



*Gransden  
2020 Vision*  
Great Gransden's  
Neighbourhood Development Plan

# Road safety

We can act, if we have evidence and funding

It is about changing behaviour



## Ideas need to be based on data

- Opinions will not get us support
- Good data can help us get ideas implemented
  - The 40mph on Meadow Road was partially based on Speed Watch data
- So help us identify measures we can take
- Then help us gather the evidence we need to back the application



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Speed watch helps us understand what is going on

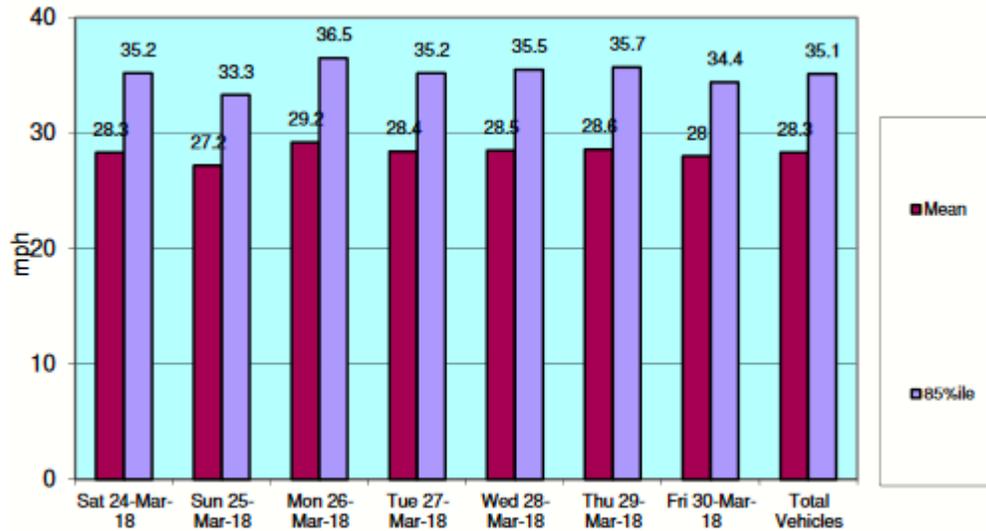
- We have regular sessions at a number of locations
- So we know traffic levels are increasing
- We also know that regular sessions do have an affect
- If we are not there on a regular basis behaviour creeps back
- We need more people on the team
  - we often cannot do a session as we have too few people



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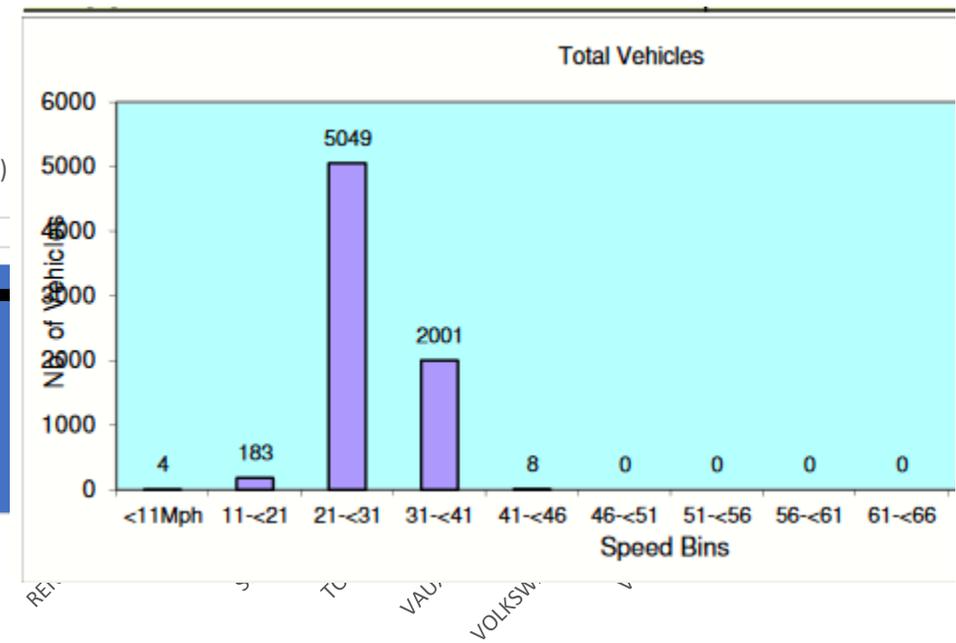
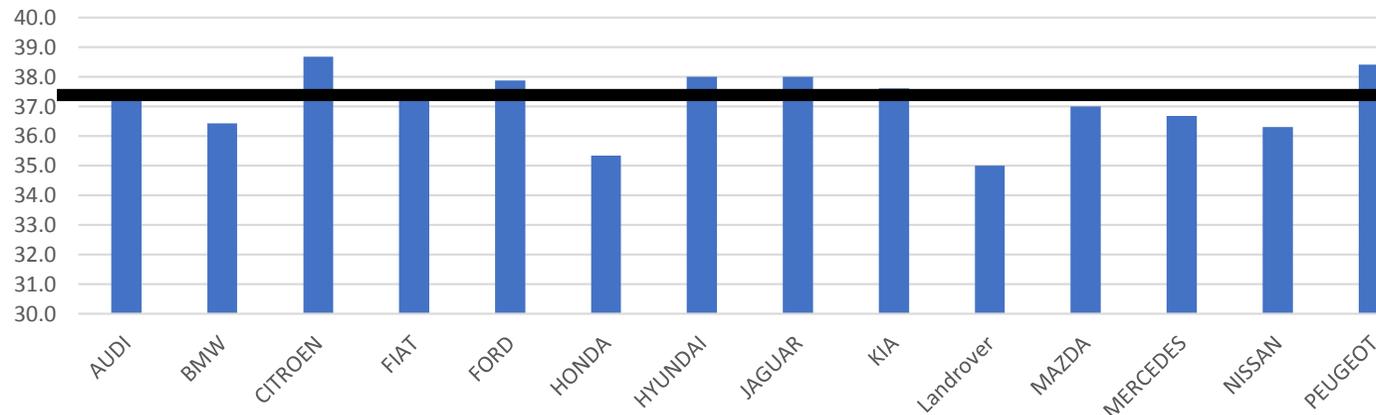
Sample data



Average and Maximum Speed by Location  
2018 (only for cars doing 35 or more mph)



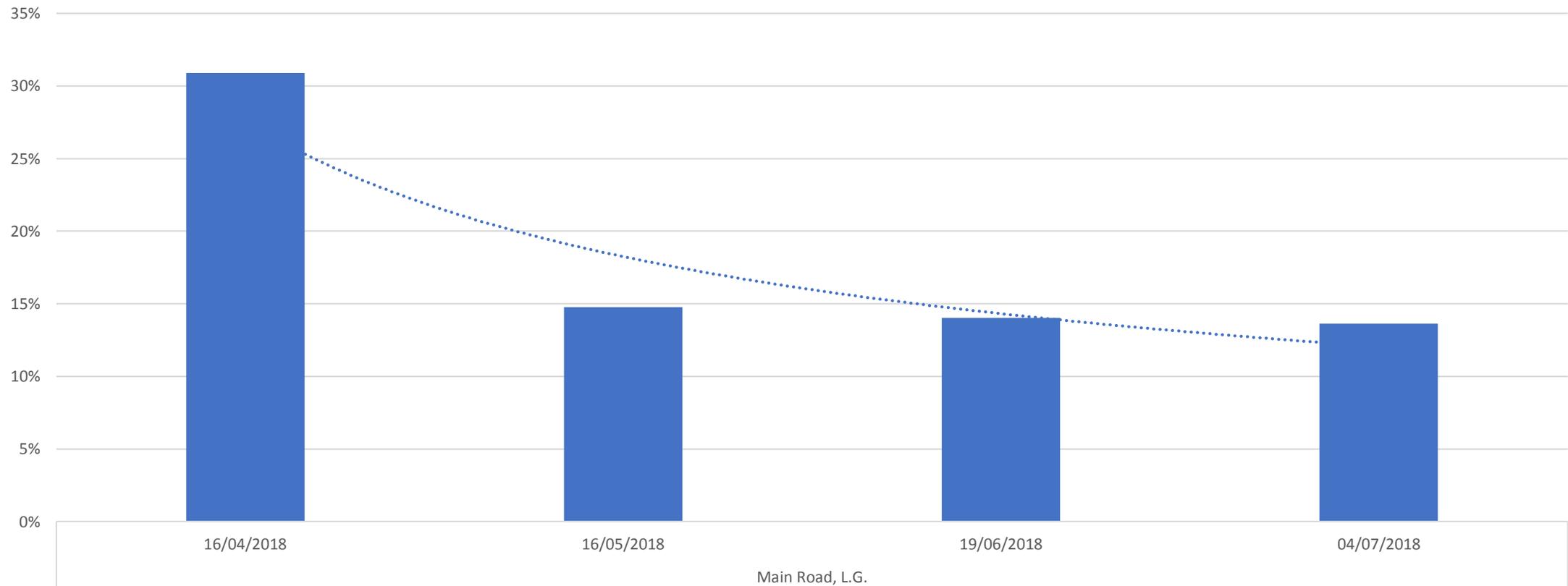
Average Speed by Make  
2018 (only for cars doing 35 or more mph)





# We need more volunteers if we are to help change behaviour

Percentage of cars speeding





## Measures are not cheap

- 
- £20,500 - £32,500 Zebra crossing
  - £7,900 - £11,250 Double speed cushion
  - £6,750 - £11,300 A typical mini-roundabout
  - £225 - £390 Sign on a new post
  - £250/meter A new footway, with kerbing/edgings
- 
- The village would need to convince the highways authority of the need and pay 20% of the cost



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On the cards please locate and suggest how we can obtain evidence:

- Where we need pavements
- Parking concerns
- Poor driver behaviour - speed, etc
- Locations where we could add on-street electric charge points



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Dear A428 team,

We would like to suggest that under the 'cycling, safety, integration', 'innovative' and 'air quality' elements funds could be used on a road safety scheme.

In line with the government's Safe System approach and the recent Road Safety Management Capacity Review we should consider the finding: Safety engineers note that the road classification in Britain is not generally aligned to Safe System. This is particularly the case on the **single carriageway rural road network where inappropriate but allowable speed within the 60mph limit is often cited as a contributory factor in road crashes.**

We could thus use this scheme to fund a trial of the recommendations: **Establishing clear urban and rural road hierarchies which better match function to speed limit and layout and design; Promote the benefits of average speed cameras, fixed site and mobile cameras to key agencies, highway authorities and the community**

The trial could be carried out, with CCC, on the local urban and rural roads that are affected by the A428 'rat running'. The trial could consider such recommended measures as ISA, average speed checks for affected villages, lower speeds on both the B [50mph?] and other [40mph?] roads.

The trial would be set up over a clear geographic region both North and South of the A428 and could then monitor accident rates on the roads and feed the lessons learnt back into the wider road safety programme. The safety baseline and objective for this trial should be agreed in advance (a 50% reduction in PIA should be achievable)