



GREATER CAMBRIDGE CITY DEAL

THE CHISHOLM TRAIL

CONSULTATION SUMMARY REPORT

Feb 2016

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For more information about the team phone 01223 715300

Document Details	
Title:	The Chisholm Trail: A traffic-free walking and cycling route - Consultation Report
Date Created:	21 January 2016
Description:	This report provides the quantitative results from the Chisholm Trail consultation
Produced by:	Louise Meats, Senior Research Officer Louise.meats@cambridgeshire.gov.uk 01223 699923
On behalf of:	Greater Cambridge City Deal partnership
Geographic Coverage:	Cambridgeshire
Time Period:	n/a
Format:	Word
Status:	Final
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EXECUTIVE SUMMARY

BACKGROUND

The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills to help facilitate the continued growth. The proposed Chisholm Trail forms part of this overall programme of transport infrastructure improvements. In turn this public consultation forms part of ongoing assessment of the outline options and their feasibility and towards recommendation for the City Deal Board in the autumn of 2016.

The Cambridgeshire Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of information in relation to the people and economy of Cambridgeshire. The CRG were asked by the Greater Cambridge City Deal partnership to provide a statistical and quantitative analysis report on the results of the Chisholm Trail consultation.

RESULTS

1,457 consultation responses were received. In addition, 18 responses were received by letter or e-mail.

- 91.1% of those responding supported some form of mostly off-road walking and cycling route to link the north and south of the city. 86.0% supported the specific route,
- 66.7% of respondents indicated they would definitely use all or part of the Trail.
- 85.0% supported or strongly supported the route through Chesterton and Ditton Meadows.
- 86.1% supported or strongly supported the Leper Chapel and Barnwell Lake part of the Trail.
- 84.6% supported or strongly supported the Coldham's Lane & Coldham's Common part of the Trail.
- 83.1% supported or strongly supported the proposals for the Northern City part of the Trail.
- 84.4% supported or strongly supported the Southern City part of the Trail.
- 89.8% supported or strongly supported the Mill Road / Railway Line part of the Trail.
- 74.4% of respondents voted in favour of a segregated path splitting pedestrians and cyclists along the Chisholm Trail.
- 48.9% of respondents supported the widest option of path – 4 metres wide.
- 86.4% supported making on-street improvements where possible along the Trail.

- When asked what their most common method of travel around Cambridge was, the majority indicated travelling as a cyclist (68.3%), with an additional 16.2% stating they were pedestrians.
- The highest proportion of respondents (24.1%) were aged between 35 and 44 years.
- Just over half (53.9%) of respondents indicated they were in employment, with a further 22.7% indicating they were retired.
- 92.3% of respondents indicated they did not have a disability that influences the way they travel.

INTRODUCTION

BACKGROUND

The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth. The proposed Chisholm Trail, connecting the north and south of the city, forms part of this overall programme of transport infrastructure improvements. This Trail would become a quicker and safer route than what is currently available, being largely off-road or along quiet streets, avoiding busy junctions. The Chisholm Trail has a budget of £8.4m. This excludes funding for the proposed £4.5m Abbey-Chesterton Bridge, which is a separate project subject to decision by a different authority.

This public consultation forms part of ongoing assessment of the outline options and their feasibility and towards recommendation for the City Deal Board in the autumn of 2016.

The Trail would improve access to Cambridge Station and the future Cambridge North Station, as well as connecting to the Busway path at each end of the route. A new route through the east of the city would be formed by linking Coldham's Common with Ditton Meadows (and Stourbridge Common beyond) via Barnwell Lake and the historic Leper Chapel. This scheme would help to reduce congestion in Cambridge by creating a safer alternative route to cross the city.

In order to get more people walking and cycling more often we need to provide attractive, quick and convenient routes between destinations. This will encourage less confident cyclists to choose to travel by bike. The Trail would also make it easier for students cycling to access Cambridge Regional College; for commuters arriving at the planned new station to walk to places of work south of the river and for workers to travel between the Science Park, Addenbrooke's and the Biomedical Campus without having to use busy roads. The proposed route also improves access to sports and leisure facilities including Abbey Pool and Cambridge Leisure Park.

There are opportunities to enhance the Trail through tree planting, public art, habitat creation and provision of boards with historical and environmental information. We will also look to provide cycle racks and seating. Paths next to the railway line in built-up areas would require lighting. In order to minimise the impact of light along the route solar studs, like those on the Busway path or low impact LED down lights could be used. Coldham's Common has existing lighting. There are no plans to change existing street lighting.

Development and construction of the route (excluding a new bridge over the Cam) is estimated to cost around £8.4 million. These proposals will only go ahead with landowner agreement and public support and are subject to the decision of the City Deal Executive Board.

The Cambridgeshire Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of information in relation to the people and economy of Cambridgeshire. The CRG were asked by the Greater Cambridge City Deal partnership to provide a statistical and quantitative analysis report on the results of the Chisholm Trail consultation. A public consultation was undertaken in the autumn of 2015, and the full survey can be reviewed in **Appendix 1**.

The consultation questions were designed with input from:

- City Deal Communications Team
- Cambridgeshire Research Group
- Cycling Projects Team

They were designed to be as neutral and clear to understand as possible, and the majority were either multiple choice or grid questions. Grid questions were scaled on a 4-point scale, with the option to say “don’t know”. Online questions with listed options were randomised, so that options appeared in a different order for each respondent – thereby eliminating behavioural bias.

Questions were not mandatory, so that those only wanting to comment on part of the survey could do so. Percentages within this analysis are based on the number of respondents to each question rather than the survey overall.

It is recognised that online engagement, whilst in theory available to all residents, does have an opt-in bias towards those with easy access to the internet. As a result, paper copies of the survey with a freepost return address were produced and widely disseminated.

The online survey was publicised through various media outlets as well as local hubs such as libraries and businesses. 10,500 leaflets were distributed to residences directly along or in adjacent/nearby streets to the route. Online publicity was run via Twitter, Facebook, general adverts, and via City Deal partner websites and their staff intranet systems.

Four public exhibitions and a number of lunchtime events aimed at local businesses on the Science Park and Business Park were held, reaching an estimated 167 people. These events were used to present Chisholm Trail and City Deal proposals, as well as to seek opinions directly from the audience and promote completion of the online survey.

In total, 1457 residents responded. 525 paper responses were received and inputted by CCC staff. The deadline for paper responses was extended to allow for any delays in postage.

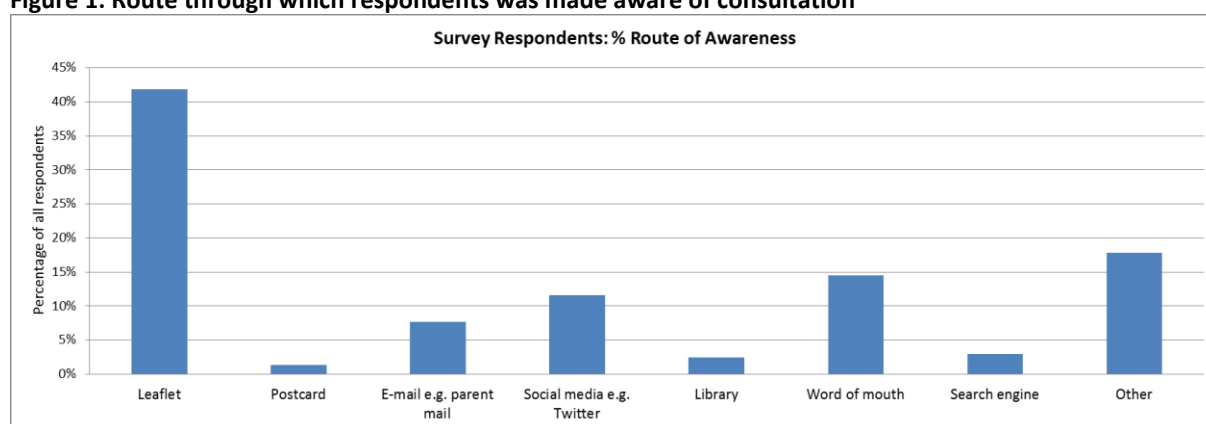
CONSULTATION FINDINGS

RESPONDENT PROFILE

In total, 1,457 residents responded to the online consultation. Whilst the consultation was focused on those residents from within Cambridge City, it was made available to all residents of Cambridgeshire – a population of 635,100¹. We can be 95% confident that if we surveyed all 635,100 people in Cambridgeshire that the results found in this consultation would be +/- 2.56% of those findings in this survey.

41.8% of respondents indicated they had heard about the consultation via leaflet, and 14.5% by word of mouth. The following chart breaks down this question in full:

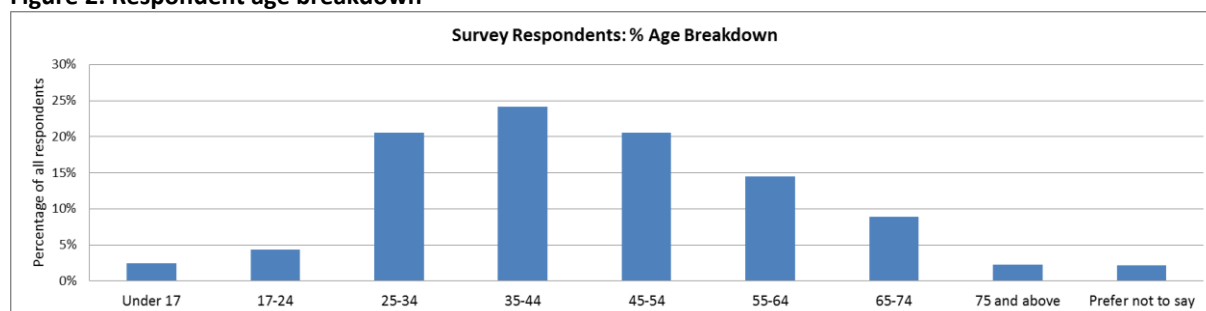
Figure 1: Route through which respondents was made aware of consultation



832 respondents left a contact e-mail address to remain updated with the progress of the scheme.

The highest proportion of respondents (24.1%) were aged between 35 and 44 years, with an equal percentage of respondents falling into the two corresponding age brackets (20.7% respectively).

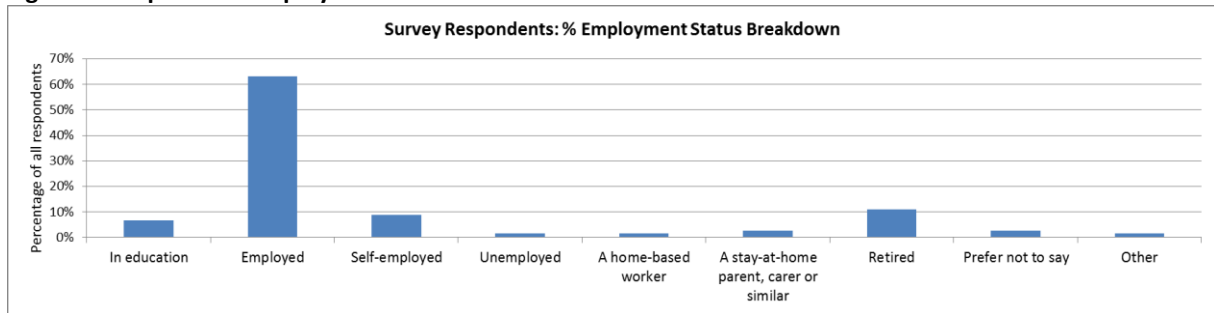
Figure 2: Respondent age breakdown



Just over half (53.9%) of respondents indicated they were in employment, with a further 22.7% indicating they were retired.

¹ Source: Cambridgeshire Research Group mid-2014 population estimates

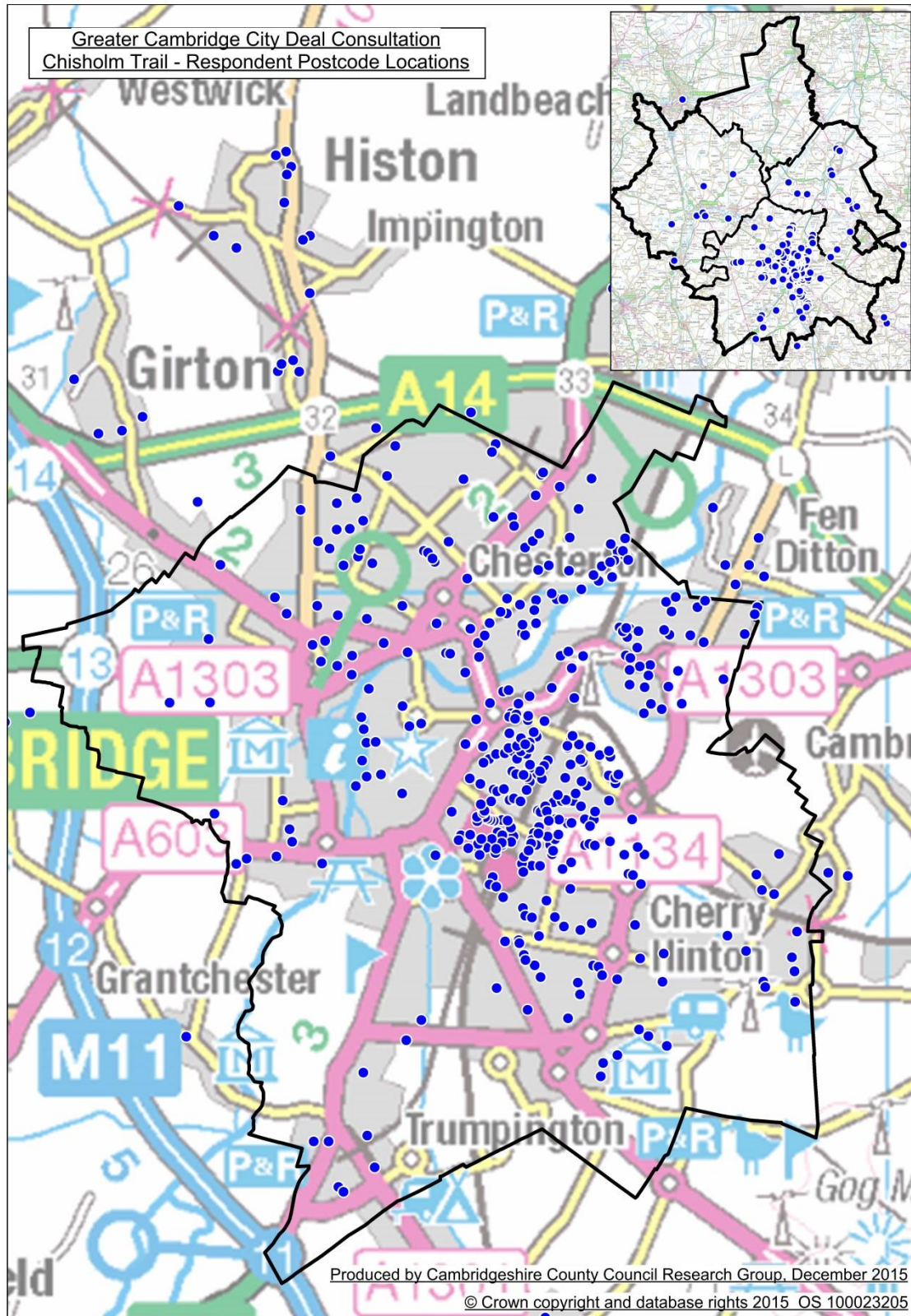
Figure 3: Respondent employment status



92.3% of respondents indicated they did not have a disability that influences the way they travel. When asked what their most common method of travel around Cambridge was, the majority indicated travelling as a cyclist (68.3%), with an additional 16.2% stating they were pedestrians. A smaller minority (10.1%) indicated they were a car driver.

RESPONDENT LOCATIONS

In total, of the 1,457 members of the public, who responded to the survey, 942 left an identifiable postcode, and these are outlined on the following map. It should be noted that each point represents a postcode only – and some respondents may have provided the same postcodes.



SECTION 1: PROPOSED ROUTE

The provision of attractive, quick, safe and quiet routes between destinations can be key to motivate more people to walk and cycle on a regular basis. Overall, 91.1% of respondents support or strongly support some form of mostly-off-road walking and cycling route to link the north and the south of Cambridge.

Appendix 1 shows the full map of the proposed Chisholm Trail, which runs predominantly alongside the railway line. The proposed trail combines off-road and on-road routes. Overall, 86.0% of respondents support or strongly support the creation of the route as proposed.

66.7% of respondents indicated they would definitely use all or part of the Trail, with just 8.4% of respondents indicating they would not make use of the Trail at all.

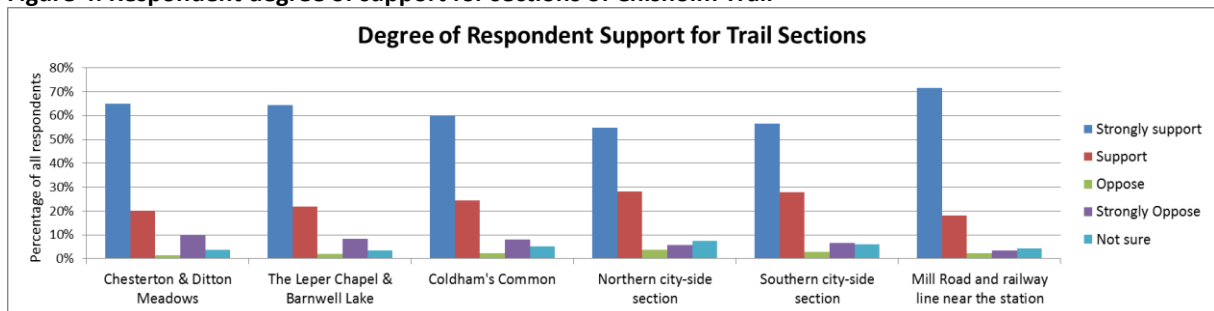
SECTION 2: ROUTE SECTIONS

The Chisholm Trail proposal can be split into six key locations:

1. Chesterton & Ditton Meadows
2. The Leper Chapel Meadows and Barnwell Lake
3. Coldham's Common
4. Northern city-side
5. Southern city-side
6. Mill Road & the railway line near Cambridge Station

Respondents were given information on each section in turn and were then asked to indicate how far they supported or opposed each proposed development. The following chart outlines overall responses to this question:

Figure 4: Respondent degree of support for sections of Chisholm Trail



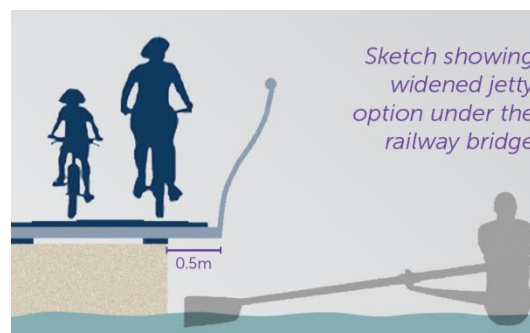
CHESTERTON & DITTON MEADOWS

This section of the Trail would incorporate the Busway, Cambridge North Station and Ditton Meadows. In Chesterton, the Trail would access the new Station via Moss Bank and join up with the track alongside the Busway Extension Road via a raised crossing point. The existing towpath along the river would be resurfaced and widened in this area.



A new bridge close to the existing railway bridge continues the Trail across the river. Known currently as the 'Abbey-Chesterton Bridge', this £4.5m project is funded separately and is under consideration by the County Council's Economy and Environment Committee and subject to a planning application.

The existing narrow wooden jetty under the railway bridge could be replaced with a new 2m wide steel jetty with swing out railing to allow 2.5m of space at bicycle handlebar height. This would not hamper rowing (See sketch below).



On Ditton Meadows, a path would follow the field boundary by the railway line.

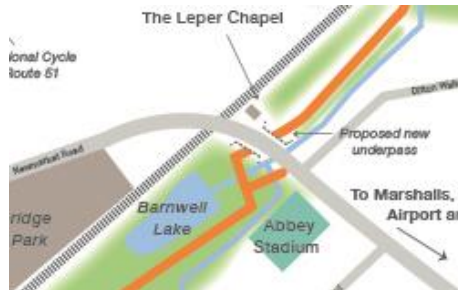
The majority were in favour of this proposal, with 85% supporting or strongly supporting the route. Just over 10% expressed opposition.

Figure 5: Degree of Support for Chesterton and Ditton Meadows by method of travel

Primary method of travel	% indicating they support or strongly support this element of the Trail
All respondents	85.0%
Cyclists	89.4%
Pedestrians	89.0%
Car drivers	83.3%

LEPER CHAPEL AND BARNWELL LAKE

The route would follow the stream to the Leper Chapel, Cambridge's oldest complete building on land owned by Cambridge Past, Present and Future.



A new underpass below Newmarket Road would be required to ensure a safe and direct crossing for Trail users while not impacting on traffic on this key bus route. Given the historical significance of the area, the underpass would be carefully designed to reflect its surroundings.



86.1% of respondents supported or strongly supported this section of the Trail. Just over 10% indicated a degree of opposition to the proposals.

Examining this against methods of travel, those who indicated they travelled predominantly as a pedestrians and cyclists showed a greater degree of support for the proposals, with car drivers indicating less support, as shown in the following table:

Figure 6: Degree of Support for Leper Chapel and Barnwell Lake by method of travel

Primary method of travel	% indicating they support or strongly support this element of the Trail
All respondents	86.1%
Cyclists	90.3%
Pedestrians	90%
Car drivers	85.5%

COLDHAM'S LANE / COLDHAM'S COMMON

The path across the Common would be upgraded and widened. We are investigating the possibility of lowering the floor of the underpass slightly to increase headroom for cyclists. This is subject to discussion with Network Rail and other stakeholders and will need detailed engineering assessment. The sight lines around the existing underpass would be improved. There are opportunities for landscaping, planting and habitat creation in this area.



A new crossing point would be needed on Coldhams Lane. We would look to place a crossing point near the end of Brampton Road to prioritise pedestrians and cyclists, with minimal delays to motorists.

60.2% of respondents indicated strong support for these proposals, with a further 24.5% indicating general support.

Examining this against methods of travel, again greater support was shown for the route by pedestrians and cyclists than with car drivers, as shown in the following table:

Figure 7: Degree of support for Coldham's Lane / Coldham's Common by method of travel

Primary method of travel	% indicating they support or strongly support this element of the Trail
All respondents	84.6%
Cyclists	89.0%
Pedestrians	89.9%
Car drivers	83.3%

NORTHERN CITY



The trail splits into sections which follow very low traffic streets either side of the railway line. This side crosses the Beehive Centre, York Street, Ainsworth Street, Hooper Street and the area next to the Mill Road Depot site.

83.1% of respondents indicated general or strong support for this development.

Examining this against those who indicated they travelled predominantly as a pedestrian, the degree of support increased, as it did for those who indicated they were a cyclist. A lower level of support was expressed by those indicating they were car drivers, as shown in the following table:

Figure 8: Degree of Support for Northern City Section by method of travel

Primary method of travel	% indicating they support or strongly support this element of the Trail
All respondents	83.1%
Cyclists	86.6%
Pedestrians	89.4%
Car drivers	83.2%

SOUTHERN CITY



The Southern section of the Trail can be accessed via Cromwell Road or Brampton Road. Access to the proposed path alongside the railway line on Network Rail land is through the proposed Ridgeons' development site, joining Network Rail land next to the railway line.

The majority of respondents 84.4% confirmed general or strong support for this section of the Trail. Just over 10% indicated some degree of opposition.

Examining this by method of travel, as with the other elements of the Trail, pedestrians and cyclists gave greater support, with car drivers expressing less, as shown in the following table:

Figure 9: Degree of Support for Southern City section by method of travel

Primary method of travel	% indicating they support or strongly support this element of the Trail
All respondents	84.4%
Cyclists	88.3%
Pedestrians	89.9%
Car drivers	84.0%

MILL ROAD / THE RAILWAY LINE

For this section, the path would run through the currently unused arches of Mill Road Bridge on both Northern and Southern sides.



Respondents were asked to indicate their degree of support for this section of the route, and the significant majority (71.6%) strongly supported it. Only 5.7% of respondents opposed or strongly opposed this part of the proposal.

Examining this against primary methods of travel, respondents who indicated they were cyclists or pedestrians shown greater support for this section of the Trail, with car drivers demonstrating less, as shown in the following table:

Figure 10: Degree of support for Mill Road / Railway line section of Trail by method of travel

Primary method of travel	% indicating they support or strongly support this element of the Trail
All respondents	89.8%
Cyclists	93.2%
Pedestrians	95.9%
Car drivers	88.8%

ALTERNATIVE PROPOSALS

Respondents were asked to propose any alternative routes for the Trail to take, or any access points that could be included that are not already included.

- 24.1% (56 responses) would like the route alongside the railway.
- 13.8% (32 responses) route via Green Dragon Bridge / improve Green Dragon Bridge.
- 12.9% (30 responses) felt the proposed route is the best route.
- 12.1% (28 responses) oppose the urbanisation of the Meadows.
- 11.2% (26 responses) felt it was a waste of money / should use existing routes.
- 7.8% (18 responses) were opposed to the construction of the new bridge.
- 6.5% (15 responses) suggested a link from Carter Bridge.
- 6.0% (14 responses) suggested avoiding Ainsworth Street / York Street.
- 5.6% (13 responses) prefer an off-road route.

SECTION 3: ROUTE DETAILS

SEGREGATION

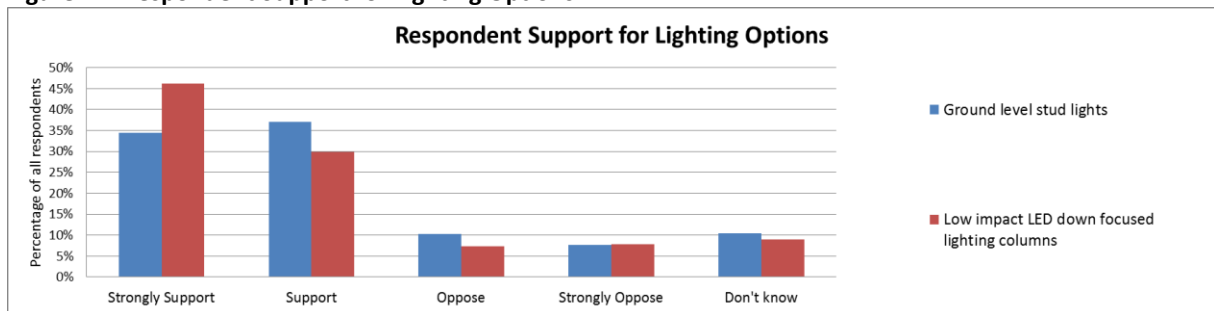
The significant majority of respondents felt that the Chisholm Trail should segregate pedestrians and cyclists, with just 9.7% indicating a preference for a shared-use path.

LIGHTING

Where possible for users' safety and visibility, the Trail will include lighting. Overall, 90% of respondents supported lighting the trail route.

Respondents were asked to choose between ground stud lights and low impact downlighting. Overall, opinion for both options was relatively similar, as shown in the following graph:

Figure 11: Respondent Support for Lighting Options



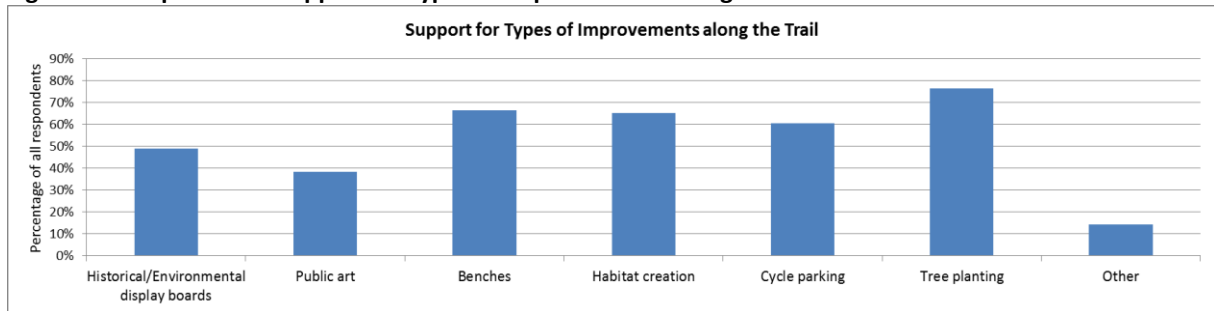
WIDTH

For the section of the Trail running alongside the railway line, the aim is for the path to be as wide as possible within the rail boundaries. This question focused on the width of dual-use path preferred along Coldham's Common and other green areas. A higher proportion (48.9%) indicated a preference for the widest option – 4metres wide. Maintaining existing path widths along Coldham's Common received the least support – 15.1% selected this option, which would keep the route at 1-2 metres wide.

ON-STREET IMPROVEMENTS

86.4% of respondents supported making on-street improvements where possible along the road sections of the Chisholm Trail (resurfacing, tree planting, cycle parking). 76.4% were in favour of more trees being planted, with benches, habitat creation and cycle parking also scoring highly. The following table summarises responses to this question:

Figure 12: Respondents’ support for types of improvements along the trail



194 respondents provided alternative types of improvements, which have been reviewed by the City Deal Team.

SECTION 4: FURTHER COMMENTS

Respondents’ further comments on these proposals have been collated and examined by the City Deal Team. Some key themes arose on analysis, as summarised in the table below:

Figure 13: Respondent further comment categories

Key Theme	Number of Responses	% of all 1,457 respondents
Great/ much needed Scheme	179	12.3%
Concerns about environmental impact / important to protect green spaces	78	5.4%
Importance of lighting	62	4.3%
Important to segregate path	59	4.1%
Improve existing routes / infrastructure	44	3.0%
Expensive scheme / More important things to invest money in	36	2.5%
Importance of width of path	35	2.4%
Against the proposal / waste of money	34	2.3%

FULL ROUTE MAP



The Chisholm Trail: A traffic-free walking and cycling route**1. Welcome****2. The scheme**

In order to get more people walking and cycling, more often, we believe we need to provide attractive quick, safe and quiet routes between destinations.

	Strongly Support	Support	Oppose	Strongly Oppose	Not sure	I support some sections of the route but not all	Response Total	
Do you support some form of mostly off-road walking and cycling route to link the north and the south of Cambridge?	81.7% (1187)	9.4% (137)	1.0% (14)	6.5% (95)	0.8% (11)	0.6% (8)	1452	
							answered	1452
							skipped	5

We are proposing to create the route mostly along the railway line, shown above. The proposed Chisholm Trail is shown in orange (off-road) and purple (on-road). You can view a larger version of the map in the consultation leaflet (pdf, 4.5MB).

	Strongly Support	Support	Oppose	Strongly Oppose	Not sure	Response Total	
Do you support the creation of this route (shown above)?	71.4% (1034)	14.6% (212)	1.7% (25)	7.3% (106)	4.9% (71)	1448	
						answered	1448
						skipped	9

Trail usage





	Yes, definitely	Yes, probably	Maybe	No	Don't know	Response Total
Would you use all or part of the Trail?	66.7% (969)	17.3% (251)	6.1% (88)	8.4% (122)	1.6% (23)	1453
					answered	1453
					skipped	4

3. Alternatives

Are there any alternative routes you would prefer the Trail to take or other access points which are not listed here that you would like to see?

	Response Percent	Response Total	
1 Open-Ended Question	100.00%	921	
		answered	921
		skipped	536






4. Segregation






Should the Chisholm Trail segregate pedestrians and cyclists or be fully shared? A segregated path A shared-use path							Response Percent	Response Total
1	Segregated						74.39%	1066
2	Shared						9.77%	140
3	No preference						10.68%	153
4	Don't know						5.16%	74
Analysis	Mean:	1.47	Std. Deviation:	0.88	Satisfaction Rate:	15.54	answered	1433
	Variance:	0.77	Std. Error:	0.02			skipped	24






5. The proposed route






Please let us know your views on the individual sections of the Trail. A large version of the map is also available to view.							
	Strongly support	Support	Oppose	Strongly Oppose	Not sure	Response Total	
Chesterton & Ditton Meadows	65.0% (923)	20.0% (284)	1.5% (22)	9.9% (140)	3.7% (52)	1421	
The Leper Chapel & Barnwell Lake	64.3% (916)	21.8% (311)	2.0% (29)	8.4% (119)	3.5% (50)	1425	
Coldham's Common	60.2% (856)	24.4% (347)	2.3% (33)	7.9% (112)	5.1% (73)	1421	
Northern city-side section	54.9% (778)	28.2% (400)	3.6% (51)	5.7% (81)	7.5% (106)	1416	
Southern city-side section	56.5% (803)	27.9% (396)	3.0% (42)	6.6% (94)	6.1% (86)	1421	
Mill Road and railway line near the station	71.6% (1014)	18.2% (258)	2.4% (34)	3.3% (47)	4.4% (63)	1416	
						answered	1438
						skipped	19






Matrix Charts






6.1. Chesterton & Ditton Meadows							Response Percent	Response Total
1	Strongly support						65.0%	923
2	Support						20.0%	284
3	Oppose						1.5%	22
4	Strongly Oppose						9.9%	140
5	Not sure						3.7%	52
Analysis	Mean:	1.67	Std. Deviation:	1.13	Satisfaction Rate:	16.82	answered	1421
	Variance:	1.28	Std. Error:	0.03				

6.2. The Leper Chapel & Barnwell Lake						Response Percent	Response Total	
1	Strongly support					64.3%	916	
2	Support					21.8%	311	
3	Oppose					2.0%	29	
4	Strongly Oppose					8.4%	119	
5	Not sure					3.5%	50	
Analysis	Mean:	1.65	Std. Deviation:	1.09	Satisfaction Rate:	16.25	answered	1425
	Variance:	1.19	Std. Error:	0.03				

6.3. Coldham's Common						Response Percent	Response Total	
1	Strongly support					60.2%	856	
2	Support					24.4%	347	
3	Oppose					2.3%	33	
4	Strongly Oppose					7.9%	112	
5	Not sure					5.1%	73	
Analysis	Mean:	1.73	Std. Deviation:	1.15	Satisfaction Rate:	18.31	answered	1421
	Variance:	1.33	Std. Error:	0.03				



6.4. Northern city-side section						Response Percent	Response Total	
1	Strongly support					54.9%	778	
2	Support					28.2%	400	
3	Oppose					3.6%	51	
4	Strongly Oppose					5.7%	81	
5	Not sure					7.5%	106	
Analysis	Mean:	1.83	Std. Deviation:	1.21	Satisfaction Rate:	20.64	answered	1416
	Variance:	1.46	Std. Error:	0.03				

6.5. Southern city-side section						Response Percent	Response Total	
1	Strongly support					56.5%	803	
2	Support					27.9%	396	
3	Oppose					3.0%	42	
4	Strongly Oppose					6.6%	94	
5	Not sure					6.1%	86	
Analysis	Mean:	1.78	Std. Deviation:	1.16	Satisfaction Rate:	19.46	answered	1421
	Variance:	1.35	Std. Error:	0.03				

6.6. Mill Road and railway line near the station						Response Percent	Response Total	
1	Strongly support					71.6%	1014	
2	Support					18.2%	258	
3	Oppose					2.4%	34	
4	Strongly Oppose					3.3%	47	
5	Not sure					4.4%	63	
Analysis	Mean:	1.51	Std. Deviation:	1.02	Satisfaction Rate:	12.69	answered	1416
	Variance:	1.03	Std. Error:	0.03				

6. Lighting






Where possible for user's safety and visibility the route will include lighting. This will include sections of the railway line in built up areas, Barnwell Lake and Ditton Meadows. (Coldham's Common is already lit.) Do you support lighting the Trail route?






						Response Percent	Response Total	
1	Yes					90.00%	1260	
2	No					10.00%	140	
Analysis	Mean:	1.1	Std. Deviation:	0.3	Satisfaction Rate:	10	answered	1400
	Variance:	0.09	Std. Error:	0.01			skipped	57

Which type of lighting do you prefer? A ground stud light A low impact down light




	Strongly Support	Support	Oppose	Strongly Oppose	Don't know	Response Total	
Ground level stud lights	34.5% (467)	37.0% (502)	10.3% (139)	7.7% (105)	10.5% (142)	1355	
Low impact LED down focused lighting columns	46.2% (650)	29.8% (419)	7.3% (102)	7.8% (109)	9.0% (126)	1406	
						answered	1444
						skipped	13

Matrix Charts


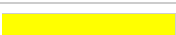





8.1. Ground level stud lights						Response Percent	Response Total	
1	Strongly Support					34.5%	467	
2	Support					37.0%	502	
3	Oppose					10.3%	139	
4	Strongly Oppose					7.7%	105	
5	Don't know					10.5%	142	
Analysis	Mean:	2.23	Std. Deviation:	1.28	Satisfaction Rate:	30.68	answered	1355
	Variance:	1.65	Std. Error:	0.03				

8.2. Low impact LED down focused lighting columns						Response Percent	Response Total	
1	Strongly Support					46.2%	650	
2	Support					29.8%	419	
3	Oppose					7.3%	102	
4	Strongly Oppose					7.8%	109	
5	Don't know					9.0%	126	
Analysis	Mean:	2.03	Std. Deviation:	1.28	Satisfaction Rate:	25.85	answered	1406
	Variance:	1.65	Std. Error:	0.03				

7. Width

Along the railway line the path will be as wide as possible, within the rail boundaries. What width of dual-use path would you prefer over Coldham's Common and/or other green areas?								Response Percent	Response Total
1	4m wide						48.85%	682	
2	3.5m wide						36.03%	503	
3	Maintain the existing path on Coldham's Common (1-2m wide)						15.11%	211	
Analysis	Mean:	1.66	Std. Deviation:	0.73	Satisfaction Rate:	33.13	answered	1396	
	Variance:	0.53	Std. Error:	0.02			skipped	61	

8. Improvements

Along the trail would you like to see (please tick all that apply)?								Response Percent	Response Total
1	Historical/Environmental display boards						48.85%	661	
2	Public art						38.21%	517	
3	Benches						66.52%	900	
4	Habitat creation						65.19%	882	
5	Cycle parking						60.38%	817	
6	Tree planting						76.35%	1033	
7	Other:						14.34%	194	
Analysis	Mean:	14.46	Std. Deviation:	20.57	Satisfaction Rate:	179.35	answered	1353	
	Variance:	423.16	Std. Error:	0.56			skipped	104	

Do you support making on-street improvements where possible along the road sections of the Chisholm Trail i.e. resurfacing, tree planting, cycle parking?

						Response Percent	Response Total	
1	Yes						86.43%	1216
2	No						5.69%	80
3	Don't know						7.89%	111
Analysis	Mean:	1.21	Std. Deviation:	0.57	Satisfaction Rate:	10.73	answered	1407
	Variance:	0.33	Std. Error:	0.02			skipped	50

9. Other comments










16. Do you have any other comments on these proposals?




						Response Percent	Response Total	
1	Open-Ended Question						100.00%	989
							answered	989
							skipped	468







10. About you

18. Please indicate your age range:









						Response Percent	Response Total	
1	Under 17						2.46%	35
2	17-24						4.35%	62
3	25-34						20.56%	293
4	35-44						24.21%	345
5	45-54						20.56%	293
6	55-64						14.53%	207
7	65-74						8.91%	127
8	75 and above						2.25%	32
9	Prefer not to say						2.18%	31
Analysis	Mean:	4.6	Std. Deviation:	1.65	Satisfaction Rate:	44.95	answered	1425
	Variance:	2.74	Std. Error:	0.04			skipped	32

19. Are you:							Response Percent	Response Total
1	In education						6.68%	95
2	Employed						63.18%	899
3	Self-employed						8.78%	125
4	Unemployed						1.62%	23
5	A home-based worker						1.69%	24
6	A stay-at-home parent, carer or similar						2.67%	38
7	Retired						11.10%	158
8	Prefer not to say						2.81%	40
9	Other:						1.48%	21
Analysis	Mean:	3.04	Std. Deviation:	2.06	Satisfaction Rate:	25.47	answered	1423
	Variance:	4.23	Std. Error:	0.05			skipped	34

20. Do you have a disability that influences the way you travel?							Response Percent	Response Total
1	Yes						4.66%	65
2	No						92.25%	1286
3	Prefer not to say						3.08%	43
Analysis	Mean:	1.98	Std. Deviation:	0.28	Satisfaction Rate:	49.21	answered	1394
	Variance:	0.08	Std. Error:	0.01			skipped	63

Most of the time, I travel around Cambridge as a:							Response Percent	Response Total
1	Pedestrian						16.23%	225
2	Cyclist						68.25%	946
3	Car driver						10.10%	140
4	Car passenger						1.01%	14
5	Van or lorry driver						0.36%	5
6	Bus passenger						4.04%	56
Analysis	Mean:	2.13	Std. Deviation:	0.98	Satisfaction Rate:	22.63	answered	1386
	Variance:	0.97	Std. Error:	0.03			skipped	71

12. The consultation

22. How did you hear about this consultation?						Response Percent	Response Total	
1	Leaflet					41.84%	592	
2	Postcard					1.34%	19	
3	E-mail e.g. parent mail					7.63%	108	
4	Social media e.g. Twitter					11.59%	164	
5	Library					2.40%	34	
6	Word of mouth					14.49%	205	
7	Search engine					2.90%	41	
8	Other (please specify):					17.81%	252	
Analysis	Mean:	3.75	Std. Deviation:	2.75	Satisfaction Rate:	39.35	answered	1415
	Variance:	7.55	Std. Error:	0.07			skipped	42

13. Keep updated

If you would like to be kept updated with the progress of the scheme, please provide your contact details. Your details will only be used to improve council services and will be stored in accordance with the Data Protection Act.						Response Percent	Response Total
1	Name:					95.19%	989
2	Date of Birth:					68.82%	715
3	E-mail/Address					80.08%	832
4	Postcode					96.63%	1004
						answered	1039
						skipped	418

SUMMARY OF LETTERS RECEIVED IN RESPONSE TO THE CHISHOLM TRAIL CONSULTATION

Cambridge Cycling Campaign.

- Strongly supports the proposed route and is particularly pleased about the section beneath Newmarket Road and through to the edge of Ditton Meadows.
- Prefers a segregated route where possible, and routed on quiet streets in order to attract those cyclists who are less confident.
- Supports full LED lighting from columns in urban areas and LED studs over the green spaces.
- Recommends a provision of a minimum of 3.5 metres width.
- Encourages the provision of different facilities and elements along the route, as well as on-street improvements along the road sections.

Cambridgeshire Local Access Forum.

- Considers that the proposed scheme will be a useful route between stations.
- LAF proposes that the path should be sufficiently wide to accommodate the full range of users, making the Trail a multi-user route.

Fen Ditton Parish Council (FDPC).

- Objects to the proposed route across Ditton Meadows and considers that it will reduce the rural aspect of the Meadows, which is an area of great importance.
- Would approve an off-road route that would have less environmental impacts in the area.
- Does not support the provision of historical & environmental boards, public art, habitat creation or cycle parking.
- Supports the provision of litter and dog bins as well as sign boards at the bridge approach ramps.
- Believes that there is the need to develop a route west of the railway as it better serves the dominant north-south trend for journeys, instead of the one proposed and it highlights the importance of getting the alignment and siting right, so the project cannot be seen as a waste of public funds.
- Concerned about the potential increase of parking problems in the village as some station users will prefer to park in Fen Ditton due to its proximity to the new station.

Friends of Ditton Meadows (FODM).

- Supports the trail, but not the route proposed as they consider it has a huge impact on green spaces. For this reason, FODM oppose to the Chisholm Trail in the Coldhams Common, Leper Chapel and Ditton Meadows areas as they are species-rich county wildlife sites and local nature reserves.
- Feels that these areas are fundamentally for leisure and not suitable for a high-speed cycle route.

- Oppose the construction of the Trail as they find traffic projections far too speculative.
- Refers to engineering challenges.
- Opposes lighting, acknowledging its benefit from a safety perspective.

Cambridge Past, Present & Future.

- Welcomes the Chisholm Trail but points out that its design needs to accommodate all types of users.
- Supports the proposed car park and café on the south side of Newmarket Road, and the significance given to the Leper Chapel within the Trail as it will help broaden the use of the Chapel, though it is essential preserve this precious heritage asset.
- Considers it will be irresponsible to start the construction of the Trail until ecological, environmental and heritage surveys are undertaken.
- Reserves its final position on the route across this property until these surveys have been completed and the results analysed.

Cyclists' Touring Club Cambridge Group (CTC).

- Strongly supports the plans for the Chisholm Trail.
- Supports the document/ briefing notes dated 7 July by John Grimshaw.
- Feels the route is direct and continuous route and it is largely traffic-free.
- Supports the fact that the route avoids difficult road crossings (welcomes the new underpass at Newmarket Road and the proposed new routes under Mill Road Bridge).
- Agrees with the proposals to retain the Ipswich line underpass and with the proposal to take the main route along Brampton Road.
- Is pleased to see that the outline plans include options for widening the riverside path under the railway at the new bridge.

Friends of Coldham's Common (FOCC).

- Considers that the impacts of the scheme on the ecology, heritage and landscape character of Coldhams Common are all significant and unjustified.
- FOCC believe that there are areas and existing routes that require greater improvements with higher priority
- Oppose the present scheme as they feel there is a lack of information on objectives, environmental impacts, costs or purpose of the scheme and inadequate information on the standards that are trying to be achieved.
- Feel that consultation has been inadequate and the scheme is wasteful of public money and is environmentally destructive.
- Finally, FOCC comment on individual scheme elements such as the proposals on Newmarket Road or on Barnwell Lake.
- FOCC will legally oppose any proposed work on Coldham's Common where necessary in the owners', common right holders' or public interest.

Letter from resident of Water Street.

- Doesn't feel that the scheme is necessary and that current routes are safe and comfortable enough.
- Feels that the money should be invested in other provisions.

Milton Parish Council Member/South Cambs District Councillor

- Support for the Chisholm Trail
- Children and many others in Milton have cycled to Hills Road 6th Form College and a safe route across town for 6th formers will be a real boon. They are just inside the 5-mile limit for subsidised transport, and many of them have chosen to cycle.
- There are also many people who will use the route to get to work. The new bridge also makes accessing areas east of the city by bike far easier for us here.

Residents/owners of Maltings Close (19 flats).

- The residents strongly oppose the Leper Chapel Meadows section of the route because they believe that introducing tarmac and human traffic will spoil this green space and harm its wildlife. They believe that the area is an asset of considerable value and it would be lost with this scheme.
- Feel there is no need to build a cycle path off-road in order to reduce car journeys when there are on road alternatives.
- Consider that the Leper Chapel route would not be widely used after dark because of safety issues.

South Petersfield Residents Association.

- Strongly support The Chisholm Trail as it will provide considerable convenience and safety for residents of South Petersfield by not having to cross Mill Road and by giving good access to employment sites, which will encourage more to cycle.
- Supports access to the trail via the existing steps from Mill Road bridge, from

The Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire.

- An informal response, to be formalised once detailed ecological impact reports are available.
- The Wildlife Trust has concerns on the impacts of the route through the section from the Leper Chapel to Ditton Meadows.
- The Trust thinks that the works across Coldham's Common and through Barnwell Pit could proceed with limited ecological impact.

- The Trust expects to see all transport infrastructure projects resulting in no net loss to biodiversity, and hopefully bringing some form of biodiversity enhancement.
- Prefers box culverts to piped culverts.

The Cambridgeshire Research Group
Cambridgeshire County Council
SH1306
Shire Hall
Castle Hill
Cambridge
CB3 0AP

About the Cambridgeshire Research Group

The Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the team include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

For more details please see our website:

www.cambridgeshireinsight.org.uk

Tel: 01223 715300

Email: research.performance@cambridgeshire.gov.uk