



**NOTICE OF MEETING: HIGHWAYS, DRAINAGE & FORMAL SPACES**

**TIME:** 7.30pm

**DATE:** Tuesday 2<sup>nd</sup> July 2024

**VENUE:** Parish Office, Recreation Ground

Mrs C M O'Brien – Clerk to Histon & Impington Parish Council  
26<sup>th</sup> June 2024

**MEMBERS:** 6 + 2 Ex Officio

**AGENDA**

**QUORUM:** 3

HDF/24/007	<b>Apologies for Absence</b>	
HDF/24/008	<b>To Co-Opt to the Committee</b> up to 3 members to support the Committee	<b>For Decision</b>
HDF/24/009	<b>To Receive Declarations of Interests</b> To receive declarations of pecuniary interest from Councillors <b>on items on the agenda</b>	
HDF/24/010	<b>Public Participation</b> To allow up to 15 minutes for any members of the public to address the meeting in relation to any matter	
HDF/24/011	<b>To Approve minutes of the meeting held 26<sup>th</sup> March and 3<sup>rd</sup> June 2024 attached</b>	<b>For Decision</b>
HDF/24/012	<b>Matters Arising</b>	<b>For Information only</b>
012.1	<b>Action List attached</b>	
HDF/24/013	<b>Active Project Updates</b>	
013.1	<b>Privately Funded Highways Initiative</b> Pedestrian Barrier Review/Removal. To <b>approve</b> priority and schedule of works following review of item 014.1. To review details received from County Council with regards engaging contractors	<b>For Decision</b>
013.2	<b>LHI Resident Survey</b> draft survey <b>attached</b> for <b>review and approval</b> . To agree timetable for publication and feedback	<b>For Decision</b>
013.3	<b>Parish Council Electric Vehicle Chargepoints</b> to <b>review and approve</b> agreement in principle to further progress application to have an EV Chargepoint(s) installed in the High Street Car Park. To <b>approve</b> project delegation to Cllr McKeown and the Clerk in line with Management of Externally Led Projects Policy	<b>For Decision</b>
HDF/24/014	<b>Other Matters</b>	
014.1	<b>To Review Committee Budget 24/25 attached</b> for review <i>*Spreadsheet too large to PDF for online publication</i>	<b>To note</b>
014.2	<b>Privately Funded Highways Initiative - Pedestrian Barriers - To approve</b> item for Finance, Governance and Legal Committee for Capital spend up to £5,000 for 24/25	<b>For Decision</b>

014.3	<b>Franklin Gardens</b> to consider County Cllr Hathorn's request to write to Cambridgeshire County Council, Greater Cambridge Partnership and South Cambridgeshire District Council following the Stage 3 RSA audit of Franklin Gardens junction <u><b>RSA Documentation Attached</b></u>	<b>For Decision</b>
HDF/24/015	<b>Items for Next Agenda</b>	
HDF/24/016	<b>Date of next meeting</b> – Tuesday 10 <sup>th</sup> September 2024	

**Minutes of Histon & Impington Highways Drainage and Formal Space**  
**7:30pm, Tuesday 26<sup>th</sup> March 2024**  
**Parish Office, Recreation Ground, New Road, Impington**

## Highways Drainage & Formal Spaces Committee Minutes

Membership: 6 + 2 ex-officio

Appendices: 0

Quorum: 3

<b>Agenda No:</b>	<p><b>Present:</b> Cllrs: Joseph Adam, Tom McKeown, James Leonard, Yvonne Murray, Geoff Moore</p> <p><b>Co-Opted member:</b> Tom Hindley (via zoom)</p> <p><b>Clerk(s):</b> Chelsea O'Brien (via zoom), Amelia Luck (via zoom)</p> <p><b>Member of Public: 1</b></p> <p><b>Also:</b> Cty Cllr Hathorn (in part)</p>	
<b>HDF/23/044</b> <b>044.1</b>	<p><b>APOLOGIES FOR ABSENCE</b></p> <p>Cllrs: Stonham (personal), Jocelyn (work)</p>	
<b>HDF/23/045</b> <b>045.1</b>	<p><b>MEMBERS DECLARATIONS OF INTERESTS</b></p> <p>None declared</p>	
<b>HDF/23/046</b> <b>046.1</b>	<p><b>PUBLIC PARTICIPATION</b></p> <p>Cty Cllr Hathorn updated on:</p> <p><b>Franklin Gardens Junction</b> Cty Cllr Hathorn noted attempts made to arrange a meeting with David Wilson/Barrett Homes remain unanswered but will continue to chase noting the safety concern expressed for cyclists and pedestrians. Cllr Leonard noted the concern for residents of Franklin Gardens attending Impington Village College and the unsafe cycle/pedestrian route. Cty Cllr Hathorn suggested a letter to the developer including MPs would be the best course of action. It was noted the developer is working to a planning permission approved 10 years ago.</p> <p><b>Privately Funded Highways Initiative – Pedestrian Barrier Removal</b> Cty Cllr Hathorn urged the Committee to double check barriers on the guided busway directly with the Guided Busway Team and noted she is happy to arrange a meeting and offer support where needed with the Public Rights of Way Team.</p> <p>With agreement of the Committee Chair brought forward item 050.2 and 049.2. Cty Cllr Hathorn left the meeting following these items. Chair returned to agenda order.</p>	
<b>HDF/23/047</b> <b>047.1</b>	<p><b>TO APPROVE minutes of the meeting held 24<sup>th</sup> January 2024</b></p> <p>Proposed Cllr McKeown, seconded Cllr Leonard all in favour and <b>agreed</b> Chair to sign as a true and accurate record of the meeting</p> <p>Cllrs Murray and Moore abstained</p>	
<b>HDF/23/048</b> <b>048.1</b>	<p><b>MATTERS ARISING</b></p> <p>Provided to all and accepted (<b>Appendix 1</b>)</p>	
<b>HDF/23/049</b> <b>049.1</b>	<p><b>ACTIVE PROJECT UPDATES</b></p> <p><b>Privately Funded Highways Initiative</b> Pedestrian Barrier Review/Removal. To accept report and review and approve priority review undertaken by the Committee, spreadsheet provided to all with additional comments from Cllr Moore available to view on Sharepoint. Safety Audit has been completed by County Council and ready for prioritisation to take place. Delegated to Clerk and Cllr McKeown to begin prioritisation and review. Clerk to enquire of process with County Council with regards to engaging contactors noting design work and installation of posts is required at some locations. Cty Cllr Hathorn to arrange a meeting with maintenance officer and officer over-seeing the project.</p>	<p><b>Comm Members</b></p> <p><b>Clerk/TMK</b></p> <p><b>Cty Cllr Hathorn</b></p>

049.2	<p><b>Local Highways Initiative Application 25/26</b> Review of Wishlist and approve priority review of projects. Committee recommended deletion of Guided Bus Stop North noting cost for scheme out of scope for LHI. Cllr McKeown noted the support at the previous meeting for a feasibility study of Station Road for this year noting this was on offer for the first time as part of the LHI process. Noting it was the first year, there is no former application to draw advice from. Resident consultation was noted as key, with early involvement and collaborative approach with County Council. Cllr Adam to draft a survey to scope views of residents of Wishlist projects. Draft survey to be circulated to the Committee for comment with the views of approval at the next meeting.</p>	JA
<p>HDF/23/050</p> <p>050.1</p> <p>050.2</p> <p>050.3</p> <p>050.4</p> <p>050.5</p> <p>050.6</p>	<p><b>OTHER MATTERS</b></p> <p><b>SCDC Electric Vehicle Charge Point Grant</b> is available to fund installation of Electric Vehicle Charge Points (EVCPs) for use by the public, and related works, in the car parks of community buildings and village halls within South Cambridgeshire. Clerk noted the funding criteria and that only certain groups within the villages can apply and that the grant cannot be used for private car parks. Other groups who could apply are noted as British Legion, Baptist Church, Rec Development Group and SCDC community halls (St Audreys, Homefield Close, Kay Hitch Way). Delegated to Clerk to contact British Legion, Cllr Moore to contact SCDC and Baptist Church. Cllr Murray to contact Rec Development Group.</p> <p><b>Franklin Gardens Junction</b> Cllr McKeown verbally updated on some successes from the meeting with County Officers and Cty Cllr Hathorn which included, flushed kerb that was raised will be amended, the narrowing of the lanes has been for resurfacing and will be made good and the cones for the temporary cycle lane which were erected for safety have since been removed and a new cycle path open for use. Cllr McKeown also noted the success with developer by getting them to consider 'elephant feet' rather than red tarmac which will hopefully be actioned soon. Cty Cllr Hathorn suggested further correspondence should be with the developer to keep safety as a high priority. Cllr McKeown and Cty Cllr Hathorn to arrange a meeting with developers.</p> <p><b>Ambrose Way/Mill Lane Reconfiguration</b> meeting arranged 22 April with County Officers to identify how best to proceed with application to reconfigure junction. Cllr Moore unable to attend meeting but requests a resident of Ambrose Way is invited. Cllr Moore to provide Clerk with contact details for this resident.</p> <p><b>Station Road TRO Resident Consultation</b> to delegate to Clerk and Committee Chair to proceed with consultation. Draft to be shared and sanctioned by Committee on email prior to going live. Proposed Cllr Adam, seconded Cllr Leonard all in favour, <b>approved</b></p> <p><b>To approve purchase of 20mph Wheelie Bin Stickers</b> report provided to all with three quotes for 500 stickers. Proposed Cllr Moore, seconded Cllr Leonard, all in favour to proceed with recommendation of quote 1 on report.</p> <p><b>Review of Emergency Plan</b> provided to all for review. Review of contact details and permissions to be sought by Office. Committee noted aspiration to include flood and fire plans for the village. Proposed Cllr McKeown seconded Cllr Moore all in favour and approved noting plan is evolving and can be reviewed/updated at any time.</p>	<p>Clerk,GM ,YM</p> <p>GM</p>
HDF/23/051	<p><b>ITEMS FOR NEXT AGENDA</b></p> <p>Election of chair Review of Neighbourhood Plan Review of budget LHI and Barriers</p>	
HDF/23/052	<p><b>DATE OF NEXT MEETING</b></p> <p><b>Next Meeting</b> To be confirmed Meeting closed: 9.02pm</p>	

**Minutes of Histon & Impington Highways Drainage and Formal Space  
8:00pm, Monday 3<sup>rd</sup> June 2024  
Parish Office, Recreation Ground, New Road, Impington**

## Highways Drainage & Formal Spaces Committee Minutes

**Membership: 6 + 2 ex-officio**

**Appendices: 0**

**Quorum: 3**

<b>Agenda No:</b>	<b>Present: Cllrs:</b> Joseph Adam, Simon Jocelyn, James Leonard, Geoff Moore, Tom McKeown <b>Ex Officio: Cllrs:</b> Yvonne Murray, Edd Stonham <b>Clerk(s):</b> Theresa King  1 vacancy	
<b>HDF/24/001</b>	<b>Election Of Chair</b>  Cllr Moore proposes Cllr McKeown. Cllr Jocelyn seconds. <b>All in favour.</b> Cllr McKeown Chair of Highways, Drainage and Formal Spaces.	
<b>HDF/24/002</b>	<b>Election Of Vice Chair</b>  Cllr Murray proposes Cllr Adam. Cllr Moore seconds. <b>All in favour.</b> Cllr Adam Vice Chair of Highways, Drainage and Formal Spaces.	
<b>HDF/24/003</b>	<b>APOLOGIES FOR ABSENCE</b>  None	
<b>HDF/24/004</b>	<b>MEMBERS DECLARATIONS OF INTERESTS</b>  None Received	
<b>HDF/24/005</b>	<b>PUBLIC PARTICIPATION</b>  No members of the public present	
<b>HDF/24/006</b>	<b>DATE OF NEXT MEETING</b>  <b>Next Meeting</b> 2 <sup>nd</sup> July 2024 Meeting closed: 8.03 p.m.	

Item ref	Detail	Due	Responsible	Status	Outcome
LAI/23/013.1	Information Boards		Clerk	Action for Clerk to seek costs	
LAI/23/013.7	Street Name Plates Milton Road and Butt Lane		Clerk	Complete	Item closed
LAI/23/040.3	Allotment Working Party - meeting to be scheduled		Working Party	Meeting held 2nd July - update at Comm Meeting 2nd July	July Agenda
HDF24/049.2	LHI 25/26 Resident Cosultation survey - Cllr Adam to draft to be circulated to the Committtee		JA	Outstanding	Update at July Meeting
HDF24/050.1	SCDC Electric Vehicle Charging Grant - Cllr Moore to contact SCDC Community Rooms, Cllr Murray Baptist Church and Clerk British Legion		GM/YM/Clerk	Complete	Item closed
HD24/050.2	Franklin Gardens - Cty Cllr Hathorn attending meeting 18th June - Clerk to request update		RH/Clerk	Update at July Meeting	
HD24/050.3	Ambrose Way nameplate and reconfiguration - meeting with Cty Officers held, costs awaited. Dist Cllr Cahn working to amend street nameplate		Clerk/RH/MC	Awaiting costs	
HDF24/050.4	Station Road TRO Consultation - Action for Clerk and Chair to draft for Committee approval via email		Clerk/TMK	Outstanding	

# Agreement in Principle for Parish Council Electric Vehicle Chargepoints

To further progress the opportunity for you to have an EV chargepoint(s) installed in your Parish car park, we now need some further information and confirmation that you wish to take part.

This **Agreement in Principle** will commit you to working with the Council to develop the project in your Parish, and allow the Council to reference your Parish and site(s) in our funding application to the Local EV Infrastructure (LEVI) fund which will be used to pay for the chargepoint. This Agreement will take you to the stage of securing funding, a further, more formal agreement will be required later once funding has been secured.

**Please complete and return by Friday 5th July 2024.**

These questions should take less than 10 minutes to complete.

If you have any questions, contact us at [electricvehicles@cambridgeshire.gov.uk](mailto:electricvehicles@cambridgeshire.gov.uk)

Thank you for your time.

\* Required

## Parish Council or Community Group Information

1. Name of Parish or Community Group \*

Histon & Impington Parish Council

2. Name and Role of person completing this form \*

Councillor Tom McKeown, Highways, Drainage and Formal Spaces (HDFS) Committee Chair

3. What is your email address \*

tom.mckeown@hisimp-pc.gov.uk

4. What is the address and postcode of your Parish or Community Group \*

ParishOffice,RecreationGround,NewRoad,ImpingtonCB249LU

5. In which District are you in? \*

- Fenland
- East Cambridgeshire
- Cambridge City
- South Cambridgeshire
- Huntingdonshire



## Site Information

Please provide information on the car park(s) you wish to be considered for this project.

You may provide up to two options. If you have a community owned car-park that is not owned by the Parish, this can also be included.

6. Confirm the first **name and location (postcode)** of the carpark you would like a chargepoint(s) to be installed. This can include a community owned car park, such a Village Hall, you would like to be considered. (please note private carparks such as pubs, shops and cafes are not suitable) \*

Parish Car Park, High Street, Histon, CB24 9DJ  
///patch.cackling.clipped

7. Who owns or leases the car park? \*

- Owned by Parish Council
- Leased by Parish Council
- Owned by Community Group
- Leased by Community Group

8. Who is it leased from? Include their full name and e mail contact. \*

South Cambridge District Council,  
SouthCambridgeshireHall,  
CambourneBusinessPark  
Cambourne,Cambridge, CB236EA

9. Would you like to record a second car park option?

- Yes
- No

10. Confirm the second **name and location (postcode)** of the Parish owned/leased carpark you intend Chargepoints to be installed. This can include a community owned car park, such a Village Hall.  
(please note private carparks such as pubs, shops and cafes are not suitable)

11. Who owns or leases the car park?

- Owned by Parish Council
- Leased by Parish Council
- Owned by Community Group
- Leased by Community Group

12. Who is the second car park leased from? Include their full name and e mail contact.

## Agreement in Principle

In submitting this form:

The Parish Council is confirming that the information provided above is true and correct.

The Parish Council agrees work with Cambridgeshire County Council to explore the potential to install EV chargepoint(s) at one or more of the sites named above and to allow the site(s) named above to be incorporated into an application to the Local EV Infrastructure (LEVI) fund.

This agreement is subject to Council checks ensuring the sites identified are aligned with Council aims for EV chargepoint deployment and meet the LEVI funding requirements.

Once funding is received, further more formal agreement(s) will be required ahead of procurement and delivery.

13. I confirm I agree with the above statement. \*

Yes

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 Microsoft Forms

# ROAD SAFETY ENGINEERING

## AUDIT REPORT COVER SHEET

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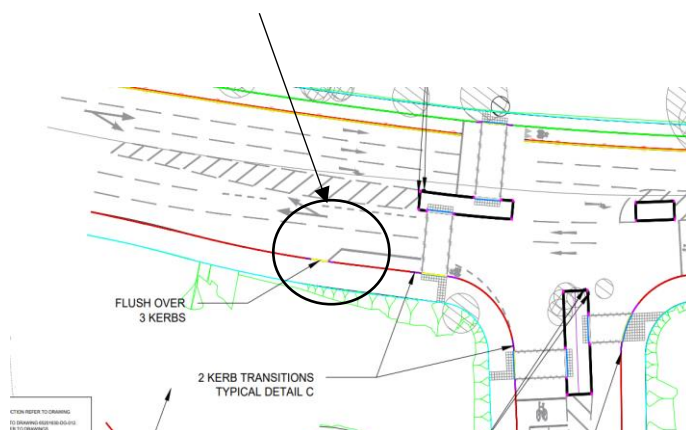
To:	Nigel Eggar
Position:	Highways Development Manager
Organisation:	Cambridgeshire County Council
Scheme:	Darwin Green, Histon Road
Date	20 <sup>th</sup> May 2024
File Ref:	SA 1644

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The following comments should be read in conjunction with the associated safety audit:

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1. There are no ASL's for cyclists on the SB approach. This impacts on cyclists intending to turn right – see Problem raised in RSA report.
2. The NB on-road cycle lane on the northern arm stops short of covering the drop kerbs to facilitate cyclists to join the off-road shared footway/cycle - see image below. This design should be reviewed to include a taper to fully cover the extent of the drop kerbs to the shared facility and incorporate cycle markings including relevant symbol and arrow in accordance with current standards including LTN 1/20, Chapter 5 of TSM and also TSRGD..



3. The location of all the gullies along the eastern channel line would mean that a crossfall of full carriageway width falls from west to east as confirmed in the Drainage plan with the gullies discharging to the existing ditch. As a result, this ditch will be overwhelmed with surface water especially during heavy rain periods. Hence, it's important that the ditch has been assessed for sufficient capacity to accommodate the surface water otherwise could lead to standing water along east channel with

risk to road users. Note these works be subject to Land Drainage Consent from the LLFA.

4. The oblique angle for the access to pumping station is too close to the signals and do not appear to comply with CCC's Highway Development Management – General Principles for Development (May 2021).
5. Site visit revealed that the construction of the kerbs laid at the radii junction show gaps in between and do not fully abut each other.
6. No vehicle speeds/traffic flows including 85<sup>th</sup> percentile speeds supplied with the Audit request.
7. It is unclear to the audit team as to what the purpose is for the pedestrian warning signs on the north facing bollards, given that the one-way flow for cyclists is only in northbound direction?

**APPENDIX A**  
**PROBLEM LOCATION PAGE**  
– Not to Scale

**RSA Stage 3 – Darwin Green, Histon Road**  
**(Ref 1644)**



**Cambridgeshire County Council**  
**Road Safety Engineering Team**

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**SAFETY AUDIT REPORT**

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**Project Name:** Darwin Green, Histon Road.

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**Audit Stage:** 3

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**Date of Report:** 20<sup>th</sup> May 2024

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**Auditors:** Peter Taylor (Cambridgeshire County Council)  
Devinder Singh (Cambridgeshire County Council)

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**Information Supplied:** Road Safety Audit Request Form dated 24<sup>th</sup> April 2024

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Detailed Traffic Signal Design – 21-0130-001B

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65201630-DG-002 Rev I – General Arrangement

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65201630-DG-005 Rev D – Street Lighting

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65201630-DG-006 Rev F – Road Markings

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65201630-DG-008 Rev F - Signing

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65201630-DG-009 Rev I – Proposed Drainage

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65201630-DG-011 Rev H -Pavement Construction

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65201630-DG-012 Rev I – Kerb Detail (Sheet 1)

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65201630-DG-013 Rev H – Kerb Detail (Sheet 2)

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65201630-DG-015 Rev E – Longitudinal Sections (Sheet 1)

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65201630-DG-016 Rev D - Longitudinal Sections (Sheet 2)

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65201630-DG-017 Rev I – Cambridge Road Cross Section (Sheet 1)

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65201630-DG-018 Rev H – Cambridge Road Cross Section (Sheet 2)

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65201630-DG-019 Rev H – Cambridge Road Cross Section (Sheet 3)

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65201630-DG-020 Rev F Cross Section (Sheet 4)

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65201630-DG-021 Rev C Vehicle Swept Paths (Sheet 1)

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65201630-DG-022 Rev D Vehicle Swept Paths (Sheet 2)

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65201630-DG-023 Rev B Vehicle Swept Paths (Sheet 3)

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65201630-DG-024 Rev B Sections along Proposed Culvert

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65201630-DG-025 Rev E Drainage Details (Sheet 1)

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65201630-DG-030 Rev G Construction Details (Sheet 1)

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65201630-DG-031 Rev G Construction Details (Sheet 2)

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65201630-DG-032 Rev C Construction Details (Sheet 3)

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65201630-DG-034 Rev F Construction Details (Sheet 5)

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65201630-DG-035 Rev D Construction Details (Sheet 6)

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65201630-DG-036 Rev A Construction Details (Sheet 7) Piping of Eastern Ditch
65201630-DG-042 Rev C Contours Plan
65201630-DG-044 Rev D S278 Works Extents and S38 Adoption Extents Plan
65201630-DG-045 Rev E Dedication Plan
65201630-DG-052 Rev H Gully Catchment Areas
65201630-DG-054 Rev D Cambridge Rd Cross Section (Sheet 5) (Read with Sheet 1 & 2)
Road Safety Audit Brief dated 17 <sup>th</sup> April 2024

## Introduction

The Audit was carried out at the request of:

<i>Name</i>	<b>Jon Finney</b>
<i>Job Title</i>	<b>Principal Highways Development Engineer</b>
<i>Organisation</i>	<b>Cambridgeshire County Council</b>

The terms of reference of the audit are as described in GG119. The audit has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria or design standards. Design standards are quoted only where those standards have road safety implications.

The Problem Location page is attached under Appendix A.

## Audit Team Approval

The undersigned Team Members have been approved by the appropriate Assistant Director to complete this assessment for Cambridgeshire County Council's Director for Highways and Transport.

### Notified Departures and /or Relaxations from Standard:

None notified at this time.

### Scheme Description:

From Road Audit Brief

Construction of a new signalised T-junction approximately 115 metres south of the junction with Kings Hedges Road and works for around 130 metres south of that to tie in with highway works completed by the Greater Cambridge Partnership. Works include:

- Staggered pedex on the northern side of the new junction.
- Staggered toucan crossing on the western side of the new junction with associated shared-use paths.
- With-flow "Cambridge" stepped cycle tracks.
- Northbound floating bus stop south of the new junction.

- New toucan crossing to the south of the project extents.
- Resurfacing within the project extents.
- New and amended traffic signage throughout the project extents.

The objective of the scheme – To provide the junction as set out above in pursuance of the implementation of a planning consent for the Darwin Green Development, reference 07/0003/OUT and subsequent reserved matters applications and discharge conditions

Date/Time of site visit: 30<sup>th</sup> April 2024 during 13.30pm – 15.15pm and also nighttime visit at 19.30pm – 21.30pm

Attending: Devinder Singh (Cambridgeshire County Council)  
Peter Taylor (Cambridgeshire County Council)

#### Conditions at Visit:

Weather: Mild and dry following sunny day

Traffic: Heavy traffic during daytime and Moderate traffic during nighttime

Other: Daytime – Observed 29 cyclists using the shared use facility and some using the cycle lane on the carriageway. 11 Pedestrians during time of visit and Nighttime visit - Observed 15 cyclists using the shared use facility and some using the cycle lane on the carriageway. 10 Pedestrians during time of visit.

#### Collision record:

Four PIA collisions are recorded at the site including 1 Serious between January 2019 and January 2023. Principally focussed at Kings Hedges Road signals the Serious collision, Feb 2022 involved a southbound driver striking a joining vehicle when running a red signal. The oldest collision also involved a driver progressing through a red signal on Kings Hedges Road whilst the other Slight injury collision in this area involve a cyclist being struck by a car. The remaining collision, in July 2019, involved a pair of northbound cars colliding when the leading car turned into a property and driver 2 had no additional space.

## 1 Items raised at previous road safety audits and still outstanding.

### A. Stage 1 Safety Audit

#### A1.1 Problem

*Location: stand-alone crossing to the south of the proposed junction*

*Summary: safety issues in the vicinity of the stand-alone crossing*

It is appreciated that this crossing is on a new, proposed, desire line due to the new segregated facility to the southwest. However there are safety issues relating to the approaches to the crossing along Histon Road.

LTN 2/95 states that “Crossings should be located away from conflict points”

- If a bus were to stop in the bus stop to the south it may reduce the forward visibility to one of the signal heads and any pedestrians aiming to cross. This increases the potential for collisions at the crossing. Bus stops are better sited on the exit side of signals (LTN 2/95).
- There is a short merge section to the north of the crossing. As the two lanes of traffic merge into one a driver’s attention may be on the surrounding traffic and manoeuvring into position safely rather than on the signals/pedestrians/cyclists waiting to cross. There is a potential for vehicular/vulnerable road user collisions.
- Multiple signals can raise safety issues if they are within 100m of each other and are not linked.
- In times of peak traffic there is a potential for traffic to queue back from the junction to the crossing as drivers exit Cambridge. This raises safety issues if pedestrians cross between stationary vehicles.

### **Recommendation**

Ideally relocate the new segregated use facility on the southwestern side of Histon Road further north and incorporate it within the new junction.

This will link all pedestrian routes through the main junction.

Provide an integrated toucan crossing within the signal junction including a staggered pedestrian island.

If relocating the segregated use facility is not an option:

- Relocate the bus stop further away from the crossing
- Remove the merge on the approach to the crossing
- Link the signals at the junctions and the crossing

### **Designer’s Response**

New drawings

### **Further comments by stage 2 audit team**

A meeting was held to discuss the issues, however no written response has been received.

The bus stop has been relocated, with very limited options available there is no ideal location for this facility. This is possibly the least conflicting location at this time.

The merge remains and is still regarded as a safety issue and should be addressed. There is an increased potential for sideswipe type accidents and collisions with pedestrians/cyclists on the crossing.

It has not been confirmed that these signals will be linked.

**Further Comment by this stage 3 audit team**

In view of the above, the merge remains insufficient for vehicles to manoeuvring into position safely and therefore potential risk for vehicular/NMU collisions and side swipe vehicle collisions. Furthermore, no written Designer's response received, and neither is confirmation given as to whether the traffic signals for the Toucan crossing is linked with the signals at the access junction. The risk remains.

**A1.2 Problem**

Location: crossing at the new access

Summary: narrow width toucans with the potential for conflict

It is assumed that the crossings across the new access are Toucans as they will link the existing shared use facilities.

Please can this be clarified?

At a width of 3.2m this is not ideal for cyclists and may bring opposing cyclists/pedestrians into conflict with each other.

**Recommendation**

Widen the Toucans to 4m in width.

**Designer's Response**

New drawings

**Further comments by this stage 2 audit team**

A meeting was held to discuss the issues; however no written response has been received.

The drawing appears to have been amended; please can this be confirmed in writing.

**Further Comment by this stage 3 audit team**

No written Designer's response received, however site visit revealed that the crossing width at Toucan crossing is widened to 4m. Problem resolved.

**A1.4 Problem**

Location: pedestrian islands

Summary: potential non-compliance

The pedestrian island in the new junction may only have about 2m of usable width if the pedestrian guard railing is included. This limited

space may discourage cyclists from using this facility especially if opposing cyclists are using the island at the same time.

There is therefore a potential for cyclists to divert around the island putting them at risk from vehicle collisions.

**Recommendation**

Ideally widen the proposed island.

**Designer's Response**

New drawings

**Further Comments by stage 2 audit team**

A meeting was held to discuss the issues; however no written response has been received.

The central pedestrian islands no longer detail pedestrian guard railing, however the new pedestrian island on the main road appears to scale at about 1m kerb to kerb within the central section. This issue remains for this island.

**Further Comment by this stage 3 audit team**

The crossing islands on the main road is widened and the drg for Construction Details(Sheet 5) ref....DG-034 Rev F confirms width of 2742mm from inside kerb to kerb. - Problem resolved.

**A 2.1 Problem**

*Location: new shared use facility to the southwest exiting at the proposed crossing*

*Summary: risk of on crossing collisions*

There is likely to be a lack of intervisibility between drivers approaching the crossing and cyclists approaching the Histon Road from the shared use facility within the new site.

Additionally, if the cyclist can see a green indicator on the push button unit they may be more likely to cross without looking. This may lead to a cyclist entering the carriageway at speed with a potential for vehicle/cycle collisions in this area

**Recommendation**

Provide barriers at the end of the new facility to help reduce the speed of cyclists on this approach. Ensure that the barriers are adequately spaced so that all cycle types can manoeuvre through this area.

**Designer's Response**

New drawings

**Further comments by stage 2 audit team**

It would appear that the stand-alone crossing has been relocated slightly to the south.

However, this conflict point it is regarded as a low risk compared with relocating it further to the north away from this access and closer to the shared use facility that enters from the west and further reducing the distance to the signal controlled junction.

I is appreciated that this is not an ideal crossing location, however this is potentially the lowest risk location available.

### **Further Comment by this stage 3 audit team**

Suitable barriers as recommended by the Stage 2 Road Safety Team are not provided. Site visit revealed a single bollard installed which is inadequate. Risk Remains.

#### **A2.2 Problem**

*Location: between junctions Kings Hedges and the new junction*

*Summary: cyclists manoeuvring in this area at risk of collision with vehicular traffic*

On road cyclists travelling between Kings Hedges Road junction and the new proposed junction have three traffic lanes to cross in an attempt to turn right into the new site.

Whilst advanced cycle stop lines have been included there are no facilities to get the cyclists through the traffic and safely to them. This puts cyclists at higher risk of collisions with other road users.

#### **Recommendation**

Review the design and incorporate additional facilities to aid the cyclists such as stub lanes or cycle lanes.

#### **Designer's Response**

New drawings

#### **Further comments by road safety stage 2 audit team**

A meeting was held to discuss the issues; however no written response has been received.

This item stands.

#### **Further comments by this road safety stage 3 audit team**

Advanced Stop Lines (ASLs) not shown on plans to facilitate safe manoeuvring for cyclists and site visit revealed none provided. Risk remains

### **B. Stage 2 Safety Audit dated 2<sup>nd</sup> June 2014**

#### **B1.1 Problem**

Location: Cambridge Road, poles 4/5.

Summary: lack of conspicuity of the island, potential vehicular collisions.

The small island does not have any bollards detailed. This will reduce the conspicuity of the island and may result in vehicular strikes and clips.

**Recommendation**

Provide appropriate bollards.

**Further comments by this road safety stage 3 audit team**

No written Designer's response provided however site visit revealed bollards with sign 610 provided at this island – Problem resolved.

**B2.1 Problem**

Location: cycleway returning to carriageway southwestern side.

Summary: potential collisions between vehicles/cyclists as they rejoin the carriageway.

West bound cyclists have the opportunity to return to the carriageway via a dropped kerb. There are no give way warning markings or triangle on the footway to encourage cyclists to enter the carriageway with care. There is a potential for vehicles to collide with cyclists in this location as they rejoin the carriageway.

**Recommendation**

Provide appropriate footway markings.

**Further comments by this road safety stage 3 audit team**

No Designer's response provided, and site visit revealed no appropriate footway markings provided for cyclists – Risk remains.

**B3.1 Problem**

Location: the new pedestrian island north of the proposed access on Cambridge Road.

Summary: reverse stagger, potential for vehicular/pedestrian collisions.

Whilst it is appreciated that the new island has been included as part of the design it raises safety concerns for pedestrians using the facility. Once on the island they do not face the oncoming traffic as they approach the second crossing. They may fail to see an approaching vehicle with the result of pedestrian/vehicular collisions in this area.

**Recommendation**

Provide a standard stagger on the island.

**Further comments by this road safety stage 3 audit team**

No Designer's response provided, and site visit revealed reverse stagger not provided. Risk remains.

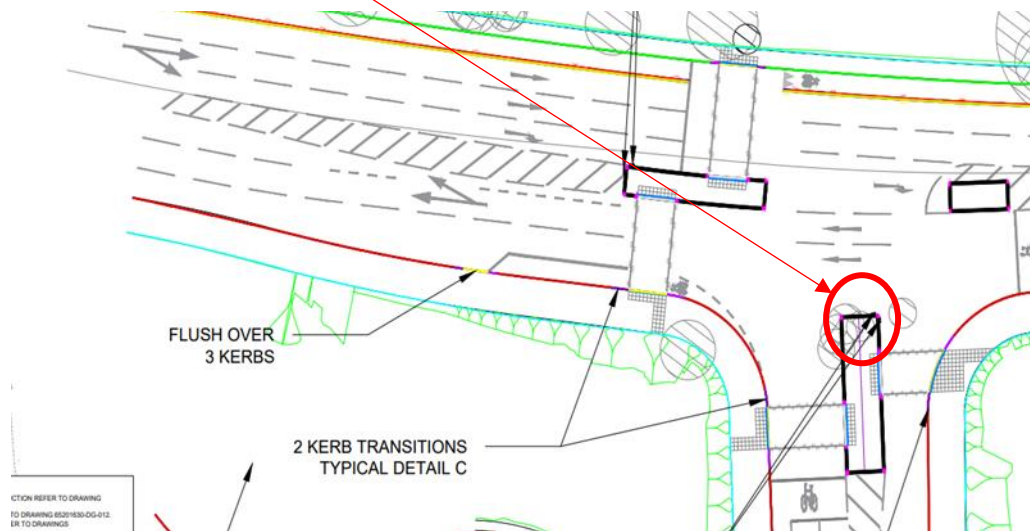


## 2 Items raised at this Road Safety Stage 3 audit.

### DETAILS

#### 2.1 Problem:

Location: Eastern tip of the pedestrian crossing island within the western arm access junction.



Summary: Risk of vehicle strikes with cyclists due to lack of hatched markings.

Site visit revealed that hatched markings are missing at this location and drivers may use and regard this as part of the nearside lane before leading them to the road marking for cyclists to join the off-road shared facility for NMUs. Hence, this increases the risk of northbound (NB) vehicles in collision with NB cyclists and resulting in cyclist injury.

#### Recommendation

It is recommended that appropriate level of hatched marking is applied in this location in accordance with current standards including Chapter 5 of TSM and also TSRGD as applicable.

### THE JUNCTIONS

#### 2.2 Problem:

Location: Northbound approach arm for HGVs turning left into access road

Summary: Risk of side swipe vehicle collisions with HGVs due to inadequate lane width and clearance for vehicles.

The drawing titled Vehicle Swept Path (Sheet 2) Rev D shows HGV turning left manoeuvre from northbound approach arm overrunning the adjacent offside lane. This introduces risk of vehicles on the off-side lane colliding with HGVs whilst the HGV is manoeuvring to turn left into the access road resulting in personal injuries.

### **Recommendation**

It is recommended that all lane widths and clearances are reviewed particularly at this location so that adequate provision for all manoeuvring by all types of vehicles can be undertaken safely.

## **NON-MOTORISED USERS**

### **2.3 Problem:**

Location: Scheme extent.

Summary: Risk of flooding with potential for vehicles to skid and NMUs slipping/falling due to inadequate drainage measures.

The drainage in the form of gullies is provided along the eastern channel line, with a crossfall in the carriageway from west to east side. Site visit revealed that the gradient of the carriageway is relatively flat which is also confirmed by the longitudinal plans. The Audit Team is concerned that the refuge crossing islands will potentially collect surface water resulting in ponding internally and detriment to NMUs in crucial areas of crossing points. This introduces the risk of NMUs slipping and falling especially during icy conditions. The contour plans also shows areas where potential ponding can occur on the carriageway. In the absence of adequate drainage, vehicles are at risk of skidding, losing control and in collision with other road users.

### **Recommendation**

It is recommended that the drainage of all parts of the carriageway including the NMU crossing islands is fully assessed, reviewed for the provision of adequate and effective drainage measures in order to mitigate the risk to all road users.

## **SIGNS AND ROAD MARKINGS**

### **2.4 Problem:**

Location: Bollard at ch. 200

Summary: Increased risk of vehicles striking the bollard and injury to vehicle occupants due to unlit bollard sign.

Site visit during nighttime revealed that all the bollards with sign to Dia. 610 being internally illuminated with the exception of the bollard at the refuge island located at approximate ch. 200. This introduces increased risk of vehicles in either head-on or side swipe collision with the refuge island during the hours of darkness causing injury to vehicle occupants.

### **Recommendation**

It is recommended that all relevant bollards are sufficiently lit during the hours of darkness as appropriate.

## **2.5 Problem:**

Location: Give-way sign to Dia. 602 at the access to pumping station

Summary: Drivers unable to notice sign during darkness due to unlit sign resulting in increased risk of vehicles and NMU collisions on main road

Site visit revealed that the Give-way sign at the access/junction for the pumping station is not provided with illumination. During the hours of darkness, this sign may not be conspicuous enough to fully alert drivers of the need to give way to traffic on major road. Consequently this could result in overshooting onto the main carriageway with risk of collision with vehicles and NMUs travelling along main road.

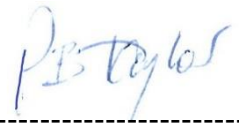
### **Recommendation**

It is recommended that sign be provided with an acceptable form of illumination in accordance with the current standard TSRGD.

**Audit Team Statement**

We certify that this road safety audit has been carried out in accordance with GG119.

**Peter Taylor BA (Hon) MSc MRTPI, MCIHT,  
MSoRSA (Cert Comp June 2015)  
Road Safety Audit Team Leader**  
Road Safety Engineering Team  
Cambridgeshire County Council

Signed   
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Date 20<sup>th</sup> May 2024  
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**Devinder Singh BSc, MSc, MCIHT,  
MSoRSA, Cert. of Competency (April 2018).  
Road Safety Audit Team Member**  
Road Safety Engineering Team  
Cambridgeshire County Council

Signed   
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Date 20<sup>th</sup> May 2024  
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