

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	School 20mph zones, traffic calming and improved pedestrian facilities around school sites.
2020-21 Scheme Type	Works
Funding required for 2020-21	£160,000
Funding required for lifetime of the scheme	£160,000
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.

On the Isle of Anglesey there are five high school sites and forty primary schools. Through various past initiatives some sites have benefited from the installation of traffic calming features, improved signage, crossing points and 20mph zones. However there are inconsistencies in terms of the 20mph zones outside schools and the degree of facilities provided to encourage walking to school. This bid seeks to address this with the provision of 20mph zones outside every school site on the Island. It is also proposed that every school be provided with facilities to encourage walking and this to be proportional to pupil numbers. For instance, it is proposed to provide controlled crossing points to school sites with high pupil numbers. Such proposals are also made in the context of Active Travel in encouraging members of the wider community around schools to walk to local facilities or to work. With the provision of features such as traffic calming and reduced kerb side parking following installation of crossing points it is hoped that this will discourage the use of cars in taking children to and from schools.

In July 2018 the Authority withdrew its provision of school crossing patrol officers. As part of the process each school site was assessed and proposals made as to what measures could be installed to mitigate the loss of the crossing patrol officers. Proposals within this bid have taken account of this process.

Conscious of the need for the 20mph zones to be self enforcing, there will be a requirement to provide traffic calming features where appropriate at some sites. It is acknowledged that it would not be appropriate to provide humps or traffic cushions on the road adjacent to a limited number of school sites.

Location Plan showing High School Sites (marked with blue circles) under consideration within this funding application



Due to the number of primary school sites, it is not possible to plot all of these on small-scale plan. However further details regarding each school site are provided in a separate document. OS Grid reference for each school site has been included in the supporting document.

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 children and adults around school sites. By providing improved, safer and more attractive walking facilities it is hoped that this will encourage long-term behavioural change. Proposed measures introduced to reduce traffic speeds and encourage walking not only have a direct benefit to the environment but also reduce the resources needed in dealing with the consequences on any incidents, with this being consistent with the need of safeguarding future generations. There are also clear benefits to health in increasing levels of walking to school and environmental benefits in the reduced use of vehicles used to transport pupils to and from schools. 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</p>

	<p>and reduce the likelihood of incidents occurring in the future. They are also made in the context of improving public health and the environment by encouraging walking and reducing short car journeys.</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 and health 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 including facilities for pedestrians enabling connections within and 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 school principals, governors, community councils, elected members and parents voicing safety concerns outside school sites. These comments have also included suggested improvements which have been considered as part of submitting this bid. Following the decision to withdraw school crossing patrols, further calls were received and concerns raised.</p> <p>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>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 an evaluation of all school sites including statistical analysis of collision data. Sites were assessed in terms of features and layouts that may be</p>

	<p>detrimental to road safety and what could be installed to ensure consistency of walking facilities at schools across the Island. The involvement process included considerations to concerns raised by school staff, parents and community 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)
A prosperous Wales	<p>Positive / neutral / negative</p>
	<p><i>Summary of impact</i></p> <p>Measures to reduce speeds and increase walking with improved provisions aim to ensure that communities are safer and healthier. Enhanced pedestrian and cycling infrastructure improves connections within communities and access to facilities and opportunities.</p> <p>Minimising disruption to the highway network as a consequence of road traffic collisions outside schools is a priority. From past incidents the Authority is fully aware of the effects of a collision involving a child.</p> <p>A robust and reliable highway network with safe facilities for active travel free from disruption caused by collisions contributes to the continued development of the area providing stronger, safer and healthier communities, better employment opportunities.</p>
A resilient Wales	<p>Positive / neutral / negative</p>
	<p><i>Summary of impact</i></p> <p>The school road safety measures proposed in this bid aim to protect local communities and promote sustainable travel to services and facilities close to where people live. In addition to schools, by providing greater pedestrian facilities it is hoped to increase</p>

	<p>access to green spaces and other community facilities with associated improved public health and well-being.</p>
<p>A healthier Wales</p>	<p>Positive / neutral / negative</p> <hr/> <p><i>Summary of impact</i></p> <p>Providing greater facilities to walk to school and increasing safety by reduced vehicle speeds within communities aims to promote healthier lifestyles. In addition any measure that aims to reduce casualties from road traffic collisions have both physical and mental health benefits to the local and wider population.</p> <p>It is hoped to improve the perception of pathways and routes to schools as being safe and convenient to both pedestrians and cyclist will resulting increased participation and added health benefits. Traffic calming and reduced parking may deter car usage outside some locations with a resulting improvement in air quality and a reduction in emissions.</p> <p>Although aimed at promoting active travel to schools, measures proposed to provide safe walking opportunities to local facilities should increase participation particularly to vulnerable members such as the elderly with associated health benefits.</p>
<p>A more equal Wales</p>	<p>Positive / neutral / negative</p> <hr/> <p><i>Summary of impact</i></p> <p>Associated prosperity from a reliable and collision free highway network is seen as a means of ensuring that individuals that depend on walking and cycling routes around school are provided with opportunities to develop and fulfil their potential regardless of the social economic background and circumstances. Many of the proposals in the bid are in areas 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>Proposals in the bid are within communities where the Welsh language is used daily by the local population and rich in culture. By increased public health benefits from an increase in Active Travel supported by improved levels of economic development served by a safe and convenient sustainable transport 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>Proposals within this funding bid are primarily aimed at improving sustainable access to schools with resulting health, well-being, environmental and economic development benefits. Local communities will be less dependent on the use of private vehicles and road safety measures will reduce road casualty numbers. By ensuring a pedestrian and cycle friendly resilient highway network, this will 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:				
Personal Injury Collisions	Personal Injury Casualties	High Risk Casualties	Vulnerable Group Casualties	Damage only collisions
Fatal: 0	Fatal: 0	<u>Motorcyclists</u>	Fatal: 0	
Serious: 6	Serious: 6	Fatal: 0	Serious: 6	
Slight: 11	Slight: 14	Serious: 0	Slight: 13	
		Slight: 0		
		<u>Young people</u>		
		Fatal: 0		
		Serious: 0		
		Slight: 2		

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:
<p>High numbers of incidents involving pedestrians and cyclists at location at or near to school sites. Of the 17 recorded collision in 3 years, 11 involved pedestrians and 2 were associated with cyclist with both involving children of school age. Of the pedestrian casualties, 4 involved children and 3 involved the elderly, aged 66 and over.</p> <p>An incident involving 2 vehicles and 4 casualties (slight) was in connection with taking school children to school and both drivers within the definition of young drivers (<25 years of age).</p> <p>In summary, vulnerable groups dominate the collision and casualty data outside or near to school sites.</p>	<p>Improved pedestrian crossing facilities outside schools or on routes to and from school sites.</p> <p>Reduced vehicle speeds by the introduction of 20mph zones and where appropriate traffic calming features.</p> <p>Improved signage and road markings outside schools to increase driver awareness of vulnerable road users such as pedestrians and cyclists.</p> <p>Reducing the availability of on-street parking outside school sites by means of restrictions adjacent to crossing points with the aim of deterring usage or reducing vehicle volumes directly outside school sites.</p>

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 – 17 reported collisions (0 Fatal, 6 Serious, 11 Slight)</p> <p>x6 Serious = £1,378,542 x11 Slight = £ 26,613 Total = £1,405,155</p> <p>Per annum = £468,385</p> <p>(Rounded to the nearest full casualty/collision.)</p>	<p>Last 3 years – 20 reported casualties (0 Fatal, 6 Serious, 14 Slight)</p> <p>x6 Serious = £1,202,532 x14 Slight = £ 216,300 Total = £1,418,832</p> <p>Per annum = £472,944</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

This bid aims to provide improved walking and cycling facilities to schools by means of the installation of additional facilities but also by discouraging car usage. The convenience of sustainable routes will be increased by the provision of features such as new dropped kerb crossing points and zebra crossings. Traffic speeds around schools will be lowered by the inclusion of 20mph zones supported where appropriate by traffic calming features. By making walking to school a more favourable local travel option than using a motor vehicle it is hoped to develop and establish long-term behavioural change whereby the reliance for short journeys on the motor car is reduced.

Although primarily aimed at encouraging sustainable travel to schools it is foreseen that there will be added benefits to the wider community by the provision of facilities that encourage Active Travel by providing improved routes to local services and facilities.

With improved facilities such as dropped kerbs and controlled crossing points and lower traffic speeds with the resulting improved environment for active travel this provides the opportunity to encourage less able members of the society to also travel sustainably when making local journeys.

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 are 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 gain a better understanding of the issues and discuss possible solutions in order to improve safety concerns. Proposals such as improved access routes have been designed with reference to the need to be inclusive and safe.

Many of the pedestrian improvement sites and the proposed 20mph zones are within areas or near to routes identified on the Authority's Integrated Network Maps. This takes into account the requirement for Network Planning identified in the Guidance Document.

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 to other settlements and thus reduce the need to travel by car for local journeys. By improving connections within settlements and to nearby ones it is hoped that this develops a sense of place and community.

Many of the Authority's schools are in communities in the lower half of the Welsh Index of Multiple Deprivation. With the demise over the past years of established employers on the Island such as Anglesey Aluminium in Holyhead, Wylfa Nuclear Power Station and most recently Rehau in Amlwch this has had a severe economic impact on the Island's communities with reduced social mobility. It is considered that facilities provided as part of this bid proposal to encourage Active Travel will improve the place-making and liveability of communities by improved social interaction and improved pedestrian facilities to local services and facilities. 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

Dating back to the Safe Routes to School initiative, the Authority is well aware of the traffic, pedestrian and parking issues outside its schools. There is close contact between school heads and the highway authority concerning factors such as speeding outside schools, inconsiderate and dangerous parking and a lack of facilities promoting walking and cycling to schools. The Authority is also in receipt of numerous correspondence from parents, governors, elected members and community councils raising similar concerns. Some of these have also proposed their own improvement suggestions which have been incorporated into this bid document. Calls are often received to deploy the Authority's parking enforcement officers to deal with issues outside schools where inconsiderate parking has implications on road safety.

With consideration to all of the above the Highway Authority is full aware of the transport issues outside its schools and proposals in this bid aim to address these in particular reducing traffic speeds and providing safer and improved opportunities to travel sustainably. In doing so it is also aimed to promote Active Travel in the wider community with improved walking facilities for local journeys.

Should the bid be successful, each school will be contacted with confirmation of the proposed improvement works. At this stage and subject to budget there is also an opportunity to amend or suggest improvements before commencement of any work on the ground.

With the implementation of measures outside schools it is intended to involve the Authority's Road Safety Unit in increasing public awareness of 20mph zones outside school and in promoting use of features installed to encourage walking and cycling to school. Kerbcraft and cycle training can be used to increase awareness of the measures installed.

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.

By the provision of improved pedestrian facilities and the lowering of traffic speeds outside schools it aimed to increase participation in Active Travel and reduce the reliance on travel by private car. Installing sustainable transport infrastructure is

consistent with the Active and Social Places theme in prioritising these modes of travel over the private car.

Proposals are in accordance with the Sustainable Transport Hierarchy for Planning as detailed in the document in that the primary goal of the bid is to promote sustainable transport over private motor vehicles. No aspect of the bid proposal aims to encourage private motor vehicles and measures such as reducing the availability of parking outside schools actively discourages car use.

Although primarily aimed at improving sustainable travel opportunities to schools, should the proposed measures be implemented this would have wider benefits to the communities around schools consistent with the Active Travel (Wales) Act 2013 as detailed and promoted in Planning Policy Wales. Some of the Authority's schools are on or near to walking and cycling routes identified on our Integrated Network Maps and implementation of measures would complement these routes and assist in providing opportunities for greater sustainable social mobility and develop placemaking.

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	£160,000			
Project Management				
Monitoring and Evaluation				
GROSS TOTAL	£160,000			
<i>Match funding amount, percentage contribution and sources (insert name of organisation)</i>				
NET TOTAL	£160,000			

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:**

████████████████████

██████████@nthwales.pnn.police.uk

This is an ambitious application to introduce calming measures coupled with 20 mile per hour zones outside every school in the Island.

This application is supported on the basis that the sites will indeed be self-enforcing.

The application meets the requirement for uptake in active travel and liveability of communities.

GoSafe comments (only required for schemes involving safety cameras)