

**CONSIDER OBJECTIONS RECEIVED IN RELATION TO PROPOSED  
20MPH SPEED LIMIT ZONE ON VARIOUS ROADS IN STAPLEFORD  
AND GREAT SHELFORD**

*To:* Traffic Manager and the Local Member(s)  
representing electoral division below.

*Meeting Date:* 12<sup>th</sup> April 2018

*From:* Executive Director: Place & Economy

*Electoral  
division(s):* Sawston & Shelford

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

*Purpose:* To determine objections to the introduction of a  
20mph speed limit zone on various roads in  
Stapleford and Great Shelford

*Recommendation:* a) Introduce a 20mph speed limit zone as  
published on roads in Stapleford and Great  
Shelford  
b) Inform the objectors accordingly

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## **1. BACKGROUND**

- 1.1** Stapleford is located to the south of Cambridge in South Cambridgeshire District (Appendix 1). The proposal is to introduce a new 20mph speed limit zone on various roads in Stapleford and includes a short length of Mingle Lane, Great Shelford. This is a Local Highway Improvement (LHI) scheme, part-funded by Stapleford Parish Council.
- 1.2** Central Government has issued guidance to local Councils on setting local speed limits and this generally encourages local authorities to introduce 20mph limits in appropriate cases. The requirements for such speed limits has become progressively less onerous, so the County Council and many other authorities are introducing them on a more widespread basis.
- 1.3** The principle is that 20mph limits can be used in built-up areas and the characteristics of the road are suitable, such as residential streets and town centres. In Stapleford, and the short length in Great Shelford, the 20mph zone would cover typical residential village roads with low traffic flows and speeds.
- 1.4** It is proposed to introduce a 20mph speed limit zone on the following roads (Appendix 2) :-

Bar Lane	Church Street	Dolphin Way
Gog Magog Way	Mingle Lane	Anvil Close
Bar Close	Chalk Hill	Cherry Tree Avenue
Collier Way	Cox's Close	Dukes Meadow
Finch's Close	Forge End	Greenfield Close
Greenhedges	Hawthorne Road	Heffer Close
Priam's Way	St Andrew's Close	Sternes Way
Vine Close		

## **2. TRAFFIC REGULATION ORDER (TRO) PROCESS**

- 2.1** The TRO procedure is a statutory process that requires the highway authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to submit written representations on the proposals within a minimum twenty one day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.2** The TRO was advertised in the Cambridge News on 14<sup>th</sup> February 2018 and the statutory consultation period ran until 9<sup>th</sup> March 2018.
- 2.3** The statutory consultation resulted in four representations, mostly objecting to the published proposals. The main points raised in relation to the proposed speed limit have been summarised in the table in Appendix 3. The officer responses to the objections are also given in

the table. The main point raised in the representations is that Bury Road and Haverhill Road should be included in the 20mph zone. If this modification was agreed, the proposal would need to be re-published and consultation repeated.

- 2.4** The proposals are supported by Stapleford Parish Council and no response was received from Great Shelford Parish Council. Cambridgeshire Police have raised no objection to the proposal.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

**3.1 Developing the local economy for the benefit of all**

There are no significant implications for this priority.

**3.2 Helping people live healthy and independent lives**

There are no significant implications for this priority.

**3.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority.

### **4 SIGNIFICANT IMPLICATIONS**

**4.1 Resource Implications**

The necessary staff resources and funding have been secured through LHI funding including a contribution from Stapleford Parish Council.

**4.2 Statutory, Risk and Legal Implications**

The statutory process for this proposal has been followed.

**4.3 Equality and Diversity Implications**

There are no significant implications within this category.

**4.4 Engagement and Consultation Implications**

The statutory consultees have been engaged including County and District Councilors, the Police and the Emergency Services.

Notices were placed in the local press and were also displayed on the road where it is proposed to implement the restrictions. The proposal was available to view in the reception area of Shire Hall and at South Cambridgeshire District Council's office in Cambourne.

**4.5 Localism and Local Member Involvement**

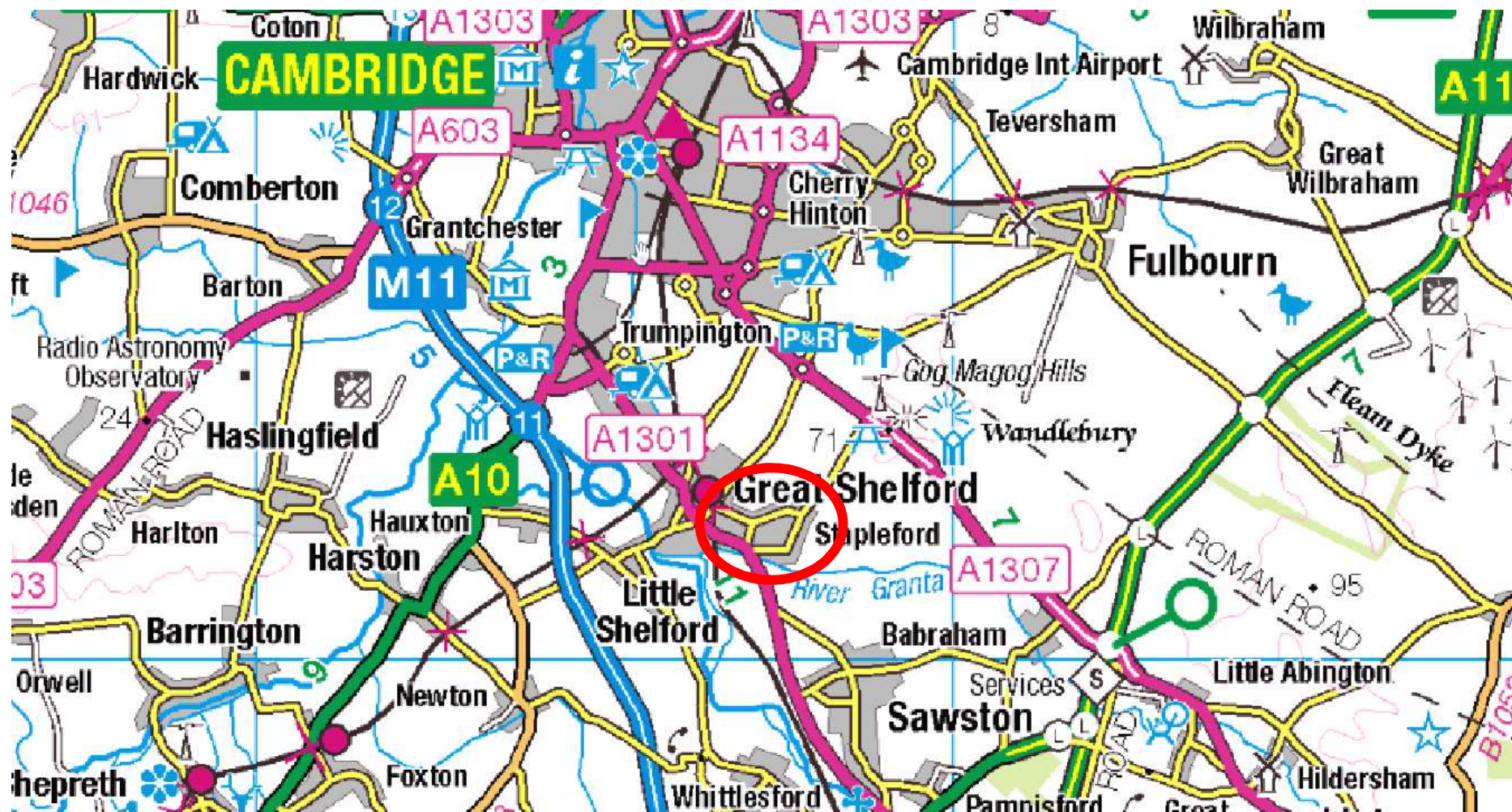
County Councillors Kevin Cuffley and Roger Hickford were consulted and no response was received.

**4.6 Public Health Implications**

There are no significant implications within this category.

Source Documents	Location
<p>Consultation responses Draft Traffic Regulation Order</p>	<p>Vantage House Washingley Road Huntingdon PE29 6SR</p>

Appendix 1 – Location of Stapleford and Great Shelford





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<b>Appendix 3</b>		
No.	Summary of Objections/ Representations	Officer's Comments
1	The proposal should include Bury Road and Haverhill Road as they are busier and speeds are higher than in the roads that are included. Children use Bury Road and Haverhill Road to walk to school and to the bus stop.	20mph speed limits should be used in roads where the width, alignment and character of the roads lend themselves to lower speeds. The roads included in the proposal generally meet these requirements. Bury Road and Haverhill Road are through-routes and are less well-suited to a 20mph limit. For example, most of Haverhill Road is partially built-up, with only single-sided development. On a road of this type, drivers are unlikely to appreciate the need for such a low speed limit and compliance would be poor.
2	The Council's reasons for proposing the 20mph zone refer to avoiding danger to persons or other traffic and there are no such issues in the roads included in the proposal. By contrast, those concerns do exist in Bury Road and Haverhill Road.	One of the main reasons for introducing a lower speed limit is on the basis of improving road safety. However, the number and severity of recorded injury collisions is thankfully very low in Stapleford, so this is not being used as justification for the 20mph limit. Bury Road and Haverhill Road do not have a history of speed-related collisions either. It should be borne in mind that 20mph speed limits can also bring about quality of life, community, transport choice and environmental benefits.
3	This is not a good use of scarce public resources.	20mph speed limits are a low-cost highway improvement when compared to other schemes, but it is accepted that the benefits are likely to be modest. The scheme is being promoted through the Local Highway Improvement initiative, so has been identified as a priority for the local Parish Council. They are part-funding it, so the cost to the County Council is relatively low.
4	Increased journey times will result in additional cost to road users and losses to businesses.	In many of the roads included in the proposal drivers are already travelling below 30mph due to the nature of the roads. Consequently, a 20mph zone applied over a fairly small area is

		unlikely to result in significantly increased journey times.
5	The existing 30mph speed limit is already ignored by many drivers, so a 20mph will be treated similarly. More enforcement of the existing speed limit is needed.	It is acknowledged that unless significant physical traffic calming measures are installed, a statutory 20mph limit is likely to bring about only a fairly small reduction in actual speeds. The police are primarily responsible for enforcement, but the general principle is that 20mph limits should be largely self-enforcing, so that they do not place a heavy burden on the police.
6	There is no clear evidence that 20mph speed limits are beneficial and in some cases have increased collisions.	Results from some 20mph speed limits that have been introduced around the UK have been mixed. However, Central Government guidance is still that 20mph speed limits can result in road safety and other benefits. Legislation has made it easier for local authorities to introduce 20mph limits, so there is a general trend towards using them. Ultimately 20mph may become the "default" speed limit in all towns and villages. However, this will require behavioral change on the part of drivers which is likely to take longer to achieve.