

## ROAD SAFETY GRANT FY2019-20

### ROAD SAFETY CAPITAL SCHEME APPLICATION FORM

*Local Authorities should complete one form per scheme. A scheme may comprise a single project or package of associated projects*

#### Guidance Notes:

1. Applications will be accepted for site specific, area or whole route treatments. Please provide maps or plans as supporting documents.
2. High Risk and Vulnerable Groups are as defined in Chapter 2 of the Road Safety Framework for Wales.
3. Collision and casualty savings should be calculated for the lifetime of the scheme. You should use the methodology outlined in the RoSPA safety engineering manual to calculate the expected savings.
4. Partner endorsements will be subject to random testing

<b>Local Authority</b>	Isle of Anglesey County Council
<b>Scheme Name</b>	A4080 Llanfairpwll to Aberffraw
<b>2019-20 Scheme Type</b>	Works
<b>Funding required for 2019-20</b>	£231,000
<b>Funding required for lifetime of the scheme</b>	£231,000
<b>Project Manager Contact Name</b>	[REDACTED]
<b>Contact Telephone</b>	01248 [REDACTED]
<b>Contact email</b>	[REDACTED]@anglesey.gov.uk
<b>Bid authorised by (e.g. Head of Finance or Transport Services)</b>  <i>*In authorising this application you are confirming that the information given is correct to the best of your knowledge. You are also confirming that any match funding identified is in place</i>	Name: <sup>PP-</sup> [REDACTED] Job Title: Interim Head of Service (Highways, Waste and Property) Signature: [REDACTED] [REDACTED]

## 1. Scheme Description

Provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, please provide a description of the whole scheme and of the specific outputs to be delivered in this financial year.

Schemes should be developed using the Welsh Transport Appraisal Guidance (WelTAG). <https://beta.gov.wales/welsh-transport-appraisal-guidance-weltag>

Attach A4 location maps, project(s) drawing(s) separately. OS GB grid references must also be included. For routes, choose a central point.

The A4080 is a rural A class road on the Isle of Anglesey commencing from Llanfairpwll and proceeding in a south-westerly direction through the villages of Brynsiencyn, Dwyran and Newborough. The route then continues in a north-westerly direction to Aberffraw before turning north-easterly to its termination with the A5 near Engedi. The road safety improvement proposals in this application concerns the section of the A4080 between Llanfairpwll and Aberffraw. This section is 25km in length, which is consistent with the recommendation provided in the RoSPA Road Safety Engineering Manual for the maximum length of a route to be between 25-30km. This bid forms part of the Authority's Route Based Approach to collision reduction in accordance with the Welsh Government's guidance document published in January 2018.

This section of the A4080 has two permanent traffic counters and in 2015 the site between Llanfairpwll and Brynsiencyn provided an AADT flow of 3,970, with the flow in August being 5,050, indicating the popularity of the route by tourists in peak season who may not necessarily be familiar with the layout and characteristics of the road. Higher collision incidents on the south-western section of the route are consistent with greater traffic flows. The northern counter by Aberffraw provided an AADT flow of 1,473, with the flow for August being 1,691.

The route is a typical rural A class road with many undulating turns with limited visibility due to poor horizontal and vertical road alignment. In addition the route has numerous side road junctions with limited visibility. Several caravan and camping parks together with the close proximity of the road to popular attractions such as Llanddwyn Beach and Plas Newydd add to the level of traffic.

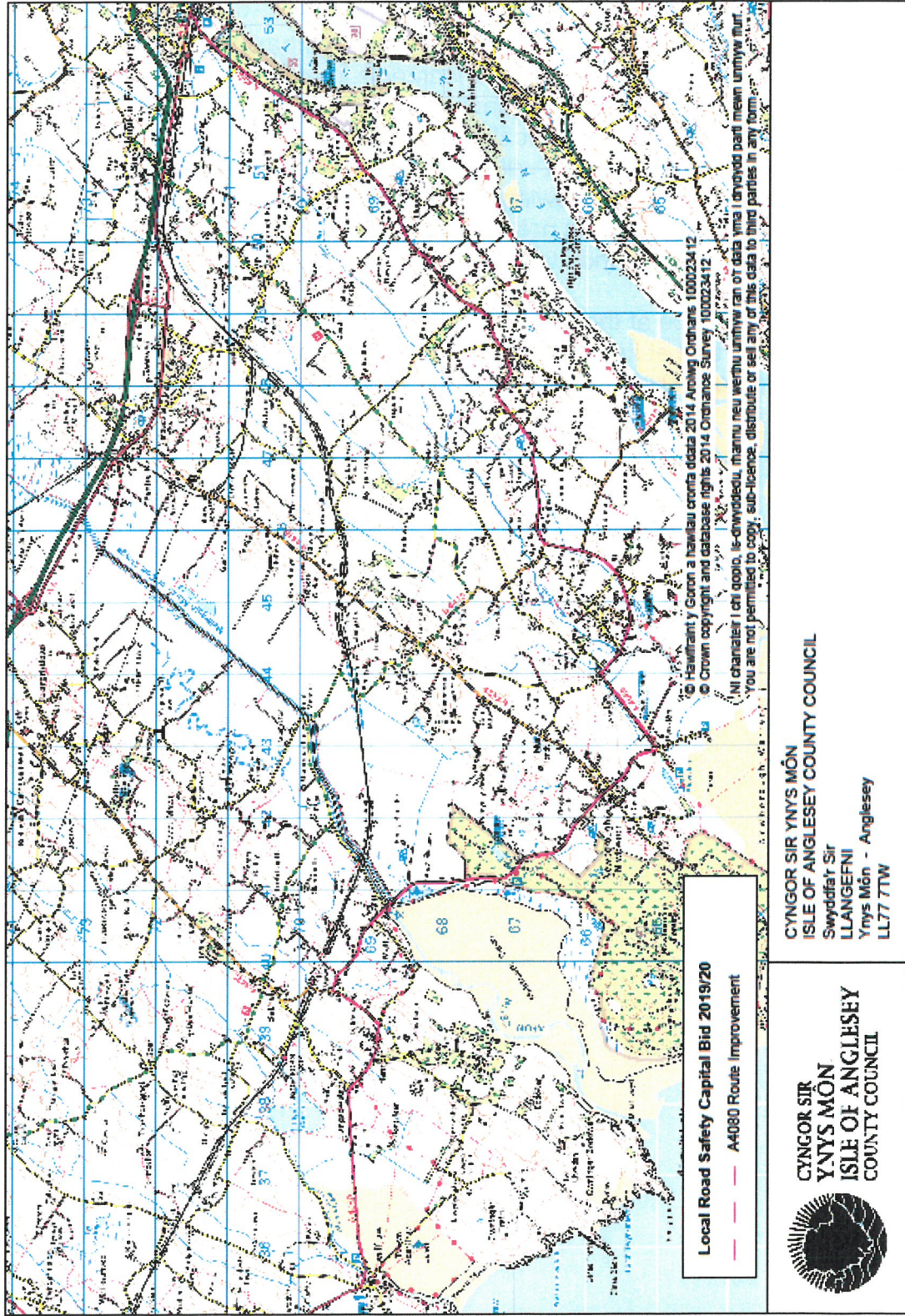
Concerns have been raised in the past years regarding numerous collisions on the road. There have been continued calls by the public, community councils and elected members to address local concerns associated with traffic on the route. A review of both recorded collision data and highway maintenance call out logs show a history of mostly damage only collisions with the need to clean up debris and deal with oil spillages suggesting that there were a number of unreported damage only accidents occurring. Detailed analysis of the collision data shows a dominance of loss of control and collisions at junctions and side roads (shunts) and driver error on bends. The route also includes two mobile GO Safe speed camera enforcement sites, one in Llanfairpwll and the other in Brynsiencyn.

In addition the Authority is in discussion with Go Safe regarding establishing a third site in Dwyran, where concerns have been raised due to the lack of compliance with a recently introduced 40mph limit.

This bid will include proposals for new and upgraded hazard warning signage, road markings and route surface enhancements in order to improve skid resistance at identified bends and junctions with a history of serious, slight and damage only collisions with the local authority being called upon to clear debris and oil spills from these sites. It will also include road safety measures identified in conjunction with the police following a fatal road traffic collision on this section in August 2018 although this has not been included in the collision history data which uses data between 2015 and 2017.

The OS grid reference at the commencement of the route in Llanfairpwll is SH53155 71539 and at its termination in Aberffraw is SH35460 69162. A central point on the route is Dwyran and the grid reference here is SH44840 65427

Location Plan showing section of the A4080 under consideration within this funding application



## 2. Sustainable Development Principle

The Well-being of Future Generations (Wales) Act 2015 requires public bodies to think more about the long-term, to work better with people, communities and each other, look to prevent problems and take a more joined-up approach.

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do.

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>

Please describe how you have followed the five ways of working in the development of your proposal.

<b>The Five Ways of Working</b>	
<p><b>Long Term</b> – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>It is intended to introduce road safety measures that will have long term implications both to the local population and visitors to the Island. Proposed measures introduced to reduce collisions not only have a direct benefit to road users but also reduce the resources needed in dealing with the consequences on any incidents, consistent with the need of safeguarding future generations. One of the Authority's Well Being objectives specifies '...are developed to address the long term needs of its citizens and respond directly to the long term issues identified by citizens.' The proposals in this funding bid are consistent with the identified long term needs of the Island's citizens.</p>
<p><b>Prevention</b> – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>Proposed measures in this bid aim to reduce casualty numbers in accordance with the targets set within the Road Safety Framework for Wales document. These safety measures will address problems sites reducing the likelihood of incidents occurring in the future.</p>
<p><b>Integration</b> – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>The proposals in this funding bid are consistent with this and other public bodies' well-being objectives in improving people's quality of life by reducing the likelihood of being involved in a road traffic collision incident. In addition, the Authority's well-being objective identifies the need of 'securing good quality modern</p>

	<p>infrastructure to suit individual and business needs.’ Having a robust and resilient infrastructure enabling connection between communities is consistent with the objectives of the Well Being and Future Generations act.</p>
<p><b>Collaboration</b> – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>The local authority has received numerous calls from community councils and elected members voicing safety concerns along the route detailed in this bid together with improvement suggestions. The proposed road safety measures in this bid document were drafted in collaboration and with consideration to the matters raised by the local communities and in consultation with North Wales Police.</p>
<p><b>Involvement</b> – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>The proposed improvements have been based on statistical analysis of collision data together with investigations into highway features and layouts that may be detrimental to road safety. The involvement process also included consideration to concerns raised by public representatives such as elected members and community councils.</p>

### 3. Strategic Case

<b>Current Situation and Issues</b>				
Please provide historic personal injury and damage only data for the 3 most recent years available. Local Authorities can supplement this data from local sources – please specify if this is the case. For damage only data, please specify source.				
Site, route, or area based - please specify: Route based				
Personal Injury Collisions	Personal Injury Casualties	High Risk Casualties	Vulnerable Group Casualties	Damage only collisions
<b>Fatal:0</b>  <b>Serious:1</b>  <b>Slight:10</b>	<b>Fatal:0</b>  <b>Serious:2</b>  <b>Slight:15</b>	<b>Fatal</b> Motorcyclist: 0  Young People: 0  <b>Serious</b> Motorcyclist: 0  Young People: 0  <b>Slight</b> Motorcyclist: 0  Young People: 3	<b>Fatal:</b> Older drivers: 0 Motorcyclists: 0 Young People: 0 Children: 0 Pedestrians & Cyclists: 0  <b>Serious:</b> Older drivers: 1 Motorcyclists: 0 Young People: 0 Children: 0 Pedestrians & Cyclists: 0  <b>Slight:</b> Older drivers: 0 Motorcyclists: 0 Young People: 3 Children: 1 Pedestrians & Cyclists: 2	Maintenance call out records show a history of collision debris cleaning which suggests that a number of unreported damage only accidents are occurring on this route.

#### Vulnerable Groups –

- Motorcyclists
- Young drivers and passengers (16-24)
- Older drivers (70+)
- Children, pedestrians and cyclist
- Equestrian road users
- Road workers

Proposals in this bid are also made with reference to a recent report prepared by North Wales Police for the Strategic Causality Reductions Tasking. The report provided an initial overview of casualties within North Wales in order to identify trends/patters and to allow suitable recommendations to be made on how to

progress and potential operations and initiatives. Collision data was collected from the period 01/01/2015 to the 30/11/2018 and includes all injury collisions.

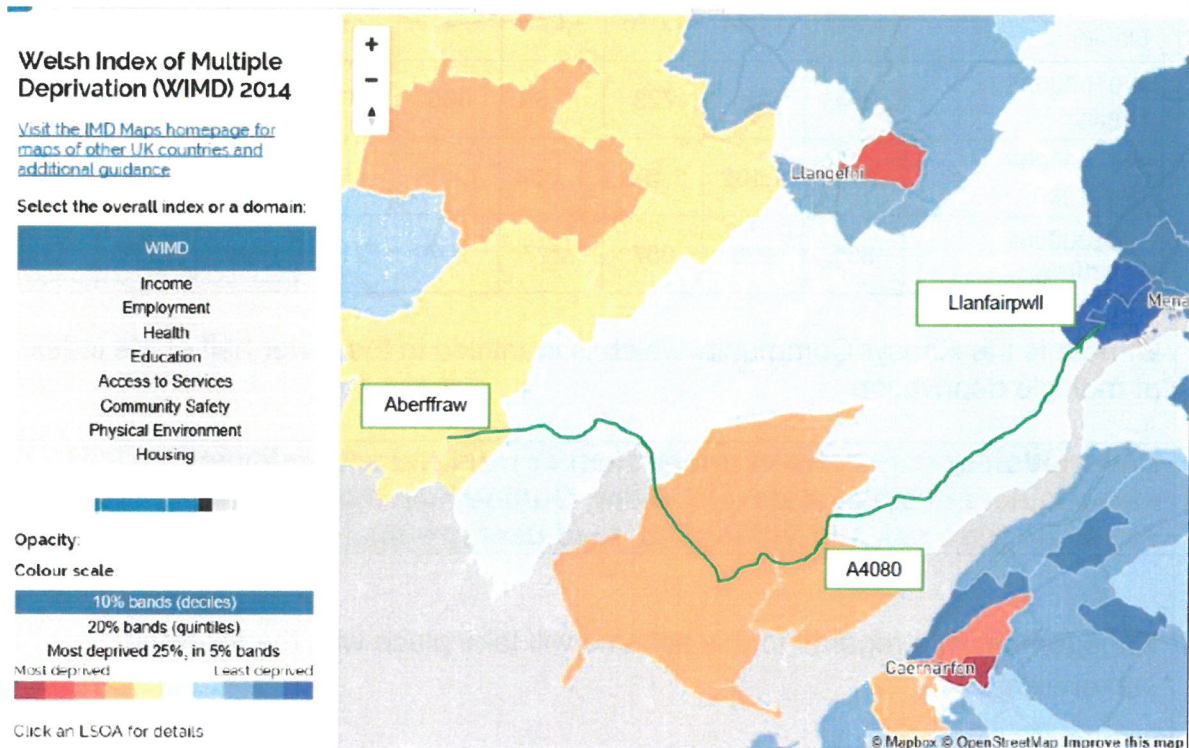
At both a regional and local authority level there has been an increase in the number of fatal collisions when comparing figures for 2018 with 2017. The figure for serious casualties is down slightly but the one for slight injuries is up by one. When looking at motorcycle casualties the figure has gone up from zero to one fatality, but serious injuries have declined by 60%. The Authority acknowledges the findings of this report and aims to fulfil its obligations in reducing road casualty numbers by implementing measures proposed in this bid.

<b>Dominant trend in collisions:</b>	<b>How the scheme addresses this trend:</b>
<p>Driver error and poor manoeuvring.</p> <p>Failure to stop / shunts at junctions, turning for side-roads.</p> <p>Colliding with boundaries – wall or fences.</p> <p>Loss of control at corners.</p> <p>Damage only / unreported collisions indicate a loss of control / driver error as a contributory factor.</p>	<ul style="list-style-type: none"> <li>• New or improved hazard and warning sign. Use of yellow backing boards to make signs more prominent.</li> <li>• Chevron signs.</li> <li>• Road markings including edge of carriageway and ARAF / SLOW.</li> <li>• Improved road surface with greater skid resistance at collision sites.</li> <li>• Vehicle restraint system.</li> <li>• Improved gateway features on existing speed limit to increase driver awareness of restrictions.</li> <li>• Measures to reduce shunts at junctions such as improved signage and road surface.</li> </ul>



## Description of how the scheme will improve community benefits particularly for those living in disadvantaged communities (to include position of community in the Welsh Index of Multiple Deprivation)

The A4080 is a busy route and of major importance to the communities which it serves. The route provides access to both of the crossing points onto the Island and links these with the western section of the Island. With the lack of alternatives routes, any incidents on the A4080 as a result of road traffic collisions causes major disruption to the local and the wider population together with visitors and tourists to the Island as motorists try and find alternative routes.



The A4080 passes through a number of rural communities. The position of the relevant communities in the Welsh Index of Multiple Deprivation 2014 are listed in the table on the following page.

**Position of the relevant communities along the A4080 in the Welsh Index of Multiple Deprivation 2014**

	WIMD	Income	Employment	Health	Education	Access to Services	Community Safety	Physical Environment	Housing
W01000015 Gwyngyll	1,733	1,458	1,587	1,087	1,837	1,465	1,614	1,470	1,607
W01000027 Llanidan	1,017	1,054	1,076	1,047	1,,412	208	1,665	1,372	368
W01000038 Rhosyr	664	746	723	1,259	665	193	1,396	656	317
W01000007 Bodorgan	972	1,102	1,105	1,,054	1,465	150	1,740	789	340
W01000001 Aberffraw	861	929	867	1227	797	219	804	1,776	744

Of note is the Rhosyr Community which is identified in the lower half of the index of multiple deprivation.

**Description of engagement undertaken or required with relevant stakeholders in scheme development. Outline how the scheme improves safety for high risk and vulnerable road user groups (e.g. motorcyclists)**

Engagement with regards to this scheme will take place with the following stakeholders –

- North Wales Police
- Go Safe
- Relevant community councils along the route
- Assembly Member
- Member of Parliament
- Portfolio Holder for Highways with the Local Authority

The A4080 provides access to Anglesey Circuit that regularly holds motorsport events attracting a considerable number of visitors. Although the signposted route to the Circuit is via the A55 and a short section of the A4080 it is acknowledged that numerous spectators including those on motorcycles use the southern approach incorporating the section of the A4080 in this funding application. Measures implemented as part of this bid submission will improve road safety to all including motorcyclists who may not be familiar with this road.

**Description of how the scheme will encourage active and sustainable travel**

The scheme will see road surface improvements, road markings and advanced warning and hazard signs that will be of benefit to all users.

Reducing collisions along the route will improve and make public transport services that rely on this road more robust to the benefit of users.

**4. Transport Case****Key Benefits – outputs (quantified) and outcomes**

<b>Estimated Collision Saving (number per annum)</b>	<b>Estimated Casualty Saving (number per annum)</b>
Last 3 years – 11 reported collisions (0 Fatal, 1 Serious, 10 Slight)  x1 Serious = £229,757 x10 Slight = £ 24,194 Total = £471,697  Per annum = £157,232  Rounded to the nearest full casualty/collision	Last 3 years – 17 reported casualties. (0 Fatal, 2 Serious, 15 Slight)  x2 Serious = £400,844 x15 Slight = £231,750 Total = £632,594  Per annum = £210,865  Rounded to the nearest full casualty/collision

The above calculations are based on data provided by the Department of Transport (Reported Road Casualties Great Britain 2010 / RoSPA Safety Engineering Manual) that quantify the benefits of introducing preventative collision measures as seen on the next page.

### Average Value of Prevention per Casualty and per Accident, GB 2015

(DfT 2016 Table RAS600001: Average value of prevention per reported casualty and per reported road accident, GB 2015)

	<b>Cost per Casualty</b>	<b>Cost per Accident</b>
Fatal	£1,783,556	£2,005,664
Serious	£200,422	£229,757
Slight	£15,450	£24,194
All	£53,878	£76,466
Damage Only	N/A	£2,142

Based on the above data, the quantified benefits of introducing preventative collision measures for only **two** of the reported 11 accidents over the past three years are as follows (based on cost per casualty) –

<b>Accident Date</b>	<b>Casualties</b>	<b>Severity</b>	<b>Cost benefit of introducing preventative measures</b>
29 <sup>th</sup> October 2016	3	Slight	£46,350
28 <sup>th</sup> June 2017	3	Slight x1 Serious x2	£15,450 £400,844 Total £416,294

The Royal Society for the Prevention of Accidents (2012) acknowledges that local safety schemes can provide excellent value for money in places with existing accident problems. Based on quantified data from historical records, measures can be introduced to tackle previous issues rather than on perceived risks and greater impact on accident reduction can be achieved by route based schemes as opposed to selected individual sites.

Based on The Royal Society for the Prevention of Accidents Engineering Manual (2007), the results of Collision Reductions Schemes in Oxfordshire indicated the following –

<b>Treatment</b>	<b>Reduction in Collisions</b>
Rural – signing treatments	30%
Rural – bend signing	30%
Rural – anti skid bend treatment	50%

Measures within this funding bid submission include surface and signage improvement proposals.

The indicative lifetime of the improvements proposed in the scheme is estimated at ten years. Casualty and collision savings as provided in the first table of this section can be used to provide an indication of savings over the ten year lifetime of the scheme combined with the estimated reduction in collisions as result of introducing measures as shown above.

## Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.

Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive / neutral / negative
A resilient Wales	Positive / neutral / negative
A healthier Wales	Positive / neutral / negative
A more equal Wales	Positive / neutral / negative
A Wales of cohesive communities	Positive / neutral / negative
A Wales of vibrant culture and thriving Welsh language	Positive / neutral / negative
A globally responsible Wales	Positive / neutral / negative

### Summary if the impact of the scheme to the well-being goals.

Well-being Goal	Summary of impact
A prosperous Wales	Minimising disruption to the highway network from road traffic collisions in this area of Anglesey is a priority. The A4080 serves a number of business establishments that rely heavily on tourists and visitors to the Island. A robust and reliable highway network free from disruption caused by collisions contributes to the continued development of the area providing employment opportunities and increased prosperity.
A resilient Wales	It is acknowledged that road safety improvements on a selected route may not have implications on enhancing a biodiverse natural environment with healthy functioning ecosystems. However the route does provide access to Newborough Forest and Ynys Llanddwyn which is recognised as an area of national importance for conservation. Social and economic benefits associated with this area are of great importance together with the need to ensure a reliable and collision free highway network.

A healthier Wales	Any measures that aim to reduce casualties from road traffic collisions are seen as both a physical and mental health benefit to the local and wider population. In addition, it is hoped to improve the perception of the route as a safe and cycle friendly road resulting in increased participation with resulting health benefits.
A more equal Wales	Associated prosperity from a reliable and collision free network is seen as a means of ensuring that individuals that rely on the A4080 are provided with opportunities to develop and fulfil their potential regardless of their social economic background and circumstances. This is of particular reference to the Rhosyr Community which is served by the A4080 which is identified in the lower half of the index of multiple deprivation.
A Wales of cohesive communities	Having a high quality, safe and robust highway network ensures communities are well-connected increasing their viability and opportunity for economic development.
A Wales of vibrant culture and thriving Welsh language	The A4080 passes through communities where the Welsh language is used daily by the local population and rich in culture. By increased levels of economic development supported by a safe highway network, it is hoped that the Welsh language and culture can be retained. The A4080 provides access to Newborough Forest and Llanddwyn Beach an area of national importance in terms of the availability for outdoor sports and recreation. Increased visitor numbers to the area places a greater need to ensure a resilient A4080.
A globally responsible Wales	Although improvements within this funding bid are primarily aimed at improving health, well-being, and economic development by reducing road casualty numbers and ensuring a robust highway network, in doing so it also provides a positive contribution to global well-being.

## 5. Management Case

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme.

**Please provide information on the design, statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion as applicable. Information on risks to delivery and mitigation measures in place or proposed must also be included.**

- Collision History Reviewed – Ongoing
- Bid Submitted – January 2019
- Award Letter – March 2019
- Consultation – April 2019
- Site Survey – May 2019
- Detailed Design – June/July 2019
- Estimate Review – August/September 2019
- Construction - October/November 2019
- Final review of works – December 2019 and January 2020

Neither land requirements nor stats diversion required for this scheme.

	Jan 19	Feb 19	Mar 19	Apr 19	May 19	Jun 19	July 19	Aug 19	Sep 19	Oct 19	Nov 19	Dec 19	Jan 20	Feb 20
Collision Review														
Bid Submitted														
Award Letter														
Initial Consultation														
Site Survey														
Detailed Design														
Estimated Review														
Construction														
Final Review														
Final Account														

## 6. Financial Case

£000s, Outturn prices (gross of grant / contributions shown separately below)

	2019-20	2020-21	2021-22	Total
Surveys	£0			£0
Design	£0			£0
Land Purchase	£0			£0
Accommodation Works	£0			£0
Construction	£210k			£210k
Project Management	£21k			£21k
Monitoring and Evaluation	£			£0
<b>GROSS TOTAL</b>	<b>£231k</b>			<b>£231k</b>
<i>Match funding amount, percentage contribution and sources (insert name of organisation)</i>	£			£0
<b>NET TOTAL</b>	<b>£231k</b>			<b>£231k</b>

**Value for money – Please explain what steps have been taken to ensure costs have been kept as low as possible and to quantify if the funding requested will represent value for money in terms of the contribution made to casualty reduction:**

Safety improvement works will be procured via the Authority's term maintenance highway contractors. Highway work is divided into two term maintenance contracts, one on general maintenance works and lighting and the other dealing with surfacing improvements and road markings. Dawnus was appointed in April 2017 to undertake general highway maintenance work and as part of the successful tender the appointed contractor demonstrated value for money and quality assurance. The company has an ISO9001 accredited Quality Management System in place.

The appointed term surfacing and road marking contractor for the Authority is Hogan Ltd, This company has secured a long term contract on the Island on a competitive basis, being the best contractor on both quality and cost.



## 7. Commercial Case

**How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?**

Any works associated with a successful bid will be procured via the Authority's highway term maintenance contractors.

Dawnus was appointed in April 2017 to undertake highway maintenance and street lighting works on the Island for a term of 6 years with a possible extension up to 2027.

An existing contract is in place with Hogan Ltd for highway surfacing works which terminates in 2020.

Both companies have extensive experience and expertise in their field and KPI's with the contracts ensure compliance with the Authority's performance management requirements.

## 8. Monitoring and Evaluation

**How and when will you measure if the scheme has been successful? Please provide details of your post delivery monitoring plan, data collection, and relevant targets:**

Following completion of the scheme the following data will be collated –

- Collision statistics both reported and damage only.
- Visual surveys of damage and debris.
- Review of maintenance records and call outs.
- Road surface scrim tests.

**Partner endorsement, where applicable**

**Police comments -**

This route is one of the main arterial routes around Anglesey. The number of damage only collisions reported to the Police saw an increase during 2018 particularly between Llanfair PG and Brynsiencyn in addition there has been a fatal and serious collisions between these two points. The Police fully Supports this application.



18/01/2018

@nthwales.pnn.police.uk

**GoSafe comments  
(only required for  
schemes involving  
safety cameras)**