

## Histon & Impington Parish Council response to community wide 20MPH proposal

### Introduction:

The proposal to implement a 20MPH speed zone across the two civic parishes has been considered by the Parish Council and subject to a widespread consultation exercise involving an online survey which attracted 491 responses. This level of engagement in, a community of some 3,500 households gives a good deal of confidence in the results of the survey.

The initial proposal has asked for the general views of the Parish Council and any suggested amendments to that proposal.

The overall proposal is very welcome. For our high-level question 'Would you support a parish wide 20mph zone, excluding main roads? In Histon and Impington main roads would be the B1049.' 71.1 % responded in support. (53.6% strongly support).

From the survey it was clear that the vast majority of responses supported the proposal. Respondents were invited to choose up to 13 reasons for support or opposition. This generated a total of 4,054 responses which divided as follows:

% reasons supported	2,813	69%
% reasons opposed	1,241	31%

The top four reasons for supporting the proposal were:

Makes it safer for pedestrians	401	82%
Makes it safer for cyclists	386	79%
Means fewer serious collisions on the roads	315	64%
Makes streets more pleasant to live in	299	61%

The top four reasons for opposing the proposal were:

Might not be policed and enforced effectively	257	52%
Might be ignored by drivers	235	48%
None of these	139	28%
Would annoy drivers	125	25%

Support for including the B1049 in the 20MPH zone was strong , particularly in the north around Park School but extended south to the extent that 51% of respondents supported the inclusion of the B1049 from The Green south to the guided busway bridge/The Rec.

### Suggested amendments:

There are a number of suggested amendments to the scheme listed below. These reflect the views of Parish Councillors delegated to formulate a response in the time available and have also drawn on key themes that emerged from the widespread consultation.

Suggested amendments to or comments on the community wide scheme are made in respect of the B1049 and the lateral routes in and out to the east and west, Milton Road and Gatehouse Road respectively. These are detailed below.

### **B 1049**

This is the main traffic route running north-south through the two villages which effectively bisects them. It carries a significant amount of commuter traffic into and out of Cambridge; not only from Histon and Impington but from communities to the north and some from the west. Recent Speed Watch monitoring using Mobile Vehicle Activated Sign (MVAS) equipment recorded between 2,700 and 2,800 daily movements at the northern and southern entry points on the B1049. Since the opening of the new Park Primary School, immediately adjacent to the B1049, this northern part of the road is the one that merits the closest attention in terms of speed control.

Recent data from Speed Watch MVAS equipment indicates that 45% of vehicles approaching from the north failed to observe the current 30MPH limit. This is perhaps not surprising as the road is designed and built to accommodate the 50MPH limit that prevails further north. This suggests that additional road engineered elements will be required over and above the 20MPH zone here to achieve an acceptable level of safety outside the new Park Junior School

We would suggest that a 20MPH starts on the B1049 at the point that dwellings appear on either side (i.e. by Nos 129 on the west side and by 124 on the east side).

North of that, the proposed 40 mile an hour buffer should in fact be designated a 30MPH zone in order to help manage the step down from the 50MPH limit further north on the stretch of the B1049 south of Cottenham.

The 20MPH zone should extend south past the school through the main junction in the village where Impington Lane, The High Street and the B1049 form a staggered junction by The Green.

In order to further deal with traffic speeds close to the school it is suggested that 'build outs' are constructed north and south of the pedestrian crossing in order to make traffic slow down by having to give way to approaching traffic on the opposite carriage way. These 'build outs' could also provide some points at which traffic dropping children off at the school might pull in into safely without adding to parking congestion in nearby sideroads, one of which is a bus route.

Proceeding south towards The Green junction it is suggested that a pedestrian crossing is installed to connect the end of Orchard Road and Pages Close pedestrian alley. A large volume of foot traffic going north towards the school needs to make a safe crossing near this point.

The 20 mile per hour zone should continue south of The Green junction, as the width of the highway is unable to accommodate a proper cycle lane. We would suggest that this

continues past the Peace Memorial and the nearby Pelican crossing to the first traffic island/pedestrian refuge south of these.

Thereafter the current 30 and 40 MPH zones are adequate as the main carriageway is able to accommodate well defined cycle lanes and the crossing immediately south of the New Road junction is well control by a Pelican crossing.

As mentioned above the size of the carriageway south from the New Road junction to the A14 is able to accommodate good cycle way provision both on and off the road at various points.

Recent data from Speed Watch MVAS equipment indicates that of vehicles approaching from the south the 85th percentile were at 37mph; thus observing the current 40MPH limit. This suggests that it should not be too problematic to plan to reduce the limit along this stretch of the B1049 up to and from the A14 to 30MPH. This would reflect the speed limit on Histon Road, on the other side of the A14 roundabout as it descends towards Cambridge.

**East:**

Milton Road.

The approach from the east along Milton already enjoys reasonable cycleway and pedestrian provision at the point of entry and exit to the settlement, with a 'build out' narrowing and speed bumps. However, this is a very busy access point with a number of large vehicles using it, particularly school buses, refuse vehicles and general traffic along with students cycling, in this corner of the village, to access Impington Village College. We would therefore suggest extending the 20mph to the end of the properties along Milton Road as this would fit well with the traffic slowing measures already in place.

**West:**

Gatehouse Road

It is suggested that the 20MPH zone should start south of the Busway, at an appropriate point, in order to control the speed of traffic approaching the Busway and the busy adjacent cycle and pedestrian route which also crosses Gatehouse Rd. The effectiveness of this measure would be considerably enhanced by a 'build out' that narrowed the road, similar to the arrangement already in place on the eastern approach to the settlement on Milton Road. The remainder of Gatehouse Rd, going back towards Oakington Road, should become a 40MPH zone to discourage speeding along this long straight stretch.

Currently the point of entry into Histon along Gatehouse Road is marked, on the eastern side only, by an unpainted gate arrangement with a village name sign. It would be helpful if the gate was to be painted white in reflective paint and a planter placed opposite, in the verge to the side of the cycle way, to enhance that 'gateway' entrance to a built up zone. This is something the Parish Council can undertake as part of its investment programme in highways safety.

Histon & Impington Parish Council