

Question - How do we ensure that the changes to 20mph are recognised by Sat Navs?

Response - Once we've completed the regulatory process and made the speed limit orders the details are sent to the sat NAV companies. These will be uploaded as soon as those orders have been made.

Question - Will this apply if they're only temporary orders, how does that change back?

Response - Phase 1 will not be temporary orders, once we have consulted and made these changes, these will be permanent. Any changes to this would be a future Council decision. Phase 1 will give us the learning on how we move forward across Cornwall, this would be a Cabinet decision.

Question - In light of the permanent speed reduction, is there an opportunity to remove existing speed bumps / cushions?

Response - The optimal time to consider this would be as part of future maintenance regimes, this would be the least disruptive and most cost effective way to consider it. This would need to be a considered decision involving the community.

Question - Can a 40mph road be included in the review and be reduced to 20mph?

Response - Unfortunately limits 40mph and above are excluded from our review. Whilst at this stage we do not deem this to be suitable for 20mph, there may be other improvements that could be considered through the Community Network Highway Scheme to improve the environment locally.

Question - What is the trigger for police enforcement in terms of sending out offences and issuing tickets?

Response - D&C Police will be looking at a matrix-based approach through the new data analysis team. It will include the number of community concerns raised through a new Vision Zero website reporting portal, ideally accompanied with speed data. We are purchasing additional software and speed equipment to monitor speeds. All of this data will then be triangulated to identify areas of most concern.

People aren't automatically going to change to driving at 20mph and we would be overwhelmed trying to enforce areas where 85% of drivers are averaging 25mph. We need to look at where compliance is least and prioritise those areas for enforcement.

Question - Do the schools at present help out with Community Speedwatch or is it something I could as a councillor approach the schools to get them involved in the scheme?

Response - When we have filled the new roles this is something we'll look to reinvigorate. We do want young people getting involved in that process and it will be developed now that we are financially able to invest sufficiently in the scheme.

Question - Will it just encompass the zones in Cornwall like Falmouth that is going from a 30mph or are currently 20mph, or could the schools be anywhere in Cornwall?

Response - This collaboration with schools will be carried out across Cornwall.

Question - How can get CSW in our village if it has been deemed unsafe to operate from there in the past?

Response - The level of risk assessed for sites will vary between officers who previously carried this out. We need to ensure that those undertaking CSW activity can do so safely. Historically it was challenging because only a van was available. We now have a modular system where the camera team can be deployed on a motorbike or car, so it does open up a whole new avenue of opportunities. We are unable to comment specifically on the site in question without seeing anything in greater detail. We will look at re-evaluating site once the engineering works within the village are completed.

Question - Is a 20mph limit enforceable? I've heard it is only 30mph and above.

Response - This emanated from previous Association of Chief Police Officer guidance, which expired in 2015. This was when 20mph zones were being rolled out without a traffic regulation order. This has now changed in that a number of local authorities are implementing TROs. Older existing Home Office type approved fixed cameras can only enforce 30mph and above. However, new cameras such as Longdowns on the A394 can enforce at 20mph as well. We can and will enforce the 20mph limits, where high risk harm is evidenced.

Question - Would you agree that mobile activated signs are one of the best deterrents we can have in Cornwall for reducing speed because it reminds people who lose concentration that they are travelling too fast?

Response - Anything we can do to nudge behaviour is beneficial. We recognise the vast majority of people who stray above speed limits is due to lack of attention. However, for those individuals that deliberately ignore the law and drive in excess of the speed limit is where enforcement is required. Speed

activated signs should be used as part of a blended approach going forward. There is no one fixed approach, every community is different. There will be opportunities for communities to nominate those types of improvements through the Community Network Highway scheme.

Question - Comms is going to be essential otherwise people won't understand why we are blanketing the whole of Falmouth with 20mph limits and will likely get frustrated by the 20mph limit. How will we effectively get these comms out there to inform people of the reasoning behind this change?

Response - We will have a comprehensive comms and engagement plan in place and are tendering for specialist to support this. Helpfully however, large pockets of Falmouth are already 20s and what we are doing is delivering consistency of treatment; in a bid to reduce driver confusion. We want to build messaging that 20mph is the norm where areas are residential and vulnerable road users mix.

The Councils webpage on 20mph is accessible here [20mph speed limits - Cornwall Council](#) – this may contain other helpful explanations.