



TRANSPORT AND INFRASTRUCTURE COMMITTEE	AGENDA ITEM No: 2.3
09 JANUARY 2020	PUBLIC REPORT

COLDHAMS LANE ROUNDABOUT PROGRESS REPORT

1.0 PURPOSE

- 1.1. This report summarises work on the Coldhams Lane Roundabout project to date and outlines next steps.
- 1.2. It requests a further release of funds to enable public consultation on the designs.

<u>DECISION REQUIRED</u>	
Lead Member:	James Palmer, Mayor
Lead Officer:	Paul Raynes, Director of Delivery & Strategy
Forward Plan Ref: N/A	Key Decision: No
The Transport and Infrastructure Committee is recommended to: (a) Note this progress report (b) Approve the release of £100,000 from design phase budget agreed previously by the Combined Authority Board at its meetings in October 2017 and March 2018 (c) Comment on the emerging Coldhams Lane Roundabout proposals	Voting arrangements Simple majority of all Members

2.0 BACKGROUND

- 2.1. Coldhams Lane Roundabout was first approved for inclusion in the Transport Programme at the October 2017 Combined Authority Board and then again at the March 2018 Combined Authority Board, following which Cambridgeshire County Council took forward the study to establish the issues and find solutions. This is not a key project for the purposes of the Combined Authority's Business Plan 2019/20.
- 2.2. The study location is a roundabout of significance in North West Cambridge, connecting; Coldhams Lane, Brooks Road and Barnwell Road, with a number of challenges creating congestion and safety concern.

- 2.3. The main drivers for the project are:
- to improve safety for all road users;
 - to provide an improved environment for pedestrians / cyclists;
 - without adverse effect on traffic flows.
- 2.4. Safety issues at this location for all road users on this roundabout have been identified as:
- in the last 5 years, there have been fifteen slight and one serious collision;
 - since 1999, there have been 7 serious and 43 slight collisions involving cyclists. 14 of the slight collisions involved children cycling.
- 2.5. The key aims for the project will be to implement a scheme that:
- Reduces accidents and improves use of the roundabout for both pedestrians and cyclists;
 - Provides safer, direct and more convenient routes for cycling and walking;
 - Improves access to employment areas, retail sites, green spaces, schools, leisure facilities and residential centres;
 - Positively impacts on bus journey times;
 - Positively impacts on motor traffic journey times;
 - Enhances the environment, streetscape and air quality.

3.0 PROGRESS TO DATE

- 3.1. Cambridgeshire County Council has been funded by the Combined Authority to progress a range of potential design options for achieving the key aims.
- 3.2. Cambridgeshire County Council procured a consultant to develop an initial exploration of design options, to undertake transport modelling and to report on what interventions could deliver improved safety for cyclists whilst avoiding any negative impact on traffic flows.
- 3.3. Preferred options (four visuals below) for the design have now been identified in preparation for public consultation on the project.



Option A



Option B



Option C



Option D

4.0 NEXT STEPS

- 4.1. Subject to release of funding by the Committee, Cambridgeshire County Council will go to public consultation on the preferred design options (above) in early 2020.
- 4.2. Cambridgeshire County Council will continue engagement with key stakeholders and internal partners such as Road Safety, Traffic Signals, Bus Operator and City Council Officers whilst the design options are progressed.
- 4.3. Following consultation:
 - (a) further analysis of these potential design interventions will be carried out;
 - (b) resulting in a final preferred design option which will establish a cost benefit ratio, construction programme and delivery costs;
 - (c) The business case for delivery of a final preferred option will then be submitted to the committee at the earliest opportunity, for approval for the detailed design and construction phase funding.
- 4.4. The timetable is to complete consultation, option selection and design by mid-2020 with construction complete by mid-2021.

5.0 FINANCIAL IMPLICATIONS

- 5.1. The budget for the current design phase is £300,000. The budget for construction is £2.5 million, of which £2.2 million is allocated but subject to approval in the CA budget, and £200,000 is being sought through a S.106 contribution. The chosen option will need to be affordable within that budget.
- 5.2. A value for money assessment report has been produced with the following benefit cost ratio data suggesting that one of the proposed schemes offers very high value for money, two of the proposed schemes represent high value for money and one represents medium value for money as detailed below:

Option	Present Value of Benefits	Present Value of Costs	BCR
A	£2,197,540.00	£659,550.00	3.33
B	£4,395,080.00	£2,556,870.00	1.72
C	£6,592,620.00	£2,396,570.00	2.75
D	£8,790,160.00	£2,013,061.00	4.37

6.0 LEGAL IMPLICATIONS

- 6.1. The Cambridgeshire and Peterborough Combined Authority Order 2017 granted the Combined Authority the power to pay grant under section 31 of the Local Government Act 2003 together with a general power of competence.

7.0 SIGNIFICANT IMPLICATIONS

7.1. None

8.0 APPENDICES

8.1. None

<u>Source Documents</u>	<u>Location</u>
1: October 2017 Combined Authority Board Paper 1a: Appendix A short list 1b: Appendix B Evaluation criteria 2: March 2018 Combined Authority Board Paper 2a: Appendix A March 18 2b: Appendix B March 18	1: CA Board Report Oct 2017 1a: App A Shortlist 1b: App B Evaluation criteria 2: CA Board Report March 2018 2a: Appendix A March 18 2b: Appendix B March 18