142264</p>

**A4. Equality Analysis**

Attached

## **SECTION B – The Business Case**

### **B1. The Scheme- Summary/History**

Please outline what the scheme is trying to achieve

The schemes proposal will address collisions which are occurring across this route and identify engineering measures to minimise risk to the user of this section of the highway network and reduce personal injury collisions (PICs)

The A439 Warwick Road Collision rate for the last five years has been observed, based upon the collision data for the location it is a safe assumption that as traffic naturally increases, the number of collisions will also follow this pattern. Failure to tackle collision routes, especially those which have been recognised for some time, may have substantial reputational impact for WCC, especially if they are allowed to continue.

The proposed engineering measures highlighted will have a significant impact on reducing the number of collisions at the site, most importantly on the proportion of personal injury collisions (PICs) which is valued at £102,715 per PIC.

The proposals will aim to reduce conflict between cyclist and vehicles whilst also improving pedestrian facilities to allow easier access into the town centre. The route will become far more inclusive to all road users as they will be able to use the route's engineering proposals to their benefit.

The scheme will also ensure that this section of the highway is clearly signed to avoid driver/cyclist confusion which can result in collisions. It will also ensure visibility of vehicles joining the network from various segments of the route is not compromised, all contributory factors which have resulted in several collisions at this location.

The DfT's *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen White Paper* is a document that sets out the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It addresses the dominance of private vehicles by encouraging more sustainable modes of travel and the role local authorities has in enabling this shift.

This Scheme ties in with the ambitions of the above document as it will encourage sustainable local travel and economic growth by making cycling and walking more attractive and effective, promoting lower carbon transport whilst also tackling local road congestion.

## B2. The Strategic Case

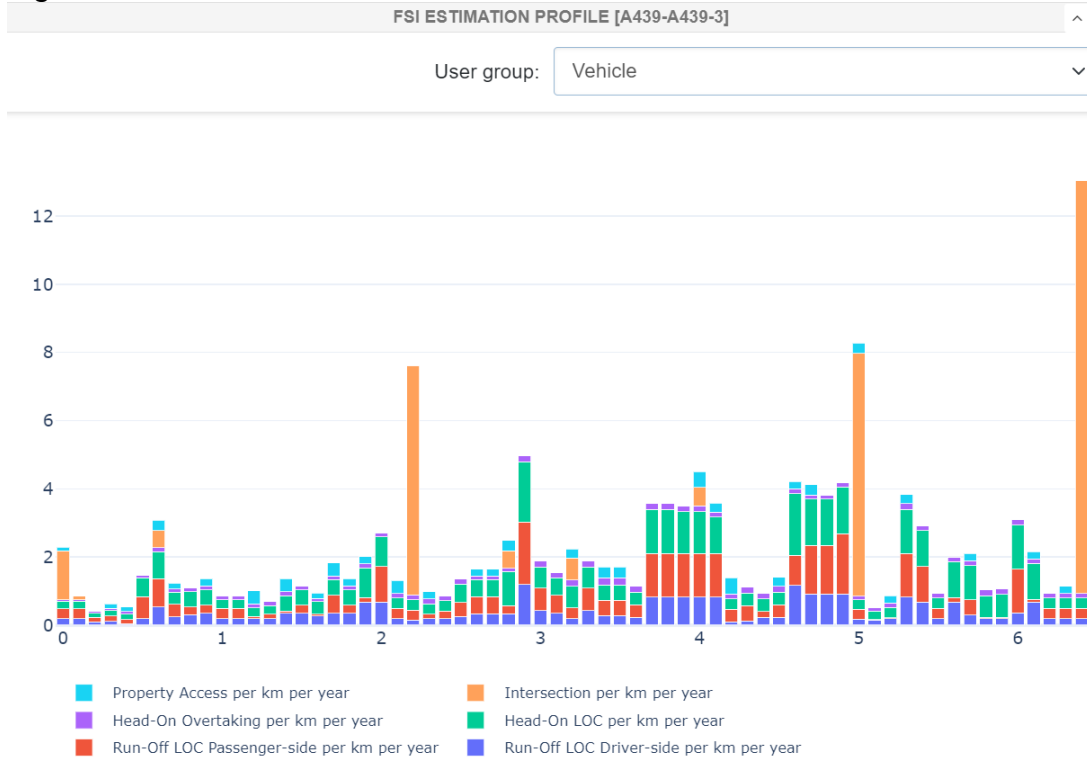
This section should set out the rationale for making the investment and show evidence of the existing safety problems (*maximum 750 words*)

The A439 Warwick Road Stratford has several intersections which has resulted in collisions in the past 5 years. The engineering measures we have identified such as protected turning lanes will reduce shunt type collisions occurring. Also providing separate cycling and pedestrian facilities will allow easier and safer access into the town centre.

As shown below in the bar graph (figure.2) the estimated Fatal Seriously Injured prediction clearly identifies the intersections along this route as contributory factor for collisions. By improving visibility splays at the junctions whilst also having designated turning lanes for vehicles at these cross sections will significantly reduce collisions.

This specific engineering measure was a significant component which contributed to a positive Benefit Cost Ratio (BCR) for the whole scheme. The BCR takes into consideration the initial cost layout of the scheme, in relation to the proposed benefits achievable for the road users. Attached separately (*safer roads engineering tool*) the highlighted cost benefits are shown taking into consideration all stakeholders using this road. For the A439 Stratford Warwick Road scheme a positive BCR of 13.84 was established based on the projected cost of scheme of £1,320,000 this will include contingency budget for the scheme.

Figure 2



Below (figure 3) a list of countermeasures the engineering team have incorporated into the scheme have been listed. The measures are clearly aimed at tackling the route as a whole route treatment, identifying measures which can also improve the highway network where there have not necessarily been a high number of collisions, however by incorporating engineering measures at these sections will further ensure the likeliness of them occurring remains low. The hot spot locations also being targeted by the measures below will mean that the A439 Warwick Road will become a far more user-friendly section of Warwickshire’s highway network for all road users and pedestrians.

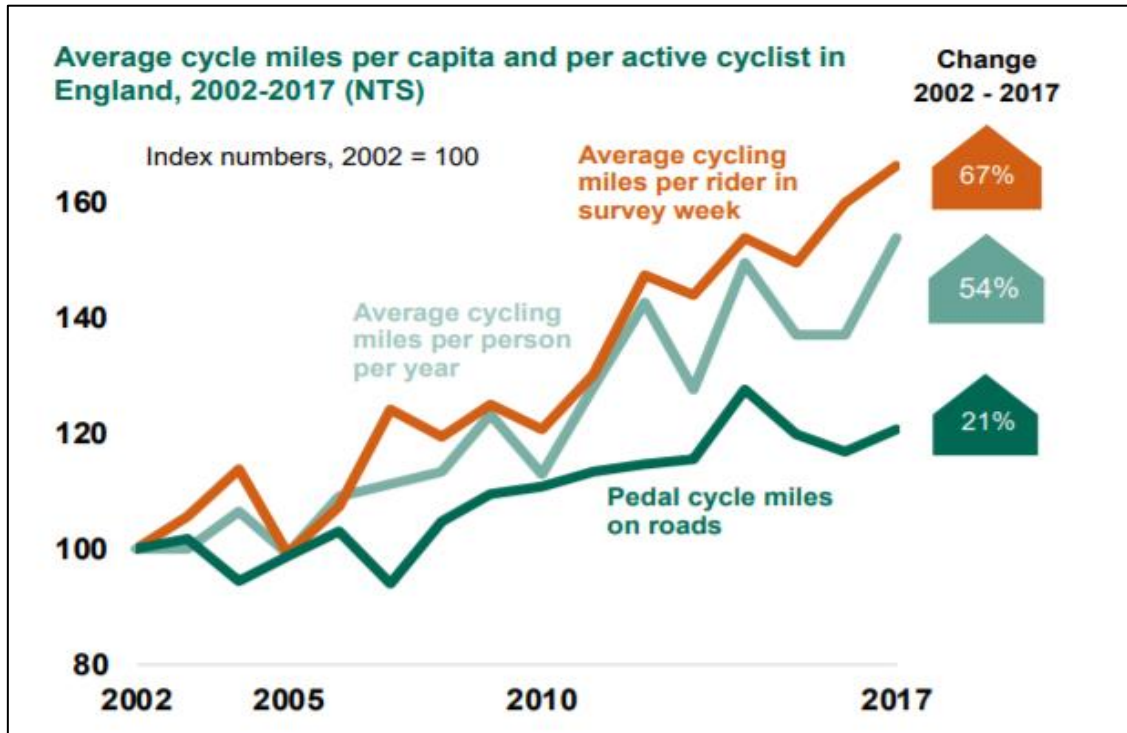
Figure 3

Countermeasure
Clear roadside hazards - driver side
Clear roadside hazards - passenger side
Cycle Lane (off-road) (Rural)
Cycle Lane (off-road) (Urban)
Delineation and signing (intersection)
Footpath provision driver side (adjacent to road)
Improve curve delineation
Improve Delineation
Lane widening (>0.5m)
Pedestrian fencing (Urban)
Protected turn lane (unsignalised 3 leg)
Raised profile edge lines
Roadside barriers - driver side
Roadside barriers - passenger side
School zone warning - flashing beacon
Shoulder sealing passenger side (>1m)
Side road unsignalised pedestrian crossing
Speed limit reduction - Safe system compliance - Low enforcement (mph)
Speed limit reduction - Safe system compliance - Strong enforcement (km/h)
Street lighting (intersection)
Street lighting (mid-block)
Traffic calming
Unsignalised crossing (Rural)
Unsignalised raised crossing (Rural)
Unsignalised raised crossing (Urban)
Wide centreline

A key engineering measure of the scheme as highlighted is for the inclusion of an off-road cycle lane. Highlighted in the graph below (figure.4) there has been a steady increase in the miles

covered per cyclist since 2002 through to present. A number of collisions which occurred at the proposed scheme location involved cyclists, collisions would likely increase at this location, with cycling and number of vehicles increasing, which is why the off-road cycle lane would completely remove conflict between cyclist and vehicles. Commuters would be encouraged to cycle to their wider route as assurance of their safety when facilitating this section of the highway would be significantly improved.

Figure 4 (latest figures set available due to covid)



There are no expected barriers to delivering this scheme and as highlighted within this report a contingency budget will be implemented into the final costing when delivering the counter measures.

Figure 5 below highlights the before and after star rating of the A439 Warwick Road. It must be highlighted that this has not taken into consideration the speed limit reduction which is also a measure which will be implemented in the proposed scheme, which will increase the overall percentage of 3 star or better to over 60% which is a positive figure for a rural location.



**Figure 5**  
**Before**

Star Ratings	Length (km)	Percent
3 star or better	2.1	32.31%
5 Stars	0.0	0.0%
4 Stars	0.0	0.0%
3 Stars	2.1	32.31%
2 Stars	1.7	26.15%
1 Stars	2.7	41.54%
Not applicable	0.0	0.0%
Totals	6.5	100%

**After**

Vehicle Occupant		
Star Ratings	Length (km)	Percent
3 star or better	3.5	53.85%
5 Stars	0.0	0.0%
4 Stars	0.1	1.54%
3 Stars	3.4	52.31%
2 Stars	1.5	23.08%
1 Stars	1.5	23.08%
Not applicable	0.0	0.0%
Totals	6.5	100%

The proposed scheme is expected to prevent 16 fatal and serious injuries over the 20 year appraisal period which is a 37.4% reduction compared with baseline, with an expected value of prevention of £21.2M over the 20 year appraisal period and an overall road safety BCR 13.84. These figures are all highlighted and attached in the safer roads engineering tool.

### B3. Finance - 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 SRF contribution.

Please complete the following table. **Figures should be entered in £000s (i.e., £10,000 = 10)**

Funding to be provided 2022/23 & 2024/25	£000s
DfT SRF funding requested	132
LA Contribution	n/a
Other third-party funding	n/a
Other Government funding	n/a

#### **B4. Finance – Local Contribution/Third-Party Funding**

The non-DFT SRF contribution may include funding from other government funding streams or from organisations other than the scheme promoter. Please provide details of **all non-DfT SRF** funding contributions to the scheme costs.

This should include evidence to show how any third-party contributions are being secured, the level of commitment and when the funds will become available and if this will impact on delivery.

Please confirm if the funding has already been secured and provide supporting evidence (*complete if applicable*)

n/a

#### **B5. Finance – Affordability and Financial Risk**

Please provide a narrative setting out how you will mitigate any financial risks associated with the scheme and provide evidence on the following points, where applicable. Supporting evidence can be provided as an annex

The project cost will have an uplift inflation rate applied to it which will use the contractor employed (Balfour Beatty) uplift itemised price list when pricing for the proposed highways scheme measures. The scheme itself will have a contingency budget built into the final bid amount requested from DFT.

Whilst there is no anticipated cost overrun based on the scheme proposals as they are engineering measures which the present contractor has implemented across the county on other highways schemes and are therefore able to cost estimate accurately. The scheme will have a contingency budget incorporated within it as with all major schemes implemented across Warwickshire does and this will be used if overspends occur.

A project board will be set up and members from WCC'S delivery, design, auditing, and finance teams will all be involved in this regular meeting at which the risk register will be reviewed and able to mitigate against any potential pressures facing the project.

### B6. Economics – Value for Money

Original BCR value (from RSF Report)	<b>3.7</b>
Revised BCR ( <i>post final plans- to be completed later</i> )	<b>13.84</b>

### B7. Commercial

Please describe the procurement strategy that will be used to select a contractor and set out the timescales involved in the procurement process that will show that delivery can proceed timeously

Warwickshire County Council will assume full responsibility for delivery of the Scheme. The Scheme will be managed as a project using PRINCE2 methodologies in accordance with WCC standard governance procedures, which determine delegations for decision making, reporting and monitoring

Warwickshire County Council will incorporate the scheme proposed within their current contract framework. This complies with all construction and ethical legal requirements to operate on the highway network.

Once the funding has been secured, the preliminary design will be reviewed alongside onsite visits, this will be carried out by our design services team. This design will then have a first stage audit carried out on it, to identify any major concerns which can be amended to ensure all stakeholders using the network are not adversely affected.

Once this has been established a detailed design will be commissioned for the proposed scheme. This again will need to go through an audit, which once complete the design can be finalised for the scheme. The audit will be carried out by the traffic and road safety team.

Contracts drawings will then be produced by Design services. Construction mobilisation will follow once the drawings have been prepared for the contractor. Utility diversion works will normally be agreed in conjunction with this. Once this has been agreed and approved with all the legal licenses in place, the construction phase can commence.

## **B8. Management - Delivery**

**Deliverability is one of the essential criteria for a bid and, as such, should set out if any statutory procedures are need before it can be delivered.**

**(Project Plan)Gantt Chart attached**

highlighting project timeline from submission of bid through to construction of countermeasures.

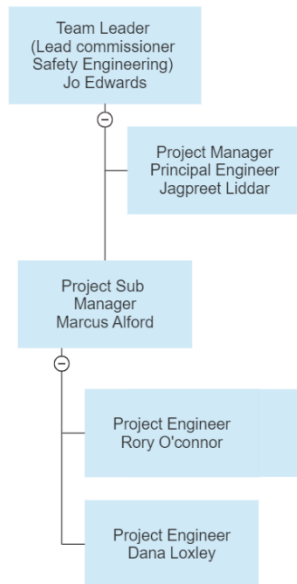
**statement of intent to deliver the scheme -Lead Commissioner for Road Safety**

*Within my role as Lead Commissioner for Safety Engineering, I (Jo Edwards) fully support the proposed scheme for the A439. I will ensure that priority is given to the proposed scheme being delivered within the timescales provided.*

*Jo Edwards F.I.H.E  
Lead Commissioner for Safety Engineering  
Transport Planning & Road Safety Group  
Communities*

## B9. Management - Governance

Please name those responsible for delivering the scheme, their roles (e.g., *Project Manager, SRO etc*) and their responsibilities and how key decisions are/will be made. Please also identify a contact to be used if escalation is required.



Highlighted is the team that has worked on the project. We have a lead Commissioner who is overlooking the project. A Project Manager who is managing the daily tasks of the project. A sub project manager who is assisting on project management of the scheme, and two active highways engineers who have been working on the measures proposed for the highway scheme.

A project board will be set up once funding is approved which will include monthly meetings with contractors, Auditors, and designers. These will be logged and discussed alongside the risk register to mitigate issues arising within the scheme.

In the event of escalation Team Leader and Project Manager should be contacted.

## B10. Management – Risk Management

Risk management is an important control for all projects, but this should be commensurate with cost. For projects where costs exceed £100,000, a risk register covering the top **5** (*maximum*) specific risks to the scheme, and their likelihood of occurrence, should be completed.

Please ensure that, in the risk register costings, you have not included any risks associated with ongoing operational costs.

[Risk Register attached](#)

## B11. Management – Barriers to progress

Please list any external barriers that you think may affect the delivery of your scheme (*these can include, but is not limited to, procedural, structural or environmental issues and/or delays*)

There are no external barriers which have been identified at the pre-construction stage. There will be a Road safety audit undertaken at the appropriate phase in the project. This may lead to design alterations within the project, however the main engineering proposals which have been put forward by an experienced engineering team will be progressed to construction phase.

As part of the engineering measures a Traffic Regulation Order will need to be completed, this will require consultation with statutory consultees and if there is any objection, we will require to table a report which will need to be approved by Warwickshire County council transport's portfolio holder. This could delay this aspect of the project for several months, however with so

many other engineering measures being implemented within this project the delay should not impact the overall delivery of the scheme significantly.

## **Section C – Monitoring, Evaluation and Benefits Realisation**

### **C1. Benefits Realisation**

Please provide details on the profile of benefits, including baseline benefits and benefit ownership, and explain how these will lead to outputs/outcomes. These should be proportionate to the cost of the proposed scheme. (*Maximum 300 words*)

This can be explained with logic maps, text descriptions or similar.

The benefits are far reaching on the scheme proposed; from a reduction in collisions, to encouraging cycling and walking which will reduce carbon emissions, as well as reducing congestion along this route.

The cycle lane will encourage active travel, improved pedestrian facilities will allow pedestrians a safer travel into the town centre reducing vehicle conflict points which presently occur along the route. The improvement to junctions where there have been several collisions whilst improving the route's signage, lining and layout will benefit all road users of this location.

The scheme outlay cost is approximately £1.32M with a high proposed Benefit Cost Ratio. This would highlight that the cost of the scheme would be value for money and that the engineering measures would be proportionate and appropriate, failure to implement them will see a continuation in fatal and serious injuries at this location.

The proposed scheme is expected to prevent 16 fatal and serious injuries over the 20-year appraisal period which is a 37.4% reduction compared with baseline, with an expected value of prevention of £21.2M over the 20 year appraisal period and an overall road safety BCR 13.84. A reduction in over 27 serious injuries as well as 129 slight injuries during the 20-year appraisal period. These figures alone highlight the benefit of the proposed scheme and how all road users will benefit from a safer part of the network when facilitating their commute.

## C2. Monitoring and Evaluation

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Periodic monitoring to evaluate the outcomes and impacts of scheme interventions, as well as an evaluation of findings towards the end of a scheme, is important to show if the project has been successful.

Please set out how, and when, you plan to measure and report on the benefits identified in section C1, alongside any other outcomes and impacts of the scheme. Where possible, bidders should outline the baseline information they will use for their evaluation

*Scheme promoters are expected to complete reporting forms which will be sent from the Safer Roads Fund Team at DfT and to engage with the department's external contractor's requests for evaluation as well as contributing to platforms for the sharing and dissemination of lessons learned.*

As highlighted a project board will be set up as soon as funding is approved. The board will be made up of Senior Officers, engineers, Designers, Contractors, and Road Safety Auditors. The board will meet every month to discuss the project plan which has been attached as well as going through the risk register to mitigate or highlight new project risks.

Once completed the scheme will be added to the Traffic and road safety completed scheme database and analysis will be carried out after a period of 12 months, three years, and five years to establish collision numbers following the implementation of the scheme.

We will also be able to monitor the increase in cyclist using the new cycle lane facility provided which will highlight the benefits the engineering measures have had in allowing cyclist to access and facilitate this route.

Pedestrian footfall using the new pedestrian facilities can also be monitored during this period to assess the increased number in people walking into the town centre.

The forecast collision rate following completion of this scheme which has been attached and formulated in the safer roads engineering tool will be able to be monitored during the 12-month, 3 year, and 5-year period. This analysis will inevitably measure the success of the proposed scheme which can be used to inform future Road Safety intervention strategy.

## SECTION D – Declarations

### D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [**scheme name as Page 1**], I hereby submit this request for approval to DfT on behalf of [**name of authority as Page 1**] and confirm I have the necessary authority to do so.

I confirm that [**name of authority as Page 1**] will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

**Name:** Jo Edwards

**Signature:**



<b>Position:</b>	Lead Commissioner – Safety Engineering
<b>E-mail:</b>	joedwards@warwickshire.gov.uk
<b>Date:</b>	20/02/2023

## D2. Section 151 Officer Declaration

As Section 151 Officer for [***name of authority as Page 1***] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [***name of authority as Page 1***]:

- has allocated sufficient budget to deliver this scheme based on its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver the 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 from other 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

<b>Name:</b>	Philippa Young
<b>Signature:</b>	
<b>Position:</b>	Head of Strategy and Commissioning
<b>E-mail:</b>	Philippayoung@warwickshire.gov.uk
<b>Date:</b>	20/02/2023

### **Submission of application:**

An electronic copy only of the application, including any supporting material, should be submitted to:

[saferroadsfund@dft.gov.uk](mailto:saferroadsfund@dft.gov.uk)

***Please list all attached Annexes on the following page***



## **List of Annexes**

Project Plan -Gantt Chart

Risk Register

EqlA- Equality Impact assessment

Project Plan

Safer Roads Engineering tool

Bank Details