

**ACCIDENT REMEDIES AND TRAFFIC MANAGEMENT PROGRAMME –
MEDIUM SIZED SCHEMES**

To: Cabinet

Date: 15th December 2009

From: Executive Director: Environment Services

Electoral division(s): All

Forward Plan ref: 209/013

Key decision: Yes

Purpose:

- i. To review progress on medium sized traffic and safety schemes programmed for 2009/10;**
- ii. To determine the priority of schemes for the 2010/11 programme; and**
- iii. To review management of the ‘October list’.**

Recommendation: Cabinet is recommended to:

- i) Note progress on programme delivery;**
- ii) Approve the priority order of medium sized schemes as set out in Appendix A (subject to the deferment of the A1301 Cambridge Road, Great Shelford, the B1061 Dullingham and the B1102 Swaffham Prior schemes which require changes to speed limits and will therefore be considered as part of the speed limit review in accordance with the approved priority list for that programme);**
- iii) Approve the commencement of feasibility and initial design work on scheme 1 in Appendix A (A1101 north of Wisbech); and**
- iv) Support the relegation of schemes listed in Appendix C in accordance with the ‘October List management procedure’ approved by Cabinet on 18th December 2007.**

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|--------------------------------|--|------------------------------|--|
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1. BACKGROUND

- 1.1. Each autumn the priorities for the medium sized traffic management and safety schemes, which are funded from the Local Transport Plan (LTP), are set for the following financial year. In the past, the Environment and Transport Committee autumn meeting was held in October and the resulting prioritised programme became known as the 'October List'.
- 1.2. These schemes, which cost between £30,000 - £500,000, are presented to Cabinet with the support of the relevant Area Joint Committee.

2. PROGRESS WITH THE 2009/10 PROGRAMME

2.1. Forty Foot Bank: Time over distance enforcement (average speed cameras)

Risks were identified in previous Cabinet reports, with the proposal to advise Cabinet of the implications if the risks actually occur. There have been significant technical difficulties at the site which have had a significant effect on delivery timescales. Local members have been kept informed as appropriate. This project was planned to be completed by April 2009 and is now programmed for completion in February 2010.

Additionally; although the average speed camera system has completed all technical checks it is still awaiting the final seal of approval from the Home Office, this is anticipated in December 2009.

Installation of foundations is underway, and installation of the columns and camera system will follow starting in December 2009.

2.2. Newmarket Road-Coldham's Lane junction, Cambridge: Surfacing and marking improvements

Following detailed investigation by the officers an effective scheme cannot be delivered within the original funding. A new bid for a more extensive signals upgrade scheme bid has been returned for "October List" assessment.

2.3. Mill Road, Cambridge: Accident reduction measures

Following a "focus group" discussion including contributions from disabled representatives, residents and traders, a range of potential engineering measures were selected to take forward for further consultation. The group also agreed that a holistic approach with targeted education and publicity alongside any engineering measures was important. Overall most people supported a reduction in the existing speed limit to 20mph along Mill Road. However thinking on the use of any of the physical measures suggested was divided and overall slightly more people opposed such measures than supported them. Further consideration of this scheme is planned between Local members, and Officers from the County and City Councils.

Engineers are currently working up a design for implementation of a 20mph limit to establish extents and signing requirements. Any change to the limit

would be subject to full advertisement and statutory consultation process required for a Traffic Regulation Order.

In light of the consultation responses, engineers are also looking at proposals for accident remedial measures with few or no vertical features. Feedback included numerous concerns about specific junctions with Devonshire Road being a high concern to many people. Several comments request an investigation of signalisation for this junction. Signals engineers are currently investigating the potential impact of such an installation.

Targeted information and poster campaigns will also be taking place on and around Mill Road at bus shelters, bus backs and other prominent locations. Messages will include issues common in the area such as car drivers opening doors in the path of cyclists, respect for other road users or drink cycling. We also plan to keep the profile of road safety high in this area with attendance and a stall at the Mill Road Winter Fair.

2.4. A505 Flint Cross: Street lighting and traffic islands

Consultation and design has been undertaken. Works are planned for the 4th quarter of this financial year.

2.5. A141 Kings Ripton junction: Provision of traffic signal control with pedestrian facilities

Construction began in April 2009, and was completed over the summer period.

2.6. A1307, Cardinals Green junction: Right turn facility with pedestrian refuge island, street lighting and footway improvements

Construction was substantially completed in summer 2009. Minor electrical works are still outstanding to remove an obsolete lighting column, install shield (following requests from residents) and replace a damaged column.

2.7 A1307, Pedestrian Island, Abington

Works commence at the end of January 2010 and programmed for completion by the end of February 2010.

3. PRIORITIES FOR 2010/11

- 3.1. As indicated, priorities are set each autumn for the following year. Cabinet will be asked to determine the funding available from the Local Transport Plan (LTP) Integrated Transport Block to facilitate implementation of traffic and safety management medium sized schemes as part of the Integrated Planning Process (IPP) process. The final programme will be set out in the 2010/11 Network Service Plan.

- 3.2. **Appendix A** contains the list of schemes ranked in accordance with the agreed process. There are always many more schemes than available budget, so this points scoring system is used to rank the schemes in terms of their effectiveness. The basic scoring categories cover the scheme's impact in terms of:
- a) Potential accident reduction: the existing accident record for the last three years to the end of May is considered and an assessment made of the likely accident reduction. The point scores take account of accident severity.
 - b) The changes in level of service to road users: the congestion impacts, whether positive or negative, on general traffic, and the benefits and dis-benefits for pedestrians, cyclists and public transport users; schemes which score positively for pedestrians and cyclists may score negatively for congestion impacts.
 - c) Environmental impact: pollution impacts are considered within the congestion factors under level of service, environmental impact therefore considers impacts of traffic on frontages and the visual intrusiveness of many traffic management features.
- 3.3. A detailed statement of the scoring system is available as a background document.
- 3.4. Appendix A shows the full list of schemes assessed so that Members can see where schemes of local interest came in the priorities. However, the number of schemes taken forward for construction in the 2010/11 programme will be determined by the value of budget that remains uncommitted. Those schemes programmed over 2 years and any held over from 2009/10 will have first call on the budget available. It is currently estimated that commitments made will be in the order of £600k.
- 3.5. Subject to the final approval of the LTP settlement and assuming a similar budget to that approved this year, it is anticipated that either one or two new schemes would be added to the programme for 2010/11.

It is suggested that the following schemes be taken forward for more detailed development:

- 1) A1101 north of Wisbech near the Romanies.
- 2) A1198 Junction Improvements at Gravelly Turn

- 3.6. Once the LTP settlement is known, the final programme will be confirmed and if any of the above schemes cannot be funded in 2010/11, they will be carried over into the 2011/12 programme.
- 3.7. On 4th December 2007, Cabinet approved a review of speed limits on all A and B roads in the county with the network broken down into 87 sites which were ranked in priority order for review over a 4 year period, based on accident numbers and severity. 3 of the schemes listed at the end of **Appendix A** require changes to a speed limit on an A or B road. As these sites will feature in the A and B road speed limit review, it is recommended

that these bids be deferred until such time as the speed limit reviews for each of these sites is completed. If the reviews support changes to the speed limit and engineering measures are required to achieve compliance with the new limit, then the bids could be reconsidered through the 'October list' process.

- 3.8 Brief profiles of each scheme are included in **Appendix B**. At this stage, no detailed design or consultations have been carried out.

4. THE 'OCTOBER LIST' MANAGEMENT PROCESS.

- 4.1. Using the Cabinet approved programme management criteria it is recommended that any scheme with no accident reduction benefit or with an overall score of zero or less is removed from the list. As a result it is recommended that 11 schemes are not taken forward for assessment next year (See **Appendix C**).
- 4.2. If circumstances were to change significantly at these sites, a new bid can be made in future years.

5. SIGNIFICANT IMPLICATIONS

5.1 Resources and Performance

The following bullet points set out details of significant implications identified by officers

- Finance allocated from LTP settlement is not sufficient to progress the whole programme.
- Staff levels, in house, are insufficient to deliver the programme.
- Higher than anticipated engineering problems encountered, complex service diversions, or embankment collapse.

5.2 Statutory Requirements and Partnership Working

- The Council have a duty to provide a safe highway network, so far as is reasonably practicable. The delivery of October List schemes contributes to the delivery of this duty.

5.3 Climate Change

- Members are advised of the following climate change implications arising from works identified in this report. These have been identified through assessment of the project concepts, and issues relating to both climate change, mitigation and adaptation.
- Environmental impact, both in terms of impact on the lives of residents, and the wider effects on the environment are a long established element of the assessment of "October List" schemes. Wider effects could result from the works or their effect on traffic flow or speeds.

- Physical measures always require use of energy and materials during construction; also any lighting, illuminated signs or traffic signals installation would have ongoing energy requirements. Works are generally delivered under the Cambridgeshire Highways contract. All parties involved, the County Council, Atkins and the supply chain partners are committed to reducing waste, unnecessary energy use and increasing the use of recycled and sustainable materials. Over recent years there has also been an increase in the use of Light Emitting Diodes (LED) signals, Solar/wind power, and where possible non-illuminated signage.
- Any changes to traffic flow, speed or composition would have some environmental impact. Physical measures, traffic signals etc can increase the amount of acceleration/deceleration, which can have a negative effect on fuel consumption and air pollution, although a reduction in overall speeds would have some benefits. The best solution to minimise these effects, and even generate some reduction would be proposals that would generate a lower but steady traffic speed. This can be difficult to achieve without the co-operation of the drivers and some form of education or enforcement may be required to back up any measures.
- Few of the above schemes significantly increase the amount of highway surfacing, and any increase in run-off would be minimal. Some schemes would introduce physical features that would affect the existing drainage provision. Additional drainage installations would be required in some cases. It would be possible to review existing drainage provision, and any new requirements and in some cases make changes to mitigate new or existing problems by choosing more sustainable methods.
- The effects of each individual scheme would vary considerably, depending upon the nature of the proposals; a scoring of the overall environmental impact of each is listed in **Appendix A**.
- A full breakdown of the impact of the schemes proposed for construction in 2010/11 would require further design work, and some level of consultation, to establish the details of what is feasible within the site constraints and what is acceptable to residents, emergency services etc. This can be reported to Area Joint Committees when seeing approval to construct.

5.4 Access and Inclusion

- Schemes delivered under the October List are generally aimed at improving driving behaviour and compliance with speed limits and restrictions.

5.5 Engagement and Consultation

- There are no significant implications for any of the headings within this category.

| Source Documents | Location |
|--------------------------------|--|
| Assessment scoring methodology | 3 rd Floor B wing Castle Court |

| Traffic and Safety Medium Sized Schemes bids for 2010-11 | | | | | | | Appendix A page 1 | | | | |
|--|-------|--|---|-------------|------------------|---------------|---------------------------------------|----------|-------------|---------|-----------------|
| | | location | description | Cost | Cumulative costs | cost band (a) | Accidents in assessment period yes/no | acci (b) | service (c) | env (d) | total (b+c+d)/a |
| 1 | North | A1101 Gypsy bends | bend realignment/widening | £300,000.00 | £300,000.00 | 3.0 | yes | 11.6 | 1.0 | 1.0 | 4.5 |
| 2 | South | A1198, Graveley turn, option A | kerb re-alignments, ADS on both approaches and improved lining | £100,000.00 | £400,000.00 | 1.0 | yes | 2.8 | 0.0 | 0.0 | 3.0 |
| 3 | city | Newmarket Road Coldhams Lane junction | Full signals upgrade. | £300,000.00 | £700,000.00 | 3.0 | yes | 1.5 | 4.0 | 2.0 | 2.5 |
| 4 | North | C309 Cromwell Road/ Weasenham Lane junction | Traffic signals | £200,000.00 | £900,000.00 | 2.0 | yes | 6.5 | 0.0 | -2.0 | 2.5 |
| 5 | West | B1086/B1050 Bridge End,Somersham. | Roundabout, junction improvements or other measures to reduce turning accidents. | £200,000.00 | £1,100,000.00 | 2.0 | yes | 2.4 | 1.0 | 1.0 | 2.0 |
| 6 | South | A1301 Cambridge Road junction sawston | traffic signals with ped facilities. | £400,000.00 | £1,500,000.00 | 4.0 | yes | 8.4 | 1.5 | -2.0 | 2.0 |
| 7 | north | Wimblington, Manea Road | Earth bund and improved signing | £50,000.00 | £1,550,000.00 | 0.5 | yes | 0.0 | 0.0 | 1.0 | 2.0 |
| 8 | city | Wadloes Road just north of Newmarket Road roundabout | speed reducing measures | £200,000.00 | £1,750,000.00 | 2.0 | yes | 1.6 | 2.0 | 0.0 | 2.0 |
| 9 | West | Potton Road, Hilton | Traffic calming and complimentary lighting, through village | £150,000.00 | £1,900,000.00 | 1.5 | yes | 2.0 | 1.5 | -1.0 | 1.5 |
| 10 | west | A1123 near Huntingdon garden and leisure | junction improvements, accident remedial scheme | £300,000.00 | £2,200,000.00 | 3.0 | yes | 5.6 | 0.5 | -1.0 | 1.5 |
| 11 | west | Sapley Road, Huntingdon | Traffic calming. | £350,000.00 | £2,550,000.00 | 3.5 | yes | 1.2 | 3.0 | 0.0 | 1.5 |
| 12 | south | C199, Hardwick, Village | Provision of on-carriageway parking places, carriageway widening, and traffic calming/mini roundabout . Around school and shop. | £150,000.00 | £2,700,000.00 | 1.5 | yes | 0.5 | 1.5 | 0.5 | 1.5 |
| 13 | south | A10 Dunsbridge Turnpike / Frog End, Shepreth – | Traffic signals | £350,000.00 | £3,050,000.00 | 3.5 | yes | 9.0 | -1.0 | -3.0 | 1.5 |
| 14 | North | Christchurch Village | Speed management | £100,000.00 | £3,150,000.00 | 1.0 | yes | 0.3 | 1.0 | 0.0 | 1.5 |
| 15 | east | Parsons Lane/Wood Fen Road area, Littleport | Provision of traffic management measures and new lengths of footway outside the new primary school | £100,000.00 | £3,250,000.00 | 1.0 | yes | 0.5 | 1.0 | 0.0 | 1.5 |
| 16 | west | A141 Wyton Roundabout | Left turn lane | £200,000.00 | £3,450,000.00 | 2.0 | yes | 0.0 | 3.0 | -1.0 | 1.0 |
| 17 | West | Elton Village Junction | Single Lane Dualling | £300,000.00 | £3,750,000.00 | 3.0 | yes | 0.4 | 3.0 | -1.0 | 1.0 |
| 18 | West | Pidley village | Traffic calming. | £200,000.00 | £3,950,000.00 | 2.0 | yes | 0.3 | 1.0 | 1.0 | 1.0 |
| 19 | south | Rampton Road, Willingham | Traffic calming. | £350,000.00 | £4,300,000.00 | 3.5 | yes | 2.5 | 1.0 | 0.0 | 1.0 |
| 20 | south | A10 Slap up junction- | Traffic signals | £450,000.00 | £4,750,000.00 | 4.5 | yes | 6.9 | 1.5 | -3.0 | 1.0 |
| 21 | south | A1307 abington to hildersham | speed reducing measures | £300,000.00 | £5,050,000.00 | 3.0 | yes | 1.4 | 1.0 | 0.0 | 1.0 |
| 22 | south | Linton village 30mph | speed reducing measures | £250,000.00 | £5,300,000.00 | 2.5 | yes | 0.0 | 3.0 | 0.0 | 1.0 |
| 23 | South | Huntingdon Road, Girton | Footway | £55,000.00 | £5,355,000.00 | 0.5 | yes | 0.2 | 1.0 | 0.0 | 1.0 |
| 24 | south | A1307 Babraham Crossroads | Accident remedial | £100,000.00 | £5,455,000.00 | 1.0 | yes | 0.2 | 2.0 | -1.0 | 1.0 |
| 25 | south | B1042 Croydon area | Accident remedial | £175,000.00 | £5,630,000.00 | 2.0 | yes | 1.8 | 0.0 | 0.0 | 1.0 |

| Traffic and Safety Medium Sized Schemes bids for 2010-11 | | | | | | | Appendix A page 2 | | | | |
|--|-------|--|--|-------------|------------------|---------------|---------------------------------------|----------|--------------|--------------|-----------------|
| | | location | description | Cost | Cumulative costs | cost band (a) | Accidents in assessment period yes/no | acci (b) | service (c) | env (d) | total (b+c+d)/a |
| 26 | South | High Street, Melbourn | Traffic calming. | £350,000.00 | £5,980,000.00 | 3.5 | yes | 0.2 | 2.0 | 2.0 | 1.0 |
| 27 | city | Royal cambridge junction | traffic signals | £450,000.00 | £6,430,000.00 | 4.5 | yes | 6.0 | 1.0 | -2.0 | 1.0 |
| 28 | city | Castle Hill/Magdelane Street/Northampton Street/Chesterton Lane | upgrade or signals, possibly including streamlined street furniture, upgrade controller, better pedestrian facilities. | £160,000.00 | £6,590,000.00 | 1.6 | yes | 0.0 | 1.0 | 1.0 | 1.0 |
| 29 | city | Water Lane and Fen Road (to the railway level crossing), Cambridge | Traffic calming. | £150,000.00 | £6,740,000.00 | 1.5 | yes | 0.0 | 1.5 | 0.0 | 1.0 |
| 30 | city | Dudley Road... | traffic management measures to reduce speeds and rat running. | £200,000.00 | £6,940,000.00 | 2.0 | yes | 0.0 | 1.0 | 1.0 | 1.0 |
| 31 | South | A1198, Graveley turn, Option B | Right turn facility or other junction improvements to reduce turning accidents. | £400,000.00 | £7,340,000.00 | 4.0 | yes | 2.3 | 1.5 | -1.0 | 0.5 |
| 32 | south | A1307 near county boundary 50mph etc | speed reducing measures | £450,000.00 | £7,790,000.00 | 4.5 | yes | 1.2 | 1.0 | -1.0 | 0.5 |
| 33 | city | Barnwell Road-Peverel Road Junction | Traffic signals | £150,000.00 | £7,940,000.00 | 2.0 | yes | 0.8 | 0.5 | 0.0 | 0.5 |
| 34 | city | Whitehill Road Area | Traffic calming. | £350,000.00 | £8,290,000.00 | 3.5 | yes | 0.2 | 1.0 | 1.0 | 0.5 |
| 35 | city | Tenison Road Area | Traffic calming. | £350,000.00 | £8,640,000.00 | 3.5 | yes | 0.0 | 2.0 | 0.0 | 0.5 |
| 36 | city | Sturton Street Area | Traffic calming. | £350,000.00 | £8,990,000.00 | 3.5 | yes | 0.6 | 2.0 | 0.0 | 0.5 |
| 37 | West | Marley Road, St Ives | Traffic calming. | £350,000.00 | £9,340,000.00 | 3.5 | yes | 2.2 | 0.0 | -2.0 | 0.0 |
| 38 | south | A603 Fisher Lane junction, Orwell | Right turn facility | £150,000.00 | £9,490,000.00 | 1.5 | No | 0.0 | no accidents | no accidents | 0.0 |
| 39 | South | Barton Village | Traffic calming. | £350,000.00 | £9,840,000.00 | 3.5 | No | 0.0 | no accidents | no accidents | 0.0 |
| 40 | South | B1050. Earith Road, Willingham. | Traffic calming. | £250,000.00 | £10,090,000.00 | 2.5 | No | 0.0 | no accidents | no accidents | 0.0 |
| 41 | North | Clarkson Avenue | additional speed cushions | £50,000.00 | £10,140,000.00 | 0.5 | No | 0.0 | no accidents | no accidents | 0.0 |
| 42 | east | Soham Village College and St Andrews Primary School area | Establishment of School 'Safety Zone' | £50,000.00 | £10,190,000.00 | 0.5 | No | 0.0 | no accidents | no accidents | 0.0 |
| 43 | east | A142/Qua Fen Road Junction, Soham | Installation of Street Lighting | £100,000.00 | £10,290,000.00 | 1.0 | No | 0.0 | no accidents | no accidents | 0.0 |
| 44 | south | A1307 Bartlow Road Crossroads | Junction remodelling | £100,000.00 | £10,390,000.00 | 1.0 | yes | 0.0 | 0.0 | -2.0 | -2.0 |
| 45 | south | A1307 Dalehead foods area | road layout changes | £200,000.00 | £10,590,000.00 | 2.0 | yes | 0.4 | -4.5 | -1.0 | -2.5 |
| | | A1301 Cambridge Road, Great Shelford | Speed management | £200,000.00 | £10,790,000.00 | SLR | | SLR | SLR | SLR | SLR |
| | | B1061 Dullingham | Speed management measures to reinforce a reduction to 30mph | £150,000.00 | £10,940,000.00 | SLR | | SLR | SLR | SLR | SLR |
| | | B1102 Swaffham Prior | Speed management measures to reinforce a reduction to 30mph | £150,000.00 | £11,090,000.00 | SLR | | SLR | SLR | SLR | SLR |

TRAFFIC MANAGEMENT AND SAFETY SCHEME PROGRAMME
BIDS FOR 2010/11 –

All accident figures are based on the period 1/06/06 – 31/05/09.

A1101 Gypsy Bends (New Bid)

Scheme proposed: Carriageway reconstruction and realignment

Following representation by local residents and the local County Councillor about the serious collisions at this location, including a petition to Fenland Area Joint Committee in July 2009 a scheme is being put forward to reconstruct the bend to smooth the horizontal and vertical alignment to reduce the likelihood of loss of control. The area has a history of high severity collisions and has seen 11 injury accidents in the assessment period. 4 fatal incidents, 3 resulting in serious and 4 resulting in slight injuries.

A1198 Gravely Way junction.

Scheme proposed: Junction improvements.

Following the accident cluster site investigation, and concerns raised by the Local county councillor a bid has been put forward by the Road Safety Engineering Team to make changes at the junction to reduce the risk of road traffic collisions. There have been 8 injury accidents including 2 with serious injuries at this junction in the assessment period.

Newmarket Road/ Coldhams Lane junction

Scheme proposed: Traffic Signals upgrade

Following further investigations into potential minor works at this junction it was felt that more significant works to upgrade the installation and consider additions of pedestrian elements was required so this has been resubmitted for a more extensive scheme.

There have been 9 injury accidents at this junction in the assessment period.

Cromwell Road, Weasenham Lane junction, Wisbech

Scheme proposed: Traffic Signals

Following junction remodelling for a housing development, which opened out the previously very minor 4 arm of the crossroads injury, accidents have increased significantly. Traffic Signals are suggested to alleviate the problems.

There have been 13 injury accidents at the junction in the 3-year assessment period.

B1086/B1050 Bridge End, Somersham.

Scheme proposed: Junction Improvements.

The junction is a large open junction where the priority of the junction is for the 90 degree turn between the B1086 and B1050. The West highways traffic management team have put forward a bid for alterations to the junction possibly conversion to a mini roundabout to ease flows and reduce collisions.

There have been 4 injury accidents at the junction in the assessment period.

A1301 Cambridge Road junction Sawston

Scheme proposed: Traffic signals with pedestrian facilities.

Traffic signals have been proposed here to address both vehicle turning accidents and Cyclists crossing the main road. The proposal has been put forward by the Road Safety Engineering Team following investigations into the accident cluster site.

Concerns have also been raised by local Parents groups and the Head Teacher as

this is a well used cycle route to Sawston Village College and some of the cyclists injured have been pupils.

There have been 8 injury accidents at the junction in the assessment period 4 of these have resulted in serious injury.

A141 Manea Road junction, Wimblington

Scheme proposed: Earth bund and signing improvements

The Parish Council has concerns about the number of injury accidents at this junction and has bid through the annual Jointly Funded Minor Highways Improvements (JFMHI) programme to construct a bund to prevent vehicles leaving the A141 and entering the neighbouring school grounds. However the likely costs are expected to exceed the £35,000 ceiling for individual JFMHI schemes, so the proposal has been put forward for consideration through the 'October List' programme. There have been 2 injury accidents in the previous 3 years, including one resulting in serious injury. The proposal is supported by the Area Traffic Engineer.

Wadloes Road just north of Newmarket Road roundabout

Scheme proposed: Speed reduction measures

There have been pedestrian and cyclists injured in this area, and there are also local concerns about drivers using this road to access the route through Dudley Road as a "rat run".

There have been 4 injury accidents reported on this section of Wadloes Road in the assessment period.

Potton Road, Hilton

Scheme proposed: Speed reduction measures.

The B1040 passes through the village of Hilton, it carries around 5,500 vehicles a day (with around 10% HGV). There is some existing traffic calming through the village but the local member and resident would like additional measures to be considered in particular at 2 significant junctions, Church End and Gravely Way.

There have been 6 injury accidents in the village section of the B1040 in the 3-year assessment period.

A1123 near Huntingdon garden and leisure

Scheme proposed: Traffic signals

The access to the garden centre is on the main A1123 and at busy times turning into and particularly out of the access can be difficult. A traffic signal installation has been proposed to improve safety and make access and egress easier.

There have been 5 injury accidents at the access in the 3 year assessment period.

Sapley Road, Huntingdon

Scheme proposed: Traffic calming measures

There have been 5 injury accidents on Sapley Road in the 36 months. The southern portion of the road has direct residential access and a 30mph speed limit with the remainder of the road passing through a residential area has only limited access and a 40mph speed limit. A 30mph speed limit is proposed throughout supported by traffic calming measures. Local elected members originally requested this scheme.

C199, Hardwick, Village

Scheme proposed: Provision of on-carriageway parking places, carriageway widening, and traffic calming/mini roundabout near school and shop.

The Scheme has been put forward by the Area Traffic management team following representation from the Parish. The aim is to rationalise parking in this area to increase safety. There have been 2 injury accidents in this vicinity in the 3 year assessment period.

A10 Dunsbridge Turnpike / Frog End Junction, Shepreth

Scheme proposed: Traffic signals

There have been 9 injury accidents at this staggered crossroads over the last 3 years including 1 with serious casualties. A detailed study suggests that the provision of traffic signals would be the most effective solution to reduce conflict at the junction, although other potential measures will be considered during design stage. The Road Safety Engineering Team has identified this scheme.

Christchurch Village

Scheme proposed: Speed management measures

Local concerns have been raised about vehicle speeds through the village. Speed management measures are proposed to support a 30mph speed limit. Two injury accidents have been reported in the last three years. The original proposal arises from a request by local representatives.

Parsons Lane/Wood Fen Road area, Littleport

Scheme proposed: Provision of traffic management measures and new lengths of footway outside the new primary school

The Parish Council, following representations from residents and school representatives, has requested the provision of traffic calming and parking management measures, along with new lengths of footway, in order to ensure the safety of children attending the new school, via the annual Jointly Funded Minor Highway Improvements (JFMHI) programme. However the likely cost of such a comprehensive scheme will exceed the £35,000 ceiling for individual JFMHI schemes. Therefore this proposal is being put forward for consideration through the 'October List' programme. There has been one injury accidents reported in the area during the 36-month assessment period.

A141 Wyton Roundabout

Scheme proposed: Segregated left turn lane

It is proposed to provide a segregated left turn lane between A141 (northeast approach) and B1090 (southeast approach) to allow vehicles to avoid negotiating the roundabout. This will partially address the problem of shunt accidents on the northeast approach to the roundabout by reducing the queue length. Sufficient highway land exists to accommodate the lane. 3 injury accidents have been reported in the last 3 years on the roundabout.

A605 Elton village junction

Scheme proposed: Single lane dualling

There have been 7 injury accidents reported at the junction in the last 3 years. The A605 is a major 60mph A road and the junction does experience queuing at times. The 30mph of the village envelope begins a short distance from the junction on the side road and problems are reported by the parish. This scheme was submitted by the area traffic team.

Pidley village

Scheme proposed: Traffic calming

Pidley Village has 2 significant B roads the B1040 and the B1089 and carries relatively high vehicle flows. West Highways Traffic Management team following representation from the Parish put forward a proposal for traffic calming measures within the village to reduce speeds and increase safety. There have been 3 injury accident in the village during the 3 year assessment period.

Rampton Road, Willingham

Scheme proposed: Traffic calming

A traffic calming scheme in this area would exceed the budget limitations for a Jointly funded minor highway improvement scheme so was put forward to this programme by Network management (South and City) in response to local concerns. There have been 3-injury accidents reported on this road in the 3 years assessed including one fatality.

A10 Waterbeach, Slap Up junction

Scheme proposed: Traffic signals

There have been 7 injury accidents at this staggered crossroads over the last 3 years including 2 with serious casualties. Provision of traffic signals may be the most effective solution to reduce conflict at these junctions, although the junction is very complex and other potential measures would be considered. The Road Safety Engineering Team has identified this scheme.

A1307 Abington to Hildersham section

Scheme proposed: 50 mph speed limit combined with speed reducing engineering measures

A review of speed limits along the A1307 between the A11 and the county boundary has recommended lowering the limit on this section to 50 mph, subject to engineering measures to achieve compliance with a lower speed limit. Central and edge hatched road markings, coloured road surfacing and other additional signing throughout this section combined with changes to the layout of the Hildersham junction to reduce carriageway width and improve pedestrian access are proposed to achieve compliance. 10 injury accidents, 1 of which was serious, have been reported in the last 3 years.

A1307 Linton Village

Scheme proposed: 30 mph speed limit combined with speed reducing engineering measures

A review of speed limits along the A1307 between the A11 and the county boundary has recommended lowering the limit through Linton village to 30 mph, subject to engineering measures to achieve compliance with a lower speed limit. Physical gateway features and traffic islands combined with footway widening and road markings to reduce the carriageway width are proposed to achieve compliance. 3 injury accidents have been reported in the last 3 years.

Huntingdon Road, Girton

Scheme proposed: Footway

The Local County Councillor has requested the extension of the footway along the southwest side of Huntingdon Road to provide pedestrian access to residential properties. Although the scheme will improve the amenity of the area any accident

savings will be limited. There have been 2 accidents here in the last 3 years, one of which involved a pedestrian.

A1307 Babraham Crossroads

Scheme proposed: Street lighting

The A1307 between the Gogs Roundabout and the Suffolk boundary has a long-standing accident problem and has recently been the subject of a detailed route study. One location originally identified as having a particular night time accident record is Babraham crossroads. 4 injury accidents have been reported in the last three years, 2 of which occurred in the dark. This scheme was originally identified by the Road Safety Engineering Team.

B1042 Ermine Street to County Boundary, Croydon Area

Scheme proposed: Accident Remedial Measures

There have been 8 injury accidents over the last 3 years along this 6 km. section of road. Accident remedial measures have been put forward by the south area team and were supported by a 139-signature petition presented to the Area Joint Committee on 3rd March 2006.

High Street, Melbourn

Scheme proposed: Speed reduction measures

High vehicle speeds along High Street have been a concern. The Village College and shopping area generate large numbers of pedestrians and cyclists, particularly in peak periods. The construction of features would be needed to reduce vehicle speeds and make it safer, particularly for pedestrians and cyclists. The environment in and around the shopping area could also be improved. The Parish Council originally requested this scheme. There have been 2 injury accidents recorded in the last 36 months.

Royal Cambridge junction. The Fen Causeway / Lensfield Road / Trumpington Street.

Scheme proposed: Traffic signals

This busy junction has been a long standing accident cluster site, the current form of the junction is a large double mini roundabout with multiple approach lanes. There is frequent queuing and reasonably high levels of pedestrian and cycle activity, traffic signals have been suggested to provide safer and more effective balance of traffic flows, and allow for better provision for pedestrians. There have been 4 injury accidents reported on this section of Wadloes Road in the assessment period.

Castle Hill/Northampton Street

Traffic signals upgrade.

The junction of Northampton Street and Castle Hill is a busy signalised crossroads on the north edge of the historic city centre. The accident types vary considerably but improvements to the existing signals infrastructure could help to address some collisions, and would give an opportunity to review and possibly improve facilities for pedestrians. There have been 7 injury accidents at the junction in the 36 months assessed.

This proposal has been put forward by the County's Traffic Signals Engineer.

Water Lane and Fen Road (to the railway level crossing), Cambridge

Scheme proposed: Traffic calming measures

The provision of additional traffic calming measures is proposed in response to concerns raised by local residents over the speed and impact of traffic using the

route, particularly heavy commercial vehicles. 5 injury accidents have been reported over the last 3 years.

Dudley Road Area

Scheme proposed: Traffic calming measures

The provision of traffic calming measures would be aimed at reducing the problems of unacceptable vehicle speeds and rat running through the residential area bounded by Wadloes Road to the west and Ditton Lane to the east. 3 slight injury accidents have been reported in the last 3 years. Some traffic calming measures exist in the southern part of the area. A "no motor vehicles except for access restriction" exists throughout all of the area but the extent of the area and hence the numbers of vehicles exempt from the restriction precludes enforcement.

The proposal has been put forward as a result of local representation.

A1307 Horseheath to county boundary section

Scheme proposed: 50 mph speed limit combined with speed reducing engineering measures

A review of speed limits along the A1307 between the A11 and the county boundary has recommended lowering the limit on this section to 50 mph, subject to engineering measures to achieve compliance with a lower speed limit. Central and edge hatched road markings, coloured road surfacing and other additional signing throughout this section are proposed to achieve 3 were serious and 3 fatal.

Barnwell Road-Peverel Road Junction

Scheme proposed: Traffic signals

The provision of traffic signals at the junction, as requested by the local residents association, would improve conditions for pedestrians and cyclists. Although there is a subway under Barnwell Road at the junction, many pedestrians find this unattractive to use. Careful consideration of facilities for pedestrians would be needed. 1 injury accident has been reported in the last three years.

Whitehill Road Area

Scheme proposed: Traffic calming measures

The provision of traffic calming measures will address the problems of high vehicle speeds and rat-running through the residential area bounded by Newmarket Road to the north and Barnwell Road to the east. 3 injury accident has been reported in the last 3 years. A large primary school is situated in the area of the scheme.

Tenison Road Area

Scheme proposed: Speed reducing measures

Tenison Road and Devonshire Road are widely used as a short cut between Mill Road and Station Road/Hills Road. Substantial volumes of cycle traffic using the South East Cycle Route cross both roads. In places, drivers tend to 'race' for passing places as both roads are effectively reduced to a single lane by parked vehicles. The provision of speed humps should restrict vehicle speeds and may deter some through traffic. Road humps are also proposed for St Barnabas Road and Tenison Avenue to discourage their use as alternative routes. 4 injury accidents have been reported in the last 3 years

Sturton Street Area, Cambridge

Scheme proposed: Traffic calming measures

The narrow roads in Sturton Street/Abbey Walk/York Street/Ainsworth Street residential area exacerbate the problems of speeding vehicles. The provision of

traffic calming measures will control vehicle speeds and improve pedestrian safety in an area where footways are narrow. 1 injury accident was reported in the last 3 years.

Marley Road, St Ives

Scheme proposed: Traffic calming

Marley Road serves as a distributor road to a large residential area, all of which is on the southern side of the road. The road has a number of junctions with residential roads, but no direct frontage access, and in consequence has a 40 mph speed limit. Traffic calming measures are proposed on the middle section between Ramsey Road and Constable Road where 8 injury accidents have been recorded in the last three years. Local members originally requested this scheme.

A603 Fisher Lane junction, Orwell

Scheme proposed: Right turn lane

The provision of a right turn lane with a central traffic island will improve safety for turning vehicles and help control speeds on a fast main road. Pedestrians would benefit from the traffic islands but the numbers crossing are small. The Parish Council originally requested this scheme. No injury accidents have been reported in the last 3 years.

Barton Village

Scheme proposed: Traffic calming

Traffic calming measures have been requested by the local District Councillor to address speeding and accident problems in Comberton Road, New Road and High Street. No injury accidents have been reported in the last 36 months. Traffic calming measures would improve conditions for pedestrians and cyclists.

B1050. Earith Road, Willingham.

Scheme proposed: Traffic calming

A traffic calming scheme in this area would exceed the budget limitations for a jointly funded minor highway improvement scheme so was put forward to this programme by Network management (South and City) in response to local concerns.

Clarkson Avenue, Wisbech

Scheme proposed: Speed cushions

The Town Council, following representations from local residents including a petition to Area Joint Committee, have requested the introduction of further speed reducing features in addition to the existing round topped road humps via the annual Jointly Funded Minor Highway Improvements (JFMHI) programme. However the likely costs are expected to exceed the £35,000 ceiling for individual JFMHI schemes, so the proposal has been put forward for consideration through the 'October List' programme. There have been 0 injury accidents in the previous 3 years. The proposal is supported by the Area Traffic Engineer.

Soham Village College and St Andrews Primary School area

Scheme proposed: Establishment of School 'Safety Zone'

The Town Council, following representations from schools in the area, has requested the establishment of a 20mph school 'safety zone' in the Clay Street and Sand Street areas of the town via the annual Jointly Funded Minor Highway Improvements (JFMHI) programme. Such a scheme would compliment previous work undertaken at St Andrews as part of their involvement in the Safer Routes to Schools programme. However the likely costs of suitable engineering measures to support

such a scheme is expected to exceed the £35,000 ceiling for individual JFMHI schemes. This proposal is therefore being considered as an 'October List' programme bid. There have been no injury accidents reported in the area during the 36-month assessment period.

A142/Qua Fen Road Junction, Soham

Scheme proposed: Installation of Street Lighting

The Town Council has requested the provision of street lighting at the junction of the A142 Soham bypass with Qua Fen Road via the annual Jointly Funded Minor Highway Improvements (JFMHI) programme. However the likely cost of suitable lighting is expected to exceed the £35,000 ceiling for individual JFMHI schemes. This proposal is therefore being considered as an 'October List' programme bid. There have been no injury accidents at this junction in the 36-month assessment period.

A1307 Bartlow crossroads -

Scheme proposed: Traffic islands and street lighting

In December 2005, a bid was proposed at the Area Joint Committee meeting for the installation of traffic islands and street lighting to improve safety at the junction. In the last 3 years, 2 injury accidents have been reported at the junction. There have been no injury accidents reported on this road in the 3 years assessed.

A1307 “Dalehead Foods” area. Dual carriageway west of Linton.

Scheme proposed: road layout changes

There have been a number of collisions near the entrance to the meat processing plant access. Many of these involved turning into and out of the site. The proposal is to make changes to the layout to facilitate turning and reduce the risk of collision. There have been 5 injury accidents reported here in the assessment period.

**Schemes scoring zero or less, for overall score, or accident reduction.
These schemes removed from future lists, although new bids may be
submitted if circumstances change.
These schemes will not be taken onto the list for 2009/10 bids**

Appendix C

| | location | description | Cost | cost band (a) | acci (b) | service (c) | env (d) |
|--------------|--|--|-------------|------------------|-------------|----------------|--------------|
| north | Wimblington, Manea Road | Earth bund and improved signing | £50,000.00 | 0.5 | 0.0 | 0.0 | 1.0 |
| west | A141 Wyton Roundabout | Left turn lane | £200,000.00 | 2.0 | 0.0 | 3.0 | -1.0 |
| south | Linton village 30mph | speed reducing measures | £250,000.00 | 2.5 | 0.0 | 3.0 | 0.0 |
| city | Castle Hill/Magdelane Street/Northampton Street/Chesterton Lane | upgrade of signals, possibly including streamlined street furniture, upgrade controller, better pedestrian facilities. | £160,000.00 | 1.6 | 0.0 | 1.0 | 1.0 |
| city | Water Lane and Fen Road (to the railway level crossing), Cambridge | Traffic calming. | £150,000.00 | 1.5 | 0.0 | 1.5 | 0.0 |
| city | Dudley Road... | traffic management measures to reduce speeds and rat running. | £200,000.00 | 2.0 | 0.0 | 1.0 | 1.0 |
| city | Tenison Road Area | Traffic calming. | £350,000.00 | 3.5 | 0.0 | 2.0 | 0.0 |
| West | Marley Road, St Ives | Traffic calming. | £350,000.00 | 3.5 | 2.2 | 0.0 | -2.0 |
| south | A603 Fisher Lane junction, Orwell | Right turn facility | £150,000.00 | 1.5 | 0.0 | no accidents | no accidents |
| South | Barton Village | Traffic calming. | £350,000.00 | 3.5 | 0.0 | no accidents | no accidents |
| South | B1050. Earith Road, Willingham. | Traffic calming. | £250,000.00 | 2.5 | 0.0 | no accidents | no accidents |