

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)*: OLDHAM COUNCIL (LEAD AUTHORITY)
TAMESIDE METROPOLITAN BOROUGH COUNCIL

Bid Manager Name and position:

Eleanor Sykes, Transport Policy Officer, Planning and Infrastructure

Contact telephone number: (0161) 770 1668

Email address: eleanor.sykes@oldham.gov.uk

Postal address: Economy, Skills and Neighbourhoods
Oldham Council
Room 310
Civic Centre
Oldham
OL1 1UG

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

Gary Sutcliffe, Principal Engineer, Highways and Engineering, Unity Partnership

Contact telephone number: (0161) 770 3046

Email address: Gary.Sutcliffe@unitypartnership.com

Postal address: Unity Partnership
Henshaw House
Cheapside
Oldham
OL1 1NY

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:

Oldham www.oldham.gov.uk/sfr

Tameside www.tameside.gov.uk/trafficregulationorders

SECTION A - Scheme description and funding profile

A1. Scheme name: A670 Road Safety Improvements - Oldham to Tameside (Safer Roads Fund)

A2. Headline description:

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

The bid proposals are intended to deliver a series of measures targeted at reducing the number and severity of injury collisions taking place along a section of the A670 identified by the Road Safety Foundation.

Where appropriate, our interventions will take the form of bespoke countermeasures intended to benefit vehicle occupants, motorcyclists, pedestrians and bicyclists. We aim to achieve at least a 3-star ViDA rating throughout the route.

The varying nature of the route means an array of measures have been identified ranging from Route Treatments (enhanced signing, surfacing, lining) to Junction Improvements and Pedestrian Crossings, controlled and uncontrolled.

A3. Geographical area:

The area is situated towards the eastern outskirts of the Greater Manchester conurbation along a section of the A670 corridor that extends from Mossley (Tameside) up to its junction with the A62 in Saddleworth (Oldham). The route is both urban & rural in character with varying degrees of development alongside.

Length of eligible road section: Total 9.8km (7.1km Oldham, 2.7km Tameside)

OS Grid Reference: From: SE 00602 09353 to: SD 96236 00725

Postcode: From OL6 9DA to OL3 5LY

Appendix: **Plan 1 – Extent of A670 in Safer Roads Fund Bid**

A4. Equality Analysis

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

An Equality Impact Assessment (EIA) Stage 1 Initial Screening Exercise has been undertaken. The initial screening exercise has concluded that a full EIA is not required as we anticipate that the overall impact of this project on several of the protected groups, including disabled people, non-motorised road users, including those with a sensory disability, those in wheelchairs and those with prams and pushchairs, will be positive. We will keep this under review as the detailed design progresses.

SECTION B – The Business Case

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

The A670 in Oldham has benefitted from a number of Road Safety Engineering interventions that have been introduced in recent years along the route. These measures have included minor junction improvements along with traffic signs and road marking enhancements and have resulted in overall injury collision rate reductions from 9.7 in 1999 to 3.0 in 2016. Despite this success the rate of Killed and Seriously Injured (KSI) has not followed a similar trajectory. Between 1999 and May 2017 there were a total of 28 KSI collisions.

The A670 in Tameside has benefitted from measures aimed at reducing collisions and injury accidents, including minor traffic signal and junction improvements, road marking and signage enhancements. These measures have contributed to collision rate reductions from 65 during 1999 - 2008 to 20 during 2009 - 2017. However, 20% of these collisions still involve KSI's.

This bid will allow both authorities to target positively the residual KSI record along the A670 as well as improving the route to achieve longer term future safety benefits. The proposed interventions will align, where practicable, with the ViDA analysis undertaken by the Road Safety Foundation (RSF) and will aim to deliver Value for Money with a Benefit Cost Ratio (BCR) of >1.5.

B2. The Strategic Case (Maximum 350 words)

The section of A670 identified by the Road Safety Foundation ranges in character from rural National Speed Limit (NSL) to urban village and light commercial. This is reflected in its various speed limits, alignment, traffic characteristics and road safety record. Historically the "all injury" collision record has improved significantly since 1999. However a KSI rate of 1.5 collisions per year is still evident over a similar period (Oldham section).

The route locations and surrounding villages attracts a significant amount of leisure visitors. A key highlight of the KSI data since 1999 includes 46% of the collisions recorded in the Uppermill area involving pedestrians, higher than the current borough average of 38%. The bid proposes enhancements of existing informal pedestrian crossing points throughout Uppermill village and beyond.

The bid proposals aim to improve the route's current ViDA rating from 1 and 2 stars to a 3 star or above rating by introducing a series of road safety interventions. These will tackle the residual KSI's and further compliment earlier schemes that have helped reduce the historic collision record e.g. junction improvements were implemented in 2016 at Oaklands Road, introducing pedestrian facilities and slower alignments. The bid proposes that the basis of this scheme be repeated at a similar junction along the route (Chapel Road).

Severance is symptomatic of a key route such as the A670 which passes through or close to several villages and associated amenities and can often leave one or both sides of the road isolated. Locations where crossings can be safely installed are infrequent.

A location has been identified on the route at St Georges Primary School, where pedestrians cross to access the school. The location is not suitable for a zebra crossing due to traffic speeds and the width of footways. The bid proposes to address this with the introduction of a puffin crossing.

Owing to the nature of the rural surroundings and the presence of conservation areas the

countermeasures have to be sympathetic to the local environment. In addition to this, traffic calming that introduces vertical deflection on classified routes is not permitted. Many of the proposals are in line with the SRIP and include the following:

Route Treatments: Enhanced road markings, surfacing materials, traffic warning signs (including Vehicle Activated Signs (VAS) and Variable Message Signs (VMS)), enhanced street lighting, safety barriers systems, marker posts and speed limit reductions.

The measures are described in detail in **Appendix 1, Section 3** and shown on the following plans:

Plan 2 – Oldham Council General Arrangement

Plan 3 – Tameside Council General Arrangement

B3. The Financial Case – Project Costs

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
<i>DfT Funding Sought</i>					
Oldham	0	42	710	10	762
Tameside	0	136	60	4	200
Total	0	178	770	14	962
<i>LA Contribution</i>	0	0	0	0	0
<i>Other Third Party Funding</i>	0	0	0	0	0

Notes:

(1) Department for Transport funding will not be provided beyond 2020/21 financial year.

B4. The Financial Case – Local Contribution / Third Party Funding

N/A

B5. The Financial Case – Affordability and Financial Risk (maximum 300 words)

a) *What risk allowance has been applied to the project cost?*

Due to the ongoing nature of Oldham and Tameside's Integrated Road Safety Highway programmes, the rates used to calculate the project costs are values based on 5 years of similar programmed works successfully delivered ahead of schedule with very positive outcomes. Consequently, a 10% contingency has been applied to allow for significant price fluctuations not forecast.

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

Significant additions to the cost estimate will be identified, and ideally mitigated, during the procurement stage. Due to the minimal risk identified, it is envisaged any overrun will be less than the contingency provided. Any fluctuations and their implications will be monitored and mitigated as part of the on-going financial governance/risk management outlined in section B9.

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

The main risks to project delivery timescales and cost are considered to be low. None of the proposed countermeasures require any special DfT approvals.

The proposals will be designed to be fully constrained within the Public Highway Asset and will have minimum impact on any under / over ground Public Utility apparatus or private property.

The introduction of two new Speed Limits within Oldham will require the Council to follow due statutory process. However, the adjacent physical measures do not rely on the lower speed limits being in place. All Traffic Regulation Order (TRO) processes across both authorities are scheduled to begin from April 2018 if the bid is successful.

Although rated as relatively low, the element of the project with the greatest risk is the provision of the Controlled Pedestrian Facility in Mossley, Tameside. Implementation of this measure will require that construction activities take place adjacent to underground services. Full consultation and site investigation (trial holes etc.) with the relevant utility companies will take place prior to any construction activity.

B6. The Economic Case – Value for Money

We intend to provide an update to this section in response to the advice from the DfT in red, below.

The deadline for submission of Round 2 bids remains 29 September 2017. However, DfT recognises that some authorities might require longer to familiarise themselves with this new economic appraisal guidance, and so we are content for local authorities to submit their Economic Case only (i.e. Section B6 of the application form) by the later date of 13 October 2017.

However, we have also provided our Interim BCR Calculations based on Actual Injury Collisions and Costs of Highway Improvements for both Oldham and Tameside. This is attached in **Appendix 2 – Interim BCR Calculations**.

BCR Summary:

Oldham – 7.12
Tameside – 8.78

A Breakdown of the Initial Scheme Costs is provided in **Appendix 1, Section 4**.

A further economically sound case is discussed in **Appendix 1 section 3.15**, which Tameside MBC hopes will be considered in due course.

B7. The Commercial Case (Maximum 300 words)

Oldham and Tameside Council's procurement policies are to engage our own Highways Operations team to deliver highways projects on site where appropriate and they have the available resource. The contractual arrangement with the respective Highways Operations is structured in a way that they provide the labour and resource to undertake the works rather than having fixed rates. This approach allows a significant benefit to the delivery of the project due to the flexibility of the workforce and allows cost effective value engineering measures to be implemented to mitigate risks and offset any additional costs. Procuring the works through Highways Operations also brings the following benefits:

- Reduced procurement time;
- Greater flexibility in the works programme;
- Local knowledge;
- In Oldham's case, established partnering relationship with Unity Partnership.

For Oldham, the procurement of road markings will be through mini competition tenders advertised via the Council's Procurement Portal: The Chest. The mini competition will be administered via the Low Value Construction and Highways Services Framework (LVCHSF), Lot 18 Lining and Road Marking.

For Tameside, the procurement of road markings has already been completed via the competitive tendering process i.e. The Chest and this contract will be utilised for any works required.

The safety barriers and vehicle activated signs will be procured via Constructionline on behalf of both Oldham and Tameside Council's.

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 – Appendix 3 A670 Safer Roads Fund Project Plan***

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

The proposals being submitted as part of the joint bid from Oldham and Tameside Council's to the Department for Transport's Safer Roads Fund span three financial years. Delivery of the schemes will take place in 2018/19 and 2019/20 and monitoring of the schemes and feedback to the DfT will be carried out during the final year of the Safer Roads Fund (2020/21).

The project plan realistically outlines key milestones and the critical path in delivery of all the proposals. Both authorities have a history of successfully delivering similar schemes and the

necessary contingencies have been built into the project plan to ensure it is a robust plan.

Key dependencies (external and internal) have been identified, e.g. Electricity North West for electrical connections, and again factored in to the project plan.

Support of the bid and its proposals has been sought and received from the Capital Investment Programme Board (CIPB) and the Cabinet Member for Environmental Services (whose remit includes Highways and Transport).

B9. Management Case – Governance (maximum 300 words)

The Safer Roads Fund schemes will become part of Oldham and Tameside's Transport Capital Programmes respectively in 2018/19 – 2020/21.

As the Lead Authority the governance process outlined is how Oldham Council manages its Transport Capital Programme. It is managed by the Senior Responsible Officer (SRO) and each scheme in the transport capital programme has an identified project manager based in Unity Partnership. We have a well-established monitoring process as follows:

Project Manager Meetings – held on a monthly basis between Oldham Council and Unity Partnership. All projects are reviewed, issues highlighted and risks identified. This meeting agrees information to be reported to Capital Investment Programme Board (CIPB) which is held on a monthly basis. CIPB is made up of the Leader of the Council, Cabinet Member for Finance, Executive Director – Economy, Skills and Neighbourhoods and our Director of Finance (S151 Officer). All financial changes to the capital programme are reported to CIPB.

Strategic Capital Programme Management Meetings – the outcome of the project manager review meetings is reported to a monthly strategic capital programme management meeting.

Transport and Highways Programme Board – a quarterly Transport and Highways Programme Board has been established which discusses a high-level overview of the programme, spend, any areas of concern, risks etc.

The Senior Responsible Officer will:

- Have overall responsibility for the Safer Roads Fund project;
- Facilitate a regular joint meeting between Oldham Council and Tameside Council to review schemes and discuss any issues or risks;
- Ensure that the project remains technically and financially viable and compliant with the grant terms and conditions;
- Have responsibility for approvals and decisions within authorised tolerances;
- Have responsibility for grant claims and liaison with the DfT on these.

Tameside has a similar governance process for their capital programme and regular liaison with Oldham will take place to ensure projects are progressing.

B10. Management Case – Risk Management

Has a risk register been appended to your bid?

Yes. **Appendix 4 – A670 Safer Roads Fund Bid Risk Register**

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 proposals are a combination of interventions to address a) existing road safety issues that are evident along the A670 route resulting in injury collision, damage only crashes or near misses and b) the outcome to the SRIP assessment carried out by the Road Safety Foundation.

It is apparent from the SRIP that some areas of the A670 route have been rated at 3 stars and above yet the most recent three and five year injury collision records indicate that some form of intervention should be considered at certain locations. In these situations additional measures have been developed to achieve benefits to further compliment ViDA analysis.

Owing to the low risk affordability nature of the road safety interventions, significant benefits will be achieved in the short term for Vehicle Occupants, Motorcyclists, Pedestrians and bicyclists alike. It is envisaged that the measures will continue to perform well in the long term as both authorities will commit to maintaining the additional road safety assets to a serviceable standard.

It is intended that the measures will benefit local users, commuters and those visiting the area from other regions of the UK. This will be achieved with provision of intrinsic road safety improvements to create a consistent managed highway environment.

The key objectives of the proposals are to:

1. Reduce the underlying KSI record in the immediate term;
2. Provide a route with a 3 star and above rating that will maximise future benefits for up to twenty years.

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 proposals are the culmination of robust road safety assessments carried out by experienced highway engineers. Both Oldham and Tameside will be pleased to share results

with the DfT.

The measures that have been identified have resulted from data-led site investigations, analysis and designs carried out by highway safety engineers with considerable local knowledge of the A670 highway environment and associated road safety issues. As part of the process the proposals will be subjected to the Road Safety Audit procedure.

Accident studies have been carried out along the route using the Greater Manchester Accident Database (GMAXI) currently managed by Transport for Greater Manchester Highways Forecasting and Analytical Services (TfGM HFAS). Baseline Injury Collision and Speed / Volume information will be used to monitor the success of the scheme. Further information about the baseline conditions is provided in **Appendix 1, Section 2**.

As part of our obligations under Section 39 of the Road Traffic Act the highway network is currently monitored on a monthly basis. Specific future Evaluation and Monitoring of the scheme will be carried out in two ways as follows:

1. Individually by Oldham and Tameside

Before and After Collision Investigation (number of collisions, severity type etc)

Before and After Speed Surveys (Mean, 85th percentile, % above Association of Chief Police Officers (ACPO) thresholds etc)

2. Strategically by Transport for Greater Manchester

As the A670 is one of a number of roads in the Greater Manchester area with similar characteristics, TfGM will carry out high level monitoring of the route and compare its performance against roads in the other eight districts within Greater Manchester.

SECTION D: Declarations for Oldham Council

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for A670 Safer Roads Fund (Oldham Section), I hereby submit this request for approval to DfT on behalf of Oldham Metropolitan Borough Council and confirm that I have the necessary authority to do so.

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

Name: Eleanor Sykes

Signed:

Position: Transport Policy Officer



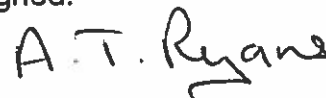
D2. Section 151 Officer Declaration

As Section 151 Officer for Oldham Metropolitan Borough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Oldham Metropolitan Borough 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:
Anne Ryans

Signed:



SECTION D: Declarations Tameside MBC

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for A670 Safer Roads Fund (Tameside Section), I hereby submit this request for approval to DfT on behalf of Tameside Metropolitan Borough Council and confirm that I have the necessary authority to do so.

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

Name: Emma Varnam

Signed:

Position: Assistant Director



D2. Section 151 Officer Declaration

As Section 151 Officer for Tameside Metropolitan Borough Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Tameside Metropolitan Borough 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:
Ian Duncan

Signed:



Submission of bids:

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

saferroadsfund@dft.gsi.gov.uk