

# 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)\*: Cambridgeshire County Council**

*\*If the bid is a joint proposal, please enter the names of all participating local authorities and specify the lead authority. The lead authority should be the authority with the longest part of the eligible road section.*

**Bid Manager Name and position: Andrew Preston, Highway Projects and Road Safety Manager**

*Name and position of officer with day to day responsibility for delivering the proposed scheme.*

**Contact telephone number: 01353 650572**

**Email address: [andrew.preston@cambridgeshire.gov.uk](mailto:andrew.preston@cambridgeshire.gov.uk)**

**Postal address: SH1313, Shire Hall, Castle Hill, Cambridge, CB3 0AP**

When authorities submit a bid for funding to the Department for Transport, 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 the 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 specify the web link where this bid will be published:**

<https://www.cambridgeshire.gov.uk/transport-funding-bids-and-studies/transport-funding-bids/>

## **SECTION A - Scheme description and funding profile**

**A1. Scheme name:** A1303 Road Safety Improvements

### **A2. Headline description:**

*Please enter a brief description of the proposed scheme (in no more than 100 words)*

£1.302M is requested towards the delivery of counter measures to improve the safety of the A1303 between Stow cum Quy and Newmarket Bypass.

The A1303 has an Annual Average Daily Flow of 4,851 vehicles (2015), and had 22 collisions between 1<sup>st</sup> January 2012 and 31<sup>st</sup> December 2016. The route has been identified, by the Road Safety Foundation, as one of 50 'A' roads where the risk of collisions causing deaths or serious injury is highest.

Investment will enable a proactive whole route approach to reduce the risk of collisions along the route, which will coincide with a focussed education campaign.

### **A3. Geographical area:**

*Please provide a short description of area covered by the bid (in no more than 50 words)*

*Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.*

The A1303 is single carriageway with a 60mph speed limit. The route is lit in places and there is a footway along the northern edge separated from the carriageway by a grass verge. This stretch of road is the main signed route for Newmarket from the west, and also provides access to the local villages of Bottisham and Great Willbraham.

Length of eligible road section: 6.6KM

OS Grid Reference: 551183 /259693

Postcode: CB25

Appendix 1 shows a map of the local area and the location of accidents.

### **A4. Equality Analysis**

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

See Appendix 2.

## **SECTION B – The Business Case**

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

*Please outline what the scheme is trying to achieve*

The A1303 has been identified by the Road Safety Foundation, as one of 50 'A' roads where the risk of collisions causing death or serious injury is highest. Between 2012 and 2016, 22 collisions occurred along the route, of which 7 were fatal or serious injuries (KSI's). The A1303 was considered to be the worst stretch of road in the East of England when looking at the number of collisions per kilometre.

The A1303 is the main signed route to Newmarket from the west and is rural in its nature. Rural routes tend to have increased risk compared to other types of road due to the proximity of roadside hazards, poor road alignments, number of junctions and lack of segregation of oncoming vehicles.

The countermeasures outlined in this bid aim to 'build in' a higher level of safety into the road for all road users, thereby proactively reducing the risk along the route as a whole, rather than being reactive with collision specific road safety solutions. The aim of the project is to utilise the iRAP ViDA methodology to deliver a route based approach to achieve at least a 3 star road, based on its current 2 star rating.

### **B2. The Strategic Case (Maximum 350 words)**

*This section should set out the rationale for making the investment and evidence of the existing safety problems.*

*Supporting evidence may be provided in annexes – if clearly referenced in the strategic case. This may be used to assist in judging the strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right. So you should not rely on material included only in annexes being assessed.*

*What and where are the current road safety problems to be addressed by your scheme?*

*What road safety options have been considered and why do the proposed ones provide the best solution, particularly in terms of meeting the objective of reducing fatal and serious injury collisions?*

*What is the impact and the expected road safety benefits / outcomes of the scheme? If possible, provide information on the likely KSI reductions as a result of the scheme.*

The Cambridgeshire Third Local Transport Plan identifies road safety as one of its key challenges. It aims to address this challenge through a complementary programme of engineering measures at accident cluster sites and through education, training and publicity to improve road user behaviour.

The A1303 is a rural route within Cambridgeshire, between 2012 and 2016, 22 collisions were recorded. This stretch of the A1303 provides the main signed route to Newmarket from the west and therefore is a key link in the road network between Cambridge, the A14 and Newmarket.

The Road Safety Foundation undertook an assessment of the A1303 using the iRAP methodology and ViDA modelling software. This considers the road infrastructure attributes that are known to have an impact on the likelihood of a crash and its severity. The route was graded 2 star, which reflects the lack of road safety attributes that are appropriate for the prevailing traffic speeds. These attributes include frequent curves, narrow lanes, unsealed shoulders, poor line markings, hidden intersections and unprotected roadside hazards.

The Safer Roads Investment Plan (SRIP) generated by the ViDA model has produced a list of countermeasures for these issues, cost effectively improving the star rating by reducing infrastructure related risk. The SRIP is based on an economic analysis of a range of countermeasures, which is undertaken by comparing the cost of implementing the countermeasure with the reduction in crash costs that would result from its implementation that is based on considerable referenced international research by iRAP. The design and implementation cost of each countermeasure in the SRIP has been evaluated and amended accordingly to ensure the measures identified are realistic and deliverable.

A plan can be found in Appendix 3a/3b.

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.

The County Council will be providing additional funding to develop a complementary education programme along the route, see Appendix 4 for details.

### **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)**

<b>£000s</b>	<b>2017-18</b>	<b>2018-19</b>	<b>2019-20</b>	<b>2020-21</b>	<b>Total</b>
<i>DfT Funding Sought</i>	1,174.5	127.5			1,302
<i>LA Contribution</i>	72.5	72.5			145
<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**

*Please provide information on the following points (where applicable):*

- a) *The non-DfT contribution may include funding from organisations other than the scheme promoter. Please provide details of all non-DfT 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 they will become available.*

The LA Contribution represents 10% of the total project cost and is funded from the Council's 2017/18 & 2018/19 Road Safety Capital Budget.

#### **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?*

10% has been applied. Detailed information from the iRAP VIDA model has been utilised along with engineering experience when preparing the costs of delivering the proposed countermeasures. The authority has a robust understanding of historic and future costs, based on past experience and term contracts. A low element of risk has therefore been applied to reflect external price fluctuations and other delivery risks.

- b) *How will cost overruns be dealt with?*

Cambridgeshire County Council are confident that the project can be delivered within the timescales set out in the guidance for the fund. Any cost overruns will be the responsibility of the County Council.

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

- >Price fluctuation
- >Exceptionally adverse weather
- >Unforeseen ground conditions
- >Traffic management causes significant delays to travelling public
- >Availability of plant/labour/materials

## 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)***

*Where a BCR is provided please provide separate reporting in the form of an Annex to the bid to enable scrutiny of the data and assumptions used in deriving that BCR.*

*Where a BCR is not available/appropriate other values of value for money should be demonstrated. These should be commensurate with the value of the scheme.*

Below is the Safer Roads Investment Plan (SRIP) as generated by the ViDA model, with updated local costs generated by our own highway service provider.

CounterMeasure	Length / Site	Unit	FSI Saved	PV of Benefits	Cost (2010 Prices)	Cost Per FSI Saved	Program BCR	2017 Capital Cost per unit	Total Cost
Delineation and signing (Intersection)	7	sites	2.8	805,416	43,035	15,194	18.72	£ 7,289.47	£ 51,026.29
Roadside barriers - passenger side	1.051	km	0.6	182,343	112,084	174,795	1.63	£ 126,447.40	£ 132,896.22
Roadside barriers - driver side	1.394	km	0.9	244,755	109,869	127,649	2.23	£ 93,450.56	£ 130,270.08
Shoulder rumble strips	6.6	km	2.3	653,881	64,355	27,987	10.16	£ 11,561.28	£ 76,304.43
Improve Delineation	1.1	km	0.7	187,126	6,788	10,315	27.57	£ 7,316.45	£ 8,048.10
Protected turn lane (unsignalised 3 leg)	2	sites	1.1	311,577	183,996	167,925	1.69	£ 109,080.59	£ 218,161.17
Shoulder sealing passenger side (>1m)	2.1	km	0.5	152,355	310,987	580,440	0.49	£ 175,586.37	£ 368,731.38
Street lighting (mid-block)	0.9	km	0.9	250,672	51,557	58,486	4.86	£ 67,922.24	£ 61,130.02
Improve curve delineation	0.75	km	0.3	90,630	10,142	31,823	8.94	£ 16,034.32	£ 12,025.74
Shoulder sealing driver side (>1m)	1.796	km	0.5	139,171	286,858	586,125	0.49	£ 189,377.60	£ 340,122.17
Wide centreline	5.64	km	0.3	87,585	41,141	133,572	2.13	£ 8,648.95	£ 48,780.08
			<b>10.9</b>	<b>3,105,511</b>	<b>1,220,812</b>	<b>111,786</b>	<b>2.54</b>		<b>£ 1,447,495.68</b>

## B7. The Commercial Case (Maximum 300 words)

*This section should set out the procurement strategy that will be used to select a contractor and set out the timescales involved in the procurement process to show that delivery can proceed quickly.*

*What is the preferred procurement route for the scheme? For example, if it is proposed to use existing framework agreements or contracts, the contract must be appropriate in terms of scale and scope.*

*\*It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful; and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations as well as European Union State Aid rules, and should be prepared to provide the Department for Transport with confirmation of this, if required.*

*An assurance that a strategy is in place that is legally compliant is likely to achieve the best value for money outcomes is required from your Section 151 Officer below.*

Cambridgeshire County Council has contractual arrangements in place for the timely delivery of the proposed scheme.

The scheme will be designed and constructed through the Council's highway service provider. This delivery option has recently been competitively tested in the market to ensure value for money, with a new contract due to start from 1<sup>st</sup> July 2017.

## **B8. Management Case – Delivery (Maximum 300 words)**

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

- a) *An outline project plan (typically in Gantt chart form) with milestones should be included as an annex, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any contingency periods, key dependencies (internal or external) should be explained. Successful schemes will be subject to quarterly monitoring to assess progress against milestones and to track spend.*

*Has a project plan been appended to your bid? Yes, see Appendix 5*

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

***“As chairman of the Cambridgeshire & Peterborough Strategic Road Safety Partnership, I was keen for Cambridgeshire to be involved in the DfT Safer Roads Scheme. The County Council is committed to reducing road casualties and fully intends to use this opportunity to improve safety on the A1303 between Stow cum Quy and Newmarket. We also hope to apply the learning from this project, to improve other roads within Cambridgeshire.”***

County Councillor Steve Criswell.

***“Increasing the safety and reducing the number of road casualties on the public highway network across Cambridgeshire is a key objective of the County Council. Part of encouraging growth and vitality of an area is the Local Highway Authority’s ability to provide a safe road environment within which communities are able to go about their day to day business. As a key route the A1303 is of regional importance and the opportunity to make meaningful and sustainable safety improvements is positively welcomed.”***

Richard Lumley,  
Head of Highways, Cambridgeshire County Council

## **B9. Management Case – Governance (maximum 300 words)**

Please name who is responsible for delivering the scheme, the roles (Project Manager, SRO etc.) and set out the responsibilities of those involved and how key decisions are/will be made. An organogram may be useful here. This may be attached as an Annex.

The Governance Structure for the project is set out in Appendix 6, and details all the roles and responsibilities for the project and the process for how decisions are made.

## **B10. Management Case – Risk Management**

Risk management is an important control for all projects but this should be commensurate with cost. For projects where the costs exceed £100,000, a risk register covering the top 5 (maximum) specific risks to this scheme should be attached as an annex.

*Please ensure that in the risk register cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.*

Has a risk register been appended to your bid? Yes, see Appendix 7

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

### **C1. Benefits Realisation (maximum 250 words)**

*Please provide details on the profile of benefits, and of baseline benefits and benefit ownership and explain how your scheme design will lead to the outputs/outcomes. This could be achieved by logic maps, text descriptions, etc. Information should focus on road safety benefits.*

*This should be proportionate to the cost of the proposed scheme.*

The main benefits of the scheme is to reduce the engineering risk of the route and therefore reduce the number of collisions that occur. The ViDA model has calculated that the proposed countermeasures to be delivered as part of this bid would save 11 KSI's with a value of £111,786 per KSI. The ViDA software is based on research on interventions implemented worldwide, with each countermeasure given an effectiveness rating.

The benefit of reducing the number of collisions on the route will not only benefit the travelling public but also the County Council and the emergency services. A reduction in the number of collisions will improve the resilience of the route with fewer or no delays or disruption to the travelling public. The County Council will not have the cost of repairing the road or highway infrastructure damaged as a result. The emergency services will have a cost saving from not attending the incident and the person not being admitted to hospital. There will also be a wider economic benefit from no loss in productivity from the person(s) involved in the collision.

### **C2. Monitoring and Evaluation (maximum 250 words)**

*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 and evaluating the outcomes and impacts of schemes, in addition to evaluation findings towards the end, is also important to show if a scheme has been successful.*

*Where possible, bidders should describe any baseline info (or other counterfactual) they will use for the evaluation.*

*Please set out how you plan to measure and report on the road safety benefits identified in Section C1, alongside any other outcomes and impacts of the scheme. Scheme promoters are expected to contribute to platforms for sharing and disseminating the lessons learned, as directed by the Department for Transport.*

The County Council as part of the Cambridgeshire and Peterborough Road Safety Partnership undertakes annual monitoring across the County of fatal, serious and slight collisions through the collation of STATS19 data. This data is then used to produce a monthly statistics summary identifying the number and type of collisions across different districts, prevailing speeds, vehicle types, and age.

- undertake monitoring of the route through the collision statistics collected as part of the Cambridgeshire and Peterborough Road Safety Partnership
- monitor customer feedback and local councillor feedback for any information about the improvements delivered on the route
- reassessment of the route using iRAP methodology, as a result of delivery of countermeasures, A1303 expected to go from a 2 star rating to a 3 rating
- Stage 4 Road Safety Audit, undertaken one year from scheme opening
- share any best practice information as required

## **SECTION D: Declarations**

### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for A1303 Road Safety Improvements I hereby submit this request for approval to DfT on behalf of Cambridgeshire County Council and confirm that I have the necessary authority to do so.

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

Name: Richard Lumley

Signed:

Position: Head of Highways

### **D2. Section 151 Officer Declaration**

As Section 151 Officer for Cambridgeshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Cambridgeshire 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: Chris Malyon  
Deputy Chief Executive & Chief Finance Officer

Signed:

### **Submission of bids:**

An electronic copy only of the bid including any supporting material should be submitted to:  
[saferoadsfund@dft.gsi.gov.uk](mailto:saferoadsfund@dft.gsi.gov.uk)

## APPENDICES