

## **Report title: Consider Objections to Melbourn, Meldreth and Shepreth speed humps, crossings and traffic restrictions.**

To: Delegated Decision

Meeting Date: 30<sup>th</sup> January 2026

From: GCP Interim Director, Place and Sustainability

Electoral division(s): Melbourn and Shepreth

Key decision: No

Forward Plan ref: n/a

**Executive Summary:** The decision-makers are being asked to decide whether the scheme to introduce speed humps, crossings and traffic restrictions in Melbourn, Meldreth and Shepreth should be implemented. The report includes reasons for the traffic calming, new speed limits, double yellow lines, waiting restrictions, statutory requirements, summary of written representations received and officer responses.

**Recommendation:**

- a) Approve the implementation of a Traffic Regulation Order (TRO) to install traffic calming, carriageway narrowing and a parallel crossing in Melbourn Village.
- b) Approve the implementation of a TRO to install speed humps on Station Road and Whitecroft Road, double yellow lines on the junction of Whitecroft Road and Station Road, a parallel crossing on Station Road and 20mph speed limit changes between Meldreth and Melbourn villages as published.
- c) Approve the implementation of a TRO to introduce a 30mph speed limit on Fowlmere Road and a 20mph speed limit through Shepreth Village, alongside speed humps on Fowlmere Road and raised tables on side street junctions through Shepreth Village, double yellow lines through the village and waiting restrictions on Docwra's Close as published.
- d) Inform the objectors of the decision.

**Officer contact:**

Name: Kerry Allen

Post: GCP Senior Project Manager

Email: Hello@greatercambridge.org.uk

**Officer contact:**

Name: Peter Blake

Post: Interim Director of GCP

Email: Hello@greatercambridge.org.uk

**Member contact:**

Name: Cllr Adam Bostanci

Post: Divisional Member

Email: Adam.Bostanci@cambridgeshire.gov.uk

Member contact:

Name: Cllr Peter McDonald  
Post: Divisional Member  
Email: peter.mcdonald@cambridgeshire.gov.uk

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

- 1.1. This report relates to the Council's Ambition 2 – *Travel across the county is safer and more environmentally sustainable*. The proposed traffic calming measures will lower traffic speeds and create a safer environment for both road users and residents. Also, lower speeds can result in reduced traffic noise and pollution. The proposed double yellow lines and waiting restrictions will address concerns about indiscriminate on-street parking that has road safety implications.

## 2. Background

- 2.1. The creation of an extensive 150km network of Greenways is part of a strategy to encourage commuting by active travel modes into Cambridge City Centre from the surrounding villages and settlements within South Cambridgeshire, in a bid to reduce traffic congestion and to contribute towards improved air quality and better public health. The significant programme also provides opportunities for countryside access and leisure. The Greenways form part of the agreed programme for the Greater Cambridge City Deal, as such these projects are governed by the Greater Cambridge Partnership (GCP) Executive Board through delegated powers of Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council.
- 2.2. Greenways are sustainable travel corridors which are intended to make active travel in Greater Cambridge both safer and easier for all abilities. The development of these corridors focuses on the improvement of existing corridors, and also the development of new corridors, in order to create a more connected and cohesive active travel network in Cambridge and South Cambridgeshire.
- 2.3. As part of the development of the Greenways, Traffic Regulation Orders (TROs) are required to legally enforce works on the Highway. The GCP Executive Board has agreed for each Greenway to take forward the required TROs to deliver the agreed designs. As part of the TRO process, a statutory objection period is held. In order to overcome the objections and deliver the project, a decision is required by a senior officer at the GCP and local ward members (councillor). This is a delegated decision via the Executive Board to the Director of the GCP.
- 2.4. In March 2023, the GCP Executive Board approved the Outline Business Case for the Melbourn Greenway to progress to Detailed Design Stage. In addition, in September 2022, the Executive Board agreed to progress with sections of the Melbourn Greenway that would be delivered early and are referred to as the 'Early Works'. These sections included Shepreth, Meldreth Link (delivered in November 2024) and Foxton. Decision summaries for the Executive Board meetings can be found here: [Document.ashx](#) (September 2022) and [Document.ashx](#) (March 2023).
- 2.5. The work to deliver the Melbourn Greenway and the Early Works section through Shepreth involved the advertisement and consultation of Traffic Regulation Orders (TRO) to allow the construction of speed humps, crossings and traffic restrictions through the villages of Melbourn, Meldreth and Shepreth.

2.6. The TROs were published on 3<sup>rd</sup> March 2025 and included a response period of 21 days. Prior to the publication of the TRO, meetings were held with residents, local members and parish councils; information was issued to residents; and other key stakeholders were informed. The TROs included:

#### Melbourn Village

- The placement of speed humps and raised tables through the village and over side street junctions.
- A priority measure (carriageway narrowing) on Station Road and on the southern section of the High Street in Melbourn.
- Parallel crossing (walking and cycling zebra crossings) on the High Street.

#### Meldreth Village

- The placement of speed humps on Station Road and Whitecroft Road.
- Double yellow lines on the junction of Whitecroft Road and Station Road.
- Parallel crossings (walking and cycling zebra crossings) on Station Road.
- Meldreth 20mph speed limit changes.

#### Shepreth Village

- Introduction of 30mph speed on Fowlmere Rd.
- Introduction of 20mph speed through Shepreth Village.
- Speed humps on Fowlmere Road and side street junctions through Shepreth Village, such as Meldreth Road.
- Double Yellow Lines through Shepreth Village.
- Waiting restrictions on Docwras Close.

### 3. Main Issues

#### *Outcome of TRO Consultation – Melbourn and Meldreth*

3.1. The number and categorisation of responses are set out below alongside the key issues raised, which are included in Table 1 below.

- **PR1106 Meldreth, Station Road, 20mph Speed Limit Changes**  
10 total responses 9 positive, 0 neutral, 1 objection
- **PR1111 Meldreth, Whitecroft Road and High Street, Waiting Restrictions**  
6 total responses 5 positive, 1 neutral, 0 objections
- **PR1107 Meldreth and Melbourn, Traffic calming works including raised tables, speed humps, pedestrian crossings, shared use footway/cycleways**  
47 total responses: 17 positive, 4 neutral, 26 objections

**Table 1 – Melbourn and Meldreth TRO Objections**

**PR1106 Meldreth 20mph Speed Limit Changes - Objections**

Comments	Officer's response
What is the business case and rational for the speed restriction in an area of little or no traffic incidents and two residential properties. Seeks clarification on why this area is subject to 20mph for the limit in an area of more residential properties. What is the cost implementation and why is this best use of resources.	<p>A business case has been developed and was shared with the Greater Cambridge Partnership on 9<sup>th</sup> March 2023. A link to business case is available here: <a href="#">Document.ashx</a></p> <p>Crash Map shows that over the last 5 years there has been five accidents including one serious accident on Station Road. 20mph speed limits improve road safety by reducing collision speeds when they occur and lessen the likelihood of severe injury. Lower speeds also support active travel by making routes less intimidating.</p>

**PR1107 Traffic calming works including raised tables, speed humps, pedestrian crossings, shared use footway/cycleways - Objections**

Comments	Officer's response
What impact assessment has been carried out as part of this scheme?	An impact assessment is not required for the installation of speed humps and raised tables. However, the scheme has been developed in accordance with LTN 1/20 Guidance, and the placement of speed humps is in relation to the number of vehicles using Melbourn and the speeds recorded. Crash Map shows that there has been 5 Road Traffic Incidents over the past 5 years in Melbourn Village and 4 Road Traffic Incidents in Meldreth.
The existing drainage system is insufficient for current standards. Heavy rain causes flooding in the High Street and adjoining areas.  Drainage must be upgraded.	Drainage investigations and repairs will be carried out prior to works commencing. The scheme will have its own drainage to support the scheme.
Speed humps will cause too much noise disruption.	There will be an element of increased noise, but this should be much reduced with the type of speed hump being installed, which is a flat-top hump with rounded shoulders. The introduction of speed humps will reduce traffic speeds which will benefit highway safety overall.
Lane narrowing is a better option.	Lane narrowing introduces different challenges. As an example: there can be a tendency for traffic to 'race' to get to the narrowing to beat the opposing flow, consideration would have to be given to wider track vehicles which may find narrow sections difficult to traverse.
Police & camera enforcement is necessary.	The Police provide speed enforcement; it is not a role of Cambridgeshire County Council. The introduction of traffic calming means that traffic speeds can be reduced all the time.
Speed humps will frustrate residents, inflict unnecessary wear on vehicles and be inconvenient and uncomfortable.  Lowered vehicles will struggle to overcome them.	Speed humps are a recognised method of reducing vehicular speeds. By doing so overall highway safety will be improved for all users. The spacing of the speed humps is between 70 –100m and is required to ensure that speed limits of 20mph are

The streets are too narrow to support these.	<p>maintained. The speed humps are of a standard 75mm height.</p> <p>The introduction of the speed humps will not narrow the road. Road measurements have been taken to ensure that the road is suitable for speed humps.</p>
The Give Way feature on Station Road is ill-conceived, resulting in congestion and doesn't take into account the poor sightlines due to the curvature of the road	<p>The visibility on the road is in accordance with Manual for Streets, which recommends a stopping sight distance of 25m where the speed limit is 20mph. The forward visibility along this section of Station Road is 52.5m.</p> <p>To improve visibility and manoeuvrability, the 'give way' road marking will be located closer to the narrowing. The length of the narrowing will be shortened, and a buff-coloured overrun area proposed to accommodate larger vehicles while visually narrowing the road to imply one-way working.</p>
The road requires maintenance not additional features	<p>The Greater Cambridge Partnership (GCP) is responsible for delivering infrastructure projects associated with the City Deal. Cambridgeshire County Council (CCC) is responsible for the highway maintenance. However, the GCP will work with the CCC highways team to ensure that any maintenance is completed. By encouraging active travel, motor vehicle use is reduced, it is the increase in volume and weight of vehicular traffic that contributes most to road deterioration.</p>
Installing raised tables will make entering or exiting driveways more difficult.	<p>The raised tables won't alter the turning track of vehicles, rather it will provide vertical deflection. Turning manoeuvres will not be negatively affected.</p>
This will increase pollution	<p>It is unclear if introducing traffic calming is detrimental to air quality. There are multiple factors to take into account, including acceleration, deceleration, vehicle types, fuel efficiency etc. which makes calculations difficult to ascertain. However, maintaining vehicle speeds at 20mph will reduce pollution levels when compared with vehicles moving at higher speeds.</p>

### *Outcome of TRO Consultation – Shepreth*

3.2. The proposals received are listed below against the TRO proposal. Key issues raised are included in Table 2 below.

- **PR1101 – Shepreth Village and Fowlmere Rd 20mph & 30mph Speed Limit Changes**  
17 total responses: 11 positive, 3 neutral, 3 objections
- **PR1102 Shepreth Village Traffic Calming**  
4 total responses: Positive comments (0), Neutral comments (3), 1 objection
- **PR1103 Shepreth Village Prohibition of Waiting**  
9 total responses: 3 positive, 6 neutral, 1 objection.

**Table 2 - Shepreth TRO Objections to PR1101 (Shepreth Village 20mph & 30mph Speed Limit Changes), PR1102 (Shepreth Traffic Calming), and PR1103 (Shepreth Village Prohibition of Waiting)**

Objection	GCP Recommendation
Objects to the number of speed humps and concerned about drainage in the area.	<p>The sinusoidal speed humps have been implemented in line with LTN 1/20, which seeks to protect pedestrians and cyclists where both are required to share areas with motor vehicles. The speed humps have also been put in place to ensure that motorists conform to the 30mph speed limit on Fowlmere Road. For Fowlmere Road, the speed humps are also necessary as the road is straight and connects with the A10. Speed checks undertaken by the Parish Council demonstrates speeding throughout the village. The sinusoidal speed humps are in accordance with the Highways Road Hump Regulations 1996, which states that road humps should not be any more than 100m apart.</p>
The measures appear excessive and unjustified given the characteristics of the village. Lack of evidence supporting the necessity of a 20mph limit, environmental concerns and the potential negative impacts this would have, a tailored more evidence-based approach would be far more effective	<p>The 20mph zone has been requested by the Parish Council as part of an ambition to improve safety in the village and reduce speeding in the village. Speed data collected by Shepreth Parish Council show that vehicles regularly speed through the village.</p> <p>In addition, Crash Map shows that over the past six years 6 accidents have occurred on approach roads to Shepreth, two of which were classified as serious.</p> <p>20mph speed limits have proven to improve road safety at a number of locations, reducing the severity of collisions where they occur. Reducing speed limits is also beneficial to the environment. In addition, the Greater Cambridge Partnership has also pledged to provide 10% Bio-Net Diversity gain across all of its greenways – this will involve planting and maintaining more trees, hedgerow and grassland, as well as improving watercourses.</p>
Objection as considered a waste of taxpayers' money when road infrastructure is not maintained in this area. With the amount of speed bumps proposed, why is a 20mph needed?	<p>Improving road safety and promoting active travel saves lives and encourages healthier outcomes.</p> <p>Speed humps will ensure that motorists drive to the 20mph speed limit, making the 20mph speed limits self-enforcing.</p> <p>Opening highways to make them a fairer space for all modes of transport provides a better return for the UK taxpayer. Every one pound of investment provides between five or six pounds in return – <i>Investing in Walking and Cycling, The Economic Case for Action, (March 2015) UK Government</i>.</p>
Objection to waiting Restriction on Docwra's Close	Consultation with residents of Docwras Close has demonstrated their requirement for a waiting restriction to prevent patrons of the nearby

	Shepreth Railway Station from parking for long periods in the residential area.
Objection to 20mph speed limit through Shepreth village	The 20mph limit has been requested by Shepreth Parish Council and residents based on evidence the parish council have collated showing the number of speeding vehicles in the village during community speed checks.

3.3. Following consideration by officers, it is proposed that no changes are made to the TROs for Melbourn, Meldreth and Shepreth on account that changes will render the schemes not LTN 1/20 compliant and would remove the opportunity for users of all abilities to use the Melbourn Greenway. It is recommended that the TROs are approved in full.

3.4. There were no objections to the proposed traffic calming in Meldreth so a decision is not required on that proposal.

#### 4. Conclusion and reasons for recommendations

4.1. It is acknowledged that there are objections to elements of the TROs which have been considered in tables 1 and 2 above.

4.2. Following consideration by officers, it is proposed that no changes are made to the TROs for Melbourn, Meldreth and Shepreth on account that changes will render the schemes not LTN 1/20 compliant and that changes would remove the opportunity for users of all abilities to use the Melbourn Greenway. It is recommended that the TROs are approved in full.

#### 5. Significant Implication

##### 5.1. Finance Implications

This work is being funded from the Greater Cambridge City Deal.

##### 5.2. Legal Implications

The statutory and legal processes relating to the processing of traffic regulation orders have been followed.

##### 5.3. Risk Implications

There are no significant implications for this category.

##### 5.4. Equality and Diversity Implications

It is considered that there are no significant adverse impacts on those with protected characteristics.

#### 5.5. Climate Change and Environmental Implications

There are no significant implications for this category.