



Cambridge City Council

Item

To: North Area Committee
Report by: Simon Payne – Director of Environment
Relevant scrutiny committee: Environment 01/08/13
Wards affected: Arbury, East Chesterton, King’s Hedges and West Chesterton

Cambridge 20mph Project – Phase 1 Consultation Results

1. Executive summary

This report sets out the outcomes of the Cambridge 20mph Project Phase 1 (North Phase) public consultation and requests that North Area Committee provide recommendations on how the project should be progressed.

2. Recommendations

The North Area Committee is asked:

- 2.1 to note the consultation outcomes;
- 2.2 to provide comments and recommendations to the Executive Councillor for Planning and Climate change (Councillor Tim Ward) and the Environment Scrutiny Committee at which a final decision on potential implementation of the project will be made. Specifically:
 - i) Whether to introduce a 20mph limit on the unclassified roads in the North Phase area
 - ii) Whether to introduce a 20mph limit on all/none/some of the C Class roads within the North Phase area

3. Background

- 3.1 In July 2011, a motion to Council was agreed that requested the Executive Councillor for Planning and Climate Change (Cllr Tim Ward) to evaluate existing 20mph schemes in Cambridge and where appropriate, consult on expansion of schemes. Support and commitment from Cambridgeshire County Council was secured, and potential project scope and resourcing were investigated, which culminated in Council Budget funding bids for 'the Cambridge City 20mph Zones Project'. A capital bid for £400,000 to cover works was agreed in February 2012. A further revenue Priority Policy Fund bid for £59,800 to cover staffing was also approved.
- 3.2 Both funding bids stipulate that the project should have a citywide approach. As such the project considers all appropriate roads within the Cambridge City Boundary where it is appropriate/feasible to introduce a self enforcing 20mph limit. Works will be subject to agreement with the Highway Authority (Cambridgeshire County Council).
- 3.3 Due to the size of the project, it has been divided into four separate phases, reflecting existing area committee boundaries. It is intended that each phase be progressed separately and brought to the relevant area committee for recommendation.
- 3.4 The project aims to:
- provide conditions that are conducive to an increase in active travel modes such as walking and cycling and encourage a modal shift towards these modes
 - reduce the severity of personal injury accidents (PIAs) that occur on the city's road network
 - reduce noise and air pollution levels
- 3.4 The project is reflected in the City's current policy context including strategic objective PST4.4 in the Planning and Sustainable Transport Portfolio Plan 2012-13. The extension of 20mph zones is also included within the Council's Annual Statement 2012-13 and contributes to the 'Vision for the City'. The project will help to achieve objectives set out in the

council's Medium Term Strategy, which includes an action to 'Improve facilities for pedestrians, cyclists and public transport users, including consideration of extending areas with a 20mph limit'. In addition forthcoming Climate Change Strategy 2012-2016 includes an action to 'Identify opportunities in the development of the Cambridge Local Plan to minimise traffic generation and promote public transport, cycling and walking'.

3.5 The project was taken to the Environment Scrutiny Committee on 15/01/13, at which approval was provided for the project:

- Programme (see **Appendix A**)
- Governance/Decision making process
- Board terms of reference
- Phasing
- Engagement/Consultation to commence for the first phase

Approval was also provided for the following estimated initial project spending:

- Automatic Traffic Counts (ATCs) for project baseline data collection – < £12,000
- Project wide Engagement/Consultation Activities – < £50,000

3.6 The project was taken to the North Area Committee on 21/03/13 to provide comments on the proposed consultation arrangements for Phase 1. Comments were received and the consultation materials amended.

4. Consultation Process

4.1 Public consultation for phase one took place between 13/05/13 and 05/07/13 (8 weeks). The consultation was undertaken via the delivery of a consultation pack containing an explanatory leaflet and freepost return questionnaire to all addresses located within the Phase 1 area along with statutory consultees (17,321 addresses). The consultation pack can be viewed at **Appendix B**.

- 4.2 Consultees were provided with two options to respond. Either via an on-line questionnaire hosted via the City Council website, or by filling in the questionnaire delivered in the pack and returning it via the freepost address. In order to identify any consultation responses that were returned by respondees from outside the consultation area, each questionnaire included a unique code, which also needed to be quoted when filling in the on-line questionnaire. As such it has been possible to identify responses received from those outside the consultation area. The code has also allowed for any multiple responses from the same address within the consultation area to be identified. Following analysis it has been found that no one address submitted more than 5 responses and the mix of responses from any one of these single addresses does not suggest an attempt to swing the overall consultation outcomes.
- 4.3 During the consultation period two exhibitions were set up which provided additional information about the project. These were located at the Arbury Community Centre and at the Customer Service Centre in Mandela House. Both exhibitions were in place from the 29/05/13 to 01/07/13. They consisted of three large exhibition boards and comments sheets with a drop box. Two public drop-in sessions also took place at Arbury Community Centre during the consultation period, at which council officers were present to answer questions. One during the day on Saturday 15/06/13 and the other in the evening of Wednesday 19/06/13. The project was also represented at the Arbury Carnival on 08/06/13 with the project exhibition and a council officer present.
- 4.4 PDF copies of the exhibition materials and the consultation leaflet are available on the project web page, and were also distributed in hard copy format to schools, libraries, and community centres within the phase area. The consultation was further publicised via a press release, tweets, articles submitted for inclusion in local newsletters such as the Kings Hedges Community News and leaflets distributed to local health centres.

5. Consultation Outcomes

- 5.1 A total of 4245 responses to the consultation were received. Of these 3850 (90.7%) were received from addresses within the consultation area, and 395 were received from outside the consultation area. Of those from within the consultation area 3752 were from different addresses. This provides an overall response rate of: 21.7%
- 5.2 Following analysis the results have been summarised into numerical and chart based formats. These are available to view at **Appendix C**.
- 5.3 Overall the consultation results indicate that the majority of respondees:
- are **in favour** of the 20mph limit on the unclassified roads in the Phase 1 area (63%)
 - are **in favour** of 20mph on Chesterton High Street (57%) and Green End Road (51%)
 - are **not in favour** of 20mph on Gilbert Road (54%) and Kings Hedges Road (57%)
- More respondees are in favour of 20mph on Arbury Road (49%) than against (47%), however this is not an overall majority, with 4% having no opinion. However, looking at responses from within the consultation area only, this changes to 50% yes, 47% no, and 3% no opinion.
- 5.4 Responses received from statutory consultees are set out in table 1 below. The question numbers refer to those on the Consultation Questionnaire at Appendix B.

Table 1: Responses from Statutory Consultees

Consultee	Q1	Q2	Q3					Comments
			Arbury Road	Chesterton High Street	Gilbert Road	Green End Road	King's Hedges	
Cam Sight	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-
Disability Cambridgeshire	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-
Milton Parish Council	No	No	No	No	No	No	No	-
Cambridgeshire Chambers of Commerce	No	No	No	No	No	No	No	Additional road traffic restrictions are not good for business. - Road congestion prevents speeding generally and therefore 20mph limit is unnecessary. - Cost of installation and policing will outway benefits as evidenced from trials
Cambridge 20 Sense	Yes	Yes	Yes	Yes	No	Yes	No	-
Stagecoach East	Yes	Yes	No	No	No	No	No	-
Sustrans	Yes	Yes	Yes	Yes	Yes	Yes	Yes	See below

Comment from Sustrans:

I'm commenting on behalf of Sustrans, the transport charity which works with the County Council on practical schemes to

enable people to travel in ways which benefit their health and the environment. 1) Gilbert Road, Arbury Road, Kings Hedges Road and others carry young people on their way to school. 20mph limit on all these streets will encourage pupils, students and everyone else to cycle or walk instead of being driven, or waiting for a bus. 2) The more complete the "low speed network" can be made the more it will encourage cycling for short and medium length journeys, thus 20mph on the 5 named streets will back up the good work done on lesser streets. If however it is decided not to lower speed limits on any of them it is essential that safe cycle routes segregated from motor and pedestrian movements should be installed along them. 3) It is evident from the map that the principal streets (Milton Rd, Histon Rd, A, B-roads etc) are fed by the streets where the 20mph limit is proposed. Thus if they retain present speed limits it is important that safe cycle routes along them, segregated from motor and pedestrian traffic must be created, to gain the full benefit of the proposals.

5.5 Responses were also received in letter format from the Police (**Appendix D**) and the Cyclists Touring Club (**Appendix E**)

5.6 In addition, e-petitions have been raised by members of the public on both the City and County Council web sites which ask for Victoria Road (currently a 30mph A Class road) to be included in the project and made 20mph.

5.6 Following analysis of the responses, the following general themes (in no particular order) have been identified from the comments received:

- The project will not be/needs to be enforced to be effective. The existing limit is not complied with. Drivers will not obey the 20mph limit and the police will not enforce it
- Enforcing the existing 30mph limit would be preferable. 20mph is too slow. 30mph is slow enough
- The existing 20mph limit in the city centre is ineffective
- 20mph will result in increased levels of non-compliance with the speed limit, pollution, congestion, engine wear, engine noise, fuel consumption, journey length and delay

- The proposals will result in too much sign/line clutter
- Any red surfacing should be minimised
- It would be good if sign clutter could be addressed/reduced as part of the project
- The project needs to be clearly signed
- The project will result in cycles overtaking vehicles, could be dangerous
- It would be difficult to pass cyclists at 20mph/take longer to do so which will be more dangerous
- Victoria Road should be included (most repeated comment)
- All roads in the city should be included. This would reduce potential confusion/improve clarity, reduce sign clutter and prevent potential traffic migration onto these roads
- 20mph is only required outside schools, particularly at drop-off and pick up times
- 20mph should be timed to only be in force during the day/the limit should revert to 30mph at quiet times such as overnight.
- 20mph would provide pedestrian or cyclists with a false sense of security
- At 20mph drivers would have to concentrate on their speed and signs rather than the road
- 20mph could result in increased 'road rage' with dangerous overtaking
- Too expensive – the funding would be better spent on road maintenance.
- The project will increase pressure on police resources
- Pedestrians, cyclists, school pupils should pay more attention/be provided with training on the road. There should be more enforcement on these groups
- It is not possible to exceed 20mph on many of the unclassified roads/other roads at peak times anyway, so why bother making them 20mph?
- The consultation should have included details of potential negative impacts of the project
- Can a 25mph limit be introduced?
- 20mph will be bad for bus services – Stagecoach suggest the no 17 route may be cut as a result of the project
- 20mph would be bad for taxi services with longer journey times and increased fares

- 20mph on some roads will cause traffic to migrate onto the roads that are not 20mph resulting in increased congestion, speeding and accidents along these
- Needs physical measures to enforce the project
- The limit is not required where traffic calming is in place
- Good to remove existing traffic calming if 20mph limit is introduced
- The C roads have good sight lines, wide carriageways and are arterial routes so 20mph is inappropriate
- This is an 'anti-car' proposal. Looks like a project to increase revenue
- The project will go ahead whatever the results of the consultation are
- It would be good to introduce speed cameras to enforce the 20mph limit
- Relocatable vehicle activated signs are a good idea
- It would be better to focus the funding of specific problem locations rather than a blanket limit
- If the roads are 20mph cyclists would be less likely to cycling on the footway
- 20mph could provide improved community life

5.7 Respondent's main reason for using the roads in Cambridge has been analysed and summary charts illustrating this data are provided at **Appendix F**.

6. Background papers

These background papers were used in the preparation of this report:

- Responses to Cambridge 20mph Project, North Phase Public Consultation
- Cambridge City Council, Environment Scrutiny Committee Report – Cambridge 20mph Project
<http://democracy.cambridge.gov.uk/documents/g714/Public%20reports%20pack%2015th-Jan-2013%2017.00%20Environment%20Scrutiny%20Committee.pdf?T=10>
- Cambridge 20mph Project – Phase 1 Consultation Pack – Please contact the author for a PDF copy

- Department for Transport Local Transport Note 1/07 – Traffic Calming
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3811/ltn-1-07.pdf
- Department for Transport Draft Speed Limit Circular July 2012 – Setting Local Speed Limits –
<http://assets.dft.gov.uk/consultations/dft-2012-32/setting-local-speed-limits.pdf>
- Cambridge City Council Budget Setting Report
http://mgsqimh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011_1.pdf
- Planning and Sustainable Transport Portfolio Plan 2012-13
http://mgsqimh01/documents/s8526/PST_Planning_and_Sustainable_Transport_Portfolio_Plan_2012-13.pdf
- Cambridge City Council Medium Term Financial Strategy 2011/12 – 2015/16
http://mgsqimh01/documents/s13580/MTS_Version_2_Executive_FINAL_2.pdf
- Cambridge City Council Climate Change Strategy 2012-2016
http://mgsqimh01/documents/s13710/Appendix_A_Cambridge_City_Council_Climate_Change_Strategy.pdf

7. Appendices

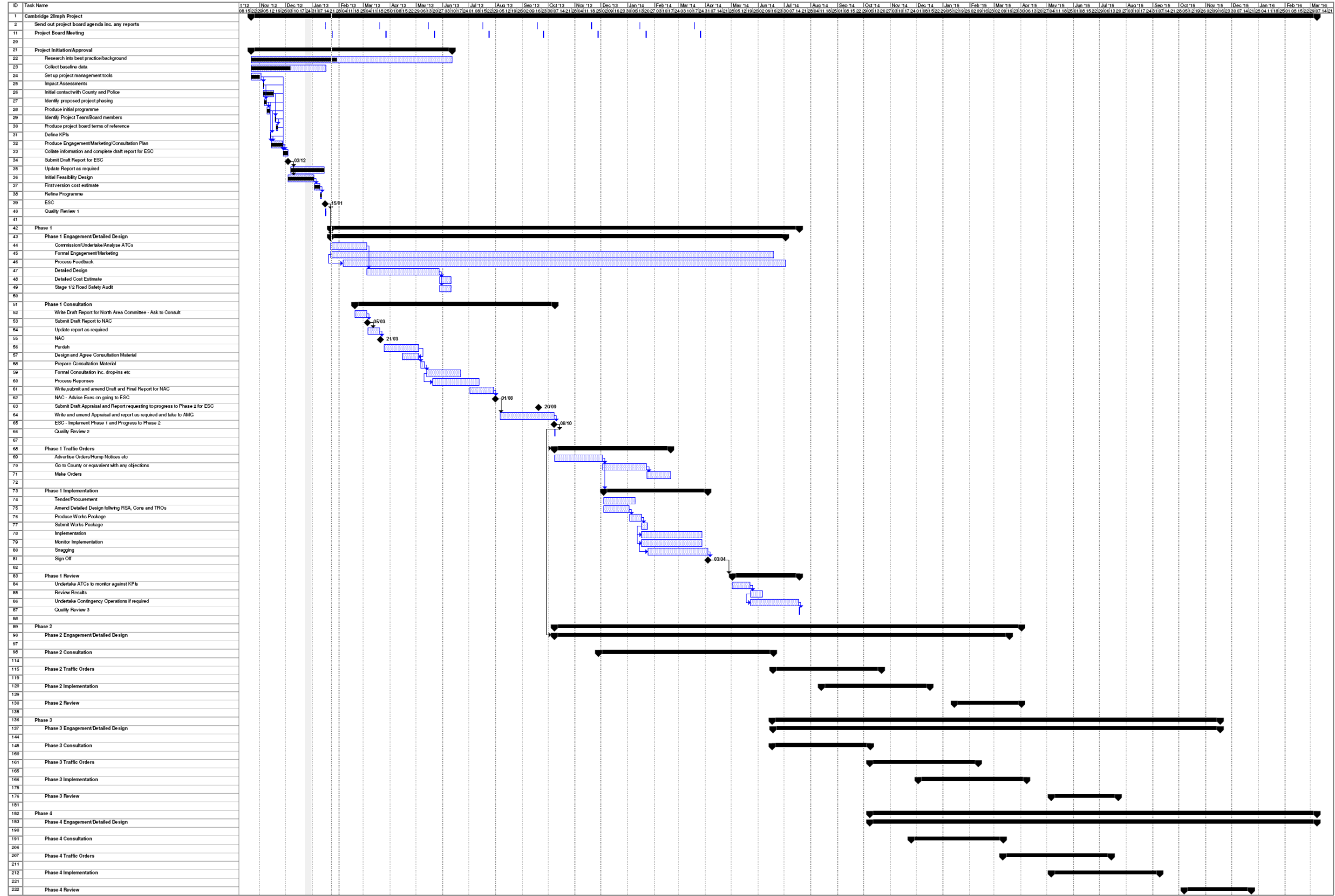
Appendix A – 20mph Project Programme – Phase 1 in Detail
Appendix B – Consultation Pack
Appendix C – Consultation Results Summaries - (a) Charts and (b) Numerical Tables
Appendix D – Consultation Response Letter from Police
Appendix E – Consultation Response Letter from CTC
Appendix F – Summary Charts illustrating respondent's main reason for using the Cambridge Road network

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Ben Bishop or Andy Preston
Author's Phone Number: 01223 457385 or 01223 457271
Author's Email: ben.bishop@cambridge.gov.uk

Appendix A – 20mph Project Programme – Phase 1 in Detail

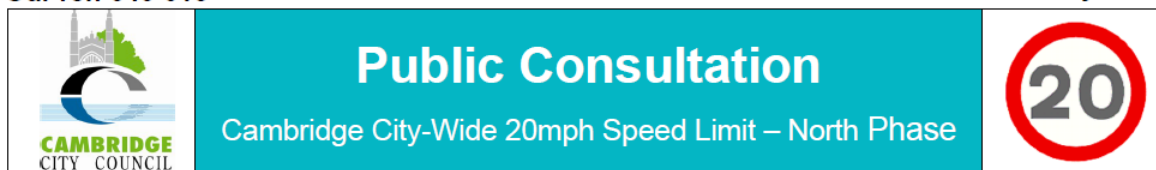


Appendix B – Consultation Pack

Information Leaflet - Front Page

Our ref: 040-016

May 2013



Following requests from local residents, the council is proposing to reduce the speed limit on shopping and residential roads. A 20mph limit would provide the following benefits:

- Road conditions that encourage and allow for more people to use sustainable transport, such as walking and cycling, which has associated health and wellbeing benefits;
- Easier conditions for pedestrians to cross the road, particularly for children or the elderly;
- A reduced amount of road noise generated by traffic in residential areas;
- Improved traffic flow, as it flows more smoothly through junctions at lower speeds;
- Reduced airborne pollution levels;
- Reduced severity of injuries sustained as a result of road accidents:- According to the road safety charity ROSPA, studies have found that a pedestrian struck at 20mph has a 97% chance of survival; at 30mph the chances of survival fall to 80%

This leaflet outlines Cambridge City Council's proposals for a City-Wide 20mph limit on residential and shopping streets. Please read through the information in this leaflet and respond to the consultation either by post, using the enclosed questionnaire (**postage is free**) or on-line via an online questionnaire available at: cambridge.gov.uk/20mph-speed-limit. A letter and questionnaire is being sent to all addresses within the North Phase area. The Closing date for responses is: **05/07/13**

Due to its size, the project has been divided into four phases. The first Phase covers the north area of Cambridge. Should this first phase receive a positive response further consultations will take place across other areas of the city.

The proposals do not include any new speed humps, only new signs and road markings installed in line with national regulations to make road users aware of the 20mph limit. The project does not proposed to include the A and B classified roads as these are not currently suited to 20mph. Please see the plan overleaf for more information on the roads proposed to be changed from 30mph to a 20mph limit.

Proposed signs and 20mph 'roundel' road markings would be installed on entry into the limit. Repeater signs and markings would be placed within the limit to remind road users of the 20mph limit. Where new signs are installed, these would be placed on existing lampposts or signposts wherever possible. Please see the back page of this leaflet for examples of how the proposed 20mph limit signs and road markings could look.

Additional information including background data is available:

Please go to: cambridge.gov.uk/20mph-speed-limit. There will also be a public exhibition with information boards and large format copies of the plans installed at the Arbury Community Centre (Campkin Rd, Cambridge, CB4 2LD) from **29/05/13** to **01/07/13**, Public drop-in sessions with officers on hand to answer questions will also take place at the Arbury Community Centre on **15/06/13** from 10am to 4pm and on **19/06/13** from 4pm to 8pm. Information is also available at other local community centres, libraries, schools and the City Council Customer Service Centre at Mandela House (4 Regent Street, Cambridge, CB2 1BY).

No decision has been made, your views are important to the Council

Information Leaflet - Back Page

Example of how entry into the proposed 20mph on a more main road could look with a 20mph road marking 'roundel', some colored road surface and two 20mph Zone entry signs



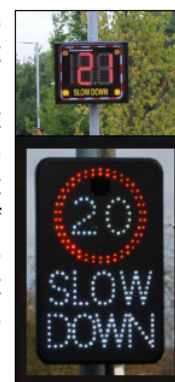
Example of how entry into the proposed limit on a smaller road could look with a 20mph roundel road marking and 20mph limit signs



If the proposed 20mph limit is introduced, 20mph roundel road markings, and repeater signs would be installed. Wherever possible the repeater signs would be mounted on existing lampposts or signposts. Similar signs are already in place in the city centre such as on Silver Street Bridge



As well as the signs and road markings, it is proposed to install some moveable light up signs. These signs would detect the speed of approaching vehicles and if required light up to remind drivers of the new speed limit



The following are being consulted: All properties within the area shown on the plan, Local and Statutory Groups including the Emergency Services, Public Transport Providers, disability groups and Ward Councillors.

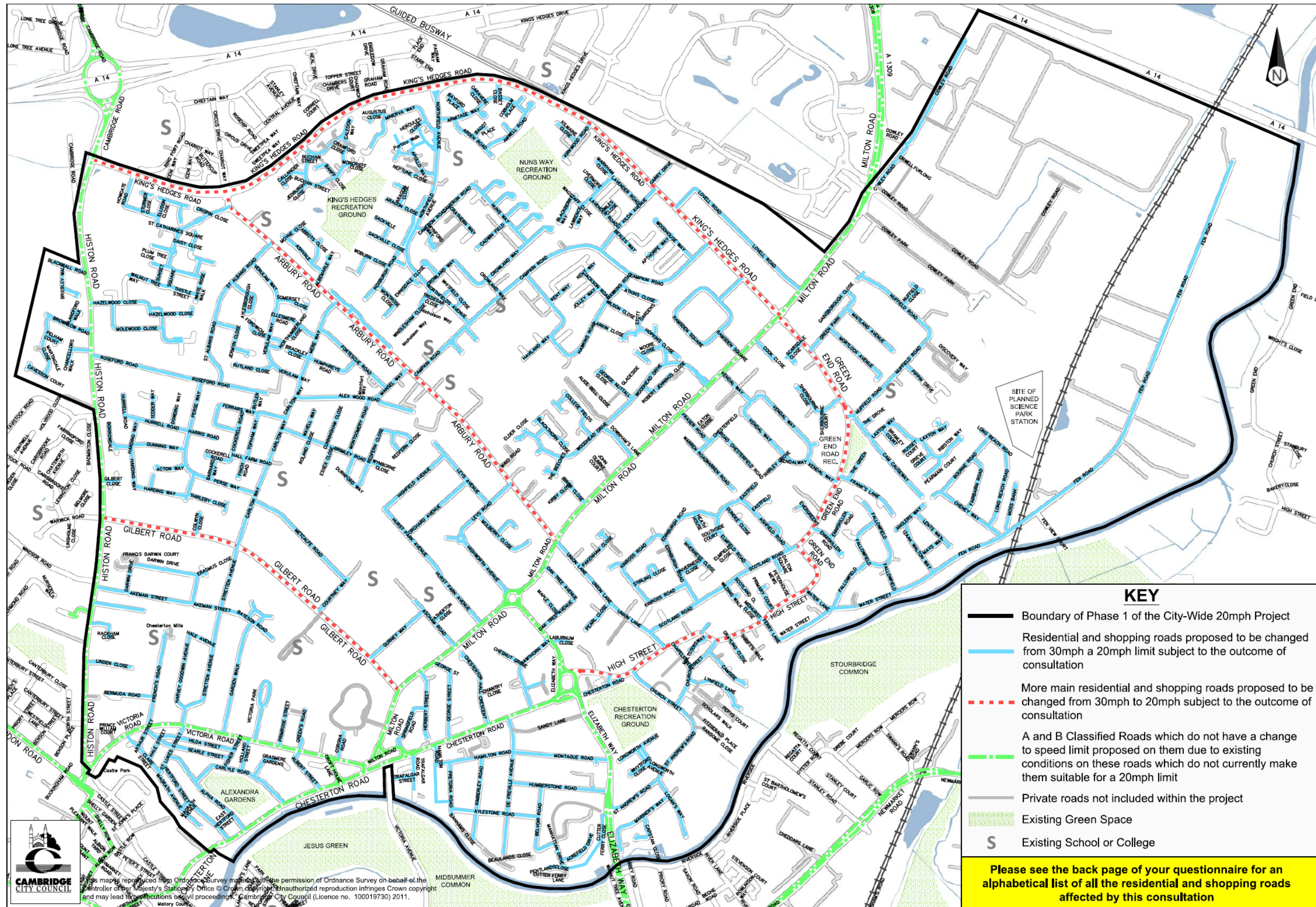
Consultation results will be available to view on the project webpage within one month of the closing date: cambridge.gov.uk/20mph-speed-limit

The outcome of this consultation will be presented to the North Area Committee on 01/08/13 and taken to the Environment Scrutiny Committee for a final decision on 08/10/13

For further information please Email: 20mph@cambridge.gov.uk or Call: 01223 457385

**If you require this leaflet in larger print please telephone
01223 457385**

Information Leaflet – Centre Pages, Consultation Plan



KEY

- Boundary of Phase 1 of the City-Wide 20mph Project
- Residential and shopping roads proposed to be changed from 30mph to 20mph limit subject to the outcome of consultation
- More main residential and shopping roads proposed to be changed from 30mph to 20mph subject to the outcome of consultation
- A and B Classified Roads which do not have a change to speed limit proposed on them due to existing conditions on these roads which do not currently make them suitable for a 20mph limit
- Private roads not included within the project
- Existing Green Space
- Existing School or College

Please see the back page of your questionnaire for an alphabetical list of all the residential and shopping roads affected by this consultation



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Questionnaire – Front

Our ref: 040-016

BB100

May 2013



Consultation Questionnaire

Proposed Cambridge City-Wide 20mph Speed Limit – North Phase

ADDRESS

CAMBRIDGE CITY COUNCIL
 Environment and Planning
 Policy and Projects Division
 FREEPOST ANG 6390
 Guildhall
 Cambridge
 CB2 3YA

Dear Sir/Madam,

Please read the enclosed information and respond either by filling in an on-line questionnaire at: cambridge.gov.uk/20MPH (quoting the code at top of this page) or by filling in this form and posting it to the **Freepost** address in the dashed box above.

Please respond, no decision has been made and your opinion is essential to the council's decision-making process. **The closing date for responses is: 05/07/13**

Question 1		
Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 2		
Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines on the consultation plan? (if 'No' please provide details in the comments section below)		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 3		
Do you agree with installing the proposed 20mph limit on each of the more main roads that are coloured in with red dashed lines on the consultation plan?		
	YES	NO
Arbury Road	<input type="checkbox"/>	<input type="checkbox"/>
Chesterton High Street	<input type="checkbox"/>	<input type="checkbox"/>
Gilbert Road	<input type="checkbox"/>	<input type="checkbox"/>
Green End Road	<input type="checkbox"/>	<input type="checkbox"/>
King's Hedges Road	<input type="checkbox"/>	<input type="checkbox"/>
If you wish, please provide any further comments on the proposals (Continue on a separate page if you wish)		

Thank you for taking the time to provide the council with your views
 Your response is protected by the Data Protection Act and will only be used by Cambridge City Council. Multiple responses from businesses or residences will be accepted

Questionnaire - Back**An alphabetical list of all the shopping and residential roads affected by Question 2**

Abbots Close	Capstan Close	Fordwich Close	Larkin Close	Pavilion Court	Victoria Park
Abercorn Place	Caravere Close	Fortescue Road	Lauriston Place	Pearl Close	Villa Court
Acrefield Drive	Carisbrooke Road	Forum Court	Lavender Road	Pearmain Court	Wagstaff Close
Acton Way	Carlton Way	Franks Lane	Lawrence Way	Pelham Court	Walker Court
Akeman Street	Carlyle Road	Fraser Road	Laxton Way	Pentlands Close	Walnut Tree Wy
Albemarle Way	Cavesson Court	Frenchs Road	Legate Walk	Perse Way	Warren Road
Albert Street	Chancellors Walk	Gainsborough Close	Legion Court	Pippin Drive	Water Street
Alex Wood Rd	Chapel Street	Garden Walk	Lents Way	Plum Tree CIs	Wavell Way
Alpha Road	Cheney Way	Garry Drive	Leys Avenue	Pretoria Road	Whitfield Close
Amwell Road	Chesterfield Road	George Nuttall CIs	Leys Road	Primary Court	White Rose Walk
Anglers Way	Chesterton Hall Crsnt	George Street	Lilley Close	Primrose Street	Whytford Close
Apollo Way	Chesterton Road (E)	Gilbert Close	Linden Close	Rackham Close	Wilding Walk
Apthorpe Way	Chestnut Grove	Gladeside	Livermore Close	Ramsden Square	Wiles Close
Aragon Close	Church Street	Grasmere Gardens	Logans Way	Redfern Close	Wilson Close
Arbury Court	Clare Street	Grayling Close	Long Reach Road	Ribston Way	Windlesham CIs
Arden Road	Cobholm Place	Green Park	Longworth Avenue	Robert Jennings CIs	Woburn Close
Armitage Way	Cockerell Road	Greens Road	Lovell Road	Roland Close	Woodhead Drive
Arthur Street	College Fields	Grieve Court	Lovers Walk	Roman Courts	Woodhouse Way
Ascham Road	Colwyn Close	Gunning Way	Lynfield Court	Roseford Road	Wynborne Close
Ashcroft Court	Consul Court	Gurney Way	Lynfield Lane	Roxburgh Road	Wynford Way
Ashfield Road	Cook Close	Hale Avenue	Magrath Avenue	Russet Court	
Ashvale	Corona Road	Hale Street	Maio Road	Rutland Close	
Atherton Close	Courtney Way	Hall Farm Road	Maitland Avenue	Sackville Close	
Atkins Close	Cowley Park	Hamilton Road	Maltsters Way	Sandwick Close	
Augustus Close	Cowley Road (N)	Hanson Court	Manhattan Drive	Scarsdale Close	
Aylesborough CIs	Craister Court	Harding Way	Mansel Way	Scotland Close	
Aylestone Road	Crathern Way	Harris Road	Maple Close	Scotland Road	
Bagot Place	Crispin Close	Harvey Goodwin Av	Marfield Court	Searle Street	
Banff Close	Crowland Way	Harvey Goodwin Ct	Mariners Way	Sherbourne Close	
Barnard Way	Cunningham Close	Haviland Way	Markham Close	Sherbourne Court	
Basset Close	Cutter Ferry Close	Hawkins Road	Martingale Close	Shirley Grove	
Bateson Road	Daisy Close	Hawthorn Way	Martins Stile Lane	Somerset Close	
Bayford Place	Dalton Square	Hazelwood Close	Mays Way	Somervell Court	
Beales Way	Darwin Drive	Heath House	Mere Way	Southside Court	
Belvoir Road	De Freville Avenue	Herbert Street	Metcalfe Road	Sovereign Place	
Bermuda Road	Dowding Way	Hercules Close	Midhurst Close	Springfield Road	
Bermuda Terrace	Downhams Lane	Hertford Street	Midwinter Place	St Albans Road	
Birch Close	Dundee Close	Highfield Avenue	Minerva Way	St Andrews Road	
Blackberry Way	Durnford Way	Highworth Avenue	Molewood Close	St Catherines Square	
Blackhall Road	East Hertford Street	Hilda Street	Moncrieff Close	St Kilda Avenue	
Blackthorn CIs	Eastfield	Holland Street	Montague Road	St Lukes Street	
Blanford Walk	Edinburgh Road	Hopkins Close	Montfort Way	Stirling Close	
Borrowdale	Elder Close	Howgate Road	Montgomery Road	Stott Gardens	
Bourne Road	Ellesmere Road	Humberstone Road	Montrose Close	Stretten Avenue	
Brackley Close	Ellison Close	Humphreys Road	Moore Close	Sturmer Close	
Bramley Court	Elmfield Close	Hurrell Road	Mortlock Avenue	Sunset Square	
Brierley Walk	Elmfield Road	Hurst Park Avenue	Moss Bank	Tedder Way	
Briggs Passage	Emperor Court	Inverness Close	Moyne Close	Temple Court	
Brimley Road	Ennisdale Close	Izaak Walton Way	Mulberry Close	The Beeches	
Broad Meadows	Enniskillen Road	Jackson Road	Neptune Close	The Green	
Brownlow Road	Erasmus Close	Jedburgh Close	Nicholson Way	The Grove	
Buchan Street	Essex Close	Jermyn Close	Northfield Avenue	The Pulley	
Butler Way	Evergreens	Jolley Way	Northumberland CIs	Thirleby Close	
Cadwin Field	Fairbairn Road	Kendal Way	Nuffield Close	Thistle St	
Caledon Way	Fallowfield	Kent Way	Nuffield Road	Topham Way	
Callander Close	Fen Road	Kilmaine Close	Nuns Way	Trafalgar Road	
Cam Causeway	Ferrars Way	Kimberley Road	Oak Tree Avenue	Trafalgar Street	
Cameron Road	Ferry Lane	Kinross Road	Orchard Avenue	Tredegar Close	
Campkin Road	Ferry Path	Kirkby Close	Pakenham Close	Tribune Court	
Camside	Finch Road	Kirkwood Road	Tweedsmuir Crt	Verulam Way	
Cannon Court	Fisher Street	Laburnum Close	Union Lane	Victoria Avenue	

Consultation Pack Envelope

If undelivered please return to:
Cambridge 20mph Project Officer
Cambridge City Council
Floor 2, Rm 18,
The Guildhall
Cambridge
CB2 3QJ

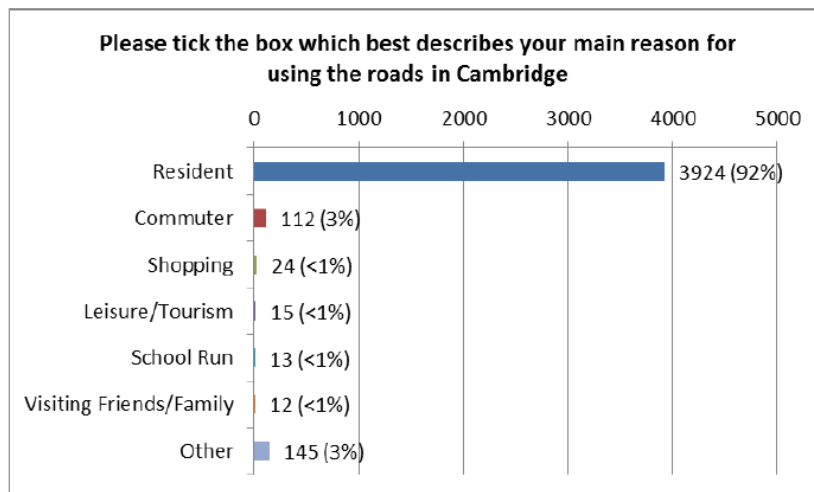
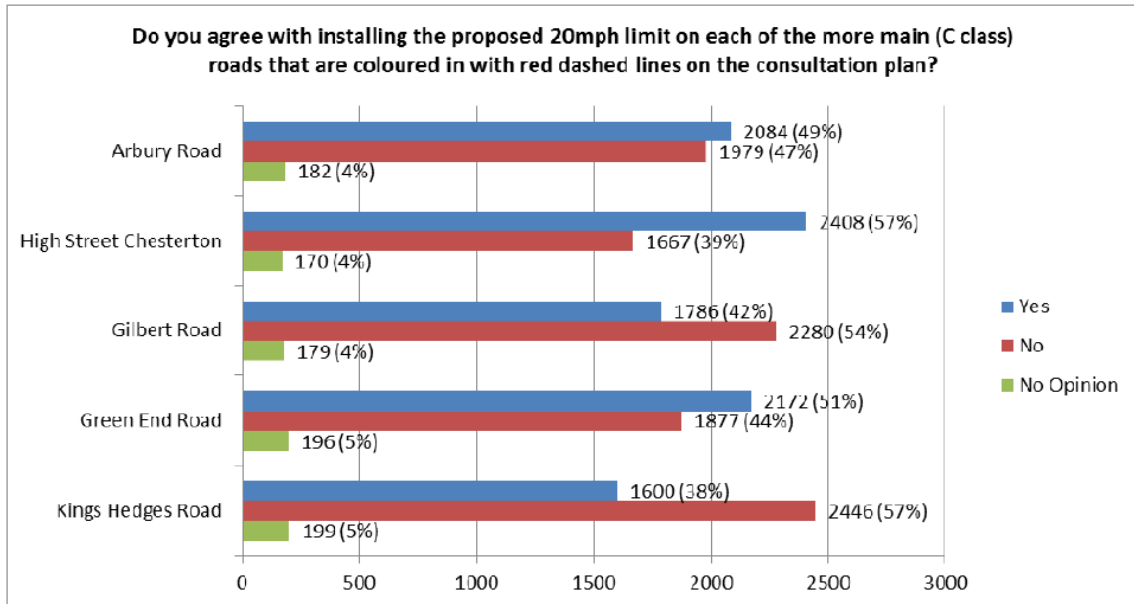
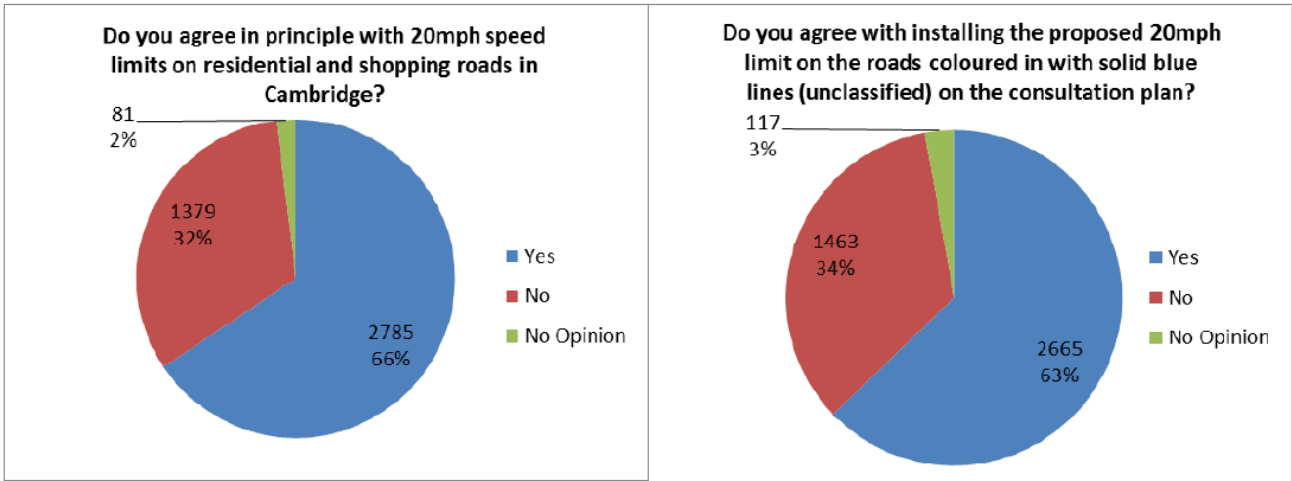


**Important - 20mph speed limit consultation affecting your area
Please Read**

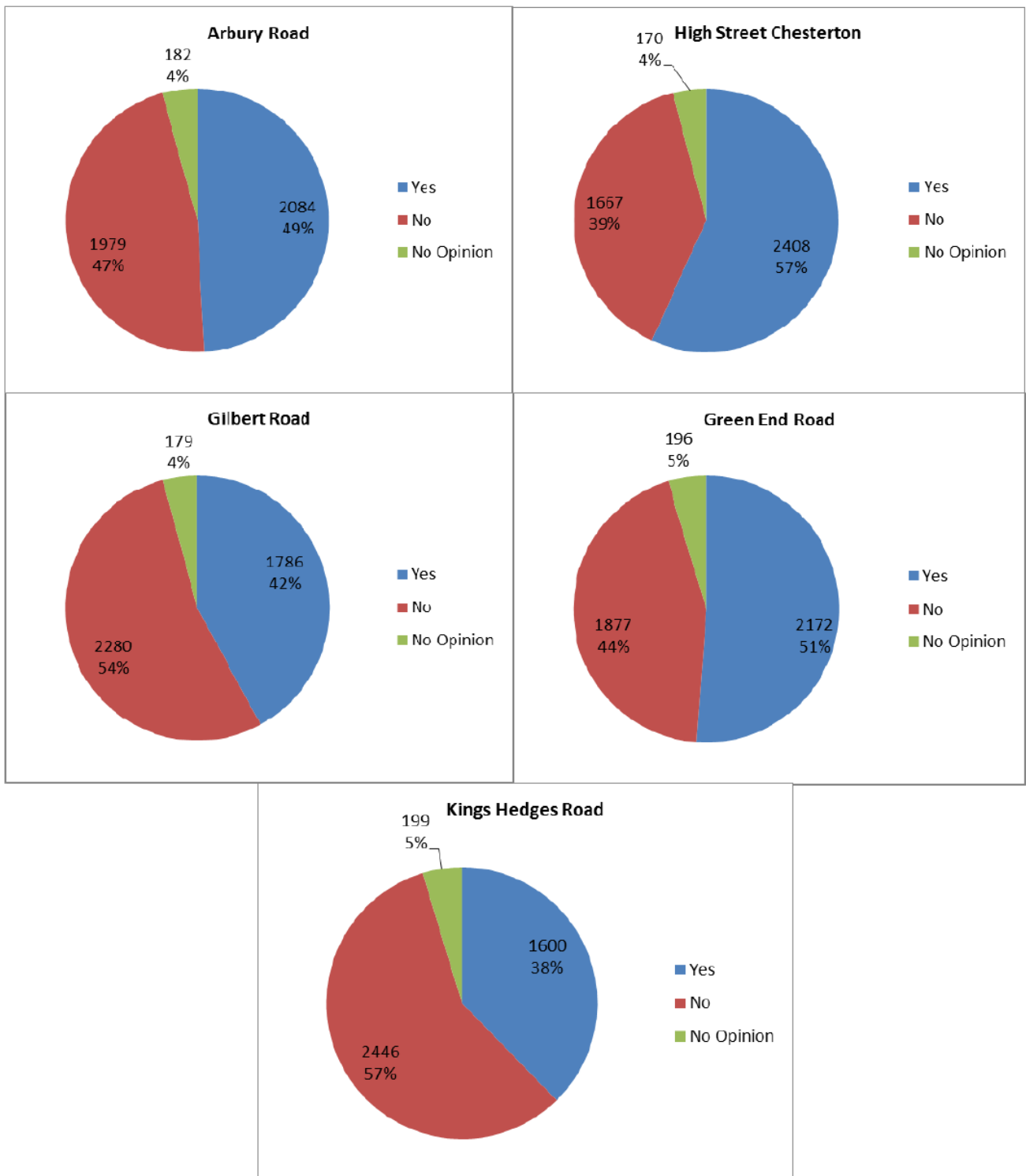


Appendix C – Consultation Results Summaries (a) Charts

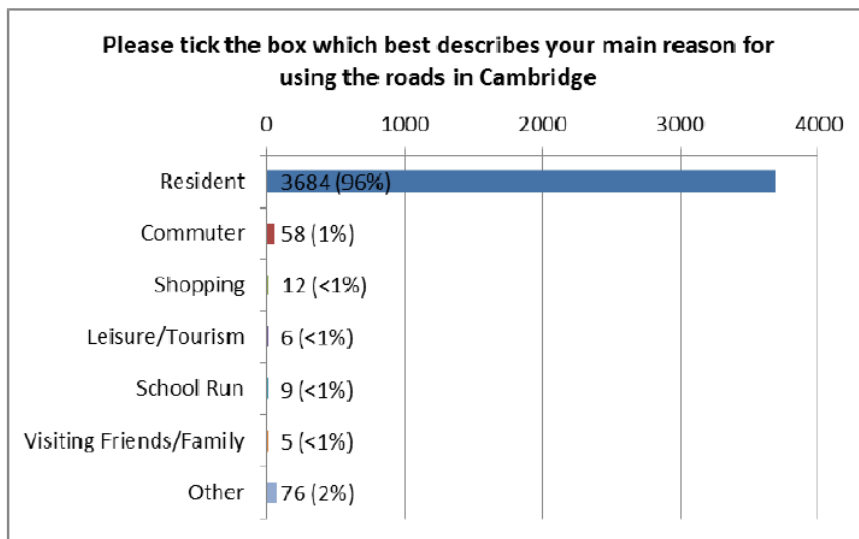
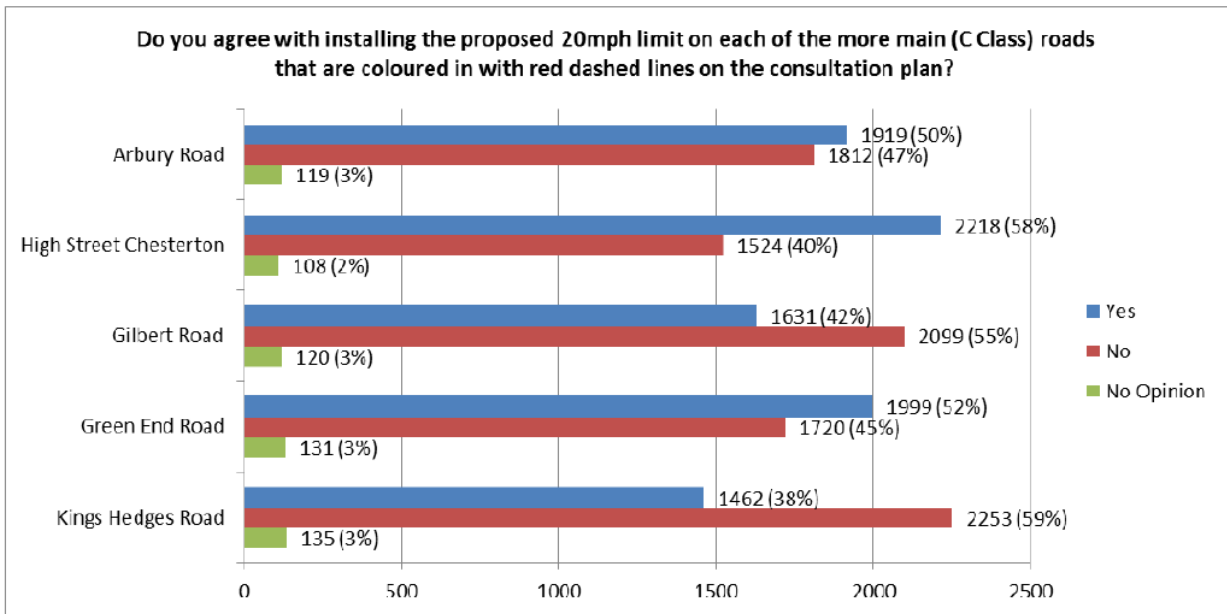
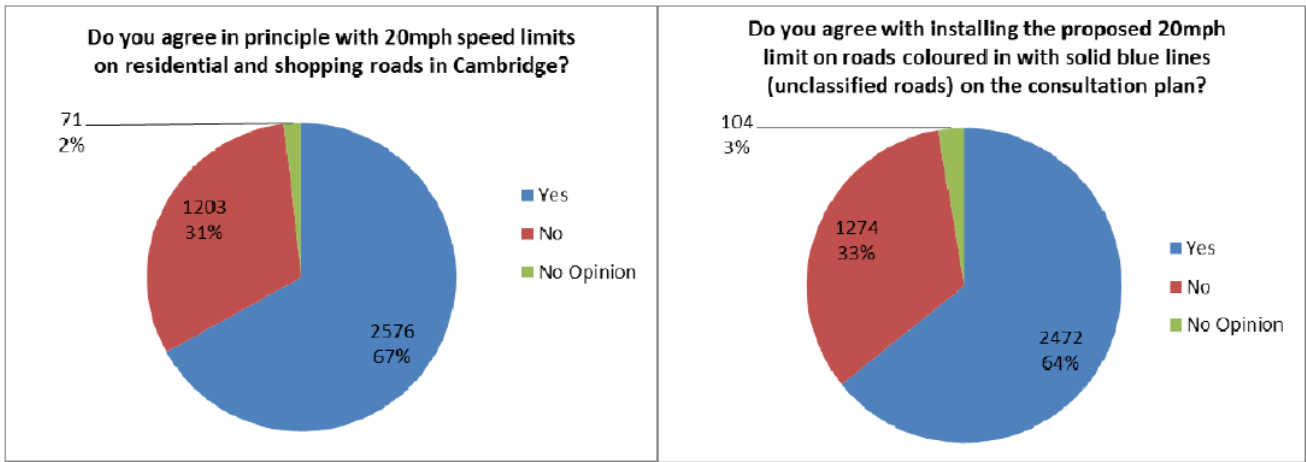
Overall Consultation Results – 4245 responses received in total



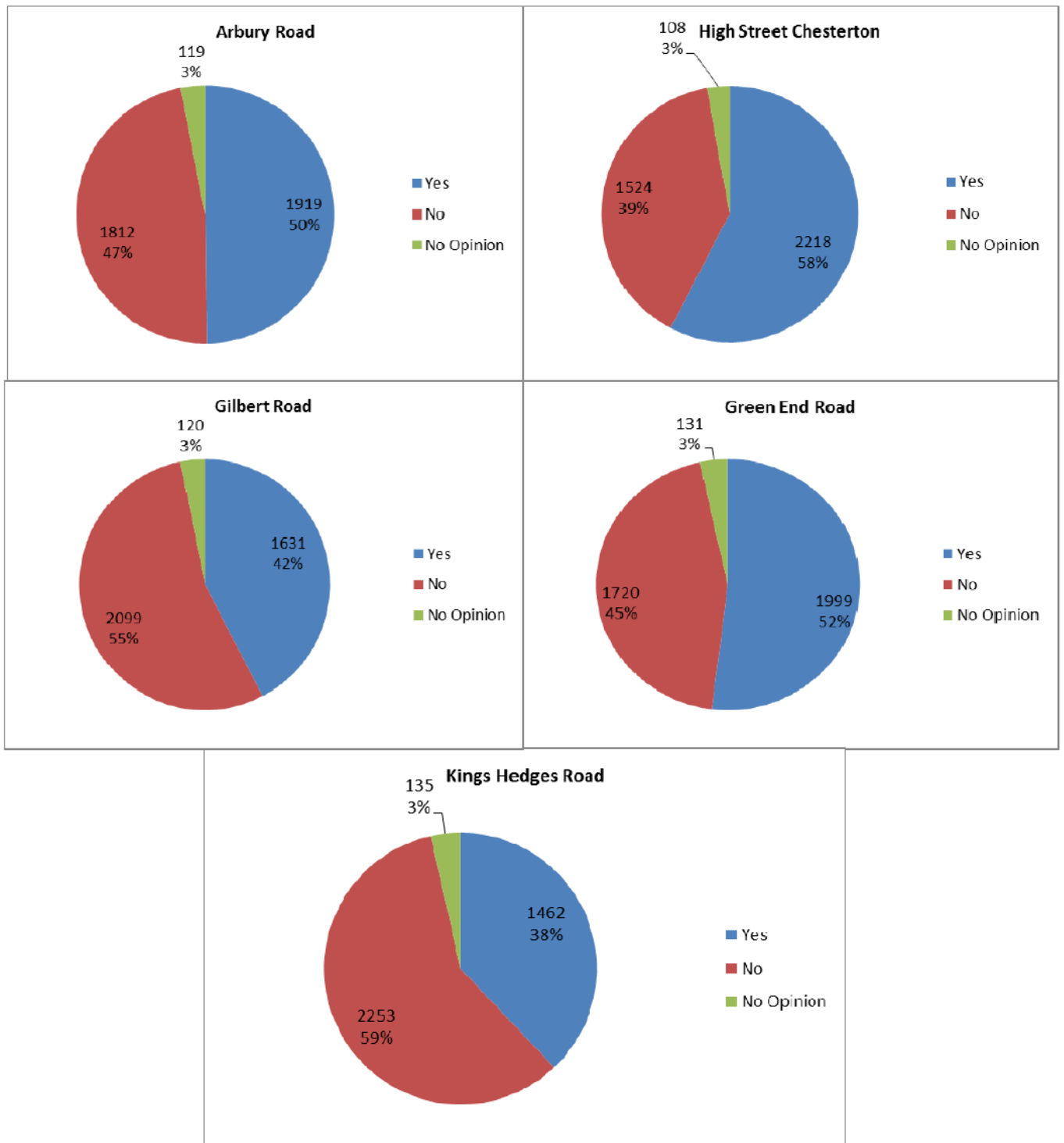
Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"



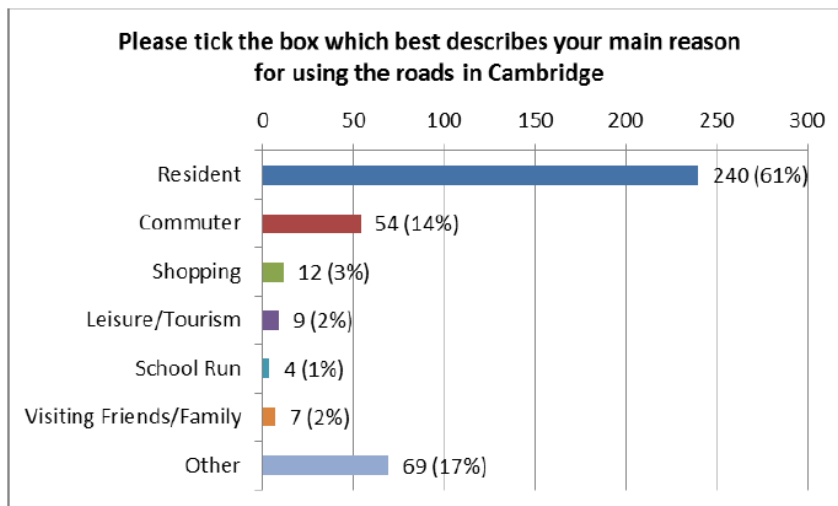
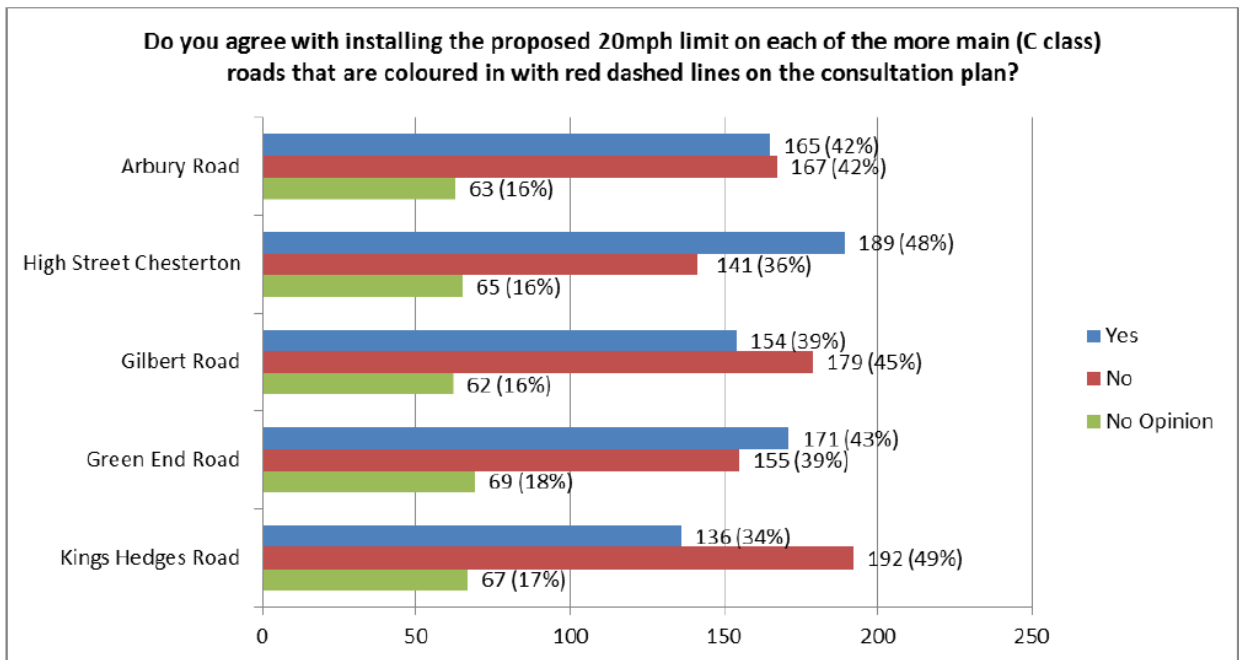
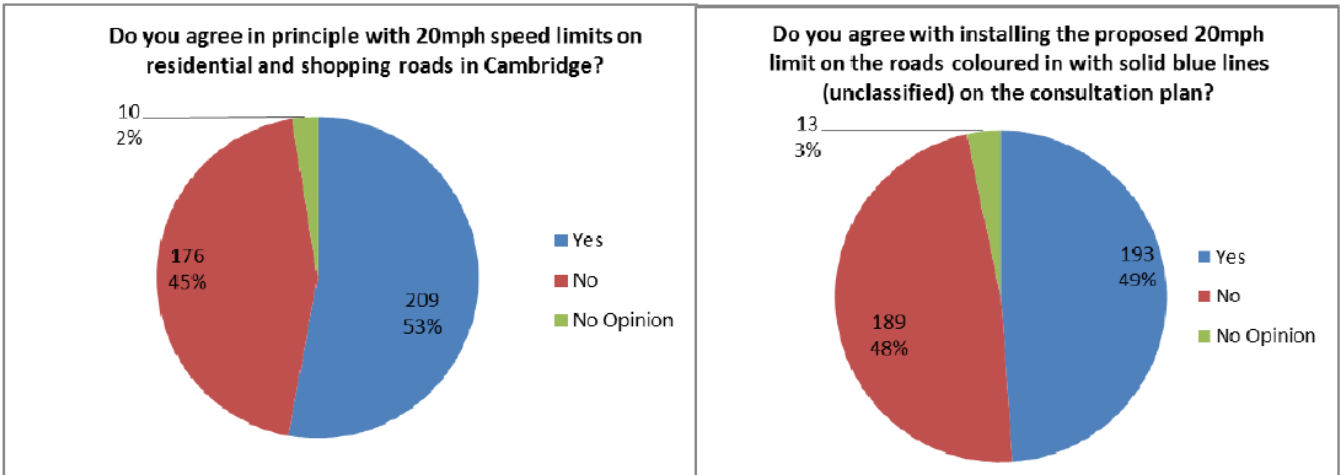
Consultation results from inside the consultation area – 3850 responses received in total. Of these 3752 from individual addresses (21.7% response rate from 17,321 consultation letters posted)



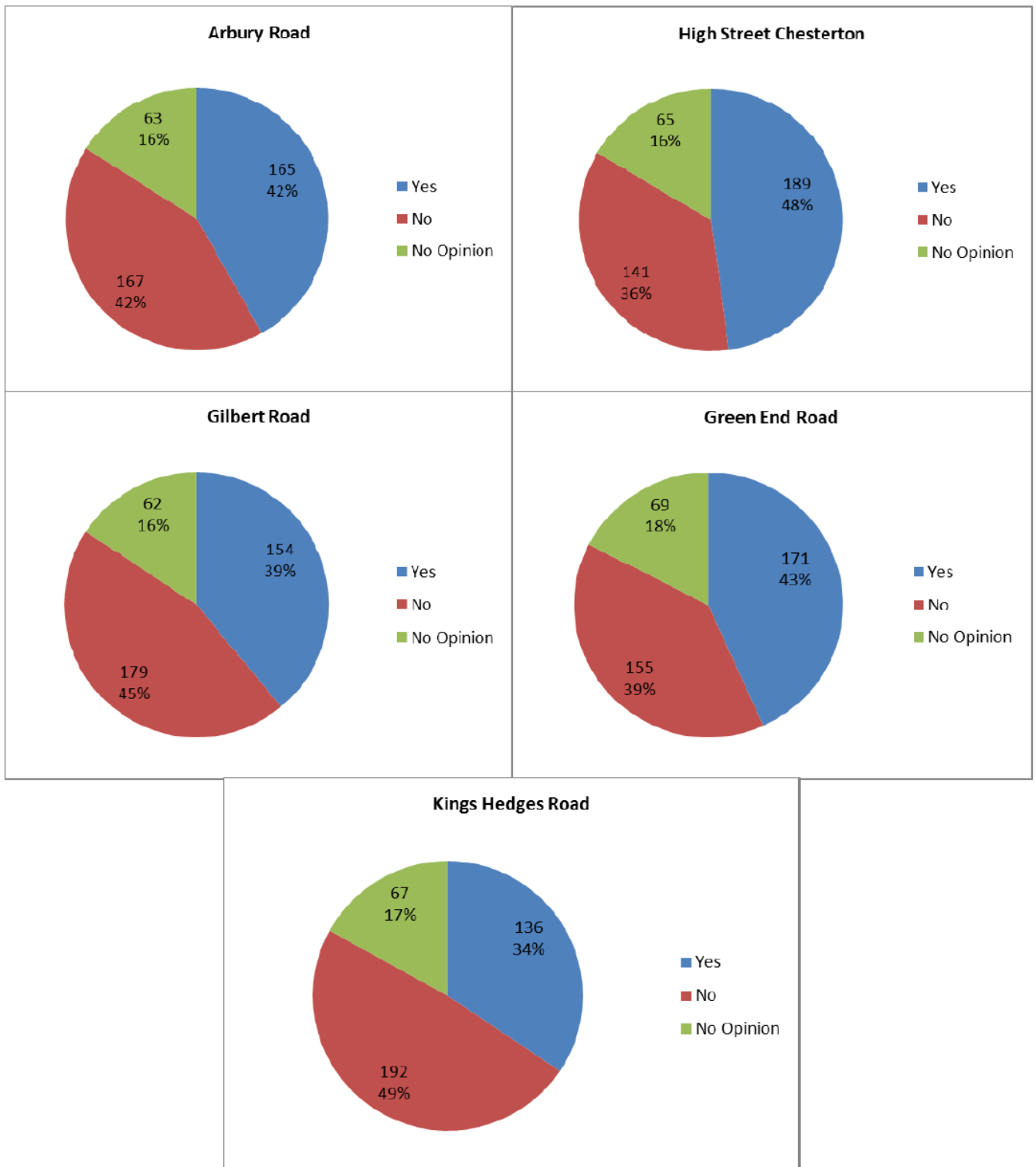
Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"



Consultation results from outside the consultation area – 395 responses received in total



Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"



(b) Numerical Tables

Cambridge 20mph Project Phase 1 - Consultation results summary

Overall Responses

	Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?	Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines (unclassified) on the consultation plan?	Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?				
			Arbury Road	High Street Chesterton	Gilbert Road	Green End Road	Kings Hedges Road
Yes	2785	2665	2084	2408	1786	2172	1600
No	1379	1463	1979	1667	2280	1877	2446
No Opinion	81	117	182	170	179	196	199
Totals	4245	4245	4245	4245	4245	4245	4245

Responses from inside consultation area

	Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?	Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines (unclassified) on the consultation plan?	Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?				
			Arbury Road	High Street Chesterton	Gilbert Road	Green End Road	Kings Hedges Road
Yes	2576	2472	1919	2218	1631	1999	1462
No	1203	1274	1812	1524	2099	1720	2253
No Opinion	71	104	119	108	120	131	135
Totals	3850	3850	3850	3850	3850	3850	3850

Responses from outside consultation area

	Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?	Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines (unclassified) on the consultation plan?	Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?				
			Arbury Road	High Street Chesterton	Gilbert Road	Green End Road	Kings Hedges Road
Yes	209	193	165	189	154	171	136
No	176	189	167	141	179	155	192
No Opinion	10	13	63	65	62	69	67
Totals	395	395	395	395	395	395	395

Appendix D – Consultation Response Letter from Police



Mr Ben Bishop
Cambridge City Council
Environment and Planning
Policy and Projects Division
FREEPOST ANG 6390
Guildhall
Cambridge
CB2 3YA

Date: 29 May 2013
Our Ref:
Your Ref: 040-016

Consultation Questionnaire
Proposed Cambridge City Wide 20mph Speed Limit North Phase

Dear Ben,

Thank you for your consultation questionnaire concerning the above. Unfortunately a simple yes / no / no opinion, answer will not adequately represent the views of Police.

The Department for Transport recently published guidance (DfT Circular 1/2013 Setting local speed limits).

Highlights from that document include:-

Speed limits should be evidence led and self explaining.
They should encourage self compliance.
The guidance is to be used for setting all local speed limits.
Speed limits are only one element of speed management.
Local speed limits should not be set in isolation.
They should be part of a package with other speed management measures including engineering.
If it is set unrealistically low It may be ineffective....
The full range of speed management measures should always be considered before a new speed limit is introduced.
Mean speeds should be used as the basis for determining local speed limits.

In response to:-

Question 1,
This question assumes compliance and relevant guidance on how best this can be achieved is provided in the current DfT guidance. Whilst in principle Police support the introduction of 20 mph speed restrictions where the combination of environment and engineering

measures deliver an acceptable level of compliance, we have some concerns that signs and road markings alone may not be effective at all locations. This risks demand for a level of Police speed enforcement activity, sufficient to achieve compliance, that is not practical to achieve. DfT Guidance states:- "... General compliance needs to be achievable without an excessive reliance on enforcement". "... there should be no expectation on the Police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed".

Question 2,

Police support the introduction of a 20 mph speed restriction at locations where evidence is available to demonstrate the suitability of a site, in line with current DfT guidance. Which in part suggests:- "... Where means speeds are already at or below 24 mph."

The appearance of a road is an important factor particularly where the effectiveness of a 20 mph speed restriction is reliant on signs and road markings alone, for example at Maids Causeway, Cambridge, where mean speeds within an existing (signs and road markings) 20 mph speed restriction area have recently been recorded at up to 28 mph with non compliance and offending rates of 41.3%.

Police note DfT guidance mentions Portsmouth, where average speeds of 25 mph or higher were present before the introduction of a 20 mph speed restriction and the subsequent reduction in speed once the new lower restrictions were introduced were insufficient to make speeds generally compliant. Bearing this in mind, the results of your traffic surveys and our surveys at fewer sites, would suggest the introduction of a 20 mph speed restriction, by signs and road markings alone may not be effective at some locations coloured blue on the plan.(i.e. those were mean speeds above 24 mph have been recorded)

Question 3,

The roads marked with a red and white coloured dotted line on the consultation plan vary in their appearance, with some benefitting from traffic calming measures. Some of the roads currently being considered for inclusion within this project, i.e. Kings Hedges Road, Arbury Road, Gilbert Road have a very similar appearance to some of the "A" and "B" class roads that form part of the highway network in this part of the city but have been excluded from the project on the basis that "these roads are not currently suited to 20 mph". Other than being the responsibility of Cambridgeshire County Council, if the "A" and "B" class roads are not suited to a 20 mph speed restriction then what justification is there to introduce a 20 mph speed restriction on roads which are similar in appearance and upon which speeds of up to 93 mph (Gilbert Road) have recently been recorded as part of our joint traffic survey work?

Where mean speeds above 24 mph were recorded, then in the absence of engineering measures to improve compliance, Police question the introduction of a 20 mph speed restriction at Arbury Road, Gilbert Road or Kings Hedges Road which are likely to require significant levels of Police speed enforcement to achieve compliance.

Clearly if and until this project is implemented its success will be difficult to precisely predict. Whilst there are benefits allied to the introduction of a 20 mph speed restriction Police have concerns about the level of speed enforcement that may be necessary to achieve compliance.

If following the consultation process the scheme proceeds to the implementation stage, please can consideration be given to the use of an experimental Traffic Regulation Order? This would allow the scheme to be implemented and for its effectiveness to be monitored for up to 18 months before a final decision is made on whether to make the Traffic Regulation Order permanent or not, as well as what if any additional engineering measures may be required to help deliver a successful scheme.

Finally, excess speed will generally be a feature on most roads. Using data obtained from our recent comparative surveys at a limited number of roads within Cambridge the results suggest that if a 20 mph speed restriction without additional measures is introduced, some locations are likely to experience a level of offending that would be a serious concern and likely to remain so regardless of Police speed enforcement.

Yours Sincerely

S.K.Chessum

pp. Chief Inspector Richard Hann

Head of the collaborated Bedfordshire, Cambridgeshire and Hertfordshire Road Policing
Unit
Joint Protective Services
Letchworth Police Station
Nevels Road
Letchworth Garden City
Hertfordshire
SG6 4TS
01438 757717

Appendix E – Consultation Response Letter from CTC

right to ride network



Cambridge City Council
Environment and Planning
Policy and Projects Division.
FREEPOST ANG 6390
The Guildhall
Cambridge; CB2 3YA

Sent by email to:

Please reply to:

Mr Rupert Goodings
CTC Representative
c/o 2, The Willows; Camside
Cambridge
CB4 1NA
Tel: 01223 851549
email: rg-ctc@ecotel.demon.co.uk

1 July 2013

Dear Sirs,

Cambridge City-Wide 20mph Speed Limit – North Phase *(public consultation; May 2013)*

I am writing as the Cyclists' Touring Club Representative for Cambridge City and Cambridgeshire.

I wish to express my strong support for the early and complete introduction of the proposed city-wide 20 mph limit in Cambridge City. As the consultation for this first phase recognises, the introduction of 20 mph limits is strongly supported by CTC and other cycling organisations. Lower vehicle speeds are one of the best ways to improve road safety for both cyclists and pedestrians and thus to encourage more people to cycle and to walk.

I am particularly pleased that Cambridge are proposing to introduce a city wide scheme with the eventual objective that all the city streets, excluding a few A and B roads, benefit from the 20 mph limit. Given that Cambridge City has the highest cycling modal share in the country (by far) I think this introduction of city-wide 20 mph speed limits is somewhat overdue. Many other UK cities have already introduced 20 mph limits and are already reaping the benefits in higher levels of cycling and walking and in less severe accidents.

I note that the consultation invites specific comments on the proposal to include some C-roads in the scheme where traffic volumes are higher and often where vehicle speeds are higher. I think all of these roads should be included: I support the widest possible application of 20 mph limits and I think that as many roads as possible should be included. In particular, all of the following roads that are highlighted in this first consultation should be included: Chesterton High Street; Green End Road; Arbury Road; Gilbert Road and Kings Hedges Road. I would prefer that the scheme was more extensive; specifically, I think that Victoria Road is wrongly omitted and should be included in the North Phase.

In each case, I think there are strong reasons for all these roads to be included as I detail below.

Chesterton High Street: There are high levels of cycle and pedestrian traffic on this road. The pedestrian desire lines cross the road at many different places to access homes and shops. This area also has a higher than average percentage of elderly residents, who often struggle to

Right to Ride is CTC's volunteer campaign network – working for all cyclists at the local level.

CTC - the UK's national cyclists' organisation provides a comprehensive range of services, advice, events and protection for its members. CTC Charitable Trust, CTC's charity arm, works to promote cycling by raising public and political awareness of its health, social and environmental benefits, and by working with all communities to help realise those benefits.



Founded 1878

Patron: Her Majesty the Queen
President: Jon Snow

Cambridgeshire Cyclists' Touring Club – Right to Ride Network

cross the road due to the high traffic volume and the high speeds. Sadly, the existing speed humps and the controlled crossings have not reduced the vehicle speeds enough. I think it is essential that this road is included in the scheme.

Green End Road: Again there are high levels of cycle and pedestrian traffic with both school and residential needs. There is a lot of commuter cycling on this road, with a sharp peak in cycle movements at rush hour. There is a specific problem with large vehicles using the section between Nuffield Road and Milton Road and there may be a need to consider some additional measures to curb speeds in this short section. I think it is essential that this road is included in the scheme.

Arbury Road: This road is currently a relatively hostile environment for cyclists, and I believe this leads to lower levels of cycling. I think it likely that there is suppressed demand from cyclists on this road, particularly on the southern section. The high traffic volumes, combined with parked cars and the narrow roadway means that this will remain a relatively hostile environment for cyclists. However, the combination of schools and residential use means that this road must also be included in the scheme.

Gilbert Road: The recent new cycle lanes are a good improvement for cyclists, but the removal of the parked cars has led to higher vehicle speeds (as was predicted at the time). The result is an environment that is still too hostile for cyclists. Given the large number of schools and the residential needs, and it clear that lower vehicle speeds are needed and hence it is important that this road is included in the 20 mph limit. But I also think that some new speed reduction measures may also be needed to achieve the wanted speed reduction (see below). I note that some speed reduction measures were proposed when the new cycle lanes were being built, and I suggest the expected lack of enforcement means that these measures are now needed. But even without these additional measures, I think this road should be included in the scheme.

Kings Hedges Road: This is currently a hostile environment for cyclists, and I believe this is part of the reason for the current low levels use by cyclists and pedestrians. I again support the introduction of the 20 mph limit here, even though I suspect that 20 mph limit may only have limited impact on actual vehicle speeds unless additional speed reduction measures are introduced (see below).

Victoria Road: This road is currently a relatively hostile environment for cyclists due to narrow lanes and high volume of traffic. I believe this leads to lower levels of cycling; i.e. there is suppressed demand from cyclists. The high traffic volumes and the narrow roadway means that this will remain a relatively hostile environment for cyclists. But I am disappointed that this road is not included in the proposed scheme.

Most of these itemised roads have higher average vehicle numbers. More important, I think the average vehicle speeds conceal a more serious problem. In my experience, a significant minority of vehicles drive recklessly at dangerous speeds, with some exceeding the existing 30 mph speed limits. For this reason, I would like to see the widest possible adoption of 20 mph limits, to reduce this temptation for excessive speeds when the roads are quieter.

I specifically wish to oppose any suggestion that some of these itemised roads should be excluded from the 20 mph limits due to the difficulties of relying on “self enforcement” of the lower speed limit. This concern is reflection of the publicly stated policy of the Police that “20 mph speed limits should be self enforcing”. I oppose this for two reasons. First, I argue that even a modest reduction in speeds would be desirable, and there is evidence from previous schemes that 20 mph speed limits are more effective in reducing vehicle speeds when they are applied widely and consistently. Second, I argue that the correct response to the challenge of “self-enforcement” is to install additional speed reduction measures on any of the roads where

Cambridgeshire Cyclists' Touring Club – Right to Ride Network

average speeds remain above 20 mph. I have suggested that these may be needed on both Gilbert Road and on King Hedges Road.

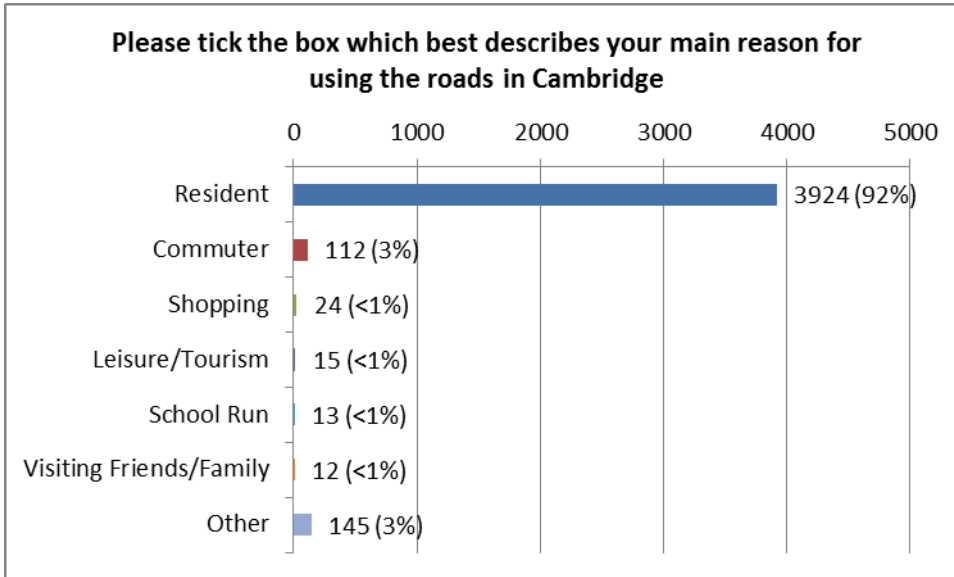
In summary, I welcome this introduction of City-wide 20 mph speed limits in Cambridge with the 20 mph limit being applied to as many city roads as possible. I would strongly ask that all of the itemised and proposed roads are included in the Phase 1 scheme. I would also hope that you will proceed with the subsequent phases as quickly as possible. CTC, along with the majority of cyclists and pedestrians, would like this change to be implemented as widely as possible and as soon as possible.

Yours faithfully

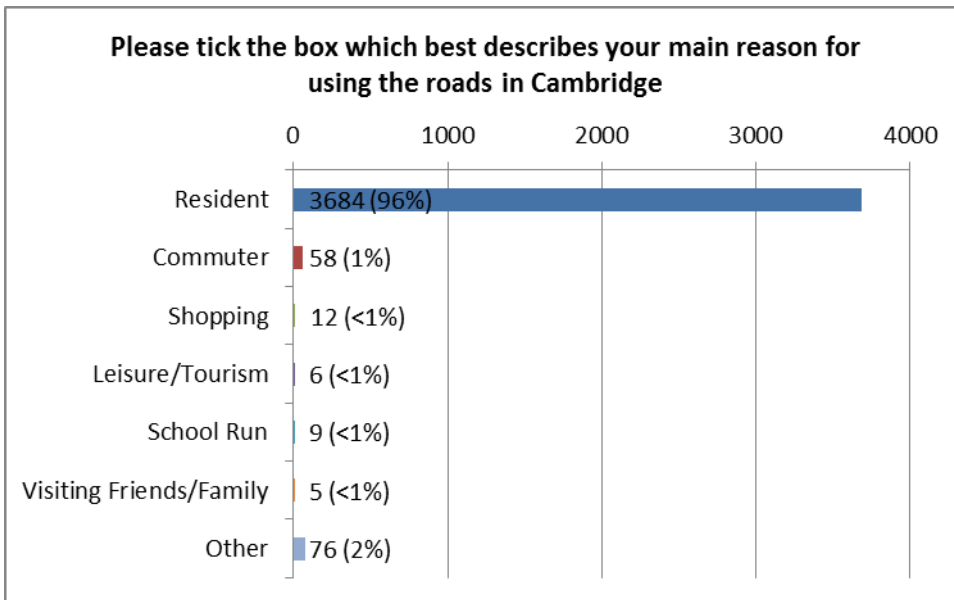
Rupert Goodings.

Appendix F – Summary Charts illustrating respondent’s main reason for using the Cambridge Road network

(a) Overall



(b) From inside the consultation area



(c) From outside the consultation area

