

Local 20mph Process Delivery Programme

To: Highways & Transport

Meeting Date: 3rd October 2023

From: Frank Jordan, Executive Director of Place & Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2023/079

Outcome: To inform the committee of the outcome of the 20mph prioritisation process and agree the prioritised 20mph applications for the 23/24 20mph delivery programme.

Recommendation: The Committee is recommended to

a) Approve the delivery of the 20mph programme as identified in the prioritised list attached to this report as Appendix A.

b) Delegate authority to the Executive Director Place & Sustainability, in consultation with Chair and Vice Chair of Highways & Transport committee to add and remove individual projects from the 20mph delivery programme as required.

Officer contact:

Name: Joshua Rutherford
Post: Group Manager Design & Delivery
Email: Joshua.rutherford@cambridgeshire.gov.uk
Tel: 01353 650578

1. Background

- 1.1 The 20mph initiative provides the opportunity for local community groups, including Parish and Town Councils to apply for funding to implement a 20mph speed limit within their respective area. The schemes are community driven, giving local people influence over setting speed limits within their local area. The cost of the scheme will be entirely met by the County Council.
- 1.2 The County Council originally identified £450,000 from existing capital funding streams to contribute to this process over three budget years; starting in 2022/23, intending to seek further external funding to supplement the amount allocated when the opportunity arose, and once the level of community interest had been established. The first tranche of 20mph projects funded from this allocation have now been successfully delivered on site.
- 1.3 A successful bid to the Cambridgeshire and Peterborough Combined Authority (CPCA), resulted in the award of funding towards 20mph projects countywide from the Transforming Cities Fund (TCF). This has seen those larger population areas across the county who are interested in having a 20mph receive funding via this grant, and these 20mph areas will be implemented in quarter 4 of 23/24 financial year.
- 1.4 The bid for TCF funding has also resulted in a redistribution of funding previously set aside for larger individual 20mph projects such as the Ely City project. This has increased the planned budget allocation for 20mph projects delivered through this programme in 23/24 from £150,000 to £350,000 and has meant that some of the applications received through this 20mph application process will now be funded and delivered via the TCF programme instead.
- 1.5 A new process for scoring and prioritising 20mph applications was approved at Highways & Transport committee on 12th July 2022, following a cross-party Member Working Group (MWG) review. Section 2 of this report outlines the processes undertaken to identify the prioritised list of schemes.
- 1.6 This is the first year of the process, and 88 applications were received countywide. Of these 20 have been prioritised for delivery and are identified in this report. As these figures highlight, the process is popular and oversubscribed. A high-level breakdown as follows details the applications received per district area across the county –

District -	Total number of applications -
Huntingdonshire	22
Cambridge City	6
South Cambridgeshire	45
East Cambridgeshire	10
Fenland	5

2. Main Issues

- 2.1 Interested parties were invited to submit their 20mph applications earlier this year to be considered for funding in the 23/24 delivery round. The application window opened at the end of February and ran to 30th April 2023. More details regarding the application process and timeline can be found on our website - [20mph Funding - Cambridgeshire County Council](#).
- 2.2 Once the application deadline had passed all applications received were scored and prioritised by officers. Scoring was undertaken initially individually, and then as a group using the 20mph prioritisation matrix previously approved by the committee. Moderation sessions were then undertaken as a group before a final score for each application was given to ensure consistency.
- 2.3 Once the officer scoring and moderation sessions had been completed, the draft prioritised list was discussed further at a meeting of the cross-party 20mph MWG on 26th July 2023. The officer scoring was scrutinised by members at this meeting prior to being provisionally agreed, subject to formal approval at the October Highways and Transport committee meeting.
- 2.4 The finalised scores and rankings can be seen in detail in Appendix A. It should be noted that 20 projects only from the list have been identified for delivery due to the amount of funding available. Of the £350,000 allocated, it is proposed that £348,000 is allocated to the 20 projects identified. Where applications have received an identical score, they have been further prioritised based on the comparative size of the population of the applicants. This methodology was agreed by the 20mph MWG. The rationale behind this is that a comparatively greater amount of people will be impacted by the reduced speed limit, and this will maximise the impact of the new 20mph limit in that population area. A high-level breakdown of the prioritised 20mph projects per district area is as follows:

District -	Total number of successful vs total applications -
Huntingdonshire	5 / 22
Cambridge City	0 / 6
South Cambridgeshire	12 / 45
East Cambridgeshire	3 / 10
Fenland	0 / 5

- 2.5 Unlike other funding processes, such as the Local Highway Improvement Initiative, those applicants who have not received funding for the 23/24 round will remain on the ranked list for the 24/25 funding round and beyond. The intention being to work down the list until all the projects on it are delivered. There will also be further opportunities for new applications to be made, and the intention is to reopen the application window early in 2024 for the 24/25 round. This provides an opportunity for existing applicants to amend their applications based on officer scoring feedback, or changes locally, as well as for new applicants to come forward. The 23/24 delivery list would then be re-ranked, to include any new or revised applications, and re-prioritised for the 24/25 delivery round.

- 2.6 Should any applications prioritised for delivery subsequently prove to be unfeasible, or the actual cost of delivery be less than forecast, the next application (s) on the priority list, (currently sitting below the red line) would be progressed using the now available funding if these are identified before the end of November 2023. This deadline is imposed to ensure current projects do not overrun into the next 20mph programme. If schemes are discontinued after this date, then the money will roll into the next programme funding round.
- 2.7 All estimated scheme costs incorporate the estimated cost of time spent by officers designing, managing, and delivering each project. It is expected that the cost to deliver each project will become more certain once design work has been completed. Currently, those costs identified in Appendix A should therefore be treated as indicative only.
- 2.9 Delivery of the 23/24 20mph programme is expected to commence on site late in quarter 4 of this budget year. The schemes will be delivered sequentially as part of a rolling programme, which will go into the 24/25 budget year. This means that delivery will commence once the weather starts to improve following the winter period.
- 2.8 The application window proposed for the next 20mph application round will be as follows: -
- Application window opens – Monday 15th January 2024
 - Application window closes - Friday 15th March 2024 at 5pm
 - Prioritisation process undertaken - April to June 2024
 - Report to committee including prioritised list for approval - TBC 2024
- 2.9 In order to help applicants when completing the 20mph application form, our website will shortly be updated to include some of this year's highest scoring submissions. Within the 20mph programme update at the bottom of the page, individuals can also view the delivery progress of those projects which have already received funding via with this, or the TCF process - [20mph Funding - Cambridgeshire County Council](#)

3. Alignment with ambitions

- 3.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes.

It is expected that implementing these 20mph zones will have a positive contribution in supporting net zero by 2045 by encouraging more people to use walk and cycle for shorter journeys within their communities, instead of using motorised transport.

- 3.2 Travel across the county is safer and more environmentally sustainable.

It is expected that implementing these 20mph zones will have a positive contribution to safety and sustainability in the county by promoting the use of non-motorised forms of transport as lower speed limits are shown to encourage more people to walk and cycle as they feel safer.

3.3 Health inequalities are reduced.

It is expected that implementing these 20mph zones will have a positive contribution to reducing health inequalities in the county by promoting active travel, especially for local journeys as lower speed limits are shown to encourage more people to walk and cycle as they feel safer.

3.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

There are no significant implications for this ambition.

3.5 Helping people out of poverty and income inequality.

There are no significant implications for this ambition.

3.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised.

There are no significant implications for this ambition.

3.7 Children and young people have opportunities to thrive.

There are no significant implications for this ambition.

4. Significant Implications

4.1 Resource Implications

This report identifies the criteria used for scoring and ranking the 20mph schemes and proposes how to allocate the £350K of funding available.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category as the 20mph programme will be delivered via the existing highway term services contract procured in 2017, with all work being within scope of said contract.

4.3 Statutory, Legal and Risk Implications

Traffic Regulation Orders (TRO's) will be required to make the new 20mph limits legally enforceable. These will be progressed by the authority using the existing agreed statutory process in place to do so, and any objections to the TRO will be determined via the delegated decision process. The TRO's will then be sealed upon completion of this process.

4.4 Equality and Diversity Implication

The officer led scoring adopts a consistent approach, prioritising proposals countywide within existing budgets. Many of the schemes will improve road safety for vulnerable users such as the young, elderly and disability groups. The 20mph process empowers community groups to have an influence on setting speeds in their own communities and gives local people a real influence over bringing forward improvements that benefit them. The new approach to prioritisation and delivery has also been reviewed through the councils Equality Impact Assessment (EQIA) process reference CCC4281138081.

4.5 Engagement and Communications Implications

There are no significant implications within this category and further engagement and consultation will take place on each project as it is developed, in conjunction with the applicant.

4.6 Localism and Local Member Involvement

The 20mph process gives local people a real influence over speed limits in their community. The Council will work closely with the successful applicants and local community to help deliver the improvements that have been identified. The Local Member will be a key part of this process and will be involved throughout the development and delivery of each scheme.

4.7 Public Health Implications

Most schemes aim to improve road safety, which may subsequently contribute to reducing the risk of accident injuries on the network. It is expected that the schemes, once installed will help promote and encourage Active Travel.

4.8 Climate Change and Environment Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: **Neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: **Positive**

Explanation: It is likely that the suggested improvements will contribute positively to this through the increased use of non-motorised forms of transport for local trips.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats, and land management.

Positive/neutral/negative Status: **Neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status: **Negative**
Explanation: Some projects will generate waste from shallow excavations to install new posts, although comparative to other programmes this is minimal due to the type of scheme being installed.
- 4.8.5 Implication 5: Water use, availability, and management:
Positive/neutral/negative Status: **Neutral**
Explanation: No positive or negative impacts identified for works listed in the report.
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: **Positive**
Explanation: It is likely that the suggested improvements will contribute positively to increased use of non-motorised transport for local trips, whilst numerous studies have flagged decreased particulates and air pollution levels when vehicle speeds are lower.
- 4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: **Neutral**
Explanation: No positive or negative impacts identified for works listed in the report.

Have the resource implications been cleared by Finance?

Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial?

Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal?

Yes

Name of Legal Officer: Stephen Randall

Have the equality and diversity implications been cleared by your EqlA Super User?

Yes

Name of Officer: David Allatt

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact?

Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents

5.1 Source documents

Traffic Management Update Report – July 2022

[Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)

[Document.ashx \(cmis.uk.com\)](#)

Appendix A – Prioritised list of 20mph schemes