

Appendix 3 - Objections and other written representations received, including officer responses

No.	Summary of Main Issues Raised	Officer Response
1	<p>A 20mph speed limit will not improve road safety. Huntingdon does not have a history of collisions, so a 20mph limit is not justified. In fact, such a low speed limit will create driver frustration and unsafe overtaking, which may itself cause collisions.</p>	<p>Wider evidence indicates that 20mph limits do bring about some reduction in average traffic speeds, which in turn would improve safety. It is known that lower speeds reduce the likelihood of collisions occurring and reduce the severity of any that do happen.</p> <p>Thankfully, most residential streets, including those in Huntingdon, 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 in residential streets. 20mph limits can address some of those concerns.</p>
2	<p>A 20mph limit will increase pollution, noise, congestion, journey times, etc., rather than reduce them as has been claimed by the Council.</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. In any event, the impact whether positive or negative, is expected to be marginal.</p> <p>Most of the main through-routes in Huntingdon, such as the ring road, would retain their existing 30mph or 40mph speed limits. These roads make up the majority of distance travelled by cars, so factors, including journey times, are not expected to significantly change.</p>
3	<p>20mph speed limits are ineffective as many drivers ignore.</p>	<p>If the 20mph speed limit is introduced, it is accepted that there will be a degree of non-compliance. However, it is expected that average speeds will be reduced, albeit modestly in some roads.</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>It is accepted that 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.</p>

		It is acknowledged that it may take some time for that principle to be accepted by some drivers.
4	20mph limits should not be used as a blanket restriction and should be used selectively near schools and other places where there are more vulnerable road users.	<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 20mph limits were restricted to just areas around schools and other specific locations. It is sensible to include all residential roads within the 20mph limit in the interests of consistency and inclusivity. Also, if some roads were excluded, it would mean that numerous 20/30 changeover signs would be needed, thus increasing cost and street clutter. That said, the proposals for Huntingdon are not considered to be a “blanket” restriction, as the Council has consciously omitted roads that are considered unsuitable for a 20mph limit.</p> <p>Most through-roads will not be part of the proposed 20mph scheme. This is because their primary function is to cater for through-traffic, rather than being exclusively residential.</p>
5	The Council should use the money more wisely, such as on routine highway maintenance.	<p>The 20mph speed limit has been funded from Central Government money and is ring-fenced to that specific project. Routine highways maintenance is funded from other budgets and the Council is allocating more revenue spending for those works.</p> <p>The Council is of the view that overall 20mph limits offer good value for money. This is because for a modest outlay, 20mph limits can cover wider areas than would be the case with targeted speed reducing measures, such as traffic calming.</p>
6	The 20mph speed limit will not be self-enforcing and there will be little or no police enforcement.	<p>It is acknowledged that there will be little enforcement of the 20mph limits. However, Cambridgeshire Police understand and support the overall concept of 20mph speed limits. Their full statement is included in Appendix 4.</p> <p>Many of the roads that have been included in the 20mph speed limit proposal are residential streets, which are narrower and have a high level of on-street parking. These characteristics have the effect of moderating traffic speeds, making the 20mph limit relatively self-enforcing.</p>
7	Concerns around a lack of public engagement and support.	The proposed town wide scheme was discussed with local County Council Members in September

		<p>2023, and further discussed by Huntingdon Town Council Leisure and Community Services committee on 19 October 2023. The proposed 20mph scheme was presented by Cambridgeshire County Council to an extraordinary meeting of Huntingdon Town Council on 16 November 2023, where it was agreed that the scheme should progress to formal consultation.</p> <p>As part of the statutory process relating to the required speed limit order, there is a requirement to publish notices and consult with certain organisations. A notice was published in the local press, details were published on the Council's website and were available for viewing Huntingdon library and notices were displayed on street. Huntingdonshire District Council, including ward Members, and Huntingdon Town Council were consulted with no objections received.</p>
	Support	
1	The 20mph speed limit is supported, but there are concerns about non-compliance and that some of the roads that have been excluded, should become 20mph.	Support noted and the concerns raised have been responded to above.