

# CAMBOURNE TOWN COUNCIL

District of South Cambridgeshire

Council Meeting 5<sup>th</sup> September 2023

## Traffic Matters and Road Safety

### Correspondence

	FROM	SUBJECT
13.1	John Tsui, Consultant at PJA	Traffic in Villages: Cambourne
13.2	Cambridgeshire County Council	Cambourne 20mph zone

The below schedule is a summary of correspondence circulated by the Town Clerk to Councillors since the last meeting by email

FROM	SUBJECT
The A428 Black Cat to Caxton Gibbet Team	A428 Black Cat to Caxton Gibbet Improvement Scheme
The A428 Black Cat to Caxton Gibbet Team	A428 Black Cat to Caxton Gibbet - July newsletter
National Highways	Roadworks update: A1 Biggleswade to Sandy
Greater Cambridge Partnership	Cambridge South West Travel Hub project update August 2023
Greater Cambridge Partnership	Greater Cambridge Partnership publishes Joint Assembly papers
National Highways	A428 Closures for Maintenance and Repair Works - Advance Notice

### 13.1 Traffic in Villages

**From:** John Tsui  
**Sent:** Monday, July 31, 2023 10:15 AM  
**To:** [office@cambourneparishcouncil.gov.uk](mailto:office@cambourneparishcouncil.gov.uk)  
**Subject:** Traffic in Villages: Cambourne

Good morning,

I hope your week is going well so far.

I'm a Transport Consultant at PJA, a transport planning, engineering and place-making consultancy based in Cambridge, but working all over the East of England.

We are passionate about improving the transport environment of rural towns and villages, by creating sensitive designs that prioritise highway safety and community interactions.

We recently developed a Traffic Management Strategy for East Bergholt Parish Council in Suffolk to support their Neighbourhood Plan process. Our strategy identified and developed interventions to enhance the street environment and address the traffic issues facing the parish, including road safety, limited footway space and parking issues. Based on a desktop review, we noted that Cambourne may be experiencing similar issues, particularly given an unreliable and lengthy bus service, parking and road safety cited as transport issues in your Parish Plan. As a consultancy, we are well placed to scope out schemes to address traffic calming and flow. In addition, we can consult on schemes to promote better multi-use paths to offset the balance of road users towards a more even distribution of walkers, cyclists, and motorised vehicle users. This would not only help to provide better accessibility throughout the parish and to the surrounding area but also serve to further reduce the parishes environmental impact.

I've attached some information with more detail on the scope of the work we typically undertake in villages.

Please let me know if you have any questions or would like to set up a call to discuss our services.

Kind regards,

John

transport • engineering • placemaking



# Traffic in Villages

An introduction to our services

## Introduction

### The issue

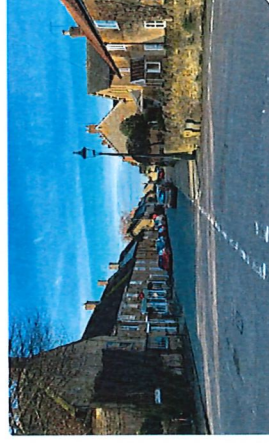
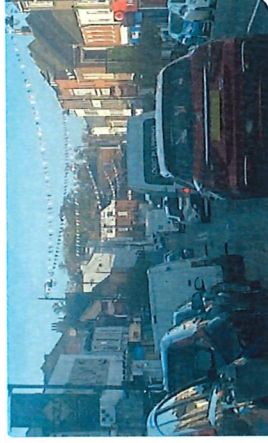
Traffic is an essential element of rural life, with most people in small towns and villages dependent on the provision of good transport connectivity to work, care, shop, socialise and explore.

Motorised transport in the form of cars and lorries is undoubtedly a key part of this rural transport connectivity. However, too often, the free movement of cars is prioritised at the expense of public transport, walking, wheeling and cycling.

As a result, many villages have car-centric streets that encourage high vehicle speeds, permit excessive on-street parking and provide limited opportunities for pedestrians to cross streets safely. A common example is the presence of wide junctions, devoid of enjoyable public realm and planting, that increase visibility for drivers, giving them the confidence to go faster, but make it more difficult for pedestrians to cross, especially those with mobility impairments.

The above issues are often exacerbated by new developments that lead to further increases in traffic volumes, and the presence of valuable heritage assets that often limits the opportunities to develop sustainable transport links.

Therefore, striking the balance between managing highway movements and creating comfortable, attractive and rural settlements is challenging. There are many aspects to consider when deciding on the appropriate transport balance in a rural context, including traffic speeds, parking availability, the provision of safe crossing points, as well as the economic implications of any changes to the village. A number of publications over the last decade have provided new techniques and principles for how to address achieving this balance in a rural context. The most notable guidance is the seminal, "Traffic in Villages Toolkit" published by Hamilton-Baillie Associates to help local communities tackle the issues in their towns and villages.



## How can PJA help?

PJA has worked closely with many Town and Parish Councils across the country, including in the East of England. Many of these projects are rooted in mitigating traffic in villages and smaller towns through the development of forward-thinking design proposals.

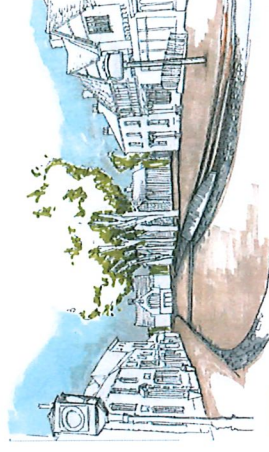
As a practice, we recognise that the impact of traffic on smaller town and village communities is a source of concern for local Councils and community groups. The erosion of pedestrian space and the consequent reduction in pedestrians, social/leisure activities and movement within settlements has serious implications for the social viability of smaller communities.

Across the country, we find communities face the same issues, including poor permeability of the residential street network, narrow and limited footways, high traffic speeds, a lack of safe cycle routes and underinvested highways and public realm.

We aim to help communities plan and develop design ideas for change and prepare reports and design proposals that explore ways to reduce the impact of vehicles, whilst retaining and enhancing the coherence and quality of places. We do this in close consultation with stakeholders including locals highway authorities.

Funding for transport proposals of this nature can come from a range of sources including national funding streams, local government and developer contributions.

PJA is at the forefront of the design and modelling of place-led streets; we aim to develop high-quality public spaces that cater for all modes of transport in a balanced way. We undertake all design, consultation and reporting in-house. Providing an integrated service makes the process clear, engaging and reassuring for our clients, and also helps to reduce costs and delivery timescales.



## Streetscape Principles

The following streetscape principles provide a sample of the types of changes which can be employed to address the common transport problems in rural contexts:

### Speeds and driver expectations:

Developing consistency between highway design and the built environment to indicate the rural context to drivers to reduce speed.

### Boundaries and gateways:

Creating clear, identifiable transitions between higher-speed roads and village contexts without resorting to overwhelming levels of signage and road markings

### Placemaking:

Enhancing the sense of place in a village through developing a village core, creating flexible spaces and providing seating and space for life to play out.

### Clutter:

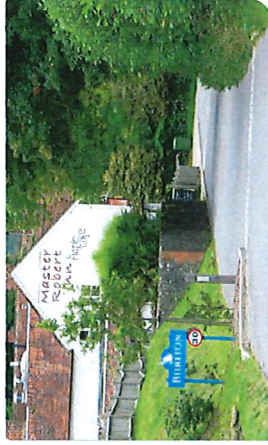
Reducing the amount of street clutter, including excessive signage which both erodes the rural context and reduces comfort levels for pedestrians.

### Crossings and Pedestrian Space:

Improving pedestrian crossings and pedestrian spaces by providing more space for pedestrians, reducing the width of crossings and improving visibility at junctions.

### Parking:

Managing parking to create a balance between providing enough spaces for amenities whilst maintaining public space and village quality.



## Our Experience

### East Bergholt Traffic Management Study

East Bergholt, Suffolk

East Bergholt Parish Council commissioned PJA to prepare a Traffic Management Strategy as part of their Neighbourhood Plan process. The strategy aimed to identify and develop interventions that enhanced the street environment in the Parish.

The first step in our study was to undertake a robust baseline analysis, which included commissioning traffic surveys, organising and analysing a community questionnaire and a undertaking a trip generation exercise.

Our analysis showed that East Bergholt faces a number of specific transport issues including village centre congestion, increasing traffic volumes and speeding, limited footway space and parking issues.

To help address these issues we developed a number of high-level street design interventions that sensitively maintained the distinctive qualities and coherence that underpins the attractive character of the village. The interventions aimed to influence the routing of heavy traffic and positively influence driver behaviour, in order to slow speeds, improve road safety, minimise noise and physical damage to the highway. Examples of suggested interventions included the realignment of a wide junction adjacent to a primary school to provide a shorter crossing span for pedestrians, plus seating and planting in the space reclaimed from the road.

Once initial design ideas were proposed, PJA facilitated design workshops, both with the Parish Council and with the wider community, to develop the ideas further and create a prioritised list of measures to take forward.



### Streets of Axbridge

Axbridge, Somerset

PJA were appointed by Axbridge Action Group to provide professional transport planning and traffic engineering advice in relation to their aspirations for improved active travel connectivity throughout Axbridge, with a particular focus on improving pedestrian amenity. The study included a baseline analysis of Axbridge, with a focus on walking and cycling, which included identifying the most popular walking routes and destinations to help refine the locations that interventions should be targeted.

Community engagement was at the heart of this project; an open workshop was held prior to the design stage to collaboratively develop a range of ideas for streetscape improvement.



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### 13.2 Cambourne 20mph zone

Good afternoon John,

The 'official line' from the Policy and Regulation team, who ran the consultation, is that we've received a number of written representations on the proposed 20mph speed limit zone and they will need to be considered by the Council. The decision on whether the scheme goes ahead or not is delegated to a senior officer, in consultation with County Councillor Mark Howell. The meeting has been arranged for 11<sup>th</sup> September 2023. It is not a public meeting, but the report being considered will be published on our [Delegated Decision Meetings page](#) about a week beforehand.

This is the only information I have regarding the consultation:

Cambourne

*We received just 5 representations.*

*4 objections.*

*1 support.*

Police

*In both cases the police have raised issues around compliance with a 20mph limit on certain roads. They also suggest that Cambourne Road, Cambourne would be more suited to a 40mph speed limit than a 30mph limit. In all cases the police are not formally objecting, but are questioning the suitability of the chosen speed limits.*

In line with the Police recommendation we are changing the Cambourne Road to 40mph.

Best regards

Simon

**Simon Manville**  
**Project Manager | Cambridgeshire County Council**

# AGENDA ITEM No. 13.2

Agenda Item No:

Report title: Consider Objections to Proposed 20mph Speed Limit Zone in Various Roads, Cambourne and a 30mph Speed Limit on Cambourne Road, Cambourne.

To: Delegated Decision Meeting

Meeting Date: 11<sup>th</sup> September 2023

From: Executive Director, Place and Economy

Electoral division(s): Cambourne

Key decision: No

Forward Plan ref: n/a

Outcome: To consider objections received in response to the publication of a proposal to introduce a 20mph speed limit zone in various roads in Cambourne and a 30mph speed limit in Cambourne Road and decide whether the scheme should be implemented.

Recommendation: a) Introduce the 20mph speed limit zone as published.  
b) Introduce a 40mph speed limit on Cambourne Road as opposed to the published 30mph limit.  
c) Inform the objectors of the decision

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## 1. Background

- 1.1 The County Council has resolved to introduce 20mph speed limits on a widespread basis in towns and villages across Cambridgeshire and this proposal is a part of that initiative.
- 1.2 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. Main Issues

- 2.1 The scheme involves the introduction of a 20mph speed limit zone on all built-up roads in Cambourne. In addition, a 30mph speed limit is proposed for that length of Cambourne Road between the A428 and the main part of the village. That road currently is subject to the national speed limit of 60mph for cars.
- 2.2 Before introducing new speed limits there is a statutory requirement for the Council to publish a notice and consult interested parties. This process invites the public to formally object to or submit other representations on the proposals in writing within a minimum 21-day notice period. There is also a requirement to consult with certain organisations, such as the emergency services, and others affected by the proposals.
- 2.3 The notice was published in the Cambridge News on 5<sup>th</sup> July 2023 and the statutory consultation period ran until 28<sup>th</sup> July 2023. Notices were displayed on the street and additional information was available on the Council's website.
- 2.4 A total of 5 written representations were received, which included 4 objections. The representations are included in the table in Appendix 4 with the officer responses also given in the table.
- 2.5 In addition, Cambridgeshire Police also submitted a formal response, a full copy of which is included in Appendix 5. In summary, the main points raised by the police traffic management officer are:-

a) 20mph speed limits should be relatively self-enforcing and should not rely on a high level of police enforcement.

b) Being of recent design, many of Cambourne's roads naturally moderate traffic speeds, so a 20mph limit is acceptable. However, that is not the case with some of the "through-routes" many of which more open, wider and straighter. Compliance with a 20mph limit on those roads is expected to be poor and there may be local calls for traffic calming and/or an expectation of enforcement action that the police will be unable satisfy.

c) A 40mph speed limit on Cambourne Road would be more appropriate than the proposed 30mph speed limit due to the characteristics of that particular length of road. Compliance with a 30mph limit on what is an open length of dual carriageway will be low.

The Council officer response to the police's comments is that the concerns about non-compliance with a 20mph limit on the main roads through Cambourne are noted. However, in the interests of consistency, inclusivity and clarity, it is recommended that the full 20mph speed limit zone is implemented as published.

The proposed 30mph speed limit on Cambourne Road is more difficult to defend as that length of road does not fit the usual criteria for a 30mph limit. It is a dual carriageway, there is no development alongside and the width, alignment and open aspect of the road are far more in keeping with a 40mph speed limit. It is usual practise to implement a transitional limit between the national speed limit (60mph for cars) and a 20mph zone. In the case of Cambourne Road a 30mph transitional speed limit was originally proposed, but on reflection it is considered that 40mph would be more appropriate. Hence, the officer recommendation b).

### 3. Alignment with corporate priorities

3.1 Environment and Sustainability  
There are no significant implications for this priority.

3.2 Health and Care  
There are no significant implications for this priority.

3.3 Places and Communities  
There are no significant implications for this priority.

3.4 Children and Young People  
There are no significant implications for this priority.

3.5 Transport  
The report above sets out the implications for this priority in paragraph 1.2.

### 4. Significant Implications

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

- Funding has been identified within Council budgets.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications  
There are no significant implications for this category.

4.3 Statutory, Legal and Risk Implications  
The following bullet points set out details of significant implications identified by officers:

- The statutory and legal processes relating to the requirement to publish and consult on this proposal has been followed.

4.4 Equality and Diversity Implications  
There are no significant implications for this category.

4.5 Engagement and Communications Implications

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

- The statutory consultees have been engaged, including County and District Councillors, Police and other emergency services.
- Notices were posted on street and were available to view online or by request.

#### 4.6 Localism and Local Member Involvement

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

- Relevant County and District Councillors were given the opportunity to comment as part of the statutory process.

#### 4.7 Public Health Implications

There are no significant implications within this category.

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

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: Lower traffic speeds may encourage more walking and cycling, but any benefit is expected to be relatively modest, particularly in the short term.

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

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: n/a

##### 4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

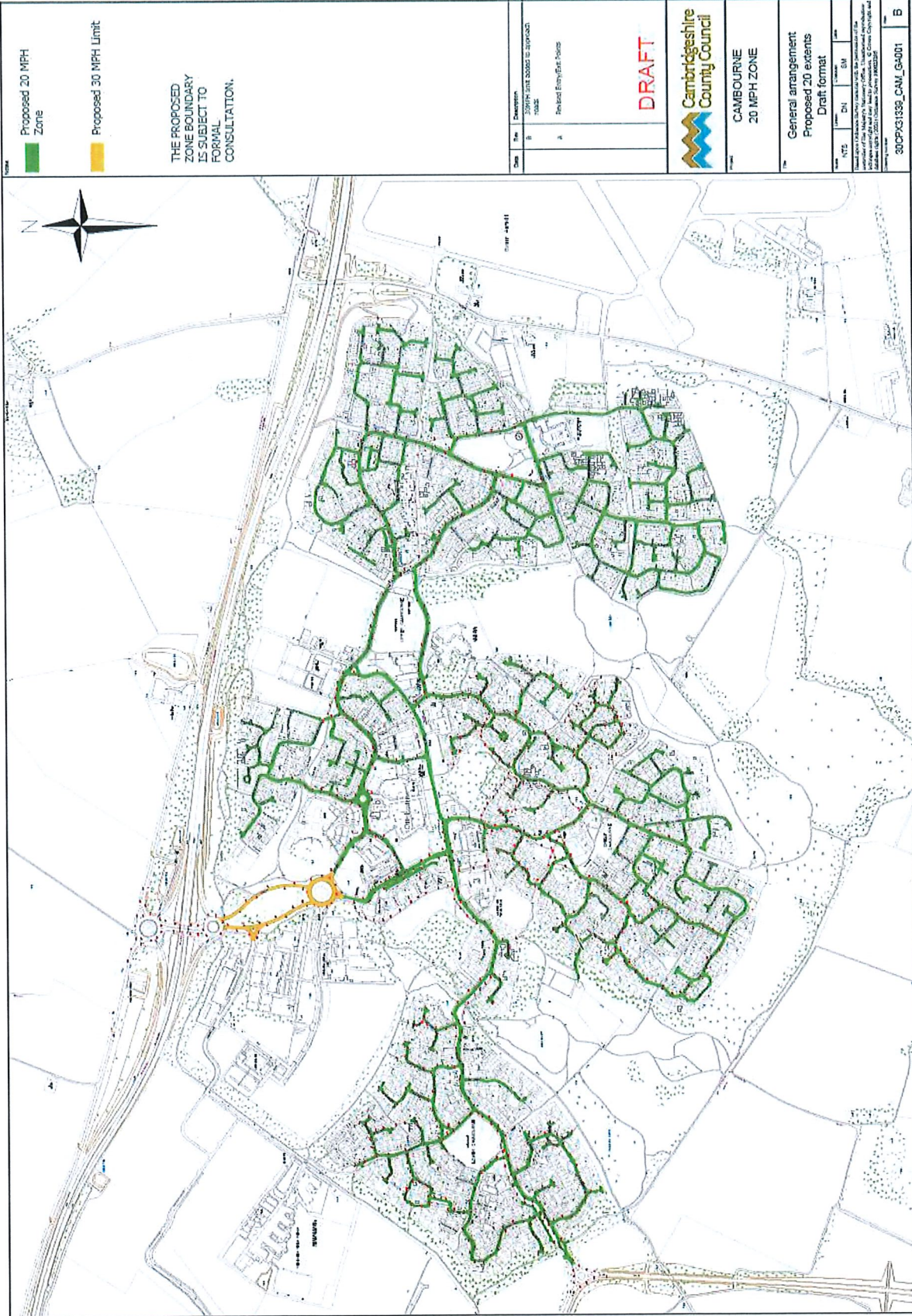
Explanation: n/a

##### 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: n/a

Appendix 2 Scheme Drawing



## Appendix 3 Public Notice

### Public Notice

Cambridgeshire County Council (Various Roads, Cambourne) (20mph Speed Limit Zone) Order 202-

Cambridgeshire County Council (Various Roads, Histon and Impington) (20mph Speed Limit Zone, 30mph and 40mph Speed Limits) Order 202-

Cambridgeshire County Council proposes to make Orders under the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of this Order will be to introduce:-

A 20mph Speed Limit Zone on Various Roads in Cambourne.

A 30mph Speed Limit on Cambourne Road from its roundabout junction with the A428 westbound slip roads to, and including, its roundabout junction with Back Lane and Broad Street.

A 20mph Speed Limit Zone on Various Roads in Histon and Impington.

A 40mph Speed Limit on specific lengths of Milton Road and New Road, Histon and Impington.

For further details of the above proposals, including drawings showing the roads subject to this proposal, please visit our [permanent traffic regulation orders page](#) and select PR0951. To request copies of documents please telephone 0345 045 5212 or use the e-mail address below.

Objections to the above proposals, stating the grounds on which they are made, or any other comments must be sent in writing to the undersigned or by e-mail to [policyandregulation@cambridgeshire.gov.uk](mailto:policyandregulation@cambridgeshire.gov.uk) by 28<sup>th</sup> July 2023 quoting reference PR0951. Comments received will be used as part of our consultation process and may be published, but will be anonymised, in any reports.

Frank Jordan, Executive Director, Place and Sustainability, c/o Policy and Regulation, Box No.D8E, Huntingdon Highways Depot, Stanton Way, Huntingdon PE29 6PY

5<sup>th</sup> July 2023

## Appendix 4 Objections and Other Comments Received, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
1	<p>I lived in Cambourne for about 18 yrs, &amp; still visit family there.</p> <p>The proposals are pointless for about 90% of the town road structure. The "minor" roads - we used to live in Purley Road - are invariably partially blocked with parked vehicles; achieving 30mph is almost impossible - 20mph or thereabouts is the norm.</p> <p>The areas that would benefit from a 20mph limit are the major roads (School Lane, Back Lane, Monkfield Lane, Mosquito Road, Eastgate, etc) &amp; any others associated with schools (Swansley Lane, etc).</p> <p>Imposing a blanket 20mph restriction will be impossible to police &amp; similarly impossible to install traffic calming measures to restrict traffic speed. Consequently, there will be little or no change to average speeds.</p> <p>As such, it will be a counter-productive exercise. Aim for enhanced road safety for the main roads - but these will need to be backed up with traffic calming measures / speed cameras.</p>	<p>It is true that many of Cambourne's "minor" roads were designed to keep speeds low and on-street parking also helps. This should ensure that the 20mph limit in those type of roads is largely self-enforcing, so is entirely compatible with a 20mph zone.</p> <p>It is sensible to include all road types within the 20mph zone in the interests of consistency. Also, if some roads were excluded, it would mean that a large number of 20/30 change-over signs would be needed, thus increasing costs and street clutter.</p> <p>It is acknowledged that there will be very little police enforcement of the 20mph zone, although there is ongoing dialogue with the police. However, wider evidence suggests that actual traffic speeds will be reduced, albeit probably not to sub-20mph levels in all roads.</p> <p>20mph speed limits without significant traffic calming have been trialled at many locations in the UK. Actual speed reduction is often modest, but any reduction is beneficial as it lowers the likelihood of collisions happening and reduces the severity of any that do occur.</p>
2	<p>Regarding the proposed TRO, I believe restricting the majority of roads in Cambourne to 20mph will make the roads more dangerous. At these low speeds, drivers will be constantly looking at their speedometer instead of the surrounding environment, which will drastically increase the risk of accidents. An alternative could be to use a 25mph limit instead. Driving around Cambourne, this is a more natural speed that will allow for enhanced spatial awareness while still safely maneuvering the bends in the road.</p>	<p>There is no evidence that regular checking of their speedometer by drivers increases the likelihood of collisions. The majority of drivers in Cambourne are likely to be locals and/or regular visitors. It is hoped that they will soon become accustomed to the lower speed limit and adjust their driving accordingly without having to constantly check their speed.</p> <p>The law does not currently permit speed limits of 25mph in the UK.</p>

	<p>I think decreasing the speed limit on Cambourne Road from the roundabout could be productive, but I think 40mph is a more realistic speed instead of the proposed 30mph.</p> <p>In summary, I strongly disagree with the restricting the majority of roads in Cambourne to 20mph, but think the introduction of a 40mph speed limit on Cambourne Road could be beneficial.</p>	<p>The alternative suggestion of a 40mph speed limit on Cambourne Road has considerable merit and is supported by the police. It is usual practise to implement a transitional limit between the national speed limit (60mph for cars) and a 20mph zone. In the case of Cambourne Road a 30mph transitional speed limit was proposed, but on reflection it is considered that 40mph would be more appropriate. That also falls in line with the police's preference.</p>
3	<p>I would like to oppose the 20mph and other speed limit proposal in Cambourne. This is unnecessary and utter waste of tax payer's money. There is no evidence that this limit is going to make our town safer or better in any way.</p> <p>Instead the money and resources should be used to repair roads promptly and crack down on illegal moped and electric scooter drivers that can be seen and heard racing around in Cambourne. None of them are going to follow the 20mph limit, are they?</p> <p>I feel that these proposed new speed limits are going to bring more congestion, confusion and chaos in the town hence I strongly object to this proposal.</p>	<p>The Council wants to improve road safety and encourage people to make more active travel choices. It is accepted that a 20mph speed limit will not result in radical changes in that respect, but should be seen as a small step towards achieving the Council's goals.</p> <p>The funding for 20mph speed limits is ring-fenced to that project and would not be spent on routine highway maintenance. The enforcement of moving traffic offences, such as illegal vehicle use, is a police matter.</p> <p>There is no evidence to suggest that there will be any significant negative effects following the introduction of 20mph limits.</p>
4	<p>I object to the proposal for imposing lower speed limit for Cambourne. The reasons for the objection are below</p> <p>1. As Cambourne is a fairly newly developed town, cycling and walking is adequately supported by segregated cycle lanes/ pavements along the 30mph main routes (Jeavons lane, Greenhaze lane, Monkfield one, Lancaster Gate and the like). So the reasoning that lower speed limit makes walking and cycling safer does not make sense.</p>	<p>It is acknowledged that Cambourne, as a newly constructed settlement, has many facilities to encourage walking and cycling. The proposed 20mph zone is intended to compliment those measures.</p>



	<p>2. 20mph is very slow for the longer distances that are needed to be traversed to reach the deeper parts of Cambourne. 20mph from entry of Cambourne to the end of Greenhaze lane or to the other end of Upper Cambourne is a very long distance to travel at this low speed and will take excessively long time. This has not been considered. As such, there is no justification for imposing this low speed limit on arterial roads which are used to travel long distances within Cambourne.</p> <p>3. No justification has been provided as to how many accidents have happened in Cambourne and what the council expects the number to drop down to with these measures. There are just some vague reasons provided.</p> <p>4. Most people in Cambourne use cars, as there are barely any facilities in Cambourne. Not even a permanent post office, no swimming pool. So, everyone using walking and cycling to travel is just wishful thinking.</p> <p>5. UK suffers with poor productivity. Longer travel time adds to productivity loss. Unfortunately, there is no consideration for this in the proposal.</p> <p>6. Most sensible drivers drive safely in Cambourne below the current speed limit and even slower on inner roads. The ones who break the speed limit will continue to do so when limit is below 20mph. It would be better for the council to invest in enforcement of the current limit of 30mph rather than reducing it. This will be more effective in ensuring safety of residents.</p>	<p>It is accepted that this 20mph zone covers a large geographical area, but in the interests of consistency and clarity it was felt that all roads within Cambourne should be covered.</p> <p>Injury accidents in residential streets like those in Cambourne are thankfully rare. The proposed 20mph speed limit in Cambourne is not being promoted to address a history of road traffic collisions. It is more of a community-based initiative, aimed at modifying driver behaviour.</p> <p>The Council does not expect to see a substantial shift to walking and/or cycling. However, measures like this are intended to encourage local people to use more active modes of transport for local journeys, such as to schools, shops and recreational facilities.</p> <p>In residential streets, where traffic speeds are already low, the requirement to drive at sub-20mph speeds is unlikely to have a significant impact on journey times.</p> <p>It is accepted that a proportion of drivers disregard speed limits and that it likely to be the case if the 20mph zone is implemented. It is hoped that in time, drivers will accept 20mph as the default speed limit in built-up areas and adjust their speed accordingly. We realise that it may take some time for that principle to be accepted by some drivers.</p>
5	<p>I welcome the introduction of 20mph blanket across Cambourne, however, will there be any actual traffic calming measures?</p>	<p>There will not be any traffic calming measures installed as part of the project. There are already some speed-reducing measures in place in Cambourne and the road design already moderates vehicle speeds. Physical</p>

	<p>I fear the introduction of signs will mean nothing without anything to forcibly slow drivers eg speed humps, narrowed roads or give way opportunities.</p>	<p>traffic calming measures over such a wide area would be extremely expensive. 20mph speed limits are relatively inexpensive, so by introducing signed-only 20mph zones, the Council's limited budgets can be spread across more communities.</p>
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## Appendix 4 Cambridgeshire Police Response

The proposal detailed within CCC reference PRO951 has been received and has been examined and considered by Traffic Management.

With regards to the 20mph speed limits being proposed, for the record is the National Police Chiefs Council maintain the view regarding 20mph speed restrictions that these are not supported unless current means 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 these proposals are concerned.

Reviewing the Cambourne Scheme – it is a new town and planners have factored in with a number of road design measures to reduce vehicle speeds in and amongst both purely residential areas and areas of mixed use (schools and commercial premises). However of note there are a number of feeder routes through the town such as Jeavons Lane and Sterling Way where there is an open carriageway environment with a roadway with two distinct lanes of traffic with wide footways segregated by a grass verge. The design of these roads would lend them to have a 30mph speed limit and I would suggest that the mean speeds will be in excess of 24mph. I suspect there may in the future be calls from residents for some of form speed enforcement and/or physical measures to reduce vehicle speed.

Another road of note in Cambourne that the proposal is the Cambourne Rd which as part of the proposal will be subject of a 30mph speed restriction. This dual carriageway with wide grass verges with a purpose to move vehicles off the A428 into Cambourne for a distance of no more than 300m. Reviewing the DfT document 'Setting Local Speed Limits', I would suggest that this road is more suited to be subject of a 40mph speed limit – *'Roads suitable for a 40 mph limit are generally higher quality suburban roads or those on the outskirts of urban areas where there is little development. Usually, the movement of motor vehicles is the primary function.'* Anecdotally I would suggest that due to the road length that high speeds are difficult to attain, however a speed in excess of 30mph is achievable in modern vehicles and as such 40mph is a more realistic speed limit for this road. There have no collision reports formally recorded with the police relating this road in the last three years and no complaints relating to the behaviour of drivers. As such from a police perspective there are no grounds to object to this revised speed limit of 30 mph being imposed.

As a summary of the Police response accepting the above observations and comments, and concerns I understand and support the overall strategy in implementing a 20mph speed limit on roads in Cambourne. Thus on behalf of the Chief Officer, the police do not object as a whole to the proposal however would make a request for a review of some of the roads as to their suitability for a 20 mph limit and specifically the Cambourne Road 30mph limit described above.

Many thanks

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