

## Road Safety Schemes 2022/23

To: Highways and Transport

Meeting Date: 12 July 2022

From: Steve Cox, Executive Director, Place and Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: To agree road safety schemes to be delivered in 2022/23

Recommendation:

a) To approve the capital programme of Safety schemes for 2022/23 outlined in Appendix A; and

b) To note the schemes being delivered by GCP as set out in Appendix B

Officer contact:

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Member contacts:

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## 1. Background

- 1.1 This paper outlines how road safety schemes are currently identified, the number of schemes that are in the pipeline, and specific funding issues relating to schemes identified for the current programme.

### Site Identification Criteria

- 1.2 A list of collision 'cluster sites' is generated on an annual basis, usually in June, based on the most recent 3 calendar year period (i.e., 2020 list uses 2017-19 data). A location will be added to the list if it has a record of 3 collisions resulting in fatal or serious injury (KSI) or 6 slight injury collisions at a junction or within a 100m length. There are 45 sites on the most current list (2020), the majority of which are in Cambridge City. These sites are listed in priority order based on a weighted score using collision severity.
- 1.3 The above is based on the criteria for single junctions and 100m sections. A separate analysis is planned which will identify high risk routes or longer sections. At present routes are analysed manually based on a high number of KSI collisions over a longer length (e.g. A142 Chatteris to Ely) or highlighted by national reports (e.g. <https://roadsafetyfoundation.org/project/looking-back-moving-forward/>).

## 2. Main Issues

### 2.1 Pipeline and Funding

The Road Safety Budget is currently £594k per annum. This covers design and investigation for future schemes, as well as scheme delivery. Due to the cost and complexity of schemes, in many cases design and delivery cross over two or more financial years. Appendix A lists the proposed programme of capital safety schemes for 2022/23 for approval.

### 2.2 Update on 2021/22 Schemes

### 2.3 Wheatsheaf Crossroads

In September 2021, the Highways and Transport Committee considered intervention options in this location and agreed to progress a traffic signal solution. Building on the strategic outline business case provided by Milestone, County officers have been working up design and costs, and undertaking site investigation, mindful of utilities in the vicinity of the site. Target construction is 23/24.

### 2.4 Puddock Road

The 2.5km single-track stretch of Puddock Road heading south from Fortyfoot Bank has seen 4 fatal collisions where a vehicle left the road and entered the adjacent drain.

Outline options have been developed, survey work was undertaken to determine if severing the route is appropriate, as it is used as an alternative to the main routes via Ramsey or Chatteris.

Informal consultation has ruled out options associated with severing the route, and therefore alternative, physical solutions are proposed for 22/23.

It is proposed that a scheme is designed and implemented in 2022/23 using the road safety budget. Provisional allocation: £400k

## 2.5 Cluster List

The cluster list is attached as Appendix [B]. These locations are already subject to review as part of wider programmes and commentary on the status of these is included within the appendix.

## 2.6 2022/23 Recommendations

### 2.7 Puddock Road – Estimated £400k

As highlighted above, informal engagement has highlighted that Traffic Regulation Order based solutions will not be acceptable, and therefore a physical solution should be explored and implemented.

A scheme to design and deliver physical measures is proposed for 2022/2023 to address safety issues in this location, which is subject to a coroner inquest.

### 2.8 Design for future years - iRAP – £100k

In line with the system-based approach to road safety as endorsed by the Vision Zero Partnership, the County Council recognises the need for proactive safety investment. The current prioritisation is based on collision records and retrospective intervention.

In 2022/23 it is proposed to allocate £100k to develop a proactive Investment Plan on priority routes (main A roads), using the iRAP methodology; The programme aims to reduce death and serious injury through a proactive programme of systematic assessment of risk, identifying major shortcomings that can be addressed by practical road improvement measures.

### 2.9 Minor Improvements – £94k

It is proposed to allocate the remainder of the 2022-23 Road Safety Budget to any small measures that are identified as part of ongoing investigation processes by the County Council Road Safety Team.

## 3. Alignment with corporate priorities

### 3.1 Environment and Sustainability

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

### 3.2 Health and Care

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

### 3.3 Places and Communities

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

### 3.4 Children and Young People

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

### 3.5 Transport

- Road Safety schemes are designed to reduce the risk of harm to road users from road traffic collisions

## 4. Significant Implications

### 4.1 Resource Implications

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

- The required resources have been made available to deliver the programme of projects, which will be funded from the Highways capital budget.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- In delivering the 22/23 road safety programme, works will be procured in full accordance with the County Council's procurement policies.

### 4.3 Statutory, Legal and Risk Implications

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

- Under Section 39 of the Road Traffic Act 1988 the Council has a statutory duty to "prepare and carry out a programme of measures designed to promote road safety... must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area [and] in the light of those studies, **take such measures as appear to the authority to be appropriate to prevent such accidents**, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads." [bold formatting added by author for emphasis]

#### 4.4 Equality and Diversity Implications

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

- Residents in lower Index of Multiple Deprivation (IMD) quintiles are at higher risk of being involved in a collision as are younger drivers.
- Older drivers are more likely to sustain serious or fatal injuries in collisions due to their frailty.
- An Equality Impact Assessment screening form for the selection of road safety schemes can be found in Appendix C.

#### 4.5 Engagement and Communications Implications

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

- Serious road traffic collisions attract significant media attention and the Council's actions to reduce their occurrence comes under regular media scrutiny.

#### 4.6 Localism and Local Member Involvement

There are no significant implications within this category

#### 4.7 Public Health Implications

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

- Road traffic collisions have a significant burden on health services.
- Public Health indication 1.10, KSI casualties per 100,000 population, is currently red for Cambridgeshire across all districts.

#### 4.8 Environment and Climate Change Implications on Priority Areas

Any road schemes such as those outlined in the paper will have some environmental impacts. These will be minimised as far as possible through the individual scheme designs

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

Explanation: There are no significant implications within this category

##### 4.8.2 Implication 2: Low carbon transport.

Neutral Status:

Explanation: There are no significant implications within this category

##### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status:

Explanation: There are no significant implications within this category

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status:

Explanation: There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation: There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.

Neutral Status:

Explanation: There are no significant implications within this category

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Neutral Status:

Explanation: There are no significant implications within this category

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

## 5. Source documents guidance

## 5.1 Source documents

List of Road Safety schemes for delivery in 2020/21  
Equality Impact Assessment screening form

## 5.2 Location

List of Road Safety schemes for delivery in 2020/21 – Appendix A  
Equality Impact Assessment screening form – Appendix B  
Milestone Option Report – available on request

## Appendix A

### PROPOSED ROAD SAFETY SCHEMES 2022/23

	Parish/Town	Street	Location	Works	Budget 2022/23
<b>HUNTS</b>					
UNC	Warboys / Ramsey / Doddington / Benwick*	Puddock Road	Single-track section of Puddock Road south of Ramsey Forty Foot	Design and implementation of physical measures	£400k
<b>COUNTY WIDE</b>					
	County wide	Minor Improvements	Various	Minor improvements identified following cluster site or fatal investigations and non-injury sites with potential for high severity	£94,000
	County wide	Advanced design	Various	Proactive safety assessments and design for future years	£100,000
				TOTAL	£594,000

\*main section is in Huntingdonshire but crosses border into Fenland

## Appendix B

### Current status of sites on the 2021 Cluster Site List

ClustID	Location	Current status	
1	A1307 HILLS RD CAMBRIDGE	Hills Road safety scheme (major projects) currently in design	
2	TRUMPINGTON ROAD AT JN WITH THE FEN CAUSEWAY	Investigation required to link in with City Access Study	
41	BROOKS ROAD A1134 COLDHAMS LANE	To be covered by GCP Cycling Plus Scheme	
3	BARNWELL ROAD 60 METRES S OF JUNCTION WITH NEWMARKET ROAD	To be covered by GCP Cambridge Eastern Access	
116	ELIZABETH WAY JW MILTON ROAD	To be covered by GCP Milton Road scheme	
45	C294 ST ANDREWS ST JUNCTION C295 NATIONAL WESTMINSTER BANK	Cycling team - signals and signage improvements recently completed	
4	CHERRY HINTON ROAD ROUNDABOUT WITH MOWBRAY ROAD A1134	To be covered by GCP Cycling Plus Scheme	
134	MILL ROAD - 27 METRES FROM JUNCTION WITH ARGYLE STREET	Hold following GCP consultation on Mill Road	
18	DEVONSHIRE RD OS DEVONSHIRE ARMS PH CAMBRIDGE	Hold following GCP consultation on Mill Road	
37	A1307 HILLS RD BROOKLANDS AV CAMBRIDGE	To be covered by GCP Cycling Plus Scheme	
89	MAIDS CAUSEWAY ROUNDABOUT VICTORIA ROAD CAMBRIDGE	For investigation by Road Safety Engineers	
101	CHESTERTON LANE (A1303) AT JUNCTION WITH CASTLE STREET	This is no longer a cluster site	
131	ELIZABETH WAY (A1134) AT JUNCTION WITH NEWMARKET ROAD (A1134).	To be covered by GCP Cambridge Eastern Access	
139	MILL ROAD AT JN WITH MACKENZIE ROAD	Hold following GCP consultation on Mill Road	
11	QUEENS ROAD JW MADDINGLEY ROAD	To be covered by GCP Madingley Road scheme	
16	MILL RD JUNCTION EAST RD CAMBRIDGE	Hold following GCP consultation on Mill Road	
124	BEEHIVE CENTRE ROUNDABOUT	Investigation required	
127	FENDON ROAD (A1307) AT JUNCTION WITH QUEEN EDITH'S WAY (A1134).	Dutch Roundabout installed 2020 - no further action at present	
130	HIGH STREET AT JUNCTION WITH UNION LANE.	Significant drop in collision record - no further action at present	
135	TRUMPINGTON ROAD A1134 AT JN WITH BATEMAN STREET	Currently under investigation	
46	SOMERSHAM ROAD B1040 AT JN WITH BLUNTISHAM HEATH ROAD	Signals to be installed	

90	BABRAHAM ROAD A1307 HAVERHILL ROAD	To be covered by GCP A1307 scheme
60	SIXTEEN FOOT BANK B1098 AT JN WITH MANEA ROAD B1093	Milestone Options report completed early 2022 but will not be a cluster site when the 2022 cluster list is generated
62	WATERBEACH A10 DENNY END ROAD	Covered by Waterbeach New Town works
83	A1303 AT JN WITH SWAFFHAM HEATH ROAD	Junction to be staggered 22/23
54	STATION ROAD JUNCTION BACK HILL AND BROAD STREET	Cycling improvement scheme completed 2021
97	ST NEOTS ROAD, ELITSLEY B1040 JUNCTION	To be covered by National Highways A428 scheme
21	ST IVES ROAD A1096 60 METRES SOUTH OF JUNCTION WITH CAMBRIDGE ROAD A14	Safety scheme installed, significant reduction in collision record
135	SOHAM BYPASS (A142) AT JUNCTION WITH NORTHFIELD ROAD	No longer a cluster site, to be considered under wider route study
136	FENLAND WAY (A141) ROUNDABOUT AT JUNCTION WITH ISLE OF ELY WAY (A141).	No longer a cluster site, no action at present
96	B1043 HUNTINGDON STREET AT JN WITH B1428 CAMBRIDGE STREET	To be treated as part of St Neots Access Strategy
132	ERMINE WAY (A1198) AT JUNCTION WITH A603	No longer a cluster site, no action at present

### Update on GCP Schemes

41	BROOKS ROAD A1134 COLDHAMS LANE	GCP Cycling Plus Scheme - in early development. Delivery approximately 2026
3	BARNWELL ROAD 60 METRES S OF JUNCTION WITH NEWMARKET ROAD	GCP Cambridge Eastern Access in options development. Delivery approximately 2027
116	ELIZABETH WAY JW MILTON ROAD	GCP Milton Road scheme - due to begin construction in July 2022 with a approx. two year construction period
4	CHERRY HINTON ROAD ROUNDABOUT WITH MOWBRAY ROAD A1134	GCP Cycling Plus Scheme in early development. Delivery approximately 2026
134	MILL ROAD - 27 METRES FROM JUNCTION WITH ARGYLE STREET	Hold following GCP consultation on Mill Road - the outcome of this will be reported to the County Council's Highways and Transport committee later in 2022
18	DEVONSHIRE RD OS DEVONSHIRE ARMS PH CAMBRIDGE	Hold following GCP consultation on Mill Road the outcome of this will be reported to the County Council's Highways and Transport committee later in 2022

37	A1307 HILLS RD BROOKLANDS AV CAMBRIDGE	GCP Cycling Plus Scheme - in early development. Delivery approximately 2026
131	ELIZABETH WAY (A1134) AT JUNCTION WITH NEWMARKET ROAD (A1134).	GCP Cambridge Eastern Access - in options development. Delivery approximately 2027
139	MILL ROAD AT JN WITH MACKENZIE ROAD	Hold following GCP consultation on Mill Road - the outcome of this will be reported to the County Council's Highways and Transport committee later in 2022
11	QUEENS ROAD JW MADINGLEY ROAD	GCP Madingley Road scheme in preliminary design, due to open in approx. 2025
16	MILL RD JUNCTION EAST RD CAMBRIDGE	Hold following GCP consultation on Mill Road the outcome of this will be reported to the County Council's Highways and Transport committee later in 2022

## Appendix C - Equality Impact Assessment – Screening Form

For employees and/or communities

### Section 1: Proposal details

Directorate / Service Area:		Person undertaking the assessment:	
Highways, Highway Projects and Road Safety		<b>Name:</b>	Matt Staton
<b>Proposal being assessed:</b>		<b>Job Title:</b>	Highway Projects and Road Safety Manager
Road Safety Schemes 2020/21		<b>Contact details:</b>	01223 699652 <a href="mailto:Matt.staton@cambridgeshire.gov.uk">Matt.staton@cambridgeshire.gov.uk</a>
<b>Business Plan Proposal Number:</b> (if relevant)		<b>Date commenced:</b>	06/06/2022
		<b>Date completed:</b>	06/06/2022
<b>Key service delivery objectives:</b>			
<p>Each year the road collision and casualty data for the preceding 5-year period is collated and analysed, including the latest collision cluster site list for the county. The cluster site list comprises sites where there have been at least 6 reported collisions involving personal injury or at least 3 involving a fatality or serious injury within 100m in the preceding 3 full calendar years.</p> <p>These sites are then subject to investigation by the road safety team and interventions identified to address the causes of collisions at these sites.</p> <p>Identified schemes are put forward to Highways and Infrastructure committee for approval within the £594k budget identified for road safety capital schemes.</p> <p>This includes an element of funding for design of schemes for future years and to address any issues identified in-year as a result of fatal collision investigations.</p>			
<b>Key service outcomes:</b>			
Reduction in road casualties			
<b>What is the proposal?</b>			
The proposal is to introduce schemes at the identified locations to reduce the risk of personal injury collision, in particular collisions resulting in serious injury or death.			
<b>What information did you use to assess who would be affected by this proposal?</b>			

Road casualty and collision data, including demographic profiles of those involved

**Are there any gaps in the information you used to assess who would be affected by this proposal?**

Information is limited to those meeting the definition outlined in the [Department for Transport's STATS 20 guidance](#):

*All road accidents involving human death or personal injury occurring on the Highway ('road' in Scotland) and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported. This is a wider definition of road accidents than that used in Road Traffic Acts.*

Information on collisions not resulting in serious injury is unreliable in its consistency, and while anecdotal reports of incidents can prove useful once a site is identified for investigation these are not used in the identification of sites to enable a more consistent approach to be applied. It is however recognised that collisions resulting in slight injury are also significantly underreported, particularly those involving cyclists.

**Who will be affected by this proposal?**

The proposal will affect all road users at these specific locations, but will have a disproportionate impact on those resident in the local area or those that use the routes for regular journeys.

It is expected that the changes made will improve the situation for these road users with reduced risk of being involved in a road traffic collision at these locations.

## Section 2: Identifying impacts on specific minority/disadvantaged groups

Consider each characteristic / group of people and check the box to indicate there is a foreseeable risk of them being negatively impacted by implementation of the proposal, including during the change management process.

You do not need to be certain that a negative impact will happen – at this stage it just needs to be foreseeable that it could, unless steps are taken to manage this.

Scope of this Equality Impact Assessment					
<i>Check box if group could foreseeably be at risk of negative impact from this proposal</i>					
Note *= protected characteristic under the Equality Act 2010					
*	Age	<input type="checkbox"/>	*	Disability	<input type="checkbox"/>
*	Gender reassignment	<input type="checkbox"/>	*	Marriage and civil partnership	<input type="checkbox"/>
*	Pregnancy and maternity	<input type="checkbox"/>	*	Race	<input type="checkbox"/>
*	Religion or belief (including no belief)	<input type="checkbox"/>	*	Sex	<input type="checkbox"/>
*	Sexual orientation	<input type="checkbox"/>	X		
	Rural isolation	<input type="checkbox"/>		Poverty	<input type="checkbox"/>

### Next steps:

If you have checked one or more boxes above, you should complete a full Equality Impact Assessment form.

If you have not checked any boxes, please continue to complete this screening form.

### Section 3: Explanation of 'no foreseeable risk' EIA screening

Explain why this proposal will not have a foreseeable risk of negative impact for each group. Provide supporting evidence where appropriate. Where the same explanation applies to more than one group, state it in the 'Reasons' column for the first relevant group and put 'as per [first group name] above' to reduce duplication.

For example: *'This proposed process combines two previous processes which both had robust EIAs prior to implementation. This process does not introduce any new content. So, no foreseeable risk of negative impact has been identified.'*


		<b>Characteristic / group of people</b>	<b>Explanation of why this proposal will not have a foreseeable risk of negative impact</b>
1	*	Age	While younger and older road users are more at risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.
2	*	Disability	While road users with disability are more at risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group
3	*	Gender reassignment	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
4	*	Marriage and civil partnership	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
5	*	Pregnancy and maternity	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
6	*	Race	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
7	*	Religion or belief (including no belief)	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
8	*	Sex	While male road users are more at risk of involvement in a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.

9	*	Sexual orientation	The proposals are expected to improve safety at the identified locations so no foreseeable risk of negative impact has been identified.
10		Rural isolation	While rural residency has been associated with risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.
11		Poverty	While poverty has been associated with risk of injury as a result of a road traffic collision, the proposals are expected to improve safety at these locations and therefore have a positive impact on this group.

## Section 4: Approval

*Note: if there is no information available to assess impact, this means either information should be sought so this screening tool can be completed, or information should be gathered during a full EIA.*

I confirm that I have assessed that a full Equality Impact Assessment is not required.

<b>Name of person who completed this EIA:</b>	Matt Staton
<b>Signature:</b>	
<b>Job title:</b>	Highway Projects & Road Safety Manager
<b>Date:</b>	07/02/2020

I have reviewed this Equality Impact Assessment – Screening Form, and I agree that a full Equality Impact Assessment is not required.

<b>Name:</b>	David Allatt
<b>Signature:</b>	
<b>Job title:</b> <i>Must be Head of Service (or equivalent) or higher, and at least one level higher than officer completing EIA.</i>	Assistant Director – Transport Strategy and Network Management
<b>Date:</b>	06 June 2022