



GREATER CAMBRIDGE CITY DEAL CROSS CITY CYCLING

CONSULTATION SUMMARY REPORT

March 2016

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Document Details	
Title:	Cross City Cycling Consultation
Date Created:	1/03/2016
Description:	This report summarises the findings from the City Deal consultation on the five Cross City Cycling schemes
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On behalf of:	Greater Cambridge City Deal partnership
Geographic Coverage:	Cambridge City, with respondents from Cambridgeshire and surrounding areas
Time Period:	January to March 2016
Format:	pdf
Status:	Final
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EXECUTIVE SUMMARY

Altogether, there were 888 respondents to the Cross City Cycling survey (322 on paper and 566 online), 65 emails (11 of these contained attachments), 5 letters and 7 survey attachments, 14 written comments from events and 122 social media post to the consultation; A grand total of 1,101 officially logged responses.

A total of 78% of respondents **supported** all of these projects.

Over 20% of the free-text comments mentioned Scheme D – Hills Road and Addenbrooke’s Route, with Scheme A – Arbury Road Route being the second most commented on scheme.

The main source of these comments were from local residents; not necessarily the users of the proposed schemes.

The majority of the comments, in regards to both Scheme A and D were focused on the proposed closure of particular roads to motor vehicles. For Scheme A, local residents perceived that the closure of Mansel Way was unnecessary and that it would adversely affect the businesses around Arbury Court. For Scheme D, the banning of left turns into Queen Edith’s Way from Hills Road caused concern for residents of nearby streets, such as Holbrook Road and Glebe Road, that in their view could potentially become “rat runs” due to the proposed change.

SCHEME A: ARBURY ROAD ROUTE

The support for the Arbury Road Route was high for all five elements of the scheme proposals with 66% of respondents supporting the construction of segregated footpaths and raised cycle lanes (Q2) and 69% supporting a new planting scheme to replace any existing hedges (Q4). The least supported element was the closure of Mansel Way to motor vehicles (Q5), where 43% of respondents supported this element of the scheme.

SCHEME B: LINKS TO CAMBRIDGE NORTH RAIL STATION AND THE SCIENCE PARK

The preferred option was for a one-way segregated cycleway on both sides of Green End Road (Q7).

A total of 61% of respondents agreed with Q8, improving the Nuffield Road junction (the highest for this scheme) and 47% supported the construction of a shared-use pathway on the north side of Nuffield Road (Q10i). The only element of the scheme proposals which received a mixed response was the removal of the trees on the north side of Nuffield Road (Q10iv) where 23% were in favour. 44 % had no preference or were not sure and 32% were against.

SCHEME C: DITTON LANE AND LINKS TO EAST CAMBRIDGE

Scheme C received the least number of responses compared with other schemes and had the lowest number of free text comments associated with it. All three aspects of the scheme, widening the shared use path and installing a new wider crossing between Fen Ditton High Street and the Primary School (Q11), junction improvements to Fison Road/Ditton Lane (Q12) and the creation of a shared

use path between High Ditch Road and Fison Road (Q13) were well supported with between 59 – 65% of respondents in favour.

SCHEME D: HILLS ROAD AND ADDENBROOKE'S ROUTE

The preferred option for extending the Hills Road cycleway scheme (Q14) was with a contra flow cycleway. This scheme had the highest number of respondents. In total there were 770 respondents and with 799 responses for Q14 (people could select multiple options), with 56% supporting the contra-flow cycleway option, with 11 – 17% for the other three options.

For Q15, 43% of respondents (mainly local residents) did not support the proposal to ban motor vehicles from turning left onto Queen Edith's Way. Overall 31% were in favour, 25% had no preference or were not sure and 43% were against.

SCHEME E: FULBOURN/CHERRY HINTON EASTERN ACCESS

The support for the Fulbourn/Cherry Hinton Eastern Access was high for all elements of the scheme proposals: the construction of segregated footpaths and raised cycle lanes (Q16), new planting to replace any existing trees (Q17) and widening existing shared use paths (Q18).

The final question (Q19) asked the respondents' opinion on the proposals for the Robin Hood Junction. A total of 59% of the 697 respondents agreed or strongly agreed that the junction proposals will be an overall improvement. The Robin Hood Junction also had a separate free text box for further comments. 17% of the comments expressed negativity towards shared-use paths between pedestrians and cyclists and gave suggestions for further improvements that could be made.

SECTION 1: INTRODUCTION

The city of Cambridge has some of the highest levels of cycling in the Country; this presents a challenge to maintain current provision and improve on these already high levels. To do this, improvements need to be made to cycle routes, road safety and parking arrangements. This project represents planned strategic links to radial and orbital cycle routes to connect areas of residence, employment and future development. Each project will be integrated and delivered with other City Deal projects that improve provision for cyclists such as The Chisholm Trail, Histon Road and Milton Road Bus priority schemes.

The consultation was open to the public, with targeted publicity towards those residing near the proposed routes. These areas received paper copies of the survey. Promotion of the scheme included seven informal community exhibition events, 12 bus stop adverts and distribution packs of the survey available at 42 community buildings (e.g. doctor's surgeries, libraries, community centres, etc.). A map of these locations can be found in Figure 1. Other promotions included parentmail email to schools, social media and website updates on the Greater Cambridge City Deal and partner websites.

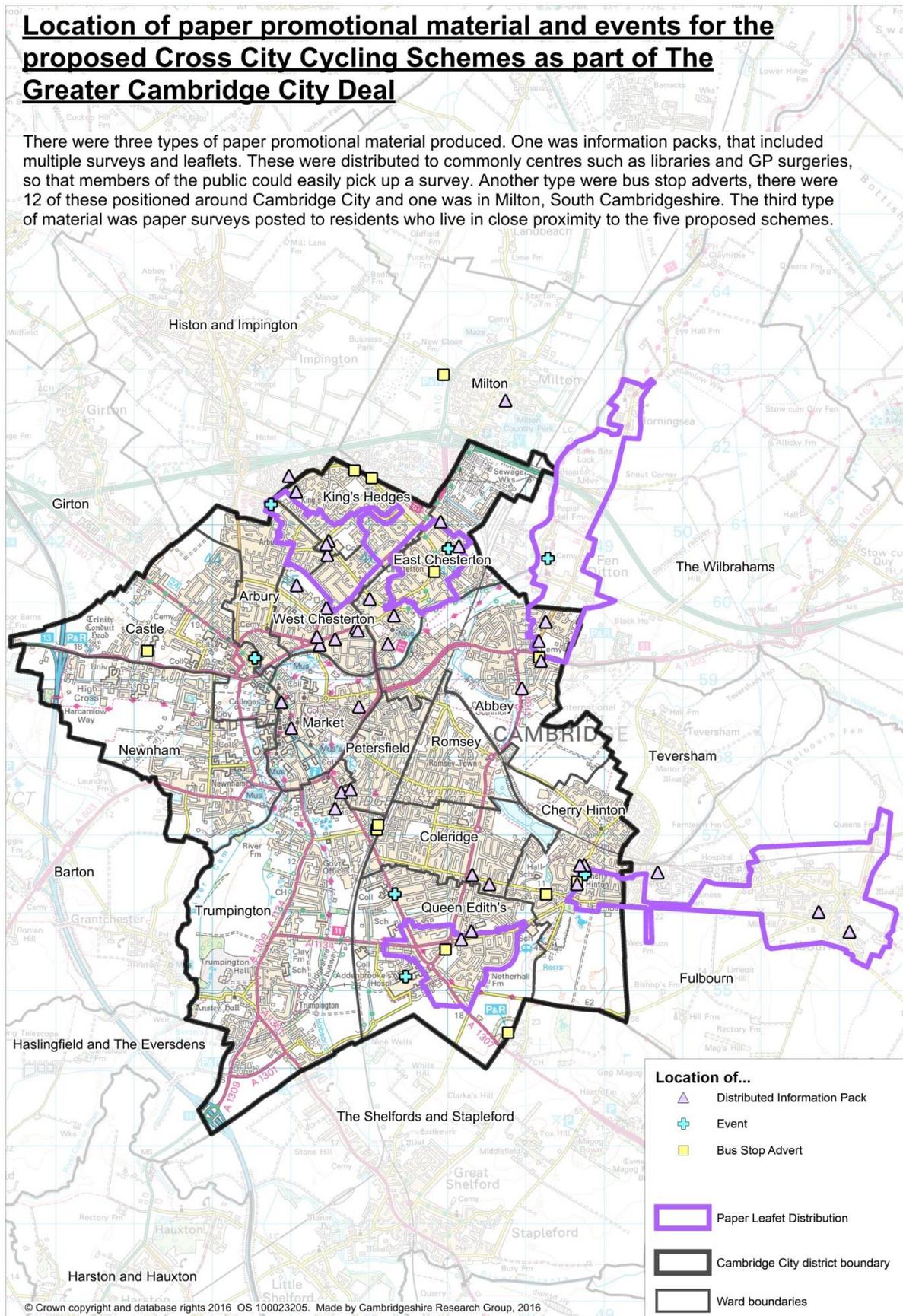
Altogether, there were 888 respondents to the survey (322 on paper and 566 online), 65 emails (11 of these contained attachments), 5 letters and 7 survey attachments, 14 written comments from events and 122 social media post to the consultation. A grand total of 1,101 officially logged responses.

Included in the survey were two options to give comments, one was specific to the Robin Hood Junction on Fulbourn Road (Q20) and the other was for general comments on any of the schemes (Q21). These have been read and incorporated into the analysis of each of the proposed schemes together with any other communication received.

Figure 1: Location point and polygon map of paper promotional material and events produced for the Cross City Cycling Scheme for The Greater Cambridge City Deal

Location of paper promotional material and events for the proposed Cross City Cycling Schemes as part of The Greater Cambridge City Deal

There were three types of paper promotional material produced. One was information packs, that included multiple surveys and leaflets. These were distributed to commonly centres such as libraries and GP surgeries, so that members of the public could easily pick up a survey. Another type were bus stop adverts, there were 12 of these positioned around Cambridge City and one was in Milton, South Cambridgeshire. The third type of material was paper surveys posted to residents who live in close proximity to the five proposed schemes.



RESPONDENT PROFILE

Out of the 888 online respondents, 455 gave a contact email or address to remain updated with the progress of the City Deal proposals.

Although the consultation was open to all members of the public the largest number of responses were from people who were employed (50.2%); with the second largest economic status being retired (16.4%). There was a wide range of age groups who responded, with the largest response from people aged 35 – 54, with a combined total of 43% of the 722 respondents who gave their age.

RESPONDENT LOCATION

In total 20 different postcode districts responded to the survey. A breakdown can be found in Table 1. The total number of respondents from each postcode district is 19 respondents higher than the total of valid postcodes (quoted in Figure 2), because some respondents only gave the first half of their postcode when asked.

Table 1: Count of respondents who answered at least one question within the Cross City Cycling survey from a given postcode district. The total of individual respondents is 538.

Postcode District	Count						
CB1	129	CB23	5	CB5	47	PE29	1
CB11	1	CB24	22	CB6	4	SE11	1
CB2	24	CB25	9	CB7	3	SG19	1
CB21	40	CB3	6	CB8	2	SG5	1
CB22	6	CB4	234	CB9	1	SG8	1

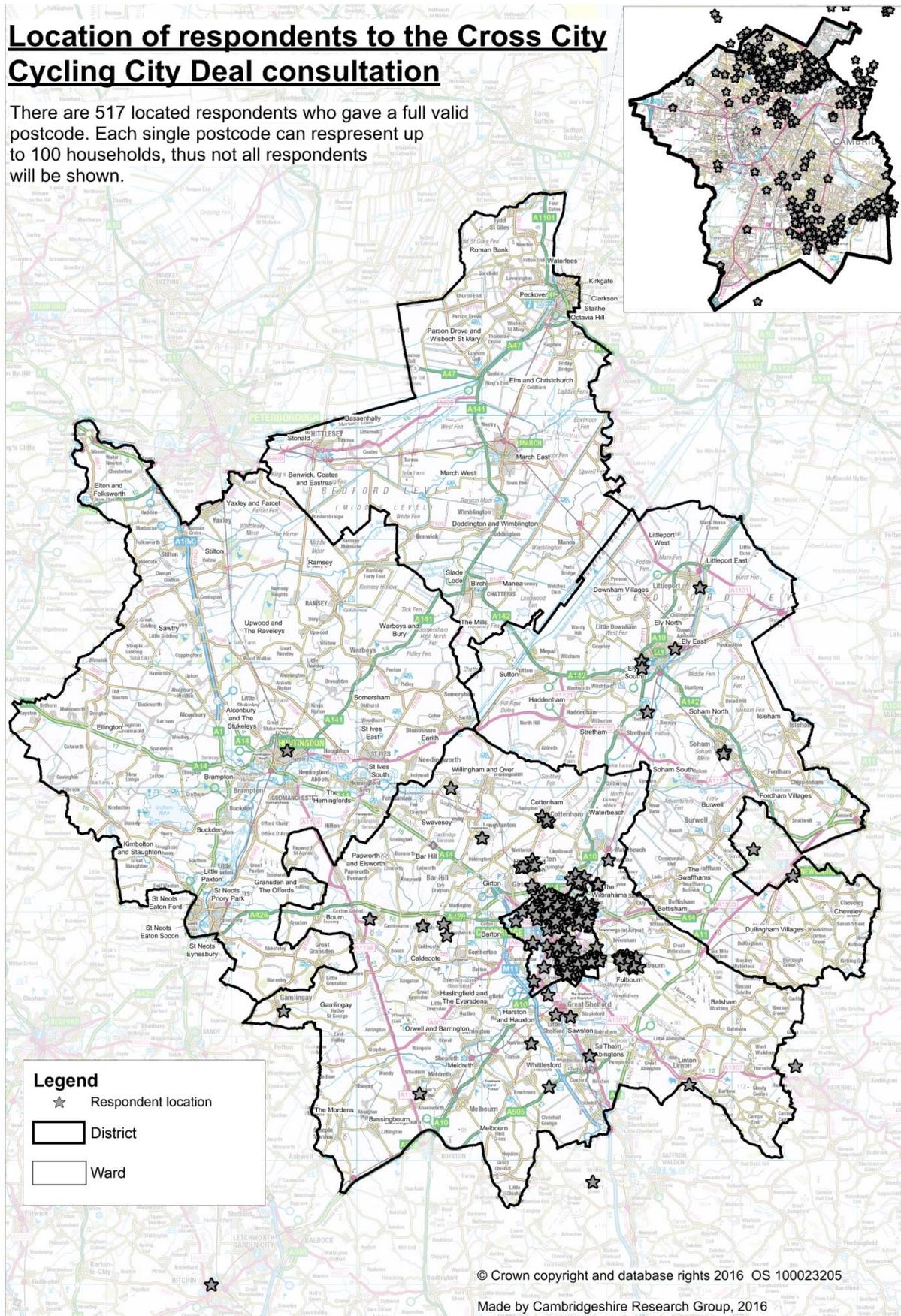
The vast majority of responses were from within Cambridge City; particularly around areas where paper leaflets were sent out. Within these five areas, most respondents lived within the CB4 area around Scheme A – Arbury Road Route. Despite this, Scheme D – Hills Road and Addenbrooke’s Route had the highest number of responses per question.

A map of all 517 respondents who gave a valid identifiable postcode can be found in Figure 2. There are a small number of respondents who live further away from the schemes (with the furthest being from Hitchin).

Figure 2: A map of the 517 respondents who gave a full valid postcode.

Location of respondents to the Cross City Cycling City Deal consultation

There are 517 located respondents who gave a full valid postcode. Each single postcode can represent up to 100 households, thus not all respondents will be shown.



OTHER RESPONSES

As well as direct responses to the consultation survey (either on line or on paper) a number of additional responses were received. These were in the form of e-mails, letters, survey attachments, comments from events, Facebook posts and Twitter comments.

The sources for these are summarised below.

Table 2: Other consultation responses

Method of response	Source of the response			Total
	Individual	Public sector organisation and Community Stakeholders*	Statutory Stakeholders	
Emails	53	7	5	65
Email attachments	3	4	4	11
Letters	4	1	0	5
Attachments with survey	-	-	-	7
Written Comments at events	-	-	-	14
Comments through social media	-	-	-	122

* For example parish councils or public agencies not directly involved in the City Deal such as the Environment Agency.

In order to compliment the analysis throughout this report the responses have been summarised under each scheme heading.

SECTION 2: RESULTS

OVERALL

A total of 776 respondents answered the first question:

“Q1 The five Cross City Cycling projects are a great opportunity to improve walking and cycling on safer, more attractive routes. Do you support this?”

A total of 78% of respondents said that yes, they support all these projects (Figure 3).

Figure 3: The number of respondents who replied to Q1 of the Cross City Cycling survey.

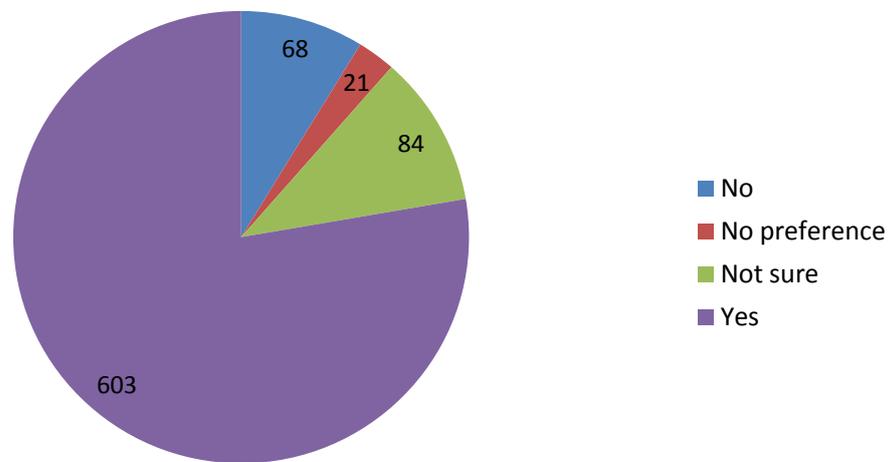
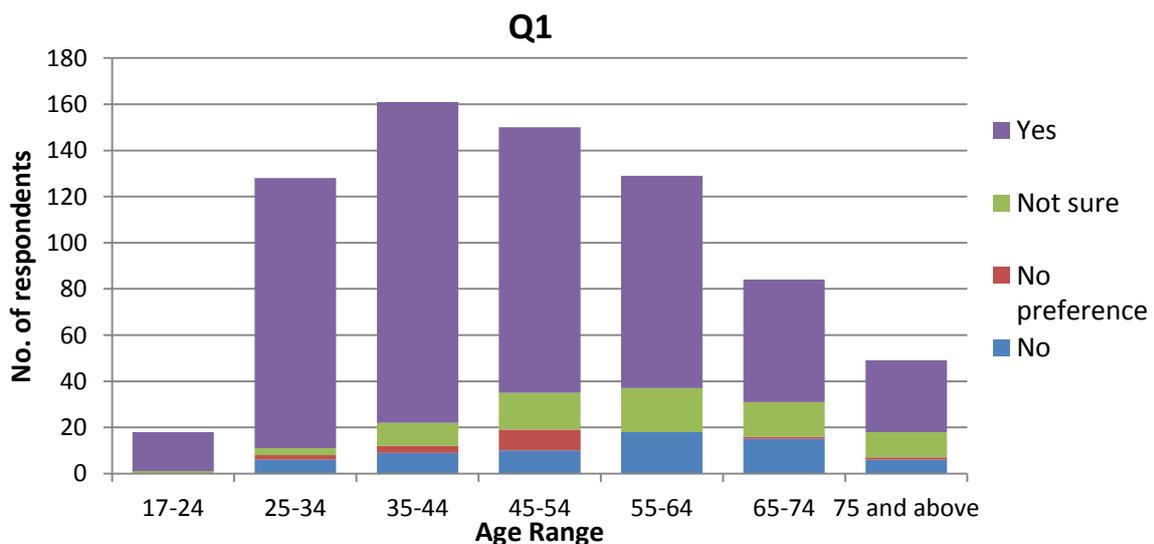


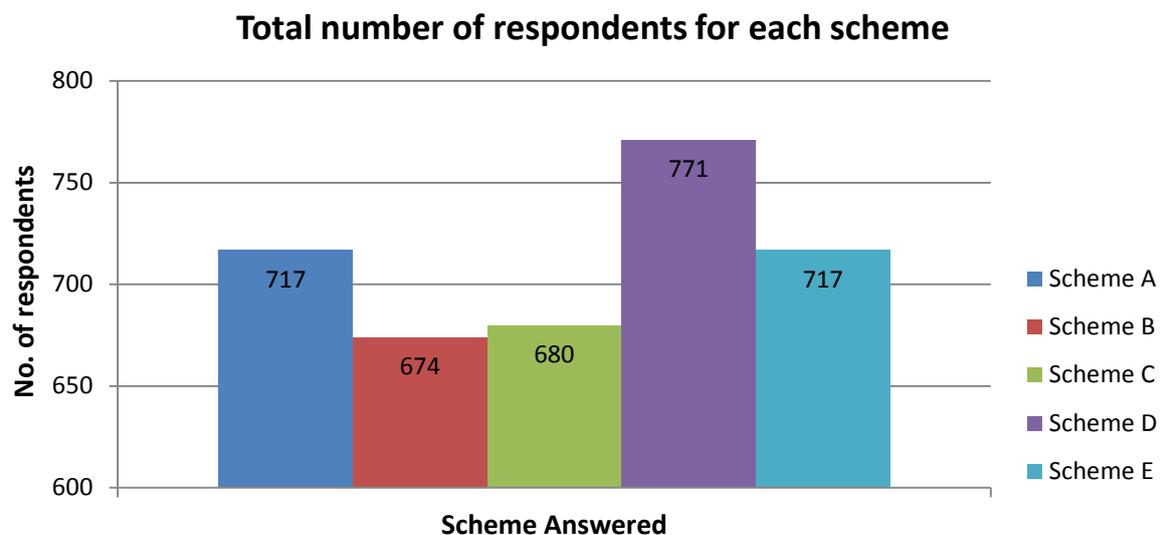
Figure 4: Age breakdown of respondents who answered question Q1. A total of 722 respondents gave their age out of the 888 total respondents. (The three respondents aged below 17 are not shown here, as there was one response of “not sure”, “no preference” and “yes”.)



The response to the proposed schemes differed depending on the age of the respondent (Figure 4). The number of “Not Sure” and “No” responses increases with age; and no respondents under the age of 24 answering negatively to the schemes.

Scheme D – Hills Road and Addenbrooke’s route received the most responses with 87% of respondents answering at least one question about this scheme. This is compared to only 76% of respondents answering a question regarding Scheme B – Links to Cambridge North Rail Station and the Science Park (Figure 5).

Figure 5: Highest response rate for an individual question within each scheme. There were a total of 888 respondents.



Q21: FREE TEXT COMMENTS

In total there were 502 free text comments associated with question 21 “Do you have any other thoughts, ideas or comments on any of the five projects or the main walking and cycling problems in your local area?”

A total of 22% of the comments mentioned Scheme D – Hills Road and Addenbrooke’s Route, with Scheme A – Arbury Road Route being mentioned in 16% of the comments. Scheme C – Ditton Lane and Links to East Cambridge had the lowest number of free text comments, with it only being mentioned in 5% of all the comments.

The construction of shared-use paths between cyclists and pedestrians was the most disputed aspect of all schemes with 22% of comments about the Robin Hood junction proposals (Q20) and 17% of comments in general free text box (Q21) stating that shared use paths were not a good option for city cycling. Respondents had a wide variety of concerns; the main points were the possibility of unclear segregation between pedestrians and cyclists resulting in cyclists having to slow down quite often due to the speed differences between themselves and pedestrians, the probability of accidents (expressed by both cyclists and pedestrians) and the high frequency of stops cyclists have to make at crossing points along the proposed routes.

For both Scheme A and D the majority of the comments, are focusing on the proposed restricted access or closure of particular roads to motor vehicles. For Scheme A, respondents perceived that the closure of Mansel Way was unnecessary and that it would adversely affect the businesses around Arbury Court. For Scheme D, the banning of left turns into Queen Edith's Way from Hills Road caused concern for residents of nearby streets, such as Holbrook Road and Glebe Road, that could potentially become "rat runs" due to the proposed change.

Around 5% of respondents commented on the landscaping and greenery of the proposals. Although many supported the removal of some hedges due to issues with visibility (especially on Arbury Road), there were an equal number who wanted trees to remain. All of these respondents wanted more information about the replanting scheme, with most of the questions asking about the tree species, and the location of the replanting scheme.

Other comments touched upon the disjointedness of the projects and how they couldn't see any evidence of joined up thinking going on between this and the other City Deal projects. Some asked for projects to be extended along the entirety of some roads, such as Arbury and Fulbourn Road, or to set up new cycling projects to improve routes such as Coldhams Lane, near Sainsbury's, Mill Road and the connection between Victoria Road and Newmarket.

OTHER RESPONSES - COMMENTS RECEIVED OUTSIDE OF THE SURVEY

The comments by e-mail, letter or on social media that have been received welcomed the introduction of measures to improve cycling within the city and then went on to raise points of design, omission or addition with regards to each of the proposed schemes.

Comments welcomed the schemes include *"Just wanted to say how impressed I am with all the improvements and provisions made for cyclists, thank you!"* , *"Firstly I will say that generally I welcome money spent on cycling facilities"*, *"the proposed improvements to cycle routes are welcome."* and *"...proposals to improve cycling routes, which are sincerely welcomed..."*

Whereas some people who did comment on the schemes in general, associated the improvements with progress *"I'm from Holland and having been in Guildford and Sheffield, the work done in Cambridge to accommodate cyclists is truly stunning."* others were more cautious *"I very much welcome any cycle improvements within the city, but I think great care needs to be taken in order ensure that this does not make matters worse"*.

There were two common themes to the additional responses.

- People were keen to get involved in the detailed design of the schemes and felt that some aspects of the designs were either inadequate or more commonly did not reflect the needs or views from the perspective of people who used these particular sections of road every day.
- This consultation focused on five different schemes. People referred to these being part-schemes or wanted to discuss how these did or did not connect to the wider cycle network.

SURVEY RESULTS

This scheme aims to improve the Arbury Road cycling provision and help ease the growth in traffic from recent and future housing developments in the north of Cambridge. The scheme includes safer junctions and new cycle lanes to improve accessibility to the facilities on this stretch of road. The main ideas that were put forward for consultation were:

- Q2. Installing segregated footpaths and raised cycle lanes between St Laurence’s Primary School and Arbury Court/North Cambridge Academy;
- Q3. Changing the earlier agreed widened shared-use path, to an on-road cycle lane (this will remove the lay-by outside the school);
- Q4. Introducing a tree replanting scheme, as hedges may need to be removed to introduce high quality cycle lanes;
- Q5. Closing Mansel Way to motor vehicles at the junction with Arbury Road;
- Q6. Widen the path on the south side of Arbury Court Recreation and Play Area to create a new foot/cycleway.

All these questions had the same answer structure. A breakdown of responses for each of the five questions above is found in Figure 6.

Between 56 – 70% of respondents supported the different aspects of the schemes. However, 27% of respondents did not support Q5, the proposed closing of Mansel Way. A similar response was found in the free text comments, with the majority of responses commenting on how the shops around Arbury Court will be negatively affected if Mansel Way was closed off from Arbury Road.

Figure 6: Breakdown of responses for all questions relating to Scheme A - Arbury Road Route, including the total number of responses for the whole question. The question themes are denoted above.

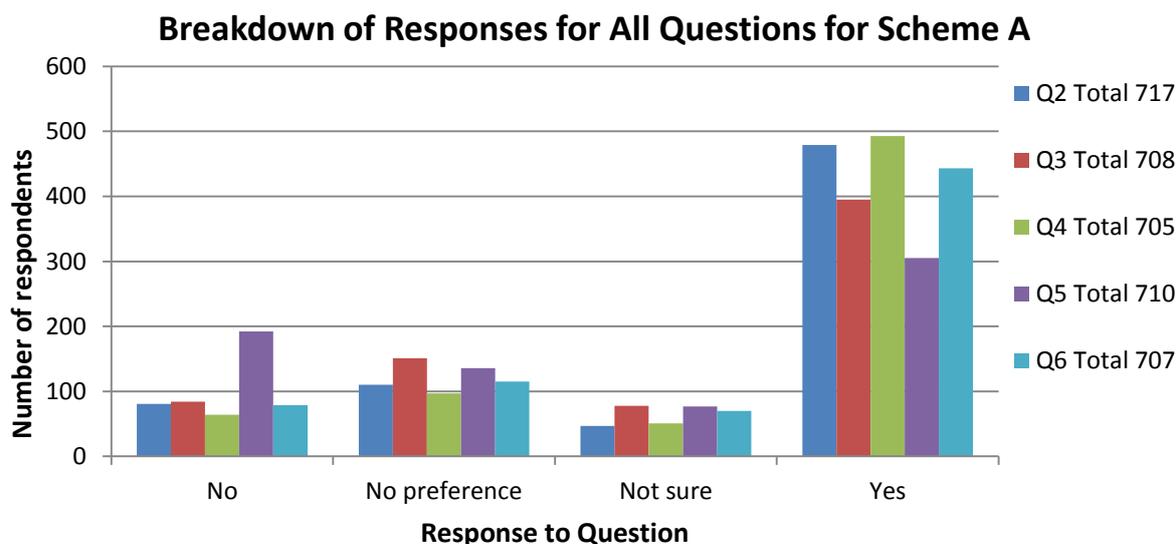


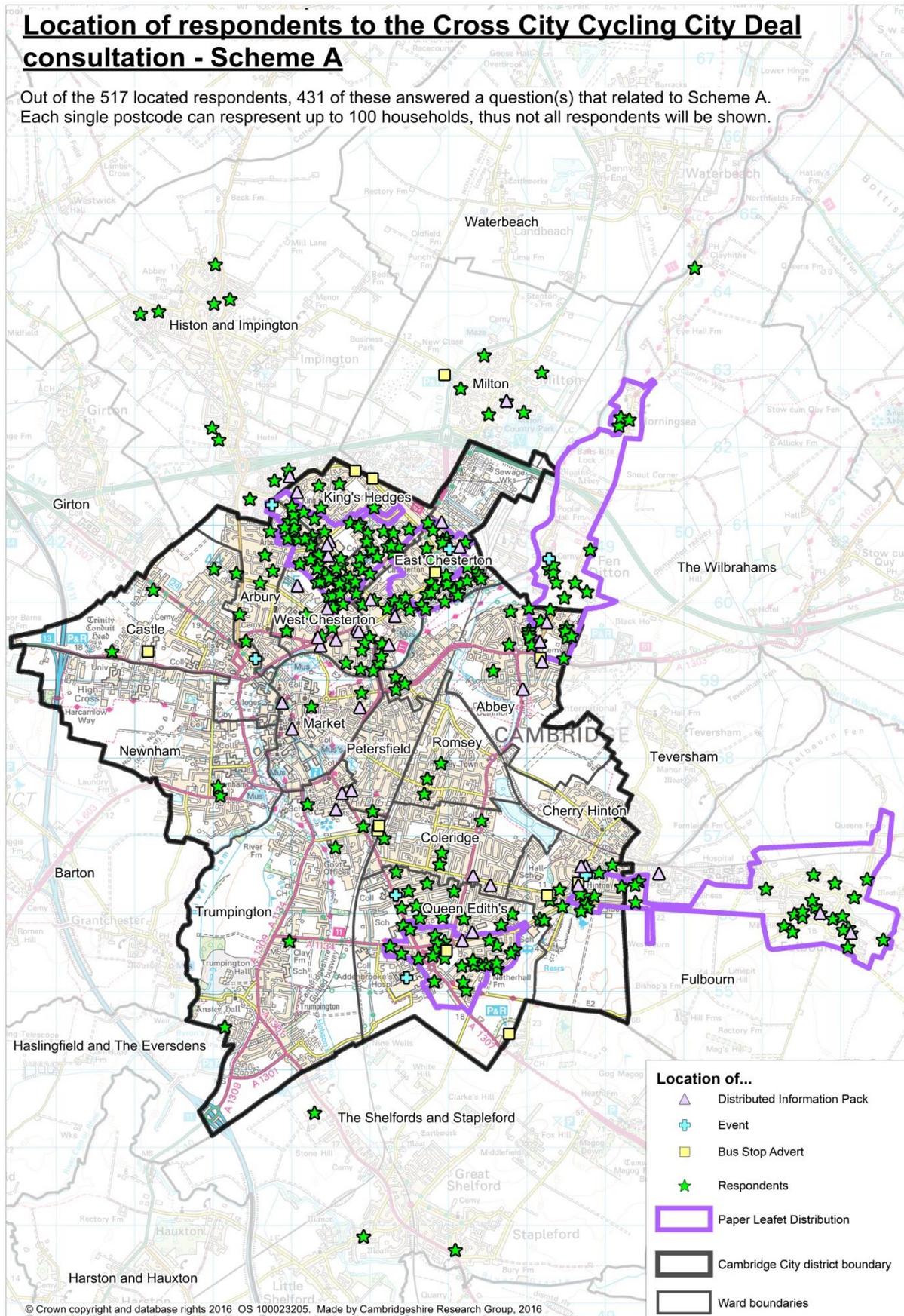
Figure 7 shows the location of respondents who answered at least one question about Scheme A – Arbury Road Route and who gave a full valid postcode. There were a high proportion of respondents

from within the leaflet distribution zones, especially around Scheme A and Scheme B, with a significant lack of respondents from the West and South-West of the city, areas outside the distribution zones.

Figure 7: A map of respondents who gave a full valid postcode and who answered at least one question regarding Scheme A - Arbury Road Route.

Location of respondents to the Cross City Cycling City Deal consultation - Scheme A

Out of the 517 located respondents, 431 of these answered a question(s) that related to Scheme A. Each single postcode can represent up to 100 households, thus not all respondents will be shown.



OTHER RESPONSES

There were positive comments about this scheme *“In general the proposals for Arbury Road are to be applauded.”* However people also raised some serious concerns:

General Improvements Needed

A number of respondents talked about the general improvements that were needed to the road surface along Arbury Road and on surrounding streets and paths:

“The worst thing about cycling in Cambridge is the state of the road surfaces. Arbury Road is especially bad with deep trenches and potholes that have been there for several years, especially outside the secondary school and at the Kings Hedges Road junction. If the money was spent on road repairs AND NOTHING ELSE, it would greatly improve the cycling experience.”

There were also calls to improve the visibility of particular junctions such as Arbury Road / Mere Way:

“A very high hedge here blocks visibility (in a garden). A friend’s son was killed here on his motorbike -please remove.”

“It is still impossible for drivers coming from Mere Way to see the traffic properly as they approach Arbury Road. Could some land be taken from the verge on the north side to improve visibility?”

The residents of Ashvale expressed concern about the possible removal of some hedges.

There were also calls for the Arbury Road / Kings Hedges Road junction to be improved for cyclists turning right. People also said that this end of the scheme could include off-road cycle improvements rather than on-road as there was space to do so.

An Incomplete Scheme?

People felt strongly that the Arbury Road scheme was incomplete and didn’t represent a full solution to the problem of cycling down this road to Milton Road.

“I’m asking why the cross city cycling lanes are only going to be put in down half of Arbury Road, and she is asking why they cannot be continued down the whole of the road.”

“What is the point of making half the bloody road better?”

“Better connection with Milton Road and the improvements there. There should be improvements to the South End of the Road.”

People called for better and more complete thinking for this scheme. Raising issues about the onward journey of cyclists from the point where the scheme ended at Campkin Road.

“The proposal to stop the cycle paths at Campkin Road/Arbury Road makes no sense. This cycle route must be continued both ways down to Union Lane and through to the Tesco bridge as the main cycle route to town”

People also questioned the suggested routes through to Leys Road as these were not proposed for improvement:

“Therefore the cycling routes should continue all the way along Arbury Road to join up with the cycling paths proposed for Milton Road. The cycle route should not divert through a small alley to back streets like Leys Avenue. The Leys Road route is twisty, involves stopping numerous times at each junction, and is not obvious.”

Strong Objections to the Closure of Mansel Way

Objections to the proposed closure of Mansel Way were common themes within the free text box of Q21. Amongst the objectors were local businesses based in Arbury Court, users of those businesses, Cambridge City Council Property Department and local residents.

“I write as both a cyclist and a motorist to disagree most strongly with the ill-considered plan to block off Mansel Way to motor vehicles at the Arbury Road junction”

- Local businesses such as Dorrington’s (bakers) and the local Fish and Chip shop strongly objected to the proposals citing the impact that the proposal would have on their business because it limited vehicular access to the Arbury Court shops.
- Cambridge City Council Property Department also objected to the proposal as the landlord for Arbury Court, citing the impact that the proposal would have on their tenants, local businesses.
“Our concerns were initiated by a significant number of the City Council’s shop tenants at Arbury Court who have been consulted on the scheme proposals and have worries surrounding the sustainability of the shopping centre should the Mansel Way junction be closed”
- Concerns from respondents included:
“This will also impact on the shops in Arbury Court as some people may decide that it would be just as easy to go to Tesco. As I use most of the shops in Arbury Court I would be very sad to see any scheme introduced that could have an adverse effect on their business, we need to support our small local shops.”

“If Mansel Way is closed to cars, how to drivers from Kings’ Hedges get to the car park for the Arbury Court shops? I can’t imagine the shopkeepers will be happy with this.”

Many people commented that the proposals would not produce any benefits. Creating more traffic or lengthening journeys.

“I would like to put forward my objections to the suggestion of closing Mansel Way to through traffic. I live at Alex Wood Road near Budgens and Mansel Way is my direct route when going out of Cambridge towards Ely where I have family.”

“This is totally unnecessary and counter-productive in terms of traffic flow. I use this route every day and providing that all users conform to the regulations and show common sense and respect for others there is no need for drastic changes.”

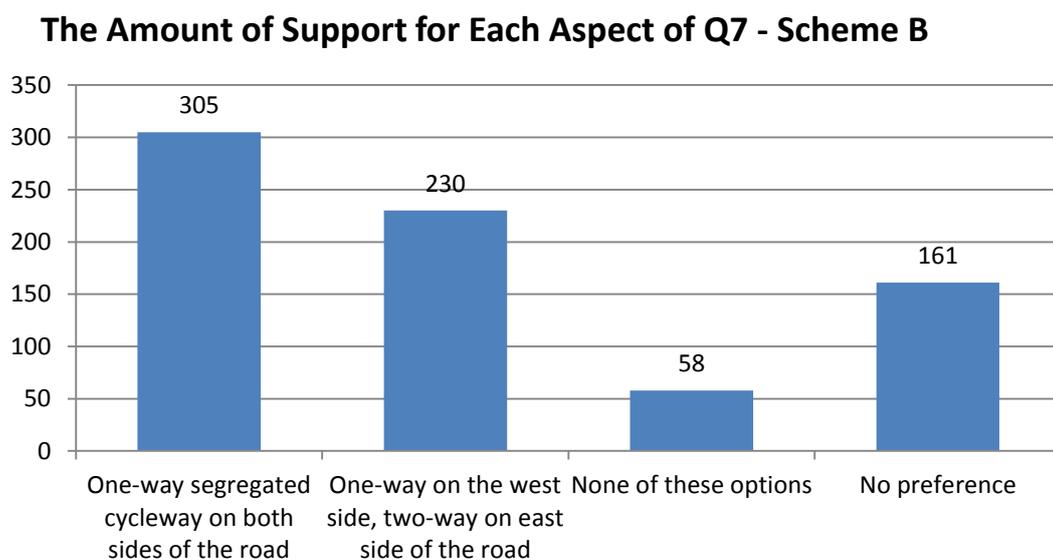
SURVEY RESULTS

The specific roads in question for Scheme B are: Nuffield Road and Green End Road. The latter is heavily used by cyclists due to the employment hubs in the north of the city, the Business Park and the Science Park, and soon Nuffield Road will be an important route due to the location of the new North Rail Station site. The aim of this scheme was to increase the safety and attractiveness of these routes. The core aspects of Scheme B are:

- Q7. Install a segregated cycleway on both sides of Green End Road, between Milton Road and Nuffield Road or a one way segregated cycleway on the west side and a two way segregated cycleway on the east side
- Q8. Improve Nuffield Road Junction by providing safer facilities for pedestrians and cyclists And banning large vehicles from turning left out of Nuffield Road
- Q9. Between Nuffield Road and Water Lane, provide advisory cycle lanes and additional parking restrictions
- Q10. Multiple options for Nuffield Road
 - Q10i Construct a shared-use path on the north side of Nuffield Road.
 - Q10ii Remove the Mortlock Estate wall
 - Q10iii Remove the parking layby outside Shirley Primary School
 - Q10iv Remove the trees on the north of Nuffield Road

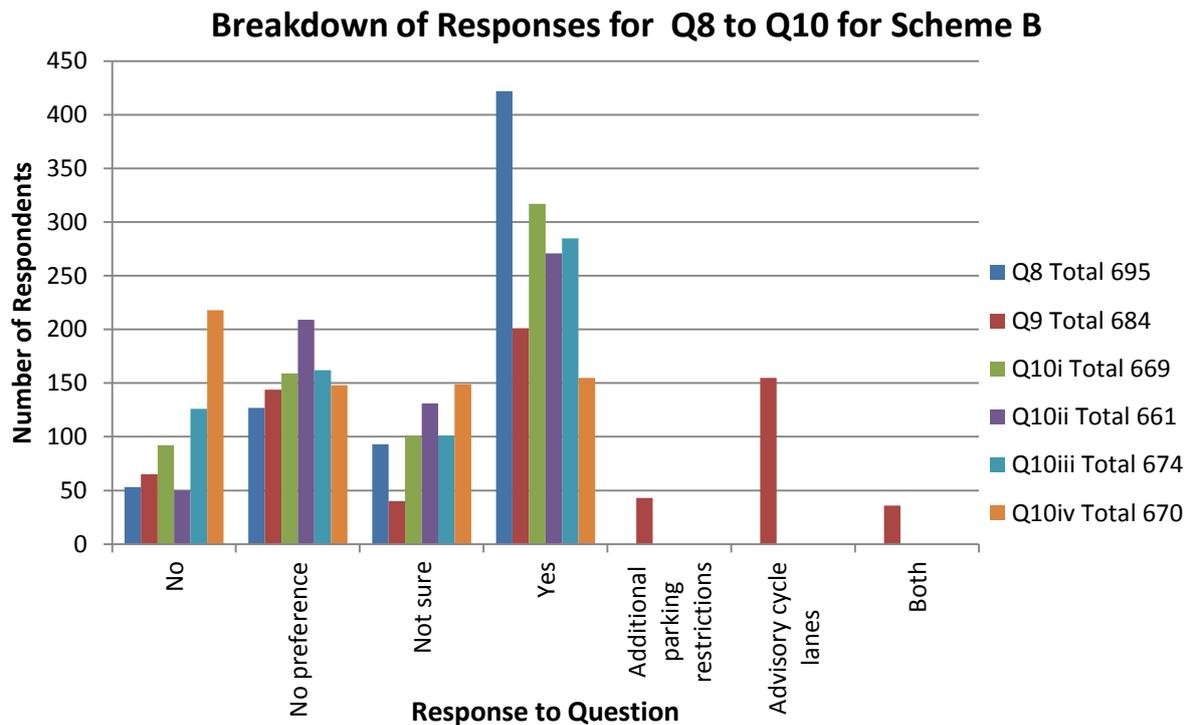
Scheme B, Q7 was a multi-response question, with respondents able to support more than one option. Figure 8 shows the breakdown of support, there is a total of 754 responses, with 699 individual respondents answering the question. The option of a one-way segregated cycleway on both sides of the road is the preferred option of the two.

Figure 8: Number of respondents who said "Yes" they support an aspect of Q7 – Scheme B. For this question it was possible to select multiple options.



Q8 to Q10 were single choice answer questions, the breakdown of these can be found in Figure 9. Over 60% of respondents support improving the Nuffield Road junction and for constructing a shared-use pathway on the north side of Nuffield Road. The least supported element was the removal of the trees on the north side of Nuffield Road with 33% of respondents not in favour.

Figure 9: Breakdown of responses for Q8 to Q10 which relate to Scheme B - North Rail Station, including the total number of responses for the whole question. The question themes are denoted above

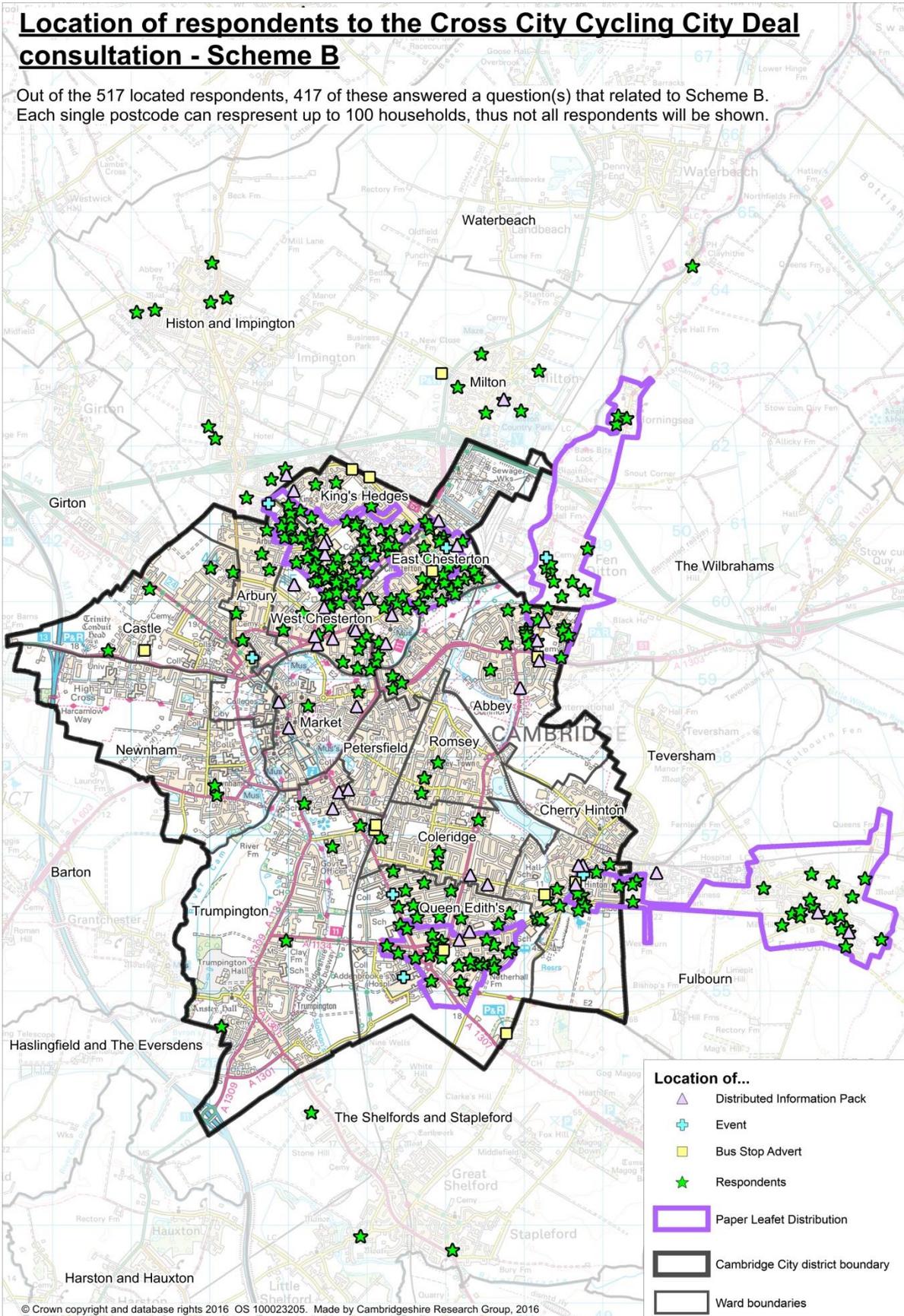


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The location of the respondents is similar to the distribution as Scheme A, with the most respondents coming from within the leaflet distribution areas, particularly near King’s Hedges and East Chesterton (Figure 10).

¹ During the early stages of the consultation it was identified that the online survey was slightly inconsistent with that published in leaflet form with the options of ‘Additional Parking Restrictions, Advisory cycle lanes’ and ‘Both’ being missing for the first 14 days of the consultation, with approximately 145 respondents not being able to select this option.

Figure 10: A map of respondents who gave a full valid postcode and who answered at least one question regarding Scheme B – Links to Cambridge North Rail Station and the Science Park



OTHER RESPONSES

The comments welcomed the scheme *“Had a look at Green End Road changes -looks good!”*
“I’ve got some comments and ideas on the Green End road / Nuffield road cycle scheme. Overall I think it is a great scheme, and is much needed for the area but I don’t think the Nuffield road proposal goes far enough to deal with the increase in cycle traffic heading to the new station.”

Impact on Business Access along Nuffield Road / Green End Road

- Detailed comments on the designs are made by representative’s for Ridgeons who have written to express their concerns on how aspects of the proposed designs will make it much more difficult for lorries to access their site on Nuffield Road. This includes commenting on how the designs will create further conflict between different road users.

Comments by other were also made on the impact on businesses on Green End Road:

“I largely support the double yellow lines on the section of Green End Road towards the High Street however think consideration ought be given to customers of the chip shop, perhaps with parking bays just for that purpose active only when the shop is open “

Queries about Access on Milton Road

- Concerns were raised about how this scheme related to the changes proposed for the Milton Road Bus Priority scheme.

“I’m generally happy about these improvements, but there are a couple of associated routes that they don’t seem to consider. The shared foot/cycle path from Milton Road to the new station doesn’t appear to have any access for cycle traffic from Milton direction that currently uses the underpass, unless cyclists join the heavy traffic along Milton Road between the science park and the guided busway. Is there provision for the large number of cyclist commuters who take this route to join the route into the station?”

“The biggest irritation in the route from the Science Park to the new station will be the amount of time it takes to cross Milton Road -there should be a light-controlled crossing at the end of the Busway track so cyclists and pedestrians can cross there rather than having to ride up the pavement on the wrong side, cross another side street and wait (blocking the pavement) at the light that is currently there.”

Further Improvements to Green End Road Plans

- There were a variety of comments that touched on the need to further improve and strengthen the proposals for Green End Road.

“I think the Nuffield Road/Green End road junction also needs more work to make this more cycle/pedestrian friendly.”

“Green End Road scheme: The road surface all along Green End Road needs to be replaced, especially the trenches that have developed on either side of the speed bumps.”

“I think the junction between Green End Road and Scotland Road needs, and warrants, much more

than just an adjustment of the paint on the road. The junction is wide and hazardous for cyclists and pedestrians. "

"I think the connection between Green End Road and Water Lane should be included in the scheme as the popular cycling route is on to Water Lane, and then onto the traffic free paths of Stourbridge Common. Omitting the Water Lane section will leave the safer cycling network this project hopes to achieve discontinuous."

"I welcome the new cycle lanes on Green End Road and the ban on left turns for HGVs from Nuffield Road (removing these altogether from the residential/school section of the road by creating an access road at the other end of the trading park would have been a better solution, but that may no longer be feasible). The shared-use cycle path on the north side seems unadvisable though, surely it would be better to have a cycle path on the school side of the road and remove the layby."

SURVEY RESULTS

Ditton Lane provides a link between Cambridge City and multiple villages, and connects to the National Cycle Network 11 and 51. The usage of this road is predicted to increase over the coming years with the proposed new housing developments of Cambridge East and Waterbeach Barracks and the employment hub at Cambridge Research Park.

The project proposed for Ditton Lane involved three main aspects:

- Q11. Widening the shared-use path and installing a new wider crossing between Fen Ditton High Street and the Primary School
- Q12. Improve the junction and signalised crossing with Fison Road
- Q13. Widen the path to create a shared-use path between High Ditch Road and Fison Road

For all three aspects approximately 60% of respondents have their support, and 20% had no preference (Figure 11). The third aspect, Q13, had the most responses against it, with 9.3% voting for no. Scheme C was one of the least responded to schemes, as well as having the lowest number of free text comments associated with it.

Figure 11: Breakdown of responses for all questions which relate to Scheme C – Ditton Lane and Links to East Cambridge, including the total number of responses for the whole question. The question themes are denoted above.

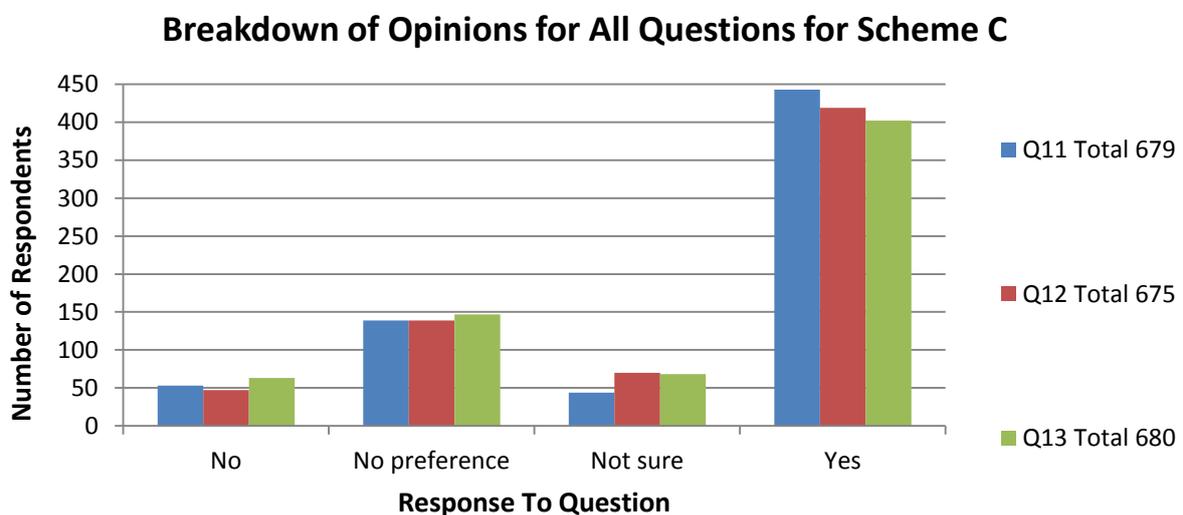
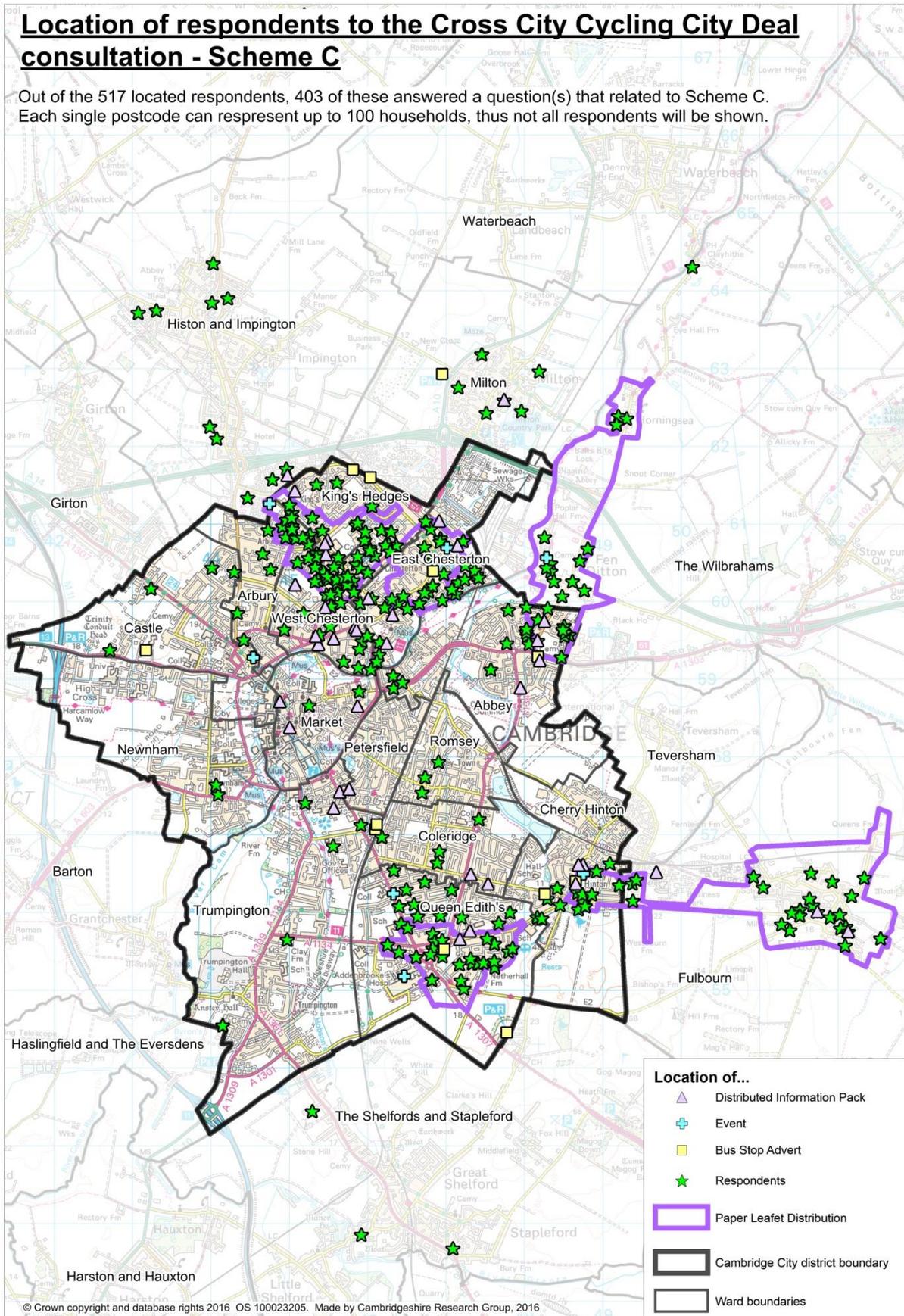


Figure 12 shows the location of respondents, and compared to the other schemes, there are fewer respondents from East Chesterton, and slightly more from Fen Ditton, Arbury and Fulbourn. Scheme C had the lowest number of located respondents, with only 403.

Figure 12: A map of respondents who gave a full valid postcode and who answered at least one question regarding Scheme C – Ditton Lane and Links to East Cambridge.



Detailed Parish Council Submission

There was a detailed response from Fen Ditton Parish Council. It welcomed the Cross City cycling objectives and the investment to improve access to safe cycle/pedestrian routes to and from Fen Ditton Primary School and Cambridge City. However there was a concern about the scheme being sensitive to the conservation status of the village. The Parish Council provided a number of recommendations for where the scheme could be improved and a range of additional environmental enhancements.

Crossing Ditton Lane

- A concern of cyclists using routes through the area was that the scheme did not address the problem of how to cross Ditton Lane to continue cycle journeys into the city.

"I had a quick glance at the proposed improvements in the section "Ditton Lane and Links to East Cambridge" -I wasn't at all clear how the proposal at the High Ditch / Ditton Lane junction helped cyclists coming down High Ditch Road and crossing Ditton Lane to access the shared access cycle/pedestrian path that leads to Ditton Pastures and the river. That's a fairly key traffic free commuting route into the city from the ENE [East-Northeast] of Cambridge (one that I use fairly frequently and I'm rarely alone) and it can be a major pain getting across Ditton Lane. So anything that could be done to improve that crossing would be a huge help."

"High Ditch Road/Fen Ditton junction: This junction needs a traffic light to enable cyclists and pedestrians to cross from High Ditch Road to Fen Ditton High Street."

Some concerns were expressed about sharing paths with pedestrians and the transition on to roads. *"sharing the path is the same, ok in principle but when you get to a junction you are on pavement and then have to dismount and cross -much safer to be on the road the whole time that constantly chopping and changing"*

A local resident also expressed concern that the scheme might increase the level of noise outside their property.

SURVEY RESULTS

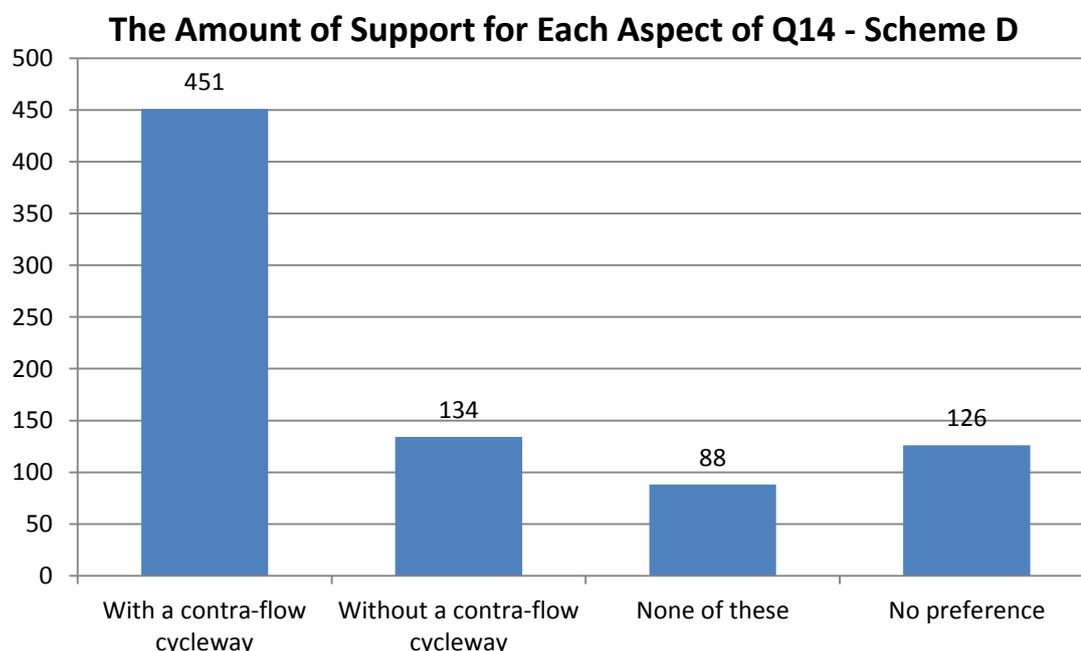
This scheme looks to extend the previously approved Hills Road Scheme to the Addenbrooke's Roundabout. Despite this being a key route for people accessing local schools, sixth colleges and the Biomedical Campus, there are limited cycle facilities at the junction of Hills Road/Long Road/Queen Edith's Way. The proposed scheme aims to provide a safer crossing for pedestrians and cyclists and facilitate the diagonal movement across the junction to a new segregated cycleway.

Respondents were asked whether they supported:

- Q14. Installing a contraflow cycleway or not.
- Q15. Banning the left turn into Queen Edith's Way for motor vehicles

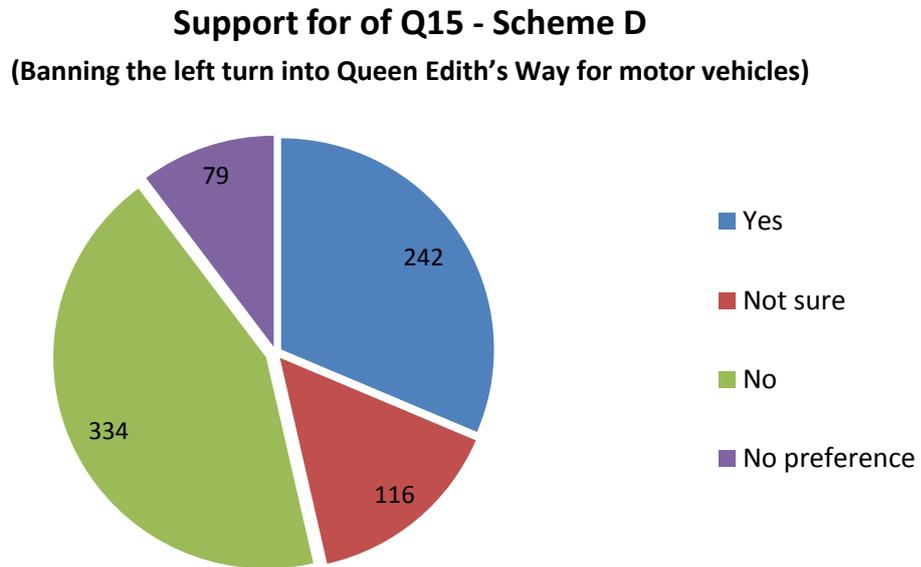
Despite the least number of questions associated with the proposal, this scheme had the highest number of respondents. In total there were 770 respondents, with 799 responses for Q14 due it being a multi-response question (respondents can answer with more than one choice). Over 55% of responses preferred the contra-flow cycleway option, with nearly equal percentages for no preference (16.36%) and without a contra-flow cycleway (17.40%) (Figure 13).

Figure 13: Number of respondents who said "Yes" they support an aspect for Q14 - Scheme D. For this question it was possible to select multiple options, so that total number of respondents for this scheme will be lower.



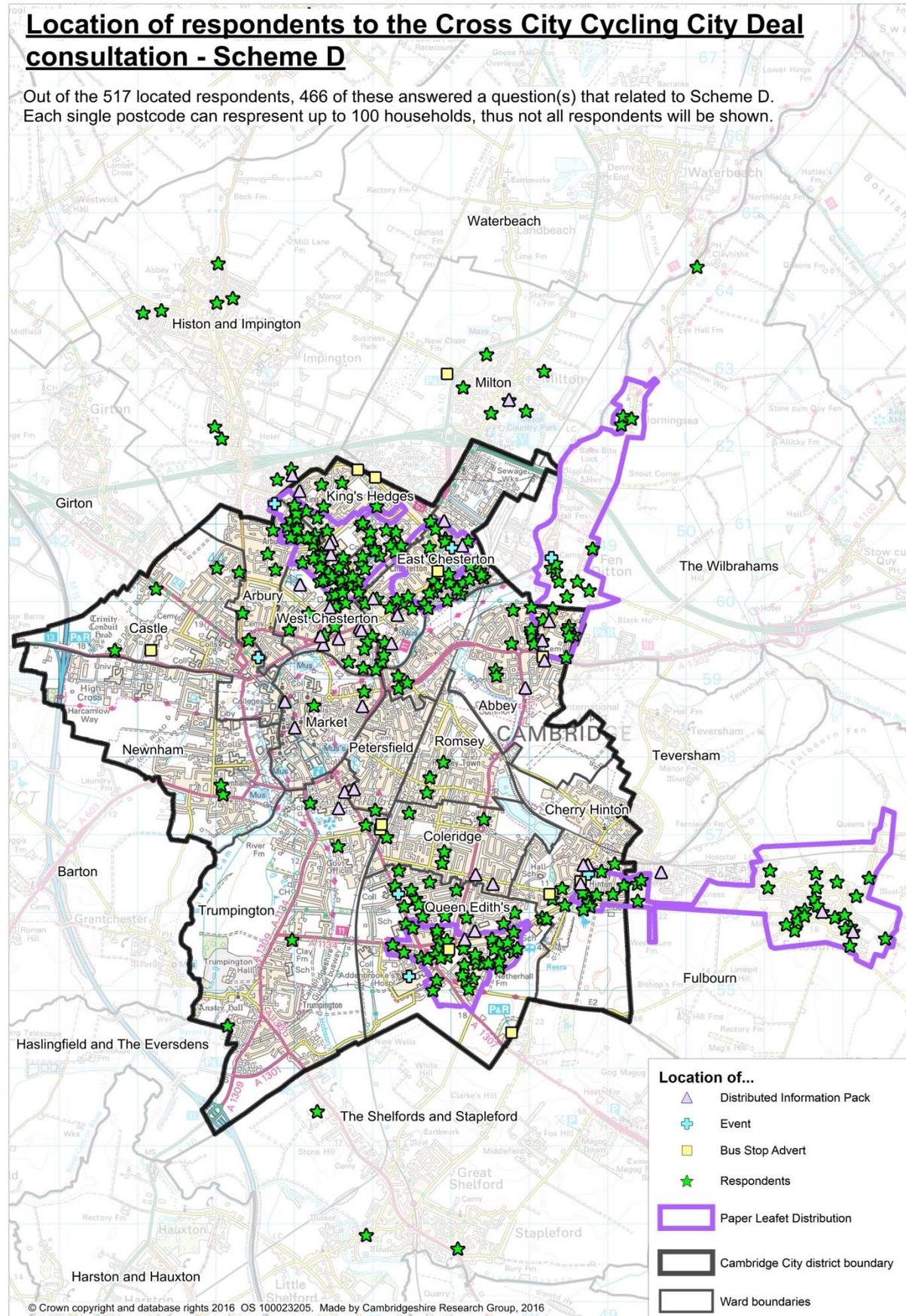
There were objections to the proposal to ban motor vehicles from turning left onto Queen Edith's Way, with 43% of respondents to this particular question stating no, they do not support this aspect (Figure 14).

Figure 14: Breakdown of responses for Q15 - Scheme D, including the total number of responses for each answer.



Scheme D had the highest number of respondents who gave full valid postcodes, with 466. Figure 15 shows the location of respondents from within the city, with a number of respondents from within the Hills Road leaflet distribution zone. This scheme also had more respondents from outside of Cambridge, from as far as Ely, Huntingdon and Hitchin.

Figure 15: A map of respondents who gave a full valid postcode and who answered at least one question regarding Scheme D - Hills Road and Addenbrooke's Route



Support for the Scheme and Proposed Crossing

- The Hills Road proposals were welcomed by cyclists. The optional proposals for having a diagonal crossing for cyclists were also supported.

“I agree with diagonal crossing at the Queen Ediths/Long Road junction, provided it is properly controlled. I can’t see what the issue is., especially as this gets cyclists and pedestrians to the safe side for avoiding the roundabout or going along Long Road.”

“The Hills Road / Long Road junction is very unpleasant in many ways so I am delighted you are working to improve it. Personally I have found it most unpleasant when cycling with a child from Long Road into Queen Edith's Way and when crossing Long Road on foot.”

“I am delighted to see that you plan to extend the new style of cycle path along the Hills Road to Addenbrookes to both sides of the road. I make this journey regularly and I strongly support the option of a diagonal cycle crossing at the Long Road junction to enable cyclists to cross safely across the Hills Road at the this junction (drawing A)[Drawing located on the Cross City Cycling web-pages].”

“As a cyclist who has to cross from Long Road to Queen Edith's Way and as a pedestrian, I find this a hazardous experience so I welcome improvements here.”

- As with other Cross City Cycling consultation responses people did go on to suggest further improvements to routes that were outside the immediate envelope of the scheme.

“Having made this diagonal crossing there is then a cycle way entry to the hospital site from the Hills Road, along the side of the carpark adjacent to the roundabouts, which avoids the roundabouts. This is very useful -except for the huge railing across the end of it that prevents cyclists making safe turns between the cycle way and the road on the hospital site.”

“Surprised that Brooklands Avenue has not been mentioned for improvements at all. There is a real lack of signage and that there is also not enough room for vehicles to overtake cyclists, which makes route incredible dangerous.”

Objections to Banning Left Turns into Queen Edith’s Way

- Of all the additional comments gathered as part of the Cross City Cycling Consultation this was the one that gained most comments. Some respondents felt that the proposals gave far too much road space to cyclists.

“On Hills Road I estimate that the width of the 2 completed cycle ways (segregated cycle path plus cycle alongside footpath) on the Homerton College side of the road is a very similar wide to the road width allocated for cars, many buses and frequent ambulances answering 999 calls. This is not a sensible allocation of road space and is likely to result in more road accidents and traffic jams.”

“I am adding my voice of deep concern as a resident and road user on Hills Road. I truly think you guys in planning have gone mad! There is an excessive amount of road space allocated to cycles already on one side and now you have plans to do the same. This verges on the ridiculous-there is no room for cars to move if stuck behind buses, the road lanes are very restricted and despite

your predicted usage of cycles -in the future -there is no need to give 3/4 of the road space to cycles -it makes driving an anxiety filled activity on this road."

- There were objections to the banning of vehicles turning left into Queen Edith's way. The main reasons given in objection were the impact on residents living along alternative routes

"The consequences of banning this left turn would be serious, with traffic(including lorries and other large vehicles) using either Holbrook Road or Glebe Road as a "rat-run", with a right turn across traffic onto Mowbray Road. Glebe Way has a school in it and Holbrook Road has the Homerton Children's Centre which means there are significant numbers of parents picking up children by car, bike and on foot twice a day in roads where both sides are full of commuter cars of Addenbrooke's staff, leaving only space for one vehicle to move in the centre of the road and difficulties when meeting oncoming traffic."

"It is with great concern that I have become aware of proposals to alter traffic patterns on Hills Road. The plans to extend the new-style cycleway further south down Hills Road and the restriction on left turns onto Queen Edith's Way will lead to increased traffic onto Holbrook Road as motorists take the obviously shorter route to Mowbray Road rather than the Addenbrooke's roundabout as might be intended by planners."

"There are many roads in the city where turning left unavoidably means crossing cycle traffic lanes/paths. I cannot believe that it is intended to take similar action at these junctions. I cannot see the need to single out the Queen Ediths junction for this treatment".

SURVEY RESULTS

Improving the cycleways on Fulbourn Road will enhance the accessibility to the city centre for current and future cyclists for example once the expansion of the ARM headquarters is finished. It will also contribute to the cycleway network in the south-east of Cambridge.

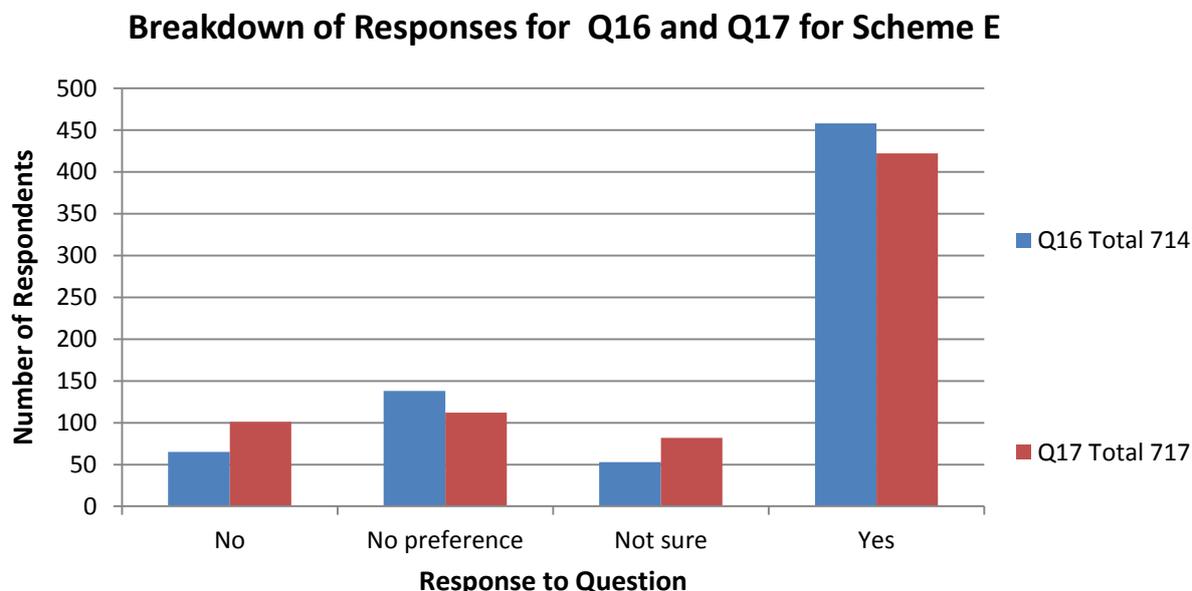
The scheme will also link in with a separate project run by the County Council’s Signals Team to refurbish Robin Hood Junction, by upgrading equipment, improving the safety for pedestrians and cyclists and for right turning vehicles.

The scheme involved the following aspects:

- Q16. Segregated footways and raised cycle lanes and a new style bus stop between Robin Hood Junction and Leete Road Crossing
- Q17. Removing some trees and hedges, with the introduction of a replanting scheme afterwards
- Q18. Widening the shared-use path between Leete Road Crossing and Yarrow Road and Leete Road crossing and Peterhouse Technology Park
- Q19. Agreement on overall improvement to users if the Robin Hood Junction gets refurbished

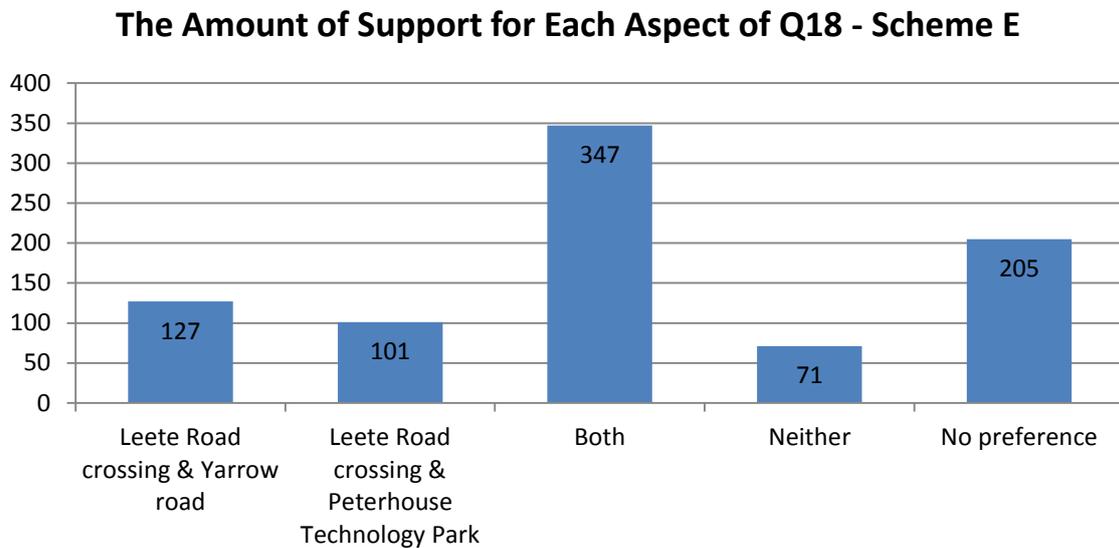
64% of respondents supported the instalment of segregated foot and cycleways (Figure 16).

Figure 16: Breakdown of responses for questions 16 and 17, which relate to Scheme E - Fulbourn/Cherry Hinton Eastern Access, including the total number of responses for the whole question.



The next question had multiple answers, with the majority of respondents wanting the shared-use path to be widened both between Leete Road Crossing and Yarrow Road, and Leete Road Crossing and Peterhouse Technology Park (Figure 17)

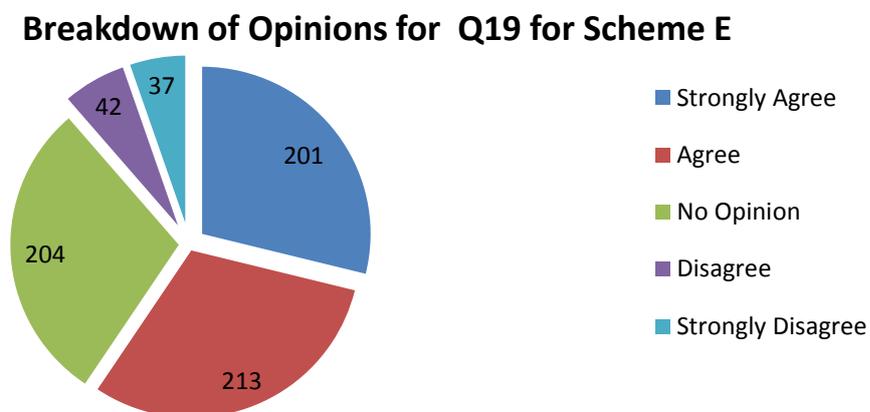
Figure 17: Breakdown of responses for question 18, which relate to Scheme E - Fulbourn/Cherry Hinton Eastern Access, including the total number of responses for the whole question.



The final question asked the respondents’ opinion on the proposals for the Robin Hood Junction itself. A total of 59.4% of the 697 respondents agreed or strongly agreed that the junction proposals will be an overall improvement (Figure 18). The Robin Hood Junction also had a separate free text box for further comments. Approximately 15% of comments expressed negativity towards the use of shared-use paths between pedestrians and cyclists and gave suggestions for further improvements that could be made. The most common suggestions were:

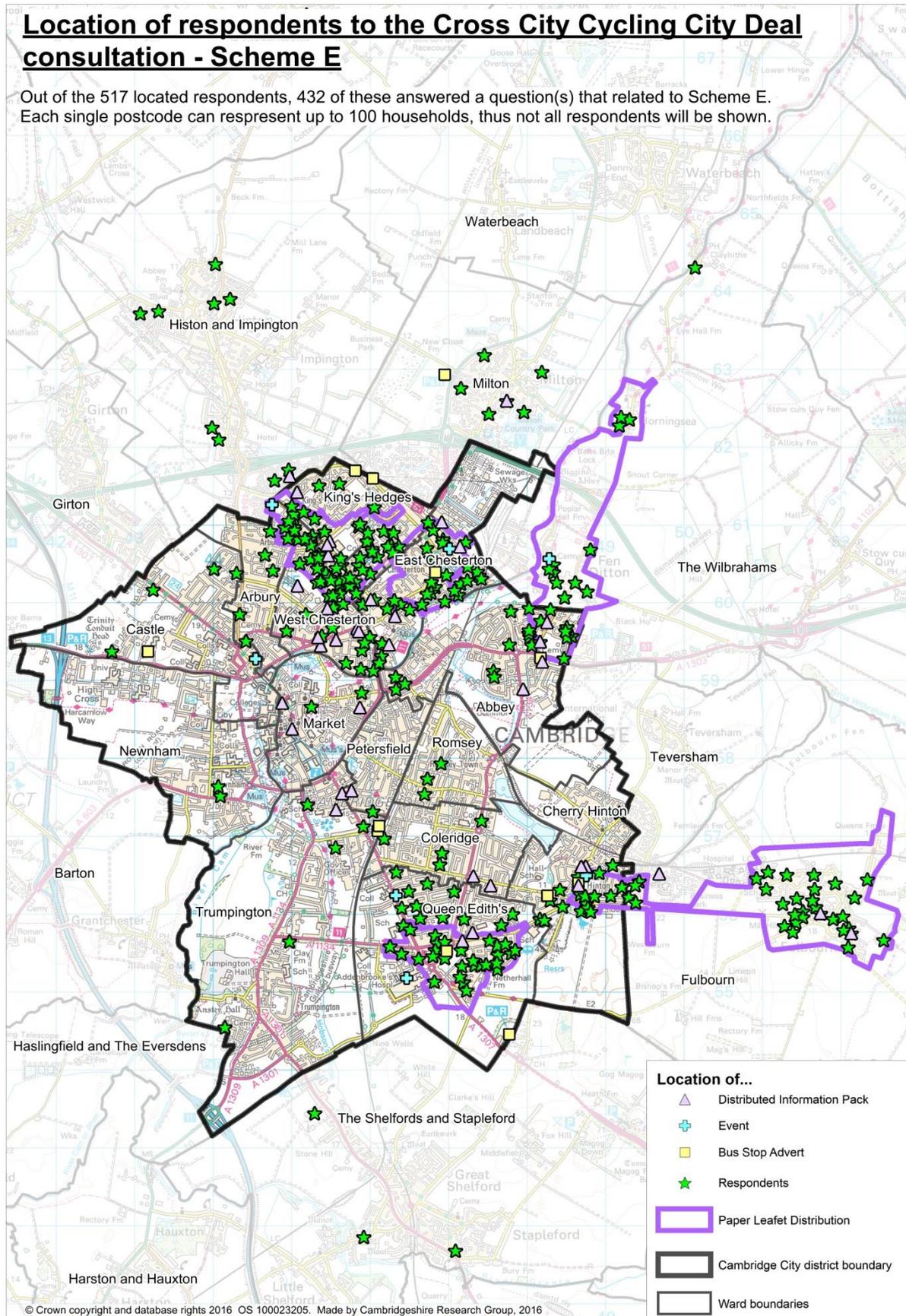
- Installing an advanced green light for cyclists
- Changing the lane structure to allow vehicles to go left and straight on in the left-hand lane, instead of the right-hand lane being for vehicles going straight on and right. Respondents felt this was a particular issue for cars during rush hour, and the safety of cyclists.

Figure 18: Breakdown of responses for question 19, which relate to the refurbishment of Robin Hood Junction, including the total number of responses for the whole question.



There were 432 located respondents for Scheme E, with many more respondents from the Fulbourn area (Figure 19).

Figure 19: A map of respondents who gave a full valid postcode and who answered at least one question regarding Scheme E: Fulbourn/Cherry Hinton Eastern Access.



OTHER RESPONSES

The changes proposed in the Fulbourn / Cherry Hinton Eastern Access area were well supported.

“Looks like a worthwhile improvement. They will make cycling safer and encourage me to cycle to work more often.”

“The Parish Council [Fulbourn] believe the plans will benefit the residents on the Beechwoods estate who cycle to and from work into the City along Fulbourn Road as access will be made easier from the estate to the new cycleways. These cycleways will benefit residents in Fulbourn village who cycle along this road on their daily commute .It is for this reason that the Parish Council is in favour of these alterations and want to see them implemented.

Comments on the Design

There was a detailed response from ARM, employees of which would be frequent users of the new proposals. The response suggested:

- More wide ranging improvements to the area particularly the segregation of cyclists and pedestrians throughout the scheme.
- Improved links between this scheme and other routes / schemes nearby.
- A significant improvement to the Robin Hood junction proposals.
- Further proposals for the South side of the Fulbourn Road.

Another respondent commented on the siting of the bus stops and proposed crossing.

“It may be more convenient for the crossing to be placed on the town side of ARM as the bus stop opposite Cambridge Water is the stop used by ARM employees.” (Although it should be noted that ARM welcomed the siting of the crossing).

Opposition to Shared Paths

- Respondents also voiced their concerns about shared use paths and felt that there should be room within the scheme to incorporate a segregated path throughout.

“From the existing crossing up to the Yarrow Road roundabout, I feel that it is essential for this to be a dedicated cycle path rather than a shared one. There is ample green space available and the cycle element could be away from the road edge. The current path is often quiet, but at certain times of the day it is very well used. Particularly during lunchtimes, groups of people walk from the Peterhouse Technology Park to Tesco's, others to the Robin Hood. Joggers also use the path during this time. This use will only intensify once the ARM development is completed -including use at the morning and evening rush hours. With people walking sometimes three abreast and bikes in both directions it is not a safe cycling environment.”

Yarrow Road Improvements Requested

Respondents wanted the improvements to go further to improving aspects of Yarrow Road.

“The Parish Council [Fulbourn] feels that the link between Fulbourn village and the city will be improved by this alteration but could be more ambitious by extending the designated cycle lane all the way down to Yarrow Road.”

“I would also suggest that the 30mph limit should be extended up to the Yarrow Road together with some means of slowing the traffic further as it turns from Fulbourn Road into Yarrow Road (coming from Cambridge). Currently traffic turns left into Yarrow Road, often at speed and often without correct or any signalling. This makes it difficult as a cyclist when waiting to cross Yarrow Road, going towards Fulbourn.”

“The north-side bidirectional path could be very good, but it will only work if proper connectivity for cyclists from Yarrow Rd and Cambridge Rd is provided. This would require significant changes to the roundabout to reduce vehicle entry and exit speeds, entry widths, and to make the cycle-track crossing much more obvious. Such changes appear to be out of scope for the current project.”

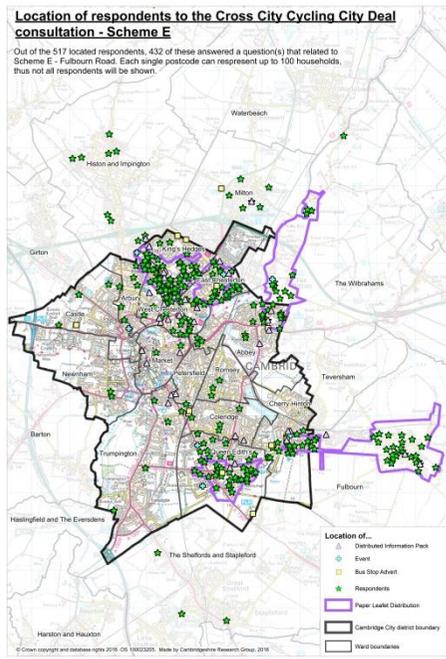
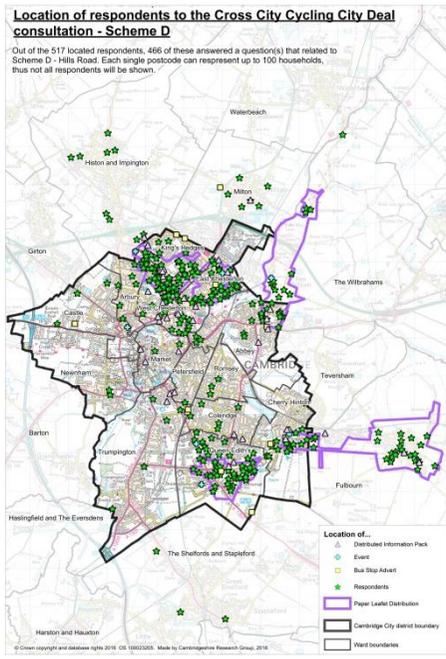
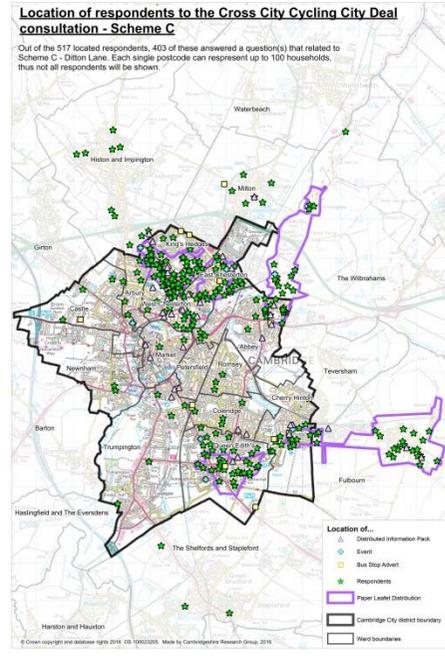
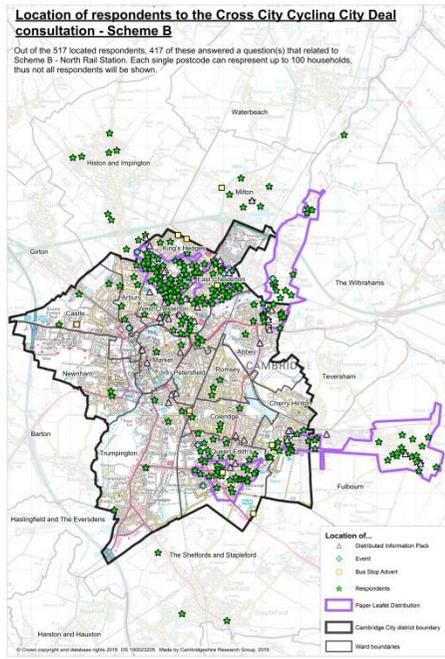
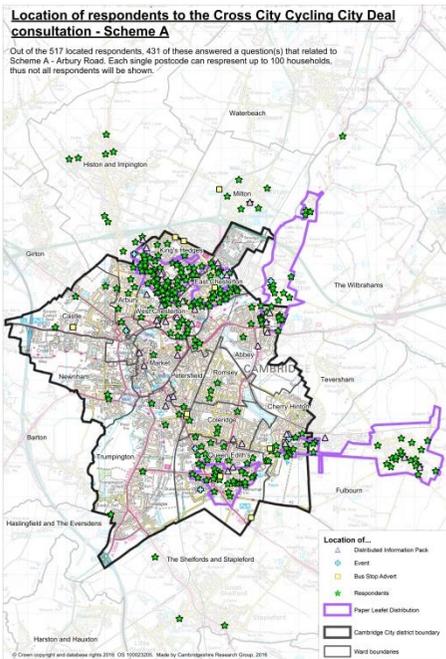


Figure 20: All of the five located point maps for all five schemes for the Cross City Cycling City Deal project.

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About the Cambridgeshire Research Group

The Cambridgeshire 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 Cambridgeshire Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the Research and Performance 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