



Cambridge City Council

To: Cllr Tim Ward, Executive Councillor for
Planning and Sustainable Transport
Report by: Simon Payne, Director of Environment
**Relevant scrutiny
committee:** Environment 26th June 2012
Wards affected: Coleridge

Project Appraisal and Scrutiny Committee Recommendation

Project Name: Perne Road Roundabout

Recommendation/s

Financial recommendations:

- The Executive Councillor is asked to approve the commencement of this scheme, which is already included in the Council's Capital & Revenue Project Plan.
- The total cost of phase 2 of the project is £103,000.00 funded from the Capital Joint Cycleway Programme (PR007).
- There are no ongoing revenue implications arising from the project, as maintenance will be the responsibility of Cambridgeshire County Council.

Procurement recommendations:

- This scheme will be procured direct from the County Councillor's compliantly procured contractor. If the project estimate exceeds the estimated contract value by more than 15%, the permission of the Executive Councillor and the Director of Resources will be sought before proceeding."

1 Summary

The aim of the project is to improve the safety of the Perne Road/Radegund Road/Birdwood Road roundabout for cyclists and pedestrians. Following the issues raised through the consultation phase, the project has been divided into two phases.

Phase 1: of the project will be to widen the roundabout island with an overrun strip to reduce traffic speeds and the trial of a further reduction in the carriageway widths on the roundabout and at entry/exit points.

Phase 2: will be the permanent implementation of the trialled works subject to the positive outcome of the trial following further consultation, to be agreed by Ward Councillors and the Executive Councillor for Planning and Sustainable Transport.

1.1 The project

Target Dates:	
Start of Phase 1	Autumn 2012
Detailed Project Design	Winter 2012
Start of Phase 2	Spring 2013
Completion of Project	Summer 2013

1.2 The Cost

Total Project Cost	£ 103,000
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Cost Funded from:

Funding:	Amount:	Details:
Capital Programme	£ 103,000	Capital & Revenue Project Plan (PR007).

1.3 The Procurement

If approved, the works will be undertaken by the County Council's contractor. This contractor was appointed by the County Council following a competitive tender process in accordance with its contract regulations. The contract will comply with the requirements of the City Council's Contract Procedure Rules by virtue of Rule 6.2 as the County Council is a Central Purchasing Body for the purposes of the City Council's Rules.

2 Project Appraisal & Procurement Report

2.1 The Project

The current layout of this roundabout allows vehicles to use the fastest and most direct line through the roundabout, which means that speeds are high and it is extremely hostile for cyclists and pedestrians. This roundabout is in the top ten accident sites in the City for cyclists.

There are also currently no crossing facilities for pedestrians across the roundabout arms of junctions with Perne Road/Birdwood Road and Perne Road/Radegund Road, both of which have schools/colleges located on them.

The proposal significantly reduces the circulatory width of the carriageway around the roundabout and tightens both the exits and entries onto the roundabout.

The design follows guidance from the Department for Transport on making roundabouts more cycle-friendly (Traffic Advisory Leaflet 9/97 – Cyclists at Roundabouts: Continental Design Geometry). The change in geometry would ensure that drivers keep their speeds low to negotiate the tighter turns with an overrun area provided for larger vehicles. This would improve safety for all, particularly for on-road cyclists.

Following the results of the consultation which identified significant concerns regarding the effect on traffic flow and possible pinch points being created for cyclists it is proposed that the layout is trialled and the effects monitored. It is also proposed that the widening of the roundabout with an overrun strip is implemented as this will still leave a wide circulatory width but will encourage lower circulatory speeds, as most vehicles will have to take a less direct line to negotiate the roundabout.

The proposed layout would provide significant improvements for pedestrian safety with the introduction of uncontrolled crossings points along existing pedestrian desire lines on the arms of Perne Road/Birdwood Road and Perne Road/Radegund Road of the roundabout where currently no crossing facilities exist. It will also present an opportunity to improve the appearance of the area with additional trees and grass verges.

As well as the proposed layout a further option was considered which included an off-road option for cyclists, segregated from both the carriageway and pedestrians. This option was not progressed due to the significantly higher estimated cost; however, the proposed layout would not preclude an off-road facility being provided in the future if funding can be made available.

2.2 Aims & objectives

The project aims to promote the City Council Vision of ‘ A city where getting around is primarily by public transport, bike and on foot.’ It contributes to achieving this aim by improving safety for cyclists and pedestrians at this junction.

2.3 Major issues for stakeholders & other departments

After consulting Ward Councillors, public consultation took place in Feb/March 2012.

The City Council distributed 1500 leaflets (see Appendix B) to residents in the Perne Road area and the questionnaire was also available on the Cambridge City Council internet site.

Of the 1500 people consulted there was a total of 114 respondents to the question:

‘Do you support the proposed changes to the layout of the Radegund Road/Perne Road roundabout in order to improve the safety of cyclists and pedestrians?’

The results are shown in the table below, a further breakdown of these results can be seen in Appendix B:

Question	Agree	Disagree	Undecided	Total
1	69 (60.5%)	41 (36%)	4 (3.5%)	114

Most of the negative comments concerned the potential increase in congestion if cars are not able to get past stationary traffic. Of the other negative comments:

- Some thought it a waste of money and some suggested replacing the roundabout with traffic lights instead.
- Some raised the issue of roundabouts they felt were more dangerous such as on Cherry Hinton, Mowbray Rd and Coldham's Lane (Sainsbury's).
- Another frequent comment was the need for traffic calming on Birdwood Rd and parking issues near the Birdwood Rd arm of the junction.
- Some cyclists were concerned that a reduction in carriageway width would reduce safety for them, particularly on entering the roundabout.

- Some commuters using Public Transport were concerned with an increase of travel times.

Another frequent comment was the need for traffic calming on Birdwood Rd and parking issues near the Birdwood Rd arm of the junction.

Positive comments welcomed the scheme and highlighted the danger of the current situation felt by those using it on foot or by cycle.

With regard to stakeholders responses;

- St Bedes School were supportive whilst Coleridge Community College raised the concern that the alterations would create significant congestion at the junction of Perne Road and Radegund Road. Ridgefield Primary School has still to respond.
- Cambridgeshire Police supports any safety measures that promote safer driving and reduce accidents.
- Cambridgeshire Ambulance Service is still yet to respond.
- Cambridgeshire Fire Service has no comment on the scheme apart from the protection of Fire Hydrants within the vicinity of the scheme.
- Both the Cycling Campaign and the CTC were supportive in principle but were concerned that there were no off-road options proposed for less confident cyclists - the concern being that some cyclists may feel pinched at the narrower entrances onto the roundabout and may not be able to get past larger vehicles when the traffic is stationary. They also objected to the fact that the islands proposed for the Perne Rd arms of the roundabout did not have dropped kerbs.
- Ward Councillors did not want additional planting or possible sponsorship signage that would obscure user views across the roundabout.

2.4 Summarise key risks associated with the project

This location is a cycle accident cluster site and the project addresses the risk that people will not choose to walk or cycle because of the potential danger of negotiating the existing roundabout. The accident data shows that there have been 21 accidents over the last 5 years involving cyclists at this location, two of which were serious. This junction was also shown to be the 10th most dangerous junction in the city according to a report by the Department for Transport (see Appendix C).

It is felt that if the proposed alterations will mitigate the potential for further accidents on the roundabout and further promote the pedestrian/cycle friendly ethos that is promoted across the city. Failure to carry out the works may lead to further accidents and the possibility of a fatality. It may also lead to an increase in vehicular traffic caused by users who deem the roundabout too

dangerous to negotiate by cycle and the subsequent environmental impact that the increase in CO₂ emissions represents.

Delivery risks include possible unforeseen cost implications that have not been identified and factored into the budget estimate, as they will not be identified until the detailed design stage of the scheme has been completed.

Due to concerns regarding congestion and pinch points for cyclists it was decided to undertake a trial in order to monitor the effects of the revised layout. If the results of the trial are negative then the scheme may only be partially implemented. Whilst this is a risk, it is felt that the installation of the overrun strip has a stand-alone benefit of helping to reduce vehicular speeds.

2.5 Financial implications

- a. Appraisal prepared on the following price base: 2012/13
- b. Specific grant funding conditions are: *Not Applicable*.
- c. Other comments: *None*

2.6 Capital & Revenue costs

(a) Capital	£	Comments
Building contractor / works	103,000	
Total Capital Cost	103,000	

2.7 VAT implications

There are no VAT implications

2.8 Environmental Implications

Climate Change impact	
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Climate Change Rating: +L

It is envisaged that due to the increase in safety for pedestrians and cyclists using the roundabout, it will be in itself self-promoting, and in-turn encourage

more people to either cycle or walk to the surrounding schools/colleges and workplaces.

2.9 Other implications

The scheme will contribute to road safety targets.

2.10 Staff required to deliver the project

The project can be delivered within existing staff resources.

Project Officer 120 hours

Cycle Officer (City/County) 24 hours

2.11 Dependency on other work or projects

THE FRANCE-ENGLAND-FLANDERS-NETHERLANDS '2 SEAS'
INTERREG IVA PROGRAMME

An EU funding programme which aims to promote joint working and cross border co-operation between partner organisations on either side of a European land or maritime border.

2.12 Background Papers

N/A

2.13 Inspection of papers

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Date prepared:	21 st May 2012

CONTACT US
 If you have any queries please email clara.sashkin@cambridge.gov.uk or call 01223 457108. You can also contact one of your ward Councillors who are supporting the scheme.



February 2012



YOUR VIEWS

Please let us know what you think about the proposed changes in layout to the roundabout and return the form by 19th March 2012 using the freepost address below or alternatively fill out the questionnaire online at www.cambridge.gov.uk/consultations

SAFETY IMPROVEMENTS TO RADEGUND ROAD/ PERNE ROAD/ BIRDWOOD ROAD ROUNDABOUT

1. Do you support the proposed changes to the layout of the Radekund Road/Perne Road roundabout in order to improve the safety of cyclists and pedestrians?

YES NO

We are keen to hear your views on proposed changes to the roundabout in order to improve safety for cyclists and pedestrians.

2. How do you usually travel in this area? (Please circle all that apply to you)

Walk / Cycle / Public Transport/ Car / Other

What is the problem?
 The current layout of this roundabout allows vehicles to use the fastest and most direct line through the roundabout, which means that speeds are high and it is extremely hostile for cyclists and pedestrians. This roundabout is a known accident site for cyclists.

There are also currently no crossing facilities for pedestrians near the roundabout on Birdwood Road or Radekund Road, both of which have secondary schools located on them.

Comments

What is proposed?

The new layout (see overhead) significantly reduces the space for traffic around the roundabout and tightens both the exits and entries into the roundabout. The design follows guidance from the Department for Transport on making roundabouts more cycle-friendly.

The change in geometry will ensure that drivers keep their speeds low to negotiate the tighter turns with an overrun area provided for larger vehicles. This will improve safety for all, particularly for on-road cyclists.

The layout provides significant improvements for pedestrians with wide, direct crossings on the Birdwood Road and Radekund Road arms of the roundabout where currently no crossing facilities exist. It will also present an opportunity to improve the appearance of the area with additional trees and grass verges.

Funding

The scheme will benefit from European funding through the 2 Seas Blue Friendly Cities Project with additional funding from the Cambridge City Council and Cambridgeshire County Council jointly funded cycleways budget.

What happens next?

Below is an indicative timeline of key events:

- Public consultation Ends 19th March 2012
- City Council officers available for information at the East Area Committee 9th February 2012
- Public Exhibition (Coleridge School) 27th/28th February 6-8pm
- Scheme considered by City Council Environment Scrutiny Committee June 2012
- Consultation results considered by Cambridge Traffic Management Area Joint Committee July 2012
- Construction work starts on site if approved Autumn/Winter 2012

3. Please indicate which street you live on:

BUSINESS REPLY SERVICE
 Licence No. ANG6390

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**STREETS AND OPEN SPACES
 PROJECT DELIVERY
 CAMBRIDGE CITY COUNCIL**
 PO BOX 700
 CAMBRIDGE
 FREEPOST ANG 6390
 CB1 0JH

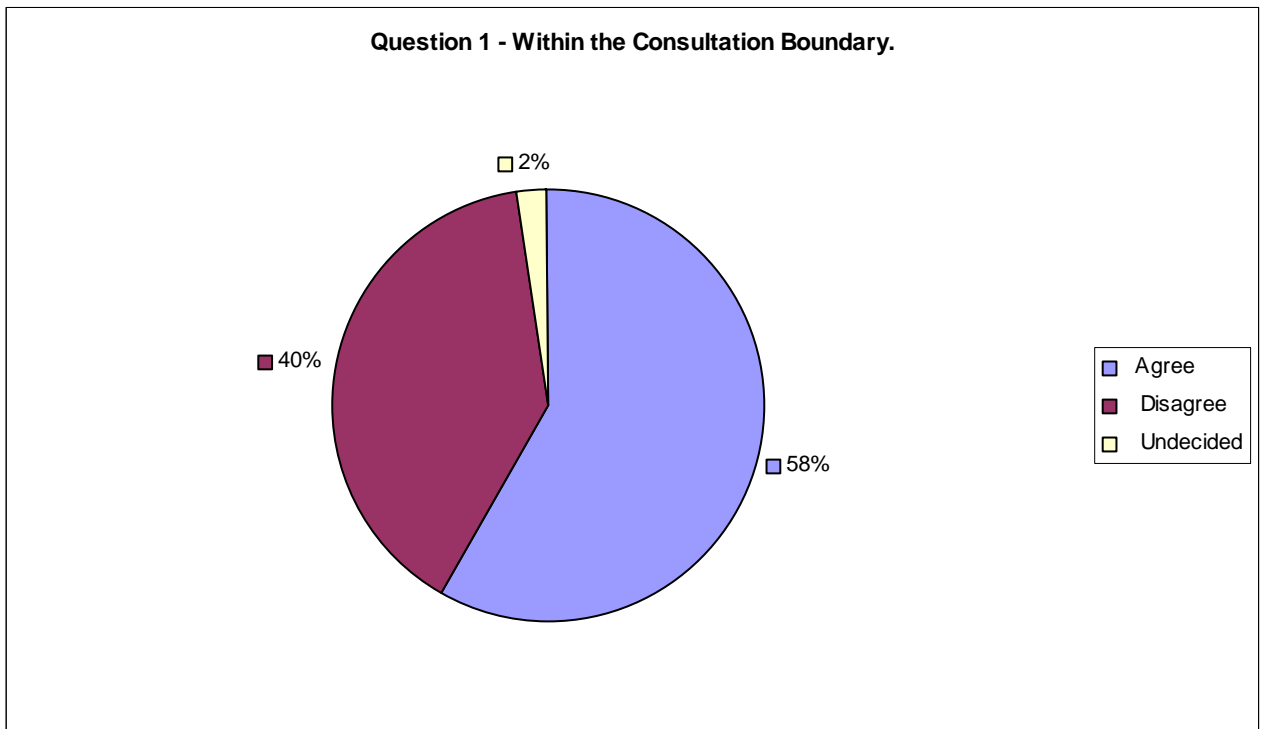


Number	Question
1	Do you support the proposed changes to the layout of the Radegund Road/Perne Road roundabout in order to improve the safety of cyclists and pedestrians?
2	How do you usually travel in this area? Walk / Cycle / Public Transport / Car / Other:

Within the Consultation Boundary

Question 1	Agree	Disagree	Undecided	Total
	54	37	2	93

Question 2	Walk	Cycle	Public Transport	Car	Other
Agree	43	36	28	31	3
Disagree	33	24	20	30	3
Undecided	2	2	0	1	0

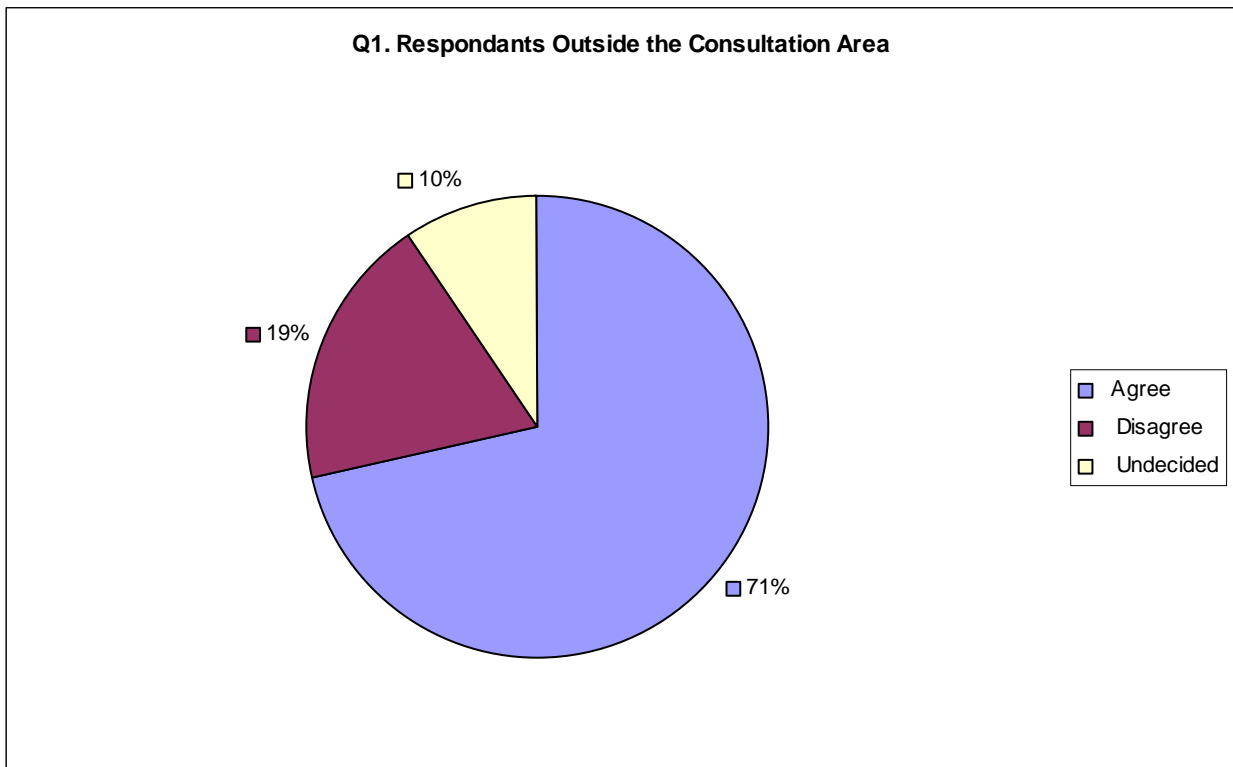


Number	Question
1	Do you support the proposed changes to the layout of the Radegund Road/Perne Road roundabout in order to improve the safety of cyclists and pedestrians?
2	How do you usually travel in this area? Walk / Cycle / Public Transport / Car / Other:

Within the Consultation Boundary

Question 1	Agree	Disagree	Undecided	Total
	15	4	2	21

Question 2	Walk	Cycle	Public Transport	Car	Other
Agree	2	14	1	5	0
Disagree	0	3	0	1	0
Undecided	1	1	1	0	0



Appendix C

As listed on cambridge-news.co.uk website on the 15/03/2012 and according to Department for Transport Figures (2005 – 2010).

<i>The worst 10 roads for cycle crashes:</i>		
Ranking	Location	No. of Accidents
1	Lensfield Rd/Trumpington St/The Fen Causeway	36
2	Queen Edith's Way/Fendon Rd/Hills Road Triangle	34
3	East Rd/Mill Rd	31
4	Lensfield Rd/Hills Rd	30
5	Maids Causeway/Victoria Ave/Jesus Lane Roundabout	27
6	Castle St/Northampton St/Chesterton Ln	26
7	Hills Rd/Cherry Hinton Rd	23
8	Milton Rd/Elizabeth Way Roundabout	23
9	Emmanuel St/St Andrews St/Downing St	20
10	Perne Rd/Radegund Rd/Birdwood Roundabout	15