

# 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

<b>Local authority name(s):</b>	Surrey County Council
<b>Bid Manager Name and position:</b>	Duncan Knox, Road Safety & Active Travel Team Manager
<b>Contact telephone number:</b>	020 8541 7443
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<b>Postal address:</b>	Surrey County Council County Hall Penrhyn Road Kingston upon Thames Surrey KT1 2DW

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.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects>

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

**A1. Scheme name:** A217 Reigate to Horley Safer Roads Scheme

**A2. Headline description:** (no more than 100 words)

The Road Safety Foundation identified this stretch of road as being one of the top 50 A-roads in the country for the number of fatal and serious collisions per vehicle kilometre.

This bid is for a range of highway improvements to reduce the risk of collisions in the future by improving the safety “star-rating” of the road with reference to the “VIDA” software and assessment process provided by the Road Safety Foundation. The development of the proposals have also been informed by analysis of collision patterns and local knowledge.

**A3. Geographical area:** (no more than 50 words)

This stretch of the A217 is a strategic north-south link between Reigate and Horley serving Gatwick Airport and includes 30 mph speed limit urban areas, as well as sections with 40 mph and 50 mph speed limit rural single carriageway. There are two main signalised junctions and four roundabouts (one signalised) on the route.

Length of eligible road section: 9.1 km  
OS Grid Reference: 525383; 150164 to 527504; 142455  
Postcode: Within RH2 and RH6 postcode areas  
Appendix: Appendix A

**A4. Equality Analysis**

An Equality Impact Assessment has been completed. This identified a positive impact in that the scheme will result in improvements to pedestrian facilities at a number of locations along the route. These will provide particular benefits for those with mobility impairment disabilities. No adverse impacts were identified.

## **SECTION B – The Business Case**

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

The scheme aims to reduce the risk of collisions resulting in injury, (especially fatal or serious injury) along the 9.1 km route of the A217 between Reigate and Horley.

This route has been identified by the Road Safety Foundation as being within the top 50 worst A-road routes for the number of fatal and serious injuries per vehicle kilometre travelled. For example there were total of 95 collisions from 2012 to the end of 2016. These included 2 collisions resulting in fatal casualties, and 18 collisions resulting in serious injuries.

The proposals seek to address deficiencies in the safety “star-rating” of the infrastructure as highlighted by the VIDA software and IRAP assessment process provided by the Road Safety

Foundation. Alongside the deficiencies identified by VIDA, the proposals also address known safety problems that have been confirmed from analysis of the history and pattern of collisions along the route alongside local engineering knowledge of opportunities to improve the infrastructure.

Care has also been taken to ensure that the proposals integrate with adjacent schemes and developments that support the wider objectives of Surrey County Council and the Department for Transport to support economic development, reduce congestion and support active travel.

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

The route has been assessed using the VIDA software and assessment process provided by the Road Safety Foundation. This highlighted a range of deficiencies in the road infrastructure along the route that are known to have an impact on the likelihood and severity of collisions. This assessment generated an initial Safer Roads Investment Plan (SRIP) suggesting a range of countermeasures that would improve the “star rating”. The initial SRIP was refined following further investigation and consideration of what measures would be feasible and legal within the constraints of the highway and the physical characteristics of the route. For example where the VIDA SRIP suggested “traffic calming” on the route, further more detailed work has been undertaken to consider what form the traffic calming could take.

The County Council has already implemented a safety scheme in 2015 at the junction of the A217 with Mill Lane in response to a pattern of collisions in the preceding years associated with illegal u-turns, which so far appears to have been successful in reducing collisions at this site.

A description and rationale for the proposed measures on the route with accompanying drawings are contained within Appendix B. It can be seen that the bid includes proposals for the provision of raised rib edge of carriageway markings, central hatching, speed limit reduction, enhanced pedestrian crossing facilities, enhanced central islands, vehicle crash barrier, signalised junction improvements and improved signing and delineation of bends. Together these measures will assist in managing vehicle speeds and reducing the risk and severity of collisions in the future.

## **B3. The Financial Case – Project Costs**

The table A below provides a summary of the projected costs by financial year. Appendix C provides a more detailed breakdown of the costs for each of the main elements of the proposals for each financial year.

**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>		402	715		1,117
<i>LA Contribution</i>					
<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**

N/A

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

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

A risk allowance of 25% has been applied. The proposals consist of a programme of conventional minor highway safety improvements at 12 main locations along the route, and raised rib carriageway markings along about 6km of the route. Surrey County Council is well practiced in delivering similar throughout the county. The cost estimates have been developed based on initial outline feasibility design drawings and associated draft Bill of Quantities, site visits, engineering knowledge and experience. The addition of a 25% as risk allowance reflects the fact that the cost estimates are based on outline designs – a more accurate Bill of Quantities will only be available following detailed design, which will proceed after the award of funding.

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

Surrey County Council are confident that the project can be delivered to the timescales and budget required by the Safer Roads Fund criteria. In the unlikely event that unexpected cost overruns are projected during the course of the project, we would consult with the Department for Transport on options for addressing these, perhaps through amending the scope and prioritising the elements of the proposals that provide the greatest BCR.

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

- Adverse weather. More resources may be required to deliver on time.
- Other works being completed on this route or other parallel routes that affects the ability to book the road space.
- The capacity of Surrey County Council's term contractor to provide sufficient resources to complete the project.
- Unforeseen ground conditions and utilities.

These main risks will be mitigated by applying a risk allowance of 25% to the project costs, and by including contingency within the timescales. The activities will be scheduled carefully (so that all the construction activity does not happen at the same time for example). The provision of project management resource will ensure that the costs and delivery will be monitored and managed carefully to address these risks during the course of the project.

- Public and political opposition to the proposals could result in the need to amend, or in extremis, abandon some of the proposals.

This has been mitigated through submission of the proposals for outline approval to the Reigate & Banstead and Mole Valley Local Committees prior to bid submission. Further public engagement (e.g. with Parish Councils and Resident Associations) will be undertaken prior to detailed design.

## **B6. The Economic Case – Value for Money**

The BCR for the scheme has been calculated with reference to the Road Safety Foundation's VIDA software which provides estimates of the reduction in collisions resulting in fatal or serious injury over the 20 year analysis period for each category of proposed intervention. This information has been input to the "Road Safety Impacts & Non-Road Safety Impacts Tools for the Safer Roads Fund" provided by the Department for Transport. The casualties saved, the present value of the road safety impacts, the present value of the non-road safety benefits and the present value of the costs are presented within the summary of the economic case provided within Appendix D. This shows that the overall BCR is 2.78.

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

Surrey County Council will ensure value for money by designing the highway improvements in house and then commissioning the council's term contractor for highway maintenance and improvements (Kier Group PLC). This term contract was subject to tender and awarded in accordance with Public Contracts Regulations and procurement rules. The total value of the works is approximately £1 million, and consists of 12 separate schemes at different locations and raised rib edge of carriageway markings along about 6 km of the route over a two year period. Therefore the commissioning of the works via the existing term contract is appropriate in terms of scale and scope. The highway implementation works will be commissioned and supervised by the county council's Highway Design and Delivery Team to ensure the works are delivered to the correct standard and timescale. The term contract as a whole is monitored and managed with reference to key performance indicators to ensure good value for money.

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

A project plan Gantt chart is included within Appendix E. It can be seen that we have scheduled the project to finish with three months contingency at the end of the second year to allow for any unexpected delays in delivery during the course of the project.

Within Surrey County Council decisions over most local highway matters are delegated to Local Committees of elected members within each district or borough. The Local Committees for Mole Valley and Reigate & Banstead have approved the proposals in principle for inclusion in this bid (see the links below). The outline approval to the proposals will reduce the risk of political and public opposition to the proposals.

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=165&MId=4956&Ver=4> (Mole Valley Local Committee Item 9)

<https://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=146&MId=5022&Ver=4> (Reigate & Banstead Local Committee Item 11)

In the addition to the local committees, Cllr Colin Kemp, Cabinet Member for Highways, and Cllr Mike Goodman, Cabinet Member for Environment and Transport (which includes responsibility for road safety) have approved the bid and have provided the following statement:

*We welcome the opportunity for additional investment from the Department for Transport to improve the road safety on this strategic route between Reigate and Horley. The aim of the Council's Environment and Infrastructure Directorate is to enable safe, reliable journeys and sustainable, prosperous places now and in the future. Continuing to reduce death and injury on*

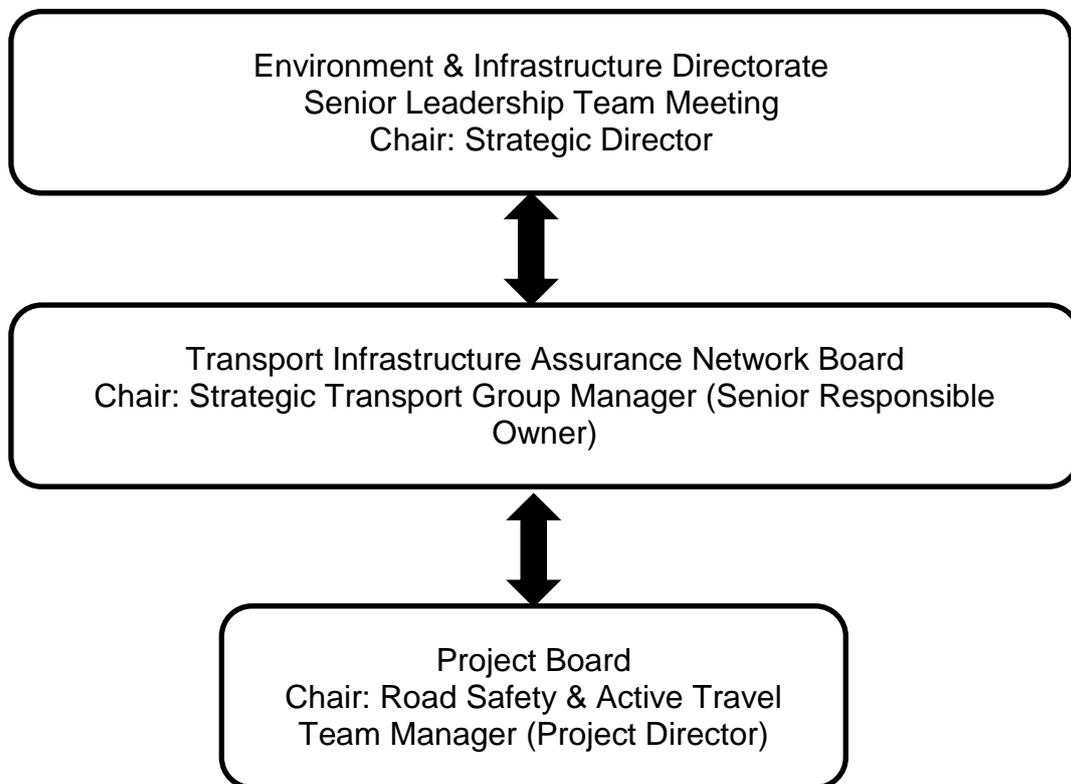
*Surrey's roads is an essential part of this. Therefore we are committed to ensuring that this scheme is delivered successfully as part of the county council's capital road improvement programme.*

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

The county council's Road Safety & Active Travel Team Manager will be the Project Director and budget holder and will commission the county council's Highways Design and Delivery Team to undertake project management of the scheme design and site supervision. Oversight of the project delivery will be achieved through periodic project board meetings with the Project Director as chair and attended by the project manager, and other colleagues such as finance colleagues, design engineers, site supervisors, local area highways team engineers, street works, works communications, traffic systems as required. The project board meeting will be where progress and finances will be reviewed and most day to day decisions taken to ensure the project is delivered on time and to budget.

The Project Director will attend monthly meetings of the council's Transport Infrastructure Assurance Network Board. This Board monitors the programme and coordination of all the county council's major highway schemes to ensure delivery to time and budget. The Chair of this Board is the council's Strategic Transport Group Manager (who will be designated as Senior Responsible Owner), and includes senior officers responsible for finance, major projects, highway design and delivery, traffic and street-works, asset management, transport studies, traffic systems, and area highway teams. The senior officers of this board can direct resources within their teams to ensure the successful delivery of the council's major projects.

If required the Strategic Transport Group Manager can raise any important issues associated with the delivery of any major schemes at meetings of the Senior Leadership Team within the Environment & Infrastructure Directorate of the council.



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

The risk register for the top 5 specific risks for the project is included within Appendix F.

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

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

A description and rationale for the proposed measures on the route with accompanying drawings are contained within Appendix B. Together the measures will contribute to a reduction in the risk of collisions taking place on the route. The VIDA model predicts that there will be an annual reduction of 8 collisions resulting in fatal or serious injury over a 20 year period.

As well as a reduction in the pain, grief and suffering associated with road collisions, there will be an economic benefit to society due to a reduction in the lost economic output from people injured or killed in the collisions and a reduced burden on emergency and health sectors. There will also be a reduction in damage to property including private vehicles and road side property as well as a reduction to county council highway infrastructure.

A reduction in collisions (including those that do not result in injury), will also reduce the amount of delay and disruption to journey travel times on this key strategic route.

The scheme will also provide enhanced facilities for pedestrians at a number of locations on the route, and this will provide improved accessibility to local shops and services to support the local economy.

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

The scheme will be evaluated by comparing the number and severity of the collisions taking place on the route in the period before the scheme is implemented, with the number of collisions taking place in the period after the scheme is implemented. The analysis will include comparisons of the type of casualties by mode, locations and causes of the collisions.

Automatic vehicle speed surveys have been undertaken at several locations along the route to help inform upon the development of the proposals. Speed surveys will be repeated at some of these locations where measures have been implemented to manage vehicle speeds to provide an evaluation of how successful the scheme has been improving compliance with the speed limit.

Counts of the numbers of pedestrians crossing the road have also been undertaken at some locations on the route to help inform upon the development of the proposals. These will be repeated at the locations where measures have been implemented to improve the safety of the pedestrian crossing facilities to provide an evaluation of how successful the scheme has been in improving accessibility.

## **SECTION D: Declarations**

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

As Senior Responsible Owner for the A217 Reigate to Horley Safer Roads Scheme I hereby submit this request for approval to Department for Transport on behalf of Surrey County Council and confirm that I have the necessary authority to do so.

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

Name: Paul Millin

Signed:

Position: Group Manager, Strategic Transport Group



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

As Section 151 Officer for Surrey County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Surrey 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:

Signed:

Sheila Little, Director of Finance



### **Submission of bids:**

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

## APPENDICES