



## Cambridge City Council

**To:** Cllr Tim Ward, Executive Councillor for  
Planning and Climate Change

**Report by:** Simon Payne, Director of Environment

**Relevant scrutiny  
committee:** Environment 14<sup>th</sup> January 2014

**Wards affected:** Coleridge

### **Project Appraisal and Scrutiny Committee Recommendation**

**Project Name:** Perne Road/Radegund Rd 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 the project is estimated at £410,000.00 £103,000.00 of which will be 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:**

The Executive Councillor is asked to approve the carrying out and completion of the procurement of the works to Radegund Road/Perne Road roundabout subject to:

- The permission of the Director of Resources being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.

- The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%

## 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 consultation and in response to the issues raised, Cambridgeshire County Council made a bid to the Department for Transport's Cycle Safety Fund and were awarded £240,000 to expand the scheme to include the provision of an off-road cycle route as well as the works to the roundabout itself.

### 1.1 The project

Target Dates:	
Detailed Project Design	Winter 2013/4
Scheme Commencement	Spring 2014
Completion of Project	Spring/Summer 2014

### 1.2 The Cost

Total Project Cost	<b>£ 103,000</b>
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Cost Funded from:

Funding:	Amount:	Details:
Capital Programme	<b>£ 103,000</b>	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 Background**

A report was taken to the Environment Scrutiny Committee in June 2012. Approval was given to commence the scheme in two phases to reflect concerns raised during the consultation regarding possible pinch points for cyclists at the roundabout entrances and fears about increased congestion. The two phases agreed were as follows:

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.

The report also included the following statement which was supported by members:

'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.'

A report also went to the Cambridge Environment and Traffic Management Area Joint Committee in July 2012 and members resolved to support further cycle related improvements at this junction in future if funding became available.

Subsequent to the meeting a DfT Cycle Safety Fund was made available to Local Authorities and Cambridgeshire County Council was awarded £240,000 to implement an expanded scheme to include off-road provision for cyclists.

Given the short timescales of the DfT fund and the practical difficulties of trialling the roundabout layout it was agreed with the Executive Councillor and local members to undertake traffic modelling of the layout rather than a physical trial. The results of the modelling indicated that the new layout would not have a detrimental effect on traffic flow.

## **2.2 The Scheme**

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, shown in Appendix B, significantly reduces the circulatory width of the carriageway around the roundabout and tightens both the exits and entries onto the roundabout. It also provides wide, uncontrolled crossing points at all arms of the roundabout and, using the additional space gained from narrowing the carriageway around the roundabout, provides a safe, off-road alternative for cyclists who do not want to mix with traffic around 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.

## **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 on the amended design took place in October/November 2013

Cambridgeshire County Council distributed 1500 leaflets (see Appendix B) to residents in the Perne Road area (see Appendix D) as well as stakeholders.

Posters and leaflets were sent to the local schools, who sent a link to the questionnaire to all parents through Parentmail, and officers from Cambridgeshire County Council visited Ridgefield Primary School to explain the scheme to some of the pupils and teachers. There was also an on-site meeting with members of the Cambridge Cycling Campaign.

Two exhibitions were held, one in the evening at Coleridge Community College and one at Sainsbury's on a Saturday morning.

There was a total of 226 respondents to the consultation

The response to the question 'Do you support the proposed layout?' was 59% in favour, 18% maybe and 23% against. A further breakdown of these results can be seen in Appendix C:

Of the negative responses the most common issues were shared paths causing conflict between pedestrians and cycles; that money could be better spent; and that the new layout will negatively slow traffic and cause congestion.

Some respondents felt that the proposal did not go far enough and that a dutch-style roundabout should be designed, with priority crossings at each arm of the roundabout for cyclists and pedestrians. Some felt that having uncontrolled crossings was not safe. Whilst supportive of the principle of the proposal, the Cycling Campaign and CTC were concerned that details such as signing where cyclists could join the off-road route needed to be well thought out to ensure that on-road cyclists were not negatively affected.

## **2.4 Response to issues raised**

The modelling work has shown that the new layout is unlikely to increase congestion.

TRL are currently undertaking a trial of a dutch-style roundabout with priority for cyclists and pedestrians over each arm, and we are looking at their results to date and monitoring the developments in this area of roundabout design. Further final detailed design work will be undertaken in consultation with cycling organisations such as CTC and the Cambridge Cycling Campaign.

Many school children already cycle on the footway around the roundabout and the provision of additional space, whether segregated or shared should improve the situation for pedestrians.

Officers also met with local members and a representative from Ridgefield Primary School to consider the issue of parking along Radegund Road and how the changes to the roundabout would affect the current difficult situation. It was agreed to consult on extending the cycle lanes and double yellow lines along Radegund Road to improve safety for cyclists and reduce the risk of parked vehicles blocking the road. Local consultation will be undertaken in the new year and any subsequent Traffic Regulation Order will be included in those being raised as part of the roundabout scheme.

## 2.5 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 10<sup>th</sup> most dangerous junction in the city according to a report by the Department for Transport.

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 CO<sub>2</sub> emissions represents.

Delivery risks include possible unforeseen cost implications, particularly with regard to traffic management 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.

## 2.6 Financial implications

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

## 2.7 Capital & Revenue costs

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

## 2.8 VAT implications

*There are no VAT implications*

## 2.9 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.

## 2.10 Other implications

The scheme will contribute to road safety targets.

## 2.11 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

## 2.12 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.

Department for Transport's Cycle Safety Fund

## 2.13 Background Papers

Vehicule Capacity Analysis

Available from [Andrew.preston@cambridge.gov.uk](mailto:Andrew.preston@cambridge.gov.uk)



## 2.14 Inspection of papers

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Date prepared:	December 2013







Cambridgeshire  
County Council



## Safety Improvements

# Radegund Road Roundabout

Cambridgeshire County Council and Cambridge City Council are working in partnership to change the layout of the roundabout at the junction of Radegund Road, Perne Road and Birdwood Road in Cambridge.

The aim of the scheme is to enable all users of the junction to travel through it safely.

### The proposals include:

- New off-road path for cyclists
- Crossings on all connecting roads around the junction for pedestrians and cyclists
- Changing the layout to slow down vehicles

### Have your say

We would like your views on the proposals and any other suggestions you may have.

Please complete the survey inside this leaflet or online by

**Friday 8th November 2013.**

[www.cambridgeshire.gov.uk/perne-radegund-roundabout](http://www.cambridgeshire.gov.uk/perne-radegund-roundabout)



## Safety Improvements: Radegund Road Roundabout

### Why are the proposals needed?

The existing layout of the roundabout, with a very wide carriageway, allows traffic to cross the junction at relatively high speeds creating a hostile environment for cyclists and pedestrians.

There are several schools located nearby, so large numbers of children and commuters cross the junction on foot and by cycle. Two puffin crossings are set back from the roundabout on Perne Road, but there are no crossing points on Birdwood Road or Radegund Road near the junction.

There have been 16 reported accidents involving cyclists on the roundabout in the last five years, three of which were serious.

### What has happened previously?

Following a consultation we held in early 2012, many residents suggested that an off-road path for cyclists should be provided given the large number of children cycling to school.

We have taken this feedback into account, changed the designs and are now asking for your views on the new layout.

We have also undertaken detailed traffic modelling due to concerns that our proposal would lead to slower journey times. The modelling work concluded that these changes will not have any detrimental impact upon the capacity of either the roundabout itself or that of the local network.



### What are the proposals?

- **New shared path**

Significant widening of the footway will provide an off-road option for cyclists.

- **New pedestrian and cycle crossings**

All connecting roads on the roundabout will be provided with new direct crossings for pedestrians and cyclists.

- **Extended cycle lanes on Radegund Road**

1.5m advisory cycle lanes on Radegund Road with red surfacing which will link up with existing cycle lanes leading to schools.

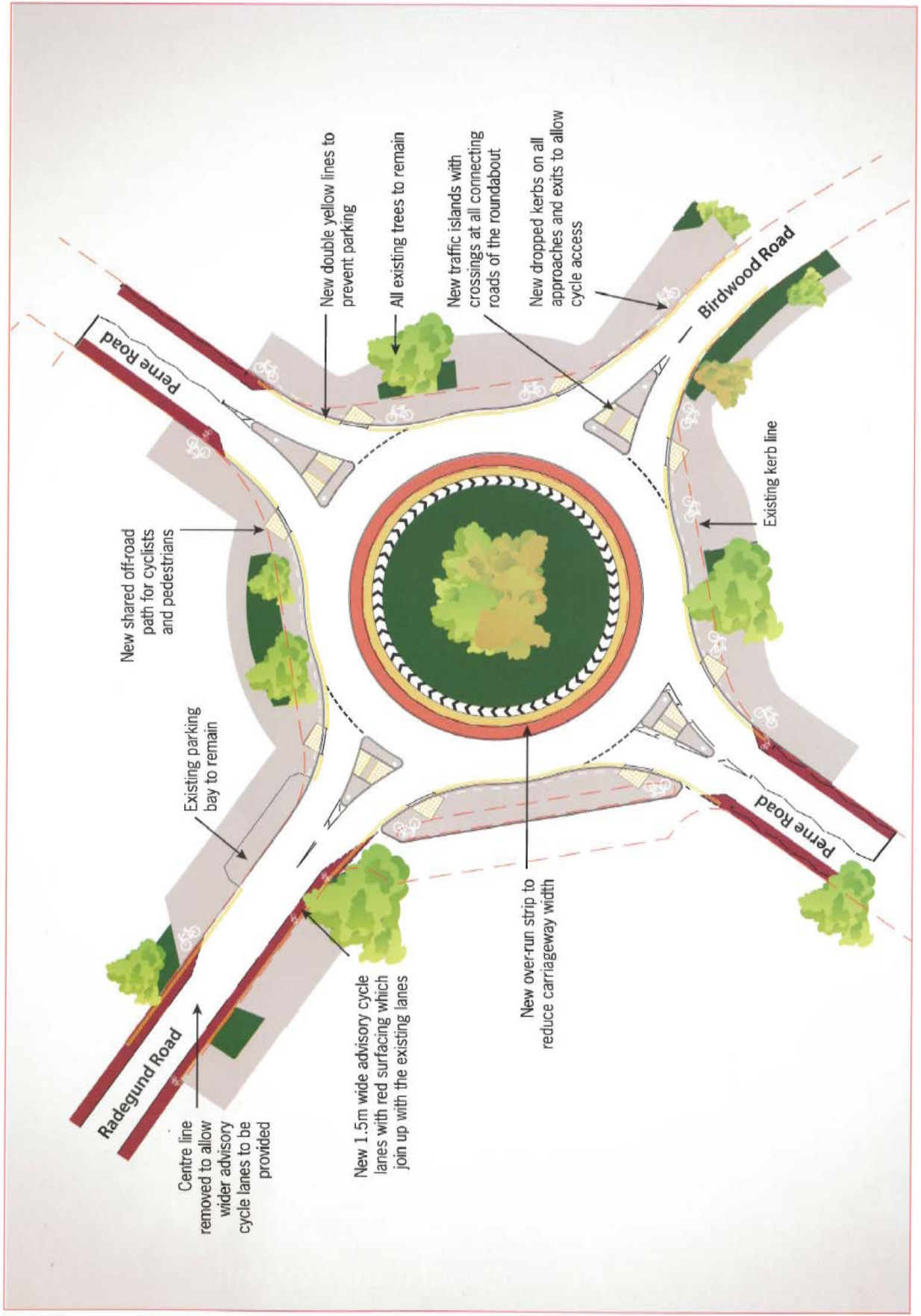
- **Narrowing the carriageway**

Reducing the width of the carriageway around the roundabout to slow down drivers. The tighter turns will encourage drivers to keep their speeds low.

- **Adding an over-run strip around the middle island**

The over-run strip will be of a rough surface laid around the central island that will discourage car drivers from travelling fast as there appears to be less room. Larger vehicles which need more room to turn on the roundabout will still be able to drive over it.

## The proposed design of the new roundabout:





# Tell us your views

Please let us know your views on the proposed plans by completing this survey. All feedback will help us finalise the design.

**You can also complete the survey on our website:**  
**[www.cambridgeshire.gov.uk/perne-radegund-roundabout](http://www.cambridgeshire.gov.uk/perne-radegund-roundabout)**

If you would like to be kept up-to-date with the project, please provide us with your contact details. All personal information will be stored in accordance with the Data Protection Act and will not be used to contact you for any other reason.

Email address: .....  
and/or  
Postal address: .....

## 1. How did you find out about the consultation?

- Newspaper   
Social Media   
Poster   
Leaflet   
Newsletter   
Other (Please state) .....

## 2. What is your home postcode?

This is important to us because it will allow us to identify comments by local residents.

## 3. Do you support the proposed layout?

Yes  No  Maybe

## 4. Which elements of the proposals do you support?

	Off-road path	Pedestrian and cycle crossings	Over-run strip	Extending the cycle lane on Radegund Road
Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maybe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 5. Do you currently travel through or across the roads connecting to the roundabout as a:

Motorist  Cyclist  Pedestrian  Motorcyclist  Bus passenger  Van/lorry driver

**6. Do you currently experience any problems using the roundabout?**

**7. Have you any other comments?**

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## Radegund Road Consultation Results

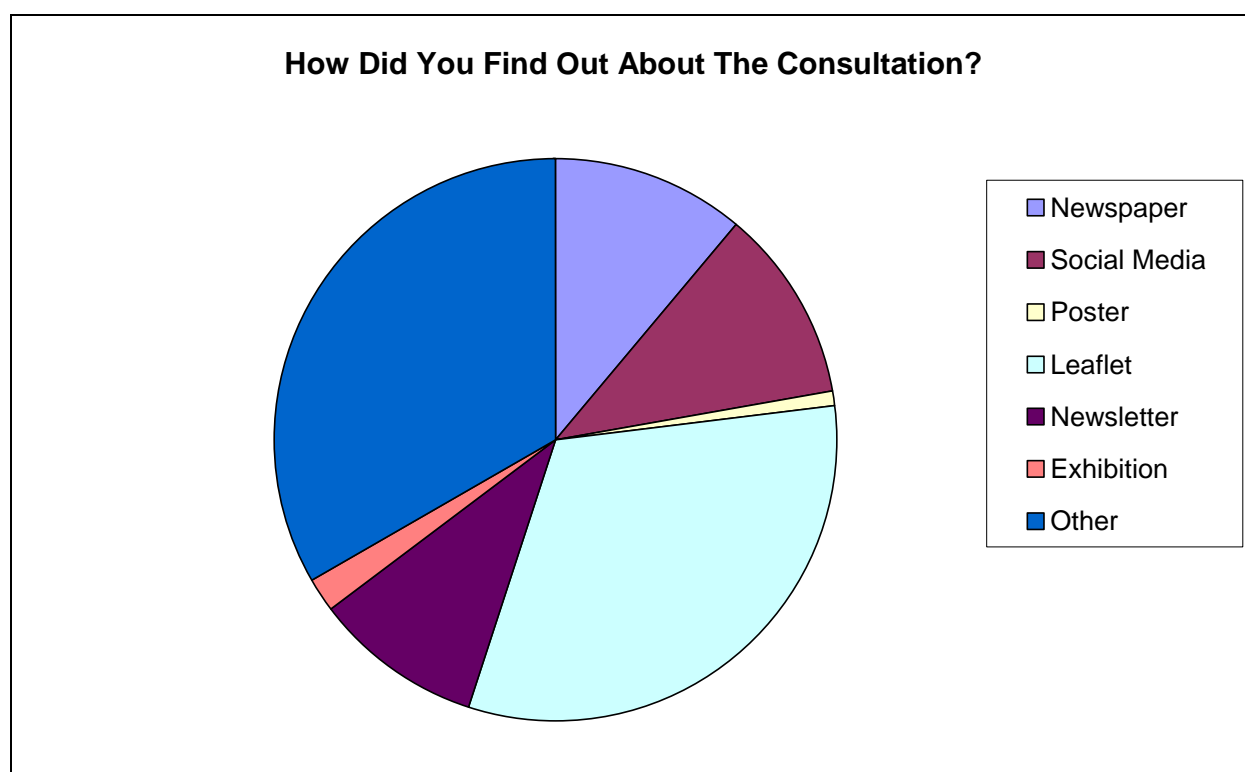
The Radegund Road Roundabout consultation ran from Monday 7 October to Monday 11 November.

We received 226 completed surveys (both paper and online) and received 3 emails with comments on the consultation.

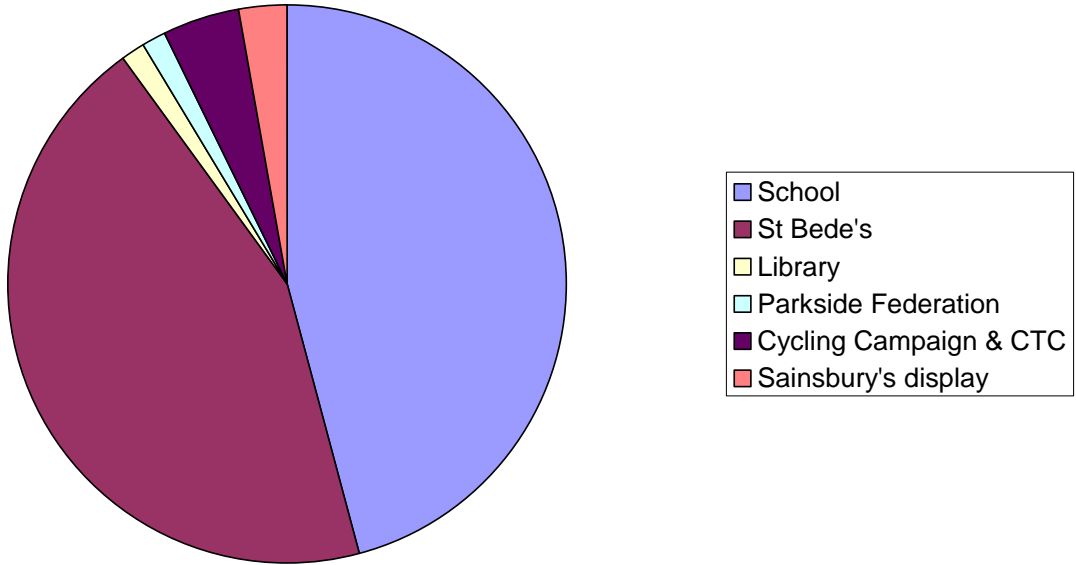
On Twitter we used the #radegundroundabout to publicise the consultation and we tweeted from the council account four times. In total, there were 21 instances of #radegundroundabout on Twitter.

We also set up a page on the council website which linked to the online survey. During the consultation, the page had 868 unique page views, average time on page of 90 seconds and a bounce rate of 43%. Interestingly, 298 unique page views came from users directly entering the short URL into their browser.

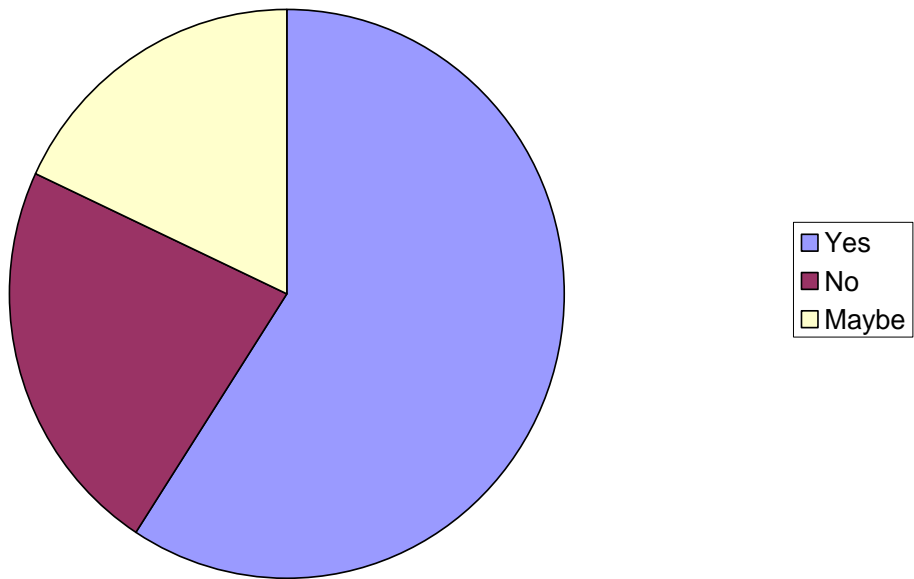
The results of the survey for the consultation we're positive. 59% support the overall layout, with 23% against and 18% maybe. The charts below show the breakdown of the results.



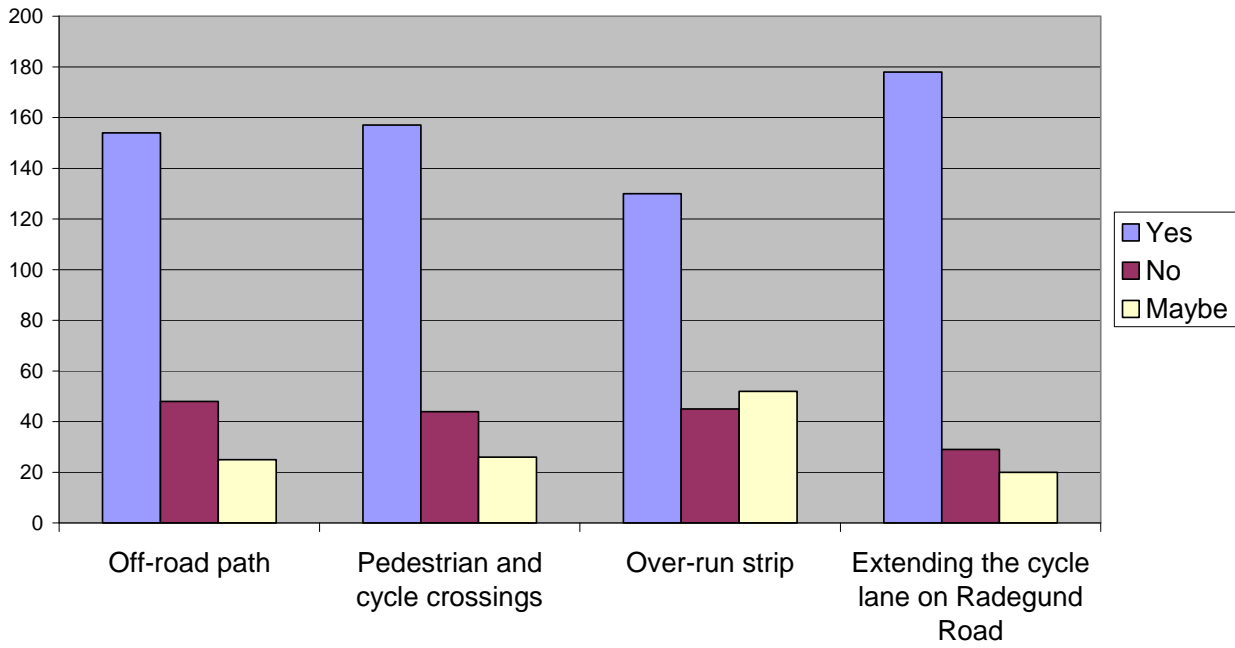
### How did you find out about the consultation (other)?



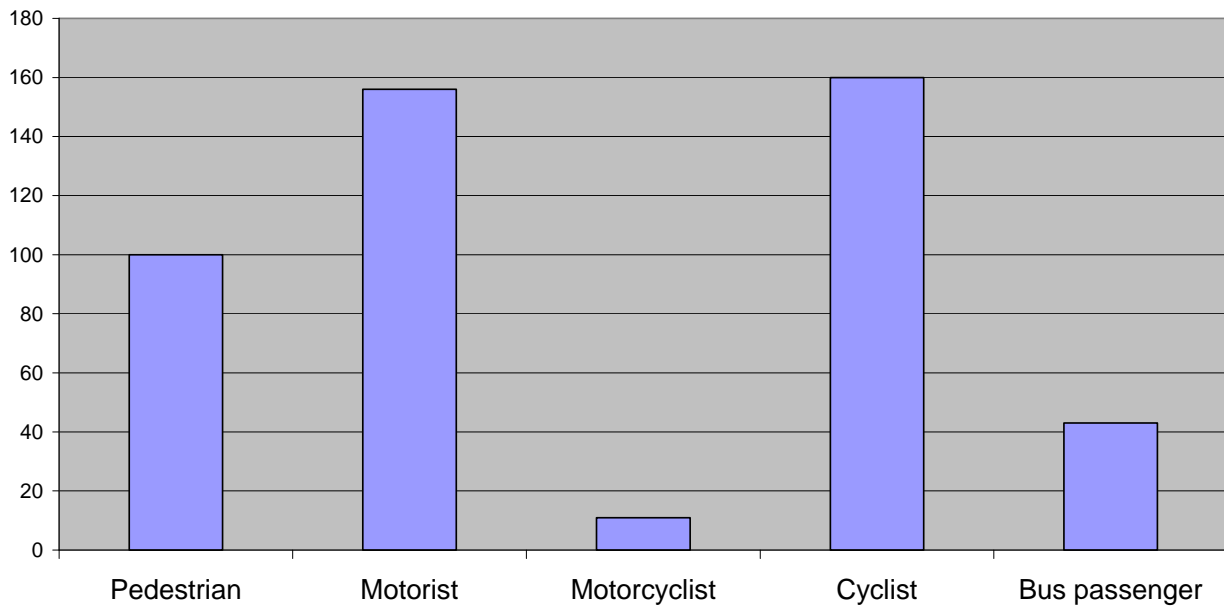
### Do you support the proposed layout?



### What elements of the proposals do you support?



### Do you currently travel through or across the roads connecting to the roundabout as a:



The last two questions were free text options and the most popular responses were:

<b>6. Do you currently experience any problems using the roundabout?</b>	
No problems	50
Speeding traffic	34
Don't feel safe as a cyclist travelling through the roundabout	27
Worry about my children using the roundabout	19
Poor visibility	17
Congestion/ backing up traffic	17
Inconvenient to cross on foot	15
Cyclists' problems with motorists	13
Not enough space for cyclists	8
Problems with cyclists	5
Cyclists on the pavement	3
Need a Dutch design	2
Difficult to turn right from Radegund Rd to Perne Road at busy times	2
Zebra crossings needed	1
Need a shared use path	1
Footpath difficult for those with mobility problems	1

<b>7. Have you any other comments?</b>	
Shared path will cause conflict with pedestrians and cyclists	22
Money could be better spent	15
Proposals will make roundabout safer	15
Plans will negatively slow traffic and cause congestion	8
Cyclists and pedestrian crossings need priority	7
Support plans to slow down traffic	7
Crossings should be controlled (e.g. traffic lights)	6
Cyclists should be able to travel safely on the road	5
More safer routes needed	5
Cyclists on pavements	4
Dangerous for children travelling to schools	4
Proposals won't make roundabout any safer	4
Shrubbery should be removed for better visibility	3
By making the road narrower, it will be even more dangerous for cyclists	3
Cyclists need training	3
Don't reduce space on roundabout	2
Dutch style roundabout needed	3
Zebra crossings needed	2
Dangerous for all cyclists	2
Road is currently too narrow	2
Scheme won't reduce accidents	2
Prevent cars parking on cycle lanes	2
Support keeping existing trees	1
Crossings should be well lit	1
Install CCTV	1
Get rid of speed humps and chicanes	1
During construction ensure access is maintained	1
Bus stop should be closer to roundabout	1
Overrun strip is dangerous for cyclists	1

# Appendix D

