

## St Ives and Fulbourn 20mph Zone and Speed Limit Schemes

- To: Highways and Transport Committee.
- Meeting Date: 1 October 2024
- From: Executive Director of Place and Sustainability
- Electoral division(s): St Ives South, Needingworth and Fulbourn
- Key decision: No
- Forward Plan ref: N/A
- Executive Summary: The purpose of this report is to determine the received objections and representations regarding the proposed installation of a 20mph zone in the southern half of St Ives and the 20mph speed limit and 40mph buffer zones in Fulbourn.
- Recommendation: The Committee is recommended to:
- a) Determine the formal objections to the St Ives South and Needingworth Speed Limit Order without holding a public inquiry, and for the reasons set out in the report and Appendix 4 (Statement of Reasons), approve the proposed speed limits as advertised;
  - b) Inform the objectors to the St Ives South and Needingworth Speed Limit Order accordingly;
  - c) Determine the formal objections to the Fulbourn Speed Limit Order without holding a public inquiry, and for the reasons set out in the report and Appendix 8 (Statement of Reasons), approve the proposed speed limits as advertised; and
  - d) Inform the objectors to the Fulbourn Speed Limit Order accordingly.

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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.

A study carried out by Imperial College London, regarding 20mph zones in London, showed that whilst such 20mph schemes had no net negative impact on exhaust emissions (compared with areas subject to 30mph speed limits), vehicles tended to move more smoothly, with fewer accelerations and decelerations. This driving style reduces particulate emissions from tyre and brake wear, which represents a significant cause of air pollution from **vehicles (see 6.1.c and 6.2.c)**.

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

- Lower traffic speeds can lessen the likelihood of collisions occurring and can lessen the severity of any such collisions, should they occur.
- Lower traffic speeds can encourage the uptake of walking, cycling and other sustainable modes of travel.
- Health inequalities are reduced.
- Reduced particulate emissions, through smoother driving, can benefit those with respiratory illnesses.
- Lower vehicle speeds can have a positive impact on road safety for vulnerable road users e.g. can help those with decreased mobility to cross the road safely.

## 1.3 Ambition 7: Children and young people have opportunities to thrive.

- Lower traffic speeds, particularly near schools, can have a positive impact on road safety for vulnerable road users, such as children.
- Lower vehicle speeds and the associated benefits to road safety can help support child independence by encouraging sustainable modes of travel (cycling and walking) to and from school.
- Lower vehicle speeds and the associated benefits to road safety can also support safe access to play areas and green spaces.

# 2 Background

2.1 St Ives is one of Cambridgeshire's market towns, located in the east of Huntingdonshire approximately 4.5 miles east of Huntingdon town centre and approximately 12 miles northwest of Cambridge city centre. The A1123, a busy cross-county A-road linking Huntingdon with Soham, serves as the main thoroughfare through the town (which bisects the town latitudinally), although the town also has links to the A14, one of England's major trunk roads, which is used extensively by traffic looking to access Cambridge City, via the A1096 and thus the A1307, as set out in **Appendix 1**.

2.2 The proposal is to implement a 20mph zone within the southern half of the town, as set out in **Appendix 2**, which expands on the pre-existing zone within the town centre. The affected roads are predominantly residential in nature with attributes that support the implementation of such a speed limit (e.g. physically narrow or artificially narrowed due to on-street parking).

- 2.3 The proposal includes the installation of a 20mph speed limit on Stanpoint Way, a small cul-de-sac to the south of St Audrey's Lane, as it cannot be included in the proposed 20mph zone.
- 2.4 Three of the roads included in the proposals are heavily utilised by motorists looking to access either the town centre or to bypass traffic on the A1123 / A1096 (St Audrey Lane / Harrison Way respectively). However, as above, these roads also possess attributes that support such a limit. The roads in question are that of Ramsey Road, Pig Lane/Broad Leas and Needingworth Road of which:
- Ramsey Road is host to a primary school, where it is currently subject to a 20mph limit during school drop-off/pick-up times.
  - Pig Lane/Broad Leas is host to an 'Infant & Nursery School', which has a system of speed cushions and raised tables covering its frontage.
  - Needingworth Road has a system of speed cushions and road narrowing along the northern half and its southern half is restricted by on-street parking. Often resulting in one-way give and take traffic. It also hosts a nursery, mosque and church.
- 2.5 20mph speed limits improve road safety and can have quality of life and community benefits, including encouraging healthier and more sustainable transport modes, such as walking and cycling. There may also be environmental benefits as driving more slowly at a steady pace can save fuel and reduce pollution.
- 2.6 Prior to the statutory consultation being undertaken, the town council advertised several surveys to ascertain the level of local support. The original survey showed a majority support for 20mph zones, so a secondary survey was carried out to clarify whether residents wanted the zone to include the entire town or just the area south of St Audrey's Lane.
- 2.7 The secondary survey yielded 364 responses (68 paper responses and 296 online responses via the Survey Monkey platform), of which the results of the whole town zone were: 41.9% - Yes, 14.1% - Not Sure and 44% - No, whilst the results of a south of St Audrey's Lane zone were: 61.6% - Yes, 8.8% - Not Sure and 29.6% - No.
- 2.8 Further details regarding the surveys are outlined in the minutes of the meeting of St Ives Town Council held on the 11 of October 2023.
- 2.9 The Fulbourn scheme, as a successful application from the 2023/24 20mph funding initiative round, involves the introduction of a 20mph speed limit zone on all residential roads within the built-up part of Fulbourn, except for lengths of road on the edge of the village where 30mph and 40mph limits will be retained or new ones introduced. These include Balsham Road (new 40mph buffer), Cambridge Road (new 40mph buffer), Hinton Road (existing 30mph), Shelford Road (existing 40mph), Teversham Road (existing 40mph) and Wilbraham Road (new 40mph buffer). The proposed 40mph limits are designed to provide a smoother transition between the national speed limit (60mph for cars) and the proposed 20mph limit. A scheme drawing is attached at Appendix 5 to this report.
- 2.10 Funding for the proposed 20mph limit was applied for by The Fulbourn forum community group, with support from Fulbourn Parish Council, and after consulting the local member. The application was made following positive informal consultation with its constituents and, once funding had been secured, input from said constituents was sought to help influence

the scheme's design. The informal consultation involved consultation with members of the local primary school and opinion polls circulated via the local newsletter (the Mill Community magazine). In total 322 people were in favour of the application being made.

- 2.11 An informal consultation exercise with residents and other interested parties was then undertaken to obtain local feedback and support of the proposed scheme prior to proceeding to the statutory process. The project engineer met with the local member and parties from the Fulbourn Forum in December 2023 to discuss the design, which led to a further revision.

### 3 Main Issues

- 3.1 The Speed Limit Order (SLO) procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals, citing their reasons, in writing within a twenty-one-day notice period.

#### St Ives South and Needingworth Speed Limit Order

- 3.2 The St Ives South and Needingworth Speed Limit Order was advertised in the Hunts Post on 3 April 2024 and the statutory consultation period ran from 3 April 2024 to 24 April 2024 – statutory consultees, councillors and town council were however informed of the proposals on 21 March 2024.
- 3.3 The statutory consultees were engaged, including the police and the emergency services. The police provided the following comments, but overall offered no objection. No comments were received from the other emergency services.

'With regards to 20mph speed limits, the NPCC guidance on police enforcement of 20mph schemes reads;

The National Police Chiefs Council maintain the view regarding 20mph speed restrictions that these are not supported unless current mean speeds on the affected roads are 24mph or less OR said proposals are accompanied by physical measures to render those restrictions self-enforcing. On the affected road(s) reliance should not be placed on police, being the enforcement agency, to conduct specific, targeted, or routine enforcement activity to achieve compliance unless specifically and locally agreed. Such agreement is not, at this time in place, in as far as this proposal is concerned.

The DfT guidance document 'Setting Local Speed Limits goes onto support this with: 89. Successful 20mph zones and 20mph speed limits are generally self-enforcing: that is, the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance, there should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed.

The police understand and support the overall strategy in implementing a 20mph speed limit zone on roads in St Ives. Evidence supports a lower speed can lead to less collisions and in the event of a collision, less significant injuries.

However certain roads have a primary purpose to facilitate the movement of traffic and as a result may well require a review as for the placement of physical traffic calming measures to support the designed terminal and repeater signage.

As a result of a lowering of a speed limit there also may well be concerns raised by residents and road users about speed compliance potentially creating requests for enforcement.

In addition, there could well be issues on some of the roads in this proposal relating to speed perception and divergence (with evidence of risk behaviours such as tailgating and inappropriate overtaking) creating a higher propensity of incidents and collisions, something a lower speed limit is trying to minimise.

- 3.4 Notwithstanding this on behalf of the Chief Officer, the Police offer no objection.'
- 3.5 County Councillor Kevin Reynolds and District Councillors Catherine McIntyre Gleadow and Nic Wells were consulted. Councillor Reynolds commented that he was not completely behind the scheme and wished to wait and see how things progressed. No comments were received from the other councillors.
- 3.6 The statutory consultation resulted in a total of 35 representations, of which; 14 wholly objected (to the making of the speed limit Order), 1 was neutral, 4 were partly supportive and 16 were wholly supportive. The salient points of the received representations are outlined in the table in Appendix 3, as are the officer responses. It is to be noted that, the partly supportive representations typically requested additional measures, which are outside the scope of the project, such as the addition of parking restrictions near St Ivo Academy (to address obstructive parking) and/or a reduction of the speed limit on other nearby roads.

### Fulbourn Speed Limit Order

- 3.7 The Fulbourn Speed Limit Order was published in the Cambridge News on 13 March 2024 and the statutory objection period ran until 8 April 2024. Relevant documentation was available on the Council's website.
- 3.8 The statutory process resulted in the receipt of a total of 136 written representations, which included 17 objections (13 wholly object and 4 partly object), 114 offering support (96 wholly support and 18 partly support) and 5 neutral responses. The main issues raised have been summarised in the table in Appendix 6 to this report, with the officer responses also given in the table.
- 3.9 In addition, Cambridgeshire Police submitted a formal response, attached at Appendix 7. The main points raised by the traffic management officer, are that the police understand and support the overall strategy of implementing a 20mph speed limit in Fulbourn. However, there are a number of roads within Fulbourn where the police have concerns relating to speed compliance without any supportive traffic calming measures due to their alignment and environment.

- 3.10 The officer's response to the police's comments is that their concerns about noncompliance in some roads are noted. It is accepted that the police are unable to provide a significant level of enforcement attention to 20mph speed limits. Roads on the periphery of Fulbourn that are less built-up have been excluded from the 20mph limit for that reason.
- 3.11 Within the village it is considered that it is important to apply a consistent speed limit to aid driver understanding and limit street furniture. Post-implementation, it may be possible to consider traffic calming measures to target those stretches of road where compliance with the 20mph limit is low.

## 4 Conclusion and reasons for recommendations

- 4.1 The proposed St Ives 20mph zone encapsulates the southern half of the town leaving the main thoroughfare (St Audrey's Lane) as being 30mph. The zone serves as an expansion of the existing 20mph zone within the town centre, on roads that are predominantly residential in nature, with the busiest roads within the zone featuring characteristics that help justify a lower speed limit. For example:
- Ramsey Road is host to a primary school, where it is currently subject to a 20mph limit during school drop-off/pick-up times. A green space / play area is located opposite the school and the road serves as the primary access to the town's leisure centre.
  - Pig Lane/Broad Leas is host to an 'Infant & Nursery School', which has a system of speed cushions and raised tables covering its frontage.
  - Needingworth Road is used as a 'rat-run' to avoid traffic around the outskirts of the town, however, it has traffic calming features along the northern half and the southern half is narrowed by parked vehicles (often resulting in one-way give and take traffic). It also hosts a (small) nursery and various religious buildings.
- 4.2 Despite the limited response rate to the statutory consultation, more supportive representations were received than objections, which aligns with the results of the town council's informal consultation.
- 4.3 It is acknowledged that opinions vary on 20mph speed limits. Some people strongly support them, whilst others are opposed. In the case of Fulbourn, there is some opposition, but there is strong local support for a 20mph limit.
- 4.4 20mph limits are widely used to encourage drivers to travel at lower speeds, particularly in residential areas where it is common for more vulnerable road users to be present. In addition, there are likely to be higher numbers of pedestrians and cyclists, who will feel safer and more confident if motorised vehicles are travelling at reduced speeds. 20mph speed limits represent a relatively cost-effective way to improve road safety and encourage more sustainable modes of transport.

## 5 Significant Implications

### 5.1 Finance Implications

The necessary resources have been secured through the 20mph funding programme.

## 5.2 Legal Implications

The statutory legal processes relating to the processing of Traffic Regulation and Speed Limit Orders have been followed.

## 5.3 Risk Implications

There are no significant risks arising from the proposed recommendations in this report.

## 5.4 Equality and Diversity Implications

A consistent approach is taken when assessing proposals. 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), attached at Appendix 9.

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

- 20mph schemes can have a positive impact on vulnerable road users such as children, those living with a disability and the elderly.

## 6. Source Documents

- 6.1 Copies of the written representations (redacted) received during the consultation period are available upon request from the Policy & Regulation team.  
([policyandregulation@cambridgeshire.gov.uk](mailto:policyandregulation@cambridgeshire.gov.uk))
- 6.2 Copies of the consultation documents (public notice, plans and Statement of the Council's Reasons for proposing the Order) are available at [Public Consultation \(appyway.com\)](http://Public Consultation (appyway.com)) & available upon request from the Policy & Regulation team.
- 6.3 [London Assembly: Question & Answer – 20mph Speed Limit and Air Pollution](#)
- 6.4 [St Ives Town Council 20mph Zone Informal Survey Results](#)