

COUNTY COUNCIL: 19TH JULY 2022

b) Motion from Councillor Mark Goldsack

Alteration proposed by Councillor Goldsack

Additions in bold and deletions shown in strikethrough

A countywide approach to safety buffer zones for 30/40mph streets from National speed limit approach roads

This Council notes that:

- **safety on Cambridgeshire's roads is of paramount importance to the Council and to the public.**
- during the latest Local Highway Initiative **Improvement** (LHI) application campaign a ~~very~~ high percentage of applications were requesting 40mph buffer zones on roads accessing their local town, village, or community 30mph areas.

This Council acknowledges that:

- the LHI scheme does offer our communities the chance to request changes and improvements to the highway system, but that the application scheme can be cumbersome, expensive, and limited in terms of what a community can do, especially in time.
- ~~Parish and Town councils, or local community applicants, must financially contribute to desired areas of need and want, and yet statistics are showing that a collective desire for buffers means that doing one per parish per year is unfair, and unsafe for our residents.~~
- **buffer zones are popular, but their implementation is slowed by limited council resource, the requirement for applicants to contribute funding, and the limit to one application per applicant per annum.**
- 40Mmph buffer zones that have been implemented across the County via the LHI scheme ~~provide proof that the scheme enhances~~ **appear to enhance** community safety by slowing down traffic and supporting pedestrians and cyclists in those areas.
- the county council has a duty to protect the population, and ~~this is~~ **buffer zones are** a positive step to further doing so.
- ~~the importance of taking responsibility for proven community safety improvements from a once per year LHI application process to the heart of the Council.~~

This Council welcomes:

- **the review of the LHI scheme already under way.**
- **the work being done by the Vision Zero Partnership on a speed management strategy.**

This Council therefore requests that:

- **a report be produced for a future meeting of the Highways and Transport Committee on principles for the location of buffer zones, on how the process for local applications can be simplified and promoted to applicants, and on options for facilitating the installation of buffer zones where locally supported, whether through the LHI process or by other means.** ~~detailing a review of all National Speed Limit access roads that lead into 30MPH road inhabited areas. It should include:~~
 - ~~— a review of current speed policy and process.~~
 - ~~— the possible cost and process associated with further speed reductions on village approaches (based on worked up examples) as well as the possible safety outcomes that could result from scheme implementation.~~
 - ~~— an outline of a programme initiation document showing the time, cost and quality outcome elements of this scheme detailing how the approach should be offered to the local councils and if they accept, how they should be rolled out and the timescales involved.~~
- **meanwhile the current LHI Working Group be asked to consider how requests for buffer zones could be more effectively met within the LHI process.**