

**20 MPH SPEED LIMIT: CAMBRIDGE CITY CENTRE**

*To:* West & Centre Area Committee

*Date:* 21<sup>st</sup> June 2011

*From:* Director of Highways and Access

*Purpose:* To seek comment on the 20 mph speed limit in the city centre area.

*Views sought:* The Area Committee is invited to comment on the 20 mph speed limit in the city centre.

**1. BACKGROUND**

- 1.1 In light of work undertaken in cities such as Portsmouth and Newcastle, the County Council's policy on 20mph speed limits was reviewed in 2009 as part of the annual review of highway policies. The review looked to develop a more proactive approach towards 20 mph speed limits.
- 1.2 The Department for Transport (DfT) guidance suggests that 20 mph speed limit restrictions have the potential for casualty reduction as well as enhancing conditions for vulnerable road users. DfT is encouraging wider use of these limits on appropriate lightly trafficked roads, particularly within residential areas. The potential for improving highway environments for pedestrians and cyclists through the use of 20 mph limits is particularly relevant.
- 1.3 The County Council's, Cabinet approved funding to trial 20 mph speed limits in five built-up areas across the county, without the need for measures to physically restrain speeds. Cabinet also approved funding for a 20 mph speed limit throughout the city centre area of Cambridge (bounded by the inner ring road to the west, south and east and by the River Cam to the north) where, at that time, only parts of the area were subject to a 20 mph limit.
- 1.4 In July 2009, the Cambridge Area Joint Committee (CAJC) supported the implementation of a 20 mph speed limit on all roads in the city centre area with the exception of Victoria Avenue.

**2. IMPLEMENTATION**

- 2.1 Following the normal statutory process, during which no objections were raised, a 20 mph speed limit became operational in mid August last year by way of a permanent traffic regulation order.
- 2.2 In line with feedback given at the time by the CAJC, the amount of signing provided was kept to the level required to satisfy regulation requirements.

### **3. MONITORING**

- 3.1 Before and after speed surveys have been undertaken at various sites throughout the area. The results are summarised in **Appendix A**.
- 3.2 Injury accident data shows that in the 8 months following the introduction of the 20mph limit, an average of 2.75 accidents were reported each month which compares with a monthly average of 3.64 during the three prior years. 10 killed/serious injury accidents occurred in the three year before period but none were reported in the 8 month after period. It is stressed that any conclusions based on such a short after period would not be valid.

### **4. LOCALISM AND POLICY**

- 4.1 The original intention was to undertake perception surveys for the 20 mph limits to inform and influence future speed limit policy. However, as part of the county council's Localism agenda, the decision was taken to undertake a further review of speed limit policy in light of feedback from various communities. As a result, the decision was taken not to undertake the perception surveys.
- 4.2 Following the further review, the county council's Cabinet has approved a more flexible approach to the setting of speed limits in urban areas. The new policy, provides greater freedom for local communities to set speed limits in urban areas where the county council is unable to provide resources, subject to the local community providing the funding to cover the costs. This can include the provision of 20 mph limits other than on A and B class roads. An information leaflet explaining the new policy will be circulated to all town and parish councils across the county and to the Area Committees in Cambridge in the near future. The new policy is available here: <http://tinyurl.com/3ym7ahk>

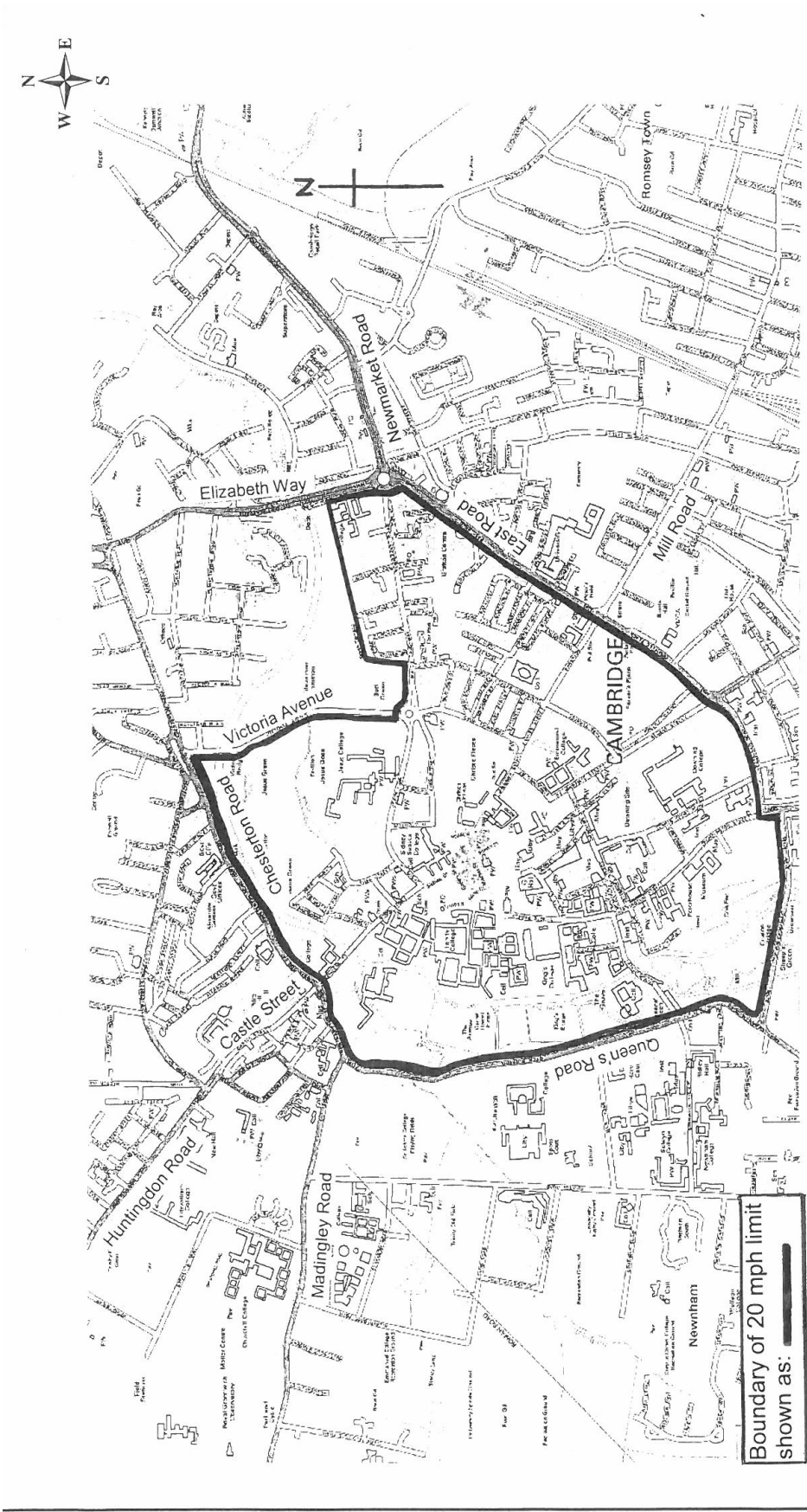
### **5. NEXT STEPS**

- 5.1 The CAJC will be asked to comment on the city centre 20 mph limit at its meeting on 18<sup>th</sup> July. The views of the Area Committee will be brought to the attention of the CAJC, at that time.


## APPENDIX A

### **BEFORE / AFTER SPEED SURVEYS**

Location	Direction	Speed limit (mph)	Survey period		Average speed (mph)	85%tile speed (mph)
			From	To		
Maids Causeway						
Before	Westbound	30	15/2/10	18/2/10	24.75	29.08
	Eastbound	30	15/2/10	18/2/10	23.62	29.84
After	Westbound	20	27/9/10	30/9/10	24.03	29.0
	Eastbound	20	27/9/10	30/9/10	25.34	32.44
Jesus Lane						
Before	Westbound	30	15/2/10	18/2/10	24.35	31.09
	Eastbound	30	15/2/10	18/2/10	24.28	31.05
After	Westbound	20	29/9/10	01/10/10	23.37	29.9
	Eastbound	20	29/9/10	01/10/10	23.93	30.54
Parkside						
Before	Both	30	15/2/10	18/2/10	22.02	28.12
After	Both	20	27/9/10	30/9/10	21.59	29.94
Regent Street						
Before	Southbound	30	09/2/10	12/2/10	21.33	38.55
	Northbound	30	09/2/10	12/2/10	20.5	32.67
After	Southbound	20	27/9/10	30/9/10	19.07	25.33
	Northbound	20	27/9/10	30/9/10	18.76	25.62
Downing Street						
Before	Eastbound	30	09/2/10	11/2/10	14.2	21.87
After	Eastbound	20	27/9/10	30/9/10	14.73	21.8
Trumpington Street						
Before	Northbound	30	15/2/10	18/2/10	20.5	26.48
	Southbound	30	09/2/10	12/02/10	21.25	28.75
After	Northbound	20	27/9/10	30/9/10	21.61	28.61
	Southbound		28/9/10	01/10/10	20.03	27.23
King Street						
Before	Eastbound	30	15/2/10	18/2/10	18.77	25.76
After	Eastbound	20	28/9/10	29/9/10	23.4	29.8
Park Terrace						
Before	Northbound	30	09/2/10	12/2/10	19.3	24.54
After	Northbound	20	28/9/10	01/10/10	20.12	26.31



© Crown copyright. All rights reserved.  
Cambridgeshire County Council 100023205 2005

 Cambridgeshire County Council Environment & Communities	Project		Proposed 20 mph Speed Limit		Scale NTS
	Location				Dwg No G573/78 Drawn KL