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)*:
Nottinghamshire County Council (NCC) (lead authority)
Rotherham Metropolitan Borough Council (RMBC)

Bid Manager Name and position:
Gary Wood – Group Manager for Environment and Highways
Nottinghamshire County Council

Contact telephone number: 0115 9774270

Email address: gary.wood@nottscc.gov.uk

Postal address: Nottinghamshire County Council, Trent Bridge House, County Hall, Loughborough Road, West Bridgford, Nottingham, NG2 7QP

Please specify the web link where this bid will be published:

http://www.nottinghamshire.gov.uk/transport/roads/dft-funding

SECTION A – Scheme description and funding profile

A1. Scheme name:
Safer Roads Fund Scheme A634 (A631 Maltby to A1 Blyth)

A2. Headline description:

Safety Improvements along A634 in Nottinghamshire and Rotherham MBC based on iRAP and VIDA assessments carried out as part of Pathfinder group of Highway Authorities.

The proposed scheme references countermeasures suggested by VIDA software, it also includes alternative measures where these are felt to be more appropriate or practicable.

The intention of the scheme is to reduce risk to road users over an extended future lifespan.

A3. Geographical area:

A634 (A631 Maltby to A1 Blyth) in the highway authority areas of Nottinghamshire and Rotherham MBC. The road passes through the conurbations of Maltby, Oldcotes and Blyth, as shown on the map attached as Annex A. The map also shows the significant development planned along the route which will likely increase traffic volumes along the route.

Length of eligible road section: **12.7km**

OS Grid Reference:

453130 385729
462986 392099

Postcode: **S81 8JN**

A4. Equality Analysis

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

SECTION B – The Business Case

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

The scheme is intended to reduce risk to road users over an extended future lifespan, and thus reduce the number of people killed or seriously injured on the road over the next 20 years. The Safer Roads Fund focusses on risk of potential accidents, rather than specifically addressing reported historic injury accidents, and this principle has been followed in the design.

The proposed scheme consists of predominantly conventional safety engineering measures. These reference a suggested programme of countermeasures produced by VIDA software, following an assessment of the road by iRAP engineers. The improvement measures in the proposed scheme reflect the principles of the VIDA countermeasures, and address specific accident risks identified by the iRAP assessment. The proposed scheme includes alternative measures where these are felt to be more appropriate or practicable, based on local knowledge and assessment by experienced road safety engineers employed by the two Highway Authorities.

The measures include roadside barriers, shoulder widening, skid resistance upgrades, shoulder rumble strips, removal of roadside hazards, lowering of speed limits, installation of traffic signals, central hatching.

B2. The Strategic Case (Maximum 350 words)

In the 2016 publication of iRAP Risk Ratings, this length of the A634 was ranked 25th in the High Risk category of the nation's roads. This was based on the reported KSI accident records for 2012 – 2014. There were nine KSI accidents reported, including one fatal accident. As would be expected on a narrow rural single carriageway road of this sort, accidents included single vehicle, head on collision, and overtaking types. These were distributed along the route

with some small concentrations at particular bends. There were also more urban types of accident within the conurbations of Maltby, Oldcotes and Blyth. In Oldcotes a mini-roundabout has a cluster of seven reported injury accidents in the period. Many accidents at the site involve two wheeled vehicles.

A subsequent iRAP assessment carried out as part of the Pathfinders Study suggested a programme of improvements to the road. These are intended to address not only reported accidents, but also the risk of future accidents presented by highway alignment, infrastructure, and condition. These suggestions have been assessed and form the basis of the current bid proposals. Alternative measures have been included in some areas where these are felt to be more appropriate or practicable, based on local knowledge and assessment by experienced road safety engineers employed by the two Highway Authorities.

The measures include roadside barriers, shoulder widening, skid resistance upgrades, shoulder rumble strips, removal of roadside hazards, lowering of speed limits, installation of traffic signals, central hatching. A schedule of the proposed measures split into the two Highway Authority areas is attached at Annex B. This shows the locations of each specific measure along the route. It also shows how these compare to the original suggestions from the VIDA software.

Based on an analysis of the proposed measures using the VIDA software, it is anticipated that a total of 25.2 Fatal and Serious Injuries would be saved over the 20 year analysis period following implementation. More detail of the effect of individual countermeasures is shown in the Safer Roads Investment Plan (SRIP) Annex C.

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***
DfT Funding Sought	*1,707*	*474*			*2,181*
LA Contribution	*60*	*60*			*120*
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

The highway authorities will be taking on the liability for all future maintenance of the proposed improvements which will be prioritised and funded from the highway authorities' future capital maintenance allocations.

Oldcotes crossroads has a concentration of injury accidents, in the most recent years the accidents are all of slight severity yet the majority include two wheeled vehicles. There is therefore potential for KSI casualties over the 20 year evaluation period, which is confirmed in the VIDA assessment. Therefore NCC will contribute £120,000 phased over two years 2017-18 and 2018-19 to the installation of Traffic Signals and associated works.

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

The proposed measures are predominantly a series of conventional remedial treatments, which both authorities have long experience of delivering. The estimates are based on site visits and initial assessments carried out in February/March 2017. Contingency allowances have been made where precise quantity estimates can only be revealed following detailed design or commencement of work on site (a total of £117,000 contingency [5%] has been included in the total project cost). Since the work is all within land controlled by the respective Highway Authorities, the potential delay and additional cost is limited. A breakdown of costings by individual countermeasure is contained in the SRIP (Annex C).

NCC's section 151 Officer 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, see section D2.

A Risk Register of the main risks to the overall project is shown at Annex D but the financial implications of these risks is summarised below:

1. Delay in announcement of funding allocation – no direct impact on cost, although consequent delivery delays could result in the need to re-profile budget.

2. Procurement processes (unforeseen shortage of materials or proprietary products) – since the majority of elements are standard engineering products obtained from known suppliers this is unlikely. Minimal impact on cost.

3. Lack of capacity to deliver construction or design – delivery will be through experienced in-house staff, however, both authorities have existing framework contracts with proven contractors should additional resources be required to ensure delivery on time. Minimal impact on cost.

4. Public, political, or statutory body opposition to elements – no direct impact on cost. All political parties are represented on NCC's Transport & Highways Committee which supports the project and therefore likelihood is minimal.

B6. The Economic Case – Value for Money

An original assessment of the road by iRAP engineers was followed by VIDA software analysis. This produced a programme of suggested countermeasures, with estimates of the value of prevented accidents and a Benefit Cost Ratio (BCR) over a 20 year analysis period. This has been used by the local Highway Authority engineers as a basis for the current bid. The values of savings calculated by VIDA have been used to predict the savings and BCR of each proposed countermeasure in the bid. Where the quantity of the measure is different from that originally suggested, the saving and BCR has been adjusted proportionally.

The overall BCR for the proposed scheme is 2.1, details of the individual measures, and a split by local authority is contained in the SRIP contained in Annex C.

There are no currently programmed maintenance works on the route, therefore the project will provide additional benefit over work funded from existing funding streams.

We have allowed an average of 16% for detailed design costs.

B7. The Commercial Case (Maximum 300 words)

NCC's section151 officer confirms that a delivery strategy is in place for this scheme that is legally compliant and achieves best value for money outcomes.

The proposed works will be designed and delivered through established existing in-house delivery mechanisms. The scheme will be project managed by the teckal company, Via East Midlands Limited (VIAEM), acting on behalf of NCC with responsibility for the design, procurement and delivery of NCC highway schemes; in partnership with RMBC. VIAEM, previously NCC's Highways Division, and RMBC have vast experience of delivering publicly funded infrastructure schemes and a centralised procurement function overseeing compliance with public procurement requirements. The scheme will be constructed by VIAEM's and RMBC's operations groups with contract management support provided by the respective highways design teams.

Should additional design or delivery resources be required these will be procured through existing framework contracts. Both councils are part of a long-term partnering contract through the Midlands Highway Alliance, which appointed partners through a full procurement exercise, following EC directives, in which tenders were evaluated using both quality and price criteria. This has the advantage of achieving significant savings in tendering and contract supervision costs, maximises the advantages of partnership working and is fully in accord with the principles of best value.

NCC has previously sought specialist advice regarding State Aid, from Geldards LLP, to ensure such highways schemes are State Aid compliant. Geldards advised that it has been established through European Commission decisions that the construction or improvement of road infrastructure by public authorities does not constitute 'economic activity' provided the infrastructure is open to all potential users on 'equal and non-discriminatory terms'. As the proposed improvements are to public highways with unfettered access to all members of society they meet these requirements and this effectively precludes the existence of State Aid.

B8. Management Case – Delivery (Maximum 300 words)

All land is in control of the highway authorities and therefore no statutory or other consents are required.

NCC has a strong track record of delivering capital projects on time/within budget, including the DfT-funded Mansfield Passenger Transport Interchange and Hucknall Town Centre Improvement schemes; and LGF joint funded projects delivered in Worksop and Harworth with Sheffield City Region partners.

The Bid aims to deliver a targeted package of holistic engineering measures, focussed on addressing casualties along the corridor. Annex E contains the Gantt chart setting out the critical path for delivering these work packages, and planned delivery timeframes.

In summary our approach is to deliver the scheme as three discrete but interlinking work packages (initiation, implementation, monitoring); with implementation delivered as individual but co-ordinated elements which allows for phased design and delivery of the programme to ensure effective/timely delivery. Our delivery approach is based on well-established implementation techniques, which have already proved successful in reducing road casualties in Nottinghamshire.

Key project milestones are outlined in the table below, which also identifies critical dependencies/implications that may impact on our proposed work programme. Based on our experience of delivering similar projects the key project dependencies are:

- Timely commissioning of delivery teams to carry out specific project tasks
- Timely completion of detailed design of the different scheme elements to ensure scheduled delivery dates are met.

Effective project management /co-ordination of works will ensure the scheme is delivered on time/budget – and essentially outputs, outcomes, annual targets are achieved.

The Bid is supported by NCC's Chief Executive and has been approved by senior officers and NCC members (from each political party) at 16.03.17 Transport & Highways Committee as part of the 2017/18 Highways Infrastructure Programmes report. A letter of support for the Bid from RMBC's Strategic Director – Regeneration & Waste is attached as Annex F.

Delivery Period	Key Milestone	Key Dependencies/Implications	Date
Q2 2017/18	Programme Board Approval	Timely confirmation of funding from DfT Formal acceptance of Funding	July 2017
Q2 2017/18	Pre-intervention (baseline) monitoring	Monitoring requirements agreed with DfT KPIs for monitoring defined	August 2017
Q2 2017/18	Commissioning of works	Dependent on timely confirmation of funding from DfT; and Programme Board formal acceptance of funding	August 2017
Q2 2017/18	Co-ordination of works	Dependent on timely confirmation of funding from DfT; and Programme Board formal acceptance of funding	August 2017
Q2 2017/18 to Q3 2018/19	Detailed design completion	Construction of elements cannot start/complete until detailed design finalised (design has been broken down into phases to coincide with co-ordination of construction elements)	September /October 2018
Q2 2017/18	Start of construction work	Dependent on completion of first phases of detailed design and co-ordination of works	August 2017
Q4 2018/19	Completion of construction work	Reduced infrastructure improvements will impact on programme success	March 2019
Q1 2018/19 Q1 2019/20 Q1 2020/21	End of year progress report	Collate outputs for reporting to Programme Board (and DfT as required)	March 2018 March 2019 March 2020
Quarterly 2019/20 to 2021/22; and annually thereafter	Post-intervention scheme monitoring	Collate Outcomes for reporting to Programme Board and DfT	April 2019 onwards

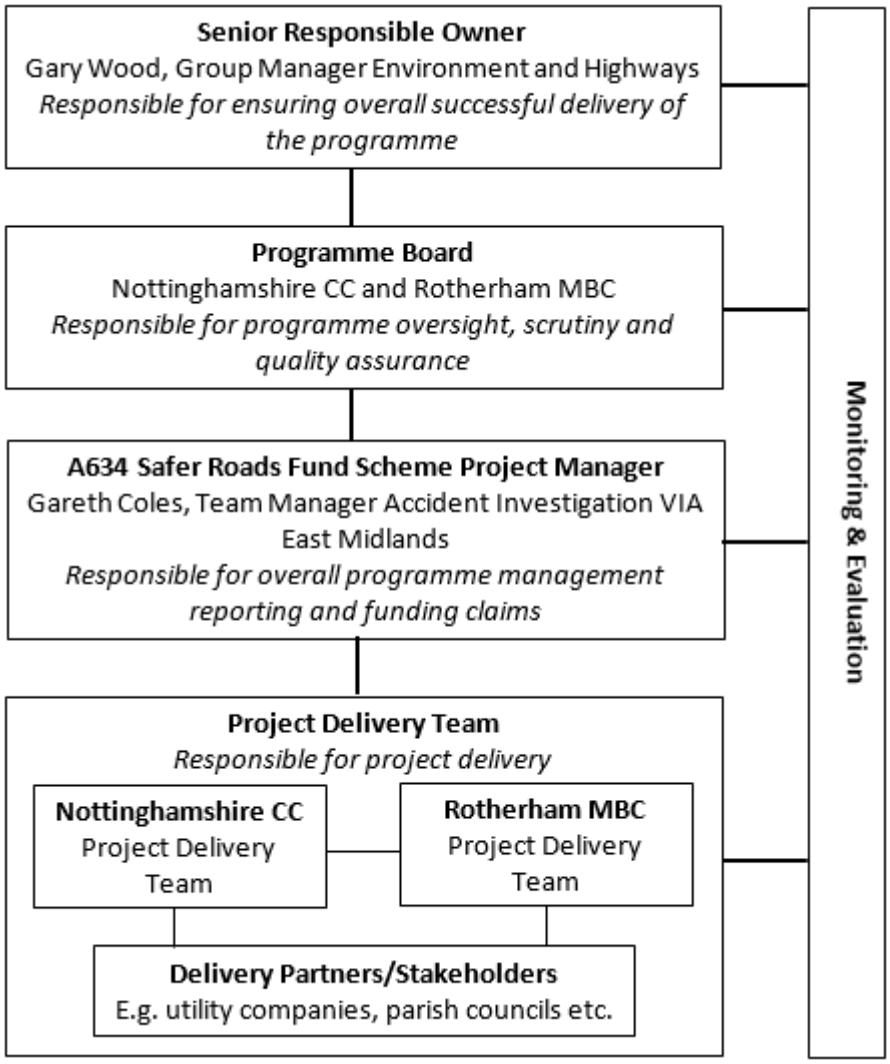
B9. Management Case – Governance (maximum 300 words)

NCC has adopted PRINCE2 methodology for project management and PRINCE2 principles will ensure critical paths for delivery are identified.

Learning from our involvement in the delivery of major schemes, including joint schemes such as the Nottingham Urban Area LSTF programme, we propose to utilise the following established governance mechanisms for the proposed A634 scheme (and illustrated in the organogram below).

At a strategic level, Gary Wood as Senior Responsible Owner will have overall responsibility for ensuring the scheme's successful delivery. Gary has sufficient experience and authority to ensure delivery of the programmes.

The Programme Board consisting of senior representatives of both participating authorities, will oversee the delivery of the scheme. Their remit will be to review and advise on programme delivery through the established joint working mechanisms.



The Programme Manager, Gareth Coles, will report progress on the scheme delivery on a quarterly basis to NCC's Transport & Highways Committee (this Committee already meet on a monthly basis). This governance mechanism has been successfully deployed by NCC to deliver its Integrated Transport Block allocation. The Programme Manager will also ensure that programme stakeholders are kept informed and engaged with respect to the progress and achievements of the scheme.

The core delivery team will comprise of the Programme Manager supported by specialist staff from VIAEM/RMBC's design/delivery teams, plus specialists from elsewhere as necessary. As Programme Manager, Gareth Coles will take responsibility for the day to day delivery of the programme. He will coordinate and manage the delivery leads/delivery teams (both internal and external) for each of the programme elements. Gareth is well-versed in the requirements of delivering road safety schemes, commissioning works and liaising with a range of internal/external partners.

B10. Management Case – Risk Management

It is confirmed that the risk register is based on P50 values and does not include risk associated with ongoing operational costs.

A Risk Register showing the main risks and their risk likelihood is shown at Annex D. In summary the main risks are:

1. Change in Local Authority administration no longer supporting the scheme – Medium (low likelihood/high impact)
2. Cost exceeding allocated budget – Low (low likelihood/low impact)
3. Delays in delivering project – Low (low likelihood/medium impact)

4. Lack of capacity to deliver elements of the programme – Low (low likelihood/medium impact)
5. Procurement processes causing delay – Low (low likelihood/low impact).

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Benefits Realisation (maximum 250 words)

An iRAP assessment carried out as part of the Pathfinders Study suggested a programme of improvements to the road. These measures address not only reported accidents, but also the risk of future accidents presented by highway alignment, infrastructure, and condition.

These suggestions form the basis of the current bid proposals. Alternative measures have been included in some areas where these are felt to be more appropriate or practicable, based on local knowledge and assessment by experienced road safety engineers employed by the two Highway Authorities.

The measures comprise conventional and proven accident remedial treatments. They include roadside barriers, shoulder widening, skid resistance upgrades, shoulder rumble strips, removal of roadside hazards, lowering of speed limits, installation of traffic signals, and central hatching.

Based on an analysis of these proposed measures using the VIDA software, it is anticipated that a total of 25.2 Fatal and Serious Injuries would be saved over the 20 year analysis period following implementation.

A logic matrix describing the benefits and effects of individual proposed countermeasures is shown below, whilst more detail of individual countermeasures and results is shown in the Safer Roads Investment Plan (SRIP) – Annex C.

COUNTERMEASURES	RISKS ADDRESSED	EFFECT OF COUNTERMEASURE	WHO WILL BENEFIT
Roadside Vehicle Restraint (Barriers)	Vehicles leaving the road striking hazardous objects such as telegraph poles and trees. Vehicles leaving road overturning on steep embankments. Resultant injuries are frequently high severity	Vehicles prevented from striking hazardous object, with more gradual dissipation of impact energy. Reduction in accident severity following run-off accidents.	Drivers, riders and occupants of vehicles
Removal of Roadside Hazard	Vehicles leaving the road striking hazardous objects such as telegraph poles and trees. Vehicles leaving road overturning on steep embankments. Resultant injuries are frequently high severity	Vehicles prevented from striking hazardous object. Reduction in accident severity following run-off accidents.	Drivers, riders and occupants of vehicles. May reduce maintenance costs compared to barriers, and also can be more aesthetically pleasing
Raised Profile Edge Line (Shoulder Rumble Strip)	Vehicles drifting off carriageway due to road alignment, driver fatigue or excessive speed. On single carriageway, rebound head-on accidents with severe collision injuries.	Provides audible warning that vehicle is approaching the road edge, reducing likelihood of run-off, or head-on accidents following verge strike. Improved visibility of edge line resulting in enhanced delineation.	Drivers, riders and occupants of vehicles.
Central Hatching	Head-on and overtaking collisions. Resultant injuries are frequently high severity. Excessive speed leading to a variety of accident types.	Separation of opposing traffic flows, reduction in overtaking, improved delineation, road narrowing may reduce speed.	Drivers, riders and occupants of vehicles.
Improved delineation using repositioned and strengthened edge lines	Run-off type accidents. Head-on and overtaking collisions. Resultant injuries are frequently high severity. Excessive speed leading to a variety of accident types.	Moving edge lines into carriageway to create narrower lanes of consistent width. The resultant sealed shoulders will reduce run-off type accidents. Road narrowing will reduce speed and overtaking.	Drivers, riders and occupants of vehicles.
Automatic Traffic Signals at Oldcotes Crossroads to replace existing four armed mini-roundabout. Possible inclusion of 5-6 round top road humps on adjacent alternative 'rat run'.	Existing mini-roundabout suffers from limited entry deflection, and poor conspicuity. Its four-armed layout is complex for road users. A majority of reported accidents involve two wheeled vehicles. Although the recent accident population are of slight severity, this is the highest concentration of injury accidents at any point along this section of the A634. Future accidents are very likely to include higher severity casualties due to the vulnerability of these road users. There are no pedestrian facilities at this junction of two A class roads, which lies at the centre of the semi-urban conurbation.	Automatic Traffic Signals would provide positive control, reducing conflicts. The signals would provide red/green man facilities at formal crossing points.	Riders of two wheeled vehicles. Occupants of other vehicle types. Pedestrians, especially those with a visual impairment or restricted mobility.
Lowering of Speed Limit Supplemented by VA signs in specific urban locations.	Inappropriate speed encouraged by posted Speed Limit in excess of appropriate speed of the majority of drivers. Drivers who are close to or over the Limit involved in a variety of accidents causing injury to road users of all types. The speed of traffic on the narrow rural sections of road is a threat to cyclists. Cyclists on the route are mainly recreational road cyclists who would not make use of cycle lanes and similar provision. Parallel routes to the A634 are planned to be subject to 50mph limits in the future, which may leave the A634 as the derestricted route of choice for drivers in a hurry.	Lowered limit reduces the acceptability of excessive speed and encourages a more compliant speed profile. While the speed reduction may be modest, overall will have a positive effect on accidents, and also would offer the potential for future enforcement activity if necessary. A general reduction of traffic speeds will benefit cyclists on the rural sections of the route.	Drivers, riders and occupants of vehicles. Pedestrains and cyclists in both urban and rural sections.
Pedestrian Guardrail	Pedestrians entering the road at an inappropriate location, either deliberately or unwittingly. Possible locations include where a perpendicular footway approaches a road, or where visibility is limited making crossing movements hazardous. Pedestrians being struck by vehicles, or causing evasive manoeuvres and sharp braking with resulting vehicle/vehicle accidents.	Guardrail deters pedestrians from entering the road where it would be hazardous.	Pedestrians, especially children and people with a visual impairment. Other road users who might be involved in resulting vehicle/vehicle accidents.
Widening of Narrow Rural Footway	Vehicle run-off accidents. Pedestrians walking in the road being struck by traffic. Both types may lead to high severity casualties	Widening existing narrow footway will offer more chance of recovery should an errant vehicle mount the kerb. It will also ensure that pedestrians do not walk in the road to avoid wet vegetation for example.	Drivers, and occupants of vehicles. Pedestrians
Delineation and Signing Improvements	Poor comprehension of junction layout and presence. Drivers or riders approaching too quickly, or failing to slow in time. Junction accidents leading to injuries to a variety of road user types	Ensuring that road users understand the presence, layout and priority of junctions. This will lead to more appropriate driver behaviour, and reduced potential for junction accidents.	Drivers, riders and occupants of vehicles. Cyclists, motorcyclists, pedestrians and other road users.

C2. Monitoring and Evaluation (maximum 250 words)

Casualties recorded after the scheme is implemented will be compared to the iRAP baseline data for 2012 - 2014 period, as used in the initial scheme identification. As well as the absolute number of accidents, the annual rate may be compared if the AADT changes significantly during the monitoring period. Statistical analysis may be used to identify the significance of reductions, or increases, although the sample sizes will be small and definitive results may not reveal themselves fully for several years.

After completion, road accidents and casualties will be monitored on a quarterly basis. This will utilise police accident reports, to which both bidding authorities have full access. This will allow any problems or unexpected results to be identified, reported and addressed as necessary.

After three years, this will be reduced to an annual review. In addition to an assessment of the overall accident figures, any localised hot-spots will be investigated.

Baseline speed surveys will be undertaken at strategic points before work commences to allow the effectiveness of the relevant measures to be monitored. These will be repeated shortly after works completion, and again approximately a year afterwards to evaluate habituation.

We will of course supply data and other information to DfT or other appropriate parties on request, or to accord with schedules deemed necessary.

We will be pleased to participate in, and contribute to, relevant platforms and forums aimed at sharing experience, knowledge and results of the project as requested by DfT.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for Safer Roads Fund Scheme A634 (A631 Maltby to A1 Blyth) I hereby submit this request for approval to DfT on behalf of Nottinghamshire County Council and confirm that I have the necessary authority to do so. I confirm that Nottinghamshire County Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.	
Name: Gary Wood	Signed: 
Position: Group Manager for Environment and Highways, Nottinghamshire County Council	

D2. Section 151 Officer Declaration	
As Section 151 Officer for Nottinghamshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Nottinghamshire 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: Nigel Stevenson	Signed: 

Submission of bids:

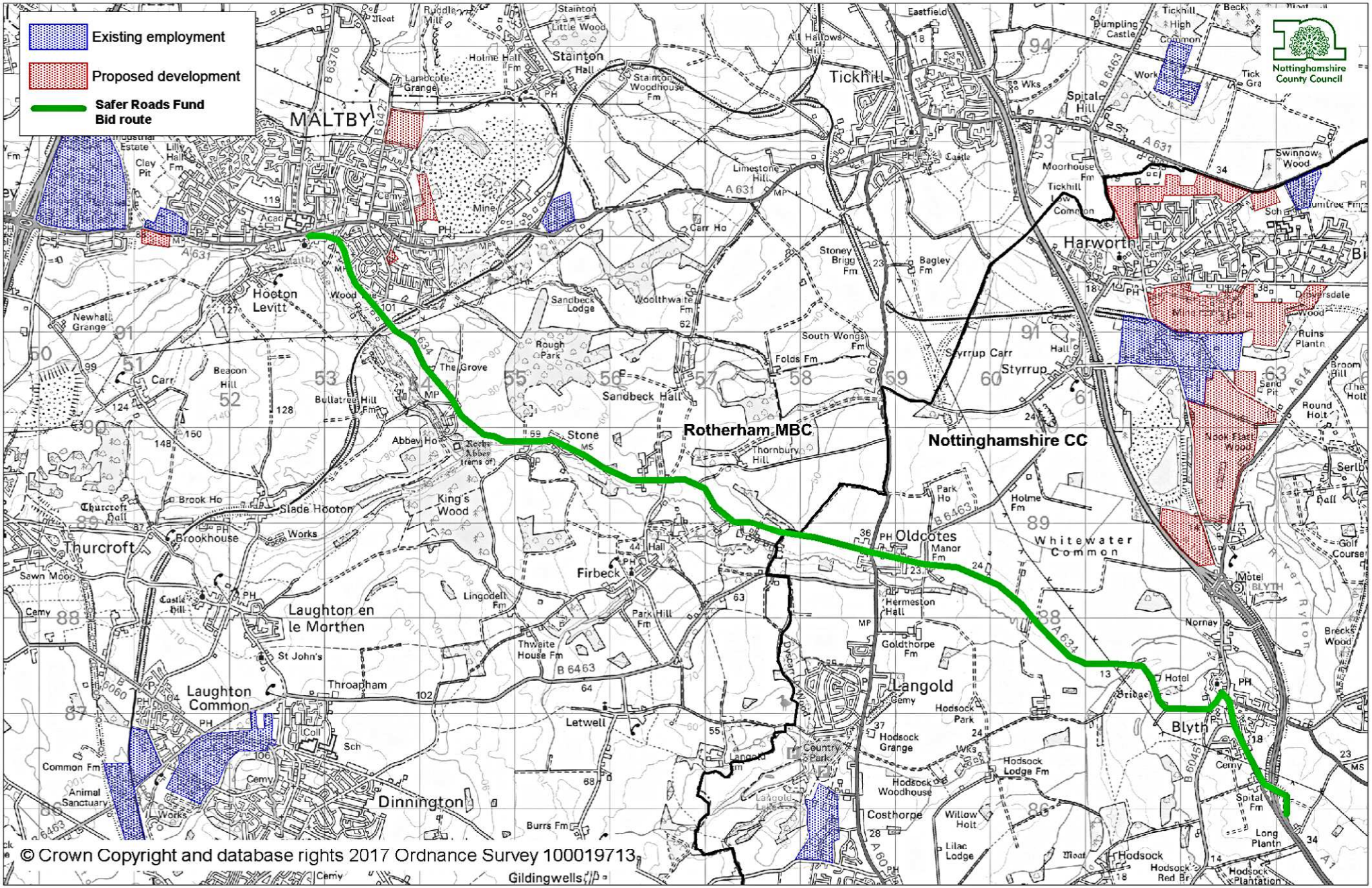
An electronic copy only of the bid including any supporting material should be submitted to:

saferroadsfund@dft.gsi.gov.uk

APPENDICES

Annex A

A634 Safer Roads Fund Bid



A634 - Nottinghamhire County Council Proposed Scheme

Row Labels	Central hatching	Delineation and signing (intersection)	Lower speed limit to 30 mph	Lower speed limit to 50 mph	Roadside barriers - driver side	Roadside barriers - passenger side	Shoulder rumble strips	Skid Resistance (paved road)	Widen footway - drivers side	Widen footway - passenger side	Signals	Hazard Removal	Street Lighting	Shoulder sealing driver side	Shoulder sealing passenger side
6.6	●			●			●								
6.7	●			●			●								
6.8	●			●			●								
6.9	●			●	●	●	●								
7	●			●			●								
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7.2	●		●												
7.3		●	●								●				
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12.8	●			●	●	●									
12.9	●			●	●										
13	●			●	●	●									
13.1	●			●											
13.2	●			●											
Grand Total	**27**	**3**	**10**	**48**	**12**	**9**	**41**	**4**	**9**	**5**	**1**	**7**	**0**	**0**	**0**

Vida Suggested Countermeasures
● Our Proposed Countermeasures

A634 - Rotherham Metropolitan Borough Council Proposed Scheme

Chainage	Central hatching	Double white line	Rumble strips	Pedestrian guardrail	Drivers side shoulder sealing	Passenger side shoulder sealing	Drivers side safety fence	Passenger side safety fence	Improved deliniation	Vegetation removal	Vehicle Activated Sign	50mph	Footway accomodation works	Cycle lane	Street lighting	Refuge	Central barrier	Turning Lane
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0.2	●																	
0.3	●			●														
0.4	●																	
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0.9	●				●	●						●	●					
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1.1	●				●	●						●	●					
1.2			●		●	●						●						
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1.4			●	●			●	●				●						
1.5			●		●	●	●	●				●	●					
1.6			●		●	●						●	●					
1.7			●		●	●	●	●				●	●					
1.8			●		●	●	●	●				●	●					
1.9			●		●	●						●	●					
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2.2			●		●	●	●	●				●	●					
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4.5			●						●			●						
4.6			●						●			●						
4.7			●									●						
4.8			●									●						
4.9			●					●				●						
5			●					●	●			●						
5.1			●					●	●			●						
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6			●									●						
6.1			●									●						
6.2			●									●						
6.3			●									●						
6.4			●									●						
6.5			●									●						
Total	**12**	**5**	**47**	**3**	**14**	**14**	**15**	**14**	**15**	**1**	**2**	**50**	**13**					

Key	
	Counter measure suggested by ViDA
●	Counter measure suggested by Rotherham

Nottinghamshire SRIP

	Service Life	Length/Sites	FSIs Saved	PV of Safety Benefit	Our Estimated Cost	Cost per Analysis Period	Cost per FSI Saved	BCR using our estimated costs	BCR using our cost per analysis period
Roadside Barriers - Passenger Side	20	0.9	1.6	317,710	229,286	229,286	147,762	1.4	1.4
Roadside Barriers - Driver Side	20	1.2	2.1	435,128	305,714	305,714	147,762	1.4	1.4
Central Hatching	10	2.7	1.8	410,045	29,000	49,559	16,111	14.1	8.3
Skid Resistance (paved road)	10	0.4	2	470,741	135,720	231,934	67,860	3.5	2.0
Shoulder Rumble Strips	10	4.1	2.8	550,933	29,000	49,559	10,256	19.0	11.1
Deliniation and Signing (intersection)	5	3 sites	1	307,228	25,000	78,695	25,000	12.3	3.9
Clear Roadside Hazard	20	0.7	1.2	247,108	200,000	200,000	165,714	1.2	1.2
Speed Limit & Interactive Signs	20	5.8	1.5	320,266	50,000	50,000	33,333	6.4	6.4
Traffic Signals	20	0.1	2.3	491,075	280,000	280,000	121,739	1.8	1.8
Widen Footway Driver Side	20	0.9	0.1	21,351	25,714	25,714	213,511	1	0.8
Widen Footway Passenger Side	20	0.5	0.1	21,351	14,286	14,286	142,857	1	1.5
Total			**16.5**	**3,592,935**	**1,323,720**	**1,514,746**	**80,444**	**2.7**	**2.4**

Rotherham SRIP

	Service Life	Length/Sites	FSIs Saved	PV of Safety Benefit	Our Estimated Cost	Cost per Analysis Period	Cost per FSI Saved	BCR using our estimated costs	BCR using our cost per analysis period
Roadside barriers - passenger side	20	1.4	1.3	295,279	146,720	146,720	110,040	2.0	2.0
Roadside barriers - driver side	20	1.5	1.4	376,308	132,200	132,200	92,540	2.8	2.8
Shoulder rumble strips	10	4.7	1.8	426,209	37,600	64,255	20,400	11.3	6.6
Central hatching	10	1.2	0.4	95,162	3,600	6,152	9,600	26.4	15.5
Shoulder sealing passenger side (>1m)	20	1.4	0.8	109,541	240,800	240,800	292,400	0.5	0.5
Shoulder sealing driver side (>1m)	20	1.4	0.8	112,953	240,800	240,800	292,400	0.5	0.5
Pedestrian fencing	20	0.3	0.1	21,351	7,500	7,500	75,000	2.8	2.8
Improve deliniation	5	1.5	0.1	21,351	12,000	37,773	120,000	1.8	0.6
Wide centreline (double white lines)	10	0.5	0.2	33,361	2,500	4,272	16,000	13.3	7.8
Clear road side hazard - driver side	20	1 site	0.1	21,351	3,000	3,000	41,250	7.1	7.1
(Traffic calming) Vehicle Activated Signs	5	2 sites	0.1	21,351	10,000	31,478	137,500	2.1	0.7
50mph speed limit	20	5	1.5	320,266	10,000	10,000	6,667	32.0	32.0
Footway accomodation works	20	1.3	0.1	21,351	130,000	130,000	1,300,000	0.2	0.2
Total			**8.7**	**1,875,834**	**976,720**	**1,054,951**	**2,513,797**	**1.9**	**1.8**

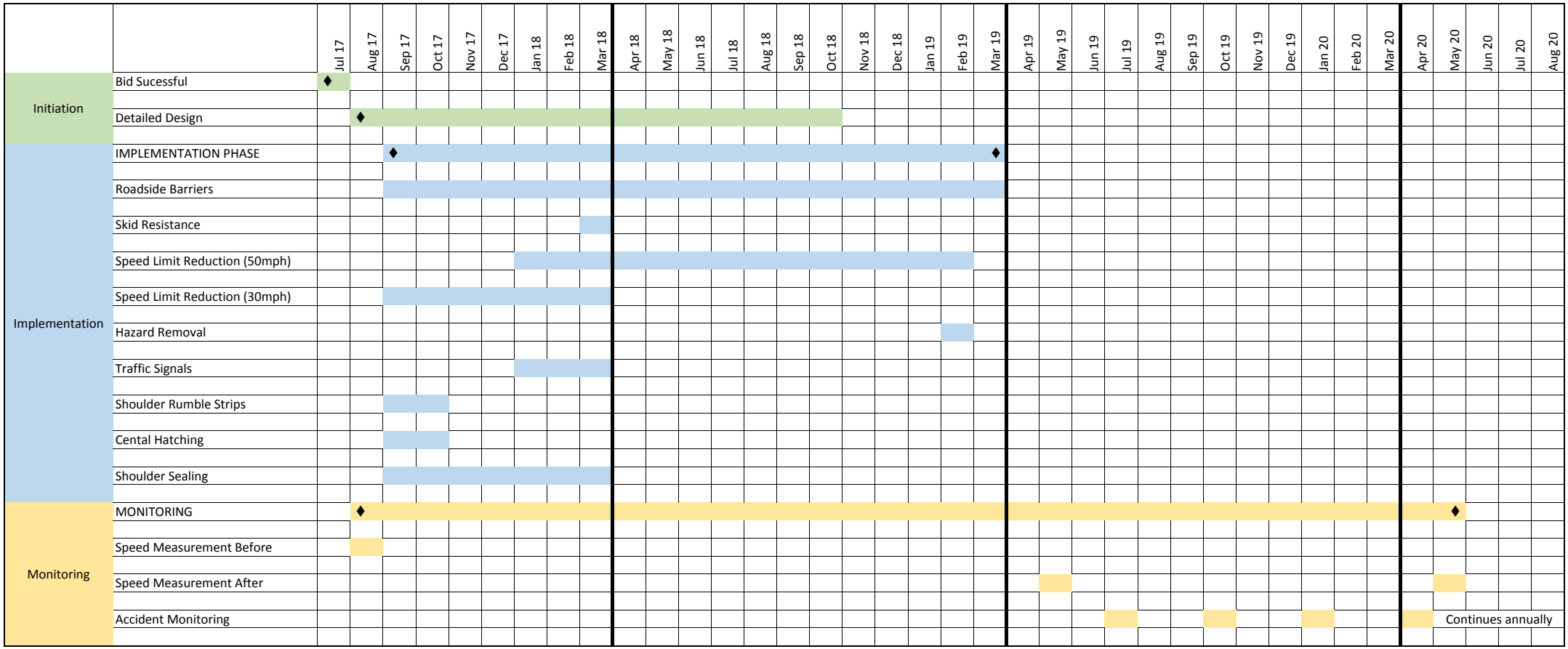
Total of Nottinghamshire and Rotherham SRIPs			**25.2**	**5,468,769**	**2,300,440**	**2,569,697**	**2,594,241**	**2.4**	**2.1**

Annex D - Risk Register

Risk		Without mitigation		Mitigation	With mitigation		
		Likelihood (1 – 5)	Impact (1 – 5)		Likelihood (1 – 5)	Impact (1 – 5)	Risk rating (Likelihood x Impact)
Political	Change in local administration resulting in lack of support for the project	1	5	Nottinghamshire County Council: All political parties are represented on Transport & Highways Committee which supports the project. Rotherham MBC: A change in local administration is not expected as all ward local elections are next planned to be held in May 2020. The project is supported by the current administration.	1	5	5
Financial	Costs of project exceeding the allocated budget	2	1	Nottinghamshire County Council: Estimates are based on previously delivered work programmes NCC underwrite the risk. Rotherham MBC: Estimates are based on current schedule of rates. RMBC will cover the cost of any overspend.	1	1	1
Delivery	Delays in delivering project	1	4	Nottinghamshire County Council: Existing contracts/frameworks in place to ensure sufficient resources in place to ensure delivery Milestones agreed through early engagement and construction programme takes account of critical end date Rotherham MBC: Early engagement discussions will be held with the contractor to agree project milestones/construction programme to ensure the critical end date is met. An existing framework contract is in place to ensure sufficient resources are in place to meet the construction programme.	1	3	3
	Lack of local authority capacity to deliver elements causing delays to delivery/ quality	1	4	Nottinghamshire County Council: Existing framework contract exist to enable effective and timely procurement Contractors on framework agreements have proved experience of successfully delivering similar projects in Nottinghamshire. Rotherham MBC: Existing framework contract will ensure sufficient/suitable resources are in place to ensure delivery should the in-house contractor not have the resources or capability to deliver elements of the project.	1	3	3
	Procurement processes cause delay	1	5	Nottinghamshire County Council: Majority of works to be delivered either in-house or through existing framework arrangements Rotherham MBC: Majority of works to be delivered either in-house or through existing framework contract.	1	2	2

NB: Red = scores 7-9, Amber = scores 4 -6, Green = scores 1-3

Annex E Safer Roads Fund Scheme A634 (A631 Maltby to A1 Blyth) Gantt Chart Showing Key Milestones



Annex F

Regeneration and Environment
Riverside House | Main Street | Rotherham | S60 1AE
Tel: 01709 823815
E:mail: Damien.wilson@rotherham.gov.uk

Rotherham Metropolitan Borough Council

My Reference
126/17/TT412

Your Reference

Please ask for:
Damien Wilson

24th April 2017

Gary Wood
Group Manager
Environment and Highways
Nottinghamshire County Council
County Hall
West Bridgford
Nottingham
NG2 7QP

Dear Mr Wood,

RE: A634 Road Safety Fund Bid

I would like to confirm Rotherham Metropolitan Borough Council's support for the joint bid that Nottinghamshire County Council (NCC) is submitting to the Safer Roads Fund on our behalf. The Council fully support the objectives of the Road Safety Fund and welcomes the opportunity to forge a positive collaborative working relationship with NCC in order to introduce road safety improvements on the A634 between Maltby and Blyth.

Providing the funding to implement these improvements will lead to a reduction in the number and severity of road traffic collisions in the future, whilst significantly enhancing the way in which residents, businesses and visitors perceive the safety of this route. The objectives of the Road Safety Fund to encourage safer road use and reduce casualties on this strategic road will also be instrumental to realising local and strategic policy aspirations.

Yours sincerely,

Damien Wilson
Strategic Director
Regeneration and Environment