



**CABINET**

**13<sup>th</sup> NOVEMBER 2018**

**ACTING EXECUTIVE DIRECTOR, PLACE AND COMMERCIAL: IAN BOLL**

**CABINET MEMBER WITH RESPONSIBILITY FOR: TRANSPORT, HIGHWAYS,  
ENVIRONMENT AND PUBLIC PROTECTION: COUNCILLOR IAN MORRIS**

Subject:	High Speed Two (HS2) Road Safety Fund
Recommendations:	<p>That Cabinet:</p> <ol style="list-style-type: none"> <li>1) Welcomes the £1.65 million allocation from the Department for Transport HS2 Road Safety Fund and notes the approval of £82,500 to undertake initial feasibility design;</li> <li>2) Agrees the approach to identifying road safety schemes to mitigate the impact of HS2 on the County to be delivered through the Fund;</li> <li>3) Agrees that delegated authority be given to the Acting Executive Director of Place and Commercial, in consultation with the Cabinet Member for Transport, Highways, Environment and Public Protection to determine the exact programme of schemes to take forward for delivery in light of feasibility design work and further information being forthcoming from HS2 Ltd.</li> </ol>

**1. Purpose of report**

1.1 The purpose of this report is for Cabinet to agree in principle the approach to spending the Department for Transport (DfT) HS2 Road Safety Fund allocation of £1.65million to mitigate the impact of HS2 construction traffic on the local highway network and to deliver a legacy of road safety improvements.

**2. How this decision contributes to the Council plan**

The Council’s vision is to make Northamptonshire a great place to live and work. This is achieved through increasing the wellbeing of your county’s communities and/or safeguarding the county’s communities.

This initiative helps the Council to deliver this vision through the following strategic priorities outlined in the Council Plan:

- Northamptonshire communities and individuals are safe.
- Keeping communities and individuals safe and supported to be healthy and stay independent.
- Improving infrastructure and place-shaping to enable communities and businesses to thrive and grow sustainably, and generating prosperity.
- Maximising the use and value of our assets to support safe and efficient service delivery.

### **3. Background**

- 3.1 High Speed Two (HS2) is the Government's proposal for a new high-speed rail line intended to tackle capacity issues on the existing rail network. Phase 1 runs from London to the West Midlands, passing through Northamptonshire between Brackley and Upper Boddington. Royal Assent for Phase 1 was given in February 2017.
- 3.2 Since Royal Assent, HS2 have appointed contractors to design and deliver the railway. Construction is being split into two elements: enabling works and main works. A period of testing will then follow with planned opening of the railway to the public in 2026.
- 3.3 The enabling works include habitat relocation, topographical surveys and clearing sites ready for construction. Junction improvements at the B4525/Sulgrave Road, A361/Welsh Road and construction of the Chipping Warden Relief Road also fall into the scope of the enabling works. These are due on site in mid November 2018.
- 3.4 Following the completion of the enabling works, the main works are due to commence in June 2019. This is when the most significant impact of construction traffic will be felt on local communities.

### **4. The HS2 Road Safety Fund**

- 4.1 In November 2017 the Government announced a £30 million HS2 Road Safety Fund. The County Council has been allocated £1.65 million based on the proportion of construction traffic forecast to be using the roads in Northamptonshire. The funding is available to be spent until 2026.
- 4.2 The funding is being administered by HS2 Ltd on behalf of the Department for Transport. To draw down funding the County Council has to develop and submit a programme of potential schemes. The timescale for submitting the programme is for each Local Authority to determine, however our intention is to submit by April 2019. Schemes must meet the following objectives identified by the Department for Transport:
- The Road Safety Fund will be used to make improvements in places along the line of route - for instance to support traffic calming, safer junctions or better pedestrian crossings;
  - Schemes that will help improve road and cycle safety;
  - The funding can be used for traffic calming measures, safer pedestrian crossings or safer junctions for cyclists, pedestrians and drivers;
  - Provide a legacy of road and cycle safety improvements for people who live and work along the HS2 route between London and the West Midlands;
  - Funding can be used to enable areas up and down the route to benefit from high quality road and cycle safety projects;
  - The new funding needs to leave a positive local legacy of improved road safety for communities once HS2 is complete;

- Authorities must ensure that improvements made leave a lasting legacy of road safety; and
- This will help provide a legacy of improvements for areas adversely affected by Phase One traffic

## **5. Scheme identification and delivery**

- 5.1 The allocated funding has to be spent 'along the line of route', i.e. in those communities affected by a construction route, but the actual area and distance from the route is up to individual local authorities to determine.
- 5.2 Whilst some communities will be directly located on a construction route, there are also some that are not, but are set to be impacted by existing traffic re-routing due to higher volumes of HGV flows on the construction routes causing journey time delay and congestion and vehicles to seek alternative routes. It is therefore considered appropriate to use a proportion of the allocation to deliver road safety schemes within communities affected in this way.
- 5.3 Based on discussions with attendees of the HS2 Liaison Group (which comprises parish and town council representatives along the route) a long list of potential schemes has been identified as set out in Appendix 1.
- 5.4 Schemes identified on the long list were scored against meeting the DfT objectives outlined in section 4, and for those that met the objectives, it is proposed that they will be delivered in three phases.
- 5.5 Phase 1 will comprise those schemes which have been identified where there is certainty that there will be a detrimental HS2 impact from construction traffic and they need to be prioritised for delivery before main works commence in June 2019. These schemes are being prioritised for feasibility design to ensure that schemes can be delivered before June 2019.
- 5.6 Phase 2 will comprise a number of small scale Vehicle Activated Sign installations where there is certainty of a detrimental HS2 construction traffic impact, but which do not require significant feasibility design and do not need to be delivered before main works commences.
- 5.7 In addition, Phase 2 will include schemes where there is currently less certainty regarding the extent of HS2 impact from construction traffic as the contractors are currently undertaking further work around how they are going to build the railway and refining their approach to moving materials and spoil.
- 5.8 As part of this further analysis, lorry accessibility studies are being carried out to identify if there are any additional works that the contractors need to carry out to ensure that the highway network can accommodate the level of construction traffic proposed. The outcomes of this work will therefore need to be considered alongside the schemes identified for the HS2 Road Safety Fund as there may be changes to the volume of anticipated construction traffic and potentially some overlap. It is anticipated that the outputs of this work will be available before the end of 2018.

5.9 Phase 3 are schemes where there is the potential that HS2 may address the road safety concerns as part of their works (and consequently a solution will not need to be funded by the Road Safety Fund), but most importantly they are schemes that can only be completed once HS2 main construction works have been completed.

5.10 At this stage many of the schemes are purely concepts and feasibility design is needed to identify in further detail the scope of the scheme and cost estimates to develop a detailed delivery programme so that further funding beyond the initially approved £82,500 can be drawn down from HS2 Ltd.

5.11 Scheme delivery will be undertaken through a programme of minor schemes by the County Council's highways delivery partner, KierWSP.

## **6. Consultation and Scrutiny**

6.1 The High Speed Two route was subject to public consultation through the hybrid bill process.

6.2 The long list of schemes to be considered for funding through Northamptonshire's allocation of the HS2 Road Safety Fund (as set out in Appendix 1) has been generated in consultation with the HS2 Liaison Group which has representatives from all the parish and town councils along the route. Parish and town councils in the vicinity of the route of HS2 have also suggested schemes to Highways Community Liaison Officers which have been included within the long list for consideration.

6.3 Following completion of the feasibility design, an engagement workshop will be held with parish and town councils along the route to input into the proposed delivery programme that will then be agreed with HS2 Ltd.

6.4 Consultation will continue to take place with relevant parish and town councils as schemes are developed in more detail and with any residents or businesses within close proximity to the works.

## **7. Summary**

7.1 In summary, the approach to developing a programme for delivery will be:

- A long list of schemes has been identified through consultation with parish and town councils;
- The long list of schemes has been assessed against the objectives DfT have outlined for their suitability (see Appendix 1);
- Only schemes located within communities which are along the line of route and directly affected by construction traffic, or that are likely to experience impacts as a consequence of traffic re-routing to avoid construction routes will be taken forward;
- Subject to feasibility design, affordability within available funding and further information from HS2 Ltd, schemes will be delivered in three broad phases; pre main works, during main works and following main works; and

- Further consultation will be undertaken with parish and town councils along the route regarding the proposed delivery programme

## **8. Equality Screening**

- 8.1 The Equality Impact Assessment identified positive impacts for younger and older people and those with reduced mobility and pushchairs. For all other groups the impact is considered to be neutral.

[http://www3.northamptonshire.gov.uk/councilservices/council-and-democracy/equalities/equality-impact-assessments-eqias/Pages/environment,-planning-and-transport-equality-impact-assessments-\(eqias\).aspx](http://www3.northamptonshire.gov.uk/councilservices/council-and-democracy/equalities/equality-impact-assessments-eqias/Pages/environment,-planning-and-transport-equality-impact-assessments-(eqias).aspx)

## **9. Alternative Options Considered**

- 9.1 As described in section 5 above, a long list of potential schemes is being prioritised to generate the best value for money schemes to be delivered using this funding.
- 9.2 The option of not drawing down the £1.65 million allocation has also been considered and rejected as road safety statistics demonstrate that there is a correlation between increased numbers of HGVs and increased accident rates. No County Council budgets have been allocated to address this increased road safety risk as a result of HS2, so road safety improvements would remain unresolved if the funding is not used.

## **10. Financial Implications**

- 10.1 An allocation of £1.65 million from the Department for Transport has been awarded to the County Council as part of the HS2 Road Safety Fund.
- 10.2 Approval for £82,500 to undertake feasibility design has been received from Capital Approvals Board and August Cabinet. At the time of writing although approval to undertake feasibility design has been given by HS2 Ltd, the funding is still going through internal governance arrangements at HS2 Ltd and has yet to be received by the County Council. Further work will only be undertaken once this funding is received.
- 10.3 Until the feasibility design is completed, the total cost estimate of the programme is still to be confirmed. In the event that the cost estimate of the schemes identified by local communities along the route is higher than the funding available, the scope of road safety schemes will have to be reduced in line with the funding available.
- 10.4 In this instance, the County Council will seek the view of parish and town councils on prioritising the schemes for delivery through the engagement workshop referred to in section 7. For schemes that remain unfunded, the County Council will work closely with HS2 Ltd and their contractors to explore alternative funding mechanisms.

10.5 The funding is a one-off payment and no commuted sum for maintenance is included. Any overspend within any one scheme will have to be met within the total funding allocation.

	Current year	Forecast		
	2018/19	2019/20	2020/21	2021/22 & beyond
	£000	£000	£000	£000
<b>Capital Investment</b>				
Feasibility design	52.5	20		10
Phase 1 delivery	536	474		
Phase 2 delivery		83.5	324	
Phase 3 delivery				150
<b>Total</b>	<b>588.5</b>	<b>577.5</b>	<b>324</b>	<b>160</b>
Funded by	DfT HS2 Road Safety Fund Allocation			

What benefits will the proposal deliver?	<ul style="list-style-type: none"> <li>Improved road safety record</li> </ul>
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## 11. Risk and Business Continuity Management

a) Risk(s) associated with the proposal

Risk	Mitigation	Residual Risk
Cost estimates are at an early stage and liable to change	Feasibility design will identify for each scheme the full extent of works and any issues/ challenges that may need to be addressed to allow delivery and refine the cost estimate.	Amber
Stakeholder consultation may result in multiple design options, resulting in a delay to delivery.	Work closely with stakeholders to identify the right scheme first time.	Amber
The available funding may not be sufficient to cover all the schemes identified.	Feasibility design will give more certainty on cost estimates. Prioritisation of schemes will be agreed in consultation with the parish and town councils along the route and alternative funding sought from HS2 Ltd for outstanding schemes.	Amber
Funding from HS2 Ltd is not released promptly resulting in delay to the delivery programme.	Critical path for proposed phased delivery will be monitored and flagged with HS2 Ltd/ DfT.	Amber

Risk	Mitigation	Residual Risk
Planned NCC works are delayed due to conflicts with HS2 Ltd works in the area.	Liaise with HS2 Ltd on road space and route demands to minimise disruption to all parties.	Amber
Actual costs of schemes exceed estimates	An appropriate risk allowance will be made in the estimates and as a programme of schemes there will be flexibility to reallocate budget between individual schemes.	Amber
The possibility that schemes may not be deliverable within highway land.	Compulsory purchase may be required. If this is justified a further report will be brought to Cabinet.	Amber

b) Risk(s) associated with not undertaking the proposal

Risk	Risk Rating
There is no agreed proposed approach to identifying schemes to be delivered through the HS2 Road Safety Fund allocation.	Red

## 12. List of Appendices

Appendix 1 – Long list of HS2 Road Safety Schemes

Author:	Name: Esme Cushing Team: Northamptonshire Highways
Contact details:	Tel: 01604 364475 Email: ECushing@northamptonshire.gov.uk
Background Papers:	Details of construction routes available here: <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/466997/Traffic_and_transport.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/466997/Traffic_and_transport.pdf</a> (pages 45,46 and 49)
Does the report propose a key decision is taken?	YES
If yes, is the decision in the Forward Plan?	YES
Will further decisions be required? If so please outline the timetable here	Possibly – a further report may be required if selected schemes require compulsory purchase of land.
Does the report include delegated decisions? If so, please outline the timetable here	YES. Delegated authority to Director and Cabinet Member to agree programme of schemes.
Is this report proposing an amendment to the budget and/or policy framework?	NO
Have the financial implications been cleared by the Strategic Finance Manager (SFM)?	YES Name of SFM: Rosemary Pallot

Have any capital spend implications been cleared by the Capital Investment Board (CIB)	YES (18 July 2018 CAB)
Has the report been cleared by the relevant Director?	YES Name of Director: Ian Boll
Has the relevant Cabinet Member been consulted?	YES Cabinet Member: Cllr Ian Morris
Has the relevant scrutiny committee been consulted?	NO Scrutiny Committee:
Has the report been cleared by Legal Services?	YES Name of solicitor: Hannah Edwards
Have any communications issues been cleared by Communications and Marketing?	YES Name of officer: Liam Beasley
Have any property Issues been cleared by Property and Asset Management?	YES Name of officer: James Wheeler
Have the Procurement Implications below been referenced in the Paper: <ul style="list-style-type: none"> <li>• Have you evidenced compliance with the Council's Contract Procedures Rules?</li> <li>• Have you made clear in this paper where you are seeking Cabinet to approve an exemption from the Contract Procedure Rules and detailed the risks and mitigations?</li> <li>• Have you identified any EU or UK legislative risks such as non-compliance with the Public Contract Regulations Act 2015, transparency and open competition?</li> <li>• Have you identified the procurement risks associated with a contract?</li> </ul>	N/A Name of officer
Are there any community safety implications?	YES – safety of school children to/from school will be enhanced through road safety improvements.
Are there any environmental implications:	Unknown at this stage – further investigation will be undertaken as part of feasibility design process.
Are there any Health and Safety Implications:	YES. There are health and safety implications to construction of the road safety schemes. These will be considered in more detail as part of the detailed design and construction programme on an individual site basis.

Are there any Human Resources Implications:	NO.
Are there any human rights implications:	YES. Compulsory purchase of land may be required for a very limited number of schemes.
Constituency Interest:	Brackley – Cllr Fiona Baker Middleton Cheney – Cllr Rebecca Breese Silverstone – Cllr Ian Morris

