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)*: Slough Borough 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: **Savio DeCruz**

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

Contact telephone number: **01753 875640**

Email address: **savio.decruz@slough.gov.uk**

Postal address: **St Martins Place, 51 Bath Rd, Slough SL1 3UF**

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:
http://www.slough.gov.uk/council/strategies-plans-and-policies/local-transport-plan-ltp3.aspx

SECTION A - Scheme description and funding profile

A1. Scheme name: A4 Bath Road

A2. Headline description:

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

The proposal reflects the complex nature of the route which has differing characteristics and risks along its 8.6km length. Speed limits will be homogenised to 30mph along the route with enforcement solutions implemented to achieve compliance with the new limit and existing signals. Roadside hazards will be removed or protection introduced in many places and a limited amount of surface rehabilitation will be required to improve friction at key locations. Locations have been prioritised for countermeasures based on collision histories and potential risk using the iRAP ViDA tool.

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 route comprises the A4 between junction 7 and junction 5 of the M4 through the Borough of Slough. There is a mixture of single and dual carriageway along the route with 30 and 40 mph limits currently in place.

An image is attached as Appendix 1. An online map showing the route sections in more detail together with collisions and land use is available via the following link - http://slougha4.risk-map.co.uk/#15/51.5166/-0.6324

Length of eligible road section: **8.6km**

A4. Equality Analysis

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

Yes – held by Slough Borough Council (SBC)

SECTION B – The Business Case

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

Please outline what the scheme is trying to achieve

Our proposal is to raise the iRAP star ratings for vehicle occupants and vulnerable road users (VRU) to three stars along the majority of the route. Following the safe system approach we propose to target killed and seriously injured casualties by eliminating potential high-risk situations.

The sections of the A4 with the highest risk are those with a 40mph speed limit as there are many uncontrolled junctions and entrances that could lead to side-impacts with turning traffic. Given the limited space available it would not be possible to engineer out these conflicts and the decision has been made to reduce the speed limit to reduce the chances of serious injuries occurring in these types of collisions. Although compliance is currently good at peak times due to congestion, at other times free-flowing traffic speeds are high and a linked enforcement infrastructure will be put in place. Slough has experience of dual speed and red-light cameras and new technologies have been identified for implementation.

Away from these sections the highest risks are posed by roadside hazards and poor quality road surfaces. The eastern section of the A4 has recently undergone re-engineering and efforts will be concentrated elsewhere to bring the route up to the same standard.

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.

As previously mentioned, the route consists of several distinct sections and our approach differs according to the risks and mix of road users in each section. A full plan demonstrating countermeasures planned in each section in detail is available as a web map by following this link – http://slougha4_plan.risk-map.co.uk

We have not proposed countermeasures for every 100m section of the route.

Section 1 (West) – 2.6km

This section is currently 40mph and this speed limit is incompatible with a safe system approach. Due to the lack of available road space it is not possible to introduce run-off or wider medians, and the installation of roadside barriers is not appropriate for this road. The best solution available, whilst maintaining capacity, is to reduce the speed limit to 30mph backed up by enforcement. A number of manufacturers have systems that will allow a combination of spot speed, red-light, and average speed. Although average speed is a more efficient solution we are concerned mostly about compliance at signalised junctions and will focus enforcement at 9 locations.

Costs:	**Speed Limit Review / Change**	**£6,709**
	Enforcement Solution	**£315037**
	Road Surface rehabilitation	**£61,264**

Section 2 (Center) – 2.3km

Although this section scores 3 starts for pedestrians the evidence from collision records indicates that there are still high numbers of pedestrian casualties. Many of these relate to improper use of crossings. Our plan is to adapt crossing at four locations with far side countdown times to provide more information to pedestrians on when it is safe to cross. Additionally we will carry out roadside hazard removal. Compliance by drivers with the speed limit is acceptable and no enforcement solution is proposed here.

Other major projects in the area are planned over the coming months and are excluded from this bid.

Costs:	**Upgrade crossing facilities**	**£130,000**
	Clear roadside hazards	**£975,000**

Section 3 (East) – 1.8km

This section has recently undergone improvement works but remains at 40mph for part of the route. There is also a junction close to the junction of the M5 that suffers from compliance issues and has a high collision rate. We are proposing to reduce the limit and introduce a combination of average speed and junction compliance cameras to reduce casualty rates.

Costs:	**Speed Limit Review / Change**	**£4,664**
	Enforcement Solution	**£218,102**

A full breakdown of costs by 100m is includes as a separate file 'Slough A4 Plan.xlsx'

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)

£000s	***2017-18***	***2018-19***	***2019-20***	***2020-21***	***Total***
DfT Funding Sought		*898*	*813*		*1,711*
LA Contribution					
Other Third Party Funding					

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):

No other contributions will be made from other sources as a part of this scheme

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?

The risk rating for the project is low with a probability of 5 – 20 % of any risks occurring. Costs are estimated at up to £8,500 for each of the five highlighted areas with delays on only a few weeks anticipated.

b) How will cost overruns be dealt with?

Appropriate project management will ensure that costs are as indicated and there is flexibility within the scheme to reduce the number of countermeasures used. If that was not successful then initially we would seek to cover any cost overrun via other existing budgets such as Section 106 or existing road safety budgets. Approaching SBC Capital Finance Board would be a further backup option.

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

- ***Equipment and installation costs may be higher than planned***
- ***Project overrun / abortive work***
- ***Delays in commencing work***
- ***Speed limit changes not approved***
- ***Unable to sufficiently declutter / remove hazards***

Details on mitigation plans are included in the Risk Register appendix

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.

This section will be submitted separately according to the extended deadline 13th October 2017

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.

SBC are currently moving to a Direct Service Organisation model, which will mean that the work would be delivered in house. The use of the DSO will potentially aid with timescales and mobilisation and we are expecting to carry out much of the work in the first 18 months on the scheme.

There are individual elements that may be subject to tender if they cannot be procured from an existing framework. For example, enforcement and signals may be taken from the CCS TMTii catalogue.

If any works fall outside of this then a tender exercise will be run by SBC in accordance with all applicable regulations and laws.

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?

   See Appendix 3

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

Yes, the scheme has the full approval of Savio DeCruz, Head of Transportation and Highways for Slough Borough 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.

SBC have identified Masum Choudhury as Project Manager and Savio De Cruz as SRO. High level decisions, such the implementation of Traffic Regulation Orders, will de undertake as a 'Significant Decision' by senior officers of the council.

Other key decisions will be made through the project management process, by discussion between the project manager and the project board (to be appointed).

SBC intend to appoint Road Safety Analysis to carry out the scheme evaluation and provide expert advice on the deployment of enforcement solutions. Thames Valley Police will be required to operate the enforcement systems and have been consulted on our plans.

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 – 'A4 Slough Risk Register.xlsx'

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 benefits of this scheme have been determined in significant detail by the Global iRAP ViDA system. The User Defined Intervention Plan calculates costs and FSI savings and powers the BCR calculations in section B6.

Benefits are therefore the annual reduction in FSI casualties compared to the baseline. This calculation may need to be amended to take into account changes in SI reporting levels post-CRASH.

We expect benefits to be realised through fewer injuries to vulnerable road users, especially pedestrians, and also to turning traffic. Furthermore, as speeds will be reduced, so will the severity of collisions.

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.

We recognise that the baseline information used for selection purposes only covers a three year period between 2012 and 2014. There have been some changes made to the route since 2014 and any evaluation will need to take into account those schemes and the impact the may have had. Our proposals do not cover the entire length of the route and detailed monitoring will look at how specific countermeasures have had an impact on casualties and compliance.

New baselines will be created using five years of STATS19 data prior to the implementation of any countermeasures. Scheme impact will be evaluated using the Newcastle University RAPTOR tool which will take into account changes in traffic flows, trend on similar roads, and estimate the effect of regression to mean (RTM).

Traffic counters are already in place along the route and the evidence from these will be used to evidence compliance. Enforcement records from Thames Valley Police will also play a part in assessing the impact on road user behaviour from the traffic cameras.

Reports will be produced on an annual basis to track progress against the baseline with statistical testing a key part of the methodology.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so. I confirm that [*name of authority*] will have all the necessary powers in place to ensure the planned timescales in the application can be realised.	
Name: **Savio DeCruz**	Signed: 
Position: **Head of Transport and Highways**	

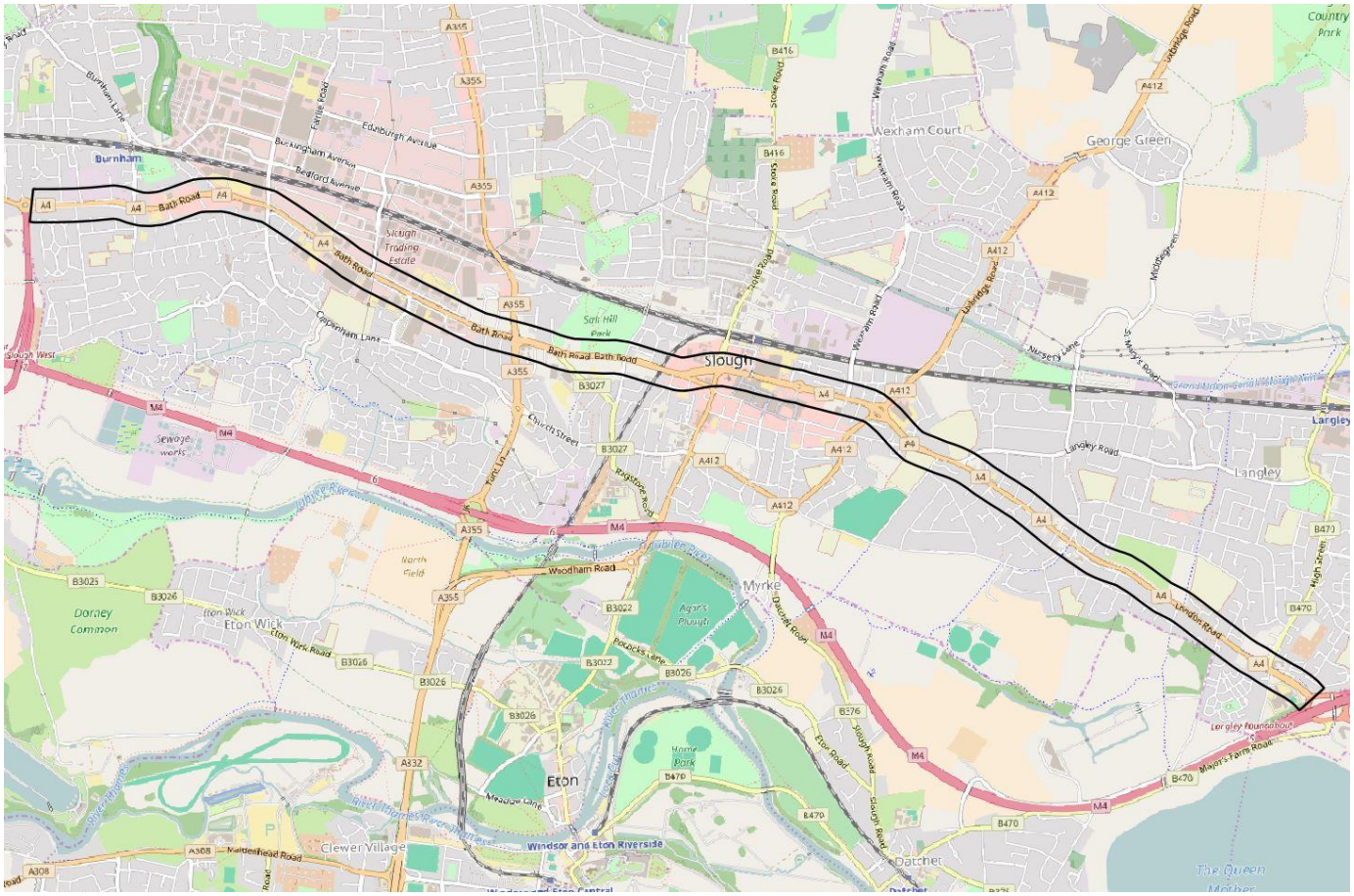
D2. Section 151 Officer Declaration	
As Section 151 Officer for [*name of authority*] I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*] - has allocated sufficient budget to deliver this scheme on the basis of its proposed 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: Barry Stratfull	Signed: 

Submission of bids:

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

saferroadsfund@dft.gsi.gov.uk

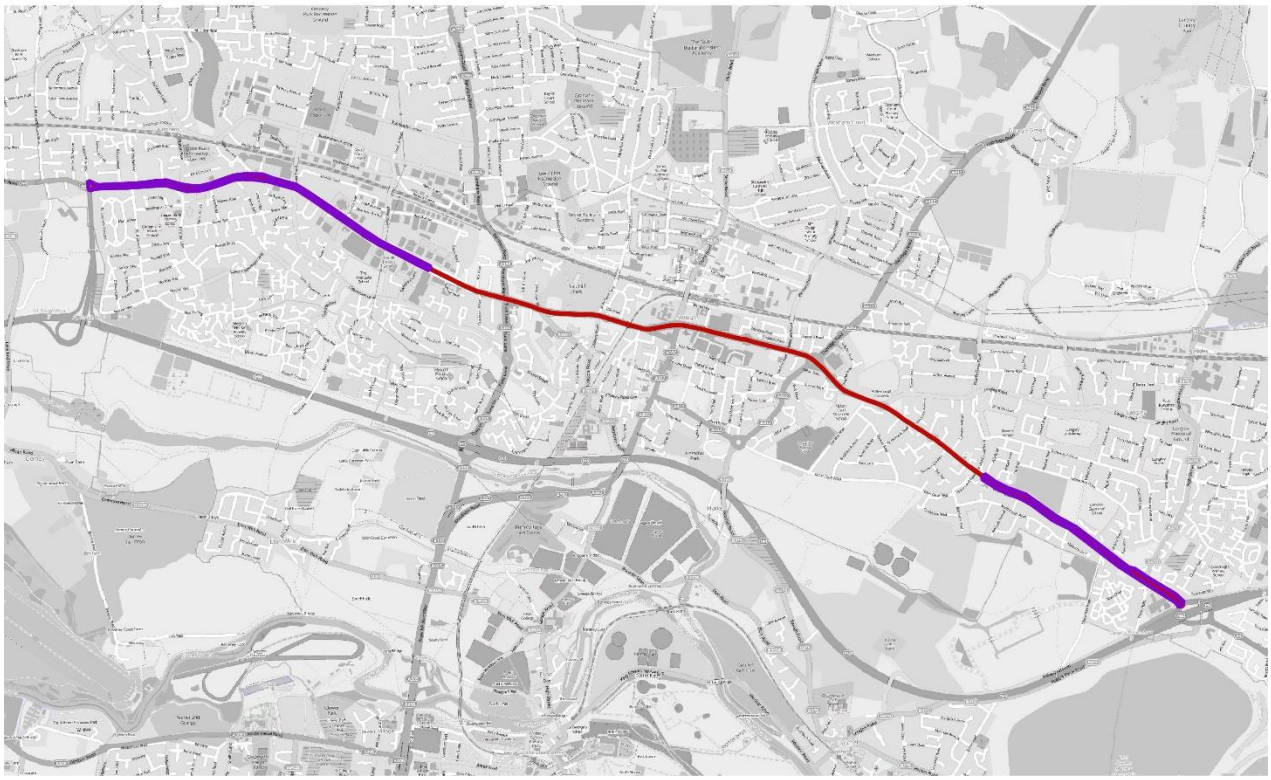
APPENDIX 1 – Route Extent



Appendix 2a – Speed Limit Review and Enforcement

Speed Limit Change including Enforcement

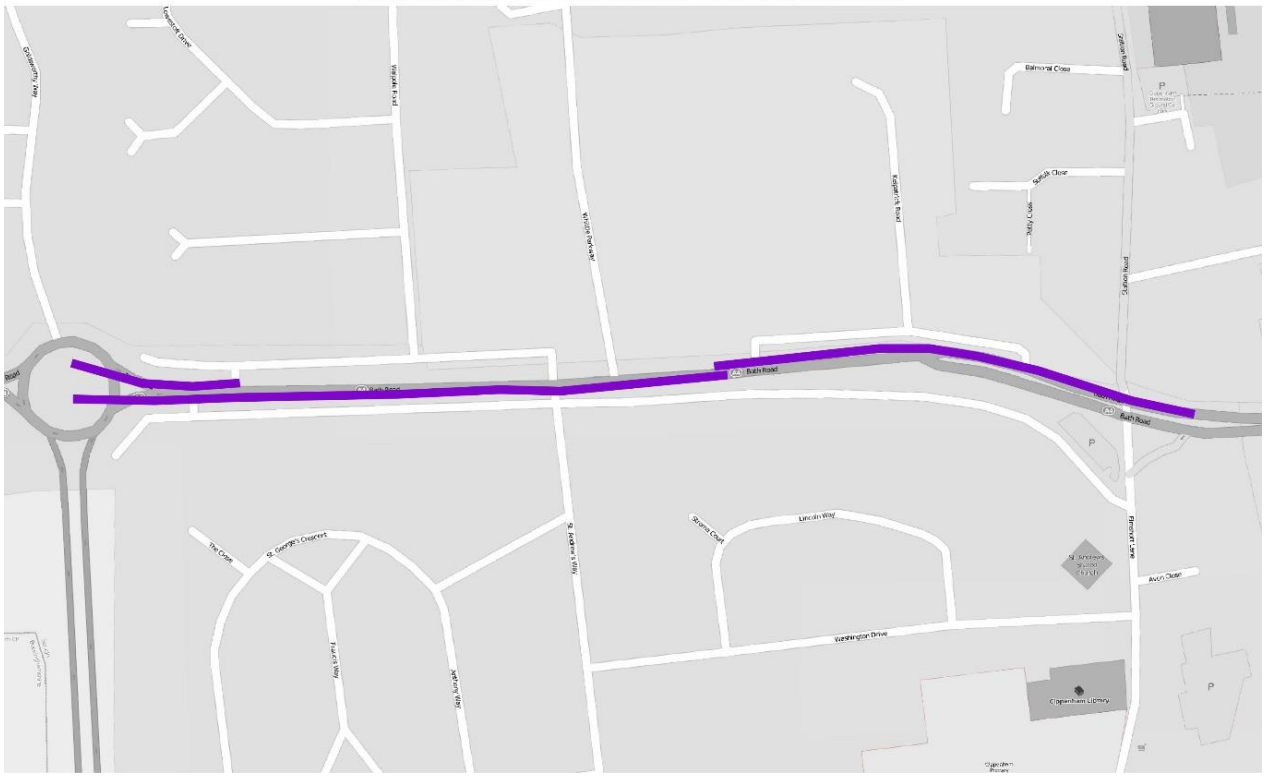
From 0 to 2.5km on both A and B sections
From 6.9 to 8.5km (Section A only as this is single carriageway)



Appendix 2b – Road Surface Rehabilitation

Road Resurfacing

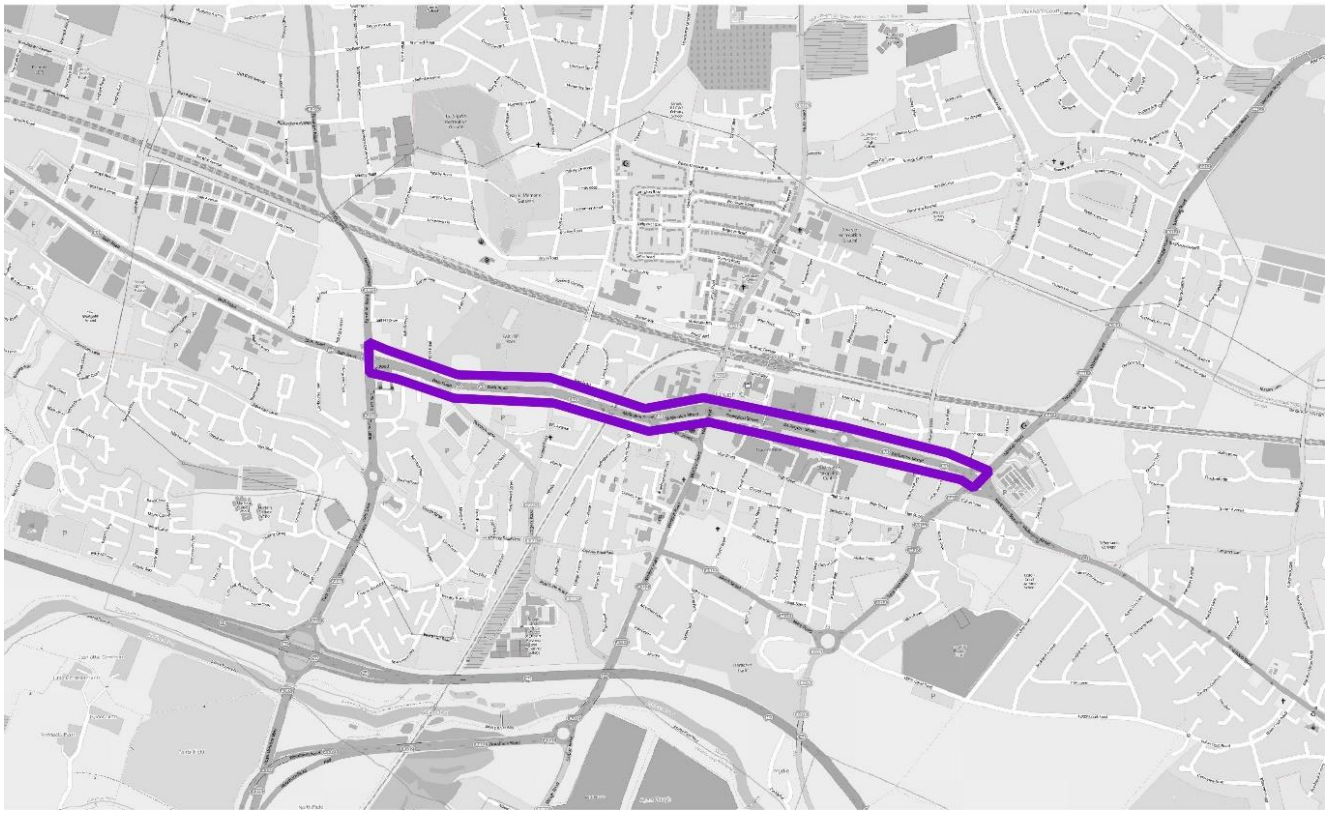
Westbound (A) - 0 to 0.3km (400m total)
Eastbound (B) - 0 to 0.1km and 0.4 to 0.6km (400m total)



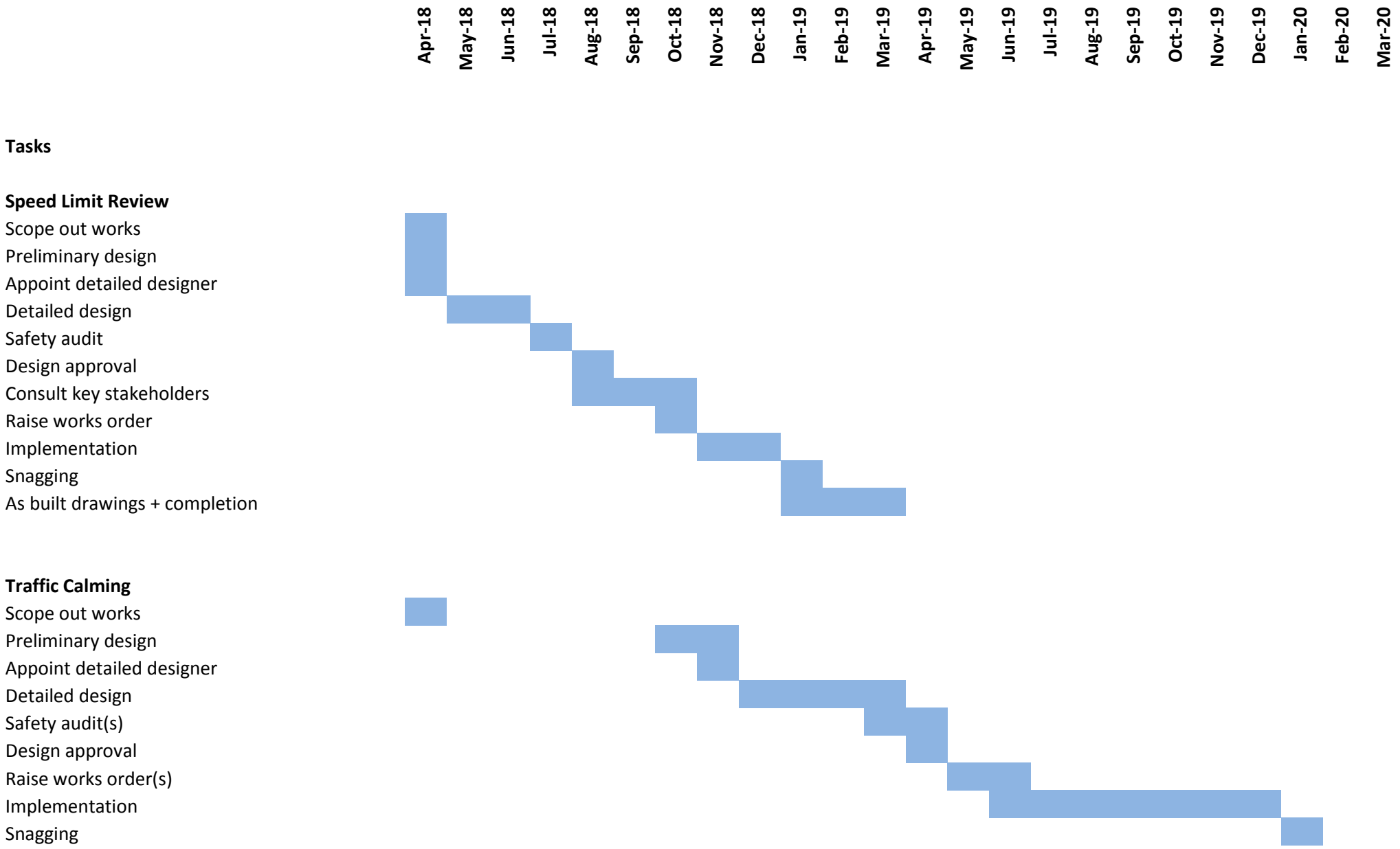
Appendix 2c – Roadside Hazard Removal

Decluttering

3.2 to 5.4km (2.3 km length in total)
Tuns Lane junction to Uxbridge Road Roundabout



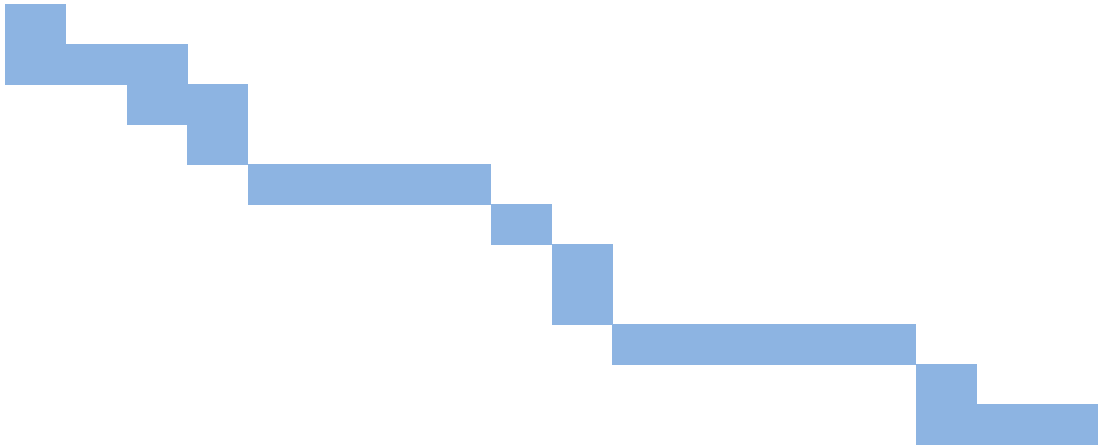
Appendix 3 – Delivery Plan



As built drawings + completion

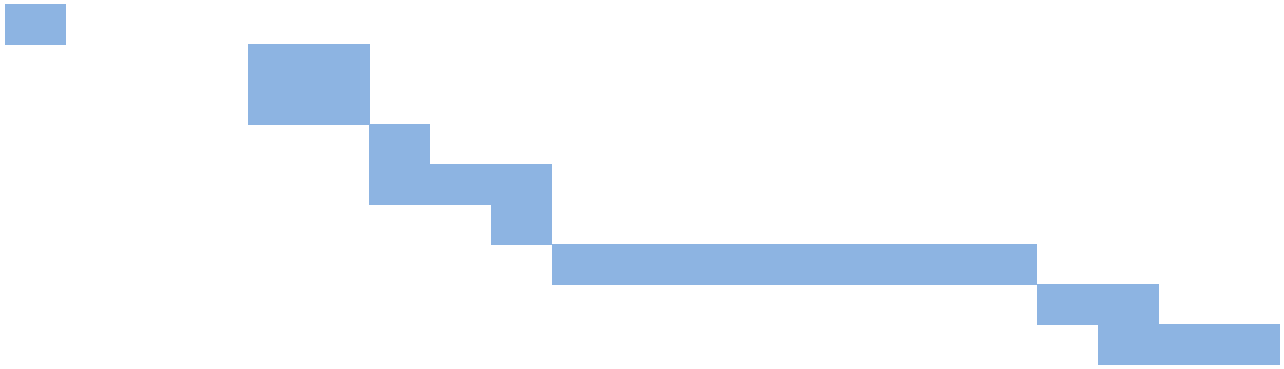
Clear Roadside Hazards

Scope out works
Commission + carry out detailed review
Preliminary design
Appoint detailed designer
Detailed design
Safety audit (where required)
Design approval
Raise works order
Implementation
Snagging
As built drawings + completion



Road Surface Rehabilitation

Scope out works
Preliminary design
Detailed design in house
Design approval
Consult key stakeholders
Raise works order / appoint contractor
Implementation
Snagging
As built drawings + completion



Upgrade Pedestrian Crossing Facilities

Scope out works

Preliminary design

Appoint detailed designer

Detailed design

Safety audit

Design approval

Raise works order

Implementation

Snagging

As built drawings + completion