

# Report to [Cabinet Member(s)]

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**Decision to be taken on or after 29<sup>th</sup> August 2019**

**Decision can normally be implemented at least  
3 working days after decision has been signed.**

**Cabinet Member Report No. T25.19**

**Title:** HS2 Road Safety Fund

**Date:** 20<sup>th</sup> August 2019

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**Local members affected:** All Members to be made aware of the Fund

*For press enquiries concerning this report, please contact the media office on 01296 382444*

## Summary

In October 2016 Transport Secretary Chris Grayling announced £70 million funding to support local communities and road safety schemes along the HS2 route between London and the West Midlands. The £70m is comprised of three separate funds – the HS2 Community and Environment Fund (CEF), the Business and Local Economy Fund (BLEF), which together total £40m, and a £30m **Road Safety Fund (RSF)**.

The £30m RSF will be used to make improvements in places along the line of route creating a lasting legacy of improved road safety over the duration of the scheme construction and beyond – for instance to support traffic calming, safer junctions or better pedestrian crossings.

The allocation to Buckinghamshire County Council is £3.95m.

## Recommendation

**| To agree the criteria and basis for the launch of the RSF to parish councils.**

## **1. Narrative setting out the reasons for the decision**

This funding is to be used to make improvements in places along the HS2 route, creating a lasting legacy of improved road safety over the duration of the scheme construction and beyond.

In order to administer this fund, BCC is establishing a process and review criteria against which expressions of interest will be assessed. These will ensure that the programme of road safety works developed from the expressions of interest both meet the necessary HS2 criteria for the fund and also align with other BCC criteria and that there is a transparent decision making process.

HS2 Ltd and DfT have established the aims of the fund; these essentially form the core criteria for reviewing schemes against. Schemes which do not meet these minimum criteria will not be approved by HS2 Ltd. The aims of the Road Safety Fund are that:

- It should be used to make improvements along the line of the HS2 route.
- It should be used for traffic calming measures, safer pedestrian crossings and/or safer junctions for cyclists, pedestrians and drivers.
- It should provide a legacy of road and cycle safety improvements for people who live along the HS2 route.
- It should go towards local road safety schemes in areas not currently accustomed to construction traffic to help provide a legacy of improvements for areas adversely affected by Phase One traffic.

Once the lorry routes have been published the RSF will be launched to parish councils. A deadline for submission of potential schemes will be devised and provided to parishes. Once these schemes are received, a workshop will be held comprised of different officer teams to score each scheme according to the RSF criteria that have been developed. In addition, the Traffic Calming in Buckinghamshire booklet will be updated and a guide provided to parish councils, to prevent unaffordable bids from being submitted.

Bids that fit the RSF criteria will have cost estimates provided by Transport for Buckinghamshire (TfB). Once it has been decided which schemes have been approved or rejected, the relevant parties will be made aware and a programme will be created.

## **B. Other options available, and their pros and cons**

There are no other options available apart from HS2 Ltd assurances offered to complete certain upgrades during the petitioning phase. However, the RSF will not be used for assurance schemes. Assurances can be viewed here:

<https://www.gov.uk/government/publications/high-speed-rail-london-west-midlands-bill-register-of-undertakings-and-assurances>

## **C. Resource implications**

The allocation to Buckinghamshire County Council is £3.95m. 5% of the fund has been allocated to cover project management costs as allowed by Department for Transport. Parish Councils may wish to consider other match funding.

The RSF will be divided into 2 bidding stages held over a period of 6 years. Approximately 75% of the fund will be available in the first 3 years and the remaining 25% will be available in the last 3 years, to ensure any unforeseen impacts of HS2 can be mitigated.

#### **D. Value for Money (VfM) Self Assessment**

This is new funding associated with HS2 which would not be otherwise available. Value for money of selected projects will be demonstrated by using the criteria for selection.

#### **E. Legal implications**

[This should outline the legal implications, if any, of the decisions and should indicate that advice has been sought from Legal Services.]

#### **F. Property implications**

There are no property implications in relation to this key decision.

#### **G. Unitary Council**

[This section should be included to highlight any implications or future commitments for the new Unitary Council. Include what considerations have been made in arriving at this decision, for example opportunities to develop a solution with district councils which would future proof the decision, whether an existing contract could be extended for a short period rather than a new contract being entered into]

#### **H. Other implications/issues**

None identified.

#### **I. Feedback from consultation, Local Area Forums and Local Member views**

All Members were sent a draft of this Key Decision together with the criteria for selecting schemes on 5 July and asked for feedback by 12 July.

Responses were received from:

Angela Macpherson – *'I'm concerned about the timings in the report. I think my parishes who are going to be severely impacted almost straight away and the first tranche being in the first 3 years might be too late'*.

Response – the first tranche covers 3 years and 75% of the £3.95m. Within the 3 years a programme of activity will be developed which considers timing of impact of construction.

David Carroll – *'please make sure the Parish are fully involved'*.

Response - As soon as we get the lorry routes and numbers we shall be launching the fund to parish councils directly.

David Martin – *'all fine by me'*.

No response required.

Steven Lambert – *'please add a link to the Assurances already offered by HS2 Ltd. Would rather there was no match option for parishes'*.

Response – We have added a link to the Register of Assurances. Any match funding from parishes would not be for project management costs but for additionality to the schemes.

**J. Communication issues**

Once the official lorry route applications have been received from HS2 Ltd (indications are that the council should get sight of these expected sometime in July 2019), the RSF will then be communicated to Parish Councils.

**K. Progress Monitoring**

Expenditure will be regularly reported to the Transportation Board and released to Members and Parish Councils for progress monitoring purposes.

**L. Review**

The policy forming part of this decision will be reviewed after the first year of commencement.

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**Background Papers**

The Road Safety Fund criteria and weighting/scoring document for individual schemes.

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***Your questions and views***

*If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.*

*If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Democratic Services Team by 5.00pm on 28<sup>th</sup> August 2019. This can be done by telephone (to 01296 382343), or e-mail to [democracy@buckscc.gov.uk](mailto:democracy@buckscc.gov.uk)*