

20 MPH – Update

To: Highways and Transport Committee

Meeting Date: 6 December 2022

From: Executive Director; Place and Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref:

Outcome: The Committee is asked to consider the update on 20 mph and progress of the Member Working Group

Recommendation: The Committee is asked to

- a) note the update on progress from the Member Working Group
- b) agree the Speed Limit Policy changes set out in paragraph 2.2 and 2.3
- c) agree the prioritisation framework in Appendix A
- d) Determine the objections received to the proposed installation of various 20mph speed restrictions in Appendix B. To approve the proposed speed limit orders as advertised, and inform the objectors accordingly

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1. Background

- 1.1 The Joint Administration Agreement sets out a commitment to 'make the option of 20mph zones more widely available, and easier to obtain'.
- 1.2 Highways and Transport committee agreed on 25th January 2022 to establish a Member Working Group (MWG) to review the 20-mph policy. The committee also approved a new fund for 20 mph schemes.
- 1.3 The cross-party MWG group is chaired by Cllr Beckett and other nominated Members are Cllrs Criswell, Dupre, Dew, Giles, Howell and Shailer. The group is supported by relevant County Council officers. The group has met over the last year to review the policy and agree criteria and a scoring matrix for new schemes.
- 1.4 A Full Council motion by Cllr Slatter was agreed in October 2022 to establish a policy of 20mph as the default speed limit on new residential roads as part of the planning process and to reduce the speed limit on roads in new residential roads recently or about to be adopted to 20mph unless local factors suggest otherwise.

2. Main Issues

- 2.1 The Highways and Transport Committee agreed in July 2022 to the principle of broadening prioritisation criteria for 20mph. The MWG have reviewed and agreed two policy changes relating to prioritisation, as follows:

- 2.2 Change 1 - The existing speed limit policy sets out that:

"...mean speeds of 24mph or less are required for any new 20mph schemes".

The MWG agreed that the prioritisation should not be dependent on the 24mph mean speed. This should not prevent a scheme being considered against the wider prioritisation criteria.

The proposal therefore is to amend the policy to read:

"...expected speed reductions will be taken into consideration as part of the prioritisation criteria for any new 20mph schemes"

- 2.3 Change 2 - The existing policy states that:

"20 mph zones must be introduced in clearly defined zones (e.g., between radial routes or a spine road with cul-de-sac) and not in isolated roads or cul-de-sac."

Members aim to encourage new or extended area-based schemes and schemes where there are a significant number of non-motorised users would seem to fit, but it is proposed to refine the statement to:

"20 mph zones must be introduced in clearly defined zones and area wide schemes are encouraged, rather than just on isolated roads or cul-de-sac."

- 2.3 £400k funding has been allocated from the Integrated Transport Block over three years. This is split down as £100k for 2022/23 schemes and then £150k in 2023/24 and £150k in 2024/25. These amounts may be increased by adding in other funding sources should they become available.
- 2.4 The rough estimate for a new £20mph scheme is £15k to include staff, construction, and the Traffic Regulation Order process. Large and more complex scheme may be significantly more. It is important to note that financial contributions from the applicant will not be mandatory, though level of local funding contribution will form a prioritisation consideration.
- 2.5 The 2022/23 programme of 20 mph schemes are underway. All fourteen projects have been sent to the applicants for review and approval. The applicant has withdrawn one of the projects, (Trumpington area, Cambridge). Seven are now with Policy and Regulation team to undertake the formal consultation for the speed limit orders. Projects are waiting for formal acceptance from the other applicants before progressing to formal consultation stage. Once the formal consultation process is completed and assuming there are no objections, the schemes will be handed over for pricing and delivery.
- 2.6 One 20 mph project including raised features has now been completed in Oakington & Westwick where the implementation was combined with a footpath scheme funded from capital maintenance and a traffic calming project funded via the A14 legacy fund. Combining the implementation helped to fast-track it and reduce costs. The installation of the 20mph zone has been positively received by residents, and early indications point to a 12mph reduction in the average 85th percentile speeds from 36mph to 24mph.
- 2.7 The proposed timetable for 2023/24 schemes is as follows:
- Go 'live' with application process on-line for new schemes – February 23
 - Application period – Feb – April 23
 - Prioritisation – May – June 23
 - Committee report for approval– July 23
 - Programming & Delivery of schemes – August onwards.
- 2.8 The prioritisation matrix has been developed by officers with input from the MWG. This is included at Appendix A.
- 2.9 Highway Development Management will continue to seek 20mph design speed on all new housing estate roads/ adoptable development infrastructure, except those roads that are specifically designed for wider purpose (such as major link roads and bypasses). In such circumstances a high standard of provision for non-motorised users will be required, wherever possible, with due regard to the nature/ function of the proposed infrastructure.
- 2.10 The requirements for 20mph restriction (supported by formal TRO) to be provided on new developments will be inserted into Highway Development Management documents 'General Principles for Development' and the 'Housing Estate Road Construction Specification', which will both in turn be adopted as County Council Policy, as part of the updated Highway Operational Standards.

- 2.11 It should be noted that formal 20mph restrictions cannot be secured as part of any planning permission, where implementation is subject to legislation outside of the planning process. However, the County Council will continue to strive to secure a '20mph design compliant schemes' through the planning process, and ensure that developers are aware of the forthcoming expectations for adoption.
- 2.12 It should be noted that it may not be possible or legally *reasonable* to secure a formal 20mph restriction by TRO on committed/ implemented developments/ those with planning permission, extant technical approvals or existing legal Agreements. Each historic development will be considered on a case-by-case basis, with due consideration to the site-specific circumstances.
- 2.13 Instructions have been issued to the Council's legal team to amend the precedent legal Section 38 Agreements whereby developers will be required to promote and implement formal 20mph zones/ speed limits with associated infrastructure at no cost to the Council, prior to the adoption of the streets. Further advice will need to be sought with regard to the potential for rejecting Section 37 Notices on historic sites on the basis of the absence of a formal 20mph speed restriction (Section 37 Highways Act 1980 - where a developer is serving a statutory notice to essentially require the Highway Authority to adopt a street).

3. Alignment with corporate priorities

3.1 Environment and Sustainability

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

- Reducing vehicle speeds may have a positive impact on carbon emissions and air quality. It will support the uptake of, and safety of walking, cycling and other sustainable modes

3.2 Health and Care

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

- Reducing vehicle speeds to 20 mph in built up areas with a high level of vulnerable road users will have a positive impact on road safety and health. It will promote the use of active travel for which there are inherent health and wellbeing benefits.

3.3 Places and Communities

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

- Reducing vehicle speeds in communities can have a positive impact on a sense of place and community

3.4 Children and Young People

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

- Reducing vehicle speeds to 20mph in places where there are a high number of vulnerable road users, including children near schools, can have a positive impact on road safety

3.5 Transport

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

- Reducing vehicle speeds to 20 mph will have a positive impact on road safety

4. Significant Implications

4.1 Resource Implications

- The resource implications are set out in paragraph 2.3

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

4.4 Equality and Diversity Implications

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

- 20 mph schemes can have a positive impact on vulnerable road users such as people with disability and older people.

4.5 Engagement and Communications Implications

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

- communities will be consulted through the Traffic Regulation Order process.

4.6 Localism and Local Member Involvement

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

- Local Members will be involved in the development of new 20 mph schemes

4.7 Public Health Implications

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

- Reducing vehicle speeds can have a positive impact on public health.

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

4.8.2 Implication 2: Low carbon transport.

Positive Status:

Explanation: Reducing vehicle speeds can reduce air pollution

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

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Neutral Status

4.8.5 Implication 5: Water use, availability and management:
Neutral Status:

4.8.6 Implication 6: Air Pollution.
Positive Status:
Explanation: Reducing vehicle speeds can reduce air pollution

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

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? **Yes**
Name of Officer: Jon Collyns

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? **Yes**
Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your EqIA Super User?
Yes
Name of Officer: Elsa Evans

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 Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

Existing speed limit policy

5.2 Location

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In appendix on Enforcement –

[Highway Operational Standards April 2022 \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/highway-operational-standards-april-2022)

Appendix A

Prioritisation matrix

Appendix B

Consultation responses

Barton 20mph speed limit and prohibition of waiting

1. Proposal

To implement a 20mph speed limit on the following roads in Barton;

- Comberton Road (B1046) from its junction with High Street in a north westerly direction for a distance of 142 metres.
- New Road (B1046) from a point 108 metres east of its junction with Kings Grove to its junction with Comberton Road.
- Over the entire length of the following roads; High Street, Kings Grove, School Lane, Ivy Field, Great Close, Allens Close and Mailes Close.

To prohibit waiting at any time on the following lengths of road in the parish of Barton:

- High Street southeast side from a point 39.3 metres southeast of the centreline of Mailes Close in a north easterly direction for a distance of 45.3 metres and northwest side from a point 14 metres southeast of its junction with Mailes Close to a point 11 metres northwest of the same junction.
- Mailes Close eastern side from its junction with High Street in a north easterly direction for a distance of 13.5 metres and western side from its junction with High Street in a north easterly direction for a distance of 12.3 metres.

2. Consultation

The proposed speed limit Order (SLO) and Traffic Regulation Order (TRO) was advertised in the Cambridge News, and the statutory consultation was started, on the 5th October 2022. The twenty-one-day notice period subsequently ran until the 26th October 2022.

The statutory consultees were engaged, including the County and District Councillors, the Police and the emergency services. Barton Parish Council was also engaged, where it was also requested that Parish Council advertise the details of the consultation on their website and/or social media channels.

The Police maintain their position about 20mph limits, in that they will only be supportive if current mean speeds on the affected roads are 24mph or less or if the proposals are accompanied by physical measures to render them self-enforcing.

The County Councillor, District Councillor and Barton Parish Council offered no comments.

The consultation yielded 5 representations 1 objection and 4 statements of support.

The salient points of the comments are outlined below, with the officer's responses provided alongside.

No.	Issue raised	No. of times raised	Officer response
1	<p>The 20mph speed limit on Comberton Road should be extended as far as the existing 30mph speed limit at the entrance of the village.</p> <p>Cars often take bends at high speed and vehicles exiting Hines Close have difficulty exiting onto Comberton Road because of fast moving vehicles. It is only a matter of time before a serious accident occurs at the junction of Hines Close and Comberton Road.</p> <p>This would also make road conditions safer for the residents in the present and new houses on Comberton Road together with visitors and staff to the Foxcotte Landscaping supply store on Comberton Road.</p>	1	<p>Your request to extend the 20mph speed limit on Comberton Road to the outer boundary of the existing 30mph speed limit has been considered, however Cambridgeshire County Council does not feel that there would be compliance with a 20 limit extending this far from the village. The area suggested is a rural stretch of carriageway with the properties set back from the Highway. A limit of 30MPH is already in place here and it is felt that a 20MPH limit would be largely ignored.</p> <p>Several factors are taken into account in the assessment of a road or area for a speed limit. These include:</p> <ul style="list-style-type: none"> • General character of the road or area • Type and extent of roadside development • Traffic composition • Accident history • Current traffic speed • Enforcement • The frequency of junctions • Presence of amenities that attract pedestrians and cyclists • Environmental impact such as increased journey times, vehicles emissions, and the visual impact of the signing <p>Cambridgeshire County Council's existing policy is that 20mph speed limits will be considered on sites where existing mean speeds are 24mph or less or where additional speed reduction measures will achieve a mean speed of 24mph or less. The Police are unlikely to support schemes unless the current mean speeds are below 24mph or unless proposals are</p>

			accompanied with traffic calming measures to ensure speed limits are self-enforcing and largely compliant.
2	<p>I am in favour of these proposals for 20 mph on various roads in Barton especially in and around the primary school in the centre of the village.</p> <p>There are several roads in Barton with pavements on one side only and roads shared by cyclists and horse riders. It makes sense to reduce traffic speed and this will fit in with Barton Greenways project.</p> <p>The temporary 20 mph on the High Street during COVID did reduce traffic speed successfully. There are sheltered homes on Great Close and Allens Close and many elderly residents on Kings Grove and New Road along with families with small children. All will benefit from reduced speed limits.</p> <p>The proposal for double yellow lines opposite Mailes Close should discourage motorists from parking there. There is restricted visibility on exiting Mailes Close which is not helped by poor parking.</p> <p>Overall, this is a good plan and should be a benefit to the village.</p>	1	Support noted.
3	<p>I am writing on behalf of the Governing Body of Barton CE (VA) Primary School of School Lane, Barton CB23 7BD. We have considered the traffic orders proposed for Barton and would like to express our support for the 20mph limits. We would be pleased to see a reduction in traffic speeds through the village as this would have a direct impact on the safety of pupils, families and staff attending the school.</p>	1	Noted
4	Great ideas	1	Noted

5	I would like to write in support of the proposed 20mph speed limits in Barton village.	1	Noted
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Somersham 20mph zone & 40mph buffer zone

3. Proposal

To implement a 20mph zone in the village of Somersham – terminating on:

- St Ives Road (B1086), at a point 10 metres west of its junction with The Pasture
- Colne Road (B0150), at a point 58.5 metres southeast of its junction with Galley's Drove
- The Bank, at a point 193 metres northeast of its junction with Bank Avenue
- Parkhall Road, at a point 123 metres north of its junction with The Trundle

Along with a 377 metre-long 40mph buffer zone on Parkhall Road, on the approach to the 20mph zone.

4. Consultation

The speed limit Order (SLO) was advertised in the Hunts Post, and the statutory consultation was started, on the 5th October 2022. The twenty-one-day notice period subsequently ran until the 26th October 2022.

The statutory consultees were engaged, including the County and District Councillors, the Police and the emergency services. The Parish Councils (PC) of Somersham and Colne were also engaged, where it was also requested that Somersham PC advertise the details of the consultation on their website.

The Police maintain their position about 20mph limits, in that they will only be supportive if current mean speeds on the affected roads are 24mph or less or if the proposals are accompanied by physical measures to render them self-enforcing, but offered no objection to the proposed buffer zone.

County Councillor, Cllr Steve Criswell, responded with “in the interests of localism, if this is what the community wants, (and the consultation will help indicate that) then we should do all we can to achieve it” and no responses were received from the other statutory consultees.

The consultation yielded 7 representations, of which: 2 outright objected to the proposal; 1 objected to the western and eastern extents of the zone; and the remaining 4 requested an extension of the 40mph buffer zone (along with other additions), which is outside the scope of the project and is not compliant with the Council's 40mph speed limit policy. The salient points of the received objections are outlined below, with the officer's responses provided alongside.

No.	Issue raised	No. of times raised	Officer response
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1	Very few accidents have occurred within the existing 30mph limit.	2	In the last 5 years there have been accidents on Ibbots Crescent, Lakeway, Chatteris Road x3, High Street, Whitehall Close, Colne Road and St Ives Road. All of these incidents were inside the proposed zone boundary. Data from https://www.crashmap.co.uk/
2	The proposal will not address the few "boy racers"	2	Inconsiderate and or dangerous drivers, 'boy racer' drivers; will most likely ignore any restriction unless there is a physical traffic calming measure introduced. Unfortunately, we did not have the budget available to implement any further physical measures than already exist in Somersham. This is something we could look at in the future if there is local support for this.
3	This is an unnecessary expense that will bring no benefit to the community of Somersham.	2	The benefits of 20 MPH Zones include: safer environments around schools, safer crossing facilities for pedestrians (particularly for older people and those with disabilities), safer conditions for cyclists, and the possibility of fewer and less severe collisions. Air quality can also sometimes improve inside a 20MPH Zone.
4	This will turn most residents into speeding criminals as they can easily be driving at between 20 & 30mph	2	The changes in speed limit will be clearly signed and roundel markings will be placed on the ground at each Zone Entry/Exit Point. There should be no confusion over where each speed limit, 20mph or 30mph, begins and ends.
5	It's difficult to imagine that drivers would deem 20mph to be the appropriate speed for the furthest-out stretches of the proposed zone (eastwards and westwards). By starting/ending the zone well beyond where such speeds feel natural, there is a risk that a large proportion of drivers could see the 20mph limit as overzealous and unnecessary, leading to noncompliance not only near the ends of the zone but also throughout its entirety.	1	Comments noted
6	It's difficult to believe that 24mph is the current mean speed on the outermost stretches of the proposed zone.	1	Comments noted

7	It's difficult to believe a 24mph mean speed can be achieved even if the speed limit is reduced – 20mph schemes document suggests we can only expect to see 'reductions in traffic speeds of around 1mph'	1	Comments noted
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Godmanchester 20mph zone

1. Proposal

To implement a 20mph zone in the town of Godmanchester – terminating on:

- The Avenue (B1044), at a point 39 metres north of its junction with Park Lane
- West Street (B1043), at a point 384 metres southwest of its junction with The Causeway(B1043) and Old Court Hall
- Silver Street, at a point 22 metres south of its junction with Duck End
- Cambridge Road (B1044), at a point 139 metres east of its junction with Meadow Way
- London Road, at a point 142 metres southeast of its junction with Martin Close

2. Consultation

The speed limit Order (SLO) was advertised in the Hunts Post, and the statutory consultation was started, on the 5th October 2022. The twenty-one-day notice period subsequently ran until the 26th October 2022.

The statutory consultees were engaged, including the County and District Councillors, the Police and the emergency services. Godmanchester Town Council were also engaged, where it was also requested that the details of the consultation be advertised on their website.

The Police maintain their position about 20mph limits, in that they will only be supportive if current mean speeds on the affected roads are 24mph or less or if the proposals are accompanied by physical measures to render them self-enforcing.

County Councillor, Cllr Graham Wilson, requested the clarification of certain aspects of the scheme, but offered no comments of support or objection.

District Councillors: Cllr Debbie Mickelburgh, Cllr Brett Mickelburgh & Cllr Sarah Conboy, offered a joint response, fully endorsing the proposal – pointing out that their historic Neighbourhood Plan public consultation indicated a common desire, among residents, to reduce speeds within Godmanchester, and that this 20mph zone will deliver that ambition.

The consultation yielded 21 representations, of which: 3 objected to the proposal, in its entirety; 1 objected to such a limit on main routes, whilst supporting its install on 'housing estates'; and 17 offered supporting comments. The salient points of the received objections are outlined below, with the officer's responses provided alongside.

7 representations, of which: 2 outright objected to the proposal; 1 objected to the western and eastern extents of the zone; and the remaining 4 requested an extension of the 40mph

buffer zone (along with other additions), which is outside the scope of the project and is not compliant with the Council's 40mph speed limit policy. The salient points of the received objections are outlined below, with the officer's responses provided alongside.

No.	Issue raised	No. of times raised	Officer response
1	Waste of money	3	The benefits of 20 MPH Zones include: safer environments around schools, safer crossing facilities for pedestrians (particularly for older people and those with disabilities), safer conditions for cyclists, and the possibility of fewer and less severe collisions. Air quality can also sometimes improve inside a 20MPH Zone.
2	Compliance is unlikely, especially the minority that don't abide by the existing 30	2	The changes in speed limit will be clearly signed and roundel markings will be placed on the ground at each Zone Entry/Exit Point. Unfortunately, we did not have the budget available to implement any physical measures. This is something we could look at in the future if there is local support for this
3	Any accidents, which are limited in number, tend to be located at junctions where speed isn't the cause – lack of concentration is	3	During the last 5 years there have been over 30 accidents inside the proposed zone boundary. (Source: https://www.crashmap.co.uk/) Not all accidents have been at junctions and there have been several given a 'Serious' rating
4	Past levels of congestion have been alleviated by the new road system, so the increased road capacity of a 20mph limit would be of little benefit to residents	1	The benefits of 20 MPH Zones include: safer environments around schools, safer crossing facilities for pedestrians (particularly for older people and those with disabilities), safer conditions for cyclists, and the possibility of fewer and less severe collisions. Air quality can also sometimes improve inside a 20MPH Zone.
5	There are no safety issues to address relating to traffic speed as 30mph and traffic calming are sufficient restrictions	1	During the last 5 years there have been over 30 accidents inside the proposed zone boundary. (Source: https://www.crashmap.co.uk/) Not all accidents have been at junctions and there have been several given a 'Serious' rating

6	Junction wait times will be longer, adding to pollution	1	Drivers should not manoeuvre into traffic unless it is safe to do so. A reduced speed allows a greater reaction time for any driver caught unaware by traffic leaving side roads.
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Duxford 20mph zone

5. Proposal

To implement a 20mph zone in the village of Duxford starting/ending on Moorfield Road at a point 234 metres north of its junction with St John's Street, on Hinxtun Road from a point 77 metres southeast of its junction with Rectory Road, on Ickleton Road from a point 17m southeast of its junction with Blakeland Hill, on Grange Road from a point 88 metres southwest of its junction with Ickleton Road and on Hunts Road from a point 10 metres northwest of its junction with St John's Street.

6. Consultation

The proposed speed limit Order (SLO) was advertised in the Cambridge News, and the statutory consultation was started, on the 5th October 2022. The twenty-one-day notice period subsequently ran until the 26th October 2022.

The statutory consultees were engaged, including the County and District Councillors, the Police and the emergency services. Duxford Parish Council was also engaged, where it was also requested that Parish Council advertise the details of the consultation on their website and/or social media channels.

The Police maintain their position about 20mph limits, in that they will only be supportive if current mean speeds on the affected roads are 24mph or less or if the proposals are accompanied by physical measures to render them self-enforcing.

The County Councillor, District Councillor and Duxford Parish Council offered no comments.

The consultation yielded 1 objection and no other comments.

The salient points of the objection are outlined below, with the officer's responses provided alongside.

No.	Issue raised	No. of times raised	Officer response
1	The current speed limit of 30mph (with a small section of the village at 20mph) seems fully sufficient for purpose.	1	With regard to your question on accident statistics, since 2017 there have been 3 accidents inside the proposed zone. 2 slight and 1 serious.

	<p>In proposing this speed limit, I hoped that some research had gone into the necessity of this. How many car accidents where there have been minor injuries have there been in Duxford over the past 5 years? How many car accidents where there have been major injuries have there been in Duxford over the past 5 years? I am not aware of any.</p> <p>I note that the Statement of Reasons for this application contains no specific justification for the extension of the speed limit, and thus it is unnecessary.</p>		<p>The introduction of 20mph zones can improve road safety and encourage modal shift to more sustainable modes of transport such as cycling and walking. Research by the UK Transport Research Laboratory has shown that every 1mph reduction in average urban speeds can result in a 6 per cent fall in the number of casualties.</p> <p>Cambridgeshire County Council's Joint Administration has indicated a desire to implement more 20 mph schemes across the county. Each request for 20mph speed limits is assessed against a criteria. More details regarding 20mph zone funding and implementation can be found in the committee paper at item No. 7 on the Cambridgeshire County Council's website (link supplied)</p>
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