

Response to Request for Information

Reference: FOI_3395_RES
Date: 21 November 2013
Type of request Environment Information Request

Catholic Church Junction Cycle Safety Scheme

What is the cost of the scheme at the Catholic Church junction and what are the sources of funding and how are they broken down?

The estimated cost is £900,000. Current spend shown on general ledger is £653,583. Further invoices are awaited. Expected out turn cost is £900,000. Fundings comes from: £450,000 Dft Cycle Safety Fund and £450,000 Traffic Signals maintenance budget as listed in CCC Transport Delivery Plan.

What are the cycling-specific improvements made at the junction?

- Four advanced stop boxes surfaced in red asphalt with screeded white cycle symbols.
- Central reserve removed on Hills Road approach to provide new cycle lane in red asphalt with screeded white cycle symbols.
- New traffic signal including 'cycle green' and associated sensors and equipment.
- Change in island shape/geometry to improve cycle safety which should minimize conflicts with left turning vehicles.
- More space created at frontage of church helps cyclists who are wheeling cycles or waiting with cycles.
- 4 trixi mirrors due to be erected soon.

What is the approximate, standard cost that the County would expect to budget for a scheme consisting of the fitting, to a junction of this size, of one cycle filter light, four advance stop lanes, and removal of a central island in order to make space for a red-surfaced tarmac cycle lane on one approach?

Standard costs are difficult to calculate as all junctions are different. The extent to which statutory undertakers plant is affected varies and the traffic management requirements are always different.

The three largest elements of the scheme that could not be deemed as cycle related are:

Carriageway surfacing	approx. £140,000
Footway surfacing including York stone	approx. £90,000
Traffic signals	approx £75,000

Where possible, provide documentation outlining the level of reduction of collisions involving cyclists that is projected to occur as a result of the changes to the junction.

No such documentation exists. The measures implemented should reduce accidents but there is no specific target figure.

6) Where possible, please provide a copy of any safety audit(s) undertaken

See attached Stage 2 Safety Audit. As this was a change to an existing junction there was no Stage 1 Safety Audit but instead there was a conversation with a representative of the Road Safety team to discuss the early proposals. A Stage 3 Safety Audit will be completed once all works are complete on site.

Where possible, please provide a copy of the application made for the cycle-specific funding which contributed funds to this work, and a copy of the documentation awarding this funding to the Council.

See attached application form, letter from Sustrans and memorandum of understanding.

Information Governance Team

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