

## Local 20mph 2024-2025 Programme

To: Highways and Transport Committee

Meeting Date: 1 October 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2024/050

Executive Summary: This paper provides an update to the committee of the outcome of the 20mph prioritisation process and seeks approval of the prioritised 20mph applications for the 2024/25 20mph design and delivery programme.

Recommendation: The committee is recommended to:

- a) Approve the projects detailed in the prioritised lists attached to this report at Appendix 1;
- b) Delegate authority to the Executive Director of Place and Sustainability, in consultation with the Chair and Vice-Chair of the Highways and Transport Committee, to add and remove individual projects from the 20mph delivery programme as required; and
- c) Note that these schemes will be delivered through existing and compliant procurement arrangements.

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# 1 Creating a greener, fairer, and more caring Cambridgeshire

- 1.1 Ambition 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.

All schemes included in the programme have been considered against the objective of meeting the Council's Net Zero ambitions. Specific scoring criteria are related to environmental improvements such as promotion of active travel transport modes which contribute to this goal. The default delivery process is to utilise the lowest carbon option available to reduce the projects carbon impact.

- 1.2 Ambition 2: Travel across the county is safer and more environmentally sustainable.

All schemes included in the programme have been considered against the objective of improving the safety of all road users within the specific projects which make up the programme. Often a request from the local community for a 20mph limit has been driven by a local desire to improve road safety for residents and vulnerable users in their parish.

- 1.3 Ambition 3: Health inequalities are reduced.

The projects delivered through this programme contribute to improving people's health and wellbeing which is one of the key scoring / prioritisation areas, as is active travel. Projects include schemes that improve access to key services such as healthcare provision and enables and encourages users to make a switch from private car to active travel for local journeys.

- 1.4 Ambition 4: People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs.

The projects delivered through this programme contribute to improved transport access to key destinations and services that enable people to live more independently and increase their opportunities and quality of life. A key driver is encouraging an increased uptake in active travel modes for local journeys.

- 1.5 Ambition 5: People are helped out of poverty and income inequality.

The projects delivered through this programme contribute to helping people out of poverty and income inequality as often highway improvements are targeted at active travel, or increased access to public transport for the local community through this process.

- 1.6 Ambition 6: Places and communities prosper because they have a resilient and inclusive economy, access to good quality services and social justice is prioritised.

The projects delivered through this programme contribute to improved access to services, jobs, and education at a community level, especially for local journeys.

- 1.7 Ambition 7: Children and young people have opportunities to thrive.

The projects delivered through this programme contribute to improved opportunities for children and young people, often 20mph improvements are targeted around schools and

leisure facilities by the local community through this process. An expected additional benefit is an increase in the amount of people walking, wheeling, and cycling for local journeys, including to / from schools, resulting in healthier outcomes, positive reductions in pollution levels around schools and built-up areas as a result.

## 2 Background

- 2.1 The 20mph initiative provides the opportunity for local community groups and parish and town councils to apply for funding to progress a 20mph speed limit within their respective area. The schemes are community driven, giving local people the opportunity to review speed limits within their local area. The cost of schemes is entirely met by the County Council.
- 2.2 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. It is the intention to seek further external funding to supplement the amount allocated when the opportunity arises, and once the level of community interest had been established.
- 2.3 The first tranche of 20mph projects were funded with £100,000 from this allocation and has been successfully delivered on site, whilst the second phase is well underway. Further details on the progress of the 2023/24 programme are as follows:
  - Twenty projects were funded as part of the 2023/24 programme.
  - To date two have been installed in Great Staughton and Great Abington.
  - There are three further schemes which are expected to be delivered in late summer.
  - Thirteen projects are ready for formal consultation following further informal consultation between the applicant and residents.
  - There are two projects that remain within design awaiting the outcome of informal consultations with applicants and their respective communities, these are both expected to progress to the formal consultation in late summer month.
  - It is anticipated that all twenty projects will be delivered before the end of the 2024/25 budget year.
- 2.4 £150,000 has been identified and approved for delivery of new 20mph projects for the 2024/25 funding round. This has been allocated from the Integrated Transport Block, further information on this can be found under Item 8 here [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#).
- 2.5 The process for scoring and prioritising 20mph applications mirrors the process followed in the previous round. This programme was approved by the Committee in October 2023, Item 5 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#), 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.
- 2.6 This is the third year of the process, and 66 applications were received countywide. A considerable proportion of these were resubmissions, following officer feedback, of applications submitted for the 2023/24 funding round. All applications were rescored by officers using the same approach to ensure consistency. Of the total number received, 8 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	17
Cambridge City	6 (see item 3.4 below)
South Cambridgeshire	36
East Cambridgeshire	5
Fenland	8

Table 1 – Applications by district

### 3 Main Issues

- 3.1 Interested parties were invited to submit their 20mph applications earlier this year to be considered for funding in the 2024/25 delivery round. The application window opened on 15 January 2024 and ran to 15 March 2024. More details regarding the application process and timeline can be found on the Council's website - [20mph Funding - Cambridgeshire County Council](#).
- 3.2 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. Moderation sessions were then undertaken as a group before a final score for each application was given to ensure consistency.
- 3.3 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 Member Working Group on 6 August 2024. The officer scoring was scrutinised by members at this meeting prior to being provisionally agreed, subject to formal approval at this Highways and Transport committee meeting.
- 3.4 The countywide finalised scores and rankings can be seen in detail in Appendix 1. It should be noted that 8 projects from the list have been identified for inclusion in the programme due to the amount of funding available. Therefore, all the £150,000 funding has been allocated to those projects. Where applications have an identical score, they have been further prioritised based on their respective accident data for each identified 20mph location. This methodology was agreed by the 20mph Members Working Group. A high-level breakdown of the prioritised 20mph projects per district area is as follows:

District	Total number of successful vs total applications
Huntingdonshire	2 / 17
Cambridge City	0 / 6*
South Cambridgeshire	4 / 36
East Cambridgeshire	1 / 5
Fenland	1 / 8

Table 2 – Proportion of successful applications [\*It should be noted that although we received 6 number applications for the Cambridge City area this round; these were not have been progressed through this programme. This is because funding is available to deliver a Cambridge wide 20mph project, (subject to consultation) through an alternative programme. Therefore, all 6 applications have been included in this. The applications which have been shared are as follows:

- Abbey, Barnwell Road area.
- King Hedges, Kings Hedges Road area.
- Queen Edith's, Fendon Road area.
- Romsey, Coldham's Lane area.
- Trumpington, Anstey Way area.
- Trumpington, Grantchester Road area.]

- 3.5 Unlike other processes, such as the Local Highway Improvement Initiative, those applicants who have not received funding for the 2023/24 round remained on the ranked list for the 2024/25 funding round and will do so for the 2025/26 round also, along with those unsuccessful 2024/25 projects. The ambition being to work down the list until all the projects on it are prioritised subject to funding. There will also be further opportunities for new applications to be made, and the intention is to reopen the application window early in 2025 for the 2025/26 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 2024/25 delivery list would then be re-ranked, to include any new or revised applications, and re-prioritised for the 2025/26 delivery round. £150,000 has again been set aside for the 2025/26 round.
- 3.6 Should any of the prioritised applications subsequently prove to be unfeasible, or the actual cost of delivery be less than forecast, the next application(s) on the priority list, (those currently sitting below the red line and therefore unfunded) would be progressed using the now available funding if these are identified before the end of January 2025. 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.
- 3.7 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 1 should therefore be treated as indicative only.
- 3.8 Delivery, (subject to further consultation) of the 2024/25 20mph programme is expected to commence on site late in quarter 2 of the next budget year. The schemes would be delivered, subject to further consultation, sequentially as part of a rolling programme, which will go through to Quarter 4 of the 2025/26 budget year. This means that delivery will commence once the weather starts to improve following the spring period.
- 3.9 Subject to the Committee's approval, further informal consultation will be required with the successful applicants and their respective communities before the final scheme extents are agreed. There is a specific requirement at application stage that the applicant demonstrates that they have consulted with their community to an extent which gives officers confidence regarding the level of support and viability of delivery. Officers will use this as the basis for a further round of community engagement before the project is progressed to statutory

consultation stage. Should objections to the proposal be forthcoming at the statutory stage, then these will be reviewed and decided via the Council's standard process for such items. Subject to outcome, the project would be progressed to delivery, or objections upheld and withdrawn or rescope considering received feedback, and then re-consulted on.

- 3.10 The application window proposed for the next 20mph application round will be as follows: -
- Application window opens – Monday 27 January 2025
  - Application window closes - Friday 28 March 2025 at 5pm
  - Prioritisation process undertaken - April to July 2025
  - Report to committee including prioritised list for approval – October 2025
- 3.11 In order to help applicants when completing the 20mph application form, the Council's website will again be updated to include some of this year's highest scoring submissions. Within the 20mph programme update at the bottom of the page, information is provided on the delivery progress of those projects which have already received funding - [20mph Funding - Cambridgeshire County Council](#).

## 4 Alternative Options Considered

- 4.1 The recommendations outlined in this report have been formulated following the creation of a prioritisation approach for 20mph applications agreed on 25 May 2022 by the cross party 20mph MWG. The individual schemes will be delivered via the Term Services Contract, which is an approved procurement route. Where applicable, three quotations will be expected to prove best value prior to delivery. Alternatives to this process, and changes to the programme were previously explored with the 20mph MWG and the approach as outlined in this report is the preferred option.

## 5 Conclusion and reasons for recommendations

- 5.1 The committee is asked to approve the list of prioritised schemes as identified in Appendix 1 for design and delivery. Approval as requested will allow officers to proceed with the design and delivery of the 2024/25 20mph programme, meeting the Council's ambitions and objectives. The work will be delivered via an existing procurement route available to the authority.

## 6 Significant Implications

### 6.1 Finance Implications

The required resources and budget are available to deliver the programme as identified here. Future years are dependent on further funding being made available. The current allocation only runs until the end of 2025/26.

## 6.2 Legal Implications

There are no significant implications within this category, the projects will require a legal order prior to being installed on site, this process will follow the statutory guidelines. All work will be delivered via an existing contract already procured by the authority and available for use.

## 6.3 Risk Implications

There are no significant implications within this category. However, it should be noted that following recent changes to guidance relevant to 20mph speed limits, the pre-construction phase of delivery is likely to be extended, and this will extend the overall programme duration. This is due to a more robust informal consultation phase being required which will be managed by the Council rather than the applicant.

## 6.4 Equality and Diversity Implications

The officer led approach adopted a consistent scoring system, as does the prioritisation matrix. Many of the schemes will improve road safety for vulnerable users such as the young, elderly and disability groups. The 20mph initiative empowers community groups to bring forward improvements and gives local people a real influence over bringing forward improvements that benefit their local community. The approach to prioritisation and delivery has already been reviewed through the councils Equality Impact Assessment (EQiA) process. A new EQiA, specific to the 2024/25 programme has been produced for the 2024/25 programme and is attached to this report at Appendix 2.

## 6.5 Climate Change and Environment Implications (Key decisions only)

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.

Implication 2: Low carbon transport.

Positive/neutral/negative Status: neutral.

Explanation: No positive or negative impacts identified for works listed in the report, although some of the suggested improvements may contribute positively to increased use of non-motorised transport for local trips.

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.

Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: negative.

Explanation: Some projects will generate waste from shallow excavations to construct new highway features, although comparative to other programmes this is minimal due to the types of schemes being installed.

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.

Implication 6: Air Pollution.

Positive/neutral/negative Status: positive.

Explanation: Potential increases in air pollution because of some of the schemes listed in the report, could result in increased incidences of acceleration and deceleration in the vicinity of the new limit, however this is expected to be offset by increases in the number of people walking, cycling, or wheeling for local journeys once the 20mph limit has been introduced.

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.

## 7. Source Documents

- 7.1 5<sup>th</sup> March 2024 ITB funding paper: Item 8 [Document.ashx \(cmis.uk.com\) Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)
- 7.2 3<sup>rd</sup> October 2023 20mph Programme paper: Item 5 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)
- 7.3 12<sup>th</sup> July 2022 Traffic Management Update: Item 14 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](#)



8. 20mph prioritised delivery list included as a separate pdf.

**Appendix B – 24/25 Equality Impact Assessment.**