

WR Notes for the meeting re “A new road classification for Cambridge”

We realise that the traffic must be reduced somehow.

Issue 1. Categories of road ill-defined:

- Unclear distinction between Primary and Secondary distributor roads, ditto Access and Local access streets
- Is this because the categories are too rigid and do not capture the variety amongst roads - primary and secondary intergrade, as do access and local access, and there are different kinds of neighbourhood streets in terms of their size and richness of connexions? Local knowledge and community values are important here.

Issue 2. Tension between principles and practical details:

- Establishing overarching principles as a first step may appear logical, but fine principles may be overwhelmed by practical considerations. It is important to take account of local details. People’s local concerns will throw up valuable tests of principles, and must therefore be considered at an early stage.

Issue 3. Responding to the unexpected:

- Given the complexity of proposed changes, traffic modelling will not always produce correct predictions.
- Essential therefore to:
 - **Monitor** the effects of changes
 - **Retain flexibility** so that unexpected deleterious effects can easily be mitigated.

Our concerns – will the consequences of the proposed hierarchy achieve the aim of traffic reduction, or just make life more difficult for most Cambridge residents?

1. Congestion/pollution charging or road pricing are the most effective ways of reducing traffic so should be considered at an early stage, but are scarcely mentioned. Introduction could render many of the other changes unnecessary.
2. Will limiting access of through traffic to certain roads succeed in reducing traffic without displaced vehicles producing unacceptable pollution, congestion and increased fuel consumption?
3. Equity – will the changes increase difficulties for the disabled, digitally deprived and frail? Impact on care workers?
4. Safety – pedestrians should have exclusive use of footways wherever possible, separate from all wheeled traffic including cycles and scooters
5. Local concern about the implications of the proposed changes for residents in the local area bounded by Huntingdon/Histon, Oxford and Windsor Roads including access and community interactions/cohesion.

What we hope to get out of this meeting –

1. **Clarification of the evolving rôles of cameras and ANPR** as a means of limiting through traffic while allowing access and egress for residents.
2. **Indication of the sequence and timescale** of traffic-reduction measures
3. **How will the difficulties of implementation be overcome** – eg can’t introduce congestion charging until public transport improved; public transport unacceptably slow until traffic reduced

4. **Assurance that the interests of Cambridge city residents** as well as commuters will be respected
5. **Confirmation that traffic calming measures already in the pipeline (eg in WR/Ox Rd, Benson LHI will proceed as promised, unimpeded by this consultation.**
6. **How will our comments, suggestions and concerns emerging from this meeting be passed on to the relevant authorities and not forgotten?**

So that's **3 issues**:

- Unclear distinctions between categories of roads
- Tension between principles and practicality
- Retaining flexibility to enable response to unexpected results,

5 concerns about:

- Congestion charging
- Displaced traffic
- Equity
- Safety
- Implications for our local area

and **6 things we would like to get out of this meeting**:

- Clarification about ANPR
- Indication of sequence and timescales
- Overcoming difficulties of implementation
- Assurance that residents' as well as commuters' interests will be respected
- Reassurance that local works already started will continue to completion
- Assurance that our concerns will be taken into account.

And of these lists, we are most interested in hearing about ANPR, and in having our views listened to.