Management of Road Safety

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1. Background

1.1 This report provides an update on the performance in relation to Road Safety. The duties of the Highway Authority in relation to road safety are set out in national legislation, and most pertinently in the Road Traffic Act 1988, which sets out in Section 39 that the Council must, as a 'relevant local authority':

- Prepare and carry out a programme of measures designed to promote road safety and may contribute towards the cost of measures for promoting road safety taken by other authorities or bodies.
- Carry out studies into accidents arising out of the use of vehicles on roads or parts of roads in the County (other than Trunk Roads / Motorways).
- In the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including
  - the dissemination of information and advice relating to the use of roads,
  - the giving of practical training to road users or any class or description of road users,
  - the construction, improvement, maintenance or repair of roads for the maintenance of which they are responsible and
  - other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.
- In constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

1.2 The Highway Authroity also has a legal duty under the Highways Act 1980 to ensure that the public highway is maintained in a safe condition for all users. Section 41 of the Act places a statutory obligation on highway authorities to maintain the roads for which they are responsible, which includes implementing an appropriate regime of inspection, repair, and preventative maintenance. In addition, Section 58 provides a statutory defence for the authority, but only where it can demonstrate that it has taken reasonable measures to secure the highway's safety, making a robust, risk-based inspection and maintenance programme essential for compliance.

1.3 To meet these duties, the Highway Authority operates a structured system of routine safety inspections, condition surveys, and timely interventions to address defects such as potholes, surface deterioration, drainage failures, and signage issues; these are set out in the Highway Operational Standards. This approach aligns with the national Well-Managed Highway Infrastructure code of practice, which, although not statutory, is widely recognised as defining good practice in demonstrating compliance with Sections 41 and 58. The council maintains accurate records of inspections, repairs, and decision-making processes to fulfil its statutory responsibilities and taking all reasonable steps to safeguard the travelling public.

1.4 On 7 January 2026, the government announced a new Road Safety Strategy. Officers will update verbally on relevant provisions in the strategy. Recommendations b) and c) address the consideration and response to the new strategy by the Highway Authority.

The Vision Zero Partnership

1.5 In addition to discharging the County Council's duties it also supports the delivery of the aims of the Vision Zero Partnership. This partnership aims to collectively work towards the target of ultimately reducing road related fatalities and serious injuries in Cambridgeshire and Peterborough to zero, it is targeting a 50% reduction from 2020 to 2030. Its members are:

- Cambridgeshire County Council
- Peterborough City Council
- Cambridgeshire Constabulary
- Beds, Cambs & Herts Tri-force road policing
- National Highways (formerly Highways England)
- Cambridgeshire Fire and Rescue Service
- East of England Ambulance Service
- Public Health
- Cambridge University Hospitals (Addenbrooke's)
- The East of England Trauma Network
- Roads Victims' Trust
- Magpas Air Ambulance

1.6 The Partnership reports to the Office of the Police and Crime Commissioner, Cambridgeshire County Council, Peterborough City Council and the Combined Authority for Cambridgeshire and Peterborough. The Chair of the Vision Zero Board rotates between the partners annually. The current Chair is Darryl Preston, Police and Crime Commissioner of Cambridgeshire, and Simon Burgin, the Council's Road Safety Manager is the Vice Chair and representative of the County Council on the Board.

1.7 The partnership has five key worksteams which are led by the relevant organisations as outlined below

- **Safe Speeds** and **Safe Roads Users** (Enforcement / Engagement / Education)
  The lead partners for these two workstreams are the Cambridgeshire Constabulary and the Office of the Police and Crime Commissioner.
- **Safe Vehicles** including Driving for Better Business
  Lead partner: Cambridge Fire and Rescue.
- **Safe Roads and Roadsides**
  Lead partners: Peterborough City Council and Cambridgeshire County Council in their respective areas.
- **Post Collision Response**
  Lead partners: Addenbrooke's and the Road Victims Trust, supported by Peterborough City Council and Cambridgeshire County Council.

1.8 The Partnership is committed to a Safe System approach, that stems from the simple imperative that no one should be killed or seriously injured as the result of a road collision. The approach involves designing the whole traffic system to prevent people being killed or seriously injured.

1.9 Every road traffic collision that results in fatalities is reviewed with all agencies at a quarterly Fatal Review Board (FRB) meeting, following a site visit and detailed analysis of the causation factors in each case. The board makes recommendations to the work stream theme leads to target their resources to reduce risk and bring about change.

1.10 From a County Council perspective, each fatal review focuses specifically on the duty to provide safe roads and roadsides. Where infrastructure does not meet the Council's Highways Operational Standard or is found to be lacking infrastructure that could enhance safety then timely interventions are introduced to reduce risk and harm, interventions may range from simple signage or lining improvements to a complete re-design of a junction.

1.11 The FRB process is now championed as 'best practice' and is supported by the Road Safety Foundation who provide training in this field and officers from Cambridgeshire County Council have supported 6 other local authorities to form their own review boards.

1.12 An example of a scheme that will be implemented following FRB consideration is on the A1307 between Swavesey and Bar Hill which has now seen three collisions that resulted in a fatality. The FRB process identified poor overtaking, and potential confusion as to whether the road is single or dual carriageway due to the immediate proximity of the A14. A safety scheme has been designed and will be delivered in early 2027 and includes masking the visibility of A14 banner signs from the A1307 which could confuse drivers.

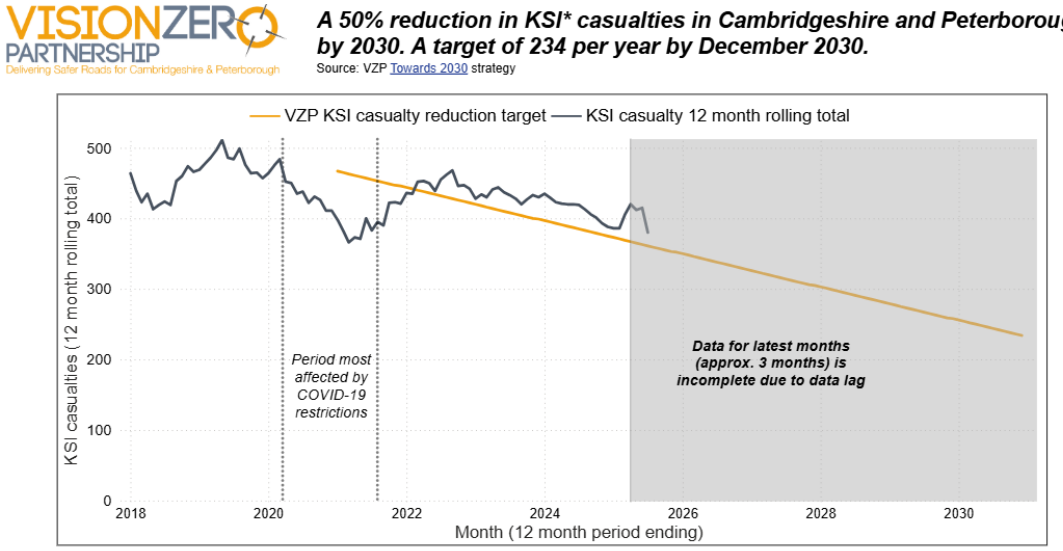
2. Analysis of trends in incidents on the local highway network in Cambridgeshire

2.1 It is to be noted that in the following analysis, collision data for 2024 is almost complete, and 2025 data is incomplete. Both will remain provisional until they are fully verified by DfT. All data relates to Cambridgeshire unless otherwise noted.

Overall trends

2.2 Figure 1 below shows the trend in performance against the Vision Zero Partnership's 2030 target to reduce the number of casualties Killed or Seriously Injured (KSI) across Cambridgeshire and Peterborough. Figures 2 and 3 show trends in collisions across Cambridgeshire. At the time of reporting there is a downward trend in serious and slight injury collisions, and it is likely that the number of fatal collisions will be slightly lower in 2025 than in 2024.

Figure 1: Trends in incidence of collisions resulting in fatalities or serious injuries Cambridgeshire and Peterborough.



* KSI - killed or seriously injured casualties, based on STATS19 casualty injury severity definitions.

Figure 2: All reported injury collisions by severity of injury and year

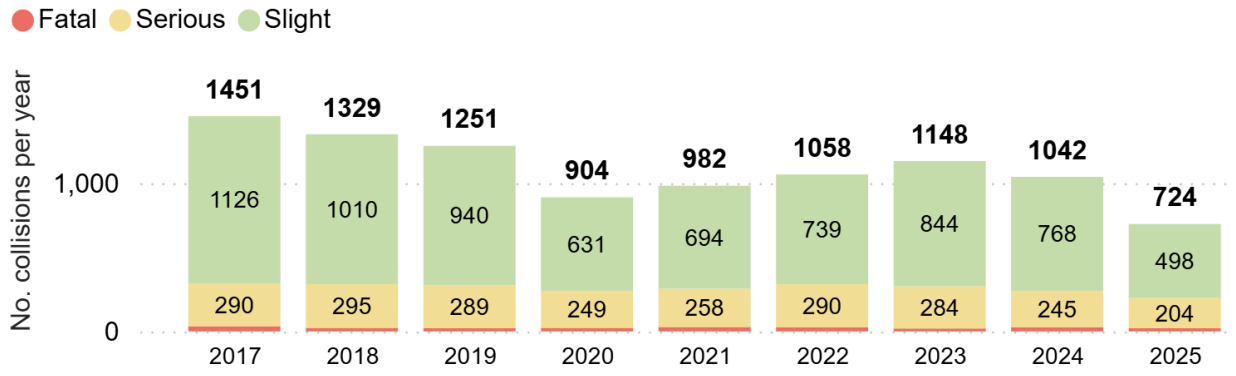
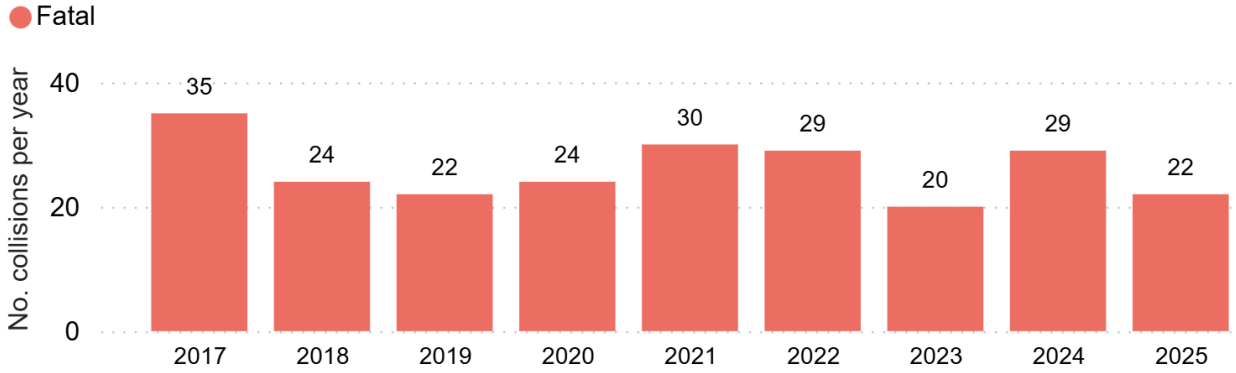


Figure 3: Injury collisions resulting in fatalities by year



2.3 The Council's Road Safety team analyses road safety data to understand current and emerging trends on Cambridgeshire's transport network and to identify risks to the public who use all forms of transport, from walking to HGV movements. The Council has data sharing agreements with Cambridgeshire Constabulary that enables the team to fully understand the underlying causes of recorded injury collisions, as well as good links with the local trauma network to understand the injuries being caused to users.

2.4 The 'Fatal Five' factors behind a large proportion of road related collisions have remained unchanged for many years. These are:

- Distraction / Failed to Observe.
- Drink and drug driving.
- Use of mobile phones.
- Excessive speed.
- Failing to wear a seatbelt.

<u>Patterns in collisions resulting in people Killed or Seriously Injured (KSI) in 2024</u>

2.5 The following figures detail collisions that resulted in KSI casualties in Cambridgeshire in 2024. Figure 4 the sets out the broad categorisation of the most identified Road Safety Factors (RSF) in all injury collisions attended by a police officer in 2024. Figure 5 shows the most frequently identified RSF for KSI collisions in 2024. This is not a full summary of RSF for KSI collisions, and there may be multiple factors for each collision.

Figure 4: Road Safety Factor categories identified for all injury collisions in 2024

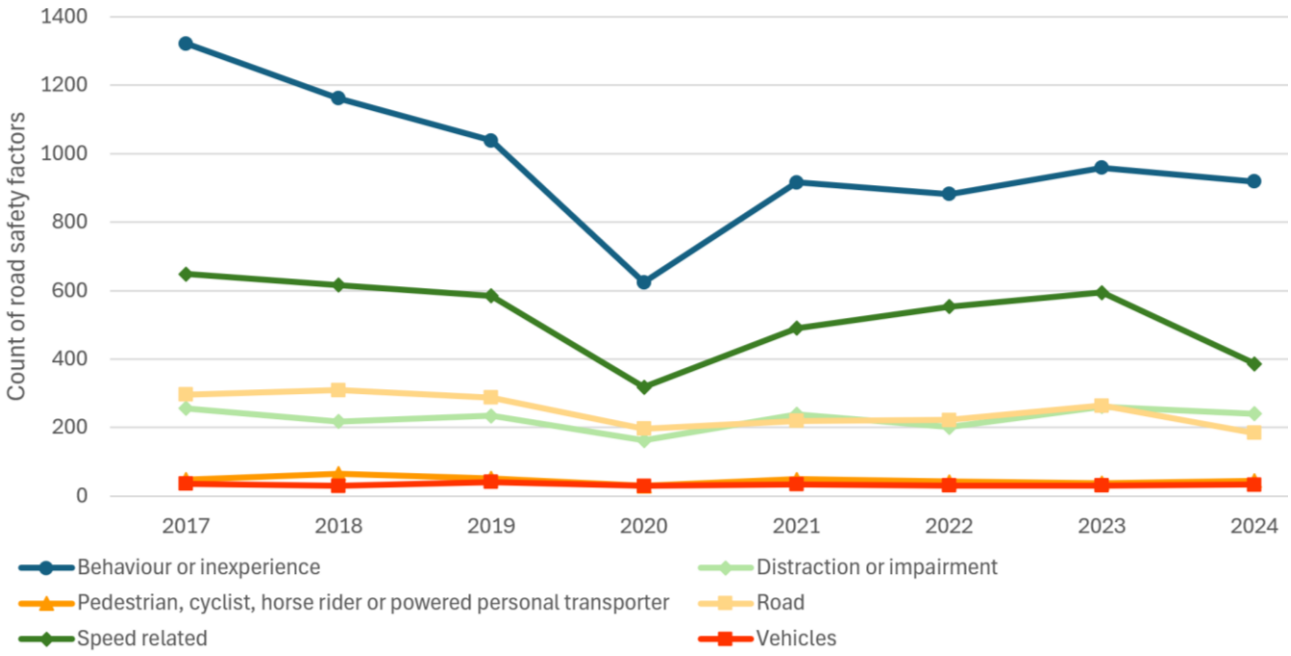


Figure 5: Most commonly identified Road Safety Factors, KSI collisions, 2024

Road Safety Factor	Category name	Number of collisions	Number of people
Ineffective observation by either the driver, rider or pedestrian	Behaviour or inexperience	15	15
Driver/ rider being aggressive, dangerous or reckless	Speed related	11	11
Driver/rider travelling too fast for conditions (including loss of control or swerving)	Speed related	9	9
Distraction to driver or rider from inside or outside or on vehicle	Distraction or impairment	7	7
Driver or rider exceeding speed limit	Speed related	7	7
Driver or rider overshot junction or poor turn or manoeuvre	Behaviour or inexperience	6	6
Driver or rider illegal turn or direction of travel or failed to comply with traffic sign or signal	Behaviour or inexperience	4	4
Illness or disability	Distraction or impairment	4	4
Affected by alcohol	Distraction or impairment	3	3
Driver or rider had uncorrected or defective eyesight	Distraction or impairment	3	3

* This is not a full summary of all RSF for all 274 KSI collisions in 2024. There are 35 Road Safety Factors used by the Police, of which the top ten are shown here.

2.6 Figures 6 and 7 summarise the types of locations where KSI collisions occurred in 2024, and the speed limit on the roads on which those collisions occurred:

- Almost half of KSI collisions occurred on stretches of road away from a junction.
- The highest incidence of fatal collisions as a proportion of fatal and serious collisions is on roads with 50 and 60mph speed limits.
    - The proportion of KSI collisions – and especially fatal collisions – is lower on 70mph roads. This reflects that these routes are dual carriageways and most collisions are between vehicles travelling in the same direction, with a lower speed differential when the collision occurs compared to head on collisions on single carriageway roads.

Figure 6: Type of locations where collisions resulting in KSI casualties occur, 2024

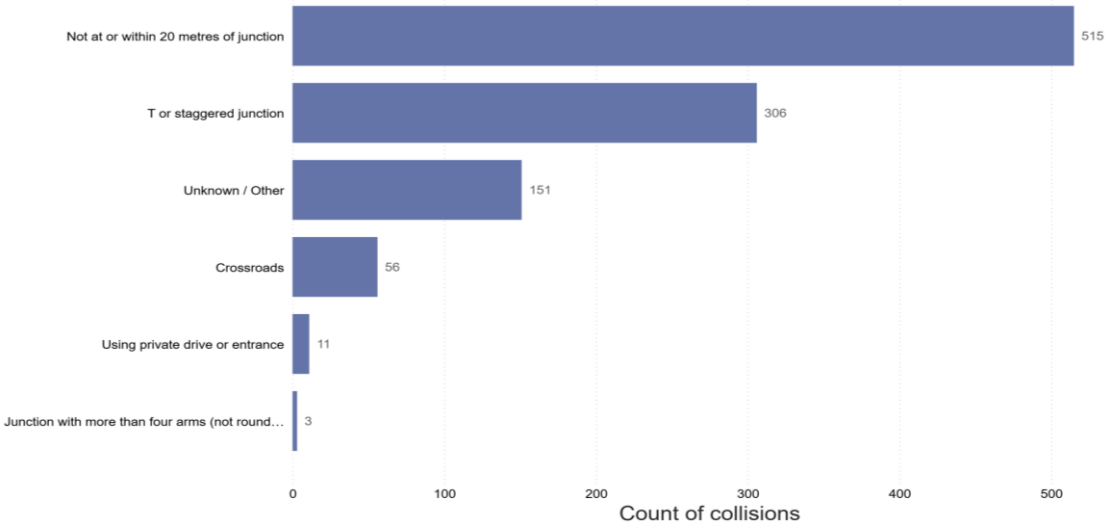
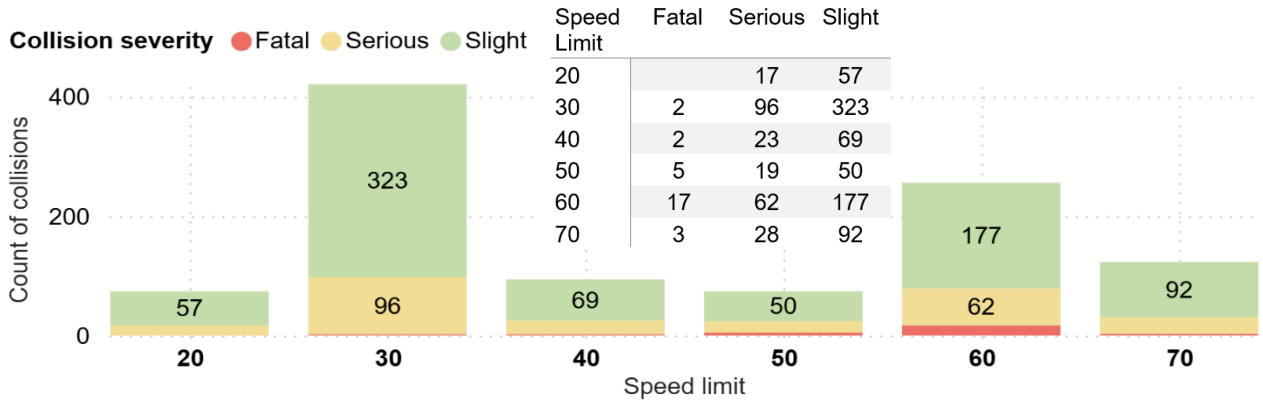


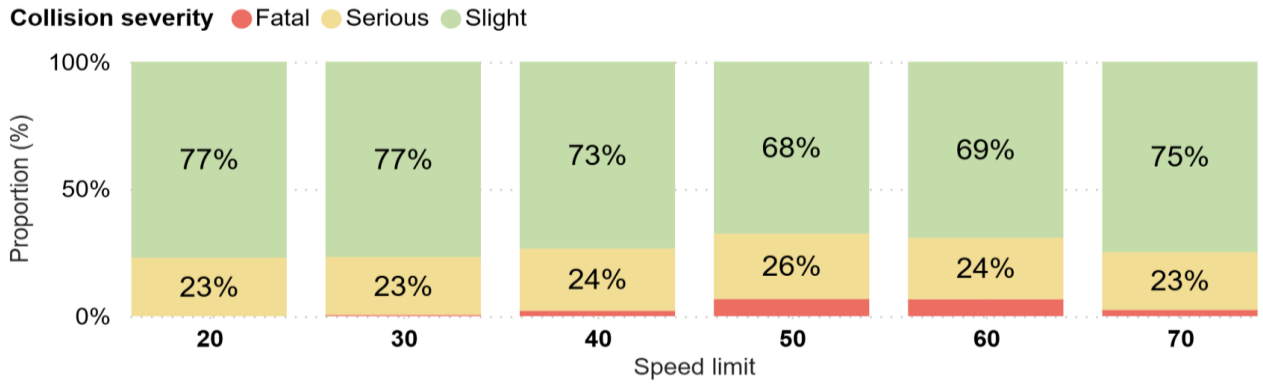
Figure 7: Collision severity by road speed limit, 2024

Count



Speed Limit	Fatal	Serious	Slight
20		17	57
30	2	96	323
40	2	23	69
50	5	19	50
60	17	62	177
70	3	28	92

Proportion



2.7 Figures 8 and 9 detail the vehicle types involved in collisions and mode of transport in use by the casualties for collisions in 2024.

- The 274 KSI collisions in 2024 involved 524 vehicles and resulted in 438 casualties including 31 fatalities.
- The 29 collisions that resulted in 31 fatalities involved 60 vehicles and also resulted in a further 27 casualties seriously or slightly injured.

Figure 8: Vehicle type and injuries – KSI collisions, 2024

Vehicle type	Count
Car	299
Electric Bicycle	0
E-scooter	3
HGV	36
LGV	35
Mini-bus/Bus/Coach	4
Motorcycle	66
Other	10
Pedal Cycle	71
Unknown	0

Casualty type *All casualty severities*	Count
Car	234
Electric Bicycle	0
E-scooter	2
HGV	9
LGV	19
Mini-bus/Bus/Coach	14
Motorcycle	64
Other	4
Pedal Cycle	69
Pedestrian	23
Unknown	0

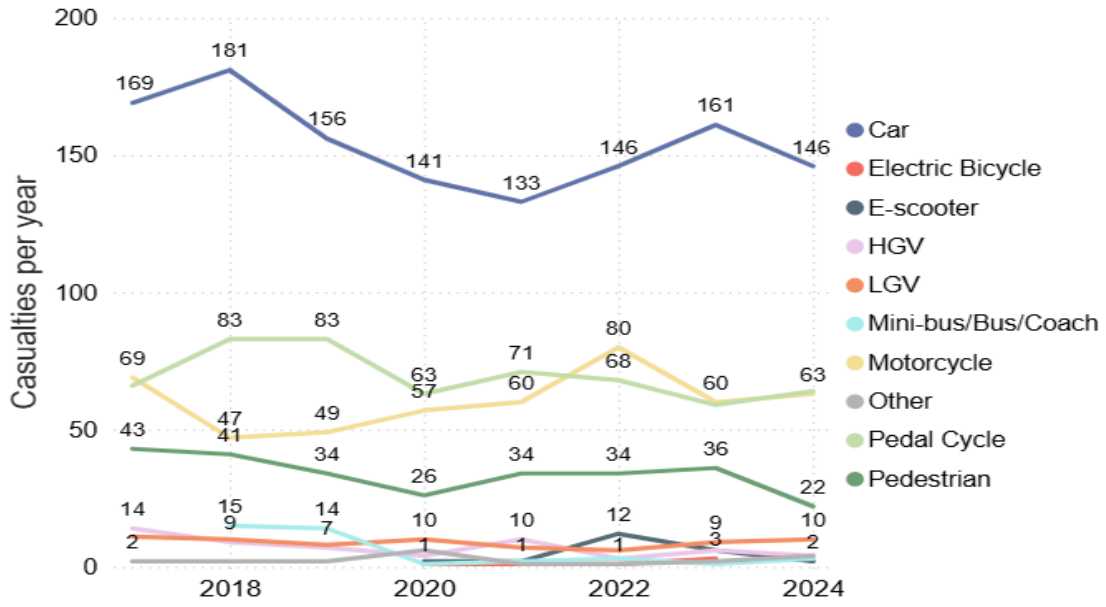
Figure 9: Vehicle type and injuries – Fatal collisions, 2024

Vehicle type	Count
Car	35
Electric Bicycle	0
E-scooter	0
HGV	7
LGV	6
Mini-bus/Bus/Coach	1
Motorcycle	7
Other	1
Pedal Cycle	3
Unknown	0

Casualty type *All casualty severities*	Count
Car	37
Electric Bicycle	0
E-scooter	0
HGV	1
LGV	2
Mini-bus/Bus/Coach	7
Motorcycle	6
Other	0
Pedal Cycle	3
Pedestrian	2
Unknown	0

2.8 Figure 10 shows trends in casualties by mode of transport.

Figure 10: Trends in incidence of collisions resulting in fatalities or serious injuries by mode of transport, 2017 to 2024



Risks to different categories of road users

Young drivers

2.9 Young drivers continue to be disproportionately represented in the collision statistics. Young drivers, particularly those prone to taking risks, are sometimes harder to engage with effectively. Traditional safety messaging and communications for these groups do not work well and this remains a challenge. We have partnered with 'First Car' who uses social media influencers to try to reach our young drivers, and the uptake of individuals following the messaging is encouraging.

Motorcyclists

2.10 At the time of writing (December 2025) the number of motorcyclists killed in collisions in 2025 is nine. This has surpassed the number of motorcyclists killed in collisions in all of 2024, which was six. All but one of these collisions have involved risk taking behaviour, including being unlicenced or unqualified to ride, excess alcohol/drugs and excessive speed. There is a lack of enforcement deterrent for motorcyclists across the county.

2.11 The Police 'Bikesafe' Scheme and the Fire Service 'Bikerdown' initiatives are well supported (oversubscribed) road safety interventions that attract safety conscious riders.

Cyclists and Pedestrians

2.12 Cycling and walking are attractive modes of transport for many people for commuting, leisure and exercise. They support a healthy lifestyle and support the County Council's climate aspirations. Figures 11 and 12 show collisions involving pedestrians and cyclists for the three years from 2022 to 2024.

Figure 11: Injury collisions involving cyclists (inc. electric bicycles), 2022-2024

	Number of collisions	Casualties				
		Cyclist	Pedestrian	Other	Total	KSI
Cambridge	421	414	12	8	434	110 (25%)
East Cambs.	39	39	-	-	39	12 (31%)
Fenland	44	44	1	1	46	11 (24%)
Huntingdonshire	87	86	1	3	90	36 (40%)
South Cambs.	119	125	2	4	131	48 (37%)
Countywide	**710**	**708**	**16**	**16**	**740**	**201 (27%)**

Figure 11: Injury collisions involving pedestrians, 2022-2024

	Number of collisions	Casualties			
		Pedestrian	Other	Total	KSI
Cambridge	86	99	8	107	28 (26%)
East Cambs.	35	37	2	39	17 (44%)
Fenland	61	65	2	67	21 (31%)
Huntingdonshire	59	62	3	65	16 (25%)
South Cambs.	31	31	1	32	16 (50%)
Countywide	**272**	**294**	**16**	**310**	**90 (29%)**

2.13 It can also be noted that:

- In the period 2022-2024, over 90% of pedal cyclist casualties in Cambridgeshire were injured in collisions that involved a motor vehicle.
- In the same period, only 14 (0.4%) of motor vehicles casualties were involved in a collision that involved a pedal cycle. These collisions also resulted in ten pedal cyclist casualties.
- In the period 2022-2024, around 85% of pedestrian casualties in Cambridgeshire were injured in collisions that involved a motor vehicle.
- 26 (10%) of the pedestrian collisions in the period 2022-2024 involved pedal cyclists / electric bicycles (16, 6%) or e-scooters (10, 4%). One these collisions also involved a car. These 26 collisions resulted in 33 casualties, of which 28 were pedestrians.

2.14 While it is not the purpose of this paper to apportion blame in any incident to any road user, these figures show the imbalance in outcomes between drivers, pedestrians and cyclists when collisions occur between them.

2.15 Cycle speeds have increased with the advent of E-Bikes that have an electric motor supported speed of up to 15.5mph and typically weigh more than a traditional cycle. Data from the Vision Zero Board Trauma Network have identified an increase in injuries to pedestrians and cyclists as a result of shared use path collisions. The police do not ordinarily record these collisions and therefore they do not feature in our collision data as they do not occur on the road network.

3. Current Activities to Improve Road Safety

3.1 The Councils duties in relation to road safety are summarised in paragraph 2.2. Meeting these duties requires that the achievement of positive road safety outcomes is embedded in the work of Council in managing, maintaining and improving the local transport network, and in promoting safe and sustainable transport.

3.2 The Council's capital and revenue highway maintenance programmes frequently include safety upgrades in their design, for example, in introducing changes to layouts to improve visibility for drivers when undertaking major maintenance works or introducing raised rib line traffic markings to replace normal white lining on higher speed roads when appropriate to do so.

3.3 The Council's Highways Development Management Team also ensures that new development, and new highway and transport infrastructure that will be adopted by the Council is safe and compliant for users of all modes of transport.

3.4 The Council's transport policies and those of government and the Combined Authority prioritise road safety, and this is then manifested in the Council's work promoting active travel and public transport and delivering active travel and public transport improvements. The Council has a hierarchy of transport users that prioritises users that are most risk, and this hierarchy has informed the Council's policies and investment in transport. In 2025, the Council introduced Active Travel and Public Rights of Way maintenance hierarchies to support investment where it is needed most.

3.5 The Council's 20mph speed limit programme is driven by road safety objectives alongside the social and local benefits it brings. The Local Highways Improvements programme is led by parishes and local communities, and most schemes that are funded

are small but important interventions that improve the safety and useability of the local transport network.

3.6 The Council also works with schools to bring forward schemes and initiatives to promote and maintain use of safe, sustainable active travel to schools, including school streets initiatives. The Council is also working to achieve a shared priority with the Combined Authority to deliver more and safer active travel links to schools.

3.7 Public Health are a key partner on the Vision Zero Board and are working with the Council's Safety Team to understand how their work can influence public health activities with particular reference to Alcohol and Drug Dependency Programmes. This is intrinsically linked to driver risk and those who are receiving drug and alcohol support in the community often drive.

3.8 The County Council's Road Safety team supports other teams across the Council in their work, but also delivers programmes of road safety work in two main functional areas:, Road Safety Audit and Engineering, and Road Safety Education

3.9 The work of the road safety team in focuses on the Vision Zero theme 'Safe Roads', but also directly and indirectly supports the other themes of the Vision Zero Partnership.

Planned Road Safety Infrastructure Investment

3.10 As part of the Council's capital programme, the following safety schemes, identified through an evidence-led process are programmed for implementation in 2026/27:

- **Wheatsheaf Crossroads** – A road safety scheme involving the installation of traffic signals at the B1040 Somersham Road/Wheatsheaf Road/Bluntisham Heath Road junction in Somersham. The improvements include widening the carriageway, installation of street lighting and traffic signal equipment, the provision of separate traffic lanes on the approaches to the junction and a reduced speed limit of 50mph.
- **Puddock Road** – A road safety scheme to reduce speeds and repair ruts to the edge of the carriageway at Puddock Road, complemented by 'access only' traffic regulation measures and enhanced signage.
- **Home to school routes** – A package of infrastructure measures to improve the safety of a number of home-to-school walking, cycling and wheeling routes.

3.11 The 2026/27 programme is currently being developed and prioritised and will be informed by the evidence described below from the cluster site analysis and also through the internation road assessment programme (iRAP).

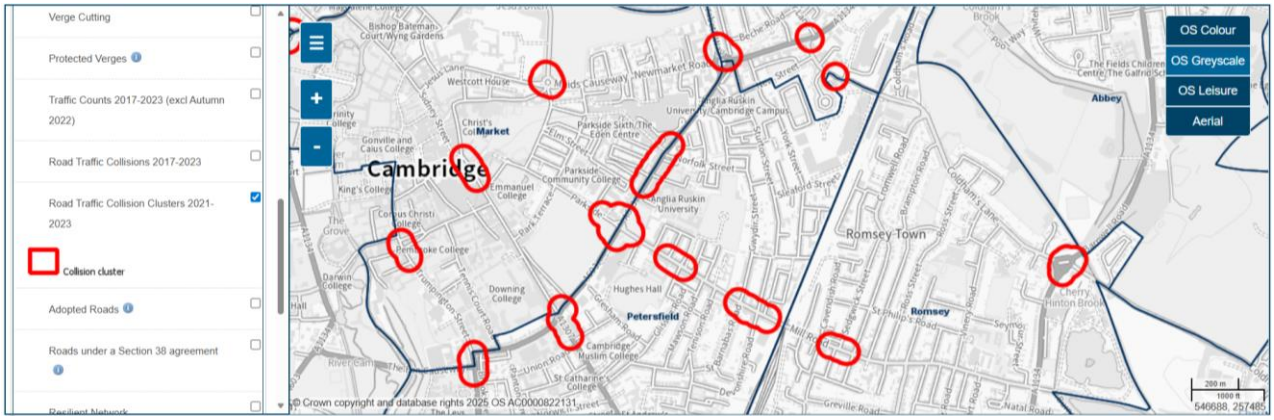
3.12 Furthermore, National Highways are implementing a speed limit reduction safety scheme on the A47 with the support of Cambridgeshire and Norfolk County Councils. This will reduce the speed limit on single carriageway stretches of the A47 to 50mph. The average speeds on the A47 (85^{th} percentile) was 52-54mph pre implementation. Reductions in the number of collisions and casualties are anticipated due to the reduction in energy in collisions. The scheme should reduce likelihood of overtaking collisions which have resulted in many of the fatalities on this road. The reduction in speed on the A47 will be enforced by Average Speed Cameras to gain compliance. This committee will be presented with data from the A47 project post implementation, with a view to considering similar projects for the A10, A141 and A142 in 2027/28.

Yearly ‘cluster site’ analysis

3.13 The incidence of collisions on the local road network is monitored on a continuous basis, but trends in collisions are typically reported on an annual cycle using verified collision and casualty data for full calendar years. This data is used to identify ‘cluster sites’. A cluster site is defined as a junction or 100 metre stretch of roads, where in the latest three-year period:

- there have been 6 or more collisions resulting in injury, or
- there have been 3 or more collisions resulting in serious injury or fatalities.

3.14 If clusters overlap, they will be treated as a single cluster site, as can be seen on the map below (see My Cambridgeshire, Transport and Streets Map Category) showing cluster sites in central Cambridge.



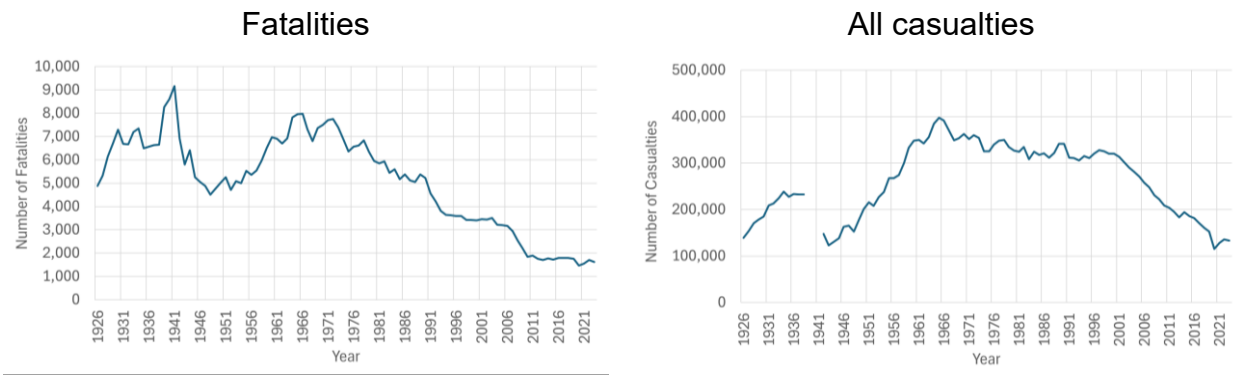
3.15 The nature of collisions at cluster sites is analysed to identify any patterns in the collisions that might indicate whether there are interventions / schemes that could be brought forward that would reduce the incidence of collisions and casualties. This analysis will look at all factors recorded by the police in their reporting of injury collisions on the STATS 19 form for reported injury collisions. The team will also establish whether the police hold any further data on ‘damage only’ collisions which might provide further information about patterns of collisions.

3.16 For the three-year period to December 2023 the analysis of collision data has identified 41 cluster sites on the local road network in Cambridgeshire. Of these, 26 sites already have road safety improvements identified or planned, and two sites have schemes under construction.

Network wide approaches to improving road safety

3.17 The process of cluster site analysis has over several of decades, led to interventions that have reconfigured and updated the highway network and contributed along with other factors such as safer vehicles to large reductions in the incidence of collisions resulting in injury and death. Changes in the number of fatalities and of all casualties on roads in Great Britain are shown below.

Figure 11: Historic trends in casualties on Great Britain's Roads, 1926 to 2023



3.18 In many areas we now see fewer collisions than was the case historically, and fewer obvious patterns of direct causation factors linked to highway infrastructure. This does not mean that there are not physical interventions that can further reduce casualties.

3.19 Interventions based on network wide analysis such as IRAP – the International Road Assessment Programme – can identify measures that will reduce the risk of collisions by such as the use of crash barriers, vegetation clearance, of white lining, or lower speed limits, taking a systematic and focussed approach to a route, informed and referenced to the collision record on the length of a route. Inappropriate speed is always likely to be a factor in some collisions, but it is clearly demonstrable that lower speeds reduce the overall incidence and severity of collisions.

Review of all road traffic collisions that result in fatalities

3.20 Following notification from the police of a collision involving fatalities, a site meeting at the location of the collision occurs within 7 days, or sooner if the police raise concerns with the road. These meetings include the Police Traffic Management Officer and Road Safety Team members, and Maintenance representatives from the Council, as well as the Highway Maintenance Officer and Area Manager.

3.21 Following the site visit a report is completed and reviewed by the Council's Road Safety Manager and any necessary remediation works authorised. These works can be routine maintenance, or the addition of new infrastructure to achieve a safer road or roadside thus meeting our Vision Zero aspirations. Where re-design or major works are required the Highways and Transport projects team would be consulted – such is the case with the current scheme at Wheatsheaf Crossroads and Puddock Road.

Road Safety Audit

3.22 The Road safety team undertake independent road safety audits of proposals for changes to the road network in Cambridgeshire. The aim of the audit is to minimise the number and severity of situations in which road users are injured whilst using the streets and roads.

3.23 The requirements of the Road Safety Audit process are detailed in government guidance, which set out a four-stage process for the safety assessment of road schemes from initial design through to post implementation review. Existing roads can also be audited to systematically assess the safety risks that may be present.

Safety Camera activity (fixed and mobile sites)

3.24 Working in partnership with the collaborated Bedfordshire / Cambridgeshire / Hertfordshire (BCH) Cameras Tickets and Collisions Unit (CTC) we analyse collision data and compare it to the enforcement activity. Locations identified on a 'heat' map show us where a speed risk is identified and how using mobile camera technology, we can impact on areas where drivers are taking unnecessary risks by speeding. The County Council's fixed point speed cameras (Spot Speed) form part of the deterrent to encourage drivers to travel at or below the speed limit.

20mph Speed Limits

3.25 There is a significant and growing evidence base nationally that shows that 20mph speed zones and limits lead to very significant reduction in collisions resulting in injury, and reductions in the severity of injuries resulting from those collisions.

- In Wales, there was a reduction in all casualties on roads where the speed limit was reduced from 30mph to 20mph of 28% (607 fewer casualties) between October 2023 and September 2024. This included 10 fewer fatalities and 95 fewer serious injuries.
- Transport for London data shows a 34% reduction of those killed or seriously injured on London borough roads following the implementation of 20mph speed limits.

3.26 20mph speed limits and zones that have been implemented are monitored in terms of both the number of collisions that occur before and after scheme implementation, and of speeds of vehicles travelling through the new speed limits. For the current programme of works this monitoring will allow for the assessment of whether further measures are needed to support the reductions in vehicle speed, collisions and casualties that is sought. The current programme has an annual budget of £150,000 and proposals can be submitted by anyone with the support of their County Councillor.

Road Safety Education

3.27 The Council's Road Safety Education team delivers Junior and Youth Travel Ambassador programmes in primary and secondary schools, and Safer Routes to School schemes.

3.28 Evidence is clear that introducing the youngest road users to 'safety first' can influence their behaviour for life. As we introduce more travel choices and encourage people to choose alternative more sustainable and active travel it remains imperative that we support their safety culture as they transition become more independent and become our transport users of the future. Road safety education funding remains challenging, and much of our school-based activity relies on central government and public health funding for our primary school offerings, such as Bike It, Bikeability and Junior Travel Ambassador.

Funding of road safety interventions

3.29 As discussed above, road safety activities and interventions are mainstreamed in several of the Council's core transport budgets.

3.30 There is a small annual capital schemes budget allocation of £600k from the Integrated Transport Block. The capital budget is used to fund road safety improvements on the local road network following the FRB reviews, cluster site analysis, and now iRAP. In addition to this core budget, the Council will consider bids for further road safety scheme

funding through the Business Planning Process when the scale of the budget needed for a scheme to address critical safety issues exceeds the capability of the core budget.

3.31 The value of safety schemes is typically assessed based on the reduction in collisions that should be seen from the intervention, and the cost savings that would nominally be seen[1]. This methodology would not generally lead to the prioritisation of large and costly safety measures. In these cases, if there is a record of serious of fatal collisions with common causation factors that could be addressed by a safety intervention, it is for Full Council to determine whether the Council should provide the funding necessary to allow for such schemes to be delivered. An example of such a scheme would be the measures being introduced at the Wheatsheaf Crossroads on the B1040 between St Ives and Somersham.

County Council Road Safety web pages
Road safety | Cambridgeshire County Council

[1] Nominal cost savings from the reduction in casualties is used for the purpose of allowing comparison of the likely impact of interventions at different locations in safety terms, rather than in comparison to any other type of highway scheme.