

From: [Steven Thoday](#)
Subject: Proposed 20mph zone, 40mph buffers and traffic calming measures, Melbourn (PR0853)
Date: 22 November 2022 16:58:41

Dear Sir/Madam

I am emailing further to the proposed 20mph zone in Melbourn, Cambridgeshire.

The proposed scheme has been requested by Melbourn Parish Council and is being funded by Cambridgeshire County Council (with the Parish Council making a contribution towards the scheme).

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 here https://cambridgeshire.cmis.uk.com/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1714/Committee/62/SelectedTab/Documents/Default.aspx

The comments received during the 21 day consultation period for the proposed 20mph zone, 40mph buffers and traffic calming measure were mixed but most seem to be making the following points;

- that the Zone didn't extend far enough and therefore requests were made for Zone to be larger than advertised.
- that a 40MPH speed limit on the approaches to the village would also be preferable.
- Speed cushions between the existing humps on New Road are unnecessary
- HGVs using Beechwood Avenue

In light of the comments Cambridgeshire County Council is proposing to make amendments to the original design, namely;

- To extend the boundary points of the 20mph zone to include more properties. We have placed a 20mph Zone Entry/Exit point on Royston Road at its junction with Back Lane and High Street (so as to include Back Lane). We are also proposing a 400m buffer zone of 40MPH on the approach to this point.
- We propose to move the entry point of the 20mph zone on Cambridge Road so that Portway and Armingford Crescent are inside the zone. We are also proposing a 400m buffer zone of 40MPH on the approach to this point.
- On Station Road we are proposing to move the entry/exit point to the bridge on the border with Meldreth.
- We will be installing signs to warn HGV drivers that Beechwood Avenue is unsuitable for their use.

After discussions with our Highway Development Management Team we have been informed that a raised table is to be proposed on New Road between Victoria Way and Rosemary place and that the existing speed humps at 12 and 24 New Road are to be replaced by speed cushions, this will be advertised separately as this is linked to and funded by a planning application.

This means that the 5 cushions originally proposed with the proposed 20mph scheme will be reduced to a single cushion at the existing give way feature on New Road southeast of its junction with Victoria Way.

With regard to requests for a 30mph speed limit on Station Road to its junction with the A10. Due to the more rural nature of this section of road with no properties fronting on to the road there is likely to be minimal compliance with a 20MPH limit here.

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 accompanied with traffic calming measures to ensure speed limits are self-enforcing and largely compliant.

Several factors are taken into account in the assessment of a road or area for a speed limit. These include:

- 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

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.

With regard to comments made to the proposed speed cushions. Generally, vertical speed reduction measures, such as speed cushions are expected to reduce accidents by around 44%. Studies show that motor vehicles are likely to travel at around 15-17 mph over a speed cushion, the scheme in its entirety (the combined speed cushions and the 20mph speed limit) should therefore reduce the need for vehicles to frequently decelerate and accelerate. Taken in its entirety the scheme may have no negative effect on air quality whilst the benefits of the scheme will be a safer road environment that will encourage a shift to using more sustainable modes of travel.

Cambridgeshire County Council is unable to fund parking restrictions or speed cameras via this scheme. Parking restrictions and other minor highway improvements are normally funded either the Local Highways Improvement Initiative (LHI) or privately funded more information can be found here [Improving the local highway - Cambridgeshire County Council](#) Speed cameras are usually only installed at accident blackspots.

Amended plans for the proposed 20mph zone etc will be considered by Melbourn Parish Council

and the Local Councillor's and if approved the amended scheme will require re-advertising and therefore a press notice will be advertised in the local press, site notices will be displayed and interested parties consulted with a 21 day consultation period.

If you require any further information please do not hesitate to contact me.

Kind regards

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