

Report title: Road Safety Programme 2023-2024

To: Highways and Transport Committee

Meeting Date: 04 July 2023

From: Executive Director; Place and Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Outcome: To agree road safety schemes to be delivered in 2023 - 2024

Recommendation: a) To approve the capital programme of Safety schemes for 2023/24 outlined in Appendix A

b) To note the schemes being delivered by the Greater Cambridge Partnership as set out in Appendix B

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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. 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 36 sites on the current list (2022), the majority of which are in Cambridge City. These sites are listed in priority order based on a weighted criteria rating using collision severity. In parallel, the County Council is seeking to advance a means of proactive investment based on risk assessment of all A roads.
- 1.3 In addition, the County Council has made additional funding available for 20mph zones. The emerging Local Transport and Connectivity Plan places road safety as a key pillar, and we have seen investment from the Cambridge and Peterborough Combined Authority (CPCA) in schemes that will improve road safety (including at Addenbrookes Roundabout, and for additional 20mph schemes), through an allocation from its Transforming Cities funding.
- 1.4 Cluster sites are identified as those sites where there have been 3 or more Killed or Seriously Injured collisions (KSI) or 6 collisions of any severity at a junction or 100m length over the most recent 3 calendar year period. Fatal collisions are weighted at 4, serious injury is weighted at 3 and slight injury is weighted at 1.
- 1.5 The collision weightings used by the Council are longstanding having been in place for many years. We are unaware of any specific guidance on this from DfT. They can be changed; however, this would make it more difficult to make direct comparisons between sites over several years.
- 1.6 Other authorities do use different weightings. For example, National Highways use weightings of 100, 10 and 1 but also use other information such as traffic volumes and collision density to assist in the analysis. Devon County Council use weightings based upon the ratio between costs associated with collisions of different severity types and use weightings of 7.1, 4.5 and 1.
- 1.7 The Department for Transport has recently amended the casualty definitions. Fatal and slight injury collisions will remain the same, but the serious category will be split into very serious, moderately serious and less serious. DfT has not yet set a timescale for this change to be reflected at a local level and these additional categories are not currently available in our data. When these changes are implemented, it may become appropriate to reconsider the CCC weightings.

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 2023/24 for approval.

2.2 In addition to this Road Safety funding, the County Council works with partners to support achievement of road safety objectives through other funding sources. The Council delivers a programme of road safety education activity and, through the Vision Zero Partnership, works closely with partners from the emergency services, the East of England Major Trauma Centre (Addenbrooke's), National Highways, Office of the Police and Crime Commissioner, and Road Victims' Trust to undertake coordinated casualty reduction activity.

Update on 2022/23 Schemes

2.3 **Wheatsheaf Crossroads**

Following a decision in September 2021 to install a traffic signal control junction, the crossroads on the B1040 Somersham Road/Wheatsheaf Road/Bluntisham Heath Road is to be converted to a traffic signal-controlled junction, to reduce the number of collisions involving drivers failing to give way. The design process is expected to be completed in July 2023 when we will move into the procurement phase. Construction is anticipated to commence in March 2024 for approximately 6 months. The estimated cost is £6.8M, with approved full funding through County borrowing, Community Infrastructure Levy, and Road Safety budget.

2.4 **Puddock Road**

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

Outline options have been developed. Informal consultation generated significant opposition and no support for the option of developing traffic management interventions associated with severing the route, and this option has not been progressed. Alternative, physical solutions were proposed to be developed in 2022/2023 using a £400k allocation made through Highways and Transport Committee on 12 July 2022.

A design has been developed to install a vehicle restraint system along the section of Puddock Road where the incidents have occurred. The scheme has a construction cost estimated at £1.3M (This does not represent the total cost of the project which is still being considered). Alternative designs are currently being considered, including the potential for a slight widening of Puddock Road so that a suitable edge of carriageway road marking could be installed, such as "rib line". This would give drivers a vibration to warn them that they were too close to the edge of the carriageway. In addition, consideration would be given to

the road surface and any changes in the profile of the road surface that could be made.

2.5 **Swaffham Heath**

The crossroads at Swaffham Heath Road on the A1303 is to be converted to a staggered junction. The design process is complete, however, there has been a delay with the land purchase and negotiations are still ongoing. Other steps have been taken so that as soon as the land is purchased, we will be able to move quickly into the mobilisation and construction phase. The full cost is estimated to be £1.103M, which includes an additional £200K risk allocation.

2.6 **International Road Assessment Programme (iRAP)**

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. The County allocated £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. Procurement for this work is live and it is anticipated to be complete in the autumn.

2.7 **Cluster List**

The provisional cluster site lists for 2023 are attached at Appendix B. The final list cannot be generated until DfT has formally confirmed that all collision data for the UK has been verified for 2022. It is anticipated that this will be complete by summer 2023.

Table 1 of the appendix shows cluster sites identified under the general cluster criteria (6 or more personal injury collisions of any severity at a junction or over 100m, during the most recent 3 calendar year period).

Table 2 of the appendix shows cluster sites identified under the KSI criteria (3 or more KSI collisions at a junction or over 100m, during the most recent 3 calendar year period).

The lists currently include all sites for Cambridgeshire and Peterborough including National Highways sites. There is some overlap of the lists as some sites qualify under both sets of criteria. Sites that appear on the KSI cluster list but not on the All-Severity list have been highlighted. The total number of sites for which CCC is the highway authority is 31. In 2022 the number of sites was 36. It should be borne in mind that the most recent 3 calendar year period is 2020 – 2022 which included a substantial period of lockdown and we are still seeing the effects of this in the number of collisions. The 2020 list, which covered the pre-lockdown period 2017-2019 listed 45 sites.

2.8 A high proportion of cluster sites are within Cambridge City and the majority of these (13) are within wider GCP schemes such as Milton Road, Cambridge Eastern Access, Madingley Road or the Cycling Plus schemes on the A1134 and A1307.

Of the remaining 9, minor measures were installed at Trumpington Road/Lensfield Road by the Council's Projects team towards the end of 2022. Conflict point and near miss monitoring cameras will be installed at the Fendon Road roundabout to identify how the junction is being used and to help identify potential improvements. Monitoring will be carried out for a year. The Beehive Centre access will be treated as part of development works.

Of the 9 sites outside Cambridge, 2 have been reviewed and measures installed (A141/A605 junction and A1303/Little Wilbraham Road). Views Common Link Road has had improvements to the traffic signals.

Three sites have been allocated to officers for review (Woodwalton, Harecroft Street, Byall Fen Drove).

This leaves a total of 9 sites across the County to be reviewed by officers.

2023/24 Recommendations

2.9 Puddock Road – Estimated £300k

Additional funding is sought as part of the 23/24 Road Safety programme to continue option assessment, design and implementation by the County Council's Complex Infrastructure Team.

2.10 Swaffham Heath / Minor Works – £200k – Note the Risk allocation needed for Swaffham Heath. Any unspent to be redirected to Minor Works, on top of £54k - any small measures that are identified as part of ongoing investigation processes by the County Council Road Safety Team. This includes investigation of the sites of road traffic collisions resulting in fatalities.

2.11 A141– £44k - The A141 south of Wimblington was the site of a fatal collision in 2022 in which a southbound vehicle left the road to the nearside, overcorrected and crossed into the path of an oncoming vehicle. There is significant evidence of verge overrun and compaction in this area which suggests that a number of vehicles have veered onto the verge. This has been treated to date through the use of planings to bring the verge level back to the level of the carriageway and hazard marker posts to highlight the alignment. The road safety team proposes to carry out investigations into this area to identify whether there are any underlying issues that may cause a driver to inadvertently leave the carriageway in this location.

3. Alignment with ambitions

3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes

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

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

3.2 Travel across the county is safer and more environmentally sustainable.

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

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

3.3 Health inequalities are reduced.

There are no significant implications within this category.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

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

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

3.5 Helping people out of poverty and income inequality.

There are no significant implications within this category.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

There are no significant implications within this category.

3.7 Children and young people have opportunities to thrive

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

- 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 point sets 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

The following bullet point sets out details of significant implications identified by officers:

- In delivering the 23/24 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 point sets 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 point sets 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 Climate Change and Environment Implications on Priority Areas:

The following bullet point sets out details of significant implications identified by officers:

- 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: David Parcell

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

Name of Officer: Clare Ellis

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

Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User?

Yes

Name of Officer: David Allatt

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Christine Birchall

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 Climate Change and Environment implications been cleared by the Climate Change Officer?

n/a

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 2023/24 – Appendix A
Equality Impact Assessment screening form – Appendix C