



Cycle Safety Funding Application Form – Capital Schemes

Cycle Cities are invited to put forward up to two capital schemes each. The maximum contribution from the DfT for each capital scheme is £3m.

One application form must be completed per scheme. Please include all relevant information with your completed application form.

Applicant Information

Local Authority name: Cambridgeshire County Council

Bid manager name and position: Mike Davies, Team Leader - Cycling Projects

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Cambridge
CB3 0AP

SECTION A – Scheme description

A1. Scheme name and location: Dutch style roundabout, Cambridge (Fendon Rd)

A2. Scheme description

Please provide a short description of the proposed scheme (max 150 words).

The roundabout at Fendon Road/Queen Edith's Way/Mowbray Road is being replaced with a 'Dutch style roundabout'. It lies in south Cambridge, near Addenbrooke's Regional Hospital and Biomedical Campus, and the proposed Cambridge South Rail Station.

The roundabout is on an important route for school trips, being close to many secondary schools including Coleridge (Sustrans Big Pedal winners, 2014 and 2015) as well as Long Road Sixth Form College, primary schools and language colleges which are clustered in this area.

This area is seeing rapid housing and employment growth. Large numbers of people are already cycling e.g. 33% of staff at Addenbrooke's cycle.

The new roundabout will have tighter geometry, an annular ring in red tarmac for cyclists, new footways and planting areas, plus zebra crossings and splitter islands on every arm. It will be the UK's first Dutch style roundabout, and as such will generate much interest, publicity and demonstration of new concepts.

Monitoring of the site will help to inform future plans for other junction improvements in Cambridge, and potentially elsewhere in the UK.

The design can be seen on drawing PB6841-103-SK001c.

SECTION B – The Business Case

B1. Background

Please provide a description of road safety issues to be addressed. This should include details through which these issues have been identified (max 300 words).

At this location in the last 5 years in terms of recorded collisions involving cyclists there have been:

2 serious and 8 slight.

Since 1999 in terms of recorded collisions involving cyclists there have been:

5 serious and 29 slight, of which 4 of the slights involved children cycling.

The roundabout is perceived by many people to be dangerous to cycle through, and thus is a barrier within the network. Pedestrians also report to feel unsafe here, and walking is an unattractive mode in this area due to lack of crossing facilities.

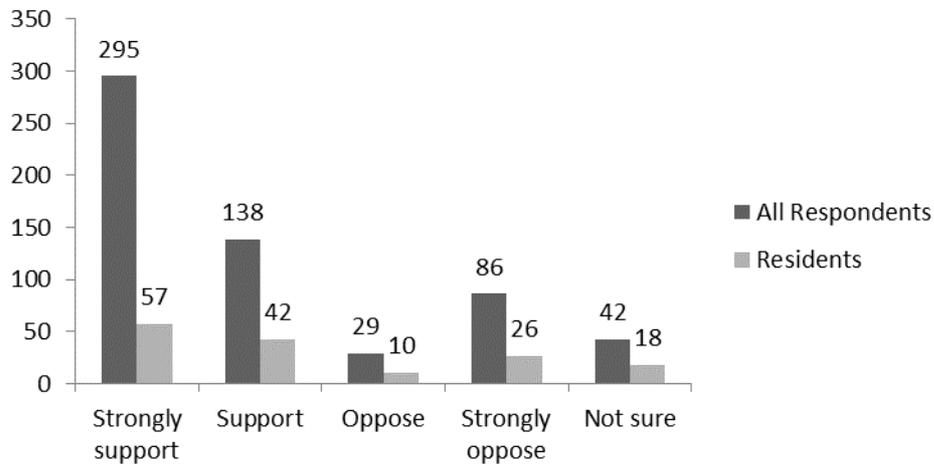
In the first DfT Cycle Safety Fund programme Cambridgeshire County Council was successful in securing funding for a number of schemes including Perne Road/Radegund Road roundabout. The design included some aspects of a Dutch style roundabout including an overrunable strip, splitter islands on each arm, and geometry to influence lower speeds. This was a highly successful scheme which statistically has eliminated cycling accidents.

The Fendon Road scheme builds on this by going a stage further by providing cycle and pedestrian priority including zebra crossings for pedestrians, and the red annular ring around the roundabout for cyclists.

Public consultation for Fendon Road roundabout is complete. This revealed good support for the proposal, both from residents and from a wider audience, as shown below:

To what extent do you currently support the proposals for Fendon Rd roundabout?

Fendon Road Roundabout



The scheme was then approved by Cambridgeshire County Council's Economy and Environment Committee in November 2016 - so all political approvals are now in place.

Programme-wise a start on site in January 2019 would mean completion by early summer when the days are longer and users can get used to the new layout in daylight, during good weather.

B2. Scheme Rationale

Please provide explanation of how the scheme will reduce the risk of injury for cyclists (max 300)

The Dutch style roundabout design being proposed here will seek to improve safety for cyclists and pedestrians in a number of ways. One of the key elements is the geometry which seeks to make entries and exits from the roundabout for motor vehicles much tighter, and thus speeds are reduced. Larger or longer vehicles have to partially use an overrunable strip in the centre which causes these vehicles in particular to travel very slowly through the junction. With speeds reduced, any accidents that do occur are likely to be of much lower severity.

Pedestrians are provided with zebra crossings on each of the four roundabout entry/exit arms, giving them priority and a distinct facility to use. There are currently no pedestrian crossing facilities for pedestrians on this roundabout.

Cyclists are provided with their own annular ring in contrasting red tarmac as part of the scheme, which gives them priority over each arm as well, with provision parallel with the pedestrian priority.

B3. The Economic Case – Value for Money

For each scheme please complete a scheme impacts pro forma which summarises the impact of proposals against a number of metrics relevant to the scheme objectives.

It is important that the pro forma is completed in full as it will be used by DfT to form an estimate of the likely value for money of the scheme.

Guidance on the scheme impacts pro forma is provided separately.

Scheme total cost £800,000 of which a DfT contribution of £550,000 is sought. Based on the experiences of implementing Radegund Road/Perne Road roundabout (which was not a fully Dutch design), it is felt that cycle accidents can be largely eliminated. There are a number of reported cycling collisions at this location each year, and further growth of traffic (and cycles) is expected here.

Improvements to cycling on two of the roads joining the roundabout are being implemented with local funding. Improving this roundabout is important in cycle network terms, and will bring significant ambience benefits.

Through addressing the perceived safety issues, this scheme will encourage cycling amongst the existing and new developments, which in turn will bring health benefits from increased physical activity of new cyclists.

B4. The Financial Case – Scheme Costs

Total scheme cost (£m): £0.8m

Total DfT funding contribution (£m): £0.55m

Total local contribution (£m): £0.25m this is S106 developer contributions made towards the 'Cambridge Southern Corridor Area Transport Plan' from new developments in the south of Cambridge.

Funding is in place to improve cycling on two of the roads joining the roundabout, as well as much recent investment in this part of the city cycle network. DfT funding sought for this Fendon Road roundabout scheme will complement local cycle network investment.

Notes:

- 1) DfT funding will be awarded in March 2018 and is for financial year 2018-19.*
- 2) The maximum contribution from the DfT for each capital scheme is £3m.*
- 2) Please provide details of the source of any local contribution.*

B5. Management Case - Delivery and Risk Management

Please provide details of key milestones. Details of any Statutory Powers and Consents required or risks to delivery should also be provided.

Milestones:

- The Stage 1 Road Safety Audit is complete, and this did not flag up any particular concerns.
- Detailed design is nearing completion. This is being undertaken by Royal Haskoning whose UK staff are working closely with their Dutch colleagues in Appledoorn, NL.
- The Stage 2 Road Safety Audit will take place shortly.
- Public exhibitions are planned to show the final design.
- Works to commence construction are programmed to start in January 2019.
- Works are programmed to complete around June 2019. This would allow users to get used to the new layout in daylight during the summer months when days are longer.
- A Risk Register is in place for the project. The key risks and mitigations are:

| Risks | Mitigations |
|--|--|
| Road users struggle to understand layout and priorities | Extensive publicity including public events and distribution of leaflet. 'New road layout ahead' signs deployed. |
| Need to relocate or protect statutory undertaker's plant | In process of identifying utility locations through trial holes. Liaison with statutory undertakers. |
| Detailed design fails Road Safety Audit 2 | Director supportive of scheme and prepared to sign 'Exception report' |

- Statutory powers - Scheme is located within public highway, so no private land is required, and no planning consent required.
- Statutory powers - The design has flagged up the need for a Traffic Regulation Order restricting long vehicles from turning left on one of the arms. The TRO needs to be advertised and any objections resolved.
- Stakeholder/public acceptance - This is likely to be the first Dutch style roundabout in the UK. Given that Cambridge has the highest levels of cycling in the UK this would seem to be the logical place to deploy the first one to ensure that such a layout can operate safely, and perhaps to pave the way for other such designs both in Cambridge and the rest of the UK.

Delivery resource and track record:

A 13-strong Cycling Projects Team is in place, currently delivering a range of cycling infrastructure projects in Greater Cambridge. The team have a strong delivery record, having now completed all projects on the 2013-18 Cycle City Ambition Grant programme, with the exception of Abbey-Chesterton Bridge. The bridge project has

taken longer than expected through the planning process, but is now moving forward to construction contract award.

Works will be procured through the County Council's Highway Services Contract, a 10 year partnership with Skanska which commenced in 2017.

Cambridgeshire County Council's commitment to cycling has been recognised by its success in becoming part of DfT's Cycling Towns and Cities Programme (2008-11) and a DfT Cycling City (2013-18), as well as winning an award at the Cycle Planning Awards 2016 (Local Authority with Most Cycle Friendly Policies).

A Cycling Champion has been in place for six years. The role is seen as a cross party, supportive function, currently held by Councillor Noel Kavanagh.

Cycling currently has a mode share of 26% in Cambridge. An ambitious target of 40% has been set for 2023.

Funding invested in cycling in Cambridge represents excellent value for money, as large numbers of people benefit from the improvements.

B6. Management Case – Governance

Do you have governance processes in place to deliver the scheme?

X Yes No

Please provide the name and position of the Senior Responsible Owner:
Graham Hughes, Executive Director for Place and Economy

B7. Equality Analysis

Has any Equality Analysis been undertaken in line with the Equality Duty?

X Yes No

SECTION C – Monitoring, Evaluation and Benefits Realisation

C1. Monitoring and Evaluation

Do you agree to provide the Department with a reasonable level of monitoring to enable the measurement of outputs and, where appropriate, evaluation of outcomes.

X Yes No

SECTION D - Declarations

D1. Senior Responsible Owner Declaration

As Senior Responsible Owner for 'Dutch style roundabout, Fendon Road, Cambridge' I hereby submit this request for approval to DfT on behalf of Cambridgeshire County Council and confirm that I have the necessary authority to do so.

I confirm that Cambridgeshire County Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Graham Hughes

Signed:

Position: Executive Director for Place and Economy



D2. Section 151 Officer Declaration

As Section 151 Officer for Cambridgeshire County Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Cambridgeshire County Council:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2019/20;
- Confirms that the authority has the necessary governance and assurance arrangements in place and the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place.

Name: Chris Malyon

Signed:



Submission of Bids

The deadline for bids is: **2 March 6pm 2018**

An electronic copy should be submitted to Steve.Bragg@dft.gsi.gov.uk and Kevin.Golding-Williams@dft.gsi.gov.uk