



## Cambridge City Council

To: North Area Committee 8<sup>th</sup> May 2014  
Report by: Simon Payne – Director of Environment  
Wards affected: Arbury, East Chesterton, King's Hedges and West Chesterton

### **Cambridge 20mph Project – Victoria Road Consultation Results**

#### **1.0 Executive Summary**

This report sets out the outcome of the public consultation that was recently carried out as part of the Cambridge 20mph Project, to establish the level of support for introducing a 20mph speed limit on Victoria Road. This separate consultation was carried out following the significant number of requests that were received as part of the main north phase public consultation. The Committee are asked to review the feedback from the consultation and make a recommendation on whether a new 20mph limit should be progressed.

#### **2.0 Recommendations**

The North Area Committee is asked;

- 2.1 To note the consultation outcomes.
- 2.2 To make a recommendation to the Executive Councillor for Planning and Climate Change on whether to continue to the next stage of the implementation process, who will make the decision at Environment Scrutiny Committee on 8<sup>th</sup> July 2014.

#### **3.0 Background**

- 3.1 During the summer of 2013, a public consultation was carried out across the north area of the city, during which every address received a consultation document that asked for opinion on the introduction of 20mph speed limits.

- 3.2 The document highlighted that the A and B road network was excluded from the project, predominantly due to the road environment of such roads not being sorted to 20mph, but also due to Cambridgeshire County Council policy that specifically precludes it.
- 3.3 Victoria Road, as an A road, was therefore not included, which led to a significant number of comments suggesting that it should be included, due to its road environment being more conducive to 20mph than other A roads.
- 3.4 It was subsequently agreed by Cambridge City and Cambridgeshire County Council that further feasibility work and a specific consultation would be carried out.
- 3.5 This also included automatic traffic counts to establish existing traffic speeds for all types of vehicle, 24 hours a day over a two week period.

#### **4.0 Consultation**

- 4.1 Public consultation took place throughout March 2014. 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 area identified on the plan in Appendix B. The consultation pack can be viewed at **Appendix A**.
- 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 using the freepost address.
- 4.3 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 those from Victoria Road itself.

## 5. Consultation Outcomes

- 5.1 A total of 540 responses to the consultation were received. Of these 214 (40%) were received from addresses within the consultation area, and 321 (59%) were received from outside the consultation area. Responses from residents of Victoria Road itself totalled 51 (9%).
- 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 The consultation results can be summarised as follows:
- **Overall support for a 20mph limit on Victoria Rd [56%] from 540 responses**
  - 71% of respondents within the consultation area support the limit
  - 69% of respondents from Victoria Rd itself support the limit.
  - 54% of respondents from outside of the consultation area support the limit.
- 5.4 Responses to question 5, which asks for the main reason that respondents use the road, shows that 79% of all responses were from residents, with 15% classing themselves as commuters only.
- 5.5 Specific responses were received from two key stakeholders, Cam Sight and Age UK Cambridgeshire, both of which supported the proposed new limit.
- 5.6 A specific response was also received from Stagecoach, a key stakeholder as a major public transport provider. Stagecoach is not in favour of reducing the limit on this or any of the A and B roads and questioned the change to the original approach, which had already been presented to the public.
- 5.7 Following analysis of the comments section of the responses, the following general themes (in no particular order) have been identified from the comments received:

- 13 responses (all negative) from people identifying as **taxi drivers**.
- 56 responses (all in favour) all mentioning "**narrow pavements**"
- 27 responses (18 positive, 9 negative) mentioning "**enforcement**"
- 9 responses (all negative) mentioning "**increased congestion**"
- 27 responses (25 positive, 2 negative) mentioning effects on "**schools**"/"**the school run**"
- 19 responses (all negative) that say 20mph is "**too slow**".

## 6.0 Speed Survey Results

- 6.1 Two locations were used to establish the average speed of vehicles using Victoria Road, 24 hours a day over a 2 week period.

### Site Average Speeds

Victoria Road: East of Primrose Street (Eastbound) 24.6mph

Victoria Road: East of Primrose Street (WestBound) 24.3mph

Victoria Road: West of Arthur Street (Eastbound) 25.1mph

Victoria Road: West of Arthur Street (Westbound) 23.5mph

- 6.2 The results are very close to being in line with Department for Transport Guidance for the introduction of 20mph speed limits. This guidance suggests that existing average speeds should be at or below 24mph for a signs only solution to be appropriate.

## 7.0 Way Forward

- 7.1 The recommendation of this Committee will be presented to the Executive Councillor for Planning and Climate Change at Environment Scrutiny Committee on 8<sup>th</sup> July 2014.

- 7.2 Should the Executive Councillor decide to progress the proposal to the next stage, authority from Cambridgeshire County Council will be required, before the legal statutory traffic order process can commence.
- 7.3 This will require approval by Cambridgeshire County Council's Highways and Community Infrastructure Committee. This approval will not only include authority to commence the statutory process, but will first decide whether to approve a departure from the existing speed limit policy that currently precludes 20mph limits on A and B roads across the County.
- 7.4 Initial County Council officer feedback indicates that implementing a 20mph limit for Victoria Road will not be recommended for approval.
- 7.5 This is based on the lack of a clear majority in support of the proposal, particularly as it involves a departure from policy, as well as the existence of a strong objection from a major public transport provider.

## **8.0 Background Papers**

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

- Responses to Cambridge 20mph Project, Victoria Rd Consultation
- Cambridge 20mph Project – Phase 1 Consultation Pack – Please contact the author for a PDF copy

## **9.0 Appendices**

Appendix A – Consultation Pack

Appendix B - Consultation Area

Appendix C – Consultation Results Chart Summaries

## **10.0 Inspection of Papers**

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

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