

Communication Channel	Responses No.
Girton Community Website	20
Clerk Email	6
Facebook	19
Survey Data	148

LHI Survey Comments

Girton Community Website

#	Submitted On	Comment
1	2023/01/03 at 5:41 pm	I would be interested in starting / continuing the formation of a local volunteer Speed Watch Group between both villages. happy to get in touch.
2	2023/01/03 at 5:17 pm	The details of recent changes of the Highway Code need to be incorporated into proposed amendments and the spirit of the road speed limit changes in favour of pedestrians, cyclists and horse riders. who all regularly use these Girton / Oakington Roads. https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022
3	2023/01/03 at 4:53 pm	<p>I am in strongly in favour of a reduced 30mph speed limit between the 20mph limits in Girton and Oakington and on extending the 20mph Girton speed limit to beyond the Camboro Business Park, which houses the Girton Day Nursery and Pre-school, at this location. My arguments in support are as follows:</p> <p>Road Safety:</p> <p>Passenger vehicles are by far the most dangerous of the transportation options. Over the last 10 years, passenger vehicle death rate per 100,000,000 passenger miles was over 10 times higher than for buses, 17 times higher than for passenger trains, and 1,623 times higher than for scheduled airlines.</p> <p>Deaths by Transportation Mode – Injury Facts (nsc.org)</p> <p>A pedestrian / cyclist etc who is hit by a car travelling between 30 mph and 40 mph is between 3.5 and 5.5 times more likely to be killed than if hit by a car travelling at below 30 mph.</p> <p>https://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKewj9xpWn2av8AhUPesAKHd_VCcYQFnoECAwQAw&url=https%3A%2F%2Fwww.rosopa.com%2Fmedia%2Fdocuments%2Froad-safety%2Finappropriate-speed-factsheet.pdf&usg=AOvVaw0g-rzhsSWZbUm5zlm8x6pg&cshid=1672759144023553</p> <p>Driving at a reduced speed is a change of driving culture:</p> <p>Using Seat Belts:</p> <p>Mandatory use of seat belts can into force only in 1989. In 1989 it became a legal requirement for children travelling in the back of cars to wear seat belts and in 1991 adult passengers had to also wear seat belts in the back of cars.</p> <p>Drink Driving:</p> <p>1962: it ONLY became an offence for any person to drive, attempt to drive or be in charge of a motor vehicle if their "ability to drive properly was impaired". No legal drink driving limit was set until 1967.</p> <p>1967: The Road Safety Act introduced the first maximum legal blood alcohol (drink driving) limit in the UK. A maximum blood alcohol concentration of 80mg of alcohol per 100ml of blood or the equivalent 107mg of alcohol per 100 millilitres of urine.</p> <p>2010: lowered the legal limit to 50 mg of alcohol per 100ml and the equivalents in both breath and urine.</p> <p>2022: Only since June last year, Judges are able to hand down life sentences for those who kill while under the influence of drink or drugs June 2022.</p> <p>Use of Mobile Phones when driving:</p> <p>June 2022: Stricter laws come into force on mobile phone use.</p> <p>Speed Restrictions:</p> <p>Only since February 2013: Speed reduction was introduced on Huntingdon Road reducing it from 40 to 30mph, and from the section into Cambridge to the Girton turn off reduced from 60mph to 40mph!!</p> <p>Extending the Girton 20mph limit:</p> <p>In the recent past, and like many other families, make use of the Girton Day Nursery and Pre-School facilities at Camboro Business Park. To access this I used my bike with a trailer buggy</p>

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		<p>attached. Having vehicles shoot past and race from 20 to 40mph over this sort distance is dangerous.</p> <p>This facility is open from 8am to 6pm. But trying to exist that junction, in the dark with winter road conditions whilst pulling a heavy buggy with a preschool child, and traffic driving at a MIN 40mph is quite frankly life threatening.</p> <p>The cycle facilities that existing on the shared pavement admittedly have been widened but only in the recent year or so. No doubt spired on by the horrific and tragic death of a young person at this very location. The short narrow bridge in Oakington Road over Beck Brook (past the Manor Farm Road junction) has a restricted shared path.</p> <p>In addition the cycle path is notoriously overground in the spring/summer/autumn with brambles and other bush and tree vegetation and branches, restricts cycle use and adequate visibility.</p> <p>Need for pedestrian crossings: I agree with previous comment (Trisha Gillespie) that pedestrian crossings are needed. One at the junction of Oakington Road and Camboro Business Park to allow access for the cycle users and pedestrians. To the Camboro Business Park facilities. One near Girton Corner, one near the coop and one near the Old Crown.</p> <p>Traffic measures and road crossing at the Girton Anglian church and Recreation Ground also needs close attention.</p> <p>Feeder Road Speed Reduction: It makes sense to reduce the speed limit of the feeder road to Oakington Road (New Road and Gatehouse Road to also be reduced in time. Otherwise the good work being done elsewhere is undermined and the highest speed limit for motorists that are time pressed or just reckless will always win out.</p> <p>Speed Reduction Measures: Many good measures have been offered. I would also favour the use of more Speed Indicating Devices (SID) that display the actual speed on the sign. With a sad or smiley face these are used extensively elsewhere are effective of at making speeding publicly know. A range of measures should be employed including signs on entering declaring "This is a Speed Watch Village".</p> <p>Enforcement / Civic Action: As suggested already, speeding culture needs to be changed. The use of the above, plus mobile speeds cameras (in strategic locations) and more active voluntary involvement is most welcome.</p>
4	2023/01/03 at 4:44 pm	Reducing the speed limit to 30 mph between Girton and Oakington may well be reasonable, but please no more speed bumps! The existing ones as one travels through Girton legitimately at 20 mph cause a violent jerk to the suspension – very bad for any passenger with a back problem. One should be allowed to travel in comfort if observing the speed limit.
5	2023/01/03 at 11:05 am	Jill Jones – 3rd January 2023 Reducing the speed from to 30mph on both the Oakington Road and the Gatehouse Road seems a reasonable method to try and reduce speeding and to support the changes to put in cameras to record the result of those changes and hopefully prevent accidents.
6	2022/12/31 at 6:24 pm	Reducing the speed on the road would make it safer. Even if some drivers speed, some won't and the limit may bring the average speed down. I think the speed detecting signs are very useful in making drivers aware of their speed. As the shared use path near the Gretton school and past gatehouse road are too narrow, can they be widened as part of this scheme? It might not be possible as the road needs to be wide enough for buses to pass. I also agree with previous comment that pedestrian crossings are needed – near Girton Corner, near the coop and near the Old Crown .
7	2022/12/31 at 2:02 pm	As residents of Oakington Road (it is a residential area!), we strongly support this initiative. As cars leave Girton (down a slight hill and around a corner), cars are speeding up from 20 mph to 30 mph, and then see the 40 mph, and so speed up further as they see a clear road ahead.

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		This is exactly where we cross the road to the bus stop and the cycle way. When there was a speed monitor, I frequently saw it exceeding 50 mph.
8	2022/12/31 at 12:38 pm	I support this proposal of reducing the speed limit and assisting the compliance by the construction of traffic calming measures. One death is one too many so measures such as this can only help make the road safer for all road users. The formation of a local volunteer Speed Watch Group between both villages may in the interim help police identify persistent law breakers as some correspondence have already complained about.
9	2022/12/31 at 12:24 pm	Not sure there is any need to reduce the speed limit further between Oakington and Girton but there is a need for a proper traffic light crossing by the Co-op and one down by The George/Old Crown as the parked cars around these bends make visibility very difficult.
10	2022/12/30 at 6:56 pm	I would support a 30mph road here, as well, incidentally as a reduction in the Gatehouse road speed limit from 60mph. But i do think that traffic calming measures at the girton end would be the most beneficial in encouraging cars to observe the 20mph limit in Girton, which is a residential area.
11	2022/12/30 at 4:59 pm	I am in favour of a 30mph speed limit between the two existing 20mph limits in Girton and Oakington. But I agree with Paul Loveday (above), that to be effective it will need a speed camera somewhere to help enforce the limit, just as there should be one or more cameras to enforce the 20mph in Girton Village itself – at present hardly anyone abides by that limit, and many motorists become very angry and impatient if they follow me doing 20mph. I have had some cars roar past me, their drivers showing abuse before they then speed off doing at least 40mph. I've even had a lycra-clad 'speed' cyclist overtake me and shout obscenities. A number of villages now have a sign on entering declaring "This is a Speed Watch Village", as well as far more interactive speed limit signs than we do. Why can't we? Also random mobile speed camera checks by the police would be helpful. On the proposed speed limit, I would like to query the cost. As it is a Highways, and hence County issue, why is GPC being asked to contribute £20,000 at all? And where is the evidence that the proposed work has gone out to tender to get the lowest cost bid. Is it another case of a private sector contractor fleecing the public purse?
12	2022/12/30 at 3:29 pm	I agree that we need more enforcement, but this is never financially viable for our cash-strapped police. Instead measures like reducing road width (and increasing the width of the shared-use paths), speed bumps, and spot checks on speeding may change the present culture. The link provided by Paul suggests that both vertical (speed bumps etc) and horizontal (road narrowing etc.) mechanisms may be needed to reduce speeding. Here's the specific link: https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/speeding/horizontal-speed-treatments MVAS may seem reasonable, but given the number of people (mostly locals) who ignore the Go Slow MVAS system at Girton College, perhaps this is just as effective as paint on the road was for making cycling safer.
13	2022/12/29 at 10:50 am	If the concern is that drivers won't abide by the speed limit then speed awareness campaigns could be undertaken by the parish councils such as MVAS (https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/mobile-vehicle-activated-signs) These have been used by Landbeach, Milton and Waterbeach PCs and seem to be effective.
14	2022/12/27 at 3:05 pm	The evidence of danger is the teenager who was killed this year whilst cycling along that road. (I understand that they were on the shared use cycleway/footway?). Whether that collision would have been influenced by a 30mph limit I don't know. Speed was quite likely a factor in why the driver mowed down a child. There may well be other factors. Not much point speculating further without knowing some details of what happened. You can see the reported collisions with injuries here: https://cambridgeshireinsight.org.uk/roads-transport-and-active-travel/cambridgeshire-

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		collision-data/ although it doesn't seem to say which are minor/serious/deaths, which isn't very helpful. Enforcement will work a lot better than just changing the limit.
15	2022/12/27 at 4:11 am	Speed limit wouldn't be obeyed. Now that the speed limit on the bend at Girton has been reduced to 30mph how is it dangerous to be 40mph I think it's a perfectly safe speed, especially if the cyclists stick to the path. I completely disagree with 20mph through Girton as well, maybe the side roads acceptable at 20 mph but not cambs/Girton road. Should be from the church to the corner of oakington road.
16	2022/12/24 at 5:49 pm	I was also very skeptical of the 20mph limit in Girton, but while some drivers ignore it altogether, many do reduce speed and there is a perceptible calming effect in the village. But on the roads between our villages the speed limits need to be reduced and this change needs to be policed, or else the proposal will be meaningless. Failing policing, we could do with changes to road design to force reduced speeds as is done in Eddington. For example, we could significantly reduce the width of the road so as to widen the absurdly narrow shared and bi-directional cycle path (it is wide enough only to the New Road junction). We need to make travel by our children on cycles – and all of us – safer. We should not have to worry about their lives as they go to schools and visit friends in nearby villages.
17	2022/12/23 at 2:08 pm	All very well.....But ! How many people would take notice of the speed ? If it's anything like the 20mph limit in Girton, hardly any. Waiting for Ben the Grimsby Fish man at 9am on a Friday morning near Gretton school I always have streams of 10 – 20 cars in batches fly pass my stationary car at sometimes up to ca 50mph making my car shake when they pass. Often going through the village, I live in Redgate Road, when I travel at the legal 20 mph I have usually up to 10 cars behind me until I turn into the road I live in , looking in my rear view mirror they are all speeding off up to at least 50 mph. I have also had cars overtake me by the allotments on the other side of the road when traffic is coming the other way ! It will only work if there is a speed Camera like there SHOULD be in the 20mph limit in the centre of Girton. I am not convinced the 30pm would work because the 20mph doesn't work now !
18	2022/12/23 at 1:53 pm	I don't believe this road needs to be reduced to a 30MPH road. The road is not the problem, the problem is the visibility entering Oakington Road from adjacent New Road, and the lack of street lighting. Why not reduce the speed on New Road to 40mph instead so that speeding cars coming from Histon do not enter Oakington Road at such high speeds.
19	2022/12/23 at 11:00 am	What is the evidence that this is a dangerous road? There are no dangerous corners the junction for the road to Histon has clear views what is the problem here?? Seems a total waste of money and more traffic disruption. I am not necessarily averse to 30 mph but don't see the need for more speed bumps. It's not a residential area.
20	2022/12/23 at 10:27 am	I agree with this proposal I have always thought that the 40mph sign just before the bend as you leave Girton dangerous.

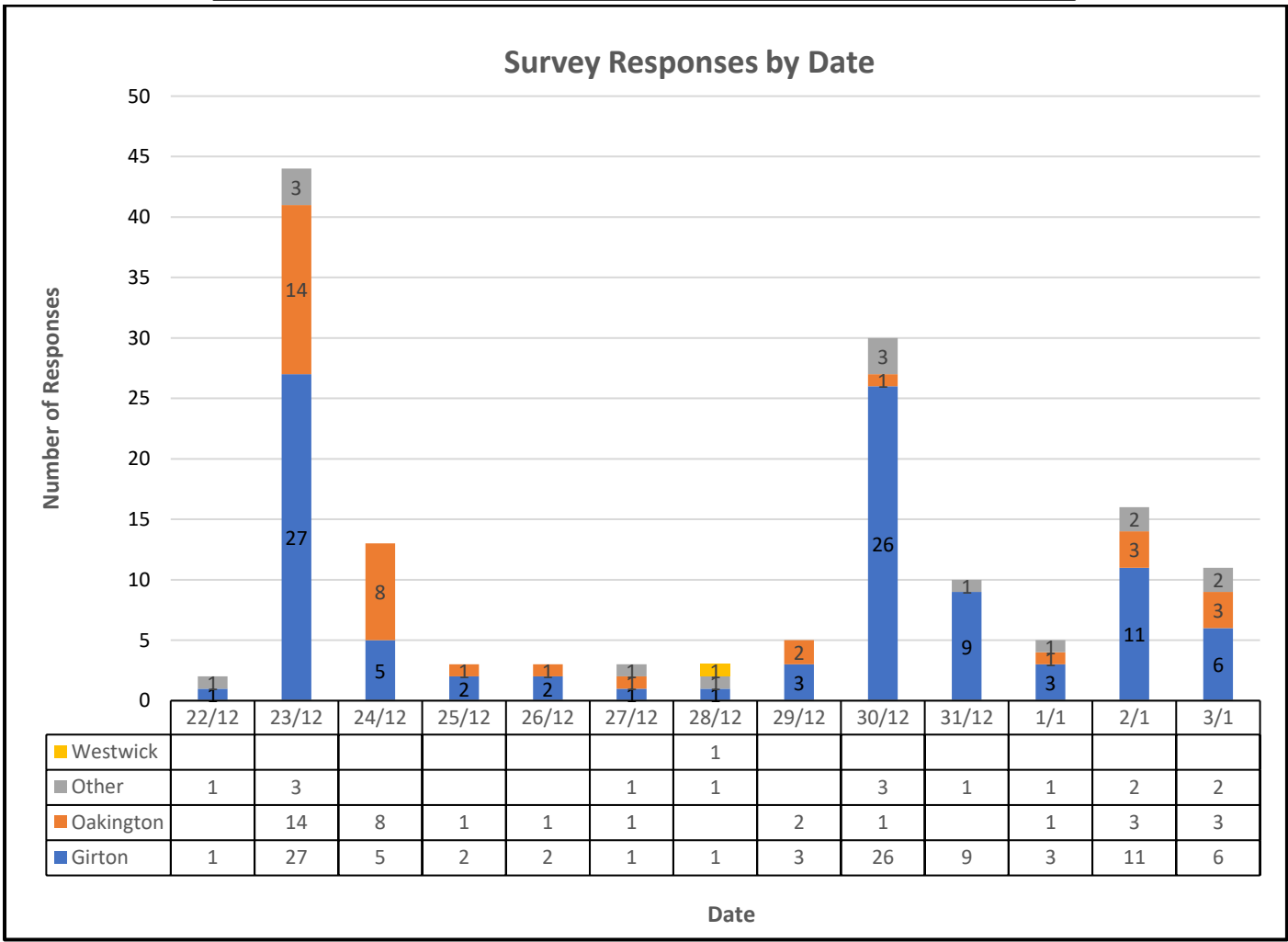
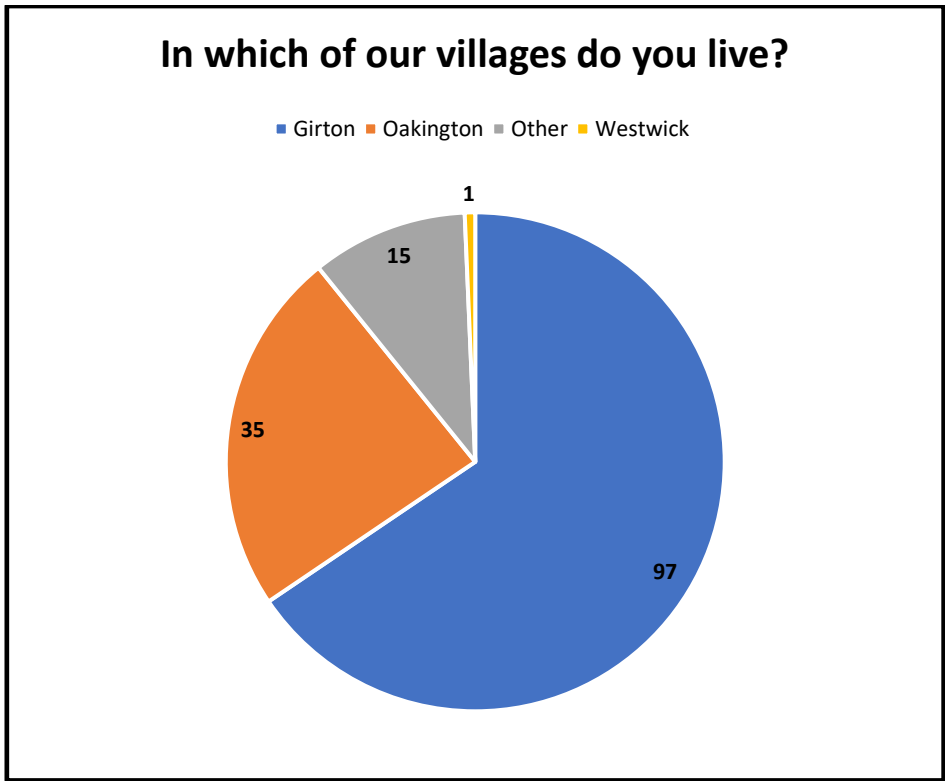
LHI Survey Comments

Email to Girton Parish Clerk

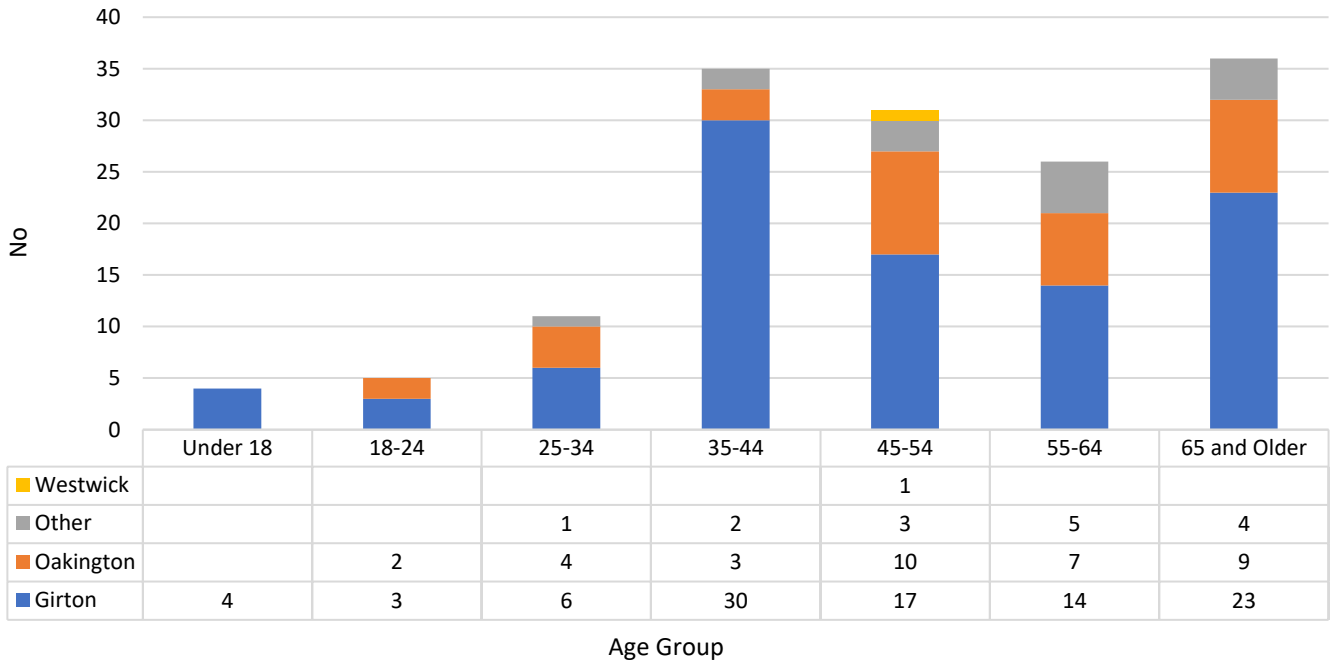
#	Date	Comment
1	02 January 2023 10:52	<p>I've responded to GPC's "consultation" but wanted to put on record a few thoughts.</p> <p>Firstly, I'm disappointed by the consultation process. I hope that GPC won't put too much weight on the results of a short and limited consultation process. It feels rather like a box-ticking exercise. The public have been given very little information about the proposal (and I wonder if GPC have any more information to base their decision on?) Where is the detailed analysis that Oakington PC have put together? They haven't published it on their website either and don't mention any such analysis, so one wonders if it actually exists. Where are the costings? Do our councillors actually know what they are being asked to spend money on? Section 4 of the LHI asks for demonstrable local support. Can GPC genuinely say "Yes" to this based on this consultation? As I've already said, this may or may not be a good idea. I note that measures have already been put in place to mitigate against the kind of tragedy that occurred last summer. Will this further measure actually make a difference to road safety?</p> <p>All I ask is that members of GPC satisfy themselves that this is <i>actually</i> a good idea and the best use of time and resources. I therefore propose some questions that GPC might ask themselves when discussing this matter:</p> <ul style="list-style-type: none"> • Do we know what we are hoping to achieve through these proposals? <ul style="list-style-type: none"> ○ Are we confident that what is proposed will achieve what we hope it will achieve? (How do we know?) • Is this proposal the best way to achieve the desired outcomes? <ul style="list-style-type: none"> ○ Have we genuinely considered other possibilities? • Is this proposal a cost-effective way to achieve this outcome? <ul style="list-style-type: none"> ○ Is this the best way to spend this money when there may be other, equally desirable outcomes we could invest in? • Would we be making this decision now were it not for the external deadlines placed upon us? <p>I would hope that GPC Councillors can say "yes" to all of the above before they agree to this.</p>
2	Sun 01/01/2023 19:35	<p>Many thanks for this. I've submitted my response. In general I'm in favour of such schemes between Girton and Oakington, however (and I couldn't express this on the form), I feel the safety inside the villages is significantly lower than between the villages right now - and this should be the next priority benefitting residents of both villages. This is especially the case in the 30mph section between the Co-op and Huntingdon Rd in Girton, where there is no segregated cycle lane, regular dangerous close overtaking, regular speeding by cars/vans, and, to make it worse, a dangerously narrow cycle lane which encourages drivers to think its reasonable to overtake very close (much less than 1.5m from the cyclist). I suggest we consider three further schemes: a 20mph zone in this section; segregated cycle lanes in this section (like on Huntingdon Rd); and converting the footpath from the service road bridge to Huntingdon Rd to a cycle path - providing a safer and off-road route from the Ridgeway, past Girton College, through this route and into Weavers Field or towards Duck End.</p>
3	Sat 31/12/2022 13:12	<p>Both completed...in support of the measures proposed.</p> <p>In the interim, I suggest a volunteer Speed Watch Group is set up (or they are tasked) to monitor & record & report to police any speeding motorists between these villages until the work is complete.</p>

		Infact, they should rebrand these volunteers as Safe Speed Watch Groups (and seek sponsorship from Ronseal...because they do "exactly what it says on the tin!")
4	Wed 28/12/2022 12:23	<p>Thanks Yvonne for your reply to my query on Facebook. It's so helpful to hear of upcoming issues at the Parish Council and many residents like myself appreciate the lengths you go to to keep communications flowing.</p> <p>Although I am unable to attend the meeting on 4th January due to childcare, I would like to submit a comment to the Council in relation to the proposed reduction in the speed limit outside Girton and Oakington villages.</p> <p>Firstly, the benefits of the scheme are not clear - the survey talks about making the road safer but offers no evidence of it being currently unsafe, or that the scheme will have any specific impact on safety. Was this even under consideration before the arrival of potential County Council funding?</p> <p>But perhaps more significant is the £20,000 expense. Many of us know someone who is impacted by the recent severe increases in the cost of living (energy prices, food prices, housing) and national taxation, which is not matched by wage growth. If there is an opportunity to avoid spending this money on a scheme of dubious necessity, and make a smaller increase in everyone's council tax bill in 2023, I strongly believe this should be considered by the Council.</p> <p>I also feel that the survey could have been fairer by presenting the drawbacks (including cost) alongside the claimed benefits. Please bear in mind the survey design when considering the results.</p>
5	Wed 28/12/2022 12:23	My other point is that, by failing to clearly state both side of the argument, the survey will introduce bias into the responses. I would expect to see this point minuted if the survey responses have any bearing on the decision.
6	Wed 28/12/2022 12:37	<p>Thanks! It's difficult to comment usefully without this.</p> <p>I was interested to see the proposal at https://www.girton-cambs.org.uk/2022/12/22/local-highways-improvement-please-submit-your-input-here/ and the survey to gather feedback.</p> <p>The announcement states that "Oakington & Westwick have carried out significant work to understand and propose this initiative". Could you provide further information on this work, please - ideally a pointer to the report? I have been unable to find this on either the Girton PC or Oakington and Westwick PC sites.</p>

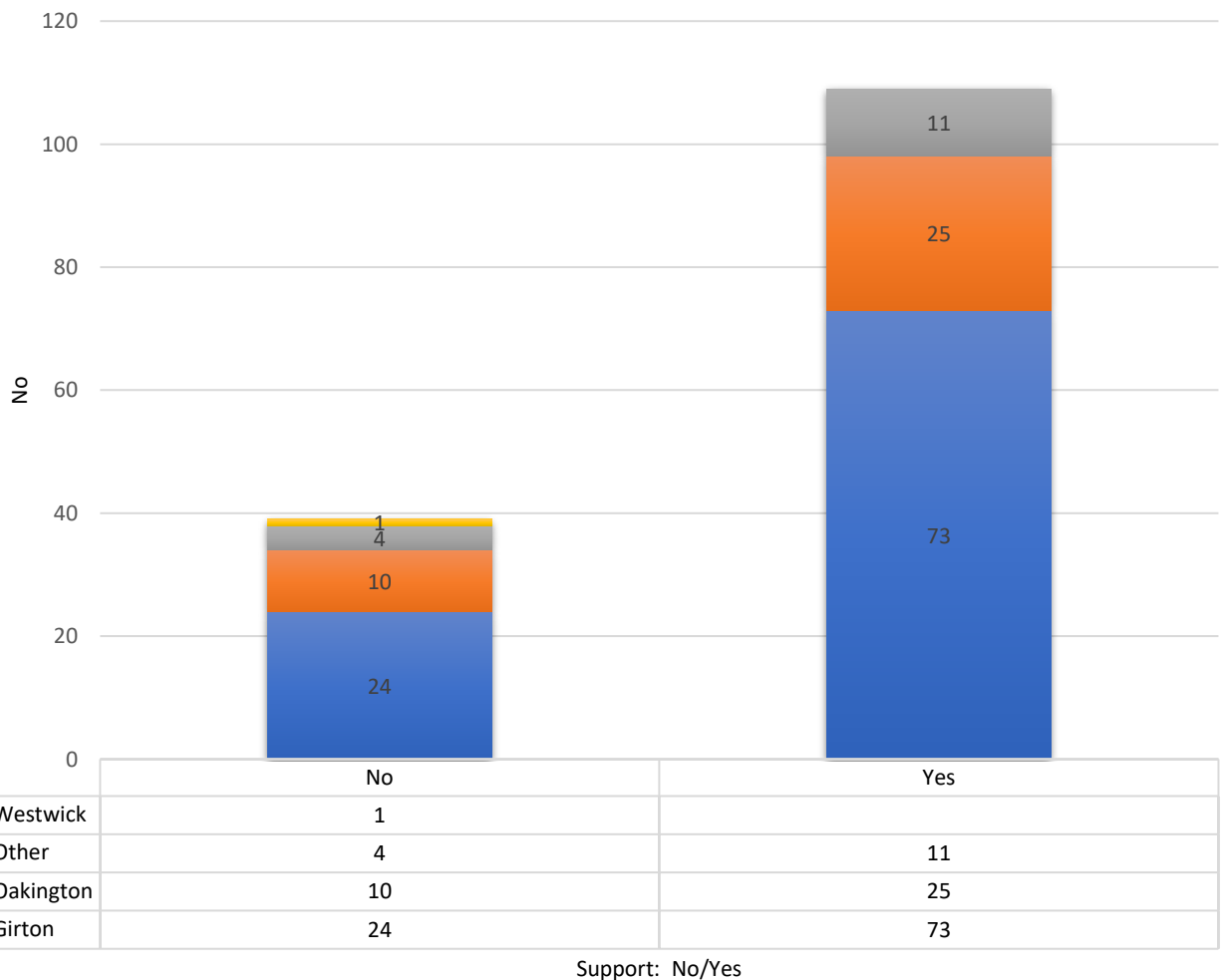
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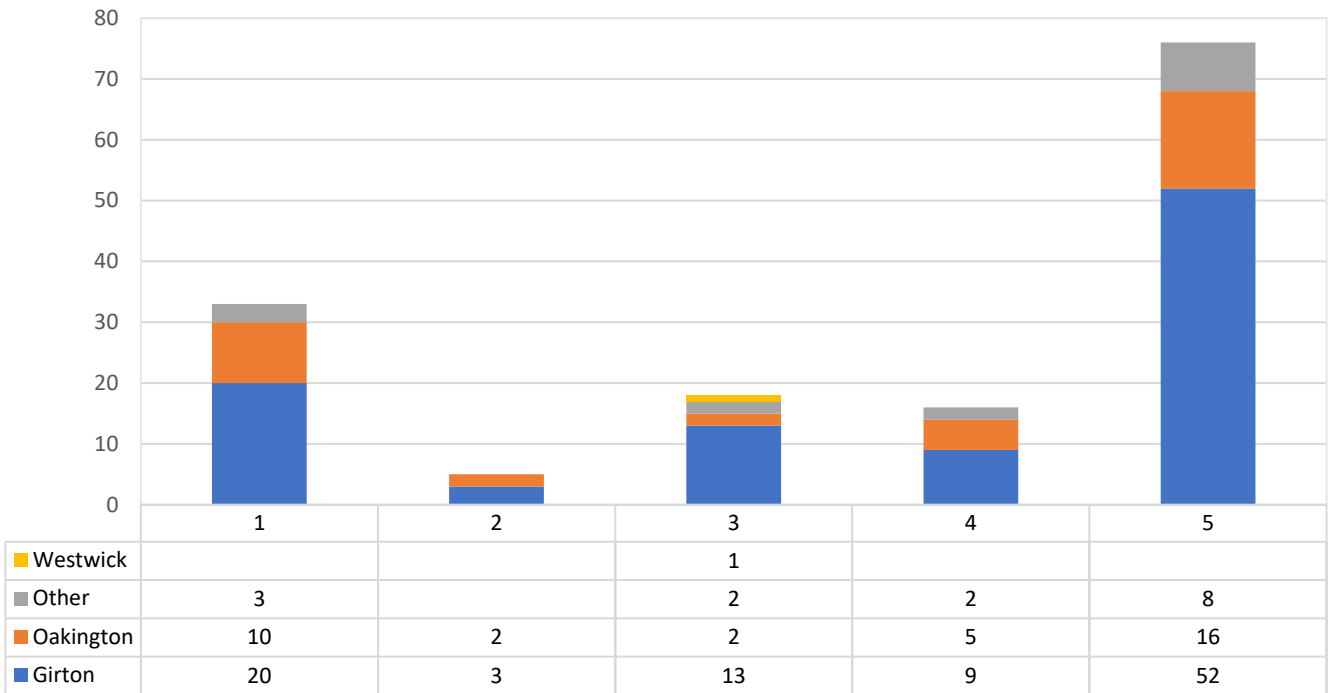
LHI Responses by Age Group & Village



Support for Speed Limit Change



Rating of LHI Proposal



Average Ratings: Grand Total: 3.66, Girton 3.72, Oakington 3.43, Westwick 3.00, Other 3.80

LHI SURVEY COMMENTS
Survey Data

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
22/12/2022 19:50	Seems to be an opportunity to make this road safe for all users.	Off road path for horses as suggested by Girton resident at GPC Full Council meeting Identify possible solutions to improve visibility at the blind corner as you go up the hill to Girton.
22/12/2022 21:44	This proposal should make the road safer for drivers, pedestrians, horse riders, and cyclists alike. It may make a modest contribution to lowering emissions in the area and might dissuade motorists from using this route as a rat run.	Widening of the cycle path North of Gatehouse Road and at the bridge over Beck Brook in Girton.
23/12/2022 08:13	Safer	Better paths,road markings
23/12/2022 08:11	Anything that makes me feel less connected to Cambridge and Girton would be a bad thing from my perspective. However, I would reconsider my response if better evidence were presented with regard to this stretch of road being dangerous. There is no evidence presented in the proposal as far as I can tell.	Better lighting; better cycle path all the way to Oakington.
23/12/2022 08:30	Benefit: Reduce the likelihood of fatal road accidents involving cyclists and pedestrians.	Jim Bryant
23/12/2022 08:34	Stop drivers coming into Girton at such high speeds, especially past the Gretton school	A pedestrian crossing at the oakington end of Girton.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 08:41	I have lived here for 35 years and never heard that road described as notoriously dangerous. What a waste of money. More noise, more pollution, more unnecessary wear and tear to cars to cars. Please use the money to remove all the existing stupid traffic calming measures and put the 20s back to 30s. If you want to reduce speeding put in cameras that fine and give points to people speeding.	It's fine.
23/12/2022 08:49	It's actually a shortcoming. If we keep reducing limits left right and centre, it actually causes more speeding as frustrates people. There is no reason for that road to be 30. 40 or even 50 is fine	.
23/12/2022 08:49	The main reason I am in favour is because of the recent horrible news that a young girl was killed while cycling near Girton. I know the likelihood of a fatality is significantly reduced at 30mph compared to 40mph, so for the sake of adding a few minutes to my journey to potentially save a life, the benefits massively outweigh the drawback.	N/A

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 08:27	<p>Making it safer for all road users, especially pedestrians and cyclists! As a resident of Oakington Road I find that speeding is an issue between the two villages, also the approach to the junction between Girton, Histon and Oakington is quite dangerous because of the bend in the road Girton side. Crossing Oakington Road is often difficult in the mornings because of the speed of traffic. At night the road is really dark, reducing the speed would also give drivers more time to see and react to potential hazards.</p>	<p>Reducing the speed limit would hopefully be enough. The widened cycle path alongside Oakington Road in Girton is great, it would be nice if this could be extended towards Oakington, and also from the T - junction towards Histon.</p>
23/12/2022 08:48	<p>To make it safer for a country road with the variety of people cyclists horse riders dog walkers etc using it</p>	<p>Improve the speed humps as they only slow small wheeled based vehicles !!</p>
23/12/2022 08:48	<p>The survey attempts to lead the respondents by claiming that the road is 'notoriously dangerous'. However, I don't see evidence that it is. This is a largely straight, open road with a dedicated cycle path for much of it. At some point we have to respect drivers to drive according to the conditions and stop carrying out schemes that make NIMBYs feel smug but don't actually improve our lives. I will be fighting this proposal vigorously.</p>	<p>You should be far more concerned about Dry Drayton Road where the road surface is getting dangerous and cyclists and drivers have to share a single lane.</p>
23/12/2022 09:25	<p>The benefits will be that it stops people speeding on that stretch between the two limits.</p>	<p>Not beyond the speed limit</p>

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 09:55	The road will be much safer, and if it could be extended along New Road to Histon as well that would be brilliant.	N/A
23/12/2022 10:00	I gave a 3/5 because there is little information at this stage. This looks like a good idea, however, the traffic calming will have to be carefully planned to be effective. Speed limits alone do not slow cars down - very few observe the 20 mph zones in either village, and many don't observe the 30 mph zones either, particularly coming in and out of the village (where there are corners) and near the Co-op. There is no information about the traffic calming proposed - should we assume that the details will be worked up later?	Effective traffic calming is needed to slow vehicles down before corners.
23/12/2022 09:54	Safer for everybody and gives clear message to motorised traffic rather than the current 20, 30, 30mph.	Segregated cycle path all the way with a solid white line to prevent parking. Stop pavement parking to provide a safe route for pedestrians. Walking and cycling between Girton, Oakington and Histon should be easy and safe but, currently, it is not. 20mph on the three sections would be ideal.
23/12/2022 10:02	Can't see any benefits with this proposal.	New road and pathway surfacing.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 09:55	Reduction of emissions by reducing fast acceleration and sharp breaking areas. Increasing the safety of the junction with New Road that leads to Histon / Impington and reducing the speed of traffic around the entrance to the business park and school at the Girton end of Oakington Road.	I would strongly suggest the introduction of speed indicator signs and not speed trap cameras to enforce the 30 mph speed limit.
23/12/2022 10:06	No	No

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 09:55	<p>The survey itself, despite obvious bias, has struggled to identify any benefits! Let's see: Road to be made safer - there is no measure of this and nothing to suggest that this scheme would achieve it S106 money is available - this is not a benefit, just a fact Supports highways work - so the villages pay for what Highways should be doing - not a benefit Increases funding - but only for this scheme which will actually require *additional* funding from the villages</p> <p>The survey has also failed to acknowledge the most obvious shortcomings: £20,000 taken from residents of both Girton and Oakington to pay for this Increased travel times and inconvenience Further demonization of drivers who are just trying to live their lives and make ends meet</p> <p>Those of us who are working and paying council tax are buckling under the rising cost of living and wage erosion. The idea that Girton and Oakington should each spend £20,000 of our money on this totally unnecessary scheme is outrageous at the best of times. When we expect to be asked to contribute even more in taxes next year it reinforces every stereotype about our council.</p>	<p>Fix the sunken manhole covers in the wheel tracks of vehicles that are a legitimate safety concern. Remove the Oakington speed humps that force cars to decelerate then accelerate, increasing emissions and noise. Then, leave us alone and stop spending our money!</p>

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 10:16	Make it more appealing and safer for cyclists.	Speed humps, speed cameras, street lights, 20mph!
23/12/2022 10:17	Shortcomings of any proposals to reduce the speed limit is that speed limits are not enforced or policed. People regularly exceed the 20mph limit in Girton. They even overtake people sticking to the limit.	Somehow policing the limits.
23/12/2022 10:23	It is a busy commuter route and despite the newly reduced 22mph speed limit introduced within Oakington cars still come flying down there and it's dangerous for everybody using the road.	More street lighting as it's very dark there and along New Road Fixing all the many many potholes would help too. Some kind of speed limit enforcement needs to be in place as 99/100 vehicles just ignore the current speed limits, including the new 22mph limit within Oakington as they know they can get away with ignoring it.
23/12/2022 10:32	Safer for other road users horses, cyclists. Issues of actually enforcing it. Most commuters already ignore the current 20 mph speed limits	Better cycle markings into Girton
23/12/2022 10:45	I think this would be very encouraging, reducing the speed limit is a sensible action to stop the slow down speed up slow down drivers	I don't think physical alterations would help, and would cause more hindered development, pollution and bottlenecks. Speed reduction allows natural flow

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 10:53	Benefits will be to reduce the speed of cars entering both villages. Downside would be I expect people would readily break this speed limit.	No.
23/12/2022 11:06	The speed limits from 30 to 40, back to 30 then 20 are ridiculous..... Everyday to witness speeding drivers, council drivers too, that drive so fast they take-off on the speed hump outside our house! This stretch or road is 20 mph.....by all means reduce the speed but put some sort of monitoring system in....speed cameras....the revenue would fund the road and path repairs in Girton.	See above....reduce speed limit and add a monitoring system.
23/12/2022 11:10	40 mph is perfectly reasonable for that stretch and there are far more important things to improve. For instance, the stretch of road between Girton and Histon should be reduced in speed more urgently	<ol style="list-style-type: none"> 1. pavement on both sides of the road 2. the stretch of road between Girton and Histon should be reduced in speed more urgently

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 11:42	Reducing the speed limit will hopefully reduce the speed of vehicles and thereby reduce the number of accidents.	The recent improvements at the junction of Oakington Road and New Road, although welcome, would not have saved the life of Isla Cochrane in the tragic accident in September 2022. The visibility at the junction when coming from Histon is still not good when turning right towards Oakington. The hedge to the left behind the widened cycle path still reduces visibility and it can be difficult to see vehicles coming from Girton and vehicles waiting to turn right towards Oakington create a hazard for those coming from Girton and wanting to turn right towards Histon.
23/12/2022 12:42	No need for the whole length of the road to be 40.	Leave the 40 zone at 40 as you leave Girton's 30 zone,, then introduce the 30 zone before Gatehouse Lane. This will be safer than going from 40 straight to 20 in Oakington.
23/12/2022 14:03	It's a mostly wide and open stretch with a cycle path, and I believe it's slow enough already. Similar routes elsewhere in the country, and on the stretch from the T-junction to Milton are 60	Better lighting, improved cycle paths
23/12/2022 14:50	Good not to have the jump from 40 down to 20 as traffic approaches Oakington. Safer for all road users.	Drainage is still not ideal, as cyclists sometimes get splashed. Not as bad as it has been in the past.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 16:38	It would ensure a safer route. There are many vehicles currently driving much above 40 and its is proven in other locations traffic calming does reduce speed .	The camber of the road in a couple of places is negative
23/12/2022 16:48	Will make Cambridge Rd safer.	Siniat restriction on Gatehouse Rd
23/12/2022 16:59	Reducing risk of injury/death to all road users/cycle path users. Reducing risk of accidents. I don't know what the short comings would be in asking people to slow down unless they simply like to drive fast? Vulnerable road users will be safer, horse riders , cyclists, walkers . It's a busy route , not just for car drivers.	Traffic calming with the reduced speed limit. Speed camera? Humps?
23/12/2022 17:56	I can see no benefits. Speed bumps only annoy road users who don't drive 4x4s	Encourage cyclists to use the special path by keeping the hedges trimmed back
23/12/2022 18:07	There is no need for this	Widen road rather than slow it down. If the congestion zone comes in this will be a rat run
23/12/2022 18:17	Unnecessary reduction in speed.	Better lighting on the cycle/footpath
23/12/2022 18:22	Improve safety for everyone. Despite the footway / cycle path the road is narrow and cars are in close proximity to pedestrians and cyclists.	Wider cycle path / footpath
23/12/2022 18:55	Safer to walk and bike past	Cycle lane or more pavement

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
23/12/2022 19:17	The road is used a lot by equestrians and it is very dangerous with the current speed limit. Since the grass verge was tarmaced and made a cycle and pedestrian path and excluding horse riders we now have to use the dangerous fast road to go between two lovely, horse friendly villages. The benefit of reducing this speed limit would ensure a safer environment for all.	Any speed reducing measures should take all road users into account. Sometimes the island speed bumps aren't as easy to navigate with a child carrying bike or on horseback.
23/12/2022 19:20	A 30mph speed limit is wholly unnecessary on a road that has few houses and virtually no pedestrians	No
23/12/2022 19:25	Unnecessary - already a wide cycle path and little pedestrian traffic. Waste of money and don't think local people will abide by it, especially when the 20mph limit through a quiet village with wide grass lined paths is already totally over the top.	Attending to pot holes promptly.
23/12/2022 19:21	Safer for road users and cyclists, pedestrians on the pavement. Also the T junction towards/from Histon would be easier to cross for cyclists and pedestrians if the traffic speed was lowered.	Make the T junction towards Histon safer by implementing crossing lights. Improve the Oakington end where the cycle lane runs out and cyclists have to cross to join the road. Widen the cycle lane/footpath from the Histon T junction to Oakington as it is very narrow.
23/12/2022 21:10	My child bikes to school along there. It's a dangerous stretch with the speed limit going up, very stressful for us.	Make it easier for cyclists to be able to cross from one side to the other when the road narrows.
23/12/2022 22:33	The road would be much safer for all users.	No

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
24/12/2022 07:37	Benefits - safer for cyclists, horse riders and walkers. The pavement-cum-cycle path is not very wide for much of the length. The recent tragic death of a young cyclist - on the cycle path - shows how dangerous country roads can be.	In an ideal world, the cycle path should not give way to Gatehouse Road but behave like the Huntingdon Road cycle path at the side roads there. (I think the cycle path at the Oakington end has yet to be finished?)
24/12/2022 08:29	Should of been done years ago.Reduces risk of accidents,makes it safer for people on the cycle path to.	Better lighting,it's still very poor especially on the cycle path.Speed bumps/cameras will help,people will still do more than 30 if not anything calming measures in place.
24/12/2022 09:35	I don't feel its unsafe as is...and we cycle and walk it frequently.	No
24/12/2022 10:05	Road safety for all user	No
24/12/2022 10:23	Makes driving less attractive compared to cycling, increasing active travel. However the city 6 journey time may be longer.	In order for speed limits to be successful, the road must be designed to be driven at that speed limit - on a road which feels like it can be driven at 40mph, a 30mph signpost is unlikely to have the full effect as people will naturally drive as fast as they are used to. A solution could be adding chicanes with priority for traffic in one direction.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
24/12/2022 11:12	<p>It's a short stretch between 20mph zones so a place where people catch up if late. Driving at 20 is actually quite difficult. It doesn't need to be speedy between zones just more sensible. But what about the bit to Histon?</p> <p>What I like - safer for cyclists and at the T junction. What I don't like about the proposal - the cost. Could the same be achieved replacing 40 signs with 30 signs? There isn't enough detail here to understand the mind boggling use of money.</p>	Possibly better lighting and at the T junction, whatever improvements might make it safer
24/12/2022 11:40	No clear benefits, as long as the 40mph limit is along a stretch of the road with clear visibility.	No improvements suggested.
24/12/2022 13:37	Not that I can think of personally	Alas no
24/12/2022 13:51	May divert more traffic onto the oakington-dry Drayton road, which desperately needs a cycle decent path to link the village to the new cycle routes alongside the A14.	.
24/12/2022 14:03	We need proper traffic calming. A number alone isn't enough	Narrow the road or add speed bumps

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
24/12/2022 17:34	It would make travel safer for all, and would result in less noise and CO2 emissions. At present the roads with 40 and 60mph limits can be scary to cycle and walk along as people in cars often do not drive to conditions.	Increase the width of the shared cycle path so that cyclists and pedestrians can safely pass without fear. This is important as the cycle way is bi-directional.
24/12/2022 17:57	Reduce the risk of the amount of racing between the two villages, by motorists and Buses!!	Gatehouse/New Road, link to Histon should also be included.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
24/12/2022 18:08	Usually a good thing to reduce the expected number of people killed, especially children, isn't it?	<p>Sadly the new shared-use foot/cycle track is still not great regarding junctions and access. Getting on/off it at the Girton end is a mess... please do pursue the pinch-point plan at the bridge as a chance to fix this problem. For the rest of the road, as a minimum short-term fix, it needs dropped kerbs or (better) *flush* kerbs not just at near-side entrances but also opposite *facing* entrances, e.g. at the business park where these are lacking. Also, a Dutch-style treatment of the junction with Gatehouse Road is much needed... currently one has to give way in 270-degree angle which is very uncomfortable. A proper treatment would involve an actual cycle crossing where cars must give way. This could be made by setting the cycle crossing back from the T by at least a car's length, raising the crossing on a table (hump), ensuring clear sight lines, and installing clear signage. This would be mutually reinforcing with a new lower speed limit.</p>

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
25/12/2022 16:57	Benefits include reduction in noise, reduction in air pollution from motorised traffic, perceived increase in safety for vulnerable groups such as walkers/horse-riders/cyclists. I would suggest to include a speed monitoring system that informs drivers of their speed	<p>Please consider including:</p> <ul style="list-style-type: none"> - one protected pedestrian crossing for the Camboro Business Park at the level of the bus stop (this will encourage motorised traffic to respect the speed limit) - one protected pedestrian/cycle crossing at the beginning of New Road (it's currently treacherous to cross there, despite the recent change of road traffic rule that supposedly gives priority to pedestrians and cyclists over motorised traffic). <p>Also, please monitor the vegetation that lines the cycle path between New Road and Girton - I have personally witnessed someone trimming it manually and her arms aren't long enough, meaning that cyclists travelling towards Girton end up on the right-hand side of the cycle path</p>
25/12/2022 17:24	Long overdue. Please implement this plan - current road layout and lack of lighting makes it hazardous for cars, bikes and pedestrians alike, especially for any cyclists exiting the business park (e.g. with small children from the nursery). Reducing the speed limit is a good first step.	Better lighting

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
25/12/2022 20:24	The new fluorescent bars along the cycle path walk recently installed way should be adequate. The cost of the work is not worth it.	The money would be better spent on the stretch of road from Oakington to Dry Drayton roundabout urgently needs resurfacing and install cycle/walk path as much more hazardous!
26/12/2022 09:46	Recent death of Isla Cochrane reminds us of dangers on that stretch of road. However, traffic calming measures need to be matched appropriately to adjoining road to Histon - it would be sensible to keep the limit there to 40.	Ensure clear sight lines when turning onto the road from the road over to Histon
26/12/2022 10:27	The foot and cycle path between Oakington crossroads and Road is right next to the road. It is unpleasant to use the footpath next to fast moving traffic. At time I feel unsafe using this route. I hope reducing the speed of cars will make this route better to use.	I think it would be better if the foot and cycle path between Oakington crossroads and Gatehouse Road could be made wider. If it is not possible to do the whole length initially, at least the part from the end of the houses in Cambridge Road to Gatehouse Road should be done. Also the speed on Gatehouse Road should be reduced from 60mph to 40mph

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
26/12/2022 18:32	Speed bumps all the way from one end of Gorton to the far end of Oakington would be ludicrous, a proposal that appeals only to those that can cycle between them or speed over them in SUVs without noticing them. The local authorities in this area seem intent on making life utterly miserable for those of us dependent on cars to get around. What is wrong with just having a speed limit and enforcing it?	Block it off at both ends then none of them pesky motorists can drive cars on it
27/12/2022 00:16	Safer but will it slow down the most dangerous drivers?	Wider foot and cycle paths
27/12/2022 11:01	Its got to be safer and would ensure vehicles driving through the villages slow down.	Resurface some of the road where the Camber drifts to the side
27/12/2022 14:39	New Road/Gatehouse Road should have a 40mph limit to get drivers prepared for the 30mph limit as they approach	Better visibility for turning from New Road towards Oakington

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
28/12/2022 08:48	Making sure motorists obey the speed limit.	<p>Add some more drop kerbs on the stretch between New Road and Manor Farm road. This will enable North bound cyclists to get onto the cycle path more easily and at a safer time (when there's a gap in the traffic). Currently the cycle path on the East side of the road is narrow and has poor visibility / lots going on, near the junction with Manor Farm road. If the cycle path or road is busy, it makes sense for cyclists to stay on the road North bound until it is safe to cross over and join the excellent new cyclepath.</p> <p>Improve the junction with New road, for cyclists to cross (route from Girton to Histon).</p> <p>Even though I don't live in the nearby villages, I cycle this route at least once a week and appreciate the new wide cycle path.</p>
28/12/2022 21:12	How is it going to be enforced? People overtake drivers obeying the 20mph in the villages quite regularly so on the straight stretches between the two villages I think this will happen quite often and will probably be more dangerous than leaving it at 40mph.	Better road surfaces without potholes would be greatly beneficial to bike, horse and car users alike.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
28/12/2022 21:20	Benefits: safer Shortcomings: cost of work required	I'd be happy to see the speed limit reduced by just changing the signs, but the cost of the proposed traffic calming doesn't seem worth it
29/12/2022 08:54	It would hopefully help mitigate drivers speeding between Oakington and Girton and ensure the 20mph limits are adhered to as there is not sure large difference in speed limits.	-
29/12/2022 09:24	Improvements to New Road are also required (I assume this is Histon PC)	Better lighting
29/12/2022 16:25	Improve safety at the junction of New road and Cambridge road	The cycle way leading out of Oakington is too narrow for cyclists and pedestrians. It is also badly in need of repair
29/12/2022 17:14	There will be one less change of speed limit along the road (there are generally far too many and far too frequent changes in speed limit over short distances which is confusing for drivers). The road camber is quite steep in places (especially in Girton to Oakington direction), so slower travel might make the road safer if the speed limit is observed.	Improved road definition in Girton to Oakington direction, especially at New Road (Gatehouse Road) junction. Wider cycle path along entire length (from Gretton School to Oakington restriction including bridge over brook) - flexposts along entire length of cycle lane. Raised road and better visibility for all at Park Lane junction. Reduced speed limit in Park Lane- 60 mph is an anachronism with other local roads restricted to 40 or less. Extend street lighting to New Road junction

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
29/12/2022 17:36	<p>Reduced actual speeds may well make the road safer. I worry that a reduced posted speed limit may not have the desired effect without physical traffic calming measures, which are mentioned in the page that links to this survey, but I can't see any details.</p> <p>This study may indicate that changing the posted limit without other measures may not impact driver speeds or the safety of the road: https://www.ibiblio.org/rdu/sl-irrel.html</p>	<p>Widen the shared path all the way along this road, as well as the one on New Road. The path is too narrow for two cyclists to comfortably pass each other at the moment.</p> <p>There should be occasional dropped curbs so that people cycling don't get "stuck" off the path when the nature of the main road changes going in and out of the villages.</p> <p>There are some flex posts already, put more of these along more of it, or better have some actual bollards to truly protect those cycling and walking.</p> <p>Have a raised crossing of the junction with New Road, possibly with priority to people walking/cycling (e.g. zebra stripes). Also have raised crossings of Manor Farm road, definitely with priority to the path (this is in the highway code anyway, but should be enforced by the design), those junctions have bad visibility in some directions.</p> <p>Maintain the hedge bordering the path between the junctions with Manor Farm Road - at times it encroaches on the path (which should be wider anyway), significantly narrowing it.</p>

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
30/12/2022 09:22	Improved safety for cyclists and pedestrians and it would reduce the speed adjustment required for drivers entering the villages.	Widen cyclepath from Gatehouse Road to Oakington village.
30/12/2022 10:43	Speed limit reduction frustrates drivers when the road is clear and has good visibility with no hazards. The benefit is that it reduces the amount of overtaking of slow vehicles. The main shortcoming is that reducing speed limits fails to ensure that proper road safety measures are developed.	Verge and pot hole management. Full width cycle routes on BOTH SIDES of the road so that cyclists are safe. This is an absolute must for Gate Hose Road. A narrow single track makes it more dangerous than none at all. The junction at the top of this road is dangerous and totally l'll conceived. A pedestrian and cyclist crossing. One with a blind corner on a busy junction. Improve the infrastructure and the cars wont have other vehicles on the roads.
30/12/2022 13:06	Reducing the speed limit would improve safety and reduce fuel consumption. However, without other enforcement measures like cameras and/or speed bumps many drivers will ignore the new limit - as they do the present one.	The shared use path in Oakington should be wider to accommodate cycles and pedestrians. At present I normally use the road to leave room for pedestrians and then find myself unable to access the path because there aren't enough dropped curbs.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
30/12/2022 13:36	Slightly slower would likely be beneficial but difficult to enforce - current limit is already ignored, a lower limit is also likely to be ignored. A better cycle/pedestrian path would be a better investment. Many cyclists cycle on the road after new road due to the narrow existing path from New Road to Oakington	Wider cycle/pedestrian path from Oakington to New Road like the one from Girton to New Road.
30/12/2022 14:15	-	-
30/12/2022 14:16	less dead people would be a benefit	less dead people
30/12/2022 14:16	This is only small stretch off-road, so I believe the 30mph speed limit will help in reducing vehicle a speed into both villages.	Make the cycle lane wider
30/12/2022 14:24	Enforcement will be the greatest challenge. The cost of this should also be reviewed as it seems disproportionate to what would seem to be needed to put this in place.	Lighting
30/12/2022 14:28	Why?! There are no houses. Little traffic and have no idea what benefits this will bring?	Better lighting
30/12/2022 14:29	Less accidents	Get rid of potholes and put in double yellow lines so cars don't keep parking stupidly
30/12/2022 15:01	Only benefits! Safer for everyone, car efficiency improvement, less fuel usage	Widen the cycle path, bridge-just one lane for cars
30/12/2022 15:29	Safer cycling to Histon/Oakington	Widen the cycle path. It is too narrow for a bi-directional path.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
30/12/2022 15:36	Enforcement, Please don't put speed humps in, they only do damage to our small vehicles,.	Insisting that cyclists use the good cycle path. Maintaining road surfaces so drivers can watch the road rather than looking out for potholes
30/12/2022 15:50	Safer driving	Since the accident following the death of a young girl the illuminated posts are a great improvement
30/12/2022 16:03	Again the council are spending more money on the wrong thing . They have spent a fortune on creating a new cycle path along the stretch between Oakington and Girton and are still not happy with the way the bikes are being treated . The roads remain full of potholes and are not road worthy for cars and farm machinery	Fixing the road due to numerous pot holes and re painting the road markings
30/12/2022 17:01	Reducing the limit prior to entering the village will have drivers prepared for the lower speed limit in the village	Limit to village by way of stop sign to incoming traffic on entry

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
30/12/2022 17:10	Benefits- none. It's a mainly straight rural road in a not particularly attractive area. It is used to get from A to B, nothing more. Shortcomings. Many. Won't be effective unless policed and there are more urgent matters for our over-stretched police force to worry about. If road bumps are used, these create more problems than they solve, they increase pollution as people change speed and direction to get over them. They slow down emergency vehicles, damage other vehicles and create an unpleasant ride for those who are unwell or in pain.	Possibly barriers to further separate the road and the adjacent foot / cycle path (e.g. those installed to protect the cycle way on East Road in Cambridge)
30/12/2022 17:25	Safer road for all users.	I would like to see more trees planted if possible.
30/12/2022 17:38	None	None
30/12/2022 17:42	Higher efficiency for vehicles and therefore cheaper. Safer for pedestrians and cyclists and less accidents and lower chance of accidents. Less vehicle pollution and sound pollution to ruin wildlife and communities around.	Lower speed limit. Increase width of cycle and pedestrian lane. Speed cameras and speed bumps to ensure cars slow down.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
30/12/2022 18:06	Reducing the speed limit to 30 would make it safe for all, on what has become a very busy roadway, especially during peak times. It seems nonsensical that the limits varies so greatly on such a short stretch of roadway.	Reduce the speed limit would only be effective if monitoring solutions, i.e. cameras were put in. The revenue generated would easily fund the pavement repairs desperately needed in Girton! Adding the 20mph roundals doesn't seem to deter the many speeders that drive past our house everyday.
30/12/2022 18:21	Help reduce speed a bit.	Certainly not speed bumps or cameras
30/12/2022 18:25	This road is the only route children can cycle from girton to Impington village college and currently my children don't feel safe. Their friend lost her life here just a few months ago and slightly slower Road would give both me and them peace of mind.	Reduced speed. I like the recent bollards that have been added
30/12/2022 19:00	Increased safety for pedestrians and cyclists.	Definitely reduce speed. Other speed reducing measures e.g. single file traffic either at bridge, or at the beginning of the village at the Oakington end. Speed cameras. Signposts to inform people of dual use cycle/pedestrian route..
30/12/2022 19:44	It is likely that less non human animals will be harmed and/or killed, as well as less humans.	Additional well lit cycle paths

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
30/12/2022 19:50	<p>Many people do not think speed limits apply to them. Part of the problem is that the limits 1) are not policed (including cameras) and 2) apply 24/7, which is clearly not necessary. I travel at the relevant limits and go to Girton regularly to see family. Applying unnecessary limits is asking for them to be ignored. Apart from the recent tragic accident, I am not aware of any recorded danger along this stretch, even at the junction with New Road.</p>	<p>Proper lighting over the New Road junction.</p>
30/12/2022 19:54	<p>We have 20 mph in the village, which I do disagree with. (not necessary) so 30 mph is acceptable all through the village. Watch the road and do not keep to be constantly looking at the different speeding limits. See</p>	<p>See above</p>
30/12/2022 20:01	<p>In my opinion this stretch of road is dangerous, and 30 mph would really help on that awful bend where that poor young girl was killed recently, and the red fencing does help. Coming into Girton from Oakington, the cats eyes on the cycle way can be so confusing for drivers that do not know the road, very easy to swing left, thinking the cats eyes are the centre of the road.</p>	<p>I would remove the cats eyes on the last section of the cycle way, towards Oakington.</p>

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
30/12/2022 21:35	Consistent, clear speed limit helps all road users, avoids any need to constantly adjust speed, or lack of 'speed awareness'. Joined up approach is both safer but completely sensible, simple (cost effective effective use of funding) and easily achievable, thank you. Seems this could also be extended to Histon?	Extend it to Gatehouse road please
30/12/2022 21:38	Less fatalities	Resurfacing (especially along to Histon near t- junction)
31/12/2022 12:24	I don't think it will make any difference to current speed.	There is a need for a proper traffic light crossing by the Co-op and one down by The George/Old Crown as the parked cars around these bends make visibility very difficult.
31/12/2022 12:39	Many motorists sadly & incorrectly view the advertised speed limit as the one they drive at regardless of the road conditions or their abilities. Many tend to also drive just above the speed limit thus many are actually driving at 44+mph along this stretch of road. Collisions with pedestrians/cyclists/horses at this speed will invariably result in death. At a lower speed limit there is every chance that such fatal collisions can be avoided all together. It's got to be worth it!	Traffic calming measures (physically slowing traffic down) e.g. pinch points, signs warning of safety cameras/Speed Watch Zone.
31/12/2022 13:47	No shortcomings. It may even reduce rat running through Girton and Oakington.	Speed calming to go with the limit. Also is there is there anyway to link with Histon and Impington to extend the zone to include Gate House Road?

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
31/12/2022 13:45	Only benefits to make this road safer for residents and users. In particular, vehicles exiting Girton (down the hill and round a corner) see a 40 mph and start to accelerate past our houses. This makes it dangerous to cross the road to the bus stop and cycle way.	There should be additional measures to assist compliance, e.g., better signage, flashing warnings, and other traffic calming as appropriate. In addition, much improved signage to indicate that the cycle way is for bicycles, horses, pedestrians only.
31/12/2022 14:51	Safety: air quality: noise: emissions	Segregated bike lanes
31/12/2022 15:45	Fewer accidents	Drainage improvements
31/12/2022 18:22	No benefits	Put both villages back to 30mph and increase this stretch to 50mph Make the cycle path protected but leave the road
31/12/2022 18:34	Too many signs. No enforcement.	Get rid of these silly orange plastic wands
31/12/2022 19:50	There are no benefits why change it now?	No keep it as it is
31/12/2022 20:31	Waste of money More important to improve street lighting and/or repair numerous potholes.	Widen it Repair potholes
01/01/2023 07:07	It would make the road safer	Speed humps along the stretch of road
01/01/2023 12:47	it's a popular stretch of road for horse paddocks so it's a good idea	it's already been improved by speed restrictions and creating a cycle path, what is needed now is an improvement in driver attitudes
01/01/2023 17:44	Not a lot of notice is taken regarding the 20mph limit in Girton so how will the 30mph be enforced? Sorry to be negative.	A moveable speed camera.
01/01/2023 19:05	Na	Make the cyclists use the cycle lane!!!

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
01/01/2023 19:22	Support the prioritisation of cycling and walking, by making it safer. This is a good proposal, however I feel there are more urgent areas initially: from the co-op to Huntingdon Rd (no segregation, dangerous overtakes); from the service road to Huntingdon Rd (would be easy to widen and convert footpath to cycleway to provide an off-road route for cycles into the villages).	Improve drainage so standing water doesn't occur on road. Widen foot/cycle path over narrow bridge - make traffic one way at a time if necessary due to space.
02/01/2023 08:46	It's OK at 40 most of the way except where there are houses.	Make Gatehouse Rd 40 mph. Make the reduction at the Oakington end more gradual (it goes straight from 40 to 20). Make the speed bumps less bone shaking.
02/01/2023 10:24	I don't think there's anything wrong with reducing the speed limit to 30mph but I don't think the road is 'notoriously dangerous'. I would prefer the cycle path to be made wider as it's a shared use path and a narrow cycle path does not always feel safe.	See above. A wider cycle path.
02/01/2023 11:15	It should reduce accidents and danger to pedestrians but its effectiveness will depend on enforcement, of which we see very little over the whole greater Cambridge region. The proposal fails to mention the urgent need for protected pedestrian crossings at key points	Add speed cameras and show that you mean it by prosecuting some offenders early. Please also review the width of shared cycle/pedestrian lanes. This is critical for safety and the lane narrows dangerously at key points such as the bridge over Beck Brook.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
02/01/2023 11:50	Much safer for all road users, including horse riders.	Remove the blue signs on the 'Cyclepath' that suggest that only pedestrians and cyclists should use these paths and not horse riders. This path used to be a verge and as such is part of the carriageway which horse riders are entitled to use. Unless there has been some piece of legislation to distinguish this right along this piece of road, then the blue signs should either be removed or updated to signs that include horse riders.
02/01/2023 11:55	Safer for all	Cyclepath should include horse riders.
02/01/2023 13:09	Lower speed => safer roads	I have no idea how the cost of reducing the speed limit is so expensive, I would seriously question the value for money in this proposal.
02/01/2023 13:25	My child bikes from girton to northstowe for school and that stretch is so unsafe for cycling	Better bike lanes

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
02/01/2023 14:01	<p>Safer for horse riders, pedestrians and cyclists as motorists speed up as they leave the village. It is particularly dangerous riding on the two blind bends leaving Girton. There have already been fatal accidents to cyclists due to speed and I have had several very near misses on the blind bend at Manor Rd, one involving a lorry hitting the back of a car when it applied the breaks suddenly when it came upon me riding out of the bend and crossing to access the bridleway.</p> <p>The shortcomings : motorists becoming frustrated and taking no notice of the speed limit.</p>	<p>Safer off road access to the bridleway next to Beck Brook. At present horse riders have to cross the road to access it coming out of the blind bend. At present cars speed up coming round the bend as they know the limit changes to 40 mph here.</p>
02/01/2023 15:12	Safety for pedestrians/cyclists walking on the path parallel to the road	More street lighting on that stretch of road
02/01/2023 15:47	<p>A lower average vehicle speed must surely improve safety for NMUs. I know there was some opposition to speed calming at the bridge into Girton and I am sure every vehicle slowing and accelerating with possible queues would be unpleasant for residents nearby as well as creating more emissions. If the vehicle activated signs work I'd favour those as well as the extension of the 20mph limit slightly further out of Girton to take in the blind bend just after the Gretton School.</p>	<p>I do like the wider cycleway provided so far. More of this wherever practicable.</p> <p>I would really like to see an off road NMu link from Girton to the busway at Histon - this would take some of the NMu traffic away from the stretch of road in question here.</p>

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
02/01/2023 16:49	There are, as far as I can see, no benefits	Maybe widen the road and add a foot/cycle path. Consantly reducing speed limits is unnecessary and should be obvious to all when speed needs to be reduced. A full time reduction is total overkill.
02/01/2023 17:02	Fully support. I have always felt cars travel too fast along this stretch and fail to decelerate properly before entering girton	The footpath is very narrow approaching the bridge
02/01/2023 17:46	Safer for horse riders and cyclists	Wider footpath allowing cyclists / pedestrians/ horse riders from manor farm road to the bridge over Beck brook , making this corner safer for all.
02/01/2023 18:27	Not required	No
02/01/2023 18:33	Dry Drayton road is badly in need of footpath/cycle way - far more urgent IMO than this	No
02/01/2023 19:40	I don't believe that this is an especially dangerous section of road, visibility is generally good and there's only one junction between Girton and Oakington. I really do not see how reducing the speed limit by 10 mph would make much difference.	An adequate cycle path (a path which is less than 1m wide in places is not adequate) for the full stretch of road. Lighting, for the full stretch of road.
03/01/2023 07:56	Safety for pedestrians and bikes.	Sign asking bikes to actually use the bike lane!

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
03/01/2023 08:29	The speed limits we have are not being enforced and it would be a waste of money as I cannot see any speed limits being enforced. The 20 limit imposed in Oakington and Girton are not being enforced and therefor being ignored.	Police enforcement.
03/01/2023 11:06	Shortcoming not providing a means of enforcing the speed limit of 30mph	Reduce speed limit and install speed camera
03/01/2023 12:06	No need to do so; as both a cyclist, pedestrian and a motorist on this road, I've never seen any evidence or experienced anything to suggest that this is a dangerous stretch of road.	None needed. I would suggest your attention would be better concentrated on maintaining existing roads and fixing potholes. New Road doesn't need to be National Speed Limit and could be lowered to 40 mph.
03/01/2023 12:43	Safety benefits	It'd be nice to have some actual enforcement of the highway code and speed limits

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
03/01/2023 13:18	Benefits: it rebalances the system towards active travel, by making active travel safer, and motorised travel slower. Making motorised travel slower makes the 'time loss' for motorists if they switch to active travel less. People need to feel it makes sense or it is easier to travel actively, not by motor power.	<p>1 Ban on-road parking. On-road parking is a hazard. People might need help in converting their own front space to parking, or building communal garages to the rear. However, parking on the road should be discouraged. Other options for residents are: buy smaller cars; sell cars that won't fit on owner's property; move house to somewhere that does have space. On-road parking is a hazard. It should only ever be a last resort and for as short a time as possible.</p> <p>2 Convert one lane of the road to active travel only, and convert the remaining lane to being traffic light controlled, with direction of travel alternating between northwards and southwards, for motor vehicles. This change is consistent with my observation, made above, that people need to feel it makes sense or it is easier to travel actively, not by motor power.</p>
03/01/2023 16:12	The 30mph suggestion probably makes sense, but traffic calming measures on that road would cause congestion issues at peak times. Issues using the road stem more from the fact there is no lighting	Street lights, better visibility on the Histon junction
03/01/2023 16:54	ENFORCING THE LIMIT AS MANY VEHICLES CURRENTLY FLOUT THE 20 MPH IN GIRTON	ENSURE CYCLISTS USE DESIGNATED CYCLE PATH

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
03/01/2023 18:18	<p>This seems to be a reaction to a one-off tragic event. I do not believe an investigation into this incident has been completed and we cannot therefore react to conclusions or any recommendations from it. I feel it would be better to hold onto any funds until this has been completed. There will also be no enforcement, as there is also isn't with the widely abused (at rush hour) 20mph limit in Girton, so I don't see what practical purpose it would serve.</p>	<p>Driving from Oakington towards Girton and meeting this junction with Gatehouse Road in the dark recently, I was taken aback by how jumbled the scene is now, especially with the new bollards (although I believe they are a good idea). The path of the road and the less bright cycleway catseye-type lights to the north of Gatehouse Road and the new brighter ones to the south of the road make it confusing for a split second of where the roadway continues.</p> <p>The absolute best thing that could be done here is to either add streetlights, or place bright catseyes lights down the centreline of the road for 100 yards either side of the junction, to make it easier to track the path of the road in the pitch black.</p>

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
03/01/2023 20:05:13	I don't believe this is the issue. The issue is a lack of street lighting in this area, and an approach from New Road which should not be 60mph.	Street Lighting, more visibility at crossing over New Road for Cyclists & Pedestrians, reduced speed to 40 when coming from New Road to Oakington Road. Visibility is poor when approaching Oakington Road from New Road.

Date/Time	What would you say are any benefits or shortcomings of reducing the speed limit to 30mph on this stretch of road?	Are there any improvements you could suggest to this stretch of road?
03/01/2023 22:46:04	<p>If supported by appropriate measures (e.g. speed sensors/indicators), threat of speed check, etc., this reduction would reduce the likelihood and severity of collision in this stretch of road, for which the shared footpath/cycleway is in frequent use by pedestrians and cyclist alike. The extensive work by the PCs to develop this proposal has not been made available so, as for others, I am limited to the information presented in making my comments. I have waited until the last moment to complete the survey "before the end of day on 3rd January 2023" in case the details would be made available (I put in a request to this effect). The first announcement that I came across of this proposal and survey was just a week or so before Christmas; while it had been discussed (but with no details in minutes) at Girton and Oakington & Westwick PCs, this has not been appropriately publicised, so survey responses will reflect this. Given the tight deadline of 6th January 2023 to submit the proposal to Cambridgeshire County Council, I do not understand why genuine opportunities for feedback have not been given.</p>	<ul style="list-style-type: none"> - the proposed speed restriction and measures to encourage (e.g. speed cameras, speed-sensing signs, etc.) - marked dropped curbs to allow cyclist to join the lane at more points - priority to pedestrians and cyclists when joining the lane while exiting Girton (opposite Gretton School), crossing Manor Farm Road at Oakington end and crossing New Road - widening of all bike lanes all the way from Girton to Oakington and appropriate maintenance of these; they are not wide enough for two bikes to pass and - at the Girton end - are more often than not completely overgrown - maintenance of the cats eyes - most don't work - lighting at the junction between Oakington Road and New Road - possible mini-roundabout at the Oakington Road/New Road junction to slow all traffic - reduction of speed limit on New Road (currently 60) - regular signage to indicate the cycleway/pavement to roadway users

LHI Survey Comments
Girton Village Community Group
FACEBOOK

#	Comment	Likes
1	This looks like a good idea, however, the traffic calming will have to be carefully planned to be effective. Speed limits alone do not slow cars down - very few observe the 20 mph zones in either village, and many don't observe the 30 mph zones either, particularly coming in and out of the village (where there are corners) and near the Co-op. There is no information about the traffic calming proposed - should we assume that the details will be worked up later?	5
2	You are right about the current level of compliance and simply introducing new, lower, limits would only undermine their validity. I am not, personally, convinced of the need to go from 40 to 30 between the villages in the countryside, but enforcing the set levels within the built up roads within the villages would be my preferred choice.	2
3	Can you confirm that Girton residents would pay £20,000 for this? The survey is unclear	
4	it's £20k of Girton PC's money even if we are granted s106 funds?	
5	how can it cost this much when all you are effectively doing is putting reduced speed signs up ???? Further post – well said.	4
6	I'd much prefer Girton Road be brought in line with the rest of the village and made a 20 mph zone. <i>3 further posts agree to this comment with 5 likes</i>	10
7	in fact, Girton road needs it more than Cambridge as so many people cycle along to get to Eddington School	1
8	Shame Girton will become a car park if the GCP proposal is approved	1
9	This may or may not be a good idea (I'm not yet convinced that it's a good use of £20k of Girton PC's money!). But irrespective of the merits of the proposal I'm not at all sure that it's a good idea to rush through a consultation over the Christmas holidays (where is this being advertised other than Facebook??) and then to expect our Parish Councillors to seriously consider the feedback gathered within 24 hours ready to have a bid submitted to CCC 24 hours after that. If this really is a "significant and complex" proposal then it doesn't sound sensible to me to rush through a decision. Might there be better ways to spend s106 money from Northstowe? Can we see the "detailed analysis" that Oakington and Westwick Parish Council have done to help us respond to this consultation?	8
10	Totally agree. This needs longer and fuller consideration. Frankly, if we have money to spend on highway improvements then I'd rather it was spent on enforcement of the current 20mph limit in the village which as others have noted is largely being ignored	2
11	At a cost of £65,000 I suggest someone is making a ludicrous amount of money! A private company ripping off the public sector yet again.	4
12	Do we know what sort of traffic calming might be included in this project?	1
13	And do we know, can the PC have sight of, how the costs have been estimated?	1
14	i'm really surprised people are against this. This is the only road route children can walk /cycle from the village to IVC and as it is it doesn't feel safe. Especially in the aftermath of a child losing her life along this road. I agree that some people don't adhere to the recent 20 mile per hour speed limit but the majority of people do. I live along the new 20 road and have seen a huge difference. If you have a road that's 20 people might drive up to 30 but if that road was a 30 those same people might drive at 40 and I know which I'd rather cycle alongside of!	1

#	Comment	Likes
15	<p>I don't think anyone is "against" this, just some questions about a seemingly half-baked consultation which offers very little information about what is actually being proposed.</p> <p>It looks like the scheme would make the Oakington Road 30mph, but retain a 40mph limit along New Road (which always feels much more dangerous as a cyclist; people drive faster on the straight road and the cycle/footpath is narrower).</p> <p>How are they actually planning to spend £65k of public money? What's the evidence that it will be any safer? Girton Parish Council?</p> <p>I'm glad that they have already put up markers to identify the cycle/foot path much more clearly at the junction with New Road. I'm not yet convinced that making it 30mph will make it any safer or be a good use of public money. As Anita Lewis notes, traffic calming measures need to be carefully planned to make them effective. This has all the hallmarks of a rush job to get a last-minute bid through.</p>	
16	end of financial year spend up	
17	I think it would be more useful to use the money getting our pavements in a safe state for our villagers to walk on	4
18	That is fine that people actually do it. We have 20 mph in High Street but!!	
19	One more thing. Will there be a maintenance plan? As an example. The solar studs on the narrowing shared path near Manor Farm have been overgrown for a few years. this path is actually about a metre wider than is obvious.	