

Appendix 6

Summary of Objections and Other Comments Received, including Officer Responses

No.	Summary of Main Issues Raised	Officer Response
	Objections	
1	<p>Some of Fulbourn's through-routes, such as Cambridge Road, Hinton Road, Teversham Road, Wilbraham Road and Station Road are not suited to a 20mph speed limit and the 30mph limit should remain. Retaining a 30mph limit on those roads would have the benefit of encouraging drivers to stay on those roads, rather than using more densely populated roads in the centre of the village. The 20mph limit should be reserved for specific lengths of road, such as outside schools.</p>	<p>The Council wants to improve road safety generally across communities and also encourage more active travel choices. Those objectives are unlikely to be realised if the 20mph limit was restricted to specific roads or just around schools, etc. It is sensible to include all residential roads within the 20mph zone in the interests of consistency and inclusivity.</p> <p>Also, if some roads were excluded, it would mean that numerous 20/30 changeover signs would be needed, thus increasing cost and street clutter.</p> <p>The proposals for Fulbourn include the retention of existing 30mph and 40mph speed limits on lengths of road on the edge of the village. This includes Balsham Road, Cambridge Road, Shelford Road and Wilbraham Road where it is recognised that a 20mph limit would be unsuitable.</p> <p>Overall, the Council has tried to strike a balance between proposing a 20mph speed limit on most residential streets, but at the same time recognising that 20mph would not work on some more lightly built-up lengths of road.</p>
2	<p>The reasons and justification for introducing a 20mph speed limit are vague, unconvincing and there is little or no evidence that a lower speed limit will bring about any real benefits, including road safety.</p>	<p>It is acknowledged that the benefits of 20mph speed limits are often difficult to quantify. Many of the potential advantages, such as modal shift, reduction in pollution and community factors are only likely to be realised in the longer term.</p>

		<p>Thankfully, most residential streets do not have a history of injury collisions, so 20mph limits are rarely justified on those grounds. However, the Council frequently receives correspondence expressing anxiety about excessive speed and safety. 20mph limits can address some of those concerns.</p> <p>Wider evidence indicates that 20mph limits do bring about a reduction in average speeds, albeit this can sometimes be modest. It is known that lower traffic speeds reduce the likelihood of collisions occurring and reduce the severity of any that do happen.</p> <p>It is hoped that most drivers will choose a steady speed, rather than harshly braking and accelerating. If drivers adopt a lower more constant speed it should lower pollution, noise, use less fuel, etc.</p>
3	<p>Despite the Council's statements, it is unlikely that a 20mph speed limit will be self-enforcing and compliance will be poor.</p>	<p>Ideally the width and alignment of roads, together with on-street parking and other natural speed reducing features, will encourage drivers to moderate their speed, thus helping to make a 20mph reasonably self-enforcing. Most roads in Fulbourn are like that, but it is accepted that some roads are straighter and wider, and speeds are expected to be higher.</p>
4	<p>A 20mph speed limit is not wanted, not needed, is unnecessary and is a poor use of the Council's money.</p>	<p>It is true to say that there has been a mixed reaction to 20mph speed limits, both locally and nationally. It is clear that some people are opposed, but others are strongly in favour of them.</p> <p>The Council's overall view is that 20mph limits offer good value for money and bring about road safety and other benefits.</p> <p>It is acknowledged that some 20mph speed limits result in only a modest reduction in actual traffic speeds. However, even a small reduction can have safety benefits as previously explained.</p>

5	The 20mph speed limit will be ignored by many drivers and there will be little or no police enforcement.	<p>Regrettably, a proportion of drivers disregard speed limits and that it likely to be the case if the 20mph limit 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> <p>It is acknowledged that there will be little enforcement of the 20mph speed limit. However, Cambridgeshire Police understand and support the overall concept of 20mph limits. Their full statement is included in Appendix 7. The police's Speedwatch initiative offers a possible community-based method of alerting drivers to the need to obey speed limits.</p>
	Support	
1	The 20mph speed limit should be introduced for a number of reasons, such as to lower speeds near schools, due to narrow village roads, to improve safety for cyclists and pedestrians and for environmental reasons.	Support noted.
2	The speed limit should be reinforced by the installation of traffic calming measures.	It is possible to consider the installation of physical measures to lower traffic speeds, possibly targeted at locations where non-compliance is high. Such measures would have to be assessed and funded on their merits, with local support.
3	Signage should be minimised to reduce sign clutter.	There is published guidance relating to speed limit signage, which states distances between repeater signs. The Council has to strike a balance between providing enough signs and markings to remind drivers of the speed limit, but at the same time not over-cluttering the roadsides. The Council will consider all of these matters in its final design.
4	Concerns about how will the 20mph speed limit be enforced.	Please see previous comments.

5	The 20mph speed limit should be extended westwards in Hinton Road and Fulbourn Old Drift.	These lengths of road are only partially built-up and it was felt that compliance with a 20mph speed limit would be poor. On balance it was considered that these roads were more suited to a 30mph speed limit.