

ROAD SAFETY GRANT FY2021-22

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	A545 Menai Bridge to Beaumaris
2021-22 Scheme Type	Works / Pre-Works (<i>Delete as applicable</i>)
Funding required for 2021-22	£300'000s
Funding required for lifetime of the scheme	£300'000s
Project Manager Contact Name	XXXX
Contact Telephone	01248 XXXX
Contact email	xxxx@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: XXX Job Title: Head of Service Highways, Waste and Property Service 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 A545 is a semi rural A class road on the Isle of Anglesey commencing from Menai Bridge and proceeding in a north easterly direction along the northern shore of the Menai Straits. The route is approximately 7km in length consistent with the recommendation provided in the RoSPA Road Safety Engineering Manual for the maximum length of a route to be up to 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 A545 has for permanent traffic counters and in 2015 the results were as follows –

Location	August	November	AADT
A545 Westend, Beaumaris	7,224	4,527	5,318

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

Location	Date	AADT
A545 Beaumaris Road	26 June – July 2018	6,393

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. Beaumaris is a very popular tourist destination with its historic buildings, castle and pier. Prior to covid 19 a considerable number of tour coaches also visit the town.

The road is categorised by its undulating nature as it follows the shore line. There are sections with very poor horizontal alignment and narrow lengths, bordered by a rock cutting and a stone wall. There are numerous public road junctions with most of these with poor visibility. In addition there are a considerable number of private entrances onto the A545.

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 issues associated with traffic on the route. A review of both

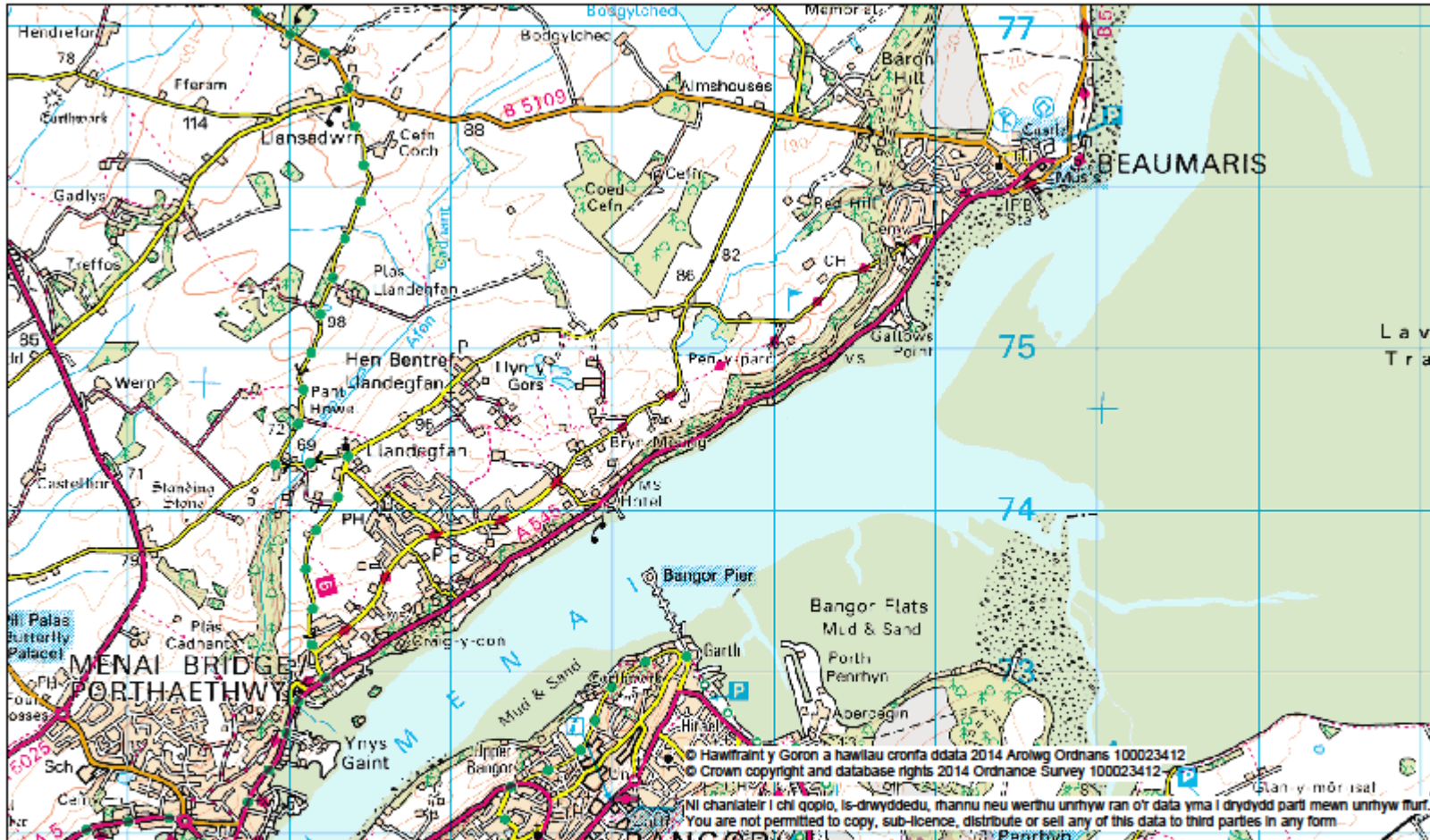
recorded collision data and highway maintenance call out logs show a history of mostly damage only collisions with the need to clean up debris and deal with oil spillages suggesting that there were a number of unreported damage only accidents occurring. Detailed analysis of the collision data shows a dominance of instances involving pedestrians, loss of control and collisions at junctions and side roads (shunts) and driver error on bends. The route also includes a mobile Go Safe speed camera enforcement sites which demonstrates past road safety and community concerns along this stretch of the A545.

There is one main high street in Beaumaris which is called Castle Street where the majority of the town's shops are located. There have been longstanding calls for the provision of a controlled pedestrian crossing facility on Castle Street. They are made in the context of the number of elderly visitors to the town and the local population who wish to see improved access routes to local facilities.

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 along the length. There are sections where the paved area adjacent to the carriageway particularly in the Glyn Garth area is obstructed. Measures such as bollards, new kerb lines, road markings can be considered to facilitate walking along sections of this route. In addition there are sections on the route where it is not feasible to provide a safe pedestrian route with instances of people walking in the carriageway. Prominent signs are required to forewarn motorists of this hazard.

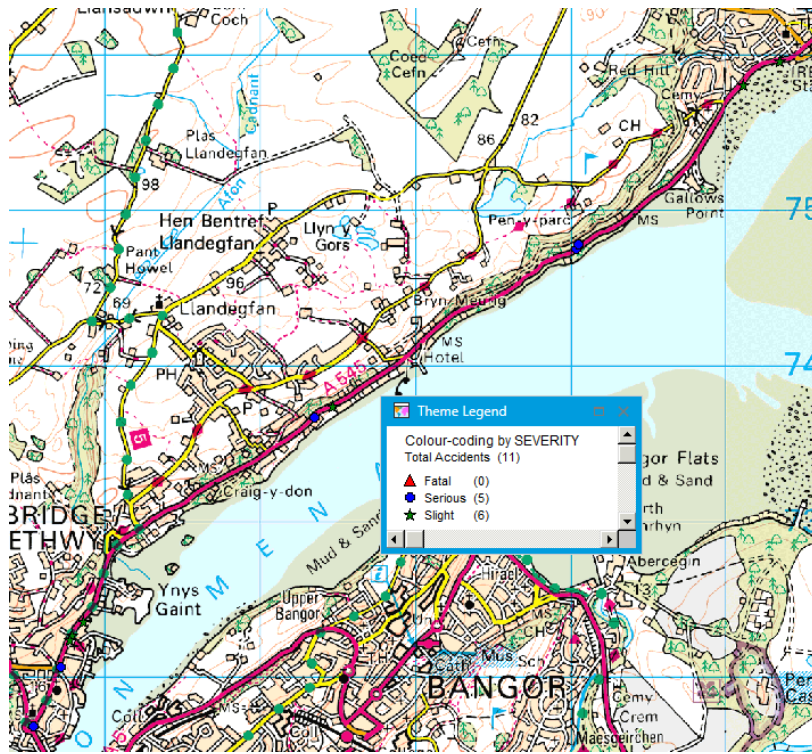
The OS grid reference for the commencement of the route at Menai Bridge is SH55706 72054 and the termination point at Beaumaris is SH60560 76074. A central point on the route is by the Gazelle Hotel and the grid reference here is SH57965 74062.

A location plan is provided on the following page. Also included are maps providing the injury only and collision sites along the route.



**CYNGOR SIR YNYS MÔN
ISLE OF ANGLESEY COUNTY COUNCIL**
 Swyddfa'r Sir
 LLANGEFNI
 Ynys Môn - Anglesey
 LL77 7TW

Injury Collisions



Damage Only Collisions



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 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>

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	<u>Positive</u> / neutral / negative
	<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 A545 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>
A resilient Wales	Positive / <u>neutral</u> / negative
	<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 Penmon. 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	<u>Positive</u> / 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	<p><u>Positive</u> / neutral / negative</p> <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 A545 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 Llangoed which is served by the A545 which is identified in the lower half of the index of multiple deprivation.</p>
A Wales of cohesive communities	<p><u>Positive</u> / neutral / negative</p> <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	<p><u>Positive</u> / neutral / negative</p> <p><i>Summary of impact</i></p> <p>The A545 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	<p>Positive / <u>neutral</u> / negative</p> <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:				
Personal Injury Collisions	Personal Injury Casualties	High Risk Casualties	Vulnerable Group Casualties	Damage only collisions
Fatal: 0 Serious: 3 Slight: 3	Fatal: 0 Serious: 3 Slight: 3	<u>Motorcyclists</u> Fatal: 0 Serious: 1 Slight: 0 <u>Young people</u> Fatal: 0 Serious: 0 Slight: 0	Fatal: Serious: 1 Slight: 3	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. Police records – Damage only RTCs = 19 and Non reportable RTCs 13.

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 particular in respect to collisions with pedestrians and cyclists. • 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. • Measures to ensure that areas adjacent to the carriageway are kept clear of parked vehicles to facilitate access for pedestrians. • Installation of new puffin crossing point. • Improved features on existing speed limit sites to increase driver awareness of restrictions. • Measures to reduce shunts at side road junctions and turn offs 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 – 6 reported collisions (0 Fatal, 3 Serious, 3 Slight)</p> <p>x3 Serious = £689,271 x3 Slight = £7,258 Total = £696,529</p> <p>Per annum = £232,176</p> <p>(Rounded to the nearest full casualty/collision.)</p>	<p>Last 3 years –6 reported casualties (0 Fatal, 3 Serious, 3 Slight)</p> <p>x3 Serious = £601,266 x3 Slight = £46,350 Total = £647,616</p> <p>Per annum = £215,872</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
<p>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 both along Glyn Garth area of A545 and in Beaumaris. In particular a safe crossing facility has been discussed with Beaumaris Town Council and they are fully supportive of this and the proposed location. A crossing point will facilitate access to local facilities in the town where the current volume of traffic especially in summer is prohibitive of this.</p>
Describe how this scheme has been developed in line with the Active Travel Design guidance
<p>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 Beaumaris Town Council and with the public at various sites along the route 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</p>

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 any 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 and how this scheme links to other Welsh Government initiatives such as the Transforming Towns Initiative.

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 A545 is bordered by communities of Glyn Garth and Llandegfan 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 town councils regarding requests to improve road safety along the A545. In the past the Authority acknowledged these calls and undertook reactive measures. Is successful the Authority would look to be proactive and improve the whole route as one scheme addressing past concerns raised.

Similar to the above, and 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 is safer to access facilities particularly in Beaumaris. 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 A545 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 A545 is a busy route and of major importance to the communities which it serves. As a consequence of any convenient alternative routes, any incidents on the A545 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 in Beaumaris has had a significant effect on communities resulting in inequalities. The A545 between Menai Bridge and Beaumaris is vital in delivering services and jobs. Collisions on this section of the highway network has 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.

Please explain if this scheme or intervention links to the Transforming Towns Regeneration Project or any other WG initiative.

Recent application made to Welsh Government and both Beaumaris and Menai Bridge are two of the five towns selected on the Island for the Transforming Towns Project. They have been given priority level 2.

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 2021
- Award Letter – March 2021
- Consultation – April 2021
- Site Surveys – May 2021
- Detail Design – June and July 2021
- Estimate Review - August and September 2021
- Construction – October and November 2021
- Final Review of works – December 2021 and January 2022

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

	Jan 21	Feb 21	Mar 21	Apr 21	May 21	Jun 21	July 21	Aug 21	Sep 21	Oct 21	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22
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)

	2021-22	2022-23	2023-24	Total
Surveys				
Design	4			
Land Purchase				
Accommodation Works				
Construction	280			
Project Management	15			
Monitoring and Evaluation	1			
GROSS TOTAL	300			
<i>Match funding amount, percentage contribution and sources (insert name of organisation)</i>				
NET TOTAL	300			

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 it's National Highways Sector Scheme 16 (May 2019) through its quality management system.

The appointed term surfacing and road marking contractor for the Authority is Hogan Ltd. This company secured a long term contract on the Island in 2020 and it was awarded on a competitive basis, being the best contractor on both quality and cost.

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:**

The A545 Menai Bridge to Beaumaris road is this year's sole Capital Bid application from Anglesey Council. This road is the strategic route to Beaumaris and beyond, it is narrow and meandering in nature. The road has a steep incline on one side with a steep drop to the Menai Straits on the other. There are sections of this road that does not have the benefit of a footway and very little room to develop a footway with boundary walls sited close to the running carriageway. There are risks to the vulnerable road users both in walking and cycling along this route, although there are speed restrictions along its route, there is a need to enhance the signage. Additional pedestrian in road signage would faalso be beneficial as well as other measures as identified in the application.

There is a history of pedestrian collisions here as well as evidence of pedestrian activity along this route. There is no alternative route for the vulnerable road users between the two towns. There are also a number of residential properties along the route.

The Police would support the application.

GoSafe comments (only required for schemes involving safety cameras)