

# Funding for Local Transport: Safer Roads Fund



Department  
for Transport

## Application Form

The level of information provided should be proportionate to the size and complexity of the scheme proposed. As a guide, we would suggest around 10 to 15 pages including annexes would be appropriate.

**A separate application form should be completed for each scheme**

<b><u>Application Information</u></b>	
<b>Local Authority Name(s)*</b>	Southampton City Council
<i>*If the bid is a joint proposal, please enter the names of all participating authorities specifying which will act as lead</i>	
<b>Project Manager Name:</b>	Iain Steane
<i>Name of the officer with day-to-day responsibility for delivering the proposed scheme</i>	
<b>Position:</b>	Transport Policy & Sustainable Travel Manager
<b>E-mail Address:</b>	<a href="mailto:iain.steane@southampton.gov.uk">iain.steane@southampton.gov.uk</a>
<b>Telephone number:</b>	02380 832283
<b>Postal Address:</b>	Southampton City Council Civic Centre SOUTHAMPTON SO14 7LY
<b>Deputy officer details:</b>	Greg Churcher Senior Transport Planner (Client Manager) <a href="mailto:Greg.churcher@southampton.gov.uk">Greg.churcher@southampton.gov.uk</a>
<i>Supply details for an officer to contact if Project Manager not available- name and e-mail is sufficient</i>	

When authorities submit a bid for funding to the Department for Transport (DfT), as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version (*excluding any commercially sensitive information*) on their own website within two working days of submitting their final bid to the Department for Transport. **The Department for Transport reserves the right to deem the business case as non-compliant if this is not adhered to.**

**Please provide the web link to where this bid will be published:**

[Transport funding bids - Southampton](#)

## **SECTION A – Scheme Description and Funding Profile**

<b>A0. AU Scheme Designator</b>	<b>43</b>	<b>A3025 Southampton</b>
<i>This is a DfT reference for internal reporting purposes</i>		

<b>A1. Scheme Name</b>	<b>A3025 Portsmouth Road Corridor</b>
Please provide a scheme name, starting with the road number, that you will use as your reference for the project. This can match the 'Scheme Designator' above.	

### **A2. Headline Description**

Please provide a brief description of the proposed scheme (*maximum 250 words*)

The A3025 Portsmouth Road between its junction with B3033 Botley Road and A33 in the City Centre has been identified by the Road Safety Foundation (RSF) within the latest assessment of higher risk roads (dates).

This bid outlines the measures identified through the VIDA model to address high risk areas, and improve the overall safety of this road through a series of targeted road safety improvements along A3025 Portsmouth Road corridor for people walking, wheeling, cycling and driving. With the aim to improve overall safety performance through measures including junction improvements, protected cycle facilities, new crossing facilities to create safer routes to school and connecting communities.

IRAP assessment identified that 32% of the corridor has a 2\* rating or less for cycles and SCC Stats-19 data shows a cluster of cycle-vehicle collisions at A3025/B3033 Saltmarsh Junction.

<b>Section</b>	<b>Scheme Description</b>	<b>Targeting</b>
A3025 Portsmouth Road/B3033 Botley Road Junction	Changes to mini-roundabout with new zebra crossings, continuous footways	Pedestrians Cycles Drivers
A3025 Portsmouth Road	Speed limit management (possible reduction), central marking hatching, zebra crossing at Spring Road	Pedestrians Cycles Drivers
A3025 Itchen Bridge/B3038 Albert Road North Junction (Saltmarsh Junction)	Segregated cycle crossings, bus stop improvements and pedestrian crossings	Pedestrians Cycles Bus stop users
A3025 Central Bridge	Segregated cycle facilities and new pedestrian crossing facilities at junction	Pedestrians Cycles

### **A3. Geographical Area**

Please provide a short description of the area covered by the bid (*maximum 100 words*)

Please attach, as an annex, a map/maps showing the route and location of the scheme including existing transport infrastructure and other points of particular interest e.g., development sites, areas of existing employment, geographical constraints etc

The A3025 Portsmouth Road runs 4km east-west from Hampshire County Council border to Southampton City Centre at the A33. The route identified for treatment follows the whole length of this corridor.

The character of route is residential in east then crossing the River Itchen via Itchen Toll Bridge to City Centre mixed use with 30mph single carriageway. A3025 is one of 3 routes to the City Centre from the east – serving 2 rail stations, 7 schools, Woolston District Centre and employment locations at Hazel Road and Ashley Crescent. Crosses the River Itchen on the Itchen Toll Bridge and provides access to the south and eastern portions of the City Centre and the Port of Southampton’s Eastern Docks.

Annex 1 shows the map of the route including points of interest.

<b>Grid References</b>	<b>Start</b>	<b>End</b>
Please provide Easting/Northings for the start and end of your scheme	442549.1/111208.3	446325.2/110558.4

#### **A4. Equality Analysis**

Please provide us, in a separate annex, your plans for undertaking your equality analysis in line with the Public Service Equality Duty.

Annex 2

## **SECTION B – The Business Case**

### **B1. The Scheme- Summary/History**

Please outline what the scheme is trying to achieve (*maximum 300 words*)

The overall aim of this bid is to reduce fatal and serious injuries (FSIs) along the full length of A3025 within Southampton. This forms part of SCN1 and SCN5 of the Southampton Cycle Network (SCN).

The countermeasures proposed related to reducing FSI collisions between vehicles, cycles and pedestrians, whilst also improving cycle, wheeling and walking accessibility and connectivity into Woolston and the City Centre.

The countermeasures proposed have been identified through assessment using the VIDA route analysis tool. Alongside this user behaviour has been analysed using the Stats19 data to identify the most appropriate measures to address these trends.

The primary measure identified (see Annex A) is changes to the A3025 Itchen Bridge/B3038 Albert Road North junction – known as Saltmarsh. This will provide protected space for people cycling through the junction separating them the turning traffic in time and in space. This provides a key connection on SCN1 from Woolston into the City Centre and is a location for a high proportion of vehicle-cycle collisions particularly from left turn traffic from Itchen Bridge to Saltmarsh Road.

The other measures along the A3025 aim to:

- Provide a reduce speed limit and enforcement through geometry changes, signage and other engineering measures,
- Provide safe crossing points at 3 locations connecting people to schools (St Patrick’s and Mayfield Oasis Academy) and on a popular leisure walking route through Shoreburs Greenway
- Measures to improve safety at existing signalised crossings on A3025

## B2. The Strategic Case

This section should set out the rationale for making the investment and show evidence of the existing safety problems (*maximum 750 words*)

Supporting evidence can be provided in annexes if it is clearly referenced in the strategic case. This may be used to assist in judging the strategic case arguments but is unlikely to be reviewed in detail or assessed in its own right- do not rely solely on any annex provided material being assessed.

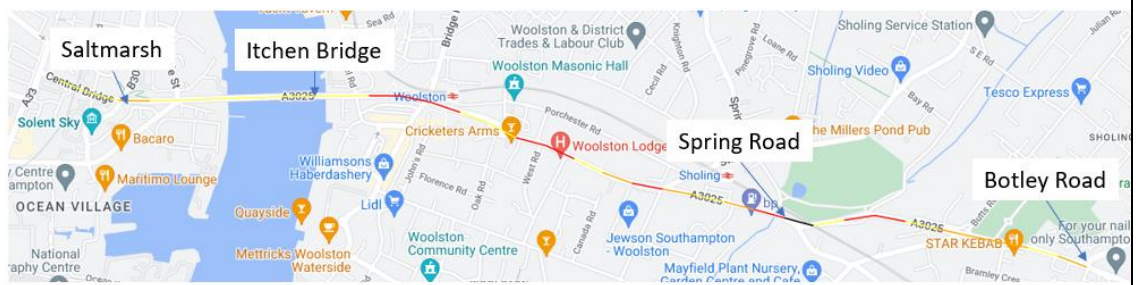
- What and where are the current problems to be addressed by your scheme?
- What options have been considered and why do those proposed provide the best solution?
- What barriers to delivery are currently identified and any mitigation known?
- What other funding streams have been considered or, if already in place, how might they influence or impact this project *e.g.*, *Active Travel funding*?
- Do you anticipate the route will be impacted by external issues *i.e.*, *archaeological or environmental*?
- What is the anticipated impact and the expected benefits/outcomes of this scheme?

### Current Problems

- A3025 Portsmouth Road is a main arterial route into central Southampton connecting from M27 Junction 8 via the Itchen Toll Bridge. The route is predominately residential but does provide access to an industrial area at Hazel Road in Woolston. There are retail, school and transport use along it. It forms part of SCN5. At Itchen Bridge is joined by SCNs1 & 2 from Woolston and forms part of NCN2 (see Annex 1).
- It is a 2-lane single carriageway road carrying 12,534 vehicles (1.7% HGVs) and Itchen Bridge carries 60 buses/hr. Footways are narrow along the length and cycles are mixing with traffic.
- At the Itchen Bridge the road climbs significantly with steep descents either side. An advisory cycle lane is provided but speeds of vehicles and weather conditions make it feel unsafe.
- Stats19 collision data for the A3025 during the 5 year period 2015-2019 demonstrates a high number of casualties (100 in total – 1 fatal, 27 serious & 72 slight). The data shows at western end of Itchen Bridge is Saltmarsh Junction, with 22 reported collisions with 8 categorised as serious and 14 slight. 12 collisions involved cycles and 42% of the 22 collisions involved vehicle left turning manoeuvres from Itchen Bridge westbound onto Saltmarsh Road colliding with cycles going ahead.
- Saltmarsh has a JAT score of 50% with no red but the junction is not used as intended for right turning cycles (in 2-stages), and route CLoS is 39 with 1 critical.
- IRAP analysis indicates 23% of corridor is rated below 2-stars for cars and 29% for cycles (Fig 1 below).

Vehicle Occupants

Before  
(Active  
Travel  
baseline)



## Cyclists

Before



Figure 1 – IRAP Analysis for vehicle occupants and cycles – before countermeasures

### Option Generation

The Safer Roads Investment Plan (Annex 8) has suggested a number of countermeasures to be assessed – signalisation of junction, pedestrian guard railing, vegetation clearance and safety barriers have not been included in the proposed scheme as they are either too expensive, not feasible, or given the streetscape and access requirements not appropriate in a residential environment.

Other items identified are being delivered as part of existing Transforming Cities (TCF) projects on or adjacent to the A3025. These include a parallel cycle quietway, area wide Active Travel Zone and a signalised crossing upgrade.

### The Proposed Measures

Proposed	Rationale
Botley Road Mini-roundabout – Parallel Zebra Crossing	Currently there are only uncontrolled crossings across Portsmouth Road arms of this junction. The junction is on a route to Mayfield Oasis Academy and busy at school times. The uncontrolled facilities means people are crossing in gaps in traffic and taking risks. The facility will provide a clear indication and priority for people walking and cycling to reduce the probability of vulnerable road users crossing live traffic. A bespoke facility addresses safety and accessibility requirements. It will provide school pupils with a safe crossing of Portsmouth Road to get to schools.
Upgrade to Segregated Cycle Route and Continuous Footway	Existing footway is currently separated into 2 paths. Creating a new segregated cycle route on one of the existing paths will take cycles off Portsmouth Road. This would reduce the conflict between pedestrians and cycles by providing additional width to achieve a safer route along Portsmouth Road.
Speed Limit Management	Existing speed limit is 30mph and 85 <sup>th</sup> ile speeds are 33.5mph (2021) but day time speeds are much lower. Widening the central hatching to narrow the perceptions on the road will help to support a lower speed limit. This will achieve a safer route throughout. Cyclists will be able to take up primary position. Additionally a parallel cycle route is being upgraded through TCF along Porchester Road-Station Road.
Spring Road – zebra crossing	Currently there is no pedestrian facility at the location which is a popular point for crossing Portsmouth Road for leisure walkers accessing Shoreburs Greenway to get to Weston Shore. Meaning people are crossing in traffic gaps and taking risks.

	<p>The facility will provide a clear indication to pedestrians reducing the probability of them cutting across live traffic. Provision of the facility will also address safety and accessibility requirements of visibility impaired users.</p>
Manor Road South – toucan crossing	<p>Existing crossing is a puffin crossing meaning cyclists going from Manor Road South to Portsmouth Road or Itchen Bridge are required to use the nearby roundabout. The roundabout and approaches have an accident history involving vehicles and cycles including 1 fatal incident in 2017.</p> <p>The facility will provide a clear indication to pedestrians and cycles to cross Portsmouth Road instead of using the roundabout.</p> <p>This is being provided as part of TCF with cycle facilities either side to create a safe cycle route and access to St Patrick’s RC School.</p> <p>The outcome will be increased use of the facility by cyclists who are currently using the roundabout.</p>
Saltmarsh Junction	<p>The current junction is a signalised arrangement without any protected cycle facilities. It was upgraded in 2014 to remove a roundabout that had a high cycle-vehicle incident rate. While frequency of incidents have reduced the location remains one of the top cycle collision hotspots in Southampton with 13 collisions reported with 42% being cycle-vehicle interactions from left turning traffic between Itchen Bridge and Saltmarsh Road.</p> <p>The new layout will aim to segregated cyclists and pedestrians from general traffic. Cycles approaching the junction will converge onto a cycle track to separates cycles going ahead from traffic turning left removing the conflict point.</p> <p>The outcome will be an increased use of the facility by all cyclists who are currently using the road carriageway thereby improving safety.</p>
Central Bridge – protected cycle lanes	<p>Currently mandatory cycle lanes and an inline bus stop. With protected cycle lanes and a bus stop build out means cycles will be in a protected space minimising collision points.</p>
Corridor wide measures	<p>At existing signalised crossings addition of skid resistant surfacing to improve safety on approaches. Provision of a continuous footway at Fort Road as part of Safer Route to School for pupils at St Patrick’s RC School.</p>

### Barriers to Delivery

There are no expected barriers to delivery of the projects. Early engagement has been held with Network Management to scope out when the works can be carried out.

### Alternative Funding

The schemes has been considered for Active Travel Funding but it was considered that Safer Roads Fund would be more appropriate. The scheme complements SCC’s major maintenance project for the Itchen Toll Bridge in 2024/24. This will implement the countermeasures identified for the bridge including protected cycle facilities.

### External Issues

There are no known external issues associated with the project. All the works will be within the SCC highway boundary.

### Expected benefits and outcomes

In line with the VIDA UDIP the scheme is predicted to save 3.88 FSIs over a 20 year period.

Vehicle Occupants

After



Cyclists

After



Figure 2 – IRAP Analysis for vehicle occupants and cycles – after countermeasures

The outline of the results from the VIDA UDIP are included in Annex 8.

A Theory of Change has been developed for this project (Annex 2) which sets out the expected long-term impacts:

- Long-term downward trend in FSIs on A3025
- Reduced chance of cycle-vehicle interactions at junctions particularly at Saltmarsh Junction,
- Lower average speeds along corridor,
- Increased in cycling, walking and wheeling to school, and
- Support long-term modal shift and decarbonisation.

### B3. Finance - Project Costs

Before preparing a scheme proposal for submission, bid promoters should ensure they understand the financial implications of developing the scheme, including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset, and the need to secure and underwrite any necessary funding outside the Department for Transport’s maximum SRF contribution.

Please complete the following table. **Figures should be entered in £000s (i.e., £10,000 = 10)**

Funding to be provided 2022/23 & 2024/25	£000s
DfT SRF funding requested	875
LA Contribution	350 (LTP)
Other third-party funding	
Other Government funding	250 (TCF)

## B4. Finance – Local Contribution/Third-Party Funding

The non-DFT SRF contribution may include funding from other government funding streams or from organisations other than the scheme promoter. Please provide details of **all non-DfT SRF** funding contributions to the scheme costs.

This should include evidence to show how any third-party contributions are being secured, the level of commitment and when the funds will become available and if this will impact on delivery.

Please confirm if the funding has already been secured and provide supporting evidence (*complete if applicable*)

### Direct Match

The total anticipated cost of the A3025 Portsmouth Road scheme is £1.475M. The Safer Roads Funding element will be £0.875M with the remaining direct match detailed below:

- SCC Local Transport Plan Integrated Transport Block - £0.350M – allocated as part of the annual budget for 2023/24 for Congestion – [defined in SCC Capital Programme](#)
- Southampton Transforming Cities Fund (TCF) - £0.250M – cost of Manor Road South crossing upgrade - link to SCN5 Woolston-Sholing Cycle corridor due to be installed Autumn 2023 - <https://transport.southampton.gov.uk/tcf/bursledon-to-southampton-corridor/scn5-eastern-quietway/>

### Indirect Match

Schemes being done as part of TCF in the Woolston area will provide safe walking, cycling and wheeling routes to destinations away from the corridor such as schools, workplaces and rail stations. This totals £4.162M.

- SCN5 cycle quietway – parallel to Portsmouth Road between Woolston Station and Millers Pond Park
- Woolston & Itchen Active Travel Zone (ATZ) – area wide traffic calming interventions north and south of Portsmouth Road
- Woolston Interchange – bus stop upgrades and Local Travel Hub for interchange with shared micromobility services (escooter, ebike etc)

The A3025 Itchen Bridge is programmed to have major maintenance works in 2024/25 which will replace the drainage, suicide prevention, and provide opportunity for a protected cycle lane to be installed across the bridge. This has an estimated budget of £4-4.5M.

## B5. Finance – Affordability and Financial Risk

Please provide a narrative setting out how you will mitigate any financial risks associated with the scheme and provide evidence on the following points, where applicable. Supporting evidence can be provided as an annex (*maximum 500 words*)

- What risk allowance has been applied to the project cost?
- How will cost overruns be dealt with?
- What are the main risks to project delivery timescales and what impact will this have on costs?
- What are your plans to understand and mitigate inflationary and/or supply chain pressures?
- What measures will you take to mitigate the risk of Fraud. Spotlight, an automated tool designed to perform due diligence checks, is available to all Local Authorities in England and Wales for Financial Year 22/23



The financial risks for the scheme are managed through close budget management between the SCC Client Manager, SCC Finance Team and the BBLP Project Manager.

#### Risk allowance

Based on the level of design, survey, consultation and development of the scheme at this stage of development a risk allowance of 10% has been applied. This is estimated at £145,000.

#### Optimism Bias & Inflation

This has been applied using the level within the SRF proforma of 20%.

Inflation has been accounted for using the latest evidence in Q3 2022/23.

#### Cost Overruns

SCC has a strong track record for delivering projects within the budget available, and will apply rigorous project management structures to ensure that the project is managed appropriately.

Will be minimised by closely defining the project specification, informed by specialist knowledge and expertise. The scheme is to be delivered by the HSP with BBLP where cost overruns are dealt with through a fixed price basis.

#### Financial Risks

The main project financial risks have been identified through the risk register (Annex 6), and their impact on project finances are below.

Risk	Likelihood	Impact on Cost	Mitigation/Control
Delay in funding award	Low	High	Use of match funding initially to progress schemes until funding is provided
Funding award is different from the bid	Medium	High	Local Assurance to address decision making on funding shortfall. Project is scalable with highest FSI impact areas prioritised and scheme can be altered to adjust to funding
Not successful in funding	Low	High	Management of any sunk costs during bid preparation and adjustments to SCC Capital Programme
Changes to scope – continuous or uncontrolled changes to a scheme	Medium	Medium	Early feasibility plans have been created for all projects as part of bid development. Clearly defined briefs with a freeze on project after initial design phase (Gateway 1). Contractor to bear cost overruns – fixed price
Inflation	Medium	High	Having fixed price contracts with clear definition of scope, project cost estimates profiled for delivery and inflation included in budget
Initial Cost Estimates	Medium	Medium	Costs are provided by professional QS and benchmarked against previous schemes. Optimism Bias is applied to all schemes based on risk value.
Construction period longer than anticipated	Low	Medium	Detailed master programme will be prepared setting out realistic and achievable timescales.

#### Supply Chain

Through the HSP scheme cost estimated can:

- Have an allowance for predicted inflation or have costs that are supported by locked in agreed rates with BBLP's preferred suppliers lists.
- BBLP's supply chain make allowances in prices which is carried forward into the client price for schemes giving cost certainty / fixed price NEC4 option A.
- Can utilise BBLP's central buying power / procurement team to lock in rates for extended periods in an unpredictable environment.

- BBLP look to procure materials for projects early securing rates at the lowest point or at least to mitigate the risk of further inflation. BBLP also assess market performance if inflation were to remain and reduce. Bitumen rates are the most unpredictable, these are lock in as best possible but have to make guided assessments for future costs.

### Fraud

SCC has an Anti-Fraud and Corruption Strategy in place to prevent, deter and detect fraud and corruption. It summarises the responsibilities of Members, Chief Officers and employees and outlines the process to be followed where there is suspicion of financial irregularity. The HSP with BBLP has been through a fraud check as part of the tender process. The Council also has access to Spotlight.

## **B6. Economics – Value for Money**

Original BCR value (from RSF Report)	<b>9.6</b>
Revised BCR ( <i>post final plans- to be completed later</i> )	<b>15.82</b>

## **B7. Commercial**

*Please describe the procurement strategy that will be used to select a contractor and set out the timescales involved in the procurement process that will show that delivery can proceed timeously (maximum **500** words).*

*Is there a preferred procurement process for the scheme? i.e., if it is proposed to use existing framework agreements or contracts, these must be appropriate in scale and scope*

*It is the promoting authority's responsibility to decide whether or not their scheme proposal is lawful and the extent of any new legal powers that need to be sought. Scheme promoters should ensure that any project complies with the Public Contracts Regulations and should be prepared to provide confirmation of this to the Department for Transport, if required.*

*The Grant Recipient acknowledges and accepts that the Grant is awarded on the basis that the Funded Activities being undertaken using the Grant are, and will remain, -non-economic activities. The Grant Recipient shall ensure that measures are taken (where necessary), and maintained, to ensure that the Grant is not used to cross-subsidise any economic activity.*

*An assurance that a strategy is in place that is legally compliant and likely to achieve the best value for money outcomes is required from your Section 51 Officer (see Section D2 below)*

This section sets out the procurement and commercial strategy for the delivery of the A3025 Portsmouth Road Safety Scheme.

### Procurement Strategy

SCC will be the Accountable Body for the scheme, and following formal offer of funding, under SCC Finance Procedure Rules, acceptance of the funding will be approved by Section 151 Officer and the associated capital budgets added to the Council's Capital Programme along with approval to spend.

Once added to the Capital Programme, projects are then managed via the Council's existing internal gateway process for scheme delivery.

For A3025 Portsmouth Road the contractor is already on board through the Highways Service Partnership (HSP) between SCC and Balfour Beatty Living Places (BBLP) secured via an OJEU process in compliance with the Public Contracts Regulations. In 2018 the contract was extended and is now effective up until 2025.

The scale of this project is within the scope of the contract and the nature of the HSP contract (it is based on the NEC3 Target Cost mechanism) means the works will be delivered with the appropriate risk transferred to BBLP.

This is a 10yr multi-million pound 'design, construct and maintain' partnership for highways and transport schemes (including active travel, ITS and road safety) to at least 2025. This means that the procurement and contracting arrangements for the delivery of the A3025 Portsmouth Road scheme is already in place. Relevant features of the contract include the use of Target Cost, shared risk management, and minimisation of environmental impacts.

The contract includes promotion of social value and working towards net zero as a core KPI.

Through the HSP, SCC has access to a range of suppliers and frameworks that can help to deliver the programme. Where necessary control will be through regular project meetings to discuss progress, quality and budget. Clear briefs will be provided to the supplier to mitigate early risks.

#### Contractual Issues

The A3025 Portsmouth Road scheme is deliverable under the existing Highways Act powers available to SCC as the Local Highway Authority for Southampton. No other consents or permissions are expected to be required.

#### Assurance

The HSP Governance arrangements enable the contract with BBLP to be managed efficiently and effectively.

Monthly Outcomes & Issues Resolution Board (OIRB) meetings are held which include Senior SCC and BBLP staff and cover areas such as programme, risk, budget, health & safety and quality. The meeting is chaired by SCC's Highways Contract Manager, Colin Perris. Items from this are escalated to the HSP Strategic Board which is attended by the Executive Director and Cabinet Member.

At this meeting sub-elements of the HSP – Major Projects, Citywatch, Transforming Cities, etc report.

## **B8. Management - Delivery**

*Deliverability is one of the essential criteria for a bid and, as such, should set out if any statutory procedures are need before it can be delivered.*

*An outline project plan with milestones, typically in **Gantt chart** form, should be included as an annex, covering the period from submission of the bid to scheme completion. The definition of the key milestones should be clear and explained. The critical path should be identifiable and any contingency periods, key dependencies (internal or external) should be explained. Successful schemes will be subject to quarterly monitoring to assess progress against milestones and to track spend (narrative part of annex maximum of **300** words).*

*A statement of intent to deliver the scheme within this programme, from a senior political representative and/or senior local official, should be attached as a further annex.*

An outline Project Plan with milestones is included as Annex 3.

The key activities for the A3025 Portsmouth Road scheme are summarised here. The spend will be a combination of continued scheme development and implementation on the ground.

The Project Plan will be regularly reviewed by the SCC Client Manager with BBLP as design & delivery to ensure it remains on-track and that risks are being dealt with during the design stages to de-risk the construction phases.

Some work has been carried out to date to inform the programme, risk and cost areas:

- Early engagement with BBLP on potential supply chain and interaction with other projects on the A3025 corridor (Itchen Bridge), and
- Early design work and topographical surveys.

### Key Milestones

Milestone	Start	Finish
Feasibility Design	November 2022	March 2023
Stakeholder Engagement	April 2023	June 2023
Consultation	June 2023	July 2023
Detailed/Technical Design	July 2023	September 2023
Construction	September 2023	March 2024
Monitoring & Evaluation	April 2023	March 2029 (annual to 5yrs post completion)

Primary dependencies and interfaces which are being managed through programming and risk management are:

- Securing Safer Roads Funding,
- Interaction with other SCC projects including Transforming Cities (Woolston), Itchen Bridge Major Maintenance scheme, and
- Interaction with potential external funded projects – Sustrans upgrade to NCN2 and planned developments close to Saltmarsh Junction.

### Monitoring

As part of the Gateway process schemes will be monitoring to ensure they remain on track for delivery as per the Project Plan. The Project Plan will remain flexible to accommodate changes due to unforeseen items.

Reporting on the project plan and spend will be produced quarterly and returned to DfT.

### Statement of Intent

A statement of intent from the Cabinet Member for Transport & District Regeneration is included in Annex 4.

## **B9. Management - Governance**

Please name those responsible for delivering the scheme, their roles (*e.g.*, *Project Manager*, *SRO etc*) and their responsibilities and how key decision are/will be made. Please also identify a contact to be used if escalation is required.

*It may be useful to attach an organogram as an annex.*

SCC will be the Client Manager for the A3025 Portsmouth Road scheme and responsible for the overall oversight.

### Resources

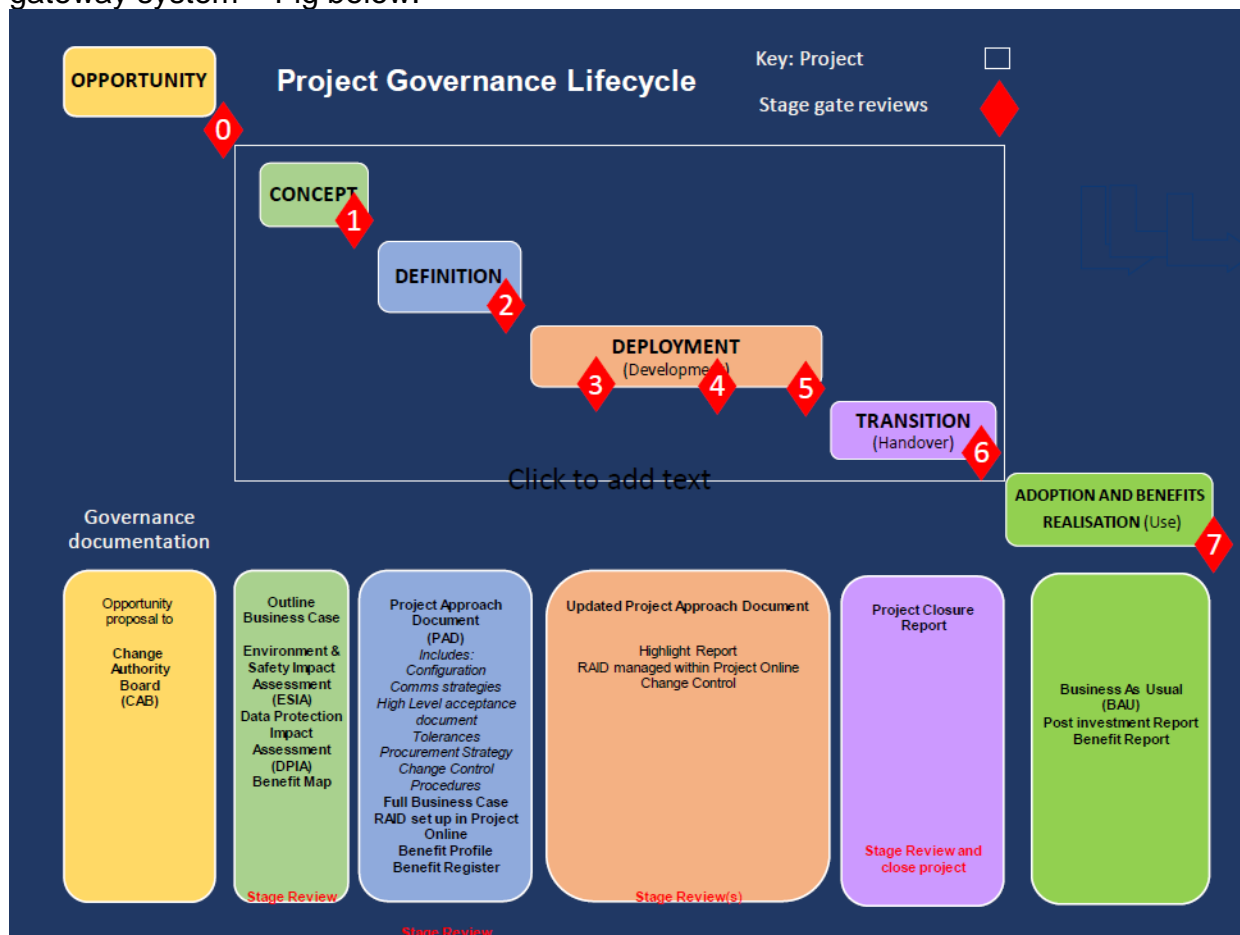
The Client Manager will be Greg Churcher, Senior Transport Planner is in the Transport & Planning service of SCC, headed by Pete Bousted as Service Head.

Pete Boustred, as Head of Transport & Planning, will be the Senior Responsible Officer (SRO). Pete will be the point of contact to be used if escalation is required.

An organogram of the structure is shown in Annex 5.

### Project Management

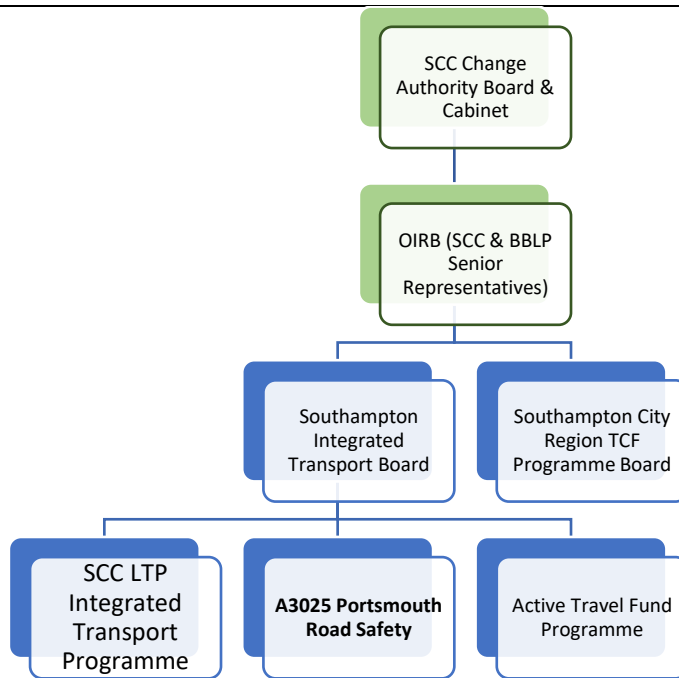
SCC has a defined project management system that follows the principles of good project management as set out by the Association of Project Management (APM) and uses a staged gateway system – Fig below.



The governance for decision making will be based on existing governance arrangements which are in place. Our experience is that establishing project boards is essential for the effective management of capital projects. This will ensure that the implementation of the scheme can start from Spring 2023 with all necessary approvals in place.

The A3025 scheme will report to the existing SCC **Integrated Transport Board (ITB)** will provide the governance, decision making, scheme approvals and delivery process for the scheme. This then reports to **Operational Issues & Resolution Board (OIRB)** which comprises of senior SCC officers within Transport & Planning Service and Contracts Management Service, and senior BBLP managers.

Where appropriate the scheme will be reported to the Change Authority Board (comprising the Council's Executive Management Team and others).



Where necessary, any project or programme will report to Cabinet/Council upon request, or where decision required are listed in the council's constitution as being a decision which can only be made by these forums.

The Council's Projects and Change Team corporately receive updates on the performance of all SCC-led projects through Microsoft Project online.

OIRB is the most senior level of decision making for the A3025 Portsmouth Road scheme. The membership is as follows:

- SCC Head of Transport & Planning – Pete Boustred
- SCC Head of Supplier Management – Paul Paskins
- SCC Service Manager Integrated Transport – Wade Holmes
- SCC Service Manager Contracts – Colin Perris
- BBLP Contract Director – Brian Hammersley
- BBLP Contracts Manager – Tom Dixon

OIRB meets monthly as a minimum and is responsible for providing direction for the A3025 scheme, providing resolution, making key decisions and oversight of the programme.

Integrated Transport Board will provide day-to-day management, gateway progress, and identification of items for escalation. ITB will be responsible for risk register and the monitoring & evaluation of the project. ITB meets monthly.

The membership of ITB is:

- SCC Service Manager Integrated Transport – Wade Holmes
- SCC Transport Delivery Manager – Martina Olley
- SCC Transport Policy & Sustainable Travel Manager – Iain Steane
- SCC Transport Communications Manager – Zoe Bearne
- SCC Client Manager – Greg Churcher
- Compliance Officer,
- Finance Lead, and
- BBLP Project Managers.

Projects benefit from a clear communication strategy and on transport projects close liaison with network management to ensure major works can be coordinated effectively across Southampton.

## Roles & Responsibilities

The Client Manager is within the existing Transport & Planning Service, the Transport Delivery Team is very experienced in delivering complex multi-modal and road safety schemes. Currently delivers SCC's own LTP Road Safety programme (c£250k pa), plus projects within wider Active Travel and Transforming Cities Fund programmes.

The roles & responsibilities shown in the organogram Annex 5 are summarised here:

- **Head of Service Transport & Planning** – overall decision making
- **Service Manager Integrated Transport** – overall oversight of the Integrated Transport Programme (including TCF and FTZ), and the Transport Policy and Sustainable Travel areas of work – ensuring continuity of transport ethos from policy development, scheme development & delivery, scheme activation, and monitoring & evaluation.
- **Transport Delivery Manager** – oversight of the Integrated Transport Programme and line management responsibility for Client Manager
- **Transport Policy & Sustainable Travel Manager** – oversight of the policy and bid development including aims and objectives, and the benefits realisation/monitoring & evaluation;
- **Senior Transport Planner (Client Manager)** – to lead on the client management of the A3025 Portsmouth Road scheme with BBLP
- **Senior Transport Planer (Policy)** – to lead on the benefits realisation, and
- **Senior Communications Officer** – to lead on stakeholder relationships and consultation.

## **B10. Management – Risk Management**

### Overarching Assessment

The Risk Register (Annex 6) assessed the overall scheme risk, acknowledging and recognising the:

- Nature of the proposed works and their current status,
- Skills and experience of project partners and SCC,
- Timescales for delivery, and
- Known dependencies within the programme and potential for other challenges to arise.

### Risk Management Approach

SCC will be responsible for the day-to-day management of the programme and is very experienced in delivering and managing risk on capital projects.

The identification and management of risk and uncertainty identifies threats to project delivery and enables effective risk management actions to be assigned. A robust and systematic risk management process is used to identify, analyse, plan and manage risk which will be applied throughout the wider Integrated Transport Programme lifespan.

Risks have been identified and assessed in accordance with HMT's Green Book guidance and good practice.

The risk management process is being managed to demonstrate that:

- There is a continuous approach to the management of risk across the project and all parties,
- Risks have been identified and thoroughly assessed,
- Risks are being actively managed and mitigated,
- Effective communication of risk through the project teams, and where necessary escalation to the Programme Board so issues can be managed, and
- The project can be delivered on time, quality and budget.

### Risk Identification

The current risk register has been developed and contains 85 live and open risks.

The risk register summarises the risk type, value and probability rating with cost, risk owner, mitigation plans, monitoring, and assigns a risk rating.

The risk register provides a current snapshot of the risks based on the stage of the development for the programme and will be kept under continuous and regular review through the project development.

As part of this, risks are regularly re-assessed, prioritised and rated. A mitigation strategy has been developed for all 'significant' risks. Effective control measures are being established to ensure risks are maintained at a level acceptable to SCC. The time devoted to quantifying and managing risks will be proportionate to the size of the overall risk.

The top unmitigated risks and ratings that have been identified for the scheme, and their mitigation are in the table below.

A3025 Portsmouth Road Safety Scheme				
Rank	Description	Score	Mitigation	Score
1	Utility Costs – discovery of buried utility services and increase in costs of utility s	5	Review existing C2 plans. Prescribed methodology. Design to reduce conflict. Allow a higher future year inflation figure	3
2	Recession – impact on cost of project and reduced labour market availability	5	Higher inflation allowance based on Government guidance	3
3	Resource – Insufficient resource to deliver scheme	4.5	Early engagement has been done with supply chains and delivery partners	2.5
4	Flexibility of Programme – events requiring change/ extension	4	Allowances in delivery to extend for unforeseen circumstances	2
5	Funding Award	4	DfT assurance on funding	2

## B11. Management – Barriers to progress

Please list any external barriers that you think may affect the delivery of your scheme (*these can include, but is not limited to, procedural, structural or environmental issues and/or delays*)

Potential barriers to progress that have been identified via the Risk Register include:

- Procedural – internal SCC processes for approvals that may delay the scheme, advertising and dealing with objections to any Traffic Regulation Orders (TROs) that could involve a public inquiry
- Delay in funding announcement;
- Construction
  - o Network Management – the A3025 corridor is one of only four corridors across the River Itchen coordination with a number of other projects for that corridor in 2023/24 and 2024/25 is vital. TCF will be carrying out works around Manor Road South roundabout in Summer 2023 and a major safety and drainage maintenance project is due to start on the Itchen Bridge in 2024/25.
  - o Timing – the scheme is to be broken into discrete packages of works to avoid network management issues

## **Section C – Monitoring, Evaluation and Benefits Realisation**

### **C1. Benefits Realisation**



Please provide details on the profile of benefits, including baseline benefits and benefit ownership, and explain how these will lead to outputs/outcomes. These should be proportionate to the cost of the proposed scheme. (*Maximum 300 words*)

This can be explained with logic maps, text descriptions or similar.

The benefits of the proposed A3025 Portsmouth Road scheme and countermeasures to be implemented will reduce the risk of accidents especially those that lead to death and serious injury.

During the 5 year period 2015-2019 there have been a total 105 collisions captured by Stats19 along A3025, with 1 being fatal, 29 serious and 75 slight.

The IDRPs analysis forecasts the saving of 3.88FSIs over a 20 year period.

This forms part of SCNs 1, 2 and 5 which connects to Southampton City Centre from Woolston, Sholing, Bitterne and Bursledon in Hampshire via the Itchen Bridge. The improved cycle facilities along the corridor, combined with the parallel TCF improvements, will encourage cyclists to fully utilise the route rather than cycle in the carriageway.

The improvements at Saltmarsh Junction with the implementation of segregated facilities to separate cyclists from vehicles in time and space. This will remove interactions between cycles and in particular left turning vehicles. It will contribute to a safer junction for all.

The zebra crossings will provide safe routes for people walking and wheeling to access the Shorebuss Greenway and Mayfield Oasis Academy.

Providing this facilities along this strategic active travel route will improve accessibility to businesses, education facilities, green spaces and contribute to improved physical and mental health & well-being, air quality and decarbonisation benefits.

A Theory of Change is included in Annex 2.

## **C2. Monitoring and Evaluation**

Evaluation is an essential part of scheme development and should be considered and built into the planning of a scheme from the earliest stages. Periodic monitoring to evaluate the outcomes and impacts of scheme interventions, as well as an evaluation of findings towards the end of a scheme, is important to show if the project has been successful.

Please set out how, and when, you plan to measure and report on the benefits identified in section C1, alongside any other outcomes and impacts of the scheme. Where possible, bidders should outline the baseline information they will use for their evaluation (*maximum 500 words*).

*Scheme promoters are expected to complete reporting forms which will be sent from the Safer Roads Fund Team at DfT and to engage with the department's external contractor's requests for evaluation as well as contributing to platforms for the sharing and dissemination of lessons learned.*

The Monitoring & Evaluation Plan (Annex 7) for the A3025 Portsmouth Road scheme aims to look at:

- Provide accountability and an audit trail for investment,
- Generate shared knowledge including lessons learnt, and
- Provide understanding of RSF impact locally and nationally.

This is based on the Theory of Change in Annex 2.

There needs to be a clear flow to the objectives which reflects the process, impact and economic elements of the evaluation:

1. **Process Evaluation** - Demonstrating the extent to which the A3025 scheme was delivered to plan and the learning from it.
  - Was the programme delivered to time and budget?
  - How has the programme performed against expenditure, output and outcome targets?
  - Did outturn costs meet the financial estimates?
2. **Impact Evaluation** - Did the delivery of the A3025 scheme meet projected outcomes in the Logic Map.
  - What difference did the scheme make?
  - Can the outcomes be measured?
  - How can the outcomes be attributed to the programme?
3. **Value-for-money Evaluation** – did the programme provide value for money (vfm):
  - Have the benefits and vfm from appraisal been met?
  - Were there any unexpected benefits or did others not occur?
  - Are the ongoing benefits expected to change?
  - Is there an improved perception of place?

Data required on outturn costs, road safety, changes in footfall/cycling/public transport use on A3025, and speeds.

### Overview of Key M&E Metrics

#### **Inputs**

- Costs – breakdown including scheme development, consultation, resources, statutory undertakers, design, construction, risk, land and legal;
- Main milestones for feasibility, planning, preliminary, detailed design and construction;

#### **Outputs**

- Physical outputs of A3025 scheme, how recorded and their frequency;

#### **Outcomes & Impacts**

- This covers the short term outcomes of A3025 scheme and tracking long-term impacts.

### Outline of M&E Approach

We would work with RSF and DfT's appointed consultants on the M&E approach as it will be important to establish how different scheme-specific objectives are realised over different timescales – immediate and long-term outcomes. Some objectives such as new active travel facilities will be realised immediately or shortly post-opening.

Other objectives such as long-term changes in road safety trends are less immediate and are expected to take effect over a longer period.

The M&E will be undertaken in three distinct stages:

**Stage 1** (Baseline 2023) will cover the existing conditions pre-implementation with baseline surveys that can be repeated in subsequent stages - traffic, speeds, pedestrians, cycling, bus, road safety, bus usage, and public perception surveys.

**Stage 2** (1-year post-opening – 2025) - immediate post scheme reporting on deliverables and outputs such as budget, programme and deliverables, and short-term outcomes of the project – number of cycles, pedestrians, bus usage, traffic, speeds, perception surveys etc.

**Stage 3** (5-year post-opening – 2029/30) - repeat the Stage 2 survey project metrics but addition FSI trends, air quality, and carbon to analysis to track changes in outcomes and progress against the longer-term objectives to identify safety impacts and value for money.

#### Resource & Governance Arrangements

The M&E will be led by SCC with the SRO being Transport Policy & Sustainable Travel Manager, with the Team who have experience in monitoring transport schemes. The Integrated Transport Board will provide the oversight of the M&E with Quality Assurance, ITB meetings will record progress on the implementation of the M&E measures.

Costs for M&E are included in the project budget (@1% of total scheme cost) and costs will also be met by SCC through existing M&E budgets (e.g. traffic counts or Stats 19) including pre/post surveys, and any equipment/sensors that would be installed. A Data Sharing Agreement, based on a standard SCC agreement, will be developed between SCC and the national RSF evaluators.

At this stage of development there are risks associated with the data – quality and availability – particularly looking at pre-Covid traffic on roads that are not routinely counted, and consistency. These risks will be incorporated into the wider risk register and managed by the M&E SRO.

#### Reporting

The outputs of the M&E will be a report at each stage and we are happy to work with DfT's national evaluator.

## **SECTION D – Declarations**

### **D1. Senior Responsible Owner Declaration**

As Senior Responsible Owner for **A3025 Portsmouth Road Corridor**, I hereby submit this request for approval to DfT on behalf of Southampton City Council and confirm I have the necessary authority to do so.

I confirm that Southampton City Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

<b>Name:</b>	Pete Boustred
<b>Signature:</b>	
<b>Position:</b>	Head of Transport & Planning
<b>E-mail:</b>	<a href="mailto:Pete.boustred@southampton.gov.uk">Pete.boustred@southampton.gov.uk</a>
<b>Date:</b>	24 <sup>th</sup> February 2023

### **D2. Section 151 Officer Declaration**

As Section 151 Officer for Southampton City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Southampton City Council:

- has allocated sufficient budget to deliver this scheme based on its proposed funding contribution
- will allocate sufficient staff and other necessary resources to deliver the scheme on time and on budget
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions from other third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested
- has the necessary governance/assurance arrangements in place
- has identified a procurement strategy that is legally compliant and is likely to achieve the best value for money outcome
- will ensure that a robust and effective stakeholder and communications plan is put in place

<b>Name:</b>	Steve Harrison
<b>Signature:</b>	
<b>Position:</b>	Head of Financial Management & Planning (Deputy S151)
<b>E-mail:</b>	<a href="mailto:Steve.harrison@southampton.gov.uk">Steve.harrison@southampton.gov.uk</a>
<b>Date:</b>	24 <sup>th</sup> February 2023

**Submission of application:**

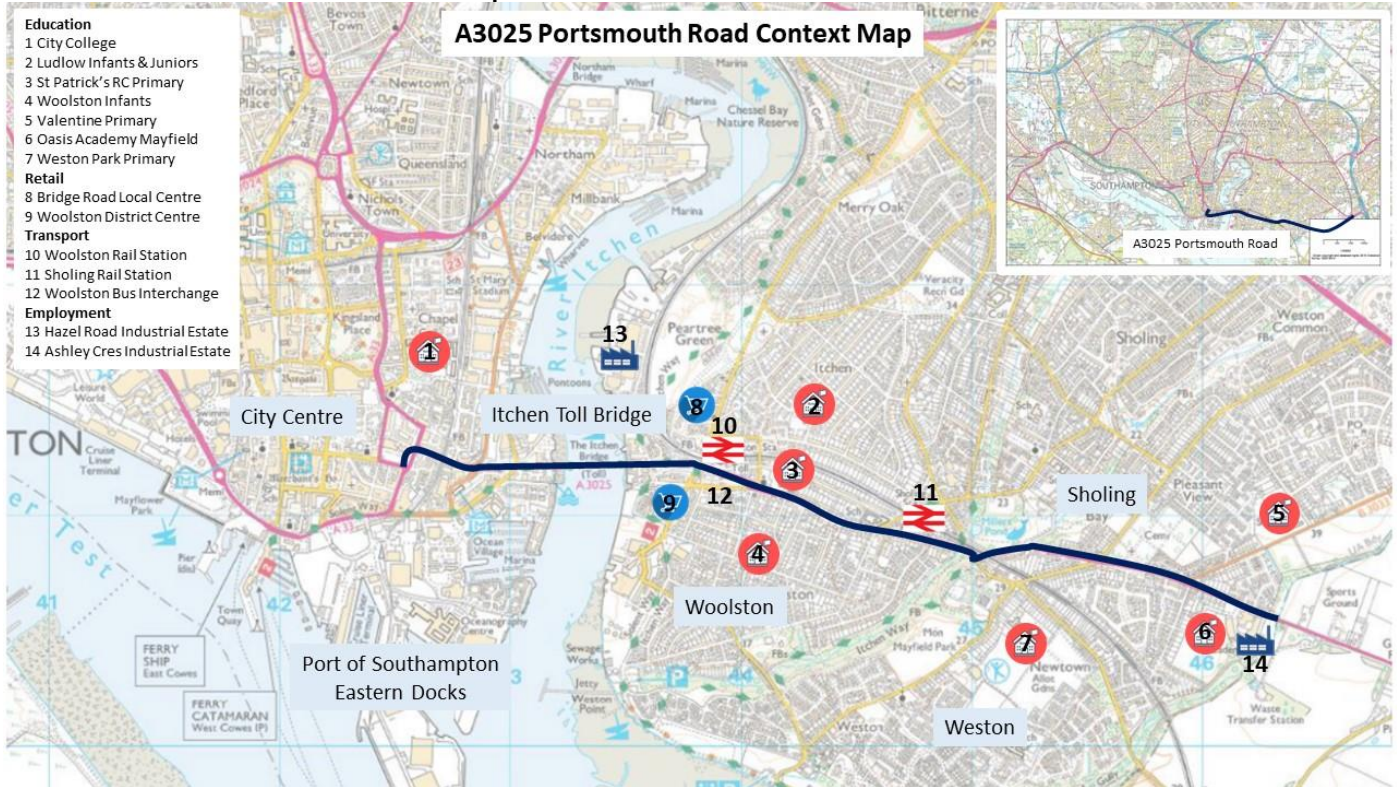
An electronic copy only of the application, including any supporting material, should be submitted to:

[saferroadsfund@dft.gov.uk](mailto:saferroadsfund@dft.gov.uk)

***Please list all attached Annexes on the following page***

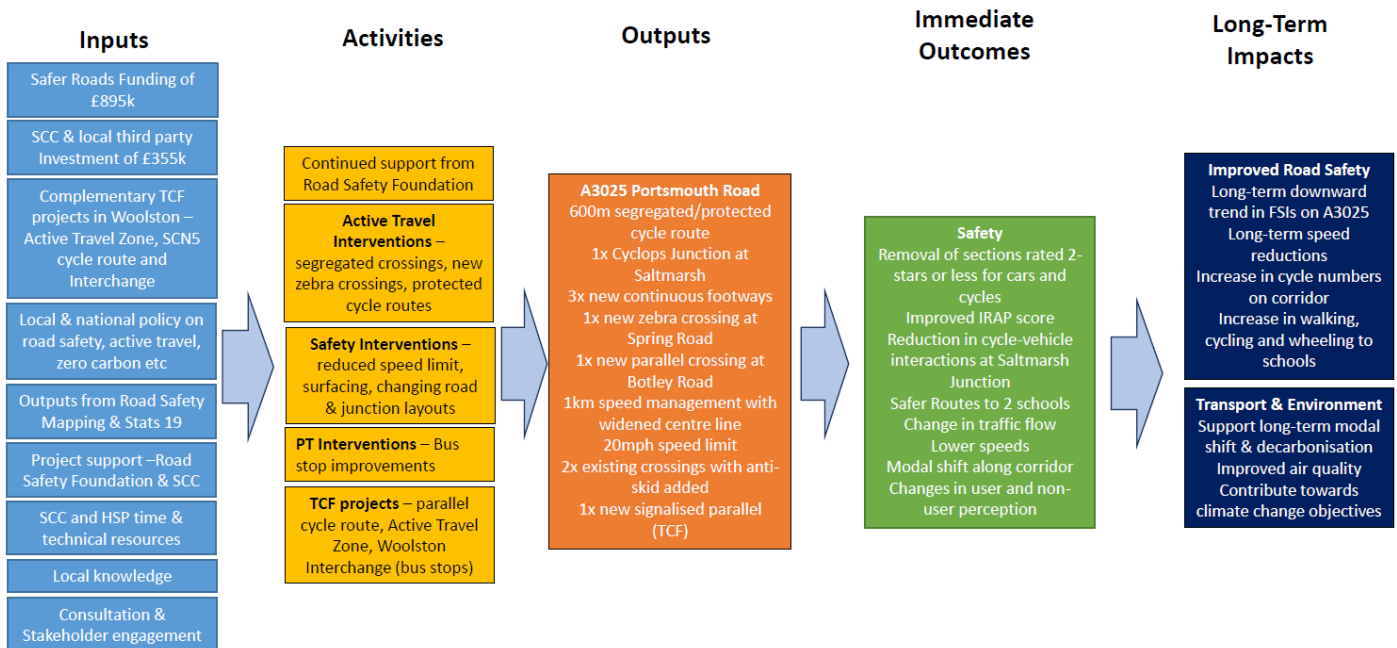
**List of Annexes**

# Annex 1 – A3025 Context Map



# Annex 2 – A3025 SRF Logic Map

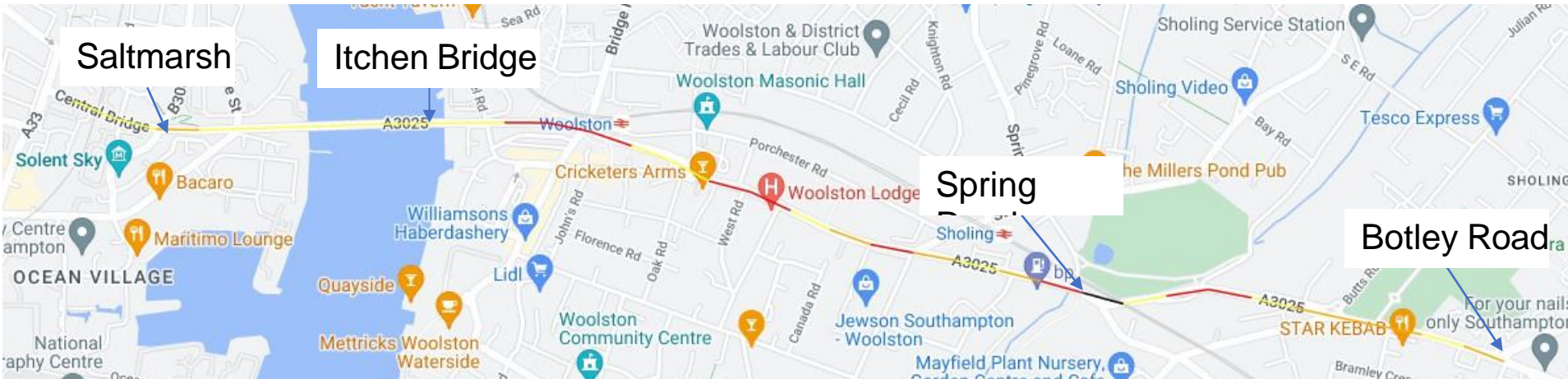
A3025 Portsmouth Road Safe Roads Fund Logic Map



# Annex 8 – Outputs of VIDA modelling A3025 Portsmouth Road

Vehicle Occupants

Before (Active Travel baseline)



After



Motorcyclists

Before

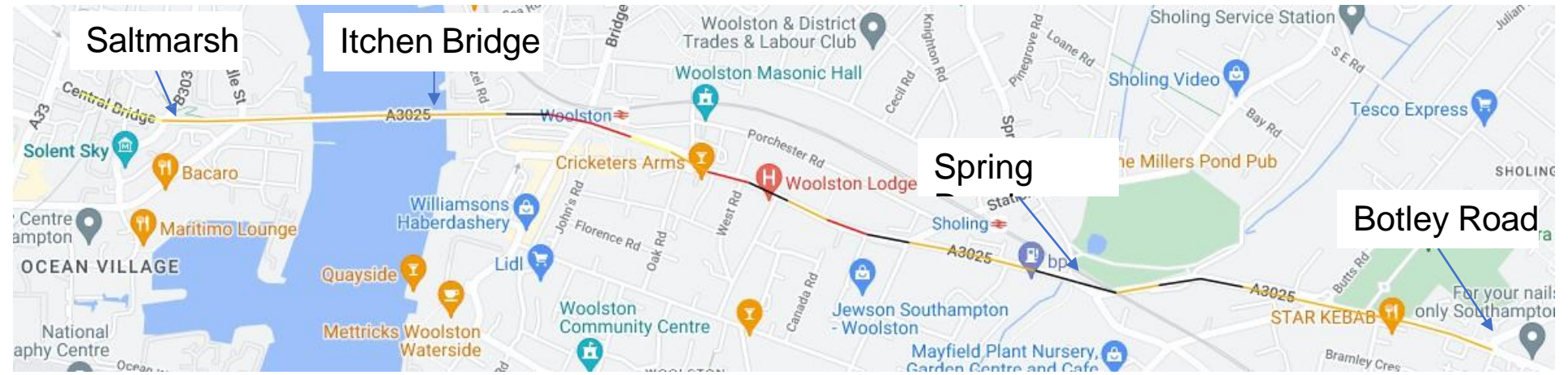


After



Cyclists

Before



After





Pedestrians

Before



After



Data type: Raw



Star Ratings	Vehicle Occupant		Motorcyclist		Pedestrian		Bicyclist	
	Length (km)	Percent	Length (km)	Percent	Length (km)	Percent	Length (km)	Percent
3 star or better	2.5	71.42%	2.4	68.57%	2.5	71.43%	2.4	68.57%
5 Stars	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
4 Stars	1.6	45.71%	0.6	17.14%	0.6	17.14%	0.3	8.57%
3 Stars	0.9	25.71%	1.8	51.43%	1.9	54.29%	2.1	60.0%
2 Stars	0.9	25.71%	0.9	25.71%	1.0	28.57%	0.4	11.43%
1 Stars	0.1	2.86%	0.2	5.71%	0.0	0.0%	0.7	20.0%
Not applicable	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
Totals	3.5	100%	3.5	100%	3.5	100%	3.5	100%

Baseline

Data type: Raw



Star Ratings	Vehicle Occupant		Motorcyclist		Pedestrian		Bicyclist	
	Length (km)	Percent	Length (km)	Percent	Length (km)	Percent	Length (km)	Percent
3 star or better	3.4	97.14%	3.2	91.42%	3.4	97.14%	2.9	82.86%
5 Stars	1.0	28.57%	0.2	5.71%	0.5	14.29%	0.8	22.86%
4 Stars	0.9	25.71%	1.4	40.0%	1.3	37.14%	0.7	20.0%
3 Stars	1.5	42.86%	1.6	45.71%	1.6	45.71%	1.4	40.0%
2 Stars	0.1	2.86%	0.3	8.57%	0.1	2.86%	0.6	17.14%
1 Stars	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
Not applicable	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%
Totals	3.5	100%	3.5	100%	3.5	100%	3.5	100%

After