

Road Safety Capital Funding – Proposed Assessment Criteria

Background

The road safety capital programme is an annual programme of works funded through the Integrated Transport Block. An allocation is approved annually to deliver road infrastructure projects aimed at reducing accident collisions through engineering solutions. The location of the works is identified based on a number of criteria.

The approved assessment criteria

The current approved assessment criteria (approved March 2017) is based on the following:

'Countywide prioritisation based on the number of casualties, anticipated accident savings, cost, local perception of safety and community support'.

The main driver for programme development is collision data which is used to identify locations where investment is required. This information and estimated scheme cost is used to calculate the First Year Rate of Return (FYRR) which is a measure of the likely casualty savings resulting from a scheme during its first year of operation compared to the scheme cost. The threshold advocated by the Institute of Highway and Transportation guidelines for offering value for money in purely casualty reduction terms is a FYRR greater than 50%. If this approach would have resulted in unallocated funding then local perception of safety and community support factors would have been used to identify further projects. To date, all programmes have been based on projects identified by collision data.

In view of the above and for clarity, it is proposed that the assessment criteria is amended as follows;

'Countywide prioritisation based on the number of collisions, anticipated accident savings and cost'

The technical parameters of the collision element of the criteria are as follows:

- Junctions: having at least 5 injury collisions and a minimum of 20% Killed and Seriously Injured (KSI) collisions to trigger further investigation;
- Route lengths (greater than 150m): having 10 injury collisions and a minimum of 20% KSI collisions to trigger further investigation;
- Areas: having at least 5 injury collisions and a minimum of 20% (KSI) collisions to trigger further investigation;

Sites previously improved within the last 3 years are excluded from further investigation but sites showing an increasing collision trend in the last 5 years are investigated further.

