

A new road classification for Cambridge – GCP consultation 2022

We realise that traffic in Cambridge must be reduced somehow, and encouraging walking, cycling and use of improved public transport are important. Congestion/pollution charging or road pricing have been found to be **the most effective ways of reducing traffic** and so could render many other changes unnecessary. They should be considered at an **early stage**, but are scarcely mentioned.

The road hierarchy must be based on up to date traffic data, and although defining the classes appears a rational start, fine principles may fail because of practical details. It is clearly essential to adopt **a holistic approach** and take account of the wider effects of local changes. Many people, including ourselves, will find it useful to test the principles using local examples with which they are familiar.

1. Definitions:

The distinction between Primary and Secondary Distributor roads is unclear and so are the distinctions between some of the other suggested categories. The lower level categories are **insufficiently varied** to cover **the range of levels of access for vehicles and local situations** (see point 2). Greater flexibility is required.

2. Access to and from local roads and streets:

We agree that through traffic should be minimised in neighbourhood streets. This should not necessarily be to or from the closest distributor road junction, because the **safety, complexity and level of congestion at available junctions** should be taken into account. The **intended destination** is also relevant as forced circuitous routes will contribute to increased congestion, fuel consumption and pollution, reduction of which is a stated aim of the GCP.

3. Means of filtering traffic:

Within neighbourhood streets, cameras (**ANPR**) could be used to enforce exclusion of through traffic whilst allowing permeability to local residents.

Further advantages of ANPR include ease of access for emergency vehicles. The alternative of key access imposes delay, and flexible barriers can be overcome by private cars as well as emergency vehicles.

ANPR would also allow **flexibility** if the primary access route is unexpectedly prevented. Furthermore, although modal filters or similar restrictions may result in more people choosing active transport, there will be some traffic displacement, and schemes may have to be modified in the light of experience. It will be advantageous to be able to do this expeditiously.

4. Need for continued monitoring:

Modelling, though often a good guide in traffic management, will sometimes mislead. It will be important to assess the results of changes by traffic monitoring.

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