Connecting the country through Designated Funds

Cycling, Safety and Integration fund plan
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Foreword

In the Road Investment Strategy government made available £675m of ring-fenced designated funds to help improve the surroundings of our strategic road network (SRN), the motorways and major A roads in England, in a way that supports and protects people and the things we value for quality of life, both now and in the future.

We have five designated funds:
- Air quality
- Cycling, safety and integration
- Environment
- Growth and housing
- Innovation.

Each fund has its own Fund Plan setting out what it will achieve, how it will deliver Highways England’s goals and the criteria for funding.

We’re already creating value through funds, but we have much more to do. By working together, we can continue to deliver environmental, social and economic benefits to those who use, live or work on or near our strategic road network.

We’re here to help turn your idea into action. I encourage you to get in touch with the designated funds programme team today via email at designatedfundscheme@highwaysengland.co.uk.

Vinita Hill
Director, Designated Funds
October 2018
Fund: Cycling, Safety and Integration Fund (CSI DF).

Total fund allocation: £175m.

Start date: Our Cycling, Safety and Integration Fund was defined in our road investment strategy 2015-2020 (RIS1).

Topics: The fund covers three sub-topics:

Cycling: Contribution towards the development of an integrated, safe, comprehensive and high quality cycle network.

Safety: Improving the quality of the all purpose trunk road (APTR), particularly of single carriageway sections where relative accident rates are higher, star ratings generally fall below required thresholds and key investments are not generally programmed in the RIS period. Preventing suicide and suicide attempts on the SRN.

Integration: Providing customers with a choice of transport modes when making a journey and enabling safe movement across and alongside our network.

Strategic links: The Cycling, Safety and Integration Designated Fund supports the Highways England strategic outcomes of a safe and serviceable network and an accessible and integrated network.

Progress (September 2018):
- 80 cycling schemes delivered
- 22 integration schemes delivered
- 65 safety schemes delivered
Introduction

We are committed to integrating the strategic road network (SRN) as a key part of England’s transport system, addressing barriers it can create, and providing safe roads for all users.

Our Cycling, Safety and Integration Designated Fund (CSI DF) was defined in RIS1 (road investment strategy 2015-2020) with £175m of ring-fenced investment for delivering improvements that go beyond business as usual. A further £75m is ring-fenced for Year 1 of RIS 2 (2020-2025) to contribute to a pipeline of further improvements.

Our purpose
The purpose of the cycling and integration element of the fund is to address the barriers our roads can sometimes create, help expand people’s travel choices, and make every day journeys as easy as possible. This includes enabling movement across and alongside our network through the provision of direct, quality, safe routes that address severance and improve connectivity.

Highways England committed to invest in safety measures that will result in noticeable improvements for our customers, and will contribute significantly to achieving a reduction in the number of people killed or seriously injured on the SRN. In this context, the purpose of the safety fund is specifically to improve the quality of the APTR, particularly of single carriageway sections where relative accident rates are higher, star ratings generally fall below required thresholds and key investments are not generally programmed in the RIS period. Furthermore, this fund is to support investment in measures to prevent suicides and attempted suicides on the SRN.

Making progress
We have delivered some real improvements over the last three years, working with our partners and project teams.

We’ve delivered 80 cycling schemes which vary in scale, but all contribute to a comprehensive and high quality cycle network. In addition we have delivered 87 new and 251 improved crossings, to help pedestrians, cyclists and equestrians cross our network.

Looking to the future
Over the current year (2018-19) we will deliver 30 cycling, 35 integration and 51 safety schemes. We welcome ideas and proposals from existing and prospective partners to help us solve cycling, safety and integration challenges and work with us as we implement solutions.

Richard Leonard
CSI Designated Fund Lead

We have delivered 65 safety improvement schemes which all contribute to provide a safe and serviceable network for our customers.
Connecting to the strategic ambition

Improving road user safety, and integrating the SRN are key themes that run throughout Highways England. Here’s how our Cycling, Safety and Integration Designated Fund (CSI DF) aligns with our strategic ambitions.

Road investment strategy
The CSI DF aligns with the RIS1 goals until 2020. Specific goals include:
- Cycle proofing new schemes
- Investment in 200 projects to improve cycling and walking in RIS1
- Providing local transport options
- Provide real choice and improved door to door journeys
- Reducing the number of people killed or seriously injured on our network
- Adapting modern safety measures

The works of our CSI DF will also contribute to the strategic vision within the RIS for 2040 which includes an aspiration to eliminate accidents on the SRN that result in death or serious injury.

Delivery plan
The Highways England RIS1 delivery plan sets out in detail how we will deliver our strategic outcomes and how we will measure success.

The delivery plan also sets out how we are going to deliver our key performance indicators (KPIs) and contribute to the strategic vision within the RIS for 2040 which includes an aspiration to eliminate accidents on the SRN that result in death or serious injury.

- KPI1: Making the network safer
- KPI6: Helping walkers, cyclists and other vulnerable users

The table below shows how each sub-topic of the CSI DF aligns to the delivery plan.

<table>
<thead>
<tr>
<th>Topic area</th>
<th>Key focus within the Highways England delivery plan</th>
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<tbody>
<tr>
<td>Safety</td>
<td>Reduction of the number of people killed or seriously injured on the network by 40%, by 2020</td>
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<tr>
<td></td>
<td>By the end of 2020, more than 90% of travel on the SRN is on roads with a safety rating of EuroRAP 3* (or equivalent)</td>
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<td></td>
<td>Safety measures that will result in noticeable improvements for our customers</td>
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<td></td>
<td>Using designated safety funds to deliver targeted safety improvements</td>
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<tr>
<td>Cycling</td>
<td>We will upgrade and increase the number of crossings on the network</td>
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<tr>
<td></td>
<td>Supporting the Department for Transport’s cycling and walking investment strategy and aims</td>
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<td></td>
<td>To provide safe, direct and attractive routes, linking with wider cycle networks where appropriate</td>
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<td></td>
<td>Facilitate cycling on or near the trunk road network for all types of cyclists and make cycling on and over our network safer and easier</td>
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<td></td>
<td>Reduce the impact of our network as a barrier to cycling</td>
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<td></td>
<td>Invest £78m in this road period in cycling improvements</td>
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<tr>
<td>Integration</td>
<td>We will upgrade and increase the number of crossings on the network</td>
</tr>
<tr>
<td></td>
<td>We will integrate with other modes of transport including local roads, existing and emerging rail links, ports and airports</td>
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<td></td>
<td>We published an accessibility strategy in 2016</td>
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<td></td>
<td>Being more ambitious in improving accessibility and integration</td>
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<tr>
<td></td>
<td>Deliver comprehensive improvements that work more effectively with local authority roads and routes for cyclists, pedestrians and other users</td>
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<tr>
<td></td>
<td>Work with key stakeholders to develop further integration measures including; working with local communities, supporting park and ride facilities, existing and emerging rail links, port access, airport access and addressing barriers</td>
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</table>
Health and safety five year plan and national incident and casualty reduction plan

The Highways England health and safety five year plan was published in 2016. It sets out our safety vision for road period 1 for road users, our staff and our supply chain.

The national incident and casualty reduction plan (NICRP) focusses on road user safety, and sets out how we will ensure that none should be harmed whilst travelling on or working on the SRN. It identifies the challenge we are facing to meet the casualty reduction target by 2020, as well as introducing the safe systems approach, and how this will be embedded within our decision making activities.

In delegating the responsibility for meeting regional monitoring points, the NICRP identifies how regions should co-ordinate road safety activities and the tools available to them to inform road safety decisions and initiatives eg route treatment guide.

Safety DF projects will support delivery against regional road safety monitoring points, and therefore KP1.

Suicide prevention strategy

The Highways England suicide prevention strategy was published in November 2017. It sets out how we will continue to contribute to delivering the Government’s national strategy for suicide prevention, through reducing the number of suicides and attempted suicide and supporting those people affected by them on the SRN.

We understand that suicide is not inevitable, it is preventable and our vision is that no one will attempt to take their life on our roads. Our vision will be delivered by:

- Developing our capability and understanding of suicide incidents on the network
- Improving crisis intervention through an annual programme of activities at both national and regional level
- Providing better information and support to those affected by suicide including our staff, supply chain, customers and wider communities.
- Adopting a collaborative, multi-agency approach.

Cycling and accessibility strategies

The Highways England cycling and accessibility strategies were published in 2016. Together they set out how we plan to contribute to customer choice in how they make their journey, and improve facilities to enable more and easier journeys for pedestrians, cyclists and equestrians, as well as by other modes of transport. The expectation is for us to deliver:

- New and improved facilities to enable journeys by pedestrians, cyclists and equestrians, across or along the SRN
- Improvements that further integrate the SRN with other modes of transport eg bus, coach, park and ride, and rail opportunities.
- Improvements that support access to strategic transport hubs eg airports and ports.

The cycling and accessibility strategies set out the following outcomes which will enable Highways England to be successful in delivering improvements on the SRN:

- Developing capability: ourselves and our suppliers are equipped to deliver outcomes
- Delivering infrastructure improvements: we deliver tangible improvements for the benefit of our customers and communities
- Improving the integration and accessibility of our network: ensuring that our existing improvement programmes seize opportunities to deliver an more accessible and integrated network
- Measuring our performance: We understand our performance and can provide visibility to our customers and stakeholders
<table>
<thead>
<tr>
<th>Topic area</th>
<th>Objectives</th>
<th>Link with wider strategic Highways England objectives</th>
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</table>
| Safety     | No-one should be harmed when travelling or working on the strategic road network; specifically addressing performance of single carriageway routes | RIS1 KP1: Making the network safer  
RIS Strategic Vision to eliminate accidents on the SRN that result in death or serious injury. |
| Cycling    | The provision of better integrated cycling facilities and crossing points that encourage the choice of cycling as a mode of transport | RIS1 KP6 – Helping walkers, cyclists and other vulnerable users. Includes PI’s; cycling programme and vulnerable user safety metrics |
| Integration| A more accessible and integrated network that gives people the freedom to choose their mode of transport and enable safe movement across and alongside the network | Interventions to support the RIS 1 delivery plan |
Funding criteria

Key principles
We will assess your proposal for funding against these key principles:
- Demonstrate it is an activity deemed beyond business as usual and adds value to our schemes
- The strategic fit of the proposal i.e. how it aligns with one or more of the three topics
- Be a capital scheme leading to a new or improved asset
- Be of demonstrable value to the SRN, our customers and communities
- Clearly demonstrate that any proposal requiring additional land outside the Highways England estate can be secured by agreement
- Priority will be given to those schemes which are deliverable by the end of 2020 or 2021
- Maximise opportunities for joint funding or partnership
- Demonstrate value for money

Exceptional considerations
It is recognised that on occasion there may be worthwhile proposals that align with our strategies and objectives, but do not clearly fit all of the criteria above. In such cases, please discuss your proposal with the fund lead who will consider the merits on a case by case basis.

Partnership proposals
We welcome proposals from our partners. Any proposals submitted will be subject to the same key principles for funding as those above. In addition it is expected that partners will contribute to delivery of mutual, greater or improved outcomes. For example:
- Part-funding of project
- Provision of labour
- Expertise
- Land to complete the project
### Examples of potential interventions

The table below has been included to provide a flavour of the type of interventions that are likely to be funded through the CSI DF. This is by no means an exhaustive list, and in all cases, proposals must meet the key principles outlined on the previous page.

<table>
<thead>
<tr>
<th>Sub topic</th>
<th>Example of intervention</th>
<th>Example of a scheme that is not acceptable</th>
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<tbody>
<tr>
<td><strong>Safety</strong></td>
<td>All on single carriageways:</td>
<td>Activities due to poor maintenance eg vegetation cut backs, replacement lining</td>
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<tr>
<td></td>
<td>Route treatments (including lengths of dual if appropriate for the route)</td>
<td>Renewals of existing signage that meets requirements</td>
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<td>Junction improvements</td>
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<td></td>
<td>Safer verges and vehicle restraint systems</td>
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<tr>
<td></td>
<td>New/improved signing and road markings</td>
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<tr>
<td></td>
<td>Speed/safety cameras</td>
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<tr>
<td></td>
<td>Local speed initiatives to address compliance</td>
<td></td>
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<tr>
<td></td>
<td>Suicide prevention initiatives such as:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Increased parapet height</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Improved lighting</td>
<td></td>
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<tr>
<td></td>
<td>- Helpline signing</td>
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<tr>
<td></td>
<td>- Planting/physical interventions to change the feel/perception of a location.</td>
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</tbody>
</table>

**Cycling**

- New or upgraded crossing points
- New or upgraded segregated cycle ways parallel/adjoining to our network
- Increased parapet height to enable cyclists to use an existing bridge
- Improved facilities on/adjacent to the SRN, to make cyclist journeys comfortable, attractive and safe.

**Integration**

For pedestrians and equestrians:

- New/improved footpaths and crossing points, eg new footpaths, widened footpaths, improved signage, new crossing points, dropped kerbs, removing street clutter, bridge handrails
- Traffic management/speed management where the APTR runs through villages contributing to community severance
- Measures to improve personal security, eg improve sight-lines, removal of vegetation, enhance lighting facilities where available (underpasses/subways)
- Provision of equestrian crossing lights at key locations on the network
- Development of improved links between bridleways, eg designation of verges and improvements therein, removal of clutter
- Improved signing and way marking.

Regarding integration of the SRN with other modes:

- Contribution to new or improved bus stop facilities to enable multi-modal journeys
- Contribution to park and ride schemes
- Improved signing to other modes form our network
- Minor improvements to support wider infrastructure measures such as HS2, ports and aviation networks
- Minor improvements where the joining/junction of the SRN and local road network, causes congestion to road users

- Replacement of footpaths that have not been maintained
- Replacement of an existing equestrian/pedestrian crossing that a road scheme would otherwise remove ie mitigation of detriment
- Sole contribution to improvements that support private transport operators.
Funding process

We will support you throughout the funding process. Whether you are a Highways England project team, involved in delivering a scheme, already a partner of ours or not yet working with us, our designated funds team are here to help.

Your proposal will go through stages from project concept to delivery and on-going monitoring and evaluation. There are defined output requirements for each stage of the CSI appraisal process.

The project stages are:
1. Project concept
2. Feasibility and preliminary design
3. Detailed design
4. Delivery and establishment
5. Reporting
6. Monitoring and evaluation

Funding approval

All projects require approval by the designated funds investment decision committee (DF IDC). They will make decisions based on whether your proposal aligns with the CS criteria, strategic fit with delivery of the RIS, value for money as well as the wider benefits of the scheme.

For the DF IDC to review your proposal, the project team will produce a project summary form (PSF) which has been endorsed by the technical fund lead and programme fund lead.

Our regional teams submit their annual programmes to the designated funds DF IDC for approval at the end of the preceding financial year.

The DF IDC will approve on an ad-hoc basis, any new schemes that develop or are proposed outside the annual allocation for that year.

Designated funds proposals must follow the Highways England investment approval process.

The funding process

1. Project concept
2. Feasibility and preliminary design
3. Detailed design
4. Delivery and establishment
5. Reporting
6. Monitoring and evaluation

The funding process diagram:

- **1. Project concept**
- **2. Feasibility and preliminary design**
- **3. Detailed design**
- **4. Delivery and establishment**
- **5. Reporting**
- **6. Monitoring and evaluation**

**CSI register input**
Details of all projects (not yet submitted, approved and declined) within the CSI registers. This includes information on all phases detailed on the left of this chart.

**Gateway review**
Following design, there should be a gateway review to check no significant changes have occurred to the scope, benefit or cost of the scheme.

**VM workshop**
Appraisal tools complete and supporting documentation presented at a value management workshop.

**Regional review and prioritisation**
Cycling, Safety and Integration DF Plan

Improved cycling, safety and integration outcomes

Corporate reporting including KPI’s and PRP

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1. Project concept
This stage tests your proposal for compliance with the CSI criteria. You'll need to provide approximate funding requirements to undertake feasibility, design and delivery. Once the concept is approved, feasibility funding is granted.

2. Feasibility and preliminary design
Here, we identify a preferred option for your proposed works, specific options, key partners and funding requirements for detailed design and delivery and assess value for money. The initial stages of the case study template or a summary technical note or feasibility study report is produced to cover any supporting information. Schemes are presented for approval at a regional value management workshop. If approval is granted, you can progress to the design stage. If approval is not granted we will tell you why.

Appraisal
We use Highways England’s existing scheme appraisal reports (SARs) to undertake appraisal. You will need to complete either; the safety and congestion SAR or the cyclist, pedestrian and equestrian SAR.

The SARs are heavily weighted to consider economic benefits and disbenefits; we are aware this is not always appropriate for CSI schemes, and are working to address this. In the meantime a SAR must be completed. There is no minimum benefit cost ratio (BCR) or value for money (VM) score to proceed, however scores may be used to rank priorities if appropriate. Where a cycling or integration SAR produces a low score that you believe is not reflective of the scheme benefits, the strategic case is assessed and then used to supplement the SAR and build the case for investment.

3. Detailed design
At this stage you need to provide refined cost benefit ratios. You'll also need to provide any supporting information and detailed design documents and outputs.

Where costs for benefit cost ratios have changed, these will need to be reviewed and potentially go through change control, subject to the designated funds IDC approval.

Following completed detailed designs, and assuming no significant changes to the benefits or costs of the project are identified, the project will be approved for delivery.

4. Delivery and establishment
Before your project can be delivered, you’ll need all necessary permissions and consent prior to construction. You may need to provide additional documents specific to your scheme eg environmental impact assessments if appropriate, and temporary traffic regulation orders.

5. Reporting
These are the performance measures that you need to report on. Delivery of our CSI Designated Fund contributes to the following performance metrics for RIS1 (available on the gov.uk website):

**KPIs**
- Making the network safer
- Helping walkers, cyclists and other vulnerable users

**Pls**
- Cycling programme
- Vulnerable user safety metrics

Specific reporting and evidence criteria have been agreed and shared with regions and divisions. In addition the Cycling programme forms part of our performance related pay target.

6. Monitoring and evaluation
You need to state how you will monitor and evaluate your proposal. This needs to be considered at the feasibility stage and costed for; confirmed at the detailed design stage and reported on according to the specific project or topic.

You are required to produce a post-opening project evaluation (POPE) report for each project delivered through the CSI. Monitoring requirements are defined on a project by project basis. Your project manager will make sure you have all the relevant monitoring and evaluation information and templates.
To discuss an idea, find out more about the appraisal process or to submit a proposal please email designatedfundsheme@highwaysengland.co.uk in the first instance.

The relevant fund manager will then get in touch with you.

If you are already working with Highways England, contact your relevant programme or project manager, who has access to more detailed information about the CSI scheme and appraisal process.

Visit the Highways England website at www.highwaysengland.co.uk for supporting information.
If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.