

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	Swansea Council
Scheme Name	A4067 J45 to Pontardawe
2021-22 Scheme Type	Works
Funding required for 2021-22	£207.1k
Funding required for lifetime of the scheme	£207.1k
Project Manager Contact Name	
Contact Telephone	
Contact email	
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: 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 analysing the collision statistics throughout the County area it was evident that there were a significant number of collisions on the A4067, between Pontardawe and junction 45 of the M4. In particular the section of this road, around 4 km long, between Ynystawe roundabout and Pontardawe showed a pattern of collisions where speed was consistently considered to be a primary factor. Collisions on this section in the most recent three year period included one fatal and two serious as well as 11 collisions where injuries were considered slight. There was also a further collision resulting in a fatality which was recorded in the month prior to the three years reported. This too was considered speed related.

This pattern of collisions has led to widespread local concern over the speed of traffic on the road. The road itself is a key arterial distributor route linking traffic from the valleys to the city centre. Generally, the road operates at 40mph, however the section from the Swansea/ Neath Port Talbot boundary to Ynystawe roundabout operates as unrestricted single carriageway with a 60mph limit.

To address the collisions on this section of road it is proposed to introduce a 40mph speed limit to replace this unrestricted section. To manage this reduction it is proposed to introduce average speed safety cameras operating over two sections. The first, from Ynystawe to Glais with the second operating from Glais to Pontardawe. This latter section will operate over the county border. Swansea will act as lead Authority in developing this section.

The network of speed cameras has been, and remains an intrinsic element of the City and County of Swansea's armoury in reducing road casualties. The primary advantage of continuing to promote the use of safety cameras is the perceived and actual improvements in road safety which are engendered. This was confirmed in a study undertaken by the London School of Economics and Political Science published in 2017. The report's findings showed that speed cameras reduce accidents by between 17 and 39 percent and fatalities between 58 and 68 percent within 500 metres of the camera site. By utilising an average speed camera system it is envisaged that this benefit can be extended to cover the route from Pontardawe through to Ynystawe.

The total estimated cost of introducing the 40mph speed limit and introducing and new camera infrastructure has been calculated as £207,100 including design, procurement and project management.

Details of the sites and the proposed works are included in **Appendix A** of this 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	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	The use of preventive measures to reduce or eliminate road traffic collisions will assist in achieving Welsh Government casualty reduction targets. The core arterial infrastructure which links the various communities in Wales will continue to play an important role for people and goods moving around the country. The A4067 is an intrinsic part of this and users of it have to be able to travel safely.
Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	The introduction of a 40mph speed limit and the provision of safety cameras to manage this will assist in preventing road traffic collisions and the associated pain, grief and suffering. It also reduces the need for after care required by family members.
Integration – please describe how you have considered the well-being objectives of other public bodies.	The use of preventive measures to reduce or eliminate road traffic collisions will assist in reducing the burden on Emergency Services and the Health Service. It will also reduce the reliance on Council Services/Social Services where road deaths or serious injuries necessitate the need for continual after care for families following incidents of this nature.

<p>Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>Council officers were initially made aware of growing local concerns about the speed of traffic on the A4067 by local Members. On review of the collisions it was evident that there was a significant pattern of accidents where speed was identified as an issue. Officers discussed their concerns in relation to this with GoSafe and developed a plan to lower the speed limit and enforce this through the introduction of average speed cameras.</p>
<p>Involvement – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>In developing the design it is proposed to work with elected representatives, GoSafe and the police to ensure that the proposals can be introduced expediently and with broad support. It is also intended to work collaboratively with other departments within the Council, such as highway maintenance, to ensure impacts of schemes do not place a burden on taxpayers for future generations.</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	<p>Positive</p> <p><i>The management of speed on this section of the corridor will reduce the numbers and severity of collisions. This in turn will assist in maintaining the free flow of traffic along this busy corridor linking the communities along Swansea Valley link to the city, the major employment centre in the region.</i></p>
A resilient Wales	<p>Positive</p> <p><i>The measures are designed to promote road safety and journey time reliability. Whilst the measures are</i></p>

	<i>specifically targeted at addressing collisions on an arterial route, this is seen as being a key part of the overall travel matrix, the A4067 links to Park and Ride facilities and Cycle Hubs to link this transport corridor for longer journeys to the Active Travel network which is established in the core city area.</i>
A healthier Wales	Positive
	<i>The measures are targeted at reducing road traffic collisions. This in turn will prevent delay on the highway network with a consequential reduction in pollution associated with static traffic.</i>
A more equal Wales	Neutral
	<i>The measures are specifically targeted at collision reduction.</i>
A Wales of cohesive communities	Positive
	<i>The measures will help improve safe linkage between the communities along the corridor and the city centre. Improving journey time reliability and road safety.</i>
A Wales of vibrant culture and thriving Welsh language	Positive
	<i>The development of the scheme will be made available to the public on a bilingual basis. Furthermore, all signage introduced will also be bilingual helping to promote use of the Welsh language and use of place names.</i>
A globally responsible Wales	neutral
	<i>A key aim of the proposals is to create an environment where the local communities feel that it is safer and more attractive to travel.</i>

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:1 Serious:2 Slight:11	Fatal:1 Serious:3 Slight:20	<u>Motorcyclists</u> Fatal:1 Serious:1 Slight:1 <u>Young people</u> Fatal:1 Serious:1 Slight:6	Fatal:1 Serious:1 Slight:1	No information available.

Dominant trend in collisions:	How the scheme addresses this trend:
Review of the causation factors showed the dominant trends as being speed related and failed to look properly.	The scheme is aimed at reducing the speed limit of the route to reflect the high levels of casualties along the road. Enforcement of the lowered limit through the introduction of average speed safety cameras will encourage the adoption of the lowered limit.

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>From the London School of Economics and Political Science report published in 2017 speed cameras were seen to reduce accidents by between 17 and 39. Taking the average of this would see a reduction in collisions of 3.92.</p>	<p>In carrying this statistic forward to represent casualty savings this would see a reduction of 6.72 over the period.</p>

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

The scheme is not directly targeted at Active Travel but is designed to ensure that the route supports all road users. The route being treated already benefits from National Cycle Rote 43 travelling parallel to it. This solution offers improvement in journey reliability, providing choice for travellers from longer distances by linking to the Park and Rides services on the route. Cycle hubs are also being developed at these nodes as part of the multi-faceted approach to provide a package of travel options which will cater for all road users and support the aims of the Active Travel programme.

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

As noted above, the scheme is targeted at supporting road safety on an arterial route for traffic into the city centre. However, the scheme is designed to take advantage of interchanges around the city which will provide sustainable links for both users of public transport and cyclists at park and Ride facilities on the Swansea Valley link.

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.

As noted previously, the scheme is primarily targeted at creating a safer link between the communities along the A4067 corridor and the city centre. This will not only help in reducing collisions and the impact that these have on the Health Service and people's lives, but also help in making the corridor journey times more reliable.

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

The scheme has been developed in conjunction with local ward members in the area and in response to public concerns over high traffic speeds on the route. This concern is confirmed through the collision statistics on the corridor in the most recent three year period.

The proposed solution has been developed in close liaison with local ward Members and GoSafe, this will continue as the scheme is introduced.

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

The scheme has been designed to enhance road safety and consequently, journey time reliability along the A4067 corridor.

The bid is made recognising that the improvement does not directly support Active Travel, however the corridor itself links to Park and Ride sites and Cycling hubs around the city. It is an essential part of the network to of the overall strategy to link communities to the core city areas to allow people travelling from further afield to access the opportunities and facilities therein.

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

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.

With regard to the key stages of the scheme the risks and mitigation of them are as described below.

Design – The principal challenge in introducing a camera system is to ensure that the apparatus installed is fully functional and integrates with existing back office equipment. Officers will work closely with GoSafe and the police in developing tender specifications and in reviewing pre-tender information to ensure that only suitable contractors are invited to bid.

Statutory Processes – It will be necessary to consult on the proposal to reduce the speed limit of the road to 40 mph. However, this is against the pattern of collisions on the road where speed is seen as being a primary contributing factor. Consequently, it is anticipated that this can be progressed in a timeous fashion.

Land – All works are contained within the highway boundary so there are no identifiable risks associated with this.

Procurement – Experience garnered in recent years will benefit in mitigating risks in this regard for both the cameras and the reduction of speed limit.

The other principle risk relates to the affordability of the designs. However, the design to date has been prepared based on the current partnership rates, together with recent tenders for similar camera works nevertheless it is proposed to re-examine the costings prepared at the detailed design stage.

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

It is proposed to undertake the works in two parts. The first, amending the speed limit, will be undertaken using the Councils in-house contract team. They have significant experience of undertaking the supply and installation of highway signage to support the lowered limit.

The camera works will be tendered through the Sell2Wales portal. Prequalification of tenderers will be used to ensure that only suitably qualified and competent contractors are able to tender for the works. Officers will continue to work closely with our partners,

GoSafe and the police, to ensure that the specification for the camera system complies with all current standards.

A copy of the outline programme in the form of a Gantt chart is appended to this report. This shows the key milestones leading to the completion of the installations and commissioning of the new equipment.

5. Financial Case

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

	2021-22	2022-23	2023-24	Total
Surveys	1.5			1.5
Design	16.4			16.4
Land Purchase				
Accommodation Works				
Construction	178.9			178.9
Project Management	10.3			10.3
Monitoring and Evaluation				
GROSS TOTAL	207.1			207.1
<i>Match funding amount, percentage contribution and sources (insert name of organisation)</i>				
NET TOTAL	207.1			207.1

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:

The proposals have been developed in consultation with the GoSafe Partnership to ensure that the camera sites selected are those which are most critical in maintaining speed management on the core routes. Meetings have previously taken place to ensure that a procurement strategy which considers both the procurement of the equipment and its installation as well as its integration into the “back office” control room to ensure that the management of the systems around Wales can be optimised.

In preparing the tender documentation it is proposed to base this on a price quality matrix to ensure that the systems selected deliver both technically and are as best possible future proofed and integrate into the controls systems already in place.

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:

It is proposed to monitor the success of the scheme in two ways, firstly speed readings will be undertaken prior to the works being undertaken. These will be repeated on an annual basis with the expectation that the 85th percentile will be lowered to below 40mph.

The second measure of success will be ascertained through the monitoring of collisions data at each of the sites. An annual review will be undertaken of both the numbers and types of collision. It is expected that will significantly reduce collisions both in number and severity. As noted previously, camera sites can reduce collisions by between 17 and 39% with fatalities falling by over 50%.

Partner endorsement, where applicable

Police comments

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

In early Apr 2018, following correspondence with both NPT and Swansea Highways it was agreed to adopt an 'Operation Site' along the A4067 between the villages of Glais and the NPT border to help address the road's poor collision record. At the time NPT and Swansea were looking to submit a joint bid to WG to install a safety cameras system along that stretch.

Go Safe enforced the A4067 between Apr 18 – Jan 19, a total of 57 times. During that entire time, only 5 speed and 4 seatbelt offences were captured. Given their increasing demand at that time, the partnership withdrew its resources and archived the site. Although a very low offence rate site, this was partly due to the heavy traffic flow (esp. in congested periods) and the location of the two laybys in which mobile units were able to park, which gave a very long range view of enforcement vehicles, allowing drivers to adjust their speed well in advance.

Since Jan 19, the partnership have enforced the site periodically as it is a main thoroughfare and is often used during joint ops with DPP. Given the poor injury collision rate along the A4067, Go Safe fully support the bid for an average

GoSafe comments (only required for schemes involving safety cameras)

I can confirm support from GoSafe perspective.

Thanks,

<p>speed camera system. Any such system would be able to effect a greater expanse of road than any mobile enforcement unit.</p>	
---	--