

Appendix 3:

No	Point made	Officer response
Points made in objection to the scheme.		
1	Waste of money. Money should be spent on fixing the roads, park improvements, pedestrianisation of Bridge Street and Market Square and any number of more important issues that residents care about.	<p>As noted in 2.4 of the report, 20mph speed limits improve road safety and can have quality of life and community benefits. Funding has been secured through the 20mph funding programme, which is a ring-fenced budget.</p> <p>Please note, Bridge Street is already pedestrian zone.</p>
2	There has been no evidence of accidents to justify a speed limit reduction.	<p>Collision data shows multiple collisions having taken place in the area since 2017 (Cambridgeshire road traffic collision data can be viewed online at Cambridgeshire & Peterborough Insight – Road Traffic Collision Data).</p> <p>Irrespective of this, as noted in 2.4, 20mph speed limits improve road safety, which can encourage the uptake of more sustainable modes of transport, such as walking and cycling.</p>
3	The local police will fail to enforce effectively, as with the existing speed limits in the area.	Speed limits are designed to be relatively self-enforcing. In general, there tends to be a good level of compliance with such speed limits, though traffic calming measures can be investigated if speeding is identified to be an issue.
4	This will just increase congestion.	<p>20mph speed limits tend to promote a smoother driving style, which can benefit the movement of traffic at peak times. The lower limit can also benefit drivers in entering and exiting junctions.</p> <p>Note, the proposals will not affect the speed limit on the main road through the town (A1123 / A1096).</p>
5	Changing all these roads to 20mph will only serve to increase the time on people's commutes.	It is accepted that journey times may increase, but a lower limit should have a positive effect of road safety. It should however be noted that there are multiple different variables that affect journey times – typically, vehicles travel more smoothly in 20mph speed limits, with fewer

		<p>accelerations and decelerations, meaning there may only be a marginal increase.</p> <p>Certainly, when considering overall trip distances, the effect of this 20mph limit on total journey time(s) is likely to be negligible.</p>
6	The proposals will only cause frustration and rightly or wrongly, drivers will disregard the limit and continue to travel at 30mph.	The installation of traffic calming can be investigated to address this concern, should it occur.
7	Harrison Way is already a nightmare. How will it improve air quality when vehicles are unable to get out of second gear.	A lot of cars can comfortably drive at 20mph in 3 rd gear without having to depress the accelerator. Certainly, this won't apply to all vehicles, but studies show that vehicles tend to travel more smoothly, with fewer accelerations and decelerations in 20mph speed limits, which can have a positive effect of particulate emissions.
8	Clearly you are trying to get people out of cars. How do you expect elderly people to get out and about and keep fit by attending various activities if you make using cars impossible. Public transport does not get us to places we need to go.	Though the proposals seek to encourage the uptake of active modes of travel, they will not prohibit car use. Considering the road safety benefits (for all road users) associated with 20mph speed limits, the proposals should serve to benefit the elderly as they strive to keep active.
9	During peak times, roads are already gridlocked. A reduced speed limit would just exacerbate that.	In such instances, when the roads are indeed 'gridlocked' a lower speed limit would have no effect on traffic.
10	20mph limits do not increase safety. Careful drivers increase safety.	Lower speed limits decrease the braking distance of vehicles, aiding drivers if they need to brake for an unforeseen hazard.
11	20mph limits are not easy to adhere to without constantly checking the speedometer and thus taking eyes off the road.	<p>No matter the posted speed limit, the ability to travel at a constant speed and the time spent checking the speedometer should not differ. If anything, the impact of checking a speedometer increases as vehicles speeds increase – considering greater distance is travelled whilst the driver is glancing down</p> <p>As with No. 10, lower speed limits have a positive effect on road safety as decreased breaking distances aid drivers, should they need to break for an unforeseen hazard.</p>

12	<p>The argument for improving air quality is ridiculous. In a 20mph zone with parked cars, assuming everyone is adhering to the limit, journeys take twice as long due to having to wait longer for the car coming towards you to pass therefore engines are running for longer and still moving the same vehicle mass.</p> <p>I'm sure there are 'studies' which show reduced pollution in ideal scenarios but in the real world it won't match up. Somersham is a case in point, it now takes ages to drive through and the queues of cars are just sitting there for longer all with their engines running.</p>	<p>A study carried out by Imperial College London (see source 6.1.c and 6.2.c of the report), regarding 20mph zones in London, showed that whilst such 20mph schemes had no net negative impact on exhaust emissions (compared with areas subject to 30mph speed limits), vehicles tended to move more smoothly, with fewer accelerations and decelerations. This driving style reduces particulate emissions from tyre and brake wear. Note, this represents a significant cause of air pollution from zero-emission vehicles.</p> <p>With regards to the assessment of the situation in Somersham, whilst it is accepted that journey times may have increased, the claim of taking twice as long is unsubstantiated. Also, when considering overall trip distances, the effect of this 20mph limit on total journey time(s) is likely to be negligible – as would likely be the case in St Ives.</p>
Points made in support of the scheme.		
1	20mph is much safer in a residential area. It is concerning how drivers carelessly drive faster than required around the area, especially when children are out and about playing.	Accepted. 20mph speed limits improve road safety by lessening the likelihood of collisions occurring and or lessening the severity of any such collisions, should they occur.
2	Needingworth Road has become a dangerous road due to drivers using it as a short cut. Children have to cross the road to get to school, parents and young children to get to the nursery and worshippers to get to the mosque and church. A 20mph limit will make it safer for all residents and visitors to key buildings in the road.	<p>Accepted. As noted in 2.3 of the report, the road features many attributes that help justify the need for such a limit.</p> <p>Improved road safety is a key aspect of this proposal.</p>
3	A 20mph limit will discourage drivers from using residential roads like Needingworth Road, High Leys and Green Leys as rat runs.	Accepted for typical driving conditions, but not necessarily for periods of heavy traffic – as drivers will prefer driving along these residential roads at a lower speed over sitting in traffic on the main roads for an extended period of time.
4	I cycle through this area on a fairly regular basis. These proposals will make it much	Accepted. Encouraging the uptake of active mode of travel is a key aspect of this proposal.

	better for me & also encourage others to cycle & walk, particularly to the schools.	
5	Fully support this down knights way. Especially with the park. The amount of near misses I see weekly is ridiculous. We have a lot of people speeding past the park with no consideration.	Accepted. Improved road safety is a key aspect of this proposal.
6	Good, my 7-year-old was hit by a car on knights way. People drive too fast especially when there is a park with a lot of children.	Accepted. Improved road safety is a key aspect of this proposal.
7	About time too. I have witnessed many a near miss on Green Leys.	Accepted. Improved road safety is a key aspect of this proposal.
8	Hope the limit will be enforced with speed cameras and other measures.	Such speed limits are designed to be relatively self-enforcing though measures to help ensure compliance can be sought, should the limit be introduced, and concerns remain.
9	I think reducing the speed limit in certain areas is important especially near schools / children's play areas. But, if you are going to initiate it then, it needs to be policed / monitored. People don't abide by the 30mph limit at the moment, dropping it to 20mph and not monitoring it, will lead to more road rage incidents and people feeling they have to go over the limit to stop other drivers getting too close, it an attempt to make them go faster.	The 20mph limits that have been installed in the region have had a positive impact of traffic speeds. It is accepted that additional measures may be required to help ensure compliance, but these can be investigated though future schemes.
10	The cycle lane that connects the town centre to St Audrey Lane is currently unsuitable, with narrow sections and road crossings. The current width of the Ramsey Rd encourages fast driving. If the 20mph limit is implemented, I hope consideration will be given to narrowing the Ramsey Rd and also improving provisions for cycling.	This can be investigated through a future scheme, however, there would likely be considerable cost implications involved. Note, whilst a carriageway cycle lane (or alternative) could be implemented, a dual use or shared used footway would remain the safest option for cyclists – having to stop to cross junctions / be more mindful of pedestrians is obviously the trade-off. It is however hoped that the road safety benefits of a lower speed limit would at least aid cyclists, should they elect to cycle on the carriageway.