

Report title: Objection to proposed 20mph zone in Oakington and Westwick.

To: Delegated Decision Meeting

Meeting Date: 18th August 2022

From: Executive Director, Place and Economy

Electoral division(s): Longstowe, Northstowe and Over

Key decision: No

Forward Plan ref: n/a

Outcome: To consider an objection received in response to the publication of a proposal to introduce a 20mph zone in the village of Oakington in Oakington and Westwick Parish.

Recommendation: a) Approve the 20mph zone in Oakington as published.
b) Inform the objector of the outcome.

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Officer contact:

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Member contacts:

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1. Background

- 1.1 Cambridgeshire County Council has published a proposal to introduce a 20mph zone over various streets in the village of Oakington and a 40mph speed limit on Oakington Road, Westwick.
- 1.2 Full details of the proposal can be seen in the press notice at appendix 1.
- 1.3 These proposed speed limit changes are being funded by Cambridgeshire County Council's 20mph quick wins budget.
- 1.4 A plan showing the proposals can be seen at appendix 2.

2. Main Issues

- 2.1 The Traffic Regulation Order (TRO) procedure is a statutory consultation 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. Similarly, the proposed installation of speed cushions requires the County Council to publish a Notice of Intention to inform statutory bodies, members of the public and other interested parties of the proposal. The public notice invites the public to formally support or object to the proposals in writing within a 21-day notice period.
- 2.2 The public notice was advertised in the Cambridge News on the 27th of July 2022. The statutory consultation period ran from the 27th of July 2022 to the 17th of August 2022.
- 2.3 The statutory publication and consultation generated a total of 3 representations, including 1 objection. The written representations submitted are summarised included in Appendix 3 and officer responses are also given in the table.

3. Alignment with corporate priorities

- 3.1 Environment and Sustainability.
The aim of the proposal is to reduce mean speeds, contributing to reduced risk of accidents, reduced risk of harm in the event of an accident and increased safety for all road users. It is hoped that the safer road environment will encourage more people to use sustainable modes of transport.
- 3.2 Health and care.
As stated above it is hoped that these proposals will encourage people to use sustainable modes of transport.
- 3.3 Places and Communities.
There are no significant implications for this priority.
- 3.4 Children and Young People.
There are no significant implications for this priority.
- 3.5 Transport.

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4. Significant Implications

4.1 Resource Implications

The following bullet points set out details of significant implications identified by officers:

- Funding has been identified within Cambridgeshire County Council's 20mph quick wins budget.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory process relating to the requirement to publish and consult on this proposal has been followed.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- The statutory consultees have been engaged, including County and District Councillors, Police, and other emergency services.
- Notices were advertised in the local press and site notices were erected in several locations in Oakington.
- Notices and the Order documents were available to view online or by request.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- Relevant County and District Councillors were given the opportunity to comment as part of the statutory process. The County Councillor for the area supports the proposal.

4.7 Public Health Implications

There are no significant implications for this priority.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: n/a

4.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: It is hoped that lower vehicle speeds will encourage the use of sustainable modes of transport.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Status: Neutral
Explanation: n/a

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Status: Neutral
Explanation: n/a

4.8.5 Implication 5: Water use, availability and management:
Status: Neutral
Explanation: n/a

4.8.6 Implication 6: Air Pollution.
Status: Neutral
Explanation: n/a

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Status: Neutral
Explanation: n/a

5. Source documents guidance

5.1 Source documents

A document containing all representations submitted is available to view on our [Delegated Decisions - Openness Regulations page](#) and then by selecting this meeting date.

Appendix 1 Copy of press notice

CAMBRIDGESHIRE COUNTY COUNCIL
(VARIOUS ROADS, OAKINGTON & WESTWICK)
(20MPH ZONE AND 40MPH SPEED LIMIT)
ORDER 202\$

Cambridgeshire County Council proposes to make an Order under the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of this Order will be to;

Introduce a 20mph zone in Oakington and Westwick on Station Road (from its junction with Mill Road in a north easterly direction for 30 metres), Longstanton Road (from its junction with Water Lane in a north westerly direction for a distance of 45 metres), Dry Drayton Road (from its junction with Water Lane in a south westerly direction for a distance of 27 metres), Cambridge Road (from its junction with Water Lane in a south easterly direction for a distance of 473 metres) and the full lengths of Mill Road, Church View, High Street, Manor Farm Close, Day's Meadow, Coles Lane, Croft Lane, The Drift, Mead View, Lowbury Crescent, Water Lane, Vicarage Close, Meadow Farm Close, Saxon Close, Queen's Way, Arcadia Gardens, Cherry Orchard, Holme Close, Kettle's Close, Orchard Way and The Broadway.

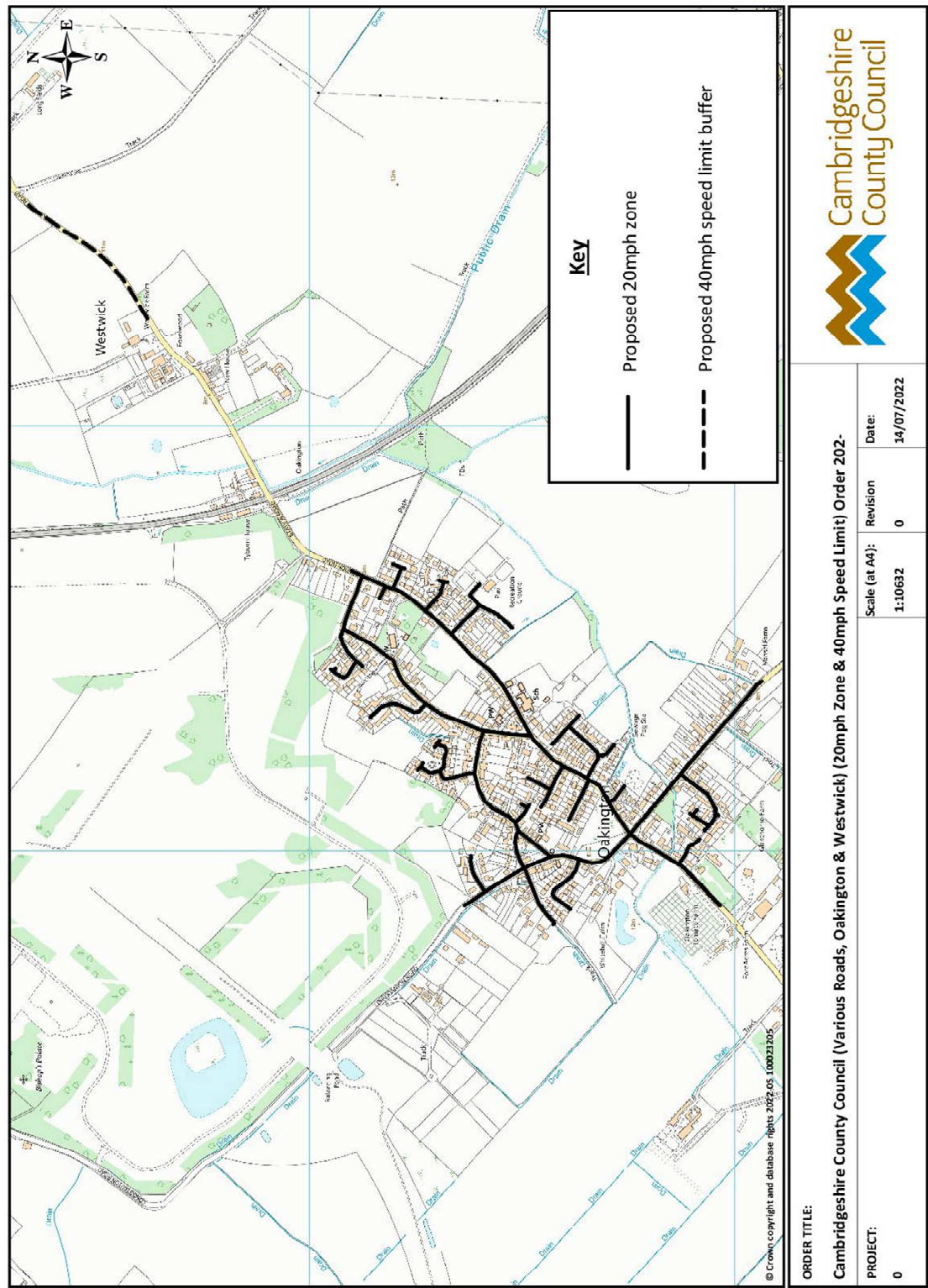
To introduce a 40mph speed limit on Oakington Road, Westwick from a point 812 metres north east of its junction with Mill Road, Oakington in a north easterly direction for a distance of 394 metres.

The draft Order, together with a map showing the roads and lengths of road concerned and a statement of the Council's reasons for proposing to make the Order, may be examined online, on the Council's website, at the following address <http://bit.ly/cambridgeshiretro>

Objections to the proposal, together with the grounds on which they are made or any additional comments, must be sent in writing to the undersigned or by email to policyandregulation@cambridgeshire.gov.uk by the 17th August 2022 quoting reference PR0820. Comments will be used as part of our consultation process and may be published, anonymised, in reports to committees. If you require further information regarding this proposal please contact Steven Thoday in the Policy and Regulation team (0345 0455212)


Steve Cox, Executive Director: Place and Economy, c/o Policy and Regulation, Box No. D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon, PE29 6PY

Appendix 2: Plans showing extend of the proposed 20mph zone and 40mph speed limit.



Appendix 3 Summary of Objections and Other Concerns Raised, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
1.	<p>I am writing to object strenuously to the proposed traffic order reducing the speed limits in Oakington and Westwick (REF: PR0820).</p> <p>The objection is not so much that I wish to see unsafe conditions, but the cost of implementation for a reduction from 30 to 20 mph far exceeds the benefits in real terms.</p> <p>As a road user who regularly cycles, motorcycles and drives the roads, as well as being a pedestrian in the village I do not perceive the environment to be unduly unsafe under current conditions - for example I understand implicitly that the roads are potentially dangerous and I accept the personal responsibility to ensure I am safe crossing as a pedestrian by utilising the crossing or looking both ways, and not using my mobile phone to ensure good situational awareness.</p> <p>As a driver and motorcycle rider I use the roads responsibly, and follow the rules. As a cyclist I do the same. In the 35+ years I have used these roads I remain of the opinion that a slightly slower speed limit, while theoretically safer at point of accident, will make no difference in the frequency of accidents, or the lack of intelligence that I perceive most accidents result from.</p> <p>Therefore the spend in real terms could be better spent on community services or put to helping NHS or Police salaries.</p> <p>Further comments:</p> <p>You are just confirming my entire point. The spend in itself is wasteful. That the</p>	<p>The 20mph funding is taken from a dedicated fund to reduce speeds in villages across the county. Additionally, we are tying this scheme into other maintenance and Local Highway Improvement Initiative (LHI) schemes happening in Oakington (including new traffic calming measures). This means we would be saving money on mobilization, traffic management and other cost overheads as we will already have the resource on site delivering other works. By delivering the scheme in this way we are being as cost effective as possible and saving public funds where possible. Whilst I understand your view of additional funding going towards the NHS and police services, this funding is separate and would not be assigned to those services whether we undertook this scheme or not.</p> <p>By reducing speed limits in this area we can at least reduce the severity of accidents even if the frequency does not reduce (although lower speeds have statistically resulted in a lower amount of recorded incidents), with minimal additional spending of public funds due to the reasons outlined above. Reducing vehicle speeds and creating a safer road environment can encourage more people to travel using sustainable modes of transport such as walking and cycling. The proposed speed limit changes can therefore have a positive effect of reducing the severity of road traffic accidents, reducing noise and pollution, encouraging active travel which in turn can have help to reduce budget pressures on everyday services and the NHS.</p>

	<p>funding is ring fenced just further confirms my thoughts that the priorities for setting financial quotas are flawed and wasteful</p> <p>Lowering speed limits, justified by example that people are breaking the existing limit is a completely flawed argument. As such I consider my objection open and unresolved</p> <p>This is just another example of fear and victim mentality based perception overlaying waste of resource. the issues run deeper with lack of accountability and personal responsibility- legislation against incompetence or stupidity is not the answer</p>	
2.	<p>I believe the 20mph section on Station Road needs to be extended to the end of the houses as shown below.</p> 	<p>We are already undertaking additional measures on station road to further reduce vehicle speeds under the direction of your parish council with what I believe the idea to reduce speeds enough to make this area eligible for the 20mph zone to be extended in later years. This includes a 40mph buffer zone when entering the village from Oakington road as well as additional signing and lining.</p>
3.	<p>I am a resident in the nearby area and often drive through Oakington. I support the proposed order.</p>	<p>Thank you for your email reading the proposed 20mph zone and 40mph speed limit buffer in Oakington and Westwick, your support for this scheme is noted.</p>