

Highways Maintenance Challenge Fund VfM Pro-Forma

The pro-forma should be filled in with as much of the 'specific data' as possible - with supporting data / information included where possible. Not all elements will be relevant for every bid - however we would expect for most bids 'specific data' will be available for at least rows 1 and 2.

In the 'Specific Data' Column - please supply the information in the units/format requested.

The 'Other Supporting Data' column should be used to provide salient details not captured under 'Specific Data' and/or further supporting information.

Please add any further information on scheme benefits either at the end of this pro-forma or within the body of the main bid (or annexes)

Input data	Specific Data	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)	Information requested
Length of Scheme	74.7km	Classified roads 31 km Unclassified roads 40.8km Cycleways 2.9km	<i>Provide length of route covered by the scheme - if an area wide scheme then provide total route length covered by scheme.</i>
Number of vehicles (or users) on affected section (split by vehicle type if possible)	(Total Vehs - AADT) 127,778 (Cars - AADT) 109,982 (LGV - AADT) 14,315 (HGV - AADT) 3,481	This data is taken from 2013 traffic surveys of some of the A roads to be surfaced in this bid, data is not available for non-principal or unclassified roads. Care has been taken NOT to double count the same traffic moving onto adjoining roads.	<i>Provide an estimate of the traffic flow on the section of route covered by the scheme - also provide details of the data used to support that estimate (e.g. age, type and duration of count, etc.).</i>
Details of required restrictions/closures if funding not provided (e.g. type of restrictions; timing/duration of restrictions; etc.)	Speed limits maybe reduced and lanes maybe restricted to control traffic on excessively deteriorated carriageways. Any closures would based on risks assessed at the time.		<i>Provide details of any future restrictions. E.g. If restrictions to particular vehicle types will be needed in the do minimum (i.e. without funding) provide details of why they are required, what vehicle types are covered and when such restrictions will come into place.</i>
Length of any diversion route, if closure is required (over and above existing route)	Closure is not anticipated due to deterioration, however speed limit restrictions and excessive queueing will occur and will lane closures and temporary traffic lights to control traffic and ensure safety.		<i>Provide estimate of the length of diversion route over and above existing route. It would be helpful to support this with some mapping to demonstrate this.</i>
Average extra time per vehicle on diversion route (over and above existing route)	7 minutes	Based on the additional time taken due to potential speed restrictions and traffic control measures.	<i>Provide estimate of the average extra time vehicles would spend on the diversion route over and above existing route. It would be helpful to support this with details of any data used/assumptions made (e.g. source of speed data used in any calculations).</i>
Regularity/duration of closures due to flooding: (e.g. number of closures per year; average duration of closure (hrs); etc.)	(number of closures/year) (duration of closure - hrs) (length of diversion - Km) (extra time in using diversion - mins)	• 12 locations -Low Regularity – once every 2 year • 17 locations -Med Regularity -up to 6 times annually • 11 locations - High Regularity – up to 12 times annually Average duration of closures differ depending on location, but approximately 4 hours Diversion routes vary in length between 1 km and 28km. Additional travel time: upto 30 minutes.	<i>Provide estimates of closures / durations /delay and provide details of the data used to support those estimates (e.g. number of years of data etc.).</i>
Number and severity of accidents: both for the do minimum and the forecast impact of the scheme (e.g. existing number of accidents and/or accident rate; forecast number of accidents and/or accident rate with the scheme)	(DM Total Accidents/yr) 25.8 (DM Slight Accidents/yr) 23 (DM Serious Accidents/yr) 2.8 (DM Fatal Accidents/yr) 0 (DM Accident Rate - PIA/MVKm) 1.3 (DS Total Accidents/yr) 23.0 (DS Slight Accidents/yr) 20.6 (DS Serious Accidents/yr) 2.4 (DS Fatal Accidents/yr) 0 (DS Accident Rate - PIA/MVKm) 1.2	Accident data has been averaged over a five year period. Accident rates are disproportionately high due to relatively short section lengths under consideration.	<i>Provide estimates of accidents (split by severity if possible) or accident rates for the without scheme (DM) case and the with scheme case (DS). Provide details of the data and assumptions/analysis used to support these estimates (e.g. number of years of data, etc.).</i>
Number of existing cyclists; forecasts of cycling usage with and without the scheme (and if available length of journey)	(DM cyclists/day) 45 (DM av trip length - Km) Currently unavailable (DS cyclists/day) 50 (DS av trip length - Km) Not currently forecast	Cycling data: Currently average numbers of cyclists are recorded, but trip lengths are unavailable.	<i>Provide estimates of the number of cyclists (and if possible trip length) for the without scheme (DM) case and the with scheme case (DS). Provide details of the data and assumptions/analysis used to support these estimates.</i>
Other salient information for the VfM Case	Please refer to the Benefits section of B6.(c) of the main bid. These savings are the costs that will be incurred without Challenge Funding.		<i>A description of the do-minimum situation (i.e. what would happen without Challenge Fund investment). Details of significant monetised and non-monetised costs and benefits of the scheme.</i>