

NEWTON IN THE ISLE

PARISH COUNCIL

Clerk: Dave Gibbs, 358 High Road, Newton in the Isle, PE13 5HS
Tel: 01945 870083 Email: parishclerk@newtonintheisle.org.uk

To Members of the Public and Press:

You are invited to attend a meeting of the Newton-in-the-Isle Parish Council
to be held in Newton Village Hall on **Tuesday 13 July 2021 at 7pm.**

Dave Gibbs

Clerk

7 July 2021

AGENDA

All members are reminded that they will need to declare any personal or prejudicial interest and reason before an item discussed at this meeting under the Model Code of Conduct Order 2001 No 3576

102/21 Apologies

To receive and consider apologies from those members not present

103/21 Chairman's Announcements

To receive such announcements as the Chairman may wish to make to the Council

104/21 Public Forum

To receive representations from members of the public regarding issues pertinent to the Council

105/21 Minutes of the Previous Meetings

To approve the minutes of the following meetings:

- a) Council meeting held on Tuesday 18 May*
- b) Planning Committee meeting held on Tuesday 29 June*

106/21 County and District Councillors Reports

To receive reports from Cllrs S King (CCC), C Seaton and S Clark (FDC)

107/21 Police Matters

To receive a report from the Clerk on recent meetings with the Police

108/21 Review of Fees and Charges

To conduct the annual review of the Council's fees and charges for services

109/21 Clerk's Report

To receive a report on meetings attended and correspondence received

110/21 Members' and Residents' Issues

To receive reports from the Clerk and members on matters raised by local residents, including the following:

- a) Abandoned vehicle in Colville Road
- b) Accumulation of scrap in Colville Road
- c) Dangerous path surface at St James Close

111/21 Allotments and Public Rights of Way

To receive and consider a report from Cllr Nunn

112/21 Queen Elizabeth II Playing Field

To receive updates on the following matters and resolve appropriately:

- a) To receive and consider a report from Cllr Wilkinson
- b) RoSPA Playsafety inspection report follow-up
- c) Installation of pedestrian gate and replacement fence at St James Close
- d) Improvement or replacement of football goals
- e) Creation of a BMX track

113/21 Highways

To receive updates on the following matters and resolve appropriately:

- a) To receive a report from Cllr Clark
- b) Local Highway Improvement applications for 2021/22 and 2022/23
- c) Privately Funded Highway Improvement application
- d) National cycle route signage
- e) Request for support from 20's Plenty campaign
- f) Public Right of Way 166/10 (Fen Drove)
- g) Overhanging tree near former Woadman's Arms
- h) Dog bin at Brewers Lane and Fitton End Road junction

114/21 Finance

To consider and resolve on the following matters:

- a) To receive an updated financial statement for the period to the end of June
- b) To note the following sum received:
Barclays Bank (Interest) £ 0.30
- c) To approve the following payments:
100701 Fenland District Council (Street lights) £ 6,403.87
100702 T A Blackamore Ltd (Grass cutting) £ 240.00
100703 D A Gibbs (Expenses) £ 358.51
100704 Mrs P Wilkinson (Expenses) £ 79.89
£ 7,082.27

115/21 Planning

To receive updates on the following matters and resolve appropriately:

- a) Revised terms of reference for the Planning Committee
- b) Former Colville School site

c) Trees of outstanding amenity value

116/21 Annual Report to Residents

To agree the format and content of the annual report to residents

117/21 Date of Next Meeting

To confirm the date and time of the next meeting of the Council

Tuesday 14 September

NEWTON IN THE ISLE

PARISH COUNCIL

Acting Clerk: Dave Gibbs, 358 High Road, Newton in the Isle, PE13 5HS
Tel: 01945 870083 Email: parishclerk@newtonintheisle.org.uk

Minutes of the Annual Meeting of Newton-in-the-Isle Parish Council held in the Village Hall on Tuesday 18th May 2021

Present - Cllr R Moore (Vice Chairman), Cllr R Bradley, Cllr E Jones, Cllr D Nunn, Cllr S King (CCC)(from 7.45)

086/21 Apologies for Absence

Apologies were received and accepted from Cllrs S Clark and G Wilkinson. Apologies were also received from Cllr C Seaton (FDC)

087/21 Chairman's Announcements

The Chairman reported that Cllr Simon King had retained his seat on the County Council in the recent election.

088/21 Public Forum

No members of the public were present.

089/21 Annual Meeting of the Parish Council

- a) Election of Chair - Cllr Nunn was nominated by Cllr Moore, seconded by Cllr Jones and duly elected. Members resolved to allow him to sign his declaration of acceptance at the end of the meeting.
- b) Election of Vice Chair - Cllr Moore was nominated by Cllr Nunn, seconded by Cllr Jones and duly elected. Members resolved to allow him to sign his declaration of acceptance at the end of the meeting.
- c) Planning Committee - Members considered the terms of reference of the Planning Committee and resolved to modify the membership clause to include all members of the Council. The revised document will be approved at the next meeting.
- d) Standing Orders and Financial Regulations - The Clerk confirmed that the Council has adopted the current versions of the NALC model documents.
- e) Insurance - The Clerk confirmed that the Council carries insurance cover for all known risks arranged with Zurich Municipal with renewal due on 1 June.
- f) Subscriptions to other bodies - The Clerk reminded members that they currently have subscriptions to the Cambridgeshire and Peterborough Association of Local Councils and to Cambridgeshire ACRE. Members resolved to continue with both subscriptions.
- g) Register of assets - The register has been updated to include recent purchases and the total value of assets now stands at £122,272

- h) Appointment of Internal Auditor - Members resolved to reappoint Stuart Pollard of Auditing Solutions Ltd as the internal auditor for the 2021/22 financial year.
- i) Meeting dates - Members agreed to meet on the second Tuesday of alternate months, namely 13 July, 14 September, 9 November, 11 January 2022, 8 March and 10 May.

090/21 Vacancy for a Parish Councillor

Two candidates had offered themselves for co-option and submitted written statements. Members considered the information supplied by the two candidates and resolved to select Duncan Freeman to fill the vacancy. As he was unable to attend the meeting, members resolved to allow Mr Freeman to sign his declaration of acceptance at the earliest opportunity.

091/21 Minutes of the Previous Meetings

- a) RESOLVED - that the minutes of the meeting held on Tuesday 9th March 2021 be agreed and signed as a true and accurate record.
- b) RESOLVED - that the minutes of the Planning Committee meeting held on Thursday 6th May 2021 be agreed and signed as a true and accurate record.

092/21 County and District Councillors Reports

Cllr King reported that he was pleased to have been re-elected, but that the Conservatives failed to retain their overall majority. The Council will now be run by a coalition of Liberal Democrats, Labour and Independents. Membership of committees has not been confirmed, but the new Council held its first socially-distanced meeting at the Imperial War Museum Duxford.

In the absence of Cllrs Clark and Seaton, the Clerk presented their report. Most District Council meetings had been suspended due to the elections. The election of Nik Johnson as Mayor of the Cambridgeshire and Peterborough Combined Authority might result in a change of direction for the authority, especially with the change of control at the County Council.

093/21 Police Matters

The Clerk reported that he had attended the monthly meeting with the Neighbourhood Sergeant. No crimes were reported in Newton-in-the-Isle, but there was a theft of solar panels nearby. Neighbourhood Watch is offering training and guidance on avoiding becoming a victim of dog theft and other associated crimes. Wisbech Policing Team will be carrying out education and enforcement work on riding of e-scooters in public places, which is not permitted.

094/21 Reports for Information

- a) Allotments/Rights of Way - Members noted Cllr Nunn's report and the issues raised in relation to byway 166/10 from Fen Road to Cross Drove. The byway is used by several landowners for access. The responsibility for maintenance is shared between the County Council and the landowner. Options to be considered at the next meeting.

- b) Playing Field - Members noted Cllr Wilkinson's report. The oak tree has been felled. Maintenance plan for the wildflower meadow to be agreed.
- c) Correspondence - The Clerk updated members on correspondence received since the last meeting, including internal and external audit communications, and annual inspection of the play equipment.

095/21 Finance

- a) Members approved the internal accounts for the 2020/21 financial year.
- b) Members reviewed and approved the Governance and Management Risk Assessment.
- c) Members approved the internal audit report. It was noted that the Council had not complied with the requirement to publish the Notice of Public Rights for 2019/20 in accordance with the Transparency Code. The corresponding information for 2020/21 will be published in a timely manner. The Council has not reviewed its fees and charges for several years. This issue will be addressed at the July meeting.
- d) Members reviewed and approved the Annual Governance Statement 2020/21 and authorised the Chairman to sign it.
- e) Members reviewed and approved the Accounting Statement 2020/21 and authorised the Chairman to sign it.
- f) Members resolved that the period for the exercise of public rights be from Monday 14 June to Friday 23 July.
- g) Members resolved to add Cllr Nunn to the Barclays Bank mandate as a signatory on all accounts.
- h) The discussion of the annual report to residents was deferred to the July meeting.
- i) Members approved the following payments

<i>100694</i>	<i>Zurich Municipal (Insurance)</i>	<i>£ 695.23</i>
<i>100695</i>	<i>Cambridgeshire County Council (PFHI application)</i>	<i>£ 500.00</i>
<i>100696</i>	<i>Playsafety Ltd (Play equipment inspection)</i>	<i>£ 103.20</i>
<i>100697</i>	<i>North Level District IDB (Drainage rates)</i>	<i>£ 43.19</i>
<i>100698</i>	<i>LGS Services (Payroll service)</i>	<i>£ 33.00</i>
<i>100699</i>	<i>PM Wilkinson (Notice board repair)</i>	<i>£ 25.00</i>
<i>100700</i>	<i>Auditing Solutions Ltd</i>	<i><u>£ 216.00</u></i>
		<i>£ 1,615.62</i>

096/21 Queen Elizabeth II Playing Field

- a) The RoSPA Playsafety Inspection Report highlighted several minor issues to be addressed. Cllr Bradley offered to pressure wash the teen shelter prior to repainting as necessary. Cllr Wilkinson will be asked to consider the other items and recommend solutions.
- b) A quote of £750 has been received from Mark 1 Fencing & Son Ltd to replace the missing section of fence between St James Close and the vehicle entrance to the Playing

Field, including the installation of a new pedestrian gate. In view of the urgent need to complete these works, members resolved to accept this quote without seeking further quotes.

- c) Members discussed the possible replacement of the football goals and the installation of nets. It was noted that the goals require repainting and Cllr Bradley offered to clean them with the pressure washer to remove loose paint.
- d) Cllr Bradley offered to provide the necessary machinery for the creation of the BMX track in the Playing Field. Soil is available in the Playing Field and at another location in the village.

097/21 Highways

- a) Members were disappointed to note that the Local Highway Improvement application for 2021/22 was not being recommended for funding. Cllr King suggested that members arrange a site meeting with the highways officers to discuss the issue.
- b) Members resolved to submit an application under the Privately Funded Highway Improvement scheme for the extension of the 40mph village speed limit in Mill Lane, Fen Road and Rectory Road.
- c) Members discussed the condition of the road markings at the junction of Mill Lane, Fen Road and High Road and resolved to include these and the addition of the word SLOW in each direction on the High Road at this bend to the PFHI application.
- d) Members considered the proposals from the County Council for a new approach to the management of roadside verges. They resolved to monitor the progress of this scheme and to revisit it next year.
- e) The Clerk reported that he had spoken to the Local Highway Officer regarding the road surface and accumulated dirt in Brewers Lane, as well as the possibility of installing signage to prevent heavy vehicles using the road. The County Council does not have a road sweeper. Minor defects in the surface can be reported in the usual way, but in view of the nature of the road, major improvements are unlikely. The heavy vehicles using the road require access for agricultural purposes, so signage would make little difference.
- f) The Clerk has enquired about signage relating to children playing outside the cottages in Chapel Lane. There is no appropriate signage available for this purpose.
- g) The Clerk reported that the signage for the National Cycle Route 1 is all in place, but much of it is dirty or hidden by vegetation. It was suggested that the handyman might be asked to clear the vegetation and clean the signs.
- h) Members considered the request for support from the 20's Plenty campaign and asked that it be added to the agenda for the July meeting.
- i) Public Right of Way 166/10 was discussed under agenda item 094/21(a) above.
- j) Members discussed the alder tree overhanging the pavement and road near the former Woadman's Arms public house and resolved to remove it.

- k) The Clerk reported that the dog bin for the junction of Brewers Lane and Fitton End Road has been ordered and should be installed shortly.

098/21 Members' and Residents' Issues

- a) The Clerk has reported an abandoned van in Colvile Road to Clarion Housing, as it is on their property.
- b) The Clerk has reported an accumulation of scrap metal, white goods and other waste in Colvile Road to Clarion Housing, as it belongs to one of their tenants.
- c) The Clerk has reported the uneven path outside St James Close, caused by the roots of the ash tree lifting the tarmac, to Clarion Housing, as the path and tree belong to them.

099/21 Planning

- a) The Clerk reported that the owner of the former Colville School site had cleared the brambles from the pavement around the site. It is hoped that the owner will put forward new proposals for the site shortly.
- b) The Clerk has asked the Tree Officer to provide information about the process of protecting trees of outstanding amenity value in the village, particularly those on public land.

100/21 Street Lighting

The District Council's lighting contractor has issued a revised quotation for the replacement of the bracket light on the front of the Old Chapel. The Clerk has contacted the owners of the Chapel to seek their views on the design of light to be installed. Members considered the revised cost to be prohibitive and resolved to take no further action at the present time.

101/21 Date of Next Meeting

The next meeting will take place on Tuesday 13 July.

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Clerk: Dave Gibbs, 358 High Road, Newton in the Isle, PE13 5HS
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Minutes of a meeting of Newton-in-the-Isle Parish Council Planning Committee held in the Village Hall on Tuesday 29th June 2021

Present - Cllr D Nunn (Chairman) Cllr R Bradley, Cllr S Clark, Cllr D Freeman, Cllr E Jones, Cllr R Moore, Cllr G Wilkinson

003/21 Apologies for Absence

None

004/21 Election of Chairman and Vice Chairman

Chairman - Cllr Moore was nominated by Cllr Nunn, seconded by Cllr Clark and duly elected.

Vice Chairman - Cllr Nunn was nominated by Cllr Moore, seconded by Cllr Clark and duly elected.

005/21 Planning Applications

a) F/YR21/0609/F - Erect a single-storey extension to form a 1-bed annexe ancillary to existing dwelling - Farmhouse, Goredike Bank, Gorefield

Members considered this application and resolved to support it.

b) F/YR21/0628/F - Erect a detached garage and games room to existing dwelling - Newton Hall Barn, Hogens Lane, Newton-in-the-Isle

Members considered this application and resolved to support it.

006/21 Update on Previous Applications

F/YR21/0399/F - Erect a single-storey extension to rear of existing dwelling - Newton Hall, 242 High Road, Newton-in-the-Isle. Permission granted.

F/YR21/0408/F - Erect a single-storey extension to rear of existing dwelling and a side extension to the existing garage, involving raising the existing garage roof height - Comrie, Goredike Bank, Gorefield. Permission granted.

F/YR21/0536/F - Erect a single-storey extension to front of existing dwelling - 210 High Road, Newton-in-the-Isle. Application withdrawn.

Application F/YR20/1123/F at the former Woadman's Arms is still under consideration.

007/21 Other Planning Matters

None

Agenda Item No.	111/21	NEWTON IN THE ISLE PARISH COUNCIL
Meeting Date	13 th July 2021	
Report Title	Allotments and Public Rights of Way	

1. Purpose of Report

To update members on any issues related to Allotments and Public Rights of Way

2. Key Issues

Allotments

Very little (if any) further work appears to have been carried out on the High Road allotment this Spring and Summer. Would suggest a polite question to the leaseholder, asking if it is her intention to continue improving the plot, but I believe that the person assisting her with the improvement work is not as active in tending the allotment as they were last year.

Rights of Way

Cambridge CC Highways have contacted me with a basically negative response to the idea of gateing of the Byway from Fen Road to Cross Drove bridge. Richard should have a more thorough update from his investigations.

No other Rights of Way issues to report.

3. Recommendations

Report Author	Cllr D Nunn
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Agenda Item 112/21
Meeting date 13th July 2021
Report Title **Playing Field**

To update on issues relating to playing field and initiate appropriate action

See attached pics

- 1 Playing field is regularly cut and in good order
- 2 Very recent vandalism to concrete posts, need removing, see pic
- 3 Play equipment ok, some issues following inspection identified as
 - a) Trip hazard in play area, easily rectified (GW) may need some mortar
 - b) Areas under equipment need clean bark chips (GW)
 - c) Cuprinol treatment to climbing frame and minor repair (GW)
 - d) Kissing gate, trip hazard, now levelled. (add gravel to gate areas)
 - e) Shelter pressure wash (RB)
- 4 Wild flower meadow weeds up to 5' high
- 5 A number of more recent trees need trimming at the base
- 6 Dead tree in copse area not yet removed, scheduled for last November
- 7 Cycle ramp work in hand.
- 8 Nest boxes still in storage
- 9 Memorial trees, 2 residents to donate plus 1 for Capt Tom at the moment, to be planted September, (4/5' Silver Birch)

Recommend action as identified above

Some low risk issues in equipment report impractical to address

Approval of costs Wickes Mortar Mix £7.90
Bark chips 5 x £9 £45.00
20mm gravel 3 x £2.50 £7.50 £60.40
(Cuprinol already purchased for village sign planter)

Report by Cllr Wilkinson



Vandalised posts need all four removing ??



A number of more recent trees need trimming at the base ??

Cuprinol treatment to Climbing frame GW
Pressure wash shelter RB



Trip hazard in play area , surface can be levelled GW



Various areas under equipment add bark chips GW

Kissing Gate levelled hazard sorted GW



Massive weeds in meadow



Agenda Item No.	113/21	NEWTON <small>IN THE ISLE</small> PARISH COUNCIL
Meeting Date	13/7/2021	
Report Title	Highways	

1. Purpose of Report

Report Highways issues to Parish Council

2. Key Issues

I have emailed highways regarding re painting white lines on the junctions in the village. Highways have responded to the Clerk who will update the Council.

Fly Tipping is still a very big problem within the village. Chapel Lane and Brewers Lane. Both reported and the rapid team collected.

3. Recommendation

Parish council to note the report.

Report Author	Cllr S Clark
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20's Plenty for Us

...making Cambridgeshire a better place to be

May 2021 - Briefing Note for Parish Councillors

1. Introduction

This briefing is for Cambridgeshire County, Town and Parish Councillors and Cambridge City about our call for wide-area signed 20mph limits with engagement for our settlements. It's been prepared by Anna Semlyen, 20's Plenty for Us National Campaign Manager, in consultation with other group members. 20mph is healthier, safer and cleaner than 30mph and has already been adopted as normal by 21M people's UK authorities (see https://www.20splenty.org/20mph_places).

20's Plenty for Cambridgeshire formed in March 2021, one of 500 branches of 20's Plenty for Us, the National Campaign for 20mph limits. We meet on Zoom. All those interested are welcome – email cambridgeshire@20splentyforus.org.uk for the links. Or email anna.s@20splenty.org or call 07572 120439 to start a branch or join our e-lists.

2. Summary

- 20's Plenty for Cambridgeshire offers you a free presentation if you need it. Our aim is to help you to table and vote through a motion of Supporting 20's Plenty for Cambridgeshire – default signed 20mph limits with public engagement where people live, work, shop, play and learn for your residents.
- Please pass a motion
“This Parish supports 20's Plenty for Cambridgeshire's aim for wide area, default signed 20mph limits with public engagement for this Parish and across Cambridgeshire's urban and village settlements.”
- Some roads can be exempted where the needs of vulnerable road users are catered for.
- We are campaigning for County and City policy to be updated and for costs to be met through the Council applying for Government grants or from County or City Level funding.
- At Parish level, once a motion is adopted, we suggest you tell County level councillors (who have powers), to form a working party and work with other elected representatives across Cambridgeshire to call for 20mph limits to bulk buy/reduce costs by sharing the legal traffic regulation orders (£5k).
- We can **send you a slide deck or offer to speak at your meetings** and answer questions. The www.20splenty.org site has many facts and figures to back you up, too.
- 20mph limits have signage, whereas zones are used to describe places with physical calming (humps chicanes, etc). However, the difference between a 20mph zone and limit is almost non-existent now. NB in 20mph *zones*, Department for Transport guidance is that traffic calming features (including repeaters) are at 100m intervals, in a *limit* at 200m intervals. A limit is therefore less expensive – see https://www.20splenty.org/signs_regs_changes for details of signage regulation changes which have decreased signage costs.

- 20 mph limits are **affordable and have significant, proven road safety, societal, environmental, economic and climate benefits**. Benefits do not depend on regular police enforcement – any speed reduction reduces traffic risk particularly to walkers, cyclists and scooter riders. They are accepted as normal by authorities for 21M people in the UK. It is global best practice where people mix with motor traffic and the sole theme of UN Global Road Safety week 2021 this May (www.unroadsafetyweek.org).
- 20mph limits **do not affect journey times significantly** in settlements. Due to stop go traffic in built up areas, it takes about 10 secs longer per mile. In a default 20mph limit, some roads can be exempted to higher 30mph speeds where the needs of vulnerable road users are met. Bus journeys and timetable times are generally unaffected.
- 20 mph limits are **popular** –Government surveys find 71% in favour in residential streets.
- Increased **compliance** with 20 mph limits can be done in ways that do not rely on police enforcement – e.g. education, Speedwatch etc., and all new car models will have in-car speed limiters from April 2022.
- The **cost** of a village-wide 20 mph limit has at least two phases. A design and consultation phase and an implementation of signs phase. Costs depend on detailed factors. Sharing design and legal order costs between settlements will **hugely reduce costs**. Parishes can work together. **Funding sources include** Council-level grants from Govt, Local Transport Plan, Dir of Public Health funds ringfenced for health improvement, parking funds, bridge tolls, house builder developer contributions to parish improvement funds where building is occurring – CIL and section 106, parish precepts etc.
- Scheme design isn't complex - it details how many signs would be placed where, usually on existing lampposts. Painted roundels are also an option. Designing a resident consultation on the proposed scheme and engagement on why 20mph is beneficial with both paper and digital responses (e.g. the common place platform). Costs depend on who carries it out – the local authority or a private transport consultancy.

3. Current Cambridgeshire Speed Policy and 'What's the difference between 20 mph zones and 20 limits?

Policy is at page 81 of this document: <https://www.cambridgeshire.gov.uk/asset-library/Highway-Operational-Standards-April-2020-v3.pdf>

It accepts signage • **where the mean speed of traffic is 24mph or lower** • in combination with self-enforcing speed reduction features necessary to achieve a mean speed no greater than 24mph.

Note that in the opinion of Rod King MBE, the founder of 20's Plenty for Us, "It doesn't follow DfT guidelines as per 01/2013. It seems to be invented. I also suspect many 20mph limits in city of Cambridge wouldn't meet this Cambridge county policy. Note that the Highway Authority for Cambridge City is Cambridge County Council."

We recommend signage schemes as they are much more cost effective per mile per hour reduced. Humps are not required for 20mph limits to be effective. Signs and public engagement are seven times better value for money than humps.


How Wide-Area 20mph plus engagement is 7 x more Cost Effective than Speed Bumps



Small, isolated 20mph zones with bumps endorses going 10mph faster elsewhere





20mph with physical calming such as speed bumps cost about **£40-60k per km**



20mph (including community engagement) costs about **£1.1k per km**

In May 2022, all new car models will have Speed Limiters fitted, so bumps will become increasingly obsolete






20mph sees a **3dB(A)** cut in noise - equivalent to halving sound heard



Bumps **INCREASE** Air and Noise Pollution - due to acceleration and braking





Bumps are very time-consuming to install

WE WOULD PREFER TO GIVE



12,500 people in a community, signed 20mph plus education and community feedback

RATHER THAN



250 people a 20mph road with bumps - for the same cost



NICE* recommends **no bumps** and 'smooth' driving in its air quality advice



Making 20mph normal is **7 x** better value for money than 20mph with bumps

For more information visit: www.20splenty.org

Design by Sue Nicholls (20's Plenty for Herts)

20 mph limits are now being introduced in villages, towns and cities throughout the UK - more than half of the 40 largest local authorities have them. Limits involve installing road signs and markings to inform road users of the change in the maximum legal driving speed. They can be enforced by the police, like any other speed limit. Whilst enforcement increases their effectiveness, it is not essential for worthwhile benefits.

20 mph limits prioritise quality of life, helping to create places where human activity – including walking, cycling and talking - takes precedence over traffic movement.

20 mph limits are supported by Government. Department for Transport (DfT) Circular 1/13¹ 'Setting Local Speed Limits' states that '*Traffic authorities are asked to...consider the introduction of more 20 mph limits and zones, over time, in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists...*'

The importance of encouraging more people to make short journeys on foot and cycle has become even more apparent during Covid-19. In November 2020 DfT published new statutory guidance to local authorities on their duties under the Traffic Management Act 2004². This states that local authorities should 'swiftly' take measures to encourage active travel and notes that they include: '*Reducing speed limits: 20mph speed limits are being more widely adopted as an appropriate speed limit for residential roads, and many through streets in built-up areas.*'

¹ <https://www.gov.uk/government/publications/setting-local-speed-limits>

² <https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

20 mph limits are supported by many organisations - the World Health Organisation (WHO), Association of Directors of Public Health, the National Institute for Health and Care Excellence (NICE), the Royal College of Paediatrics & Child Health, Alzheimer's Society, UK Health Forum, and Public Health Wales.

In July 2020 the Welsh Government voted to make 20 mph the default speed limit for all urban areas in Wales, with 30 mph limits becoming the exception, and with a target date of April 2023 for the law change³. They are signing the remaining 30mph roads, which is a cost effective method.

The UN Global push for road danger reduction in 2021 for the Global road safety week in May 17-23rd 2021 and second decade of action focuses on 20mph/30kmh. Wales and Spain have agreed it.

4. Benefits

Evidence on the benefits of introducing a 20mph limit in residential areas of the County would include:

- **POPULAR WITH VOTERS**

Most people 71% want 20mph limits. This rises after implementation. Wide area 20mph limits have never been removed anywhere in the UK. **Property prices rise as the area improves.**

- **SAFER STREETS FOR ALL, PARTICULARLY CHILDREN AND THE ELDERLY**

Significantly less risk of serious injury especially for vulnerable road users; less fear and intimidation from motor vehicles for all road users and especially those walking and cycling. Increasing use of silent electric vehicles – cars, e-bikes, e-scooters means more stealth danger in the road. 20mph means that unheard vehicles are less likely to injure people badly.

- **PROMOTING ACTIVE HEALTH FOR RESIDENTS**

Reinforcing healthy lifestyles by encouraging walking and cycling. Less obesity, heart disease, loneliness. The elderly and vulnerable retain independent mobility longer, preventing falls, keeping them self sustaining in daily life which reduces social care costs. Children get to play out and learn independent mobility, less escort and taxi duty for parents and carers.

- **BETTER PUBLIC HEALTH**

Less pollution reduces respiratory disease and deaths (these are 20 – 25 times more prevalent than road deaths), more active travel (inactivity is killing British people early), traffic reduction, people sleep better, less anxiety, more sociability, less loneliness. Better all round physical, mental and emotional health.

- **ENVIRONMENTAL IMPROVEMENTS**

Reduced vehicle emissions and noise due to lower speeds and traffic volumes. 20mph is half as noisy as 30mph. It's good for sustainability and is climate friendly due to less acceleration and braking. Less fumes, especially less diesel which is the most toxic. Tourism improves as it's a nicer place to be.

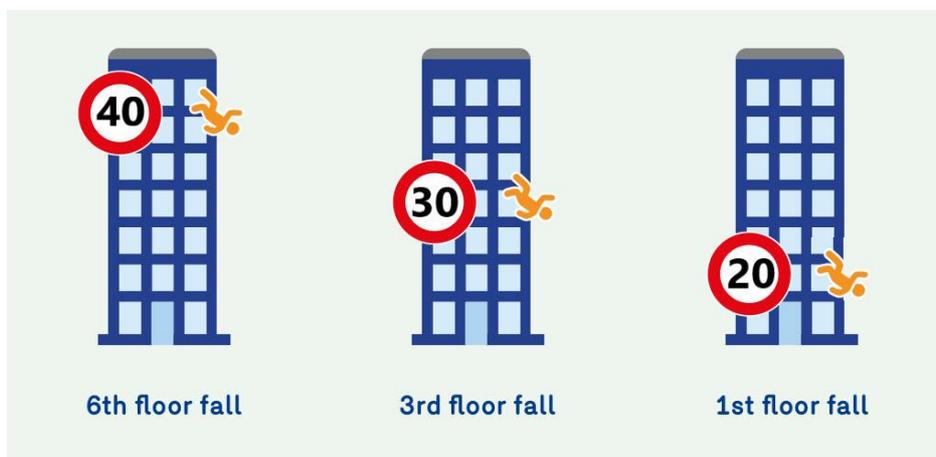


- **BETTER COMMUNITY LIFE**
20mph enables lifestyle changes, renewed community life, sociability and the positive atmosphere we all want where we live. Our towns and villages will be more attractive, liveable and sustainable places, in keeping with Staffordshire’s growing eco-friendly ethos. Covid recovery too.
- **STRENGTHENING THE LOCAL ECONOMY**
20mph aids local business as people want to shop and live in 20mph places. Helps fight the trend to online buying only towards local economy.
- **LOWERS THE COST OF TRAFFIC DANGER**
Road casualties waste over 2% of GDP. Collisions are predictable and preventable. Introducing a safer system by reducing speed will reducing casualties saves everyone money (less time off work for instance, social care costs) as well as pain and suffering.

The trend towards 20mph is well-established in the UK and other countries.

20mph is coming and we don’t want Cambridgeshire left behind.

5. Road Safety



People struck by a motor vehicle are at least 5 times less likely to die if hit at 20mph than 30mph. This increases to 10 times if the pedestrian is over 60 years old. 30mph is like a 3rd floor building fall, 20mph a first floor.

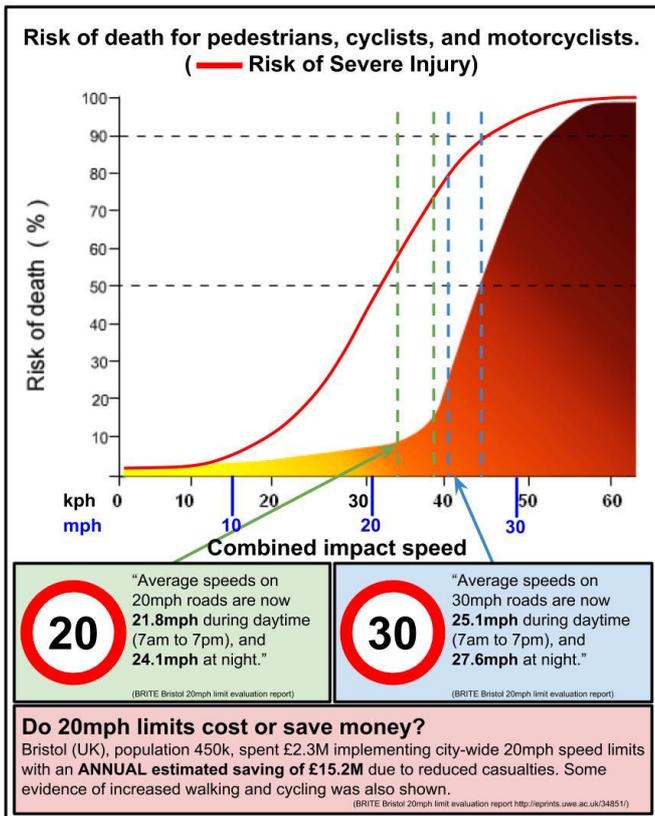
The effect of speed

	Average for all ages	Over 60 year olds
At 40 mph	• 31% are killed	• 98% are killed
At 30 mph	• 7% are killed	• 50% are killed
At 20 mph	• 1% are killed	• 5% are killed

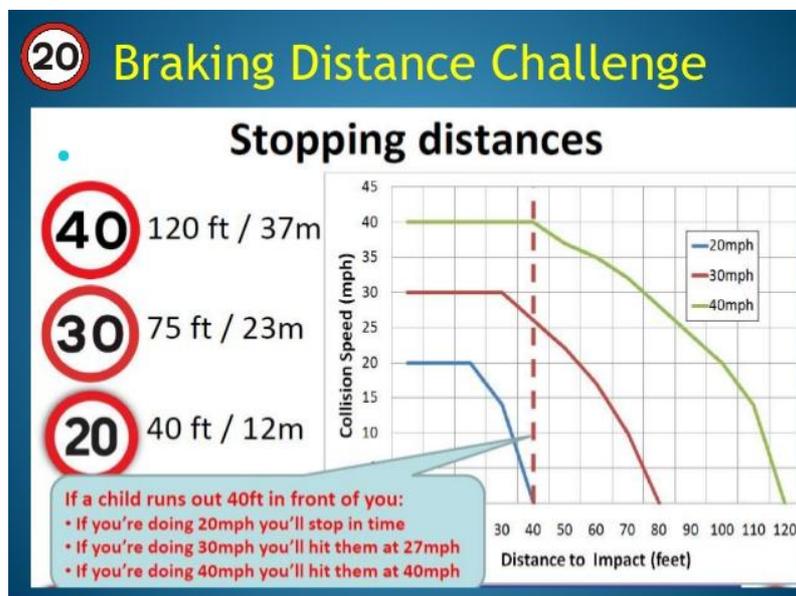
Data from Road Safety Web Publication No. 16 *Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants* - Department for Transport (September 2010)

A child is **3 times** more likely to die if hit by a car on a 30mph road than on a 20mph road.

We need a 20mph national speed limit in urban areas, with 30mph being the exception.



In the distance a 20mph car can stop, a 30mph car will still be moving at 24mph.



Stopping Distances in Normal Conditions for the Average Car

20mph 6m 6m 12m (40ft) 3 cars

Thinking Distance

30mph 9m 14m 23m (75ft) 6 cars

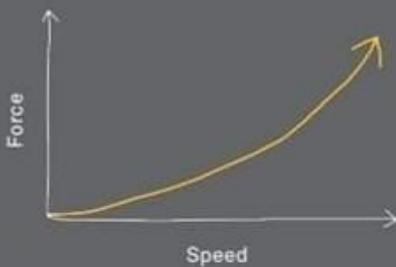
Braking Distance

40mph 12m 24m 36m (118ft) 9 cars

How Speed Kills

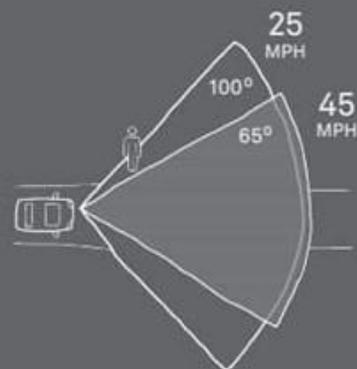
1

Crashes at higher speeds are more **forceful** and thus more likely to be fatal



2

Drivers traveling at higher speeds have a **narrower field of vision**



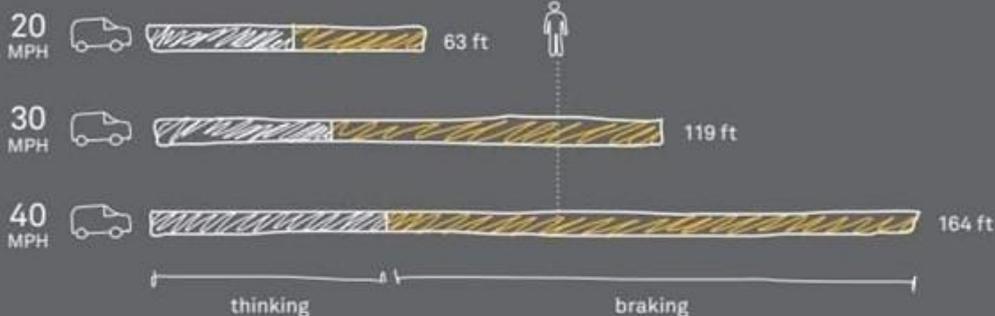
3

Drivers traveling at higher speeds **travel further** before they can react



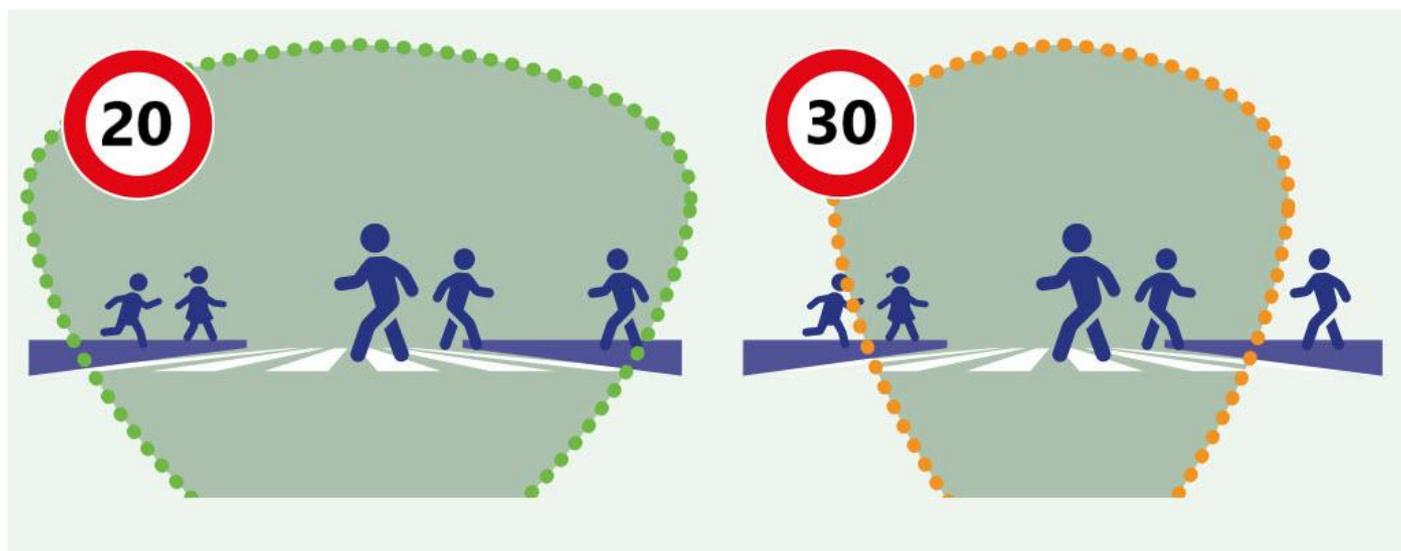
4

Vehicles traveling at higher speeds have **longer braking distances**



It is important to recognise that any reduction in vehicle speed reduces risks of injury and death. Research quoted by DfT in Circular 1/13 found that on urban roads with low average traffic speeds any 1 mph reduction in average speed can reduce the collision frequency by 6%.³

Road safety is therefore improved even when full compliance with the 20 mph limit, whether through traffic calming or enforcement, is not achieved. Studies (see Bristol case study. below) have confirmed that relatively small changes in average speed result in significant casualty savings; and that speed reductions are greatest on the fastest roads where the risk of casualties is the highest.



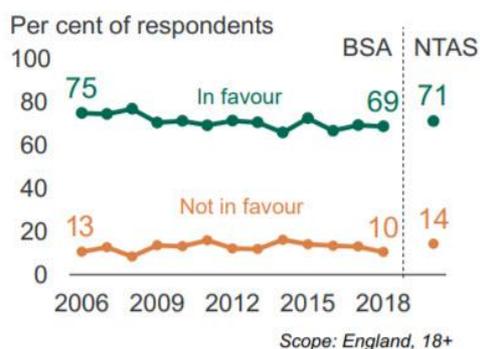
Visually, the driver sees more peripherally at 20mph than 30mph. Vision scientist have proven that children can't handle looming until their teens. They make mistakes and step into fast traffic (Dr John Wann and Prof Jodie Plumert). 10 year olds will make mistakes in crossing simulations at 25mph one in 20 times. It's not till 14 that their eyes can cope with traffic over 20mph.

Over time, as 20 mph limits become more established, it is expected that average speeds will reduce further, aided by changing attitudes and technologies such as in car speed limiters.

6. Public Opinion

Repeated surveys show that 20 mph limits are popular. The most recent National Travel Attitudes Study carried out by DfT⁴ found that 71% of people are in favour of 20 mph speed limits in residential streets. Once schemes are installed support for the 20 mph limit typically increases.

Speed limits of 20mph in residential streets



³ Taylor, M. C., Lynam, D. A. and Baruya, A. (2000), TRL Report 421 – The Effects of Drivers' Speed on the Frequency of Road Accidents. Crowthorne: TRL

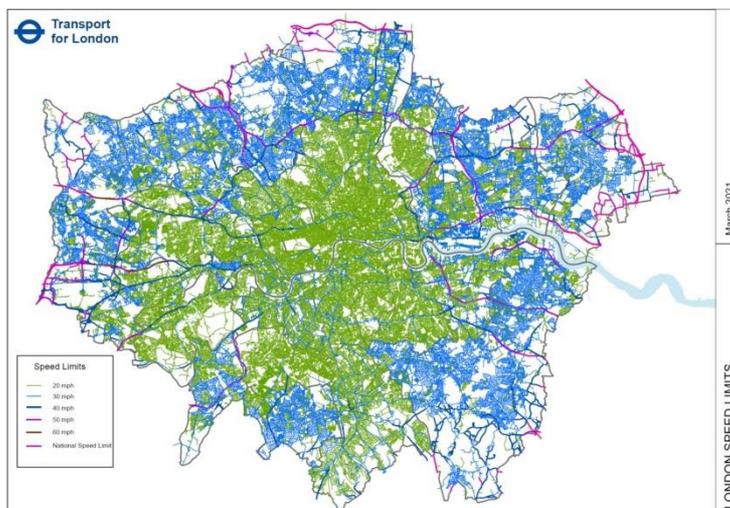
⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810908/national-travel-attitudes-study-2019-wave-1.pdf

7. Case Studies

20 mph limits have been introduced to large parts of cities, to towns and to villages. Some examples:

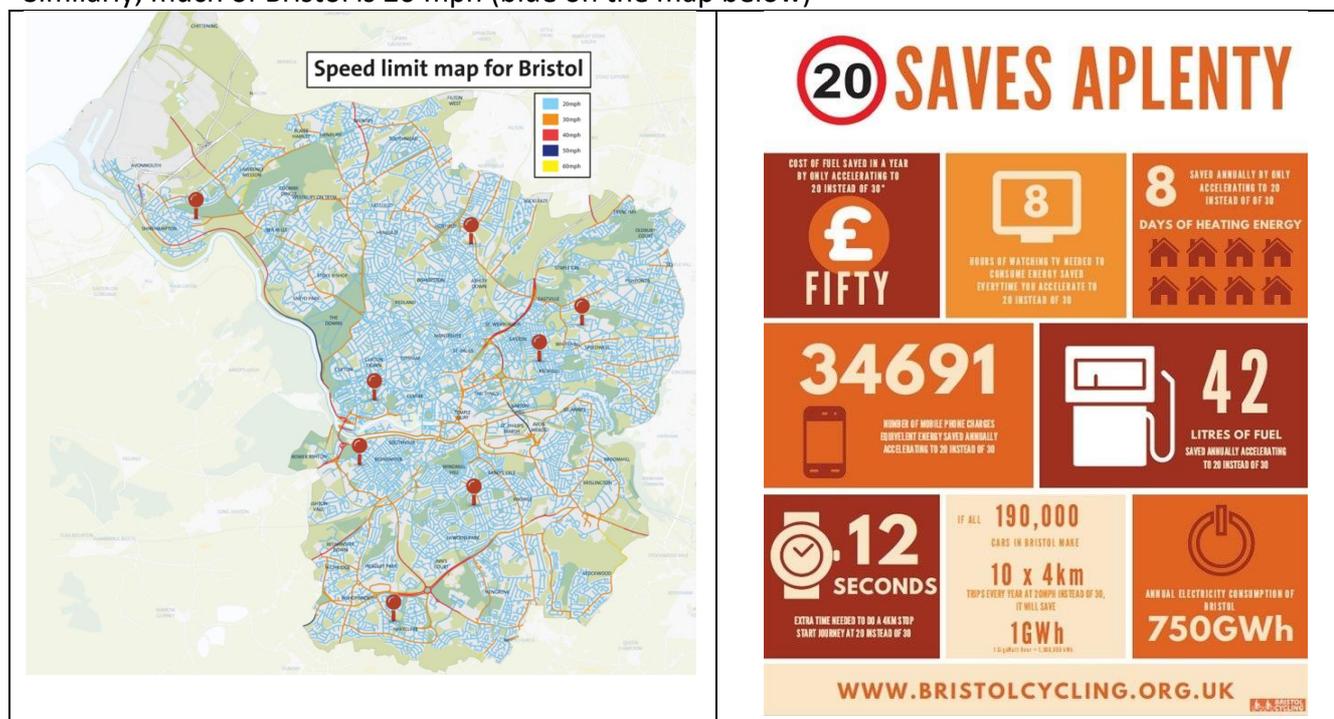
London

Most parts of London now have a 20 mph limit (green on the map below) including all of the congestion charging zone



Bristol

Similarly, much of Bristol is 20 mph (blue on the map below)



The Bristol 20 mph project has been extensively studied.⁵ The BRITE study⁶ found 94% of surveyed roads had slowed, 2.7mph reductions in average speed and estimated casualties avoided per year of 4.53 fatalities, 11.3 serious injuries and 159.3 slight injuries.

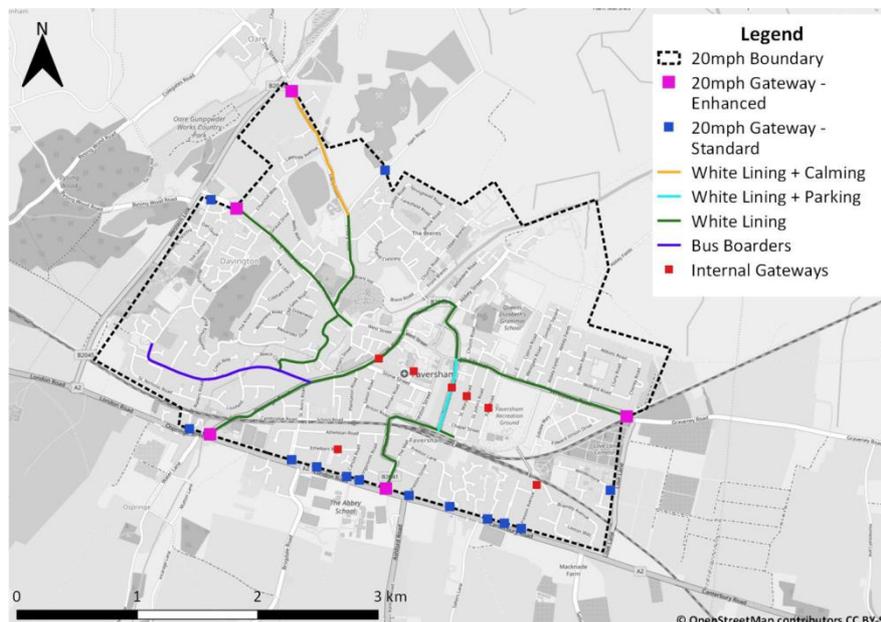
These sum to estimated cost savings of over £15 million per year - annual savings over 5 times greater than the one-off roll out cost of £2.77m mostly funded by Government. Over a ten year period 20mph in Bristol will have saved 45 lives, 113 serious injuries, 1,593 minor injuries, and save over £147m net - a fantastic return on a public health investment! It also saves drivers on average £50 per vehicle per year on fuel.

⁵ <https://www.bristol20mph.co.uk/find-out-more/research-and-monitoring/>

⁶ http://eprints.uwe.ac.uk/34851/7/BRITE%20Bristol%2020mph%20limit%20evaluation%20report_20July18update.pdf

Faversham

Faversham is an historic market town of 20,000 people in Kent. 20's Plenty for Faversham instigated the introduction of a town-wide 20 mph limit, which went live in June 2020.



Faversham 20 mph limit area

Kent County Council was initially opposed to a town-wide limit but was persuaded by the strength of local support and the technical case made.⁷ It was successfully demonstrated that a 20 mph limit covering the whole town would be cheaper (because no changes in speed limit would need to be signed) and more effective, since drivers would find it easier to comprehend.

Low-cost techniques to reduce traffic speeds have been accepted by the highway authority, such as attractive gateways to the settlement announcing the change in speed limit, the removal of road centrelines (which has been shown to lower average speeds by up to 4 mph) and 'Community Corners', resident-led measures such as planters at key locations⁸.

There is no reason such techniques could not be used in Cambridgeshire's settlements.

8. Enforcement

20 mph limits are like any other speed limit and are enforceable by the police. Policies for speed limit enforcement vary between police authorities – some, such as the Metropolitan Police in London, actively enforce all 20 mph limits. The policies of Cambridgeshire Police towards enforcement will need to be reconfirmed after the Police and Crime Commissioner elections in May 2021.

However, even in the absence of regular enforcement, research shows that 20 mph limits reduce speeds, collisions and casualties. Furthermore, driver education through community engagement can help drivers voluntarily comply with 20mph (the enforcement threshold is 24mph. Atkins' research for the Department of Transport found 80% of drivers comply with 20mph in urban areas and 74% on residential streets.

⁷ <https://www.favershamtowncouncil.gov.uk/wp-content/uploads/2020/10/Technical-Note-19-03-19.pdf>

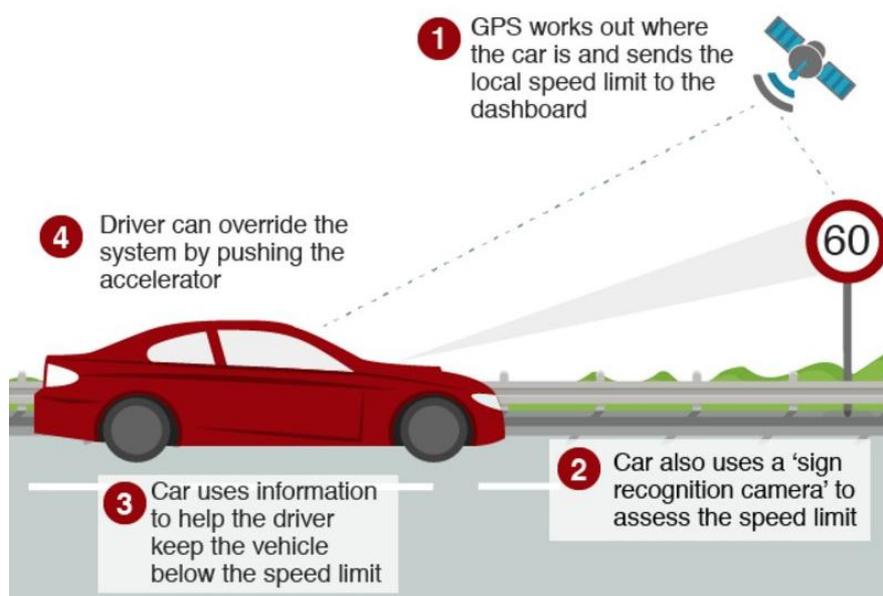
⁸ <https://static1.squarespace.com/static/5d0a03b295f37b00018da721/t/5d2342e8eb83b800013132f8/1562591982860/Community-Corners-TRL.pdf>

Compliant drivers become pacer vehicles which enforce 20mph on the traffic behind them. Community Speedwatch can help– whereby drivers exceeding the speed limit are sent warning letters.

In the near future in-car speed limiters will progressively reduce the need for active enforcement. From May 2022 all new model cars sold in the EU and the UK will have them. This will prevent the car exceeding the limit unless the driver consciously pushes past a point of resistance on the accelerator. From May 2023 the requirement for ISA will apply to all new cars sold.

Whilst drivers can override the limiter, research shows that most won't, and in fact welcome the reassurance that they are not breaking a law inadvertently. The car will also black box record if the speed limit has been exceeded in the event of a collision, which would affect the driver's liability.

How does speed limiting work?



Intelligent Speed Assistance

9. Costs

Wide area 20mph limit schemes have typically cost about £3 per head for urban settlements and £5 per head for villages. The cost components are the scheme design, consultation on it, the legal traffic regulation order (£4-5k), signage and a marketing campaign of the benefits to drivers. When several villages are done together the costs reduce from needing only a single traffic regulation order. Costs reduce when more roads are in the scheme at 20mph rather than exempting main roads due to not requiring as many terminal signs (60cm round signs). Repeater signs are 30cms wide.

Other Counties e.g. Lancashire, Bath and North East Somerset, Calderdale have agreed 20mph for every settlement. Wales too. We call on Cambridgeshire for this policy.

Funding for 20mph in other places has come from various sources – the County Highways budget, parish funds, developer funds, public health, government grants, councillor's locality budgets, fines, tolls and charities. It is not an expensive intervention in transport terms. A once off cost gives benefits for years and it typically pays back within a few months in casualty reductions alone, though there are other benefits.

10. Next Steps

This briefing note has described a proposed 20 mph limit for areas in Cambridgeshire in general terms, together with its benefits and costs. 20's Plenty for Cambridgeshire have begun asking Parish Councils to support the campaign. We are happy to present to any elected representatives.

Speed limits are set by Cambridgeshire County Council as Highway Authority, who would be responsible for making the necessary Traffic Regulation Orders and overseeing erecting signs, usually by employing private contractors.

Being able to demonstrate local support will be critical to securing County Councillor and the County's agreement to #ActOn20mph. To that end it is hoped that Parish and Town Councils would be willing to work with 20's Plenty for Cambridgeshire to assess the potential benefits and feasibility of a 20 mph limit. Each local parish council vote for 20mph limits will help progress our call for wide area 20mph.

Please pass a motion

"This Parish supports 20's Plenty for Cambridgeshire's aim for wide area, default signed 20mph limits with public engagement for this Parish and across Cambridgeshire's urban and village settlements."

If each Parish gave a modest £100-£200 contribution to buy 20mph posters for gardens, bins and car window and bumper stickers, it would be most helpful to local groups of 20's Plenty in Cambridgeshire. 150 car stickers are £61.50 for instance.

https://www.20splenty.org/stickers_and_campaign_materials has the details of how to purchase them. Large sticker posters, for instance are £1.



It would pay back within 5 months - see the table on the next page.

More enforcement is promised too - Email from February 2021:

The South Cambridgeshire Area Commander - Superintendent James Sutherland - admitted more needs to be done in Cambridge city on enforcing speed limits. He's committed to rolling out training in the Ultralite handheld speed gun for all uniformed officers in 2021.

		Local Authority: Cambridgeshire excl Peterborough	
	All roads	30mph roads	
Total number of police reported road casualties in Cambridgeshire in 2019	1,646	648	
Of which: Killed	25	1	
Seriously injured	329	125	
Slightly injured	1,292	522	
Cost of police reported casualties (DfT casualty cost estimates)	£148.5m	£39.7m	
Including medical and ambulance	£7.1m	£2.7m	
Total number of police reported collisions in Cambridgeshire in 2019	1,258	559	
Additional collision costs (extrapolated from DfT estimates for GB)			
Other collision costs (police time, damage to property etc)	£8.6m	£2.3m	
Collisions resulting in damage only (no casualties)	£56.0m	£15.0m	
Casualties not reported by police	£185.4m	£49.6m	
Total estimated collision / casualty costs in Cambridgeshire in 2019	£398.5m	£106.6m	
Cost per person in Cambridgeshire	£611	£164	
Cost:benefit of implementing 20mph on 80% of roads in Cambridgeshire			
One-off implementation cost (capital)		£2.6m	Covers 80% of the population
Casualty reduction		104	(all severities)
Annual revenue benefits (costs for police reported casualties <u>only</u>)		£6.4m	Assumes 20% reduction in casualties
Payback (months)		4.9	
According to police records (note 1), Cambridgeshire had 1258 collisions and 1646 casualties in 2019. 648 of these casualties were on 30mph roads, at a total cost (note 2) of £148.5m including £39.7m for 30mph roads.			

20's Plenty for Cambridgeshire

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**20's Plenty where people are
...making Cambridgeshire a better place to be**



Newton-in-the-Isle Parish Council

Planning Committee Terms of Reference

Objective

- i. Newton-in-the-Isle Parish Council is a statutory consultee in respect of planning applications received by Fenland District Council relating to the Parish of Newton-in the-Isle.
- ii. The Planning Committee is constituted to consider and respond to planning applications and other planning consultations on behalf of the Parish Council.
- iii. All matters relating to the Planning Committee will be governed by, and conducted in accordance with, the Parish Council's Standing Orders.

Membership

- i. Membership will comprise all members of the Parish Council to be confirmed annually at the Annual Meeting of the Council.
- ii. The Chairman and Vice Chairman of the Council will be *ex-officio* members of the Planning Committee.
- iii. A quorum will consist of three members of the Committee.
- iv. The Chairman and Vice Chairman of the Committee will be elected by the Committee at its first meeting after the Annual Parish Council meeting.

Meetings

- i. The Committee will meet on at least three occasions each year.
- ii. The Clerk will compile a calendar of meeting dates.
- iii. The Chairman or the Clerk may call additional meetings at any time to enable any relevant matter to be considered within designated timescales.
- iv. A minimum of three clear days notice must be given for each meeting.
- v. The Committee will ensure that all correspondence received by the Clerk prior to the meeting from all relevant parties is considered at the meeting.

Decisions

- i. Minutes of all meetings will be compiled by the Clerk and distributed to the members of the Committee.
- ii. A record of all planning applications, together with the responses and eventual outcome, will be reported to the Parish Council and noted in the Council's minutes.
- iii. The Clerk will communicate the Committee's decision in respect of each application considered to Fenland District Council within the designated consultation period.

Review

These Terms of Reference are to be reviewed annually at the Annual Meeting of the Council.