

ROAD SAFETY GRANT FY2020-21

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

Local Authority	Isle of Anglesey County Council
Scheme Name	A5025 Valley to Dulas
2020-21 Scheme Type	Works
Funding required for 2020-21	£318,000
Funding required for lifetime of the scheme	£318,000
Project Manager Contact Name	██████████
Contact Telephone	01248 ██████████
Contact email	██████████@anglesey.gov.uk
Bid authorised by (e.g. Head of Finance or Transport Services) <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: ██████████ Job Title: Head of Service Highways, Waste and Property Signature: ██████████

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://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 A5025 is a rural A class road on the Isle of Anglesey commencing from Llanfairpwll and proceeding in an initially northerly direction along the eastern coast of the Island before continuing to the west and then south to the village of Valley. Road safety improvement proposals in this application concerns the section of the A5025 between Valley and a village called Dulas. The route is 30km in length 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 A5025 has for permanent traffic counters and in 2015 the results were as follows –

Location	August	November	AADT
Site 4 West of Llanynghenedl	6,600	5,097	5,365
Site 5 Llanfachraeth	6,305	4,826	5,201
Site 2 West of Cemaes	3,439	2,707	2,962
Site 3 West of Penysarn	4,917	3,843	4,198

Recent traffic surveys conducted on the A5025 provided the following results –

Location	Date	AADT
Llanfachraeth	May 2019	5,442
Llanfaethlu	April 2018	3,735
Cerrigman	July 2018	4,918

The differing volumes for both August and November demonstrate the popularity of the route by tourist in peak season who may not necessarily be familiar with the layout and characteristics of the road. Higher collision incidents on the western section of the route are consistent with greater traffic flows.

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 coastal towns and beaches add to the level of traffic.

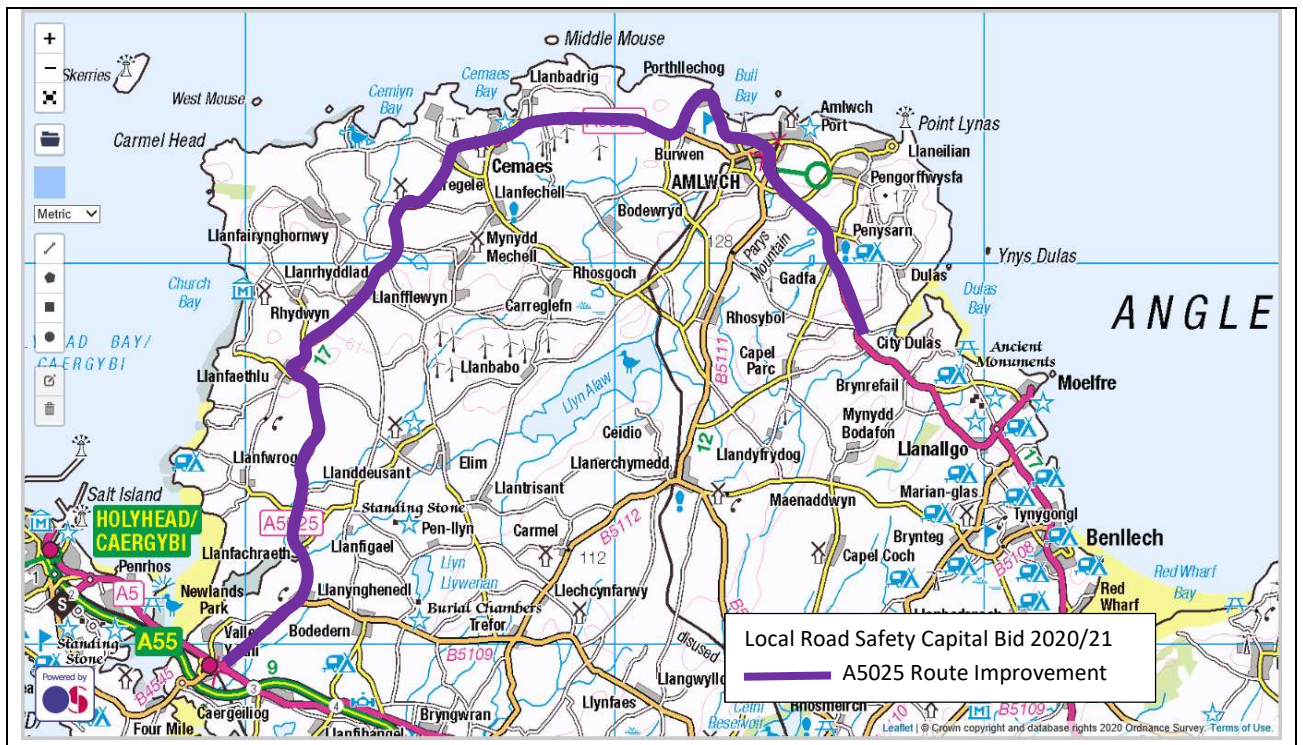
Concerns have been raised in the past years regarding numerous collisions on the road. There have been continued calls by the public, community councils and elected members to address local concerns associated with traffic on the route. A review of both recorded collision data and highway maintenance 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 7 mobile Go Safe speed camera enforcement sites which demonstrates past road safety and community concerns along this stretch of the A5025. They are listed as following –

Llanynghenedl	Amlwch
Llanfaethlu	Cerrigman (Amlwch side)
Tregele	Cerrigman (Penysarn side)
Bull Bay	

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 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. There are also proposals to improve pedestrian links to public transport where currently there are no provision and road safety concerns as a consequence of pedestrians in the carriageway.

The OS grid reference for the commencement of the route at Valley is SH29449 79264 and the termination point at Dulas is SH46913 87644. A central point on the route is Llanrhyddlad and the grid reference here is SH33078 88946.

Location Plan showing section of the A5025 under consideration within this funding application



2. Sustainable Development Principle & Contribution to Well-being Goals

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.

<https://gov.wales/well-being-future-generations-wales-act-2015-guidance>

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

The Five Ways of Working	
<p>Long Term – 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 road traffic collisions not only have a direct benefits to road users but also reduce the resources needed in dealing with the consequences on any</p>

	<p>incidents, with this being consistent with the need of safeguarding future generations. One on the Authority's Well Being objectives specifies '...are developed to address the long term needs of its citizens and respond direct 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>Prevention – 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 problem sites and reduce the likelihood of incidents occurring in the future.</p>
<p>Integration – 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 Authority's 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 objectives identifies the need of 'securing good quality modern infrastructure to suit individual and business needs.' Having a robust, reliable and resilient highway network infrastructure enabling connections between communities is consistent with the objectives on the Well Being and Future Generations Act.</p>
<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>The local highway authority has received numerous calls from community councils, elected members and residents voicing safety concerns along the route detailed in this bid together with improvement suggestions. The proposed road safety measures in this bid documents were drafted in collaboration and with consideration to the matters raised by the local communities and in consultation with North Wales Police.</p>

<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>The proposed improvements detailed in this bid 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 included considerations to concerns raised by public representatives such as elected members and community councils.</p>
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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)
<p>A prosperous Wales</p>	<p>Positive / neutral / negative</p> <p><i>Summary of impact</i></p> <p>Minimising disruption to the highway network as a consequence of road traffic collisions in this area is a priority. The A5025 serves a number of business establishments that depend heavily on tourist 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 priority.</p>
<p>A resilient Wales</p>	<p>Positive / neutral / negative</p> <p><i>Summary of impact</i></p> <p>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 a large section of the Island’s designated Area of Outstanding Natural Beauty and a nature reserve at Cemlyn of national importance. 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.</p>

A healthier Wales	Positive / neutral / negative
	<p><i>Summary of impact</i></p> <p>Any measures that aim to reduce casualties from road traffic collisions are seen as both a physical and mental health benefit to the local land 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 benefit. Measures proposed to provide safe walking opportunities to local facilities should increase participation particularly with vulnerable members such as the elderly with associated health benefits.</p>
A more equal Wales	Positive / neutral / negative
	<p><i>Summary of impact</i></p> <p>Associated prosperity from a reliable and collision free network is seen as a means of ensuring that individuals that rely on the A5025 are provided with opportunities to develop and fulfil their potential regardless of the social economic background and circumstances. This is of particular reference to the community of Amlwch served by the A5025 which is identified in the lower half of the index of multiple deprivation.</p>
A Wales of cohesive communities	Positive / neutral / negative
	<p><i>Summary of impact</i></p> <p>Having a high quality, safe and robust highway network ensures communities are well-connected, increasing their viability and opportunity for economic development.</p>
A Wales of vibrant culture and thriving Welsh language	Positive / neutral / negative
	<p><i>Summary of impact</i></p> <p>The A5025 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 aimed to ensure that the Welsh language and culture is retained.</p>

A globally responsible Wales	Positive / neutral / negative
	<p><i>Summary of impact</i></p> <p>Although improvements within this funding bid are primarily aimed at improving health, well-being, and economic development by reducing road casualty numbers and by ensuring a robust and resilient highway network, in doing so it also aims to provide a positive contribution to global well-being.</p>

3. Strategic Case

Road collision and casualty information				
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				
Personal Injury Collisions	Personal Injury Casualties	High Risk Casualties	Vulnerable Group Casualties	Damage only collisions
Fatal: 0 Serious: 8 Slight: 11	Fatal: 0 Serious: 13 Slight: 14	<u>Motorcyclists</u> Fatal: 0 Serious: 1 Slight: 1 <u>Young people</u> Fatal:0 Serious:5 Slight:6	Fatal: 0 Serious: 7 Slight: 5	Maintenance call out records show a history of collision debris cleaning which would indicate that a number of unreported damage only accidents are occurring on this stretch of road.

Vulnerable Groups –

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

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

Please quantify the estimated number of collisions and casualties this scheme or intervention will save

Estimated Collision Saving (number per annum)	Estimated Casualty Saving (number per annum)
<p>Last 3 years – 19 reported collisions (0 Fatal, 8 Serious, 11 Slight)</p> <p>x8 Serious = £1,838,056 x11 Slight = £ 26,613 Total = £1,864,669</p> <p>Per annum = £621,556</p> <p>(Rounded to the nearest full casualty/collision.)</p>	<p>Last 3 years – 27 reported casualties (0 Fatal, 13 Serious, 14 Slight)</p> <p>x13 Serious = £2,605,486 x14 Slight = £ 216,300 Total = £2,821,786</p> <p>Per annum = £940,595</p> <p>(Rounded to the nearest full casualty/collision.)</p>

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.

Please explain how this scheme will enable the increased uptake of active travel

Aspects of the bid aim to increase participation in walking as part of everyday journeys. Calls have been received from local community members for improved pedestrian facilities in the village of Tregale in particular a safe crossing facility between residential areas of the village and the local shop on the other side of the busy A5025. It was hoped to develop these facilities as part of work in connection with Wylfa Newydd but as this project has been suspended the local authority now wishes to progress this scheme to the benefit of the local community.

Near to Dulas on the A5025, concerns have been raised by local residents as to the lack of a safe pedestrian route to exiting bus stops. Currently there is no pavement linking these bus stops with a cluster of houses near Dulas. The provision of a new footway would link the bus stops to these houses and to a lane serving more houses. Again, this provision would result in an increase in walking as part of the everyday journey of the nearby residents.

Describe how this scheme has been developed in line with the Active Travel Design guidance

Engagement with the local community in respect of the proposals in the bid is consistent with the principles of good practice referenced in the Active Travel Design Guidance. Council officers have met with local elected councillors, members of community councils and with the public at various sites in order to get a better understanding of the issues and discuss possible solutions to improve safety concerns. Proposals such as improved access routes have been designed with reference to the need to be inclusive and safe. In addition, the proposed footway improvement identified in this bid is consistent with the principle of integration with other modes and in particular establishing improved connections with public transport.

The design and construction of the footway and access improvement proposed as part of this bid will be in accordance with the specifications provided in Part 6 and with further design examples shown in Appendix A of the Active Travel Design Guidance.

Description of how the scheme will improve the place-making and liveability of communities, including improving community benefits particularly for those living in disadvantaged communities

Consistent with 'Placemaking in Rural Areas' as referenced in Planning Policy Wales, with the proposal of improved pedestrian facilities it is aimed to offer attractive travel connections to both local facilities and services and thus reduce the need to travel by car for local journeys. By improving sustainable connections within settlements and to nearby ones it is hoped that this will developed a sense of place and community.

The A5025 is bordered by rural communities with the Welsh language still prominent and in use. By having a robust collision free highway network complimented by opportunities for active travel and use of public transport it is aimed to support existing employment and assist in attracting new employers to the area. Reducing demographic changes is considered beneficial to develop place-making and liveability of communities and in doing so preserve and enhance the Welsh language and culture.

Please describe how the scheme or intervention has been developed following community engagement and how that engagement will continue during the construction or implementation of the scheme or intervention

Numerous calls have been made to the local authority by residents, elected members, and community councils regarding requests to improve road safety along the A5025. In the past the Authority acknowledged these calls but did not progress with implementing measures due to the then imminent development of Wylfa Newydd and associated proposals to improve a section of the A5025 between Valley and Amlwch.

As a consequence of Wylfa Newydd not proceeding as planned the Authority considered that it must act on the calls made on it to provide additional road safety features on the A5025. Based on the recorded accidents and call out records together with the correspondence received, the Authority is aware of the issues of concern and what can be undertaken to improve matters.

Similar to the above, in addition to calls received to address safety concerns following collisions, calls have also been taken from the local community to improve or to make it safer to access facilities along the A5025. Again, the proposals in the bid aim to address these safety concerns but also be consistent with the aims of Active Travel in increasing walking as part of everyday journeys.

If successful, elected members and local community councils along the A5025 route will be informed of this and what measures will be implemented within their areas. Subject to budget, amendments or possible improvements can be considered prior to finalising implementing the measures.

Please explain how the scheme or intervention has been developed in line with Planning Policy Wales, in particular the Active and Social Places theme set out in Planning Policy Wales Edition 10

Proposals in the bid are consistent with a number of the Active and Social Places themes set out in Planning Policy Wales Edition 10.

The A5025 is a busy route and of major importance to the communities which it serves many of which are disadvantaged according to the Welsh Index of Multiple Deprivation. With a lack of alternative routes, any incidents on the A5025 as a result of road traffic collisions would cause major disruption to the local and wider population together to the visitors and tourists to the Island.

By aiming to ensure a safe, resilient and reliable highway network this supports in ensuring all members of society including the elderly have access to services assisting in the development of cohesive communities.

The demise of established employment opportunities at the North of the Island has had a significant effect on communities resulting in inequalities. The A5025 between the A55 at Valley and northern communities around Cemaes and Amlwch is vital in delivering services and jobs. Collisions on this section of the A5025 have a significant detrimental effect on the delivery of services.

Proposals in this bid also aim to reduce the reliance on travel by private car. With the provision of improved pedestrian facilities to local amenities and to public transport

facilities, it is aimed to increase walking in these communities and an increase in the usage of public transport.

4. Delivery 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 review – Ongoing
- Bid Submitted – January 2020
- Award Letter – March 2020
- Consultation – April 2020
- Site Surveys – May 2020
- Detail Design – June and July 2020
- Estimate Review - August and September 2020
- Construction – October and November 2020
- Final Review of works – December 2020 and January 2021

Neither land requirements nor stats diversion are required for this scheme.

	Jan 20	Feb 20	Mar 20	Apr 20	May 20	Jun 20	July 20	Aug 20	Sep 20	Oct 20	Nov 20	Dec 20	Jan 21	Feb 21	Mar 21
Collision Review	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
Bid Submitted	█														
Award Letter			█												
Initial Consultation				█											
Site Survey					█										
Detailed Design						█	█								
Estimated Review								█	█						
Construction										█	█				
Final Review												█	█		
Final Account														█	█

How will the scheme be procured? What are the key contractual arrangements, for example contract length, key milestones etc?

- All works associated with a successful bid will be procured via the Authority's highway term maintenance contractors.
- The Authority appointed Griffiths as its main highway maintenance and street lighting contractor following the demise of the Dawnus in March 2019.
- 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 within the contracts to ensure compliance with the Authority's performance management requirements.

5. Financial Case

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

	2020-21	2021-22	2022-23	Total
Surveys				
Design				
Land Purchase				
Accommodation Works				
Construction	£318k			
Project Management				
Monitoring and Evaluation				
GROSS TOTAL	£318k			
<i>Match funding amount, percentage contribution and sources (insert name of organisation)</i>				
NET TOTAL	£318k			

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, with one on general maintenance works and lighting and the other dealing with surfacing improvements and road markings.

Griffiths was appointed in April 2019 to undertake general highway maintenance work following Dawnus the previous contractor falling into administration at short notice. As part of the successful appointment of a replacement contractor, Griffiths demonstrated equal value for money and quality assurance.

Griffiths in its Quality Policy Statement is committed to maintaining its ISO 9001:2015 certification and its National Highways Sector Scheme 16 (May 2019) through its quality management system.

The appointed term surfacing and road marking contractor for the Authority is currently Hogan Ltd. This company secured a long term contract on the Island on a competitive basis, being the best contractor on both quality and cost. This contract is up for renewal in 2020 with the need for perspective candidates to demonstrate value for money and quality.

6. 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.
- In conjunction with bus operators, monitor usage of bus stops facilities improved by greater pedestrian access.
- Liaise with local community councils along improved route to determine local views and support and any comments in respect of provisions installed to promote active travel.

Partner endorsement, where applicable

Police comments

***You must contact the relevant officer for your locality as follows:**

████████████████████

██████████@nthewales.pnn.police.uk

This application is supported by North Wales Police.

The improvements needed along this route were indeed subject of radical improvements associated with the Wylfa Newydd scheme that is now suspended.

A strategic case is made here that meets the capital grant objectives.

GoSafe comments (only required for schemes involving safety cameras)