

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH
VICTORIA ROAD, CAMBRIDGE 20MPH**

To: Highways and Community Infrastructure Committee

Meeting Date: 20th January 2015

From: Executive Director: Economy, Transport &
Environment

*Electoral
division(s):* Arbury, West Chesterton, Castle

Forward Plan ref: N/A *Key decision:* No

Purpose: To determine objections received to the Traffic
Regulation Order (TRO) associated with Victoria
Road (Cambridge) 20mph

Recommendation: a) Approve and make the Order as advertised
b) Inform the objectors accordingly

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1. BACKGROUND

- 1.1** Cambridge City Council has a programme to roll out 20mph speed limits across the City on all suitable roads. Victoria Road is within the North Area, which was the subject of the first phase of the programme. It is an A-Class Road (A1134) which forms part of the Cambridge City Ring Road and therefore a key signed route for traffic circulating the central area. The extent and location of the proposal is shown in **appendix 1**. The County Council's policy is for classified roads to be excluded from 20mph restrictions.
- 1.2** However, the results of the City Council consultation for the north phase of the Cambridge city wide 20mph speed limit scheme highlighted that there is a desire for a 20mph limit on Victoria Road. This desire was further reiterated following the receipt of a petition in August 2013.
- 1.3** Victoria Road was not included in the north phase proposals to give time for further consideration as to whether there was a case for departing from the County Council's policy position. The current policy states that the implementation of a 20mph speed limit on the strategically important A and B road network is not permitted. Therefore no A or B roads were proposed for inclusion or indeed assessed as part of the Cambridge 20mph speed limit project.
- 1.4** In addition those roads that are not classified as A or B roads should have an average speed of 24 mph or less to meet the national criteria for a 20mph speed limit. This is because 20mph speed limits should, wherever possible, be self-enforcing. This approach helps to ensure that speeds are reduced where this is feasible, but that limited resources are not spent on introducing speed limits that are unenforceable and are unlikely to have significant benefits in terms of accident reduction.
- 1.5** Given that Victoria Road was not part of the initial assessment, no traffic surveys were carried out. However, the comments received during the consultation period were taken on board by both the County Council and the City Council. In light of this feedback it was agreed to review Victoria Road, including undertaking speed surveys and consulting specifically on Victoria Road.
- 1.6** Assessment and review of Victoria Road has now taken place, including speed surveys and the statutory consultation. The speed surveys show that the average speed in both directions is approximately 23-25mph.

2. TRO PROCESS

- 2.1** The Traffic Regulation Order (TRO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2** The TRO was advertised in the Cambridge News on the 3rd October 2014. The statutory consultation period ran from 3rd October 2014 to 26th October 2014.
- 2.3** The statutory consultation resulted in 2 letters of objection, one from bus operator, Stagecoach and another from a local resident. 6 letters of support were received comprising 4 from local residents; City Councillor Todd-Jones (Arbury) and County Councillor Scutt (West Chesterton). Local County Councillors Sales and Scutt have also expressed their support for the proposal.
- 2.4** The Police did not formally support or object to the proposals, but stated that should a 20mph speed limit be implemented on Victoria Road then it must be self-enforcing. No comments were received from the other Emergency Services.
- 2.5** The issues raised during the consultation have been carefully considered, along with the views of local members, consideration of the residential nature of the road and existing traffic speeds. On the basis of this evaluation, officers consider that it would be appropriate, in this particular case, to depart from the usual policy position on speed limits on classified roads and recommend approval of the proposal.

3. ALIGNMENT WITH CORPORATE PRIORITIES

- 3.1 Developing the local economy for the benefit of all**
The reduction in vehicle speeds would contribute to the creation of an environment conducive to benefiting the local economy and improving accessibility for non-motorised travel. There is evidence that an increased up take of active travel can contribute to a more healthy population and therefore potentially reduce the pressure on medical services.
- 3.2 Helping people live healthy and independent lives**
By providing conditions that encourage more people to take up active transport modes such as walking and cycling, it is anticipated that a larger proportion of the population would benefit from the improvements to health that these activities can provide. Increased levels of exercise can be beneficial to both physical health and mental wellbeing.

3.3 Supporting and protecting vulnerable people

Any reduction in vehicle speeds on residential roads would benefit elderly and disabled pedestrians.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The necessary resources to progress this project are being provided by Cambridge City Council.

4.2 Statutory, Risk and Legal Implications

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

4.3 Equality and Diversity Implications

There are no significant implications for this priority.

4.4 Engagement and Consultation Implications

The statutory consultees have been engaged – (County and City Councillors, the Police and the Emergency Services).

Notices were placed in the local press and were also displayed on the roads affected by the TRO. The proposal was available to view in the reception area of the Castle Court building at Shire Hall.

4.5 Localism and Local Member Involvement

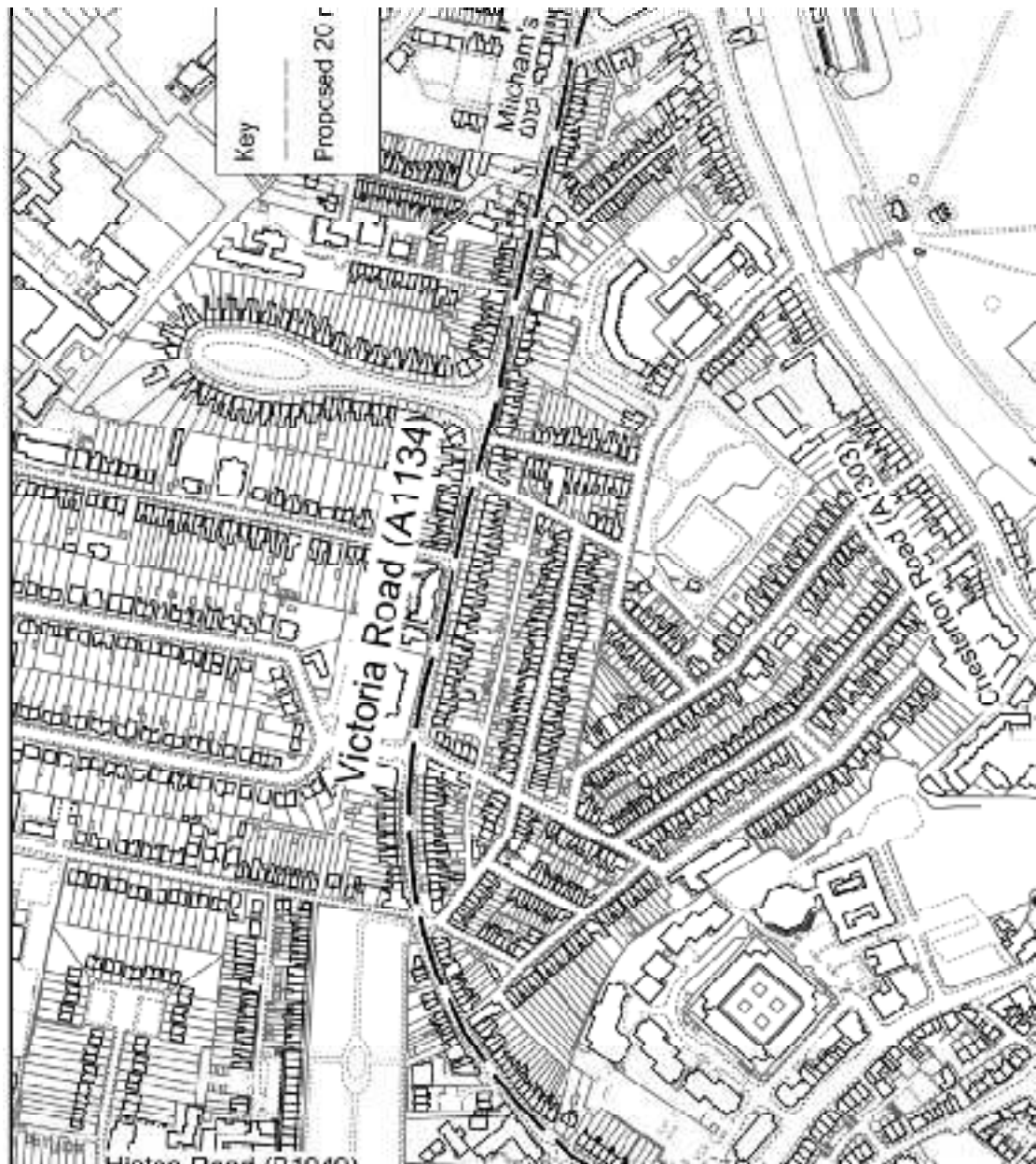
The proposal lies within the area of two local members, who have indicated support for the proposal.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Draft Traffic Regulation Order Letters of Objection	Room 209 Shire Hall Castle Hill Cambridge CB3 0AP

APPENDIX 1 – VICTORIA ROAD 20MPH



APPENDIX 2		
Objections		Officer Response
1.	The traditional 30mph in built up areas is perfectly satisfactory. Speeds up to that limit depend on the road conditions at the time. There is no need to crawl along a road in low gear if the road is uncluttered, but when it is cluttered 20mph may be too fast.	The very nature of the criteria for implementing a 20mph limit means that average vehicle speeds are already sufficiently low for the reduced speed limit.
2.	Object in the strongest terms. When the proposal for the city was first made, it was made clear that it would not include 'A' or 'B' roads in the city. Victoria Road is classified as an 'A' road and therefore should not be included. If one 'A' or 'B' road is included it will open the flood gates for other main arterial routes in and out of the city.	Whilst acknowledging our current policy position, thought should be given to assessing roads on their own merit and consideration given to their environment and the function that they are expected to perform.
Support		
1.	More than happy to support the proposals	Noted
2.	Strongly supported by West Chesterton Residents, particularly those living along Victoria Road.	Noted
3.	Support the reduction of the speed limit. The speed of traffic coupled with the narrow pavements pose a risk to children. The reduced speed limit will increase the safety for families.	Noted
4.	Strongly support the proposal. It is a narrow Victorian residential street with poor sightlines and multiple side streets. It is inappropriate for this road to be used for speeds in excess of 30mph as it currently is. Benefits of introducing 20mph zones include a potential reduction in airborne pollution levels. Reducing the speed limit will increase the ease with which pedestrians are able to cross the road. One of the complaints that motorists frequently make is that speed limits are confusing with 'chopping and changing' between different zones, now that many of the side roads off	Noted

	<p>Victoria Road have been made 20mph zones it is logical to extend the 20mph zone to Victoria Road too. This will make conditions for cyclists much safer.</p> <p>There are 12 side roads off Victoria Road; it is currently very hazardous for motorists and cyclists turning in and out of these side roads because of the fast flow of traffic and the poor sightlines.</p>	
5.	Strongly support the proposals.	Noted
6.	Strongly support, which is reflected among the residents.	Noted