



To: West/Central Area Committee 5th March 2015
Report by: Simon Payne – Director of Environment
Wards affected: Castle, Market and Newnham

Cambridge 20mph Project – Phase 3 Consultation Results

1.0 Executive summary

This report sets out the outcomes of the Cambridge 20mph Project Phase 3 (South and West/Central) public consultation and requests that West/Central Area Committee provide recommendations to the Executive Councillor for Planning Policy and Transport on how the project should be progressed.

2.0 Recommendations

The West/Central Area Committee is asked:

- 2.1 To note the consultation outcomes.
- 2.2 To provide comments and recommendations to the Executive Councillor for Planning Policy and Transport (Councillor Kevin Blencowe) 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 West/Central phase area.
 - ii. Whether to introduce a 20mph limit on all/none/some of the main roads within the West/Central phase area.

3.0 Background

- 3.1 In July 2011, a motion to Council was agreed that requested the then 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 Following further development of the project and a request from the County Council for a commuted sum for maintenance, a further bid to increase the project budget to £600,000 was approved at Council in February 2014.
- 3.4 Due to the size of the project, it was initially divided into four separate phases, reflecting existing area committee boundaries. It is intended that the final two phases (South and West/Central areas) be progressed concurrently and brought to the relevant area committees to make a recommendation to the Executive Councillor for Planning Policy and Transport.
- 3.5 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
- 3.6 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. Support for citywide 20mph residential street speed limits is also included within the Council's Annual Statement 2014 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 the 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'.

3.7 The project was presented to West/Central Area Committee on 29/10/2014 to request comments on the proposed consultation arrangements for Phase 3. Members resolved (nem con) to:

3.8

- Note the project programme, and previous approvals from Environment Scrutiny Committee, and to note the proposed consultation area, consultation method, and content for Phase 3.
- Provide comments and recommendations to the Executive Councillor for Planning, Policy and Transport (Councillor Kevin Blencowe) on the proposed consultation arrangements - particularly with regard to which roads/sections of roads are specifically identified within Question 3 of the consultation document.'

4.0 Consultation Process

4.1 Public consultation for Phase 3 took place between 24/11/14 and 2/01/15 (26/12/14 for postal surveys). The consultation was undertaken via the delivery of a consultation pack containing an explanatory leaflet and freepost return questionnaire to all city addresses located within the Phase 3 area along with statutory consultees (23,590 addresses). 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 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 2 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 public drop-in sessions/exhibitions were set up which provided additional information about the project. These were located at the Cherry Hinton Village Leisure Centre on 04/12/2014 and Castle Street Methodist Church on 09/12/2014. A number of large exhibition boards provided detailed information on the project and Council officers were present to answer questions.
- 4.4 PDF copies of the exhibition materials and the consultation leaflet were made available on the project web page, and were also distributed in hard copy format to schools, colleges, libraries, and community centres within the phase area. The consultation was further publicised via a media release.
- 4.5 There was, unfortunately, an anomaly in the consultation pack map provided for the eastern part of the area in that it suggested that the area to become subject to 20 mph speed control would include those roads served from Yarrow Road and Gazelle Way to the east of Cherry Hinton. These areas lie outside the Cambridge city boundary and residents living here were not included in the direct consultation mailshot. The Parish Councils for Teversham and Fulbourn, along with South Cambridgeshire District Council were, however, consulted on the potential for including these roads within the scope of the project.

5.0 Consultation Outcomes

- 5.1 A total of 3,435 responses to the consultation were received. Of these 128 (<4% of all responses) were received from addresses outside the consultation area. The overall public response to this consultation was similar to previous phases at some 15%.
- 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 Cambridge (**71%**)
- are **in favour** of 20mph on roads coloured in with solid blue lines (**65%**).

5.4 The number of consultees indicating their preference regarding a 20mph limit on the 12 individually listed main roads varies as follows:

- on Brooklands Avenue both 46% of respondees agreed and disagreed
- on Victoria Avenue 47% **agreed** and 43% disagreed
- on Teversham Drift 48% **agreed** and 39% disagreed
- on both north and south sections of Grantchester Road 52% **agreed** and 37% disagreed
- on Castle Street 54% **agreed** and 36% disagreed
- on both Church Lane and Maris Lane in Trumpington 57% **agreed** and 31% disagreed
- on Cherry Hinton High Street 60% **agreed** and 30% disagreed
- on the remaining section of Cherry Hinton Road 46% **disagreed** and 44% agreed
- on Queen Edith's Way 47% **disagreed** and 43% agreed
- on Fulbourn Road 50% **disagreed** and 39% agreed.

5.5 Responses received from statutory consultees on previous phases of the 20mph project are equally applicable to this phase. Their comments are generic – relevant universally across the city. They are set out in table 1 below. In addition, Teversham Parish Council replied with comments summarised below.

Table 1: Responses from Statutory Consultees

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?	Further Comments
Cambridgeshire Fire and Rescue	Yes	Yes	No objections to proposals.
Cam Sight	Yes	Yes	
Mencap	No	No	
East of England Ambulance	Yes	Yes	

Cambridgeshire Chambers of Commerce	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	Would object in the strongest possible terms to the proposal including any 'A' or 'B' roads in Cambridge.
Teversham Parish Council	No	No	Strongly object to imposing 20mph limits on any roads within Parish boundary because: unrealistic and unnecessary on "main" roads, pointless unless enforced on minor roads, inconsistent across wider city area, impact on bus services, taxis, etc, and huge cost better directed elsewhere.

5.6 As the majority of respondents were not in favour of 20mph limits on Brooklands Avenue, Cherry Hinton Road, Fulbourn Road and Queen Edith's Way, an analysis of the responses from residents living on these roads has been undertaken. A similar analysis was not undertaken for Victoria Avenue as there are no residential addresses along this road within the West/Central area. The analysis revealed that:

- on Cherry Hinton Road one resident agreed and one resident disagreed with the remaining section being limited to 20mph
- 12 Fulbourn Road residents **agreed** and 5 disagreed
- 14 Brooklands Avenue residents **agreed** and 5 disagreed
- 36 Queen Edith's Way residents agreed and 37 **disagreed**.

Detailed charts are included in **Appendix B**.

5.7 The views of residents living on those estate roads served from Yarrow Road and Gazelle Way to the east of Cherry Hinton who responded to the consultation are also included in the summary at the end of **Appendix B**.

5.8 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 and cycle training)

- Driving at 20mph will not reduce congestion and will lead to increased journey times – including for buses and taxis – and increased fuel consumption and pollution
- Several of the roads listed are main arteries in the city and should stay at 30mph
- Many roads are so congested it is not possible to drive over 20mph at peak times anyway.

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 many signs adding to visual clutter
- Any red surfacing should be minimised
- The project needs to be clearly signed
- The project will result in cycles overtaking vehicles, which 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
- 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.

6.0 Traffic and Speed Data

6.1 Traffic surveys were undertaken for 24 hours over a period of several days at 70 locations across the Phase 3 area (see **Appendix C** for a map). The locations include the majority of the main roads specifically highlighted in the public consultation. The results from these roads are given in table 2 below.

Table 2: Responses from Statutory Consultees

Traffic Survey Location	Average Speed (mph)	Average Speed (mph)
Victoria Avenue	25.6 (nb)	25.9 (sb)
Castle Street	22.2 (nb)	22.6 (sb)
Cherry Hinton High Street	21.9 (nb)	22.6 (sb)
Grantchester Road (northern section)	20.9 (nb)	24.7 (sb)
Grantchester Road (southern section)	22.4 (eb)	23.5 (wb)
Cherry Hinton Road	29.0 (eb)	30.0 (wb)
Fulbourn Road	30.0 (eb)	19.6 (wb)
Queen Edith’s Way	28.2 (eb)	27.1 (wb)
Teversham Drift/Hinton Road	26.9 (nb)	27.1 (sb)
Brooklands Avenue	23.2 (eb)	23.8 (wb)

(nb – northbound, sb – southbound, eb – eastbound, wb – westbound)

6.2 Current County Council policy, based upon guidance from the Department for Transport guidance, concludes that where existing traffic speeds exceed an average of 24 mph there is likely to be a poor level of compliance with any 20 mph limit introduced. This can lead to road safety concerns and increased pressure on resources to provide further engineering support and/or enforcement. The guidance recommends against introducing speed limits in instances such as this accordingly.

7.0 Background papers

The following background papers were used in the preparation of this report:

- Responses to Cambridge 20mph Project, South and West/Central 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 3 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

8.0 Appendices

Appendix A – Consultation Pack

Appendix B – Summary of Consultation Results

Appendix C – Map of Traffic Survey Locations

9.0 Inspection of papers

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

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