



To: East Area Committee 10<sup>th</sup> April 2014  
Report by: Simon Payne – Director of Environment  
Wards affected: Romsey, Coleridge, Abbey, Petersfield

## Cambridge 20mph Project – Phase 2 Consultation Results

### 1.0 **Executive summary**

This report sets out the outcomes of the Cambridge 20mph Project Phase 2 (East Phase) public consultation and requests that East Area Committee provide recommendations to the Executive Councillor for Planning and Climate Change on how the project should be progressed.

### 2.0 **Recommendations**

The East Area Committee is asked;

- 2.1 To note the consultation outcomes;
- 2.2 To provide comments and recommendations to the Executive Councillor for Planning and Climate change (Councillor Tim Ward) and the Environment Scrutiny Committee at which a final decision on potential implementation of the project will be made, specifically;
  - i. Whether to introduce a 20mph limit on the unclassified roads in the East Phase area.
  - ii. Whether to introduce a 20mph limit on all/none/some of the C Class roads within the East Phase area

### 3.0 **Background**

- 3.1 In July 2011, a motion to Council was agreed that requested the Executive Councillor for Planning and Climate Change (Cllr Tim Ward) to evaluate existing 20mph schemes in Cambridge and where appropriate, consult on expansion of schemes. Support and commitment from Cambridgeshire County Council was secured, and potential project scope and resourcing were investigated, which culminated in Council Budget funding bids for ‘the

Cambridge City 20mph Zones Project'. A capital bid for £400,000 to cover works was agreed in February 2012. A further revenue Priority Policy Fund bid for £59,800 to cover staffing was also approved.

- 3.2 Both funding bids stipulate that the project should have a citywide approach. As such the project considers all appropriate roads within the Cambridge City Boundary where it is appropriate/feasible to introduce a 20mph limit. Works will be subject to agreement with the Highway Authority (Cambridgeshire County Council).
- 3.3 Due to the size of the project, it has been divided into four separate phases, reflecting existing area committee boundaries. It is intended that each phase be progressed separately and brought to the relevant area committee for recommendation.
- 3.4 The project aims to:
- provide conditions that are conducive to an increase in active travel modes such as walking and cycling and encourage a modal shift towards these modes
  - reduce the severity of personal injury accidents (PIAs) that occur on the city's road network
  - reduce noise and air pollution levels
- 3.4 The project is reflected in the City's current policy context including strategic objective PST4.4 in the Planning and Sustainable Transport Portfolio Plan 2012-13. The extension of 20mph zones is also included within the Council's Annual Statement 2012-13 and contributes to the 'Vision for the City'. The project will help to achieve objectives set out in the Council's Medium Term Strategy, which includes an action to 'Improve facilities for pedestrians, cyclists and public transport users, including consideration of extending areas with a 20mph limit'. In addition forthcoming Climate Change Strategy 2012-2016 includes an action to 'Identify opportunities in the development of the Cambridge Local Plan to minimise traffic generation and promote public transport, cycling and walking'.
- 3.5 The project was presented to East Area Committee on 09/01/14 to request comments on the proposed consultation arrangements for Phase 1.
- 3.6 The Committee requested the inclusion of Ditton Lane in the consultation, a 'B' road to the north east of the city.

- 3.7 The Cambridgeshire County Council speed limit policy currently precludes the introduction of 20mph speed limits on A or B classified roads. As such a departure from this policy would need to be approved for Ditton Lane to be included.
- 3.8 This request was considered jointly by the County Council's Traffic Manager, the Head of Service for Local Infrastructure and Street Management and County Councillor Mac McGuire the Cabinet Member for Highways and Community Infrastructure.
- 3.9 Based on the classification of Ditton Lane as a B road and its nature being very different to Victoria Road in terms of road environment, as well as the existence of a speed camera that indicates existing problems with 30mph compliance, County Council opinion is that it is not suited to 20mph and therefore was not included in the consultation.
- 3.10 Other minor changes to the document were included and the results have been interrogated to provide the opinions of those residents that live on each of the C Class roads.

#### **4.0 Consultation Process**

- 4.1 Public consultation for phase two took place between 24/02/14 and 30/03/14 (5 weeks). The consultation was undertaken via the delivery of a consultation pack containing an explanatory leaflet and freepost return questionnaire to all addresses located within the Phase 2 area along with statutory consultees (17,974 addresses). The consultation pack can be viewed at **Appendix B**.
- 4.2 Consultees were provided with two options to respond. Either via an on-line questionnaire hosted via the City Council website, or by filling in the questionnaire delivered in the pack and returning it via the freepost address. In order to identify any consultation responses that were returned by respondees from outside the consultation area, each questionnaire included a unique code, which also needed to be quoted when filling in the on-line questionnaire. As such it has been possible to identify responses received from those outside the consultation area, as well as responses from individual residents. The code has also allowed for any multiple responses from the same address within the consultation area to be identified. Following analysis it has been found that no one address submitted more than 5 responses and the mix of responses from any one of these single addresses does not suggest an attempt to swing the overall consultation outcomes.

- 4.3 During the consultation period two exhibitions were set up which provided additional information about the project. These were located at the Ross St Community Centre and at the Customer Service Centre in Mandela House. Both exhibitions were in place from the 24/02/14 to 30/03/14. They consisted of three large exhibition boards and comments sheets with a drop box. Two public drop-in sessions also took place at Ross St Community Centre during the consultation period, at which council officers were present to answer questions. One during the day on Saturday 01/03/14 and the other in the evening of Wednesday 06/03/14.
- 4.4 PDF copies of the exhibition materials and the consultation leaflet are available on the project web page, and were also distributed in hard copy format to schools, libraries, and community centres within the phase area. The consultation was further publicised via a press release, tweets and an article in Cambridge matters.

## 5.0 Consultation Outcomes

- 5.1 A total of 3014 responses to the consultation were received. Of these 2850 (94.6%) were received from addresses within the consultation area, and 164 were received from outside the consultation area. Of those from within the consultation area 2822 were from different addresses. This provides an overall response rate of: 15.7%
- 5.2 Following analysis the results have been summarised into numerical and chart based formats. These are available to view at **Appendix B**.
- 5.3 Overall the consultation results indicate that the majority of respondees:
- are **in favour** of the 20mph limit on residential and shopping roads in the Phase 2 area **(72%)**
  - are **in favour** of 20mph on roads coloured in with solid blue lines **(69%)**
  - are **in favour** of 20mph on the remaining section of Mill Road **(63%)**.

The number of respondees in favour of a 20mph limit on Coldham's Lane (both sections) and Cherry Hinton Road (both sections) is neither strongly positive nor negative.

5.4 Responses received from statutory consultees are set out in table 1 below. The question numbers refer to those on the Consultation Questionnaire at Appendix A.

Consultee	Do you agree with 20mph speed limits on residential and shopping roads?	Do you agree with installing 20mph limit on roads coloured solid blue?	Do you agree with installing 20mph limit on main roads coloured with red dashed lines?					Further Comments
			Coldham's Lane (Section 1)	Coldham's Lane (Section 2)	Mill Road (remaining section)	Cherry Hinton Road (Section 1)	Cherry Hinton Road (Section 2)	
Cambridgeshire Fire and Rescue	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No objections to proposals.
Cam Sight	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Mencap	No	No	No	No	No	No	No	
East of England Ambulance	Yes	Yes	Yes	No	Yes	No	Yes	
Cambridgeshire Chambers of Commerce	No	No	No	No	No	No	No	The present road restrictions and traffic calming measure keep speeds down on these roads and the viability of taking enforcement action is questionable. Slowing the traffic to 20mph will add to traffic congestion and delay buses. Will cyclists have to comply? Finally, we think it is confusing for drivers when the speed limit changes between different sections of the same road.
Stagecoach	Yes	Yes	No	No	No	No	No	I object in the strongest possible terms that the consultation shouldn't include any 'A' or 'B' roads in Cambridge including Victoria Road.

**Table 1: Responses from Statutory Consultees**

5.5 An analysis of the responses from residents living on Mill Road, Coldham's Lane and Cherry Hinton Road has been undertaken. Of those who responded:

- 70% of Mill Road residents **agreed** with the remaining section being limited to 20mph
- 59% of Coldham's Lane residents **disagreed** with either section being limited to 20mph
- 55% of Cherry Hinton Road residents **agreed** with either section being limited to 20mph.

Detailed charts are included in Appendix B

5.6 Following analysis of the responses, the following commonly occurring themes have been identified:

- The 20mph limit needs to be enforced (this comment was made by those both agreeing and disagreeing to the implementation of a lower speed limit).
- It is a waste of tax payers' money (and should be spent repairing potholes).
- Driving at 20mph will not reduce congestion and will lead to increased journey times – including for buses, fuel consumption and pollution.
- Coldham's Lane and Cherry Hinton Road are main arteries in the city and should stay at 30mph.

A number of other general themes (in no particular order) have been identified from the comments received:

- The existing 30mph limit (and in parts 20mph limits) need enforcing first. 20mph is too slow. 30mph is slow enough
- The existing 20mph limit in the city centre is ineffective.
- The proposals will result in too much sign/line clutter.
- Any red surfacing should be minimised
- It would be good if sign clutter could be addressed/reduced as part of the project
- The project needs to be clearly signed.
- The project will result in cycles overtaking vehicles, could be dangerous.

- It would be difficult to pass cyclists at 20mph/take longer to do so which will be more dangerous.
- All roads in the city should be included. This would reduce potential confusion/improve clarity, reduce sign clutter and prevent potential traffic migration onto these roads.
- 20mph limits should be in place outside schools.
- 20mph should be timed to only be in force during the day/the limit should revert to 30mph at quiet times such as overnight.
- 20mph would provide pedestrian or cyclists with a false sense of security.
- At 20mph drivers would have to concentrate on their speed and signs rather than the road.
- 20mph could result in increased 'road rage' with dangerous overtaking.
- Pedestrians, cyclists, school pupils should pay more attention/be provided with training on the road.
- It is not possible to exceed 20mph on many of the unclassified roads/other roads at peak times anyway, so why bother making them 20mph?
- The consultation should have included details of potential negative impacts of the project
- 20mph will be bad for bus services – making journey times longer and reliability poorer.
- The limit is not required where traffic calming is in place.
- Good to remove existing traffic calming if 20mph limit is introduced.
- This is an 'anti-car' proposal. Looks like a project to increase revenue and a precursor to introducing a congestion charge.
- The project will go ahead whatever the results of the consultation are.
- It would be good to introduce speed cameras to enforce the 20mph limit

## 6. Background papers

These background papers were used in the preparation of this report:

- Responses to Cambridge 20mph Project, East Phase Public Consultation
- Cambridge City Council, Environment Scrutiny Committee Report – Cambridge 20mph Project

<http://democracy.cambridge.gov.uk/documents/g714/Public%20reports%20pack%2015th-Jan-2013%2017.00%20Environment%20Scrutiny%20Committee.pdf?T=10>

- Cambridge 20mph Project – Phase 2 Consultation Pack – Please contact the author for a PDF copy
- Department for Transport Local Transport Note 1/07 – Traffic Calming  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3811/ltn-1-07.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3811/ltn-1-07.pdf)
- Department for Transport Draft Speed Limit Circular July 2012 – Setting Local Speed Limits –  
<http://assets.dft.gov.uk/consultations/dft-2012-32/setting-local-speed-limits.pdf>
- Cambridge City Council Budget Setting Report  
[http://mgsqilmh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011\\_1.pdf](http://mgsqilmh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011_1.pdf)
- Planning and Sustainable Transport Portfolio Plan 2012-13  
[http://mgsqilmh01/documents/s8526/PST\\_Planning\\_and\\_Sustainable\\_Transport\\_Portfolio\\_Plan\\_2012-13.pdf](http://mgsqilmh01/documents/s8526/PST_Planning_and_Sustainable_Transport_Portfolio_Plan_2012-13.pdf)
- Cambridge City Council Medium Term Financial Strategy 2011/12 – 2015/16  
[http://mgsqilmh01/documents/s13580/MTS\\_Version\\_2\\_Executive\\_FINAL\\_2.pdf](http://mgsqilmh01/documents/s13580/MTS_Version_2_Executive_FINAL_2.pdf)
- Cambridge City Council Climate Change Strategy 2012-2016  
[http://mgsqilmh01/documents/s13710/Appendix\\_A\\_Cambridge\\_City\\_Council\\_Climate\\_Change\\_Strategy.pdf](http://mgsqilmh01/documents/s13710/Appendix_A_Cambridge_City_Council_Climate_Change_Strategy.pdf)

## 7. Appendices

Appendix A – Consultation Pack

Appendix B – Summary of Consultation Results

## 8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Andrew Preston

Author's Phone Number: 01223 458234

Author's Email: [andrew.preston@cambridge.gov.uk](mailto:andrew.preston@cambridge.gov.uk)



# **Appendix A**

## **Consultation Leaflet**



## Public Consultation

Cambridge City-Wide 20mph Speed Limit – East Phase



Following requests from local residents, the council is proposing to reduce the speed limit on shopping and residential roads. A 20mph limit would provide the following benefits:

- Road conditions that encourage and allow for more people to use sustainable transport, such as walking and cycling, which has associated health and wellbeing benefits
- Easier conditions for pedestrians to cross the road, particularly for children or the elderly
- A reduced amount of road noise generated by traffic in residential areas
- Improved traffic flow, as it flows more smoothly through junctions at lower speeds
- Reduced levels of airborne pollution
- Reduced severity of injuries sustained as a result of road accidents: according to the road safety charity ROSPA, studies have found that a pedestrian struck at 20mph has a 97% chance of survival; at 30mph the chances of survival fall to 80%.

This leaflet outlines Cambridge City Council's proposals for a city-wide 20mph limit on residential and shopping streets. Please read through the information in this leaflet and respond to the consultation either by post, using the enclosed questionnaire (**postage is free**) or on-line via an online questionnaire available at: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit). A letter and questionnaire is being sent to all addresses within the East Phase area. The Closing date for responses is: 29/03/14

Due to its size, the 20mph project has been divided into four phases. The second phase covers the east area of Cambridge. Further consultations are planned to take place across other areas of the city.

The proposals do not include any new speed humps, only new signs and road markings, installed in line with national regulations to make road users aware of the 20mph limit. The project does not propose to include the A and B classified roads as these are not currently suited to 20mph. Please see the plan overleaf for more information on the roads proposed to be changed from 30mph to a 20mph limit.

Signs and 20mph 'roundel' road markings would be installed on entry into the limit. Repeater signs and markings would be placed within the limit to remind road users of the 20mph limit. Where new signs are installed, these would be placed on existing lamp posts or signposts wherever possible. Please see the back page of this leaflet for examples of how the proposed 20mph limit signs and road markings could look.

### Additional information including background data is available:

Please go to: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit). There will be a public exhibition with information boards and large format copies of the plans installed at Ross Street Community Centre (Ross Street, Cambridge, CB1 3UZ) from 24/02/14 to 29/03/14. Public drop-in sessions with officers on hand to answer questions will take place at Ross Street Community Centre on 1/03/14 from 12pm to 4pm and on 6/03/14 from 4pm to 8pm. Information is also available at other local community centres, libraries, schools and the City Council Customer Service Centre at Mandela House (4 Regent Street, Cambridge, CB2 1BY).

**No decision has been made, your views are important to the Council**



Example of how entry into the proposed 20mph on a main road could look: a 20mph 'roundel' road marking with coloured road surface and two 20mph Zone entry signs.



Example of how entry into the proposed limit on a smaller road could look: a 20mph 'roundel' road marking and 20mph limit signs.



If the proposed 20mph limit is introduced, 20mph roundel road markings and repeater signs would be installed. Wherever possible the repeater signs would be mounted on existing lamp posts or signposts. Similar signs are already in place in the city centre, such as on Silver Street Bridge.



As well as the signs and road markings, it is proposed to install some moveable light-up signs. These signs would detect the speed of approaching vehicles and if required, light up, to remind drivers of the new speed limit.









The following are being consulted: All properties within the area shown on the plan, Local and Statutory Groups including Emergency Services, Public Transport Providers, Disability Groups and Ward Councillors. Consultation results will be available to view on the project webpage within one month of the closing date: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit)

The outcome of this consultation will be presented to East Area Committee on 10th April 2014. This Committee will recommend which streets should be included to the Executive Councillor for Planning and Climate Change, who will make the final decision at Environment Scrutiny Committee on 8th July 2014. The subsequent legal statutory traffic order process will then be carried out and determined by Cambridgeshire County Council

For further information please go to: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit), Email: [20mph@cambridge.gov.uk](mailto:20mph@cambridge.gov.uk) or Call: 01223 458534

**If you require this leaflet in larger print please call 01223 458534**

**KEY**

-  Boundary of East Phase of the City-Wide 20mph Project
-  Residential and shopping roads proposed to be changed from 30mph a 20mph limit subject to the outcome of consultation
-  More main residential and shopping roads proposed to be changed from 30mph to 20mph subject to the outcome of consultation
-  Roads with existing 20mph. The existing 20mph signs for these areas would be evaluated as part of the project
-  A and B Classified Roads that are not included due to their road environment not being suitable for a 20mph limit
-  Private roads not included within the project
-  Existing Green Space
-  Existing School or College

Please see the back page of your questionnaire for an alphabetical list of roads affected by this consultation



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# Consultation Questionnaire

Proposed Cambridge City-Wide 20mph Speed Limit – East Phase

ADDRESS

Freepost RTGU-HXRA-REBZ  
 Streets and Open Spaces  
 Project Delivery  
 Cambridge City Council  
 Mill Road Depot  
 Mill Road  
 CB1 2AZ

Dear Sir/Madam,

Please read the enclosed information and respond either by filling in an on-line questionnaire at: [cambridge.gov.uk/20MPH](http://cambridge.gov.uk/20MPH) (quoting the code at top of this page) or by filling in this form and posting it to the **Freepost** address in the dashed box above.

Please respond, no decision has been made and your opinion is essential to the council's decision-making process. **The closing date for responses is: 29/03/14**

Question 1		
Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 2		
Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines on the consultation plan? (if 'No' please provide details in the comments section below)		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 3		
Do you agree with installing the proposed 20mph limit on the more main roads that are coloured in with red dashed lines on the consultation plan?		
	YES	NO
Coldham's Lane (Section 1)	<input type="checkbox"/>	<input type="checkbox"/>
Coldham's Lane (Section 2)	<input type="checkbox"/>	<input type="checkbox"/>
Mill Road (Remaining section to Perne Road)	<input type="checkbox"/>	<input type="checkbox"/>
Cherry Hinton Road (Section 1)	<input type="checkbox"/>	<input type="checkbox"/>
Cherry Hinton Road (Section 2)	<input type="checkbox"/>	<input type="checkbox"/>
If you wish, please provide any further comments on the proposals (Continue on a separate page if you wish)		

**Thank you for taking the time to provide the council with your views**

Your response is protected by the Data Protection Act and will only be used by Cambridge City Council. Multiple responses from businesses or residences will be accepted

**An alphabetical list of all the shopping and residential roads affected by Question 2**

Abbey Road	Clifton Road	Geldart Street	Marmora Road	River Lane	Swann's Road
Abbey Street	Coggleshall Cl	Gerard Close	Meadowlands Rd	Riverside	Sycamore Close
Abbey Walk	Coldham's Grv	Gerard Road	Mercers Row	Robert Way	Taunton Close
Ainsworth Crt	Coldham's Rd	Gisborne Road	Milford Street	Rowlinson Way	Teynham Close
Ainsworth St	Coleridge Rd	Godesdone Rd	Missleton Court	Rustat Avenue	The Homing
Ancaster Way	Coniston Road	Golding Road	Montreal Road	Rustat Road	The Paddocks
Ann's Road	Corrie Road	Gray Road	Montreal Square	Saxon Road	The Rodings
Ashbury Close	Cowper Road	Harvest Way	Natal Road	Silverwood Close	The Westering
Bancroft Close	Cyprus Road	Headford Cl	Neville Road	Sleaford Street	Thetford Terrace
Barnes Close	Davy Road	Helen Close	New Street	St Bede's Crsnt	Thorleye Road
Barnwell Drive	Dennis Road	Henley Way	Newmarket Rd (Stn service Rd)	St Bede's Gdns	Thorpe Way
Beche Road	Derby Road	Hobart Road	Norfolk Street	St Margaret's Sq	Tiptree Close
Bergholt Close	Derwent Close	Holyoake Crt	Norfolk Terrace	St Matthew's Gdns	Tiverton Way
Birdwood Rd	Ditton Fields	Hooper Street	Norton Close	St Matthew's St	Trevone Place
Blossom St	Ditton Walk	Howard Close	Occupation Rd	St Thomas's Rd	Vicarage Terrace
Brackyn Road	Dudley Road	Howard Road	Oyster Row	St Thomas's Sq	Wadloes Road
Bradmore Ln	Dunsmore Cl	Huntley Close	Palmers Walk	Staffordshire Gdns	Walnut Tree Ave
Bradmore St	Edward Street	Jack Warren Grn	Perne Avenue	Staffordshire St	Walpole Road
Brentwood Cl	Egerton Close	Kelvin Close	Petworth Street	Stanesfield Close	Ward Road
Britten Place	Egerton Road	Kerridge Close	Peverel Close	Stanesfield Road	Whitehill Close
Broad Street	Ekin Road	Keynes Road	Peverel Road	Stanley Court	Whitehill Road
Brooks Rd (Etn service Rd)	Elfleda Road	Langham Rd	Priory Road	Stanley Road	William Smith Cl
Budleigh Close	Fairsford Place	Latimer Close	Quainton Close	Station Road	Wycliffe Road
Bullen Close	Fanshawe Rd	Leonard Close	Rachel Close	Sterne Close	York Street
Burnside	Ferndale Rise	Lichfield Road	Radegund Road	Stevenson Court	York Terrace
Cambridge Pl	Fison Road	Lilac Court	Rathmore Road	Stone Street	Young Street
Caroline Place	Flamsteed Rd	Limetree Close	Rawlyn Close	Stourbridge Grv	
Chalmers Rd	Flower Street	Madras Road	Rawlyn Road	Sturton Street	
Cheddars Ln	Galfrid Road	Malden Close	Rayson Way	Suez Road	
Chigwell Court	Garlic Row	Malta Road	Regatta Court	Sunnyside	

**An alphabetical list of all roads within the Phase 2 area that already have 20mph limits but would have any existing 20mph signs and lines evaluated as part of the current project**

Angus Close	Cromwell Rd	George Pateman Ct	Hope Street	Romsey Road	Swann's Ter
Argyle Street	Cross Street	Glisson Road	Kingston Street	Romsey Terrace	Tenison Ave
Belgrave Road	Danesbury Ct	Great Eastern St	Lyndewode Rd	Ross Street	Tenison Rd
Brampton Rd	David Street	Gresham Road	Mackenzie Rd	Sedgwick Street	Thoday St
Campbell St	Devonshire Rd	Greville Road	Mawson Road	Seymour Street	Vinery Park
Catharine St	Drosier Road	Guest Road	Mill Road	St Barnabas Court	Vinery Road
Cavendish Rd	Emery Road	Gwydir Street	Mill Street	St Barnabas Road	Vinery Way
Charles St	Emery Street	Harvey Road	Mortimer Road	St Paul's Road	Wetenhall Rd
Cockburn St	Fairfax Road	Hemingford Road	Perowne Street	St Philip's Road	Wilkin Street
Collier Road	Fletcher's Ter	Hooper Street	Ravensworth Gdns	Stockwell Street	Willis Road
Covent Gdn					

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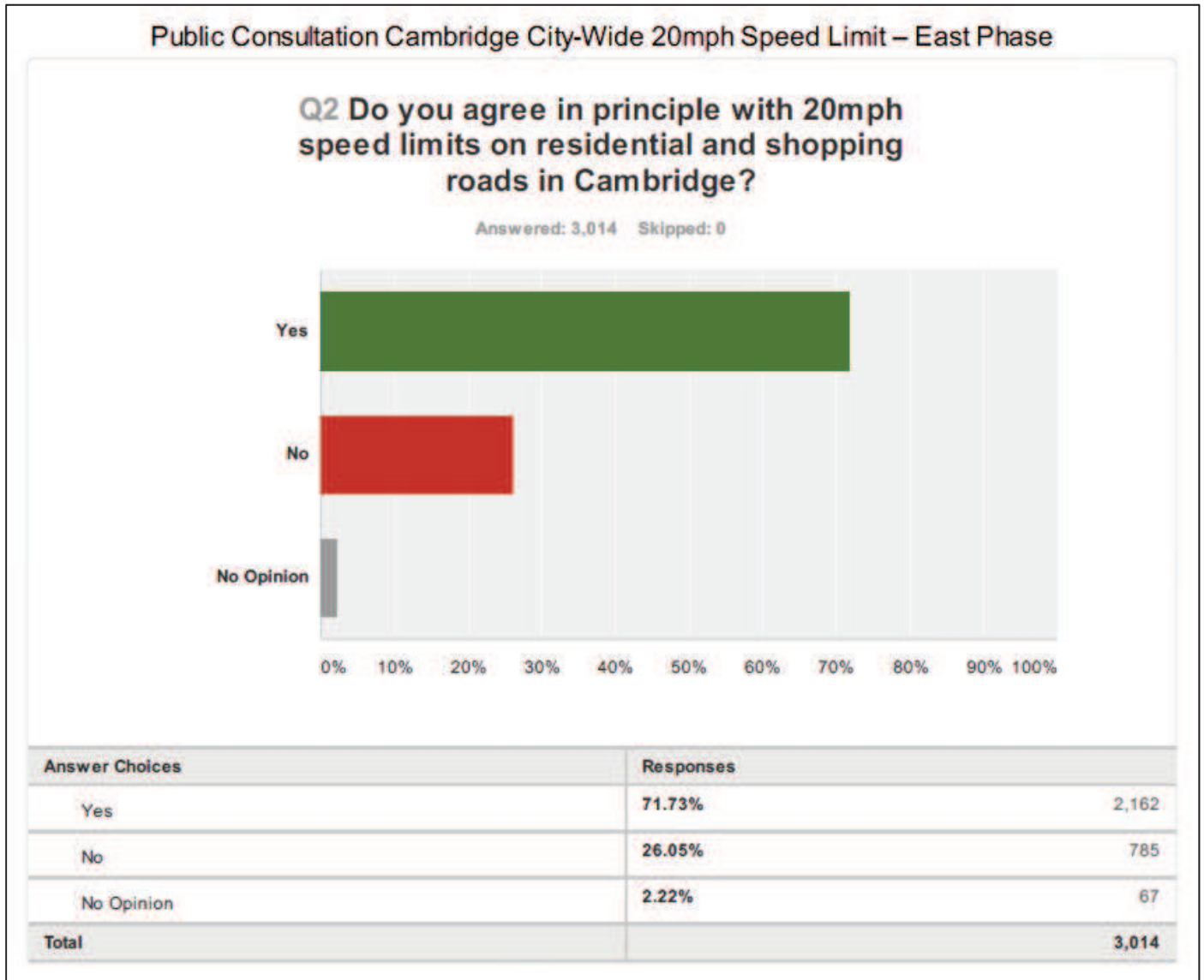
# **Appendix B**

## **Summary of Consultation Results**

## 20mph City Wide Project – Phase 2 East Area Consultation Results

Total Number of Responses received: 3,014

Period of Consultation 24<sup>th</sup> February 2014 to 30<sup>th</sup> March 2014

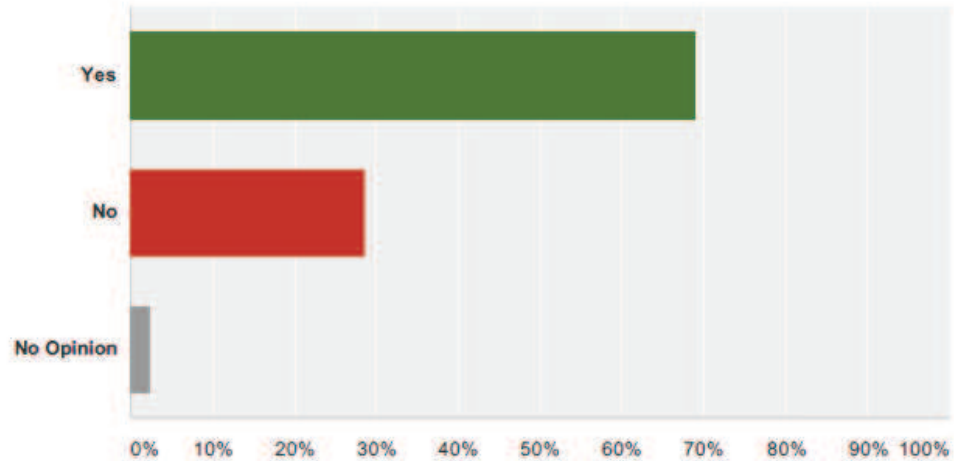




Public Consultation Cambridge City-Wide 20mph Speed Limit – East Phase

**Q3 Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines?**

Answered: 3,014 Skipped: 0

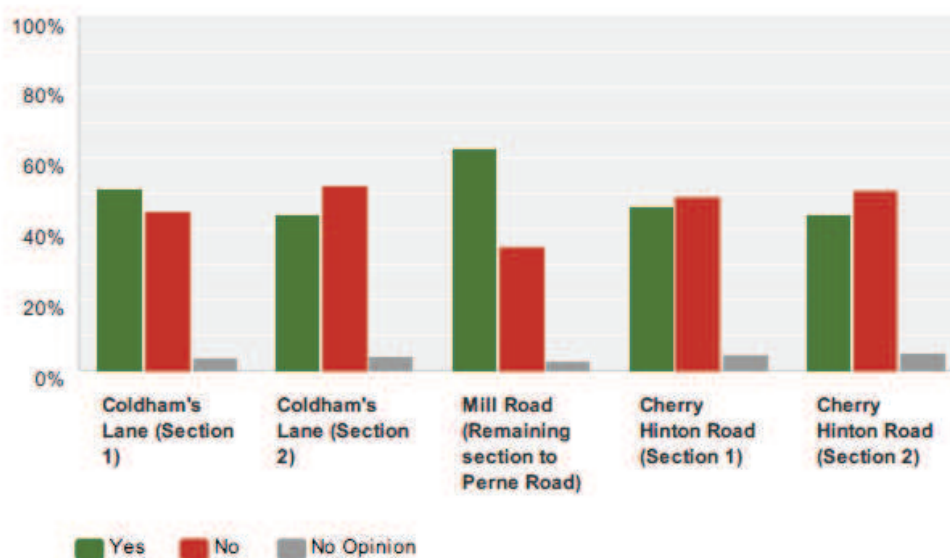


Answer Choices	Responses
Yes	68.98% 2,079
No	28.53% 860
No Opinion	2.49% 75
<b>Total</b>	<b>3,014</b>

Public Consultation Cambridge City-Wide 20mph Speed Limit – East Phase

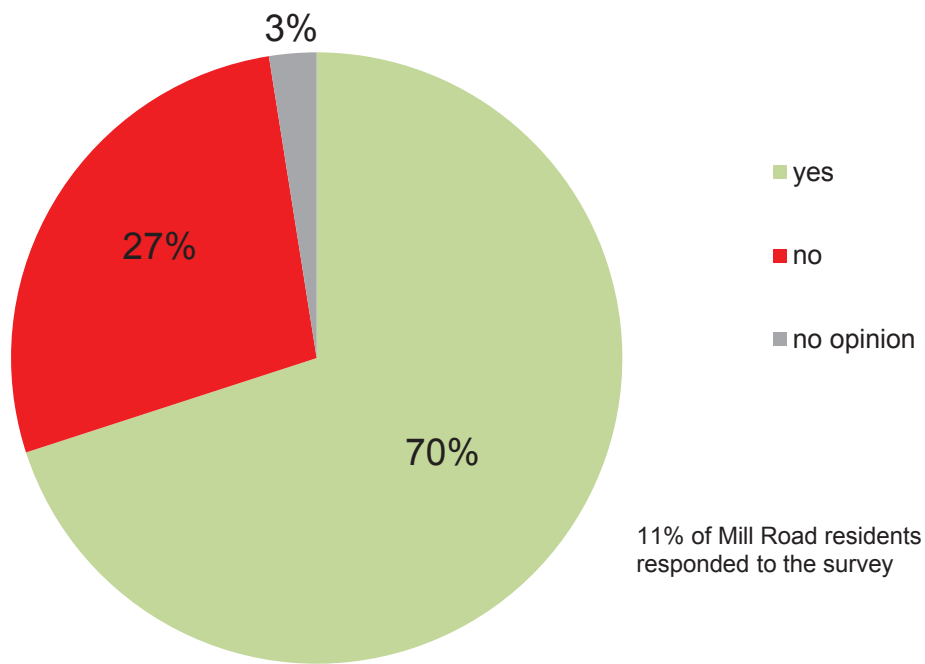
**Q4 Do you agree with installing the proposed 20mph limit on each of the more main roads that are coloured in with red dashed lines on the consultation plan?**

Answered: 2,982 Skipped: 32

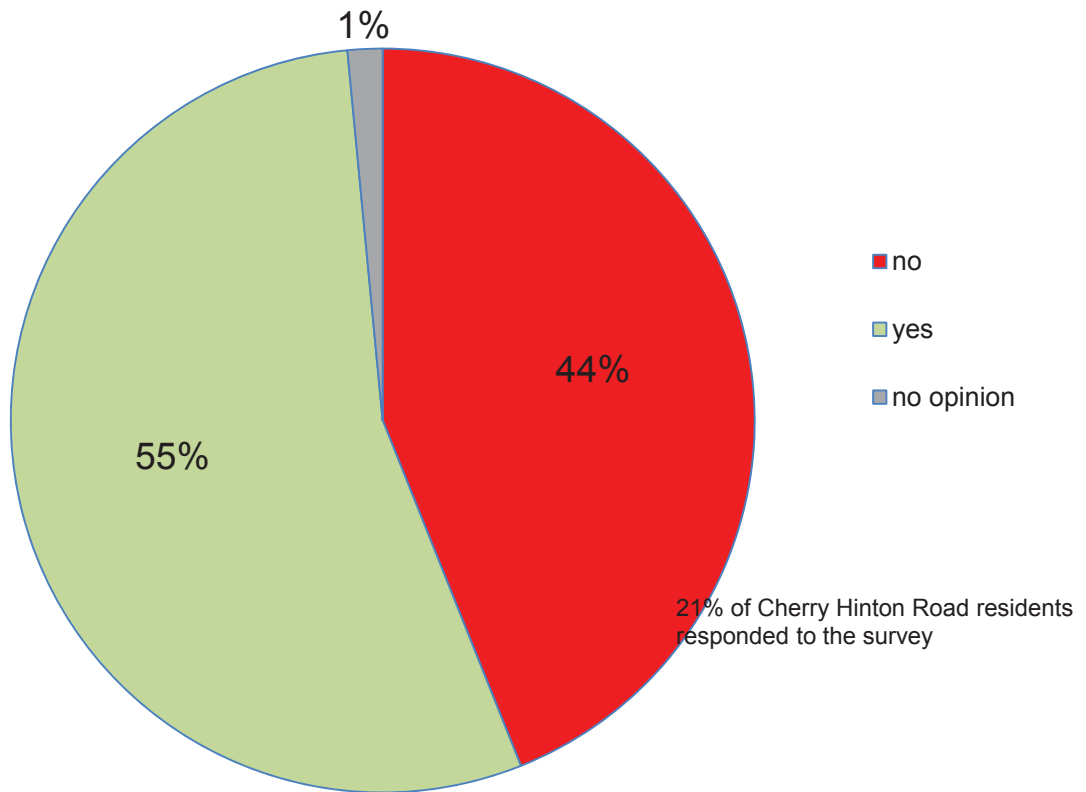


	Yes	No	No Opinion	Total
Coldham's Lane (Section 1)	51.71% 1,542	45.00% 1,342	3.29% 98	2,982
Coldham's Lane (Section 2)	43.86% 1,308	51.95% 1,549	4.19% 125	2,982
Mill Road (Remaining section to Perne Road)	62.64% 1,868	35.04% 1,045	2.31% 69	2,982
Cherry Hinton Road (Section 1)	46.58% 1,389	48.86% 1,457	4.56% 136	2,982
Cherry Hinton Road (Section 2)	44.23% 1,319	50.77% 1,514	5.00% 149	2,982

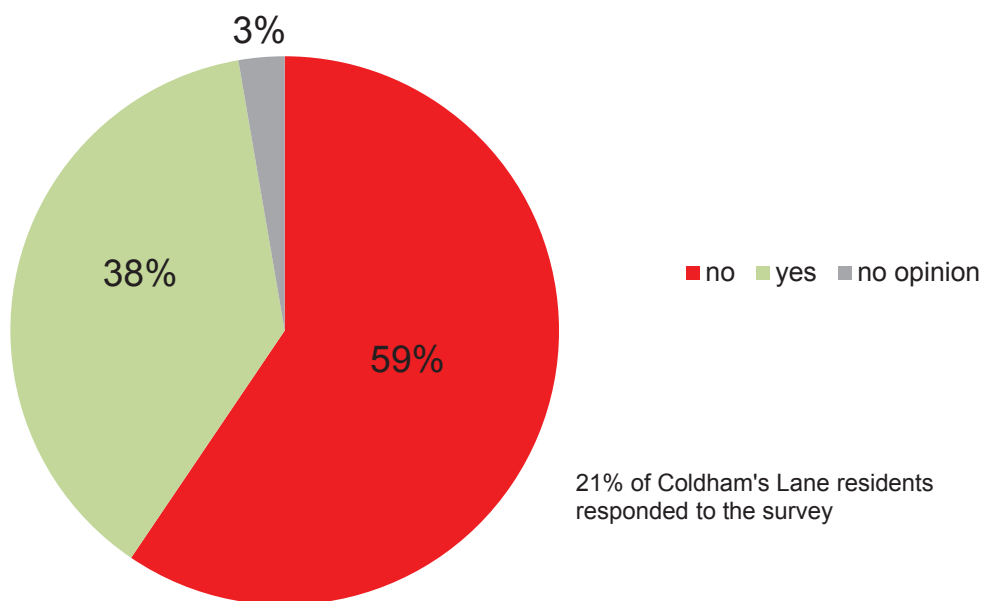
**Percentage of Mill Road Residents agreeing with a 20mph limit on the remaining section of Mill Road**



**Percentage of Cherry Hinton Road residents agreeing with a 20mph limit on either section of Cherry Hinton Road**



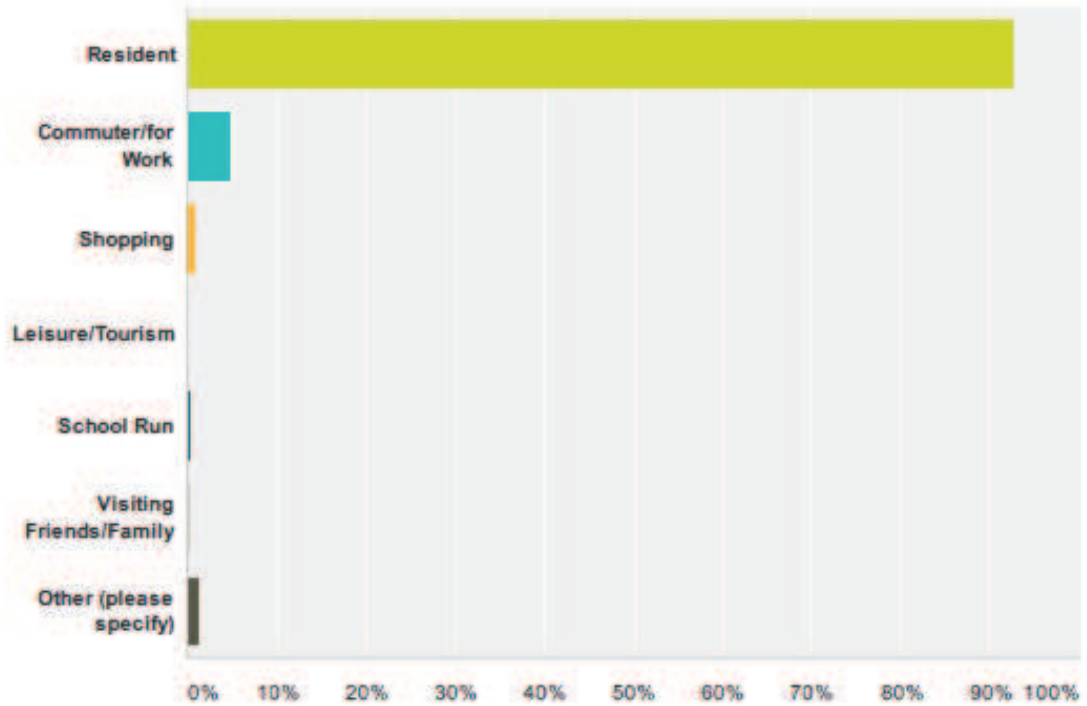
**Percentage of Coldham's Lane Residents agreeing with a 20mph limit on either section of Coldham's Lane**



Public Consultation Cambridge City-Wide 20mph Speed Limit – East Phase

**Q7 Please tick the box below which best describes your main reason for using the roads in Cambridge**

Answered: 2,982 Skipped: 32



Answer Choices	Responses
Resident	92.66% 2,763
Commuter/for Work	4.86% 145
Shopping	0.70% 21
Leisure/Tourism	0.07% 2
School Run	0.20% 6
Visiting Friends/Family	0.30% 9
Other (please specify)	1.21% 36
<b>Total</b>	<b>2,982</b>

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