

Appendix 4 - Cambridgeshire Police Response

The proposal as detailed with CCC reference PR1000 is received and has been examined and considered by traffic management.

I had the opportunity to provide an informal comment to this proposal in November 2023. I can see that following a review there a little or no changes to the design set in this proposal.

As this what is effectively a 20mph scheme that has an impact on the majority of the roads in Huntingdon irrespective of their environment and alignment on behalf of Cambridgeshire Police I would like to pass the following observation and comment for the record.

With regards to the DfT guidance detailed in 'Setting Local Speed Limits'.

The national speed limit on street lit roads is 30 mph.

Traffic authorities can, over time, introduce 20mph speed limits or zones on:

Major streets where there are – or could be - significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

Where they do so, general compliance needs to be achievable without an excessive reliance on enforcement.

Experience suggests that with poor compliance of a speed limit there will be requests from residents and road users alike for the police to carry out enforcement. Again, from the DfT guidance:

85. *Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. 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.*

In addition, the NPCC guidance on police enforcement of 20mph schemes:

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.

The police understand and support the overall strategy in implementing a 20mph speed limit zone on roads in Huntingdon. Evidence supports a lower speed can lead to less collisions and in the event of a collision, less significant injuries. However certain roads have a primary purpose to facilitate the movement of traffic and as a result may well require a review as for the placement of physical traffic calming measures to support the designed terminal and any repeater signage in order to achieve speed compliance.

By setting an inappropriately low speed limit, in this case 20mph, may lead to issues relating to poor speed perception and divergence, the latter of which may lead to patterns of poor driver behaviour (such as tailgating or overtaking in excess of the posted limit). This in turn may lead to a greater propensity of incidents and collisions, something setting a lower speed limit is attempting to minimise. As such a small number of roads within the Proposal which are feeder routes or by virtue of alignment and environment may suffer from issues relating to speed compliance, for example, St Peters Rd, Swallowbush Rd, California Rd, and Desborough Rd (this is not an exhaustive list).

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

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