



To: East Area Committee 10<sup>th</sup> April 2014  
Report by: Simon Payne – Director of Environment  
Wards affected: Romsey, Coleridge, Abbey, Petersfield

## Cambridge 20mph Project – Phase 2 Consultation Results

### 1.0 Executive summary

This report sets out the outcomes of the Cambridge 20mph Project Phase 2 (East Phase) public consultation and requests that East Area Committee provide recommendations to the Executive Councillor for Planning and Climate Change on how the project should be progressed.

### 2.0 Recommendations

The East 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 East Phase area.
  - ii. Whether to introduce a 20mph limit on all/none/some of the C Class roads within the East Phase area

### 3.0 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 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 presented to East Area Committee on 09/01/14 to request comments on the proposed consultation arrangements for Phase 1.
- 3.6 The Committee requested the inclusion of Ditton Lane in the consultation, a 'B' road to the north east of the city.

- 3.7 The Cambridgeshire County Council speed limit policy currently precludes the introduction of 20mph speed limits on A or B classified roads. As such a departure from this policy would need to be approved for Ditton Lane to be included.
- 3.8 This request was considered jointly by the County Council's Traffic Manager, the Head of Service for Local Infrastructure and Street Management and County Councillor Mac McGuire the Cabinet Member for Highways and Community Infrastructure.
- 3.9 Based on the classification of Ditton Lane as a B road and its nature being very different to Victoria Road in terms of road environment, as well as the existence of a speed camera that indicates existing problems with 30mph compliance, County Council opinion is that it is not suited to 20mph and therefore was not included in the consultation.
- 3.10 Other minor changes to the document were included and the results have been interrogated to provide the opinions of those residents that live on each of the C Class roads.

#### **4.0 Consultation Process**

- 4.1 Public consultation for phase two took place between 24/02/14 and 30/03/14 (5 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 2 area along with statutory consultees (17,974 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, as well as responses from individual residents. 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 Ross St Community Centre and at the Customer Service Centre in Mandela House. Both exhibitions were in place from the 24/02/14 to 30/03/14. They consisted of three large exhibition boards and comments sheets with a drop box. Two public drop-in sessions also took place at Ross St Community Centre during the consultation period, at which council officers were present to answer questions. One during the day on Saturday 01/03/14 and the other in the evening of Wednesday 06/03/14.
- 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 and an article in Cambridge matters.

## 5.0 Consultation Outcomes

- 5.1 A total of 3014 responses to the consultation were received. Of these 2850 (94.6%) were received from addresses within the consultation area, and 164 were received from outside the consultation area. Of those from within the consultation area 2822 were from different addresses. This provides an overall response rate of: 15.7%
- 5.2 Following analysis the results have been summarised into numerical and chart based formats. These are available to view at **Appendix B.**
- 5.3 Overall the consultation results indicate that the majority of respondees:
- are **in favour** of the 20mph limit on residential and shopping roads in the Phase 2 area **(72%)**
  - are **in favour** of 20mph on roads coloured in with solid blue lines **(69%)**
  - are **in favour** of 20mph on the remaining section of Mill Road **(63%)**.

The number of respondees in favour of a 20mph limit on Coldham's Lane (both sections) and Cherry Hinton Road (both sections) is neither strongly positive nor negative.

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 A.

Consultee	Do you agree with 20mph speed limits on residential and shopping roads?	Do you agree with installing 20mph limit on roads coloured solid blue?	Do you agree with installing 20mph limit on main roads coloured with red dashed lines?					Further Comments
			Coldham's Lane (Section 1)	Coldham's Lane (Section 2)	Mill Road (remaining section)	Cherry Hinton Road (Section 1)	Cherry Hinton Road (Section 2)	
Cambridgeshire Fire and Rescue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No objections to proposals.
Cam Sight	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Mencap	No	No	No	No	No	No	No	
East of England Ambulance	Yes	Yes	Yes	No	Yes	No	Yes	
Cambridgeshire Chambers of Commerce	No	No	No	No	No	No	No	The present road restrictions and traffic calming measure keep speeds down on these roads and the viability of taking enforcement action is questionable. Slowing the traffic to 20mph will add to traffic congestion and delay buses. Will cyclists have to comply? Finally, we think it is confusing for drivers when the speed limit changes between different sections of the same road.
Stagecoach	Yes	Yes	No	No	No	No	No	I object in the strongest possible terms that the consultation shouldn't include any 'A' or 'B' roads in Cambridge including Victoria Road.

**Table 1: Responses from Statutory Consultees**

5.5 An analysis of the responses from residents living on Mill Road, Coldham's Lane and Cherry Hinton Road has been undertaken. Of those who responded:

- 70% of Mill Road residents **agreed** with the remaining section being limited to 20mph
- 59% of Coldham's Lane residents **disagreed** with either section being limited to 20mph
- 55% of Cherry Hinton Road residents **agreed** with either section being limited to 20mph.

Detailed charts are included in Appendix B

5.6 Following analysis of the responses, the following commonly occurring themes have been identified:

- The 20mph limit needs to be enforced (this comment was made by those both agreeing and disagreeing to the implementation of a lower speed limit).
- It is a waste of tax payers' money (and should be spent repairing potholes).
- Driving at 20mph will not reduce congestion and will lead to increased journey times – including for buses, fuel consumption and pollution.
- Coldham's Lane and Cherry Hinton Road are main arteries in the city and should stay at 30mph.

A number of other general themes (in no particular order) have been identified from the comments received:

- The existing 30mph limit (and in parts 20mph limits) need enforcing first. 20mph is too slow. 30mph is slow enough
- The existing 20mph limit in the city centre is ineffective.
- 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.
- 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 limits should be in place outside schools.
- 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.
- Pedestrians, cyclists, school pupils should pay more attention/be provided with training on the road.
- 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
- 20mph will be bad for bus services – making journey times longer and reliability poorer.
- The limit is not required where traffic calming is in place.
- Good to remove existing traffic calming if 20mph limit is introduced.
- This is an 'anti-car' proposal. Looks like a project to increase revenue and a precursor to introducing a congestion charge.
- 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

## **6. Background papers**

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

- Responses to Cambridge 20mph Project, East 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 2 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](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](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](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](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](http://mgsqimh01/documents/s13710/Appendix_A_Cambridge_City_Council_Climate_Change_Strategy.pdf)

## 7. Appendices

Appendix A – Consultation Pack

Appendix B – Summary of Consultation Results

## 8. Inspection of papers

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

Author's Name: Andrew Preston

Author's Phone Number: 01223 458234

Author's Email: [andrew.preston@cambridge.gov.uk](mailto:andrew.preston@cambridge.gov.uk)