

## Cambridgeshire Constabulary Response

The proposal as detailed with CCC reference PR1021 is received and has been examined and considered by traffic management.

As part of the formal response the police will pass the following comment on the proposal; With reference to the installation of the 40mph and 30mph speed limits forming part of a buffer on the approaches to Fulbourn - due to the short length of the buffer speed limit it is impractical to carry out speed enforcement and thus it is unlikely that there will be any routine or targeted enforcement conducted by the police.

With reference to the proposed 20mph speed limit effectively encompassing the roads within Fulbourn;

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 this proposal is concerned.

In addition to the above the DfT Guidance on Setting Local Speed Limits (revised March 2024) states; General compliance needs to be achievable without an excessive reliance on enforcement.

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

There are a number of roads within Fulbourn where the police have concerns relating issues relating to speed compliance without any supportive traffic calming measures due to their alignment and environment. These were highlighted in the informal review and response in January 2024.

As a summary of the above accepting the observations and comments, the police understand and support the overall strategy in the implementation of a 20mph speed limit on roads in Fulbourn. Evidence supports a lower speed equates to less collisions and where there is a collision a lessor injury to pedestrians (Taylor, Lynam and Baruya, 2000).

Notwithstanding this on behalf of the Chief Officer, the Police offer no objection.

Traffic Management Officer for Cambridgeshire  
Beds, Cambs and Herts Traffic Management Unit  
Road Policing Unit