

ROUTE ASSESSMENT: GAMLINGAY VILLAGE COLLEGE TO BASSINGBOURN VILLAGE COLLEGE

1. BACKGROUND

- 1.1 Various options are under consideration for the provision of primary and secondary school education for Gamlingay pupils. One option would require the transporting of pupils by bus from Gamlingay to Bassingbourn Village College. An assessment of the safety of the route that would be used, if this option is pursued, has been undertaken to inform the discussions on this particular option.

2. ROUTE

- 2.1 The likely route to be used by any bus transport would be:
- along the unclassified road between Gamlingay village and the B1042 via Hatley St. George, East Hatley and Croydon
 - along the B1042 to the A1198
 - along the A1198 to the Bassingbourn turn
 - through Bassingbourn village to the village college site

3. ACCIDENT ASSESSMENT

- 3.1 The relative safety of the route has been considered by an assessment of the injury accident history for which the county council has long established data. For the purpose of this assessment the 3 year accident history for the period 2008-2010 has been used. **Appendix A** sets out the injury accident records for each section of the route. **Plan 1** shows the injury accident locations along the 10.8 mile route.
- 3.2 Safety improvements on the county road network are prioritised on the basis of injury accident history through the identification of junctions or lengths of road that have a high frequency of injury accidents; these sites are known as cluster sites. There are no cluster sites along the potential bus route.
- 3.3 For the lower class road lengths between Gamlingay and the B1042 and through Bassingbourn village, traffic data is not available and therefore it is not possible to calculate an accident rate for comparison with the national norm for these types of road. However, both routes are lightly trafficked. An assumed traffic level of 1,000 vehicles a day has been used for the Gamlingay to B1042 link which is likely to be reasonable accurate. This gives an accident rate well below the national rate for roads of this type. For the route through Bassingbourn a flow of 2,000 vehicles a day has been assumed, based on traffic data for other similar class roads in the area. This also gives a rate below the national norm.
- 3.4 The accident rate on the B1042 section is slightly less than the national average, although not significantly so. A reduced speed limit on this section of road is being promoted by the county council following a review last year which showed that the recorded mean speed was more consistent with a 50mph speed limit than the present limit of 60mph.

- 3.5 It is less straightforward comparing the A1198 as the Department for Transport 'A' road accident rates do not separate out dual carriageways (which have lower rates than single carriageway roads). The length of the A1198 in question mostly has a 60 mph speed limit but a short section at the southern end is more urban and is subject to a 30mph limit. The national rates for rural, urban and combined rates are quoted for this section. Allowing for the mixed environment on this section, the accident record on the whole section does not suggest anything of particular significance in safety terms. However, following a review last year, in light of the recorded mean speeds, the speed limit on the length between the Whaddon turn and Bassingbourn village is being reduced from 60 mph to 50 mph.
- 3.6 One of the 22 accidents involved a fatality. This occurred in 2010 on the B1042 near Valley Farm and involved a collision between a car turning right and an oncoming car.
- 3.7 None of the 22 accidents involved a bus. One accident on the A1198 involved a heavy commercial vehicle.

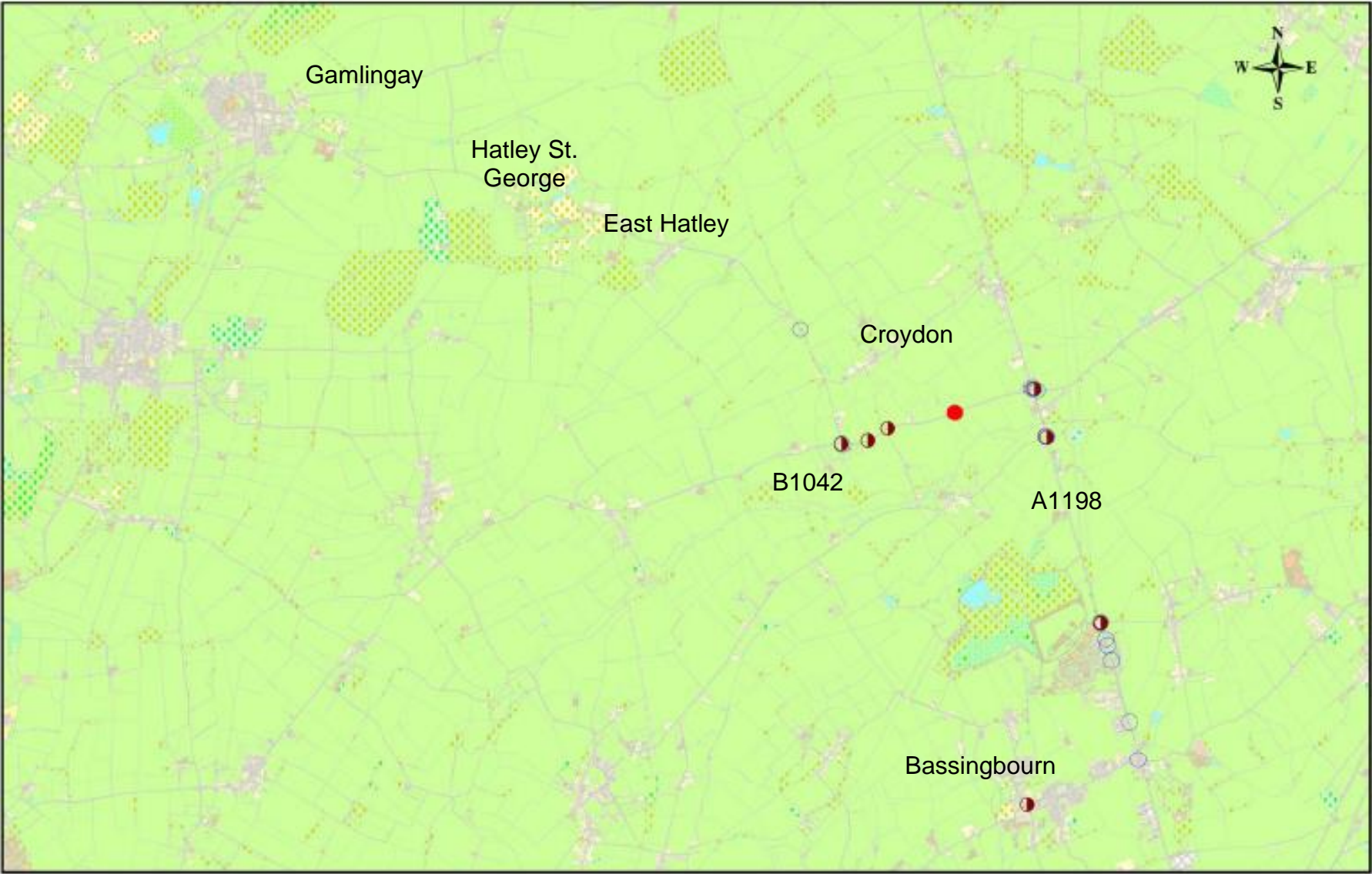
4. OTHER CONSIDERATIONS

- 4.1 Currently, the potential route is not used to any significant degree by scheduled bus services. The C2 service between Hatley and St. Neots uses the route twice on a Thursday between Hatley St. George and the B1042, turning off at the Croydon junction.
- 4.2 However, two current school bus contracts proceed via Croydon Hill as part of their route; one operating to Gamlingay Village College, the other to Stratton Upper School, Biggleswade. Two school bus services operating to Bassingbourn Village College and Petersfield School, Orwell also run part way up Croydon Hill before turning into Croydon village. In September, another school bus service to Bassingbourn Village College will have its route changed to serve Hatley St. George, via Croydon Hill.
- 4.3 The precautionary winter gritting routes cover all sections of the potential bus route although the sections between Gamlingay and the B1042 and through Bassingbourn village would not be gritted during any periods when salt supplies reach low levels and a reduced gritting regime has to be implemented.

5. CONCLUSIONS

- 5.1 Overall, the injury accident assessment does not highlight anything of statistical concern that would warrant not using the route for the transporting of pupils to Bassingbourn Village College by bus. Bus services currently use the potential route, some of which proceed via Croydon Hill.
- 5.2 The severity level (fatal and serious accidents) for the B1042 is above the norm for the class of road but analysis of individual accidents shows that none of the accidents involved large vehicles and only one occurred at a time that school bus movements would be expected to use the route.

INJURY ACCIDENT LOCATIONS
(2008-2010)



APPENDIX A

INJURY ACCIDENT ANALYSIS

Link	Length (Km)	Length (miles)	3-year injury accidents (2008-2010)				Daily Traffic (Motor vehicles)	Accident rate per billion vehicle miles	GB average accident rate per billion vehicle miles (2009)
			Fatal	Serious	Slight	Total			
Unclassified road Gamlingay to B1042	8.75	5.4	0	0	1	1	1,000 (assumed level)	168	558 (other rural roads)
B1042	2.4	1.5	1	3	1	5	6,118	500	558 (other rural roads)
A1198	4.67	2.9	0	4	11	15	12,130	389	325 (rural 'A' roads) 902 (urban 'A' roads) 534 (All 'A' roads)
The Causeway, Bassingbourn	1.51	0.9	0	1	0	1	2,000 (assumed level)	487	813 (other urban roads)