

# MILTON ROAD CONSULTATION REPORT

THE GREATER CAMBRIDGE CITY DEAL



MAY 2016

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THE GREATER CAMBRIDGE CITY DEAL

Cambridgeshire County Council

## Consultation Report

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# 1 EXECUTIVE SUMMARY

## 1.1 BACKGROUND

- 1.1.1 The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth within the Greater Cambridge area by investing in the transport infrastructure, housing and skills. The Milton Road Corridor Scheme forms part of this overall programme of transport infrastructure improvements.
- 1.1.2 WSP | Parsons Brinkerhoff has been commissioned by the Greater Cambridge City Deal Partnership to report on feedback received during public consultation.
- 1.1.3 The consultation was publicised through various channels. Leaflets and postcards were delivered to local residents and more widely via posters, emails, bus adverts and social media.
- 1.1.4 Leaflets and postcards were also available in public areas such as Park and Ride sites, bus stops, libraries, community centres and health centres.
- 1.1.5 The public were invited to respond to the consultation by completing and returning a questionnaire. Respondents were asked about their existing journeys along Milton Road, to rate the options presented, to identify their support for further option development, and to provide any additional comments. In total 1,788 responses were received, comprising 1,425 questionnaires, 287 emails, 23 letters and 53 written comments made at the consultation events.

## 1.2 PUBLIC CONSULTATION RESULTS

- 1.2.1 In total 1425 members of the public responded to the consultation questionnaire online or on paper.
- Over half of all consultees felt improvements for cycling (60%) and street scene (50%) were most important on Milton Road. In comparison, 42% felt walking improvements important and 39% that bus improvements were important;
  - 34% of respondents considered the “Do Something” option would significantly, or very significantly, help to improve cycling trips the on Milton Road, and 23% considered the “Do something” option would significantly, or very significantly, help to improve bus trips on Milton Road;
  - 55% considered the “Do Something” option would result in no improvement at all to the street scene, but 13% of respondents considered the option would significantly, or very significantly, help to improve the street scene on Milton Road;
  - 43% of respondents considered the “Do Maximum” option would significantly, or very significantly, help to improve cycling trips the on Milton Road, and 42% considered the “Do Maximum” option would significantly, or very significantly, help to improve bus trips on Milton Road;
  - 65% considered the “Do Maximum” option would result in no improvement at all to the street scene, but 14% of respondents considered the option would significantly, or very significantly, help to improve the street scene on Milton Road;
  - 40% of respondents supported the further development of ideas for Elizabeth Way roundabout;

- 41% of respondents supported the further development of ideas at the junction of Arbury Road / Union Lane / Milton Road;
- 47% of respondents supported the removal of the footway parking to allow for the creation of new bus lanes and/or cycleways;
- 52% of respondents supported new style bus stops along Milton Road;
- 79% of respondents felt it was important to enhance the street scene, where possible, on Milton Road with new landscape areas, better surfacing materials, new verges and tree planting;
- 25% of responses opposed the banning of right turn movements at either the Arbury Road or Gilbert Road junction with Milton Road, or both;
- 19% of responses mentioned concern regarding the banned left turn on King's Hedges, or Gilbert Road junction with Milton Road, or both;
- 26% of comments expressed concern regarding displaced traffic;
- 26% of responses referred to trees, of whom 70% were opposed their removal;
- 21% of comments related to the proposed closure of Union Lane to vehicle traffic of which there was an even split between those for and against;
- The majority of respondents live within the Milton Road area;
- 64% of respondents heard about the consultation from the consultation leaflet and 23% from word of mouth;
- 76% of responses received were from people aged 35-64; 20% were received from people aged 65+; and only 4% of responses were received from people aged 24 or less. The majority of responses (73%) were received from people in employment;
- 55% of all respondents usually travel along Milton Road daily with a further 39% travelling along Milton Road on some weekdays or at the weekends;
- 31% of usual journeys made by respondents along Milton Road are by bicycle, 31% by car; and 22% walk;
- The main purpose of respondent's trips along Milton Road is business (48%).

# 2 INTRODUCTION

## 2.1 BACKGROUND

- 2.1.1 WSP | Parsons Brinkerhoff has been commissioned by Cambridgeshire County Council (CCC) to undertake a feasibility study establishing options to deliver the most effective corridor-based public transport scheme (complemented by comprehensive cycling and walking routes) for Milton Road.
- 2.1.2 This study is being undertaken as a part of the Greater Cambridge City Deal, which aims to enable a new wave of innovation led growth by investing in infrastructure, housing and skills to help facilitate continued growth. The deal builds on the growing cluster of technology, life sciences and services businesses within the city. The Milton Road scheme forms one part of this overall programme of transport infrastructure improvements.
- 2.1.3 Milton Road is one of the key routes into Cambridge and is identified as an increasingly important public transport corridor as a part of the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) and Long Term Transport Strategy (LTTS). Milton Road experiences significant congestion at peak times which impact on bus journey times making journeys unreliable, unattractive and longer than necessary as well as affecting convenience and comfort of cycling trips along the corridor. The volume of traffic is at the detriment of the environment and air quality along Milton Road, particularly in areas where vehicles are not free flowing or are stationary.
- 2.1.4 By creating more capacity for sustainable trips along both corridors, the scheme will provide the potential to mitigate the impact of further transport demand arising from developments within the Greater Cambridge area, thereby supporting the viability of development proposals in transport terms.
- 2.1.5 Two options were brought forward to public consultation: a “Do Something” option; and a “Do Maximum” option, which were developed based upon the following scheme objectives.
- To provide comprehensive priority for buses in both directions along Milton Road;
  - To make provision for cyclists along Milton Road, which is segregated from buses and general traffic wherever possible;
  - To improve provision of cyclists and pedestrians in line with the public realm proposals at Mitcham’s Corner whilst maintaining traffic flow through the junction;
  - To generate options capable of maintaining today’s traffic levels, in Cambridge;
  - To consider the potential for enhancing the environment, streetscape and air quality in this corridor; and
  - To assess the impacts on existing residents and highway capacity for each option.
- 2.1.6 These options are described in detail in the Draft Option Report, released in September 2015.
- 2.1.7 This document reports on the findings of the public consultation in regard to these options.

## 2.2 CONSULTATION APPROACH

2.2.1 The public consultation approach is consistent with the Department for Transport's (DfT) major development methodology. Public consultation is undertaken as a part of wider stakeholder engagement in advance of any decision on final options to consider and facilitate necessary input into the development of the scheme.

2.2.2 The two main categories of stakeholder are;

- Community stakeholders: Individuals or organisations because they live in the community the scheme may affect, for example interested parties, local businesses, bus operators, developers, land owners and local action groups; and
- Statutory consultees: These include bodies which the Greater Cambridge City Deal Partnership should consult in order to comply with requirements set out in planning legislation. This includes bodies such as government agencies and local authorities. For example District and Parish Councils, Environment Agency, Highways England and Natural England.

## 2.3 STRUCTURE OF REPORT

2.3.1 The remainder of this report is structured as follows

- Section 3 details the methodology adopted for consultation; and
- Section 4 presents the consultation findings.

# 3 METHODOLOGY

## 3.1 SUMMARY

- 3.1.1 The public consultation on the Milton Road options was specifically targeted at those residing, working and travelling along, and beyond the route. The public consultation was also publicised across the County. 15,000 leaflets were produced, each containing a questionnaire, of which 6,850 were delivered to households along Milton Road corridor. An example of the leaflet and survey are attached in **Appendix A**.
- 3.1.2 8,000 postcards were produced, each outlining the proposals and details of the public exhibitions, of which 6,850 were distributed to wider local areas such as Kings Hedges, Chesterton & Milton. Others were distributed at a variety of local outlets and at the public exhibitions. Posters were also distributed to libraries, schools, community centres, business and bus operators.
- 3.1.3 Eight informal exhibitions were held between the 12<sup>th</sup> and 26<sup>th</sup> of January 2016, gathering a combined attendance of over 550 members of public. The consultation events focused on introducing the concepts of the scheme and presenting the proposed options in more detail via technical plans. These events were informal exhibitions where the public had the opportunity to discuss the scheme in greater detail with project officers. Some also chose to use this time to complete their paper version of the questionnaire, or to discuss alternatives beyond those options proposed in this consultation.

## 3.2 PUBLICITY

3.2.1 The informal exhibitions were widely publicised in the local community to generate awareness of the scheme amongst Cambridge residents and workers that live, work or travel along Milton Road. The consultation events were publicised in the following ways:

- Leaflets (with self-complete feedback questionnaires) distributed to dwellings within the immediate locality of Milton Road informing them of the proposed options and details of the consultation event;
- Postcards distributed to residential dwellings within the wider Milton Road area informing them of the proposals and consultation event;
- Leaflets distributed at P&R sites, and at stops along local bus routes. During the consultation period, adverts were placed on busway and city centre bus stops;
- Posters across Cambridge on bus stop panels;
- Email & Social media;
- Library stands and advertisements;
- Local Newspaper articles; and
- Health Centres i.e. GP Surgeries and Dentists.

3.2.2 In addition to the above, information packs and materials were sent to all 7 Parish Councils connected to the corridor, as well as to community hubs, libraries and key businesses likely to attract passing trade associated with Milton Road.. The following Parish Councils received packs:

- |                           |             |               |              |
|---------------------------|-------------|---------------|--------------|
| → Histon and<br>Impington | → Milton    | → Waterbeach  | → Landbeach  |
|                           | → Cottenham | → Longstanton | → Willingham |

### 3.3 PUBLIC CONSULTATION EVENTS

3.3.1 A series of eight informal exhibitions were held at venues accessible to people and bodies affected by the proposals.

3.3.2 An array of exhibition boards were used at the consultation events. These sought to explain the proposed scheme and present the initial options for Milton Road. Examples of the exhibition boards can be seen in Figure 3.1. The boards on display covered topics such as:

- Scheme background and information on the Greater Cambridge City Deal;
- Description of the options and proposals for the Milton Road corridor;
- Detailed plans of the “Do Something” and “Do Minimum” option; and
- Information on how to provide feedback on proposals.



Figure 3.1 Photographs of Informal Exhibitions

3.3.3 A summary of informal exhibitions held is presented in Table 3.1.

Table 3.1 Informal Exhibition Dates and Locations

TIME	DATE	LOCATION
16:00 - 20:00	Tuesday 12 January 2016	Mayfield Primary School, Warwick Road, Cambridge, CB4 3HN
16:00 - 19:00	Wednesday 13 January 2016	Chesterton Community College, Gilbert Road, Cambridge CB4 3NY
12:00 - 14:00	Tuesday 19 January 2016	Suite 13, Unit 23, Cambridge Science Park, Innovation Centre, Milton Road, Cambridge, CB4 0EY
16:00 - 21:00	Tuesday 19 January 2016	St George's C of E Church, Chesterfield Road, Cambridge CB4 1LN
16:00 - 21:00	Wednesday 20 January 2016	St Laurence's Roman Catholic Church, 91 Milton Road, Cambridge CB4 1XB
12:00 - 14:00	Thursday 21 January 2016	Suite 13, Unit 23, Cambridge Science Park, Innovation Centre, Milton Road, Cambridge, CB4 0EY
16:00 - 20:00	Monday 25 January 2016	Chesterton Community College, Gilbert Road, Cambridge CB4 3NY
17:00 - 21:00	Tuesday 26 January 2016	Meadows Community Centre, 1 St Catharine's Road, Cambridge CB4 3XJ

3.3.4 The WSP | Parsons Brinckerhoff, Cambridge City Council and Cambridgeshire County Council project officers were on hand at each of these events to explain to attendees the initial options proposed and to listen to feedback.

### 3.4 FEEDBACK MECHANISM

3.4.1 At the exhibitions, attendees were provided with and encouraged to complete a feedback questionnaire. This questionnaire was also made available online through the Greater Cambridge City Deal website ([www.gccitydeal.co.uk/milton-road](http://www.gccitydeal.co.uk/milton-road)). Hard copy questionnaires could be submitted by sending them to a freepost address or handing it to a representative at one of the public exhibitions. Paper copies of the questionnaire were also distributed to local residents along Milton Road along with a leaflet providing information on the scheme and outlining the preferred options.

3.4.2 All attendees at the consultation event were invited to sign the attendance book. The home postcode of respondents was also requested in the questionnaire so that the spatial distribution of responses could be identified and any possible gaps in the publicity of the event identified.

3.4.3 Respondents' were asked to rate each of the options on how it helped improve bus trips, cycling trips, walking trips and the street scene along Milton Road. The questionnaire also asked respondents to identify their level of support to particular aspects of the scheme and whether they should be considered further. Respondents were also asked to provide information on their usual journeys along Milton Road, including their usual method of travel, journey purpose, journey frequency and journey time.

3.4.4 In addition to questionnaires, a comments book was made available at each consultation event for attendees to write any additional comments they had about the scheme.

3.4.5 The Greater Cambridgeshire City Deal consultation website (accessed via [www.gccitydeal.co.uk/milton-road](http://www.gccitydeal.co.uk/milton-road)) contained information about the scheme, a copy of the leaflet distributed to local residents, and the options presented at the consultation event. A formal response was encouraged by means of an online questionnaire. This had identical questions to the paper questionnaire so that both and online and paper responses could be analysed together.

3.4.6 People were also invited to submit their comments on the scheme to a dedicated email address set up for the Greater Cambridge City Deal ([city.deal@cambridgeshire.gov.uk](mailto:city.deal@cambridgeshire.gov.uk)). Comments were also invited by telephone, post and social media (Facebook and Twitter). Details of these contact details were provided on the Greater Cambridge City Deal website.

3.4.7 In total 1,425 questionnaire responses to the consultation were received. Of these 502 were paper copies of the questionnaire returned to project staff at the consultation events or via the freepost address and 923 were completed online on the Greater Cambridgeshire City Deal website.

3.4.8 Through the dedicated email address 287 emails and 23 letters specific to Milton Road Consultation were received – these ranged from specific personal communications to group responses from local organisations. 390 responses were also received via social media (Facebook and Twitter) relevant to Milton Road. In addition 40 emails and 5 letters were received relevant to both Milton Road and the concurrent Histon Road consultation. 53 written comments were submitted at the public exhibitions, and 9 were supplied through social media (Facebook and Twitter) in relation to both schemes.

# 4 PUBLIC CONSULTATION FINDINGS

## 4.1 INTRODUCTION

4.1.1 This section reports the findings of the public consultation. This section is split into the following subsections, which each address a different aspect of respondent feedback.

- Respondent Profile;
- Existing Journey Experience;
- Attitudes to Proposed Options; and
- Further Comments.

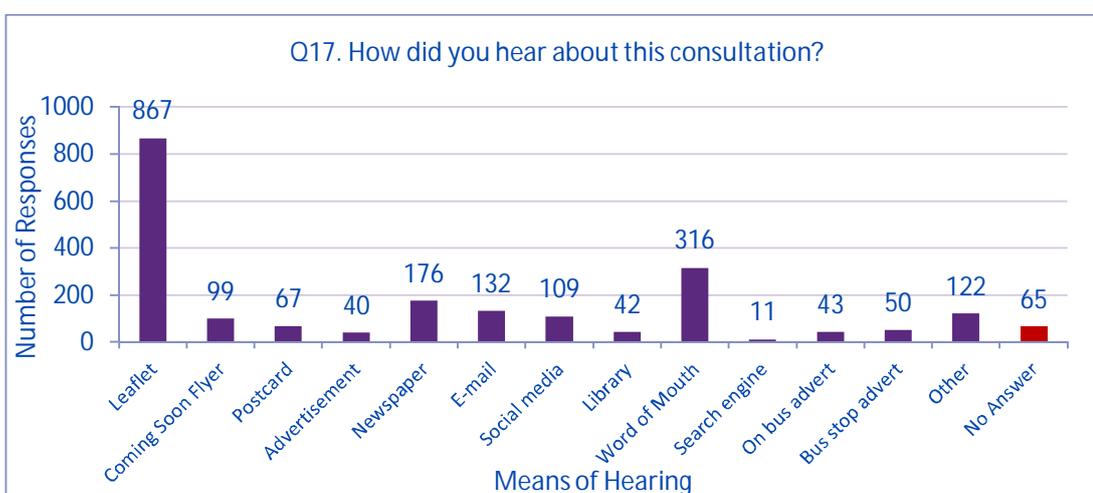
4.1.2 In total 1,425 questionnaires were returned, of which 502 were paper questionnaires either handed to a member of the project team at a public consultation event or returned to the freepost address. The remainder (923) were completed online via the Greater Cambridge City Deal website.

## 4.2 RESPONDENT PROFILE

4.2.1 This subsection aims to identify the demographic profile of respondents and gain information about the typical usage patterns of Milton Road, and determine whether questionnaire responses are representative of all Milton Road users. The questions in this section concern respondents' occupation, age, method of travel, time, frequency and purpose of using Milton Road.

4.2.2 1,360 questionnaire responses provided an answer to Question 17 which asked how the respondent had heard about the consultation. This question enabled the respondent to tick all of the mediums through which they were informed of the Milton Road consultation. The percentages given below therefore represent the proportion of questionnaires returned, rather than the proportion of total answers selected, so may add up to more than 100%).

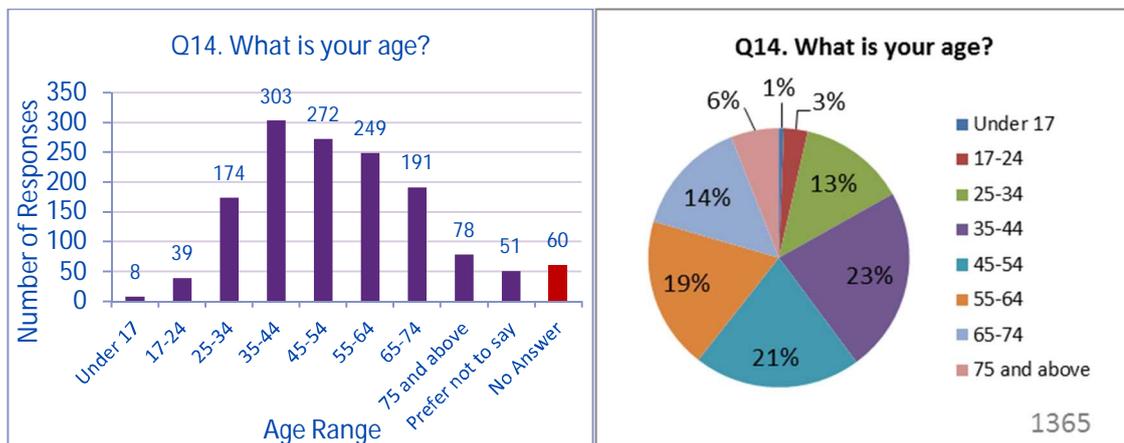
4.2.3 64% of respondents heard about the public consultation was via the leaflet. 23% indicated that they heard about the consultation by word of mouth, 13% heard via a newspaper and 10% via email. All alternative answers within this question were selected by 1-9% of respondents. The full breakdown on how respondents heard about the consultation is provided in Figure 4.1.



**Figure 4.1 How respondents heard about the consultation**

4.2.4

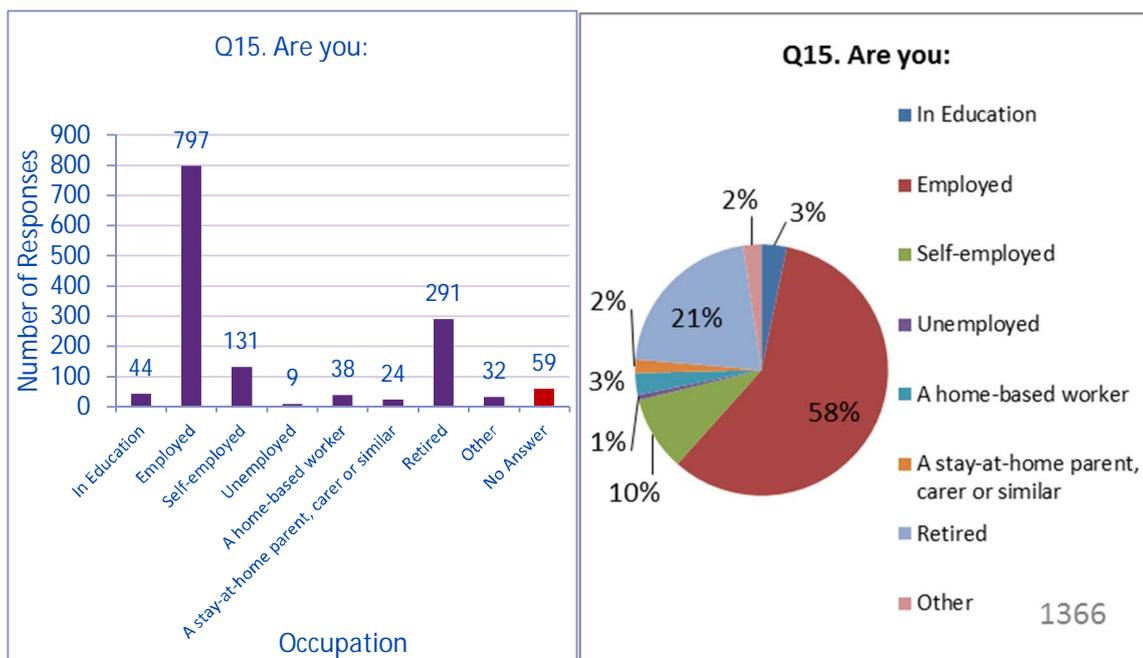
Question 14 asked respondents to indicate their age, receiving 1,365 responses. The most responses were received from people aged 35 to 44 (23%). The demographics of respondents, in terms of age, show a steep increase in the frequency of each age band from Under 17 up to 35-44. Beyond this peak, there is a gradual decline in frequency of respondents in each age band until 65-74, before a steep decrease in respondents aged 75 and above. Figure 4.2 summarises the age group of respondents.



**Figure 4.2 Age group of questionnaire respondents**

4.2.5

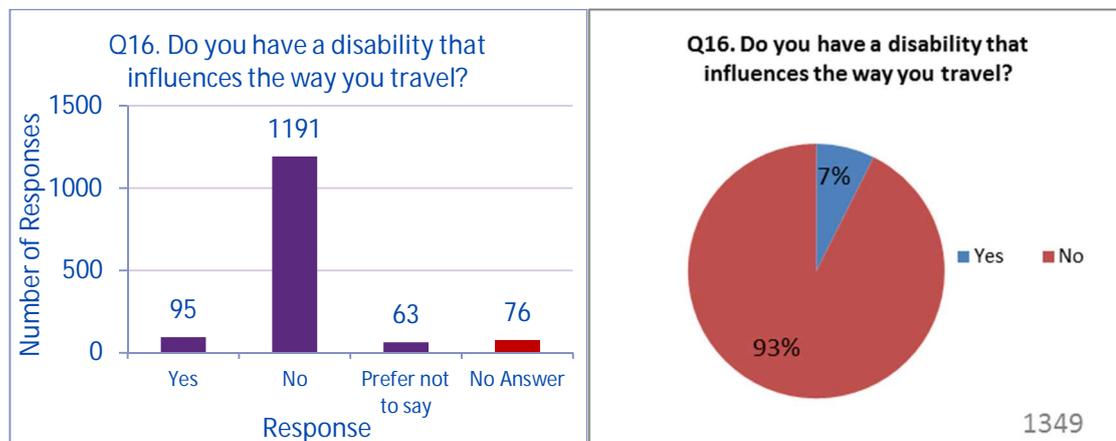
Question 15 asked respondents to indicate their current occupation, receiving 1,366 responses. The majority of respondents indicated that they were employed (71%), of which 10% were self-employed and 3% home-based workers. 21% of respondents indicated that they were retired and only 3% of respondents were in education. The occupation of respondents is illustrated in Figure 4.3.



**Figure 4.3 Employment status of questionnaire respondents**

## 4.2.6

Question 16 asked respondents to indicate whether they had a disability that influenced the way that they travelled. A total of 1,349 people provided a response, of which 63 preferred not to say. Of the remainder that did provide a 'yes' or 'no' response, 7% indicated that that they had a disability that influenced the way that they travel. This is summarised in Figure 4.4.



**Figure 4.4** Response to the question: Do you have a disability that influences the way you travel?

## 4.2.7

Of the 1,425 respondents, 969 people provided an identifiable postcode. This represents 68% of all questionnaire responses. The spatial distribution of responses is provided in Figure 4.5.

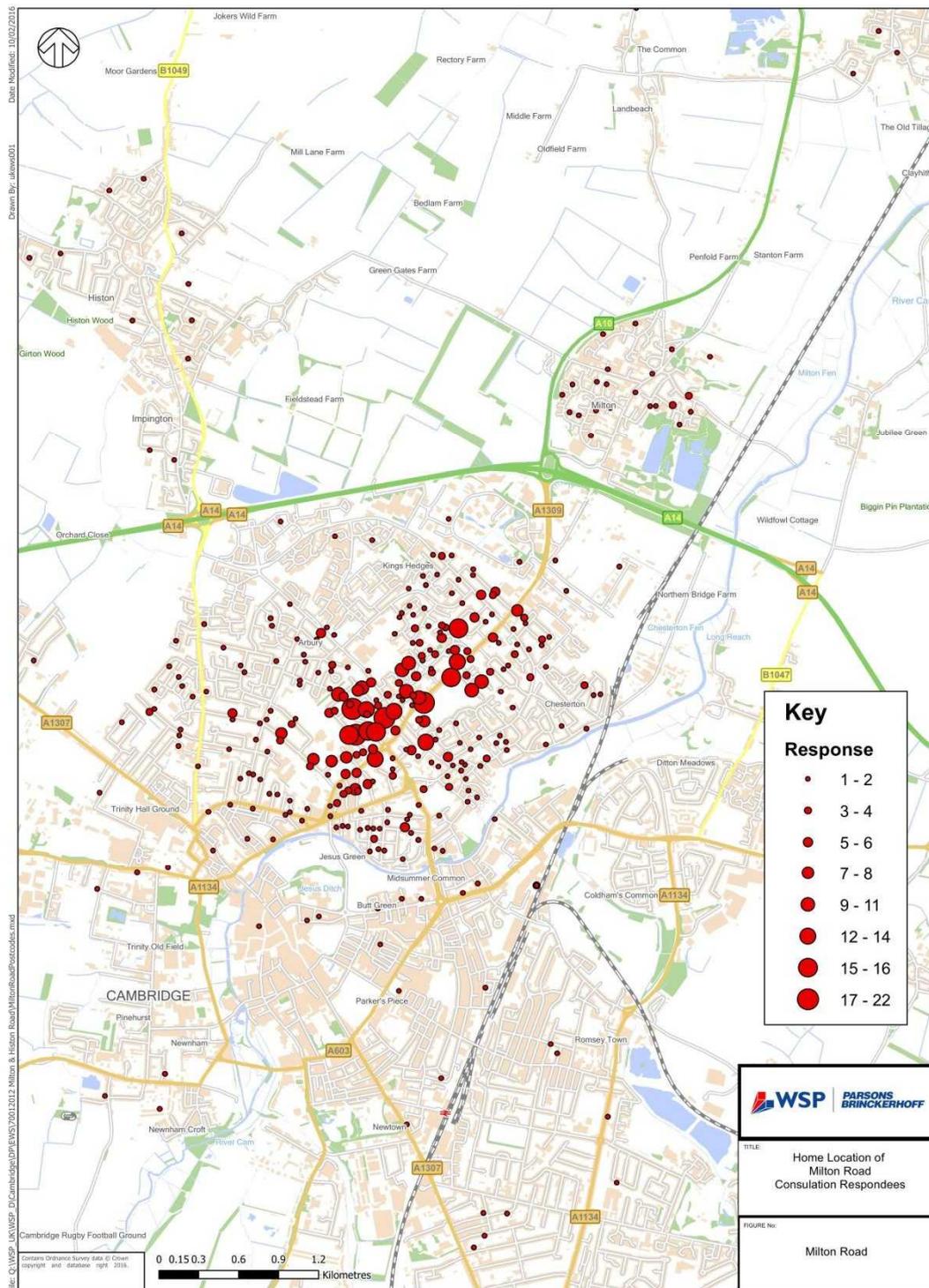


Figure 4.5 Spatial distribution of questionnaire respondents in and around Milton Road

4.2.8 The majority of questionnaire responses were received from people along the Milton Road corridor. A small number of responses were received from residents north of the A14 in Milton. A number of responses were received from people residing in Histon and along Histon Road. This is likely to be due to the Histon Road corridor consultation being carried out simultaneously and especially because consultation events were shared. Very few responses were received from people living outside of Cambridge. Therefore, questionnaire responses to the Milton Road consultation is likely to under represent people who live outside of Cambridge, but commute along Milton Road.

## 4.3 EXISTING JOURNEY EXPERIENCE

4.3.1 This section addresses the existing travel characteristics of questionnaire respondents. It attempts to gauge how Milton Road is used in terms of regularity of usage, time of day, method of travel and purpose of trips.

### Regularity of Trips (Question 1)

4.3.2 Question 1 asked respondents to indicate how often they travel along Milton Road, receiving 1,383 responses. Once again, this question enabled the respondent to tick multiple answers (hence the percentages given below represent the proportion of questionnaires returned, rather than the proportion of total answers selected, so may add up to more than 100%). 64% of people travel along Milton Road daily, 28% use Milton Road some weekdays and 17% at weekends. Only 1 person said that they never travel along Milton Road. The frequency that respondents travel along Milton Road is shown in Figure 4.6.



Figure 4.6 Frequency that respondents make journeys along Milton Road

### Time of Trips (Question 2)

4.3.3 Question 2 of the questionnaire asked respondents to report on the time periods they would usually use Milton Road. The question enabled respondents to tick all time periods that apply to their usual journeys, and was answered in 1,381 of the questionnaires returned (hence the percentages given below represent the proportion of questionnaires returned, rather than the proportion of total answers selected, so may add up to more than 100%). Of these, 71% use Milton road in the evening, 68% in during day-time off peak and 63% during the morning peak. 43% of respondents also reported using Milton Road at other times for their usual journeys. The frequency of use of Milton Road during each period is summarised in Figure 4.7.

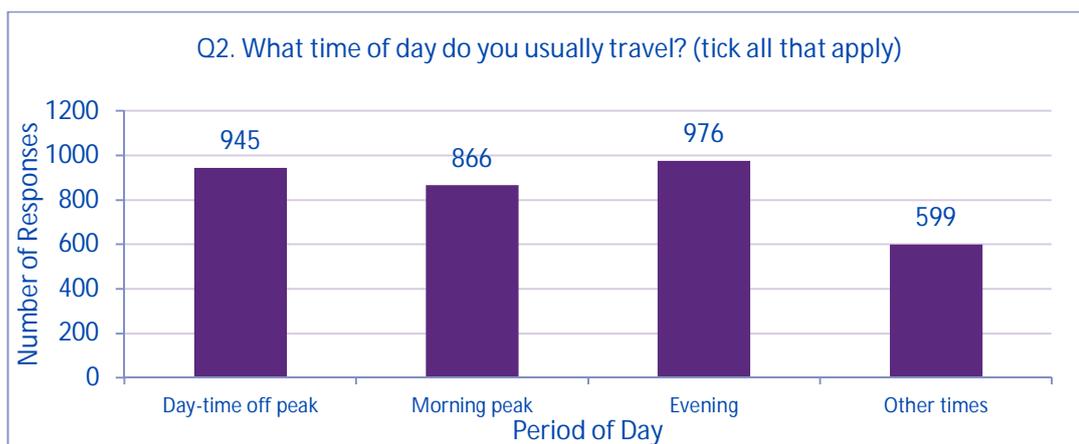


Figure 4.7 Time of day respondents usually travel along Milton Road

### Mode of Trips (Question 3)

#### 4.3.4

Respondents were asked which modes of transport they use when travelling along Milton Road, in question 3. This allowed respondents to tick all modes that applied to them, and was answered by 1,385 people (hence the percentages given below represent the proportion of questionnaires returned, rather than the proportion of total answers selected, so may add up to more than 100%). 69% indicated that the car was one mode by which they travel, and 68% indicated bicycle. 50% of respondents travel on foot and 30% use buses. A full breakdown of results is provided in Figure 4.8.

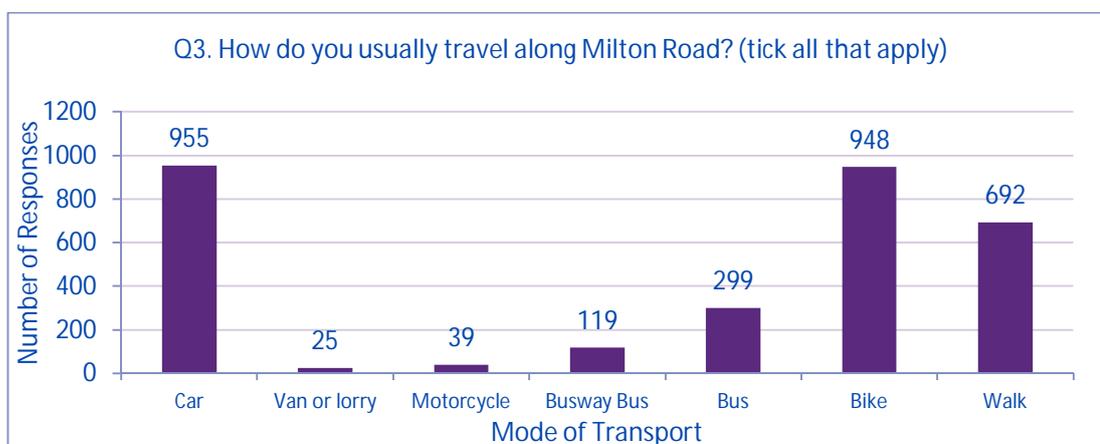


Figure 4.8 Usual method of travel along Milton Road

#### 4.3.5

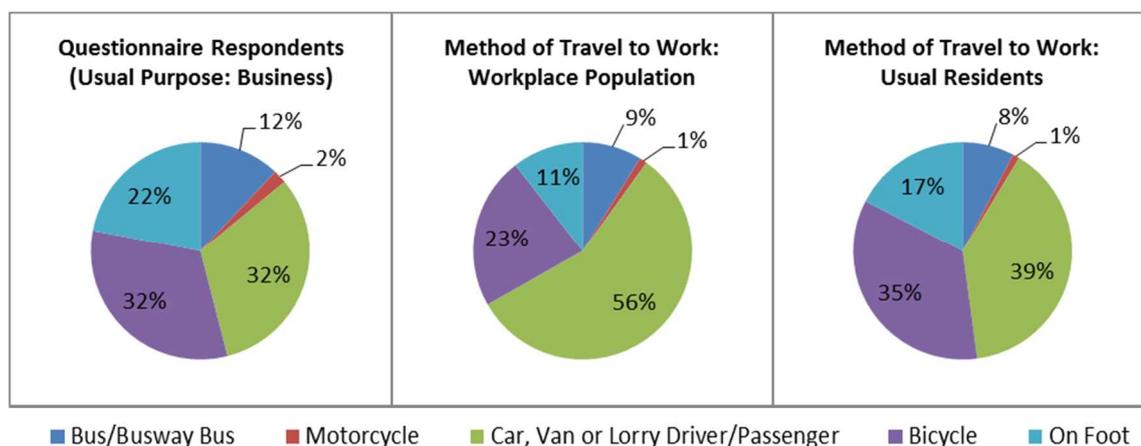
The total number of answers selected in question 3 was 3,077, representing an average of 2.2 modes of transport selected per response. Splitting the 3,077 responses by mode represents the likely modal split amongst respondents, which can broadly be compared with Census statistics. 2011 Census Method of Travel to Work statistics for the workplace population (Census Table WP703EW) and usual residents (Census Table QS703EW) have been obtained from the Office for National Statistics for Cambridge District, and are attached at Appendix B. Since this data is for work based trips only, only questionnaire responses which identified business as their usual journey purpose (Question 4) were used in the comparison. As noted in the question 4 analysis below, this represents 666 responses.

- 4.3.6 Train, Taxi and Other were omitted from the Census statistics and Driving a car or van and Passenger in a car or van were combined to be consistent with the questionnaire. Table 4.1 compares the mode share percentages for questionnaire respondents, Census workplace population and Census usual residents.

METHOD OF TRAVEL	QUESTIONNAIRE RESPONSES	WORKPLACE POPULATION	USUAL RESIDENTS
Bus/Busway Bus	12%	9%	8%
Motorcycle	2%	1%	1%
Car, Van or Lorry Driver/Passenger	32%	56%	39%
Bicycle	32%	23%	35%
On Foot	22%	11%	17%

**Table 4.1 Mode Shares for Questionnaire Responses, Workplace Population and Usual Residents**

- 4.3.7 Table 4.1 shows that the questionnaire responses may not adequately represent people who live outside of Cambridge and commute in to work, particularly by car, van or lorry. Origin Destination analysis shows that 40% of usual residents are also included within the workplace population, thus live and work within Cambridge. The remaining 60% are likely to be those underrepresented since their commuting distance is greater; hence their likelihood to travel by car is increased. Questionnaire responses also appear to over represent walking trips, which are most likely to be contributed to by local residents who live within walking distance of their workplace.
- 4.3.8 Graphs showing the mode split for questionnaire respondents with business as their usual purpose, workplace population and usual residents of Cambridge are illustrated in Figure 4.9.



**Figure 4.9 Mode Shares for Questionnaires, Workplace Population and Usual Residents**

- 4.3.9 Figure 4.9 reinforces the likelihood that car, van or lorry drivers and passengers are under represented by questionnaire responses, while walking and bus trips are slightly over represented. The postcode plots in Figure 4.5 also illustrates that the vast majority of responses came from residents of Cambridge.

#### Purpose of Trips (Question 4)

- 4.3.10 Respondents were asked to identify the usual purpose of trips made along Milton Road corridor in question 4, receiving 1,376 responses. Business was the most frequently reported main purpose of trips along Milton Road (49%). Leisure made up 29% of usual trips and other purposes made up 18% of all usual journeys. Education made up only 4% of usual trips. Respondents' main journey purposes are summarised in Figure 4.10.

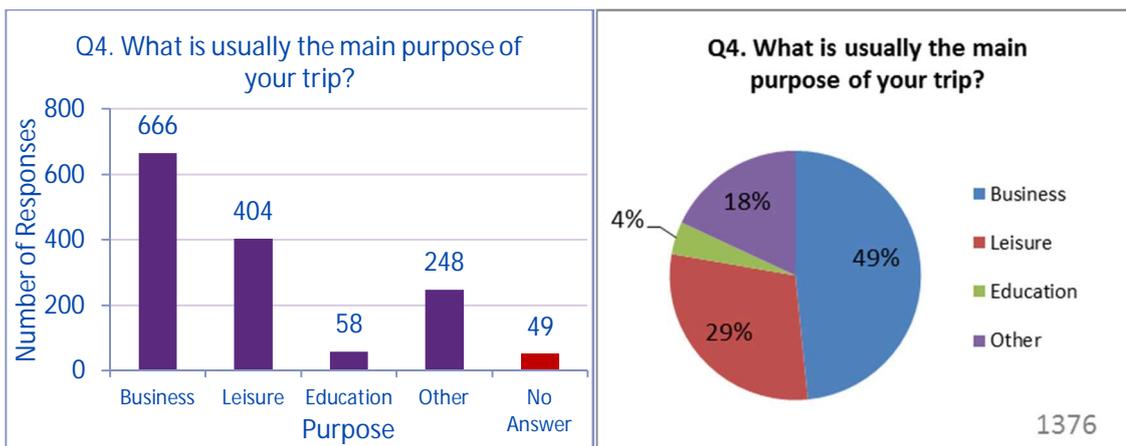


Figure 4.10 Main purpose of trips along Milton Road

## 4.4 PROPOSED OPTIONS

4.4.1 This section summarises questionnaire respondents' attitudes toward the proposed options. It intends to gauge which elements of proposals adequately address issues surrounding bus, cycling and walking trips along Milton Road, in addition to the street scene.

### Importance of the Proposed Improvements

4.4.2 Question 5 asked respondents to indicate how important they consider improvements to be in terms of bus, cycle and walking trips and the street scene along Milton Road. The scale was from 0 to 4 with 0 being "unnecessary" and 4 being a "very important" (a rating of 1, 2 and 3 corresponds with "slightly important", "moderately important" and "significantly important" respectively).

4.4.3 Respondents considered that improvements to cycling trips were most important, as 60% ranked this as a 3 or 4. 50% ranked improvements to street scene as 3 or 4, while 42% and 39% did so for walking and bus trips respectively. Conversely, 0 or 1 was selected by 46% for bus trips, 39% for walking trips, 34% for street scene and 26% for cycling trips. Summary charts of respondents' opinions are shown in Figure 4.11. The number of respondents to each category is shown in the bottom right of each chart.

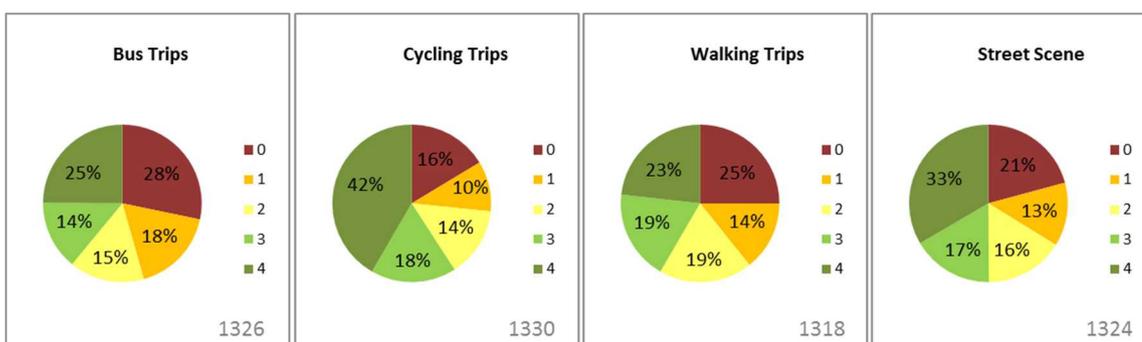


Figure 4.11 Importance of Improvements for bus, cycling, and walking trips and street scene

4.4.4 To analyse the responses, three statistical indicators were used, which are described below:

- **Mean:** This is the average response given to the question. It is calculated by multiplying each answer by the number of respondents which selected it, summing them and dividing by the total number of respondents (e.g.  $\text{Mean} = 0 \times 20 + 1 \times 30 + 2 \times 10 + 3 \times 25 + 4 \times 35 / 120 = 2.21$ );
- **Median:** This is the response halfway between the beginning and the end when sorting responses ascending from '0' to '4' (e.g. If there were 120 responses, when sorted ascending from '0' to '4', the 60th response would be the Median); and
- **Mode:** This is the most common answer amongst respondents (e.g. if 20 respondents selected '0', 30 selected '1', 10 selected '2', 25 selected '3', 35 selected '4' - '4' would be the mode).

4.4.5 The mean, median and mode of importance of improvement rankings for bus trips, cycling trips, walking trips and street scene is provided in Table 4.2.

**Table 4.2 Mean, Median and Mode of questionnaire responses for Importance of Improvements**

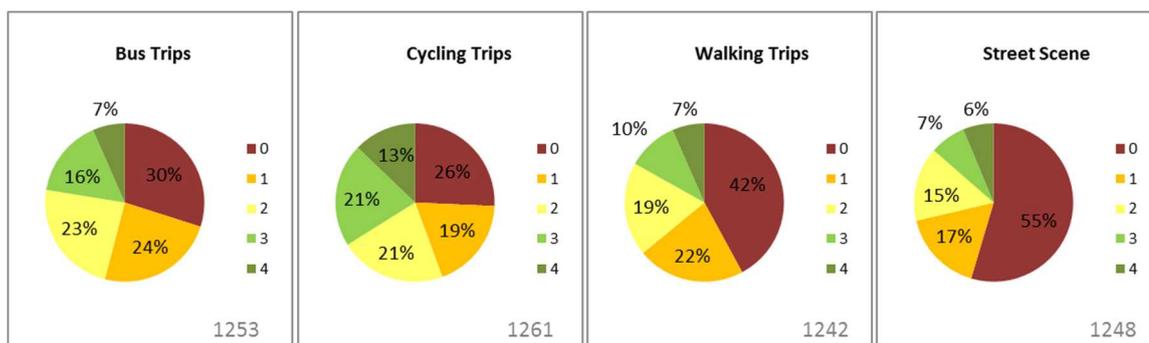
	BUS TRIPS	CYCLING TRIPS	WALKING TRIPS	STREET SCENE
Mean	1.90	2.58	2.01	2.29
Median	2.00	3.00	2.00	3.00
Mode	0.00	4.00	0.00	4.00

4.4.6 Table 4.2 reflects the charts in Figure 4.11 because the mean response shows that cycling trips are most favoured to be improved, followed by street scene, walking trips and finally bus trips. The median response was 3 for street scene and cycling trips, reflecting the greater proportion of respondents ranking improvements as highly important for these elements. The mode shows that respondents tended to either consider improvements very important or very unimportant. The importance of cycling trip and street scene improvements were most commonly reported as very important (4). Conversely, improvements to walking and bus trips were most commonly identified as unnecessary (0).

### “Do Something” Option

4.4.1 Question 6 asked the respondent to rate the level of improvement to bus, cycle and walking trips and street scene that the “Do Something” option would provide should it be implemented. Five rankings from 0-4 were also used in this question; however in this case 0 is “no improvement at all” and 4 is a “very significant improvement” (a rating of 1, 2 and 3 corresponds with “little improvement”, “moderate improvement” and “significant improvement” respectively).

4.4.2 Respondents considered that cycling trips were most improved, as 34% ranked this as a 3 or 4. 23% ranked improvements to bus trips as 3 or 4, while 17% and 13% did so for walking trips and street scene respectively. Conversely, 0 or 1 was selected by 72% for street scene, 64% for walking trips, 54% for bus trips and 45% for cycling trips. Summary charts of respondents' opinions are shown in Figure 4.12. The number of respondents to each category is shown in the bottom right of each chart.



**Figure 4.12 Improvement Rankings for "Do Something" Option at Milton Road**

4.4.3 The mean, median and mode of the improvement offered by the "Do Something" option on bus trips, cycling trips, walking trips and street scene is provided in Table 4.3.

**Table 4.3: Mean, Median and Mode of questionnaire responses for "Do Something" Option**

	BUS TRIPS	CYCLING TRIPS	WALKING TRIPS	STREET SCENE
Mean	1.45	1.77	1.17	0.94
Median	1.00	2.00	1.00	0.00
Mode	0.00	0.00	0.00	0.00

4.4.4 Table 4.3 shows that the majority of respondents rated the "Do Something" proposal poorly in terms of the amount it would improve bus, walking and cycle trips and the street scene. None of the categories had an average rating above 2.00, with the least improvement associated with street scene, averaging 0.94. The median response for cycling trips was 2 and for walking and bus trips was 1. As evidenced by the median and mode of 0, the vast majority of respondents said that the "Do Something" proposal presented no improvement at all in terms of street scene.

4.4.5 In summary:

- Most users did not consider the "Do Something" option to improve the street scene or walking trips. 55% of respondents noted that the option would have no improvement at all on the street scene and 42% of respondents said that it would have no improvement at all on walking trips;
- Respondents generally reported that the "Do Something" option would have some improvement on cycling and bus trips. Only 30% of respondents considered the option to have no improvement at all on bus trips and 26% of respondents considered the option to have no improvement at all on cycling trips; and
- Respondents generally considered the "Do Something" option to have the biggest improvement on cycling trips with 34% of respondents stating that it will have significant or very significant improvements.

#### "Do Maximum" Option

4.4.6 Question 6 also asked the respondent to rate the level of improvement to bus, cycle and walking trips and street scene that the "Do Maximum" option would give, should it be implemented. Similarly, five rankings from 0-4 were also used in this question with 0 representing "no improvement at all" and 4 is a "very significant improvement" (a rating of 1, 2 and 3 corresponds with "little improvement", "moderate improvement" and "significant improvement" respectively).

4.4.7 Respondents considered that cycling trips were most improved, as 43% ranked this as a 3 or 4. 42% ranked improvements to bus trips as 3 or 4, while 23% and 14% did so for walking trips and street scene respectively. Conversely, 0 or 1 was selected by 77% for street scene, 63% for walking trips, 45% for bus trips and 42% for cycling trips. Summary charts of respondents' opinions are shown in Figure 4.13. The number of respondents to each category is shown in the bottom right of each chart.

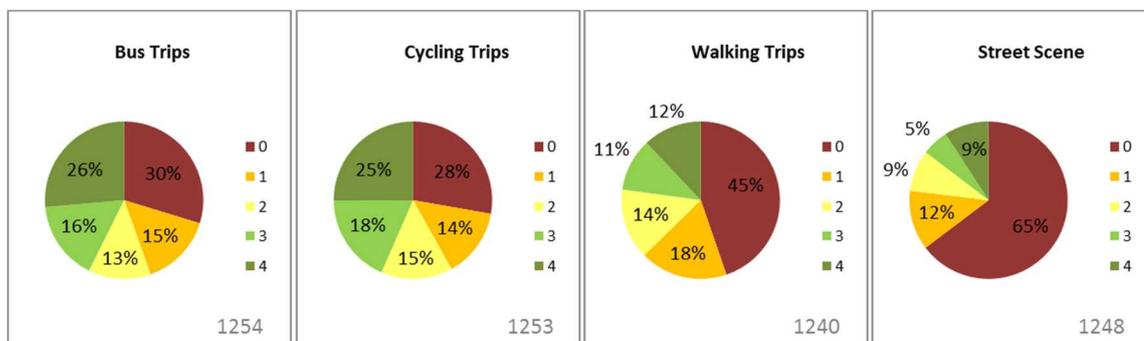


Figure 4.13 Improvement Rankings for “Do Maximum” Option at Milton Road

4.4.8 The mean, median and mode of the improvement offered by the “Do Maximum” option on bus trips, cycling trips, walking trips and street scene is provided in Table 4.4.

Table 4.4 Mean, Median and Mode of questionnaire responses for “Do Maximum” Option

	BUS TRIPS	CYCLING TRIPS	WALKING TRIPS	STREET SCENE
Mean	1.95	1.99	1.26	0.82
Median	2.00	2.00	1.00	0.00
Mode	0.00	0.00	0.00	0.00

4.4.9 Table 4.4 shows that the majority of respondents rated the “Do Maximum” proposal poorly in terms of the amount it would improve bus, walking and cycle trips and the street scene. None of these categories had an average rating above 2, with the least improvement associated with street scene averaging 0.82. The median response for bus and cycling trips was 2 and walking trips was 1. As evidenced by the median and mode, the vast majority of respondents said that the “Do Maximum” proposal presented no improvement at all in terms of street scene.

4.4.10 In summary:

- Most users did not consider the ‘Do Maximum’ option to improve the street scene or walking trips. 65% of respondents noted that the option would have no improvement at all on the street scene at all and 45% of respondents said that it would have no improvement on walking trips at all.
- Respondents generally reported that the ‘Do Maximum’ option would have some improvement on cycling and bus trips. 43% of respondents considered the option to have significant or very significant improvement to cycling trips and 32% of respondents considered the option to have significant or very significant improvement to bus trips.

### Elizabeth Way Roundabout

4.4.11 Question 7 asked respondents about their attitude to the proposals at the Elizabeth Way roundabout. The question asked for the level of agreement for considering the proposals further, and received 1,344 responses. Of these, 40% indicated that they either agree or strongly agree with considering the proposals further, while 52% oppose or strongly oppose. A full summary of respondents' answers is provided in Figure 4.14.

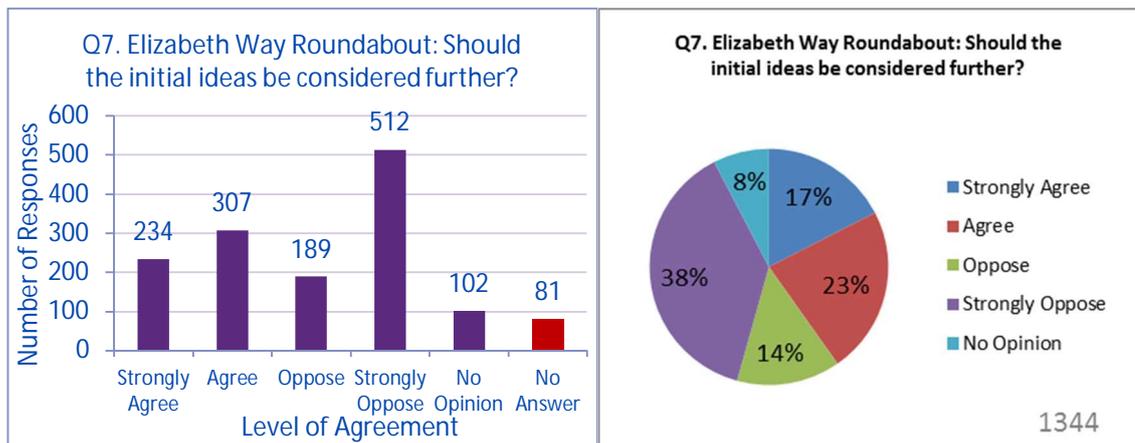


Figure 4.14 Attitudes to considering Elizabeth Way proposals further at Milton Road

### Arbury Road / Union Lane Junction

4.4.12 Question 8 asked respondents about their attitude to the proposals at the Arbury Road / Union Lane junction. The question asked for the level of agreement for considering the proposals further, and received 1354 responses. Of these, 41% indicated that they either agree or strongly agree with considering the proposals further, while 50% oppose or strongly oppose. A full summary of respondents' answers is provided in Figure 4.15.

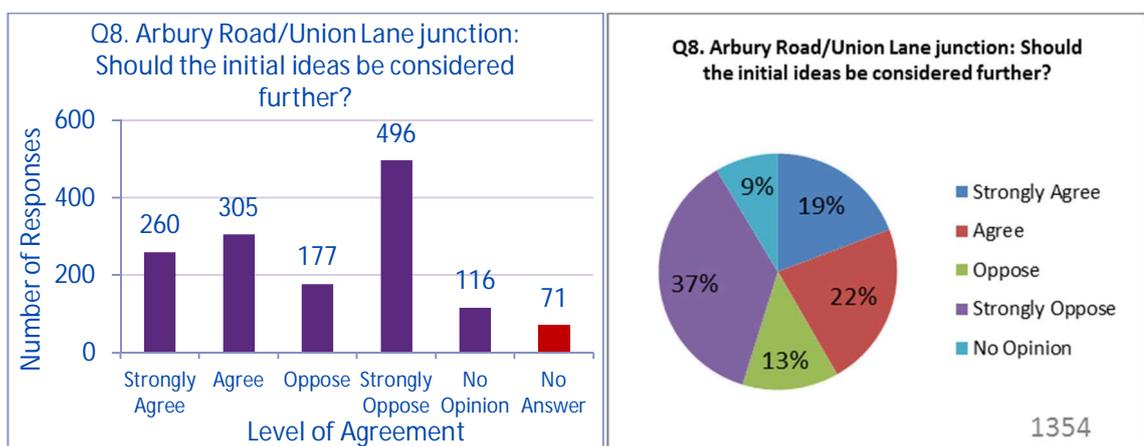


Figure 4.15 Attitudes to considering Arbury Road / Union Lane junction proposals further

### Mitcham's Corner

4.4.13 Question 9 was an open question which allowed respondents to describe how cycling and walking could be improved throughout Mitcham's Corner. 897 questionnaires gave a response to this question.

4.4.14 31% of these responses suggested that no modifications were required, stating that the current situation satisfies the requirements for cycling and walking trips. 42% of responses concentrated on increasing the cycle lane provision throughout the gyratory system. 23% would like to see the gyratory system removed to make way for a more staggered arrangement of more conventional junctions. A summary of the key recurring points raised are listed below:

- Increase cycle lane provision;
- No changes necessary, works well as it is;
- Remove gyratory system;
- Greater priority for cyclists, especially with traffic signals;
- Easier crossing points;
- Wider/more distinguished shared use footway cycleway;
- Improve signal timings;
- Faster changing signals at pedestrian crossings; and
- Ban motorised traffic from entering the city centre via Victoria Avenue

#### Removal of footway parking

4.4.15 Question 10 of the questionnaire asked respondents for their attitudes towards the proposed removal of footway parking to allow for new bus and/or cycle lanes, receiving 1343 responses. The question provoked a mixed reaction from respondents, with 47% either supporting or strongly supporting and 44% opposed or strongly opposed to the proposal. The results of question 10 are summarised in Figure 4.16.

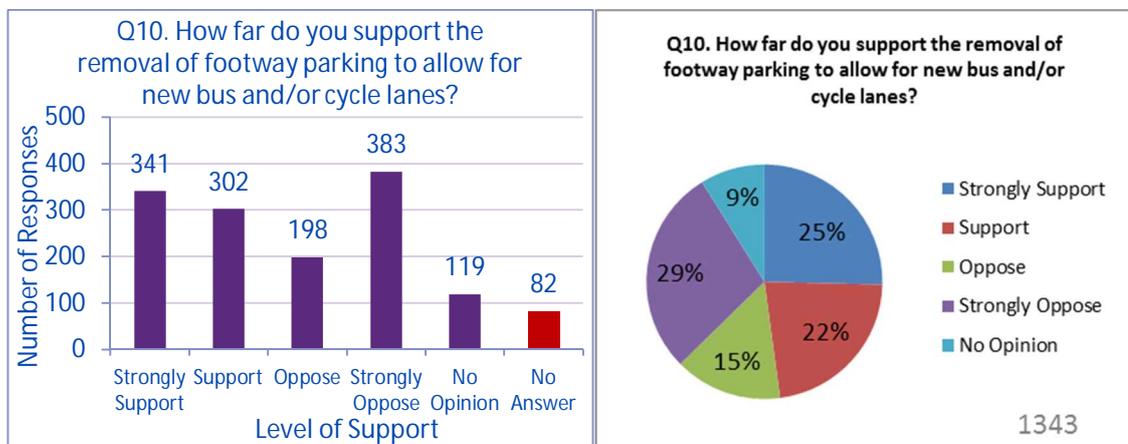


Figure 4.16 Respondent attitudes toward removal of footway parking on Milton Road

#### New style of Bus Stop

4.4.16 Question 11 of the questionnaire asked respondents for their attitudes towards implementing a new style of bus stop, receiving 1365 responses. There was slightly more support than opposition, with 52% of respondents either supporting or strongly supporting, and 36% opposing or strongly opposing the proposal. The results of question 11 are summarised in Figure 4.17.

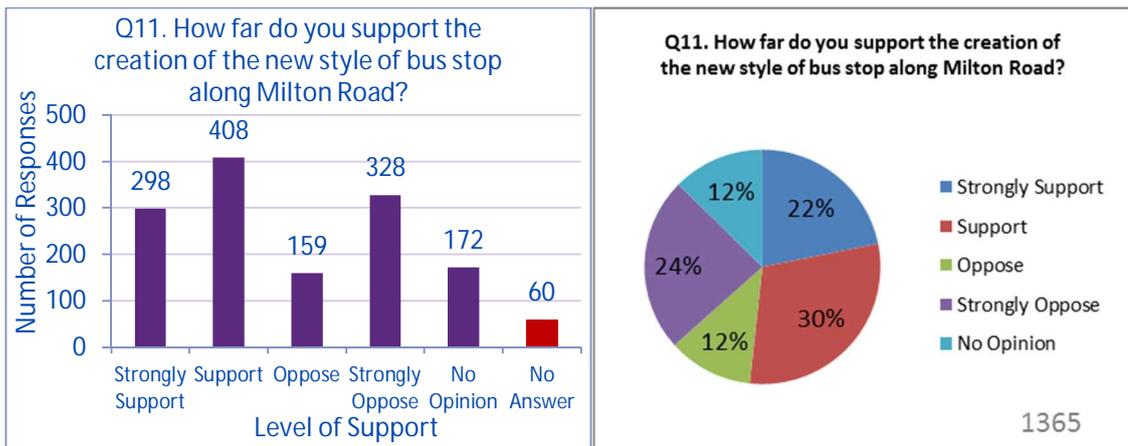


Figure 4.17 Support for a new style of bus stop along Milton Road

**Street Scene Importance**

4.4.17

Question 12 aimed to gauge respondents' opinions about the street scene; in particular the importance its enhancement as part of the proposals. This would include new landscape areas, better surfacing materials, new verges and tree planting where possible along Milton Road. Possible answers for respondents were, in decreasing orders of magnitude, "Very Important", "Quite Important", "Important", "Not Important" and "No Preference". This received a total of 1315 responses. 62% of respondents indicated that enhancing the street scene is either very or quite important. Only 16% reported that it is not important. A full breakdown of respondents opinions are shown in Figure 4.18.

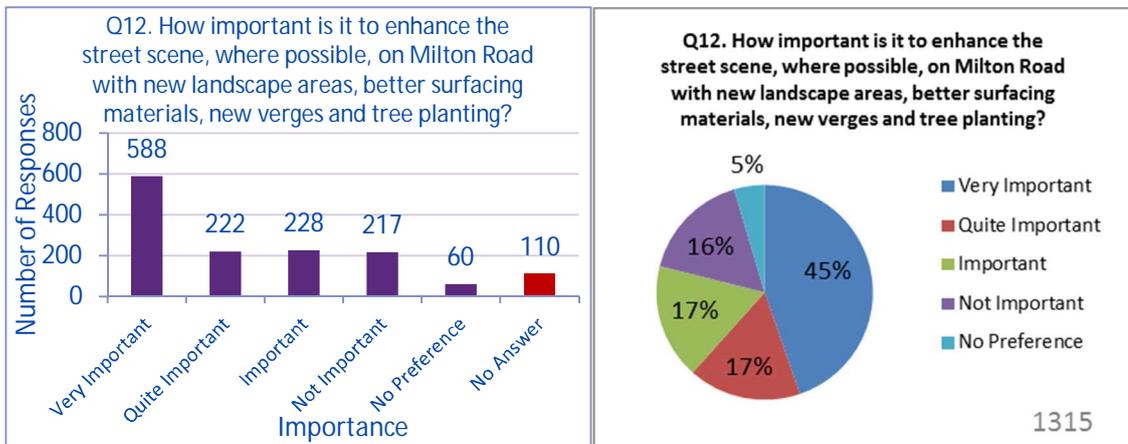


Figure 4.18 Importance of enhancing the Street Scene along Milton Road

## 4.5 FURTHER COMMENTS

- 4.5.1 The opportunity to submit further comments was available directly via the questionnaire in question 13, or via the City Deal postal and email addresses. In addition, a comments book at consultation events also enabled attendees provide their feedback. Further comments which provided feedback on the key elements of the proposals and what alternatives should be considered were encouraged to aid the feasibility study. In total 1,896 further comments were received, comprised of the following:
- 1,098 further comments within the questionnaire (Question 13);
  - 327 further comments via email (including 40 made in relation to both Histon & Milton Road);
  - 28 further comments via post (including 5 made in relation to both Histon & Milton Road);
  - 390 further comments via social media (including 9 made in relation to both Histon & Milton Road); and
  - 53 further comments at public consultation events (recorded at the joint Histon & Milton Road consultation events).
- 4.5.2 The following elements of the proposals received the most discussion within further comments:
- Banned Turning Movements;
    - Left Turn at King Hedges Road
    - Right Turns at Arbury Road and Gilbert Road
  - Loss of Trees;
  - Bus Trips;
  - Cycling Trips;
  - Walking Trips;
  - Closure of Union Lane;
  - Elizabeth Way Roundabout;
  - Highworth Avenue;
  - New Style of Bus Stop;
- 4.5.3 These key themes are explored in more detail below, quantifying the level of interest in each one, and what alternative solutions were suggested.

### BANNED TURNING MOVEMENTS

- 4.5.4 The Milton Road proposals contained three proposals for banning turning movements at specific junctions. In both the 'Do Something' and 'Do Maximum' proposals, left turn movements into King Hedges Road and right turn movements into Arbury Road and Gilbert Road would be banned from Milton Road. These proposals were a key point of discussion in Question 13, as summarised below.
- 4.5.5 Some respondents were not necessarily opposed to a particular banned turn, but deduced that if all of the proposed banned turns were implemented, access to the north of Milton Road would be severely inhibited. For example, some responses received were:

*“Concerned by current plans to restrict access to Arbury area from Milton Road - how is it proposed that vehicle traffic originating from the housing along Milton Road and Chesterton reach Arbury from Milton Road if there are no left turns at Kings Hedges and no right turn at Arbury Road and Gilbert Road?! Would note that I do actually support banning the right hand turn at Arbury Road - but if that is done, you cannot also block the left hand turn at Kings Hedges!”*

*“3 banned turns (Gilbert Rd, Arbury Rd and Kings Hedges Rd) seems excessive - Just Arbury Road please.”*

- 4.5.6 The compound impact of implementing all three banned turn proposals caused some respondents concern regarding the alternative routes that would be necessary in order to access some areas. An example of one response was:

*“By blocking right-turns southbound at Arbury road and Gilbert road, and by blocking left-turns northbound at Kings Hedges road, you create a zone along Milton road (including all roads off Woodhead drive and Fraser road plus anyone coming out onto Milton road from Kendal way) which cannot access the Arbury/Kings Hedges part of the city by road without going up to the A14 roundabout or down to Mitcham’s corner to turn round.”*

#### **LEFT TURN AT KING HEDGES ROAD**

- 4.5.7 The King Hedges Road proposal proved to be proportionally the least liked of the three banned turn proposals. 19% of responses referred to the proposal, of whom almost all expressed their opposition to its implementation. Most responses did not believe that there were enough buses using the bus lane to justify banning other vehicular traffic turning left, and that more effective methods of improving cyclists’ safety were practicable.

- 4.5.8 One respondent said:

*“I live in Ramsden Square, already used as a cut through by traffic to Kings Hedges Road. I am extremely concerned about proposals to stop traffic turning left into Kings Hedges Road as it will mean many more cars use our road as a cut through. Whilst I understand the object is to protect cyclists going straight on, I wonder whether a junction more like the one on Cambridge Road in Trumpington with the Addenbrookes access road with filter lights and a central bike lane might be effective enough. The flower bed on Milton Road is not essential and the junction could be easily widened there.”*

- 4.5.9 Another respondent stated that right turn movements are more problematic than left turn movements:

*“Banning left turn to King’s Hedges Road would achieve nothing - right turns (that cross the traffic flow) are the ones that cause problems.”*

- 4.5.10 Several respondents were also concerned about what alternative routes displaced traffic would use, particularly via Arbury Road and Ramsden Square:

*“Closing the left turn from Milton Road into Kings Hedges Road would force a lot of traffic up through Arbury Road, which is a smaller route, and already more hazardous to cyclists. How would people living off Kings Hedges Road, as I do, be able to travel by car from Milton Road to my home?”*

*“There are only a few vehicles turning left from Milton Road to King Hedges Road. Why ban this? In banning it, you will only increase traffic along Ramsden Square, which is a 20mph zone. Obviously the 20mph zone is to improve safety, putting more cars onto that road would not make it more safe. Keep the junction open, it is used by some and pushing the traffic elsewhere will only cause issues in speed restricted areas.”*

## RIGHT TURNS AT ARBURY ROAD AND GILBERT ROAD

- 4.5.11 25% of responses received opposed the banning of right turn movements at either the Arbury Road or Gilbert Road junction with Milton Road, or both. The most prominent reason for the opposition was related to access to property or local facilities. Many responses also noted that other less suitable roads would become the route of choice for drivers to reach their destination, such as Hurst Park Avenue to access Arbury Road and Ascham Road to access Gilbert Road.
- 4.5.12 A comment which discussed this was:
- “I do not understand the logic behind removing right turn both at Arbury Road and Gilbert Road junctions, especially if roundabout at Highworth Avenue is removed. How is one meant to get to Gilbert Road and Arbury Road areas when coming from north? Taking Hurst Part Avenue, increasing traffic in slow, narrow residential roads? That will happen in this scenario.”*
- 4.5.13 Many people expressed concern that banning right turning vehicles would restrict access to Milton Road School and Chesterton Community College for local residents. One person commented
- “Access to Gilbert Road and Arbury Road should not be restricted to left turning only. It would create problems for those living in the Arbury area who commute to and from work daily on that route and drop off at schools and collecting children from Milton Road School and also Chesterton Community College.”*
- 4.5.14 Another had a similar argument, but wanted cycle access to Gilbert Road retained even if the banned turning movement was implemented.
- “My main concern is the no right turn into Gilbert Road, as this has a school and sport's centre on. This attracts a lot of traffic, which will be forced elsewhere if access to the road was limited. I think that this part of the scheme should not happen, or if it does, still allow cyclist to access the road from the right with a separate pedestrian/cycle crossing or something similar.”*
- 4.5.15 3% of respondents were supportive of one or both proposed bans on right turn movements. One respondent stated:
- “I support the idea of restricting right turns because hold-ups are regularly caused when large vehicles cannot pass cars that are turning right (Arbury Road junction heading into town, Gilbert road junction heading into town).”*
- 4.5.16 However the same respondent went on to say the following, which was a sentiment reflected by the majority of respondents both in support and opposition to the proposed measures:
- “However, something must be done to ensure that traffic for Gilbert road isn't rerouted down side streets (e.g. Ascham Road / Gurney Way) - I feel strongly that residential areas shouldn't be sacrificed for the sake of better movement on main roads.”*

## LOSS OF TREES

- 4.5.17 The proposals presented at public consultation would lead to the removal of a number of existing trees along Milton Road. Where possible, particularly in the “Do Something” proposal, trees could be retained or planted in the locations earmarked for landscaping. These proposals generated a lot of feedback in the questionnaire, with 26% of responses mentioning trees.

- 4.5.18 The majority (70%) of these were opposed to the current proposals. The most common reason for opposition was a loss of the residential characteristics of Milton Road and a change to its existing streetscape. Others cited the trees' ability to moderate air quality and act as a buffer to the houses adjacent to Milton Road. Some typical responses regarding trees are:

*"Personally I feel it is important to improve travel along MR however I think it is very important to keep the Cherry Blossom trees along this road. They not only improve the attractiveness of the road but trees are vital to help keep the air clean and pollution down."*

*"It would be a great shame to lose 83% of the trees (which are very beautiful, especially in Spring and Autumn) just to give the buses a slightly speedier journey,"*

*"Getting rid of all the existing trees with their lovely blossom in the spring does not "Enhance the environment, street scene and improve air quality". Milton Road is one of the very few areas of North Cambridge that is still a pleasure to travel along. The reason is because of the trees."*

- 4.5.19 Some respondents noted that any trees that are replaced as a part of the scheme should be mature, to withstand accidents and vandalism:

*"Do not plant immature trees. These are a waste of money as a combination of accident (with vehicles) and deliberate vandalism will destroy them. Plant only mature trees - if the budget demands it, plant fewer trees; but they must be mature and therefore more robust."*

*"Preserve all existing trees. Well-intentioned plans to replant with new trees result in many of the new trees dying or being vandalised with a net loss of trees resulting."*

- 4.5.20 On the contrary, the removal of trees was supported by some respondents for varying reasons:

*"I travelled on the Park & Ride bus along Milton Road for one year. The main hold up was due to over-hanging trees and traffic encroaching into the bus lane (between Frazer Road and the Arbury Road traffic lights) so the bus could not get through easily."*

*"Many of the trees in Milton Road are past their best, and careful replacement would make a considerable improvement to the appearance of the road."*

## BUS TRIPS

- 4.5.21 The Milton Road proposed options would increase provision for buses along the corridor by providing bus lanes in both directions, where possible, enabling faster and more reliable bus journeys. However, this would include changes to the current street scene, in particular the removal of trees and verges to accommodate bus lanes in both directions. In addition, in parts of the "Do Maximum" option, compulsory purchase of land outside of the highway boundary would be required to deliver the proposals.
- 4.5.22 The proposed bus lanes, associated infrastructure and bus services were the topic of many further comments received, with 46% mentioning buses. The most frequent topics concerned the need for bus lanes based on the current bus services, how bus lanes would be accommodated and whether bus services could better serve the residents of Milton Road.
- 4.5.23 In general, 67% of responses were opposed to bus lane implementation as proposed in the "Do Something" or "Do Maximum" options. A large number of respondents questioned whether the relatively low number of buses that travel along Milton Road justified additional bus lanes. Some typical responses were:

*"We should be creating alternative routes instead of widening the road even more to make room for more dedicated lanes that will be empty 80% of the time."*

*"There is no need for an additional bus lane. I observe the buses the many buses who past my house each day and most don't even use the bus lane unless to drop off or pick up passengers. It is rare that I observe any delay to buses."*

*"Open bus lanes for cars. It is a waste to be empty for most of time."*

- 4.5.24 Several respondents suggested that bus lanes are timed so that they are only operational at peak periods. During non-peak periods this additional road space could be used by all vehicular traffic. An example of a response which suggested this is:

*"...consider time-zoned bus lanes, so that cars can also take advantage of the bus lanes during non-peak hours."*

- 4.5.25 Many respondents questioned the feasibility of the cross section diagram, included as part of the consultation literature and proposed options, in the narrower areas along Milton Road. This formed the argument for a number of responses which discussed the possibility of a single tidal bus lane. During the weekday morning peak period, buses could use the tidal lane towards Cambridge, and vice versa in the weekday evening peak period. Some examples of responses which proposed a tidal bus lane are:

*"I suggest further consideration be given to tidal bus lanes - three lanes, of which two for cars and one designated for buses inward in the morning and outward in the evening, would allow the other proposals for pedestrians and cycle paths to occur while encroaching less on the trees and other street scene."*

*"...use of a single tidal bus lane would make best use of available space."*

- 4.5.26 Rather than focus on the proposed bus lanes themselves, some respondents commented on the location of bus stops. A topic highlighted by many respondents was the bus stop located approximately 30m south of the Arbury Road / Union Lane junction with Milton Road. Respondents were keen to see this bus stop moved further south or to the north of the junction, to prevent buses from blocking the southbound carriageway. Queuing traffic often backs up onto the junction and prevents it from operating efficiently. Some comments on this matter were:

*"The current Milton Road bus lane finishes at Arbury road junction. The bus stop is right after the traffic lights so the buses go through the junction and then block the rest of the traffic as they stop! Why not move the bus stop before the traffic light, so it is on the bus lane?"*

*"Move the bus stop, which is directly after the junction, off the road to create passing space for other road users."*

*"The bus stops between Arbury Road and Elizabeth Way are a frequent cause of congestion. Can they be moved?"*

- 4.5.27 As well as the bus lanes and bus stops, a major point of discussion was the bus services which currently operate along Milton Road. Many respondents, particularly residents, were frustrated that the only service which stops along Milton Road is the Stagecoach in Cambridge number 9 service. For many respondents, their support of improved provision for buses was conditional on improved bus services along Milton Road, whereby services other than the number 9 serve local residents. Some respondents did not want the bus lanes to be a quicker bypass of Milton Road, but an opportunity to better serve the local community. An example response demonstrating this view was:

*"I also feel that bus provision should be improved for residents as well as those coming into Cambridge from outside. There is a bus stop outside my house (opposite the Hungry Horse) but this is only served by the No 9; guided buses, P&R buses etc will not stop there. As such, the bus is too irregular to be a realistic alternative to driving."*

## CYCLING TRIPS

- 4.5.28 25% of responses discussed some element of the cycleways proposed in either option. Of these 85% were in favour of improvements to the current provision, but many had alternative suggestions or methods of improving the proposed cycleway design. Some respondents commented on the dimensions of cycleways. For many, it is important that they are wide enough to allow one cyclist to safely overtake another without straying into the footway or onto the road. Some examples of responses on this matter were:

*"The new Hills Road cycleway now complete northbound is wide enough that it is easy to overtake a slower cyclist without having to enter the vehicle lane."*

*"As a fast cyclist I find myself using the bus lane or road if the cycle path does not allow room to overtake slow cycles - this should be factored in"*

*"I also see pedestrians nearly hit by cycles, and two bikes trying to use the same narrow cycle lane which results in near clashes"*

*"The width of the cycleways proposed is hopelessly inadequate. It would be impossible for a fast cyclist to overtake a slow one"*

- 4.5.29 In addition to cycleway dimensions, many respondents wanted to know what distinguishing hard or soft infrastructure would separate the footway and cycleway. A clear and continuous separation was essential in the opinion of many respondents, especially in terms of safety, and in particular elderly pedestrians.

- 4.5.30 Another key element of the proposals was raised crossings which would give bicycles on the cycleway along Milton Road priority over side roads. This divided opinion amongst respondents, with approximately 50% of those who mentioned this proposal in support and 50% against. The arguments in support focussed on the continuity that the crossings would give to cycle trips, thus incentivising it as an efficient method of travel. Some examples of responses which support priority crossing over side roads are:

*"It is not sensible to have to slow down at every junction and pub entrance etc while on the cycle way (in contrast to cars on the road). Cyclists need direct routes with minimal stops and with good visibility to the side road"*

*"It is key that cycleways along Milton Rd have priority over side streets, much as the main carriageway does. The current cycle path stretch between Arbury Rd and Kings Hedges Rd is unnecessarily disrupted by having to repeatedly give way at side streets, both to the side street and also to motor vehicles turning off the main carriageway."*

- 4.5.31 Conversely, some respondents were concerned about the safety of these raised crossings, and how the fact that cyclists have priority would be communicated to motorists. A typical response was:

*“At the moment the way that cyclists have to use the pavement as the cycle lane is becoming increasingly dangerous and it will not be long before there is another fatality on one of the side roads next to the Milton Arms pub. I cycle up the Milton Road from Arbury Road to Kings Hedges road every evening and almost every day I see a car suddenly turning off Milton Road into Downham Lane, Birch Close, etc, (or out of these streets into Milton Road) and nearly hitting a cyclist who is cycling fast up the cycle lane.”*

*“A proper give way sign, large enough to be clearly visible, should be on the footpath, and the speed ramp should not be part of the cycle path, making it continuous... Instead the speed ramp for cars should be further along the side road, and the cycles should go down a slope to the road, thus making it obvious to the cyclists that they need to slow down and give way.”*

4.5.32 However, most respondents agreed that if visibility and signage was improved, giving priority to cyclists at crossings would be a viable means of creating a continuous cycleway along Milton Road. A small number of respondents did not consider cycleways necessary; instead bicycles should have to use the road, or on-road cycle lanes.

4.5.33 A number of respondents want the provision for cyclists at signalised junctions to be addressed, such as implementing advanced stop lines at the Arbury Road junction. For example, one respondent said:

*Cyclists need better protecting at the Arbury Road/Union Lane traffic lights though. At least an advanced stop box heading out of the city?*

4.5.34 Similar safety concerns were expressed with regards to Elizabeth Way Roundabout, with many respondents describing the conflict between cyclists and vehicles in a southbound direction. This is described by the following response:

*“Worst place currently for cyclists is Elizabeth Way Roundabout. Heading into town default for drivers is to turn left and for cyclists it is to go straight on. Getting cut up by cars is common ... so redoing that junction would make a big difference (even just putting a raised area to split the cycle way into left and 'definitely straight on' would help).”*

4.5.35 In terms of improvements for cyclists, the vast majority of the respondents considered that a signalised junction at Elizabeth Way would be positive, particularly with regards to safety.

## WALKING TRIPS

4.5.36 The proposals for walking trips along Milton Road were less popular amongst comments, as 15% of responses mentioned footways or provision for pedestrians. Generally, respondents were supportive of the proposed footways, which are continuous along the entirety of Milton Road, as they are currently. The key point raised regarding footways was about their maintenance, which also applies to cycleways. Some respondents considered that the current state of pavements was unacceptable, and should be addressed as part of the proposals.

*“Please review footwalks on Milton Rd, especially between Elizabeth Way and Mitcham's Corner... The footwalk is: All broken - surface is very uneven and rough.”*

*“One problem with walking on the road is the condition of the pavement. There are several areas where water, leaves, and other hazards accumulate, reducing the effective width of the pavement.”*

4.5.37 Others considered that none of the major work proposed is necessary, as maintenance work would solve many of the issues on Milton Road. An example of a response which argued this is:

*“Much is made of the fact that the road has been neglected and footpaths and trees are in poor condition. This is an argument for better maintenance not destruction.”*

- 4.5.38 Aside from maintaining the footpaths, there was also concern about crossing Milton Road, should it be four lanes wide, comprising two bus lanes and two lanes for other vehicular traffic. The lack of crossing points was highlighted by a number of respondents. Some examples are:

*“There should be at least two more pelican - or preferably toucan - crossings spaced at sensible intervals on the Milton Arms section of Milton Road.”*

- 4.5.39 Where crossings are currently provided along Milton Road at signalised junctions and pedestrian crossings, some respondents questioned the timings of the signals. Particular focus was on the Arbury Road signalised junction where the pedestrian crossing phase is very long and adds unnecessary time to driver journeys.

*“...remove the all pedestrian phase instead slotting it into the normal phases.”*

*“Any stop starting along the route is due to traffic lights and pedestrian crossings, not too much traffic”*

## CLOSURE OF UNION LANE

- 4.5.40 16% of further comments made reference to the proposals at Union Lane. For both options, this included stopping up the Milton Road end of Union Lane to vehicular traffic, but maintaining access for pedestrians and cyclists, in addition to emergency services.

- 4.5.41 Of those who mentioned Union Lane, 73% were against the proposals. Many respondents mentioned the presence of Chesterton Medical Centre on Union Lane, in particular the urgent care unit within it, and how the closure would cause longer journey times to reach it. Some typical consultation responses were:

*Union Lane has an emergency medical centre so making people go longer and much more time consuming routes really is not thought out.*

*“It also appears vital to keep Union Lane connected to Milton Road for traffic - not least because of people needing to access the out of hours medical centre at the Chesterton Road end”*

- 4.5.42 Several respondents thought that closing Union Lane would result in little impact on journey times for through traffic. This is because of the short Union Lane phase at the signalised junction, which only causes a very short delay. In addition, some respondents thought that the time saved by closing the Union Lane arm of the junction could be saved instead by using smarter pedestrian phases. This reflected the views on walking trips discussed in paragraph 4.5.39. Some responses which expressed these views were:

*“The Union Lane/Milton Road junction is not problematic, I travel through it daily and the short phasing of the lights from Union Lane means it has little impact.”*

*“What evidence is there that this will improve traffic flow? I would rather stagger the pedestrian crossing lights to accommodate people crossing side roads when main road traffic flows and have pedestrians crossing the main road when side road traffic flows.”*

- 4.5.43 Some respondents stated that stopping up Union Road would make it difficult for people to access their property and employment. In addition, some respondents thought that closing Union Lane would transfer congestion to a different part of the region. Some typical responses with this view were:

*"I live in Union Lane and would be very unhappy if it is blocked off at the Milton Road end. I often drive up Union Lane and across to Arbury Road to be able to reach A14 to go towards Huntingdon. It would be really difficult not to be able to do this and I am sure it would lead to greater congestion."*

*"The company I work for is based on Union Lane. Your plans of closing access to Union Lane from Milton Rd would mean that the route round would take me 15 Mins longer to get to work each day".*

## ELIZABETH WAY ROUNDABOUT

4.5.44 Both options presented at consultation included converting the Elizabeth Way roundabout into a signalised junction. The questionnaire asked respondents whether they thought the initial ideas should be considered further, with 40% supporting or strongly supporting and 52% opposing or strongly opposing, as presented in paragraph 4.4.11. The general attitudes within the further comments tended to replicate these percentages.

4.5.45 Of further comments that support the conversion to a signalised junction, many stated that it would increase safety for cyclists. As discussed in paragraph 4.5.34, this would reduce the conflict between drivers and cyclists, particularly in a southbound direction. Some comments which encompassed this argument were:

*"Cycling straight on at the Elizabeth Way / Highworth Ave is problematic"*

*"I strongly support the idea of changing the Elizabeth Way roundabout...I fear for my life on this 10 minute cycle to work...I try to cycle very safely with clear indications and waiting for gaps in the traffic but this roundabout is very dangerous"*

*"Converting the Elizabeth Way - Milton Road roundabout into traffic lights should generate a significant safety improvement for cyclists"*

4.5.46 Conversely, many respondents were concerned that a signalised junction would cause more delays and adversely affect traffic flows, when compared with the existing roundabout. Some typical responses which stated this were:

*"Installing traffic lights at Highworth Avenue junction is madness. The roundabout works very well ...New lights it seems to me would only exacerbate the problem."*

*"The Elizabeth Way/Highworth Ave roundabout is a fantastic example what you should be aiming for... You should be aiming for MORE areas such as this rather than removing them to make way for a dual carriage way"*

*"I strongly oppose the proposal to replace the roundabout at the Elizabeth Way / Milton Rd junction. The traffic flow through the junction works well at present."*

4.5.47 Some respondents thought that the roundabout further south at the junction of Chesterton Road with Elizabeth Way would be more suitable for replacement by signals. One respondent said:

*"The Elizabeth Way / Chesterton Road roundabout should be traffic light controlled. Currently it is dominated by constant flow of traffic from Milton Road, causing long delays on High St Chesterton"*

- 4.5.48 Other respondents suggested alternative proposals for the junction, including adding an additional lane for vehicles turning left into Elizabeth Way. Several respondents offered comments similar to the following:

*“There was some talk of making a separate lane for cars turning left into Elizabeth Way. This would be useful.”*

## HIGHWORTH AVENUE

- 4.5.49 Highworth Avenue would be stopped up at the Milton Road end as part of the proposals in both options presented. 11% of responses mentioned Highworth Avenue. The majority of these responses were against the proposals. A particular area of concern was that the junction of Leys Road with Arbury Road, which would become the vehicular access point for all Highworth Avenue residents, is unsafe. Some comments on these proposals were:

*“As a resident of Highworth Avenue I strongly object to the closing of the road at the Milton Road end. You are suggesting that the 63 + houses can use the Leys Road/Arbury Road only as car access. Have any surveys been carried out at this junction to date? That particular junction is a danger spot as it is and increasing the traffic trying to turn into Arbury Road seems to be a crazy and unnecessary idea”*

*“Closing Highworth Avenue and that traffic uses Leys Rd entrance is stupid. The road is not wide enough in Arbury Road to take the amount of cars that need to get to the residential area.”*

Some respondents also argued that Highworth Avenue contributes very little to congestion on Milton Road and the existing Elizabeth Way roundabout, as expressed in the following comment:

*“I can't really see that blocking Highworth Avenue would help or affect it in any real way at all, other than to direct residents the opposite way”*

*“As no one really uses Highworth Ave, closing it with the roundabout remaining in place is not worth the investment.”*

- 4.5.50 On the other hand, there was some support for the proposals, an example being:

*“blocking off Highworth Avenue and introducing a roundabout at the junction of Milton Rd and Arbury Road would go a long way towards easing traffic flow and reducing pollution”*

## NEW STYLE OF BUS STOP

- 4.5.51 Paragraph 4.4.16 presented the attitudes of questionnaire respondents to the new style of bus stop which could be implemented along Milton Road. This showed that 52% of respondents support or strongly support its implementation and 36% oppose or strongly oppose.
- 4.5.52 6% of further comments provided additional feedback regarding the proposed new style of bus stop. The trend in attitude to the proposals tended to match the percentages given above. Some respondents were in favour because it provides a continuous route which is not interrupted when a bus is at the bus stop. It also removes the requirement for cyclists to enter the carriageway to negotiate stationary buses, reducing conflict with vehicular traffic. Some typical points of support are given below:

*“The new bus stop layout with the appropriate separation of the bike lane and footpath is a layout which should be implemented throughout Cambridge where possible. I lived in Germany and this model is highly functional, efficient and creates more safety for pedestrians, cyclists and traffic.”*

*"I strongly support the new style bus stops and anything that enhances the safety of cyclists and pedestrians by separating traffic stream."*

- 4.5.53 On the other hand, further comments which were opposed to the new style of bus stop said that the conflict with vehicles for cyclists would be replaced by a conflict with pedestrians boarding or alighting buses. This caused some respondents concern regarding safety, in particular with children and elderly pedestrians. Some examples of typical responses opposed to the bus stop proposals were:

*"The bus stop construction is an accident waiting to happen. People alight from the bus and often do not have time to 'look left, look right'...What is somebody is partially sighted, a mother with children and one breaks free"*

*"Forcing pedestrians to cross the cycle path to get to a bus stop is asking for confrontation - as a cyclist, I would rather pull into traffic past the bus, or, even better, the bus could cross the cycle lane (so cyclists aren't forced into traffic)"*

## OTHER COMMENTS

- 4.5.54 Comments on several other aspects of the proposals and various alternative proposals were received. The following list describes some of comments which were repeated by a number of respondents, along with a typical comment on each.

- Introduce residents parking

*"Having residents parking across the city is key to: improve traffic flow and congestion, enable parking bays to be removed along Milton road, improve the lives of residents who often cannot park."*

- Lack of improvements for the motorist. Some people have to drive;

*"Nothing really is being done for them - indeed they will have fewer carriageways to use. The only way to solve the motor traffic problem is to have better car parking options at the 'city' end of Milton Road"*

- Introduce a congestion charge in Cambridge city centre;

*"The city centre has no room for private motor vehicles so ban them from entering - either by congestion charging or removing all parking opportunities."*

- Remove Parking Charge at the Park & Ride sites;

*"To solve rush hour delays increase P&R from Milton, and remove parking fee as I am sure more people will use it if this is done"*

- Improve lighting;

*"Better night time lighting/reflective bollards etc."*

- Educate cyclists about the highway code;

*"The council really needs to run a campaign aimed at cyclists to use and understand the Highway Code. Run a campaign in Cambridge educating cyclists the rights and wrongs of cycling."*

- Explore alternatives to buses such as trams/light rail;

*"Given the poor quality of service which Stagecoach provides, it would be better to consider a light rail or tram scheme which would be faster, cleaner and more popular. Although it would be more expensive, buses have failed repeatedly and it is time for a new approach."*

## ALTERNATIVE PROPOSALS

### 4.5.55

Throughout the consultation period, the public were encouraged to submit alternative proposals and identify elements of the proposed options that could be improved. Table 4.5 below lists alternative proposals suggested across all mediums (letters, emails, consultation book comments, social media and questionnaire feedback), and how frequently they were suggested. The total number of comments received was 1,902, as noted previously (including comments received which were relevant to both the Milton Road and the concurrent Histon Road consultation).

**Table 4.5 Alternative Proposals and their Frequency within Further Comments Received**

ALTERNATIVE PROPOSAL / COMMENT	FREQUENCY
→ Alternative Milton Road cross section layouts to reduce or eliminate the need to remove trees along Milton Road	33%
→ Increase the number of services that stop at the bus stops along Milton Road	11%
→ Retain Elizabeth Way roundabout to enable vehicles to turn around, so that they can approach junctions from the opposite side	10%
→ Create clear cycle lanes at signalised junctions	9%
→ Propose more crossings along Milton Road	8%
→ Introduce a congestion charge	7%
→ Consider tidal (timed, two-way) bus lanes	6%
→ Relocate bus stops away from signalised junctions to reduce congestion	4%
→ Improve current and maintain future surfaces on footways and cycleways	4%
→ Introduce residents parking on roads off of Milton Road to enable easier parking for residents and dis-incentivise driving	4%
→ Remove the charge for parking at Park & Ride sites	3%
→ Improve lighting along Milton Road	2%
→ Design cycleways in the same way as on Hills Road	2%
→ Explore alternatives to buses such as trams/light rail	2%
→ Consider Milton Road and Histon Road as one-way roads for traffic to and from the A14	2%
→ Increase cyclists awareness of the Highway Code and enforce consequences to those that do not obey it	1%
→ Consider underpasses for pedestrians and cyclists at major junctions	1%

# Appendix A

**MILTON ROAD CORRIDOR LEAFLET & SURVEY**

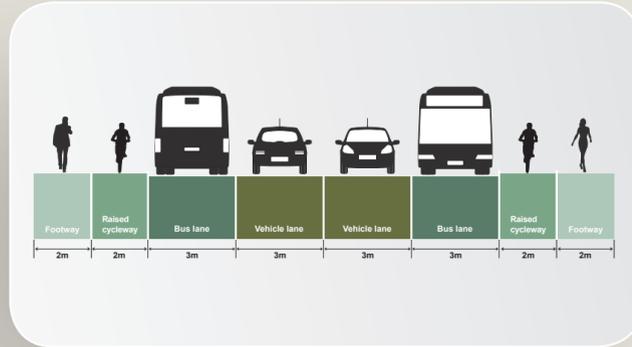
### Scheme Objectives

These initial ideas have been developed based on the following scheme objectives:

- Bus priority in both directions where possible
- Additional infrastructure and capacity for sustainable trips
- Enhance the environment, street scene and improve air quality
- Increase bus use and provision for new bus services
- Safer and more convenient routes for cycling and walking, segregated where possible
- Maintain or reduce traffic levels compared to today's levels

### Cross Section

This cross section shows a model layout of how the whole road width could be divided between cars, buses, cycles and pedestrians on Milton Road. However, in some sections the road is not wide enough to accommodate bus and cycle lanes. At other points where bus and cycle lanes are segregated we would require land outside the highway boundary to accommodate these ideas.



### Parking

The initial ideas would involve removing some existing parking bays on pavements to accommodate new bus and cycle lanes. As the project develops we would seek alternative locations to accommodate any displaced parking.

### New bus stop layout

We are reviewing bus stop layouts along the route including signage, shelters and seating. Where space allows, it could be possible to modify some bus stop layouts to a new style that separates cyclists from motorists. This could improve road safety, especially when a bus is at the stop. This type of bus stop can be found on Huntingdon Road and Hills Road and their operation is currently being monitored.



### Street scene

These initial ideas to improve bus, cycling and walking trips along Milton Road would change the street scene with significant implications for highway trees and verges. We will aim to enhance the street scene to provide new areas of verge and to plant new trees and we will seek views on enhancing the street scene as the project develops.

### The Greater Cambridge City Deal

The Greater Cambridge City Deal brings together Councils, the Local Enterprise Partnership and Cambridge University to ensure the continued economic success of Cambridge with more businesses moving here, creating more jobs. It is an ambitious programme which aims to secure hundreds of millions of pounds from Central Government to help the economy grow over the coming decades by providing the transport infrastructure, housing and skills needed.

### Funding

An initial budget of around £24 million has been identified for this project but at this stage it is difficult to assess the likely cost, although further details will be provided as the project develops.

### Find out more at a local exhibition

Project Officers will be available to discuss these initial ideas for Milton Road and initial ideas for better bus, cycling and walking trips on Histon Road at these informal events:

Date	Time	Location
Tuesday 12th January 2016	16:00 - 20:00	Mayfield Primary School, Warwick Road, Cambridge, CB4 3HN
Wednesday 13th January 2016	16:00 - 19:00	Chesterton Community College, Gilbert Road, Cambridge, CB4 3NY
Tuesday 19th January 2016	16:00 - 21:00	St George's C of E Church, Chesterfield Road, Cambridge, CB4 1LN
Wednesday 20th January 2016	16:00 - 21:00	St Laurence's Roman Catholic Church, 91 Milton Road, Cambridge, CB4 1XB
Monday 25th January 2016	16:00 - 20:00	Chesterton Community College, Gilbert Road, Cambridge, CB4 3NY
Tuesday 26th January 2016	17:00 - 21:00	Meadows Community Centre, 1 St Catharine's Road, Cambridge, CB4 3XJ

We are also consulting on better bus, cycling and walking trips on Histon Road. [www.gccitydeal.co.uk/histon-road](http://www.gccitydeal.co.uk/histon-road)



We welcome your views by phone, email, post and social media:

- ☎ 01223 699906
- ✉ [city.deal@cambridgeshire.gov.uk](mailto:city.deal@cambridgeshire.gov.uk)
- ✉ City Deal Team, SH1311, Shire Hall, Castle Hill, Cambridge, CB3 0AP
- 🌐 [www.gccitydeal.co.uk/milton-road](http://www.gccitydeal.co.uk/milton-road)
- 🐦 [www.twitter.com/gccitydeal](http://www.twitter.com/gccitydeal)
- 📘 [www.facebook.com/gccitydeal](http://www.facebook.com/gccitydeal)

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language, please call 01223 699906.

and preferred measures are identified. The funding for this scheme will come from the City Deal infrastructure fund and developer contributions.

### What happens next?

Following this consultation, the results will be published and further technical work will be undertaken. This will be presented to the Greater Cambridge City Deal Executive Board next summer when decisions will be taken on the best ways to improve bus, cycling and walking trips along Milton Road.

We will consult further with you when more detailed proposals have been developed and also before any final decisions are taken on an approved scheme for construction.

# Milton Road

## Initial consultation on better bus, cycling and walking trips



**HAVE YOUR SAY**

Please complete the survey inside this leaflet or online at:

[www.gccitydeal.co.uk/milton-road](http://www.gccitydeal.co.uk/milton-road) by 15 February 2016

The Greater Cambridge City Deal working in partnership:



## HAVE YOUR SAY

Let us know your views on initial ideas for better bus, cycling and walking trips along Milton Road in Cambridge. Your feedback will help us develop more detailed options. We also welcome any other alternative ideas you may have to improve bus, cycling and walking trips. You can find out more at one of the public exhibitions or online at [www.gccitydeal.co.uk/milton-road](http://www.gccitydeal.co.uk/milton-road) where further information and more detailed plans are available.

As the Greater Cambridge area develops the demand for travel increases. We want to make travelling by bus more reliable and convenient and travelling by cycle and on foot easier, safer and more attractive to avoid increasing congestion.

### Why are better bus, cycling and walking facilities needed?

- Milton Road is a main route into Cambridge providing a link to key destinations such as the Science Park, the city centre, the Busway, the railway station and the Addenbrooke's site. Traffic is expected to increase as further development takes place to the north and west of the city.
- Milton Road is congested during peak hours making bus trips unreliable and longer than necessary. Analysis of bus journey data from Milton Road shows that in 2014, on average only 60% of buses ran to timetable.
- More reliable, faster and frequent bus services would make taking the bus a more attractive way to travel along Milton Road, with the potential to reduce the number of car trips.
- Better and more segregated foot and cycleways would improve safety, encourage more walking and cycling and could also help reduce the number of car trips.

### What are the initial ideas?

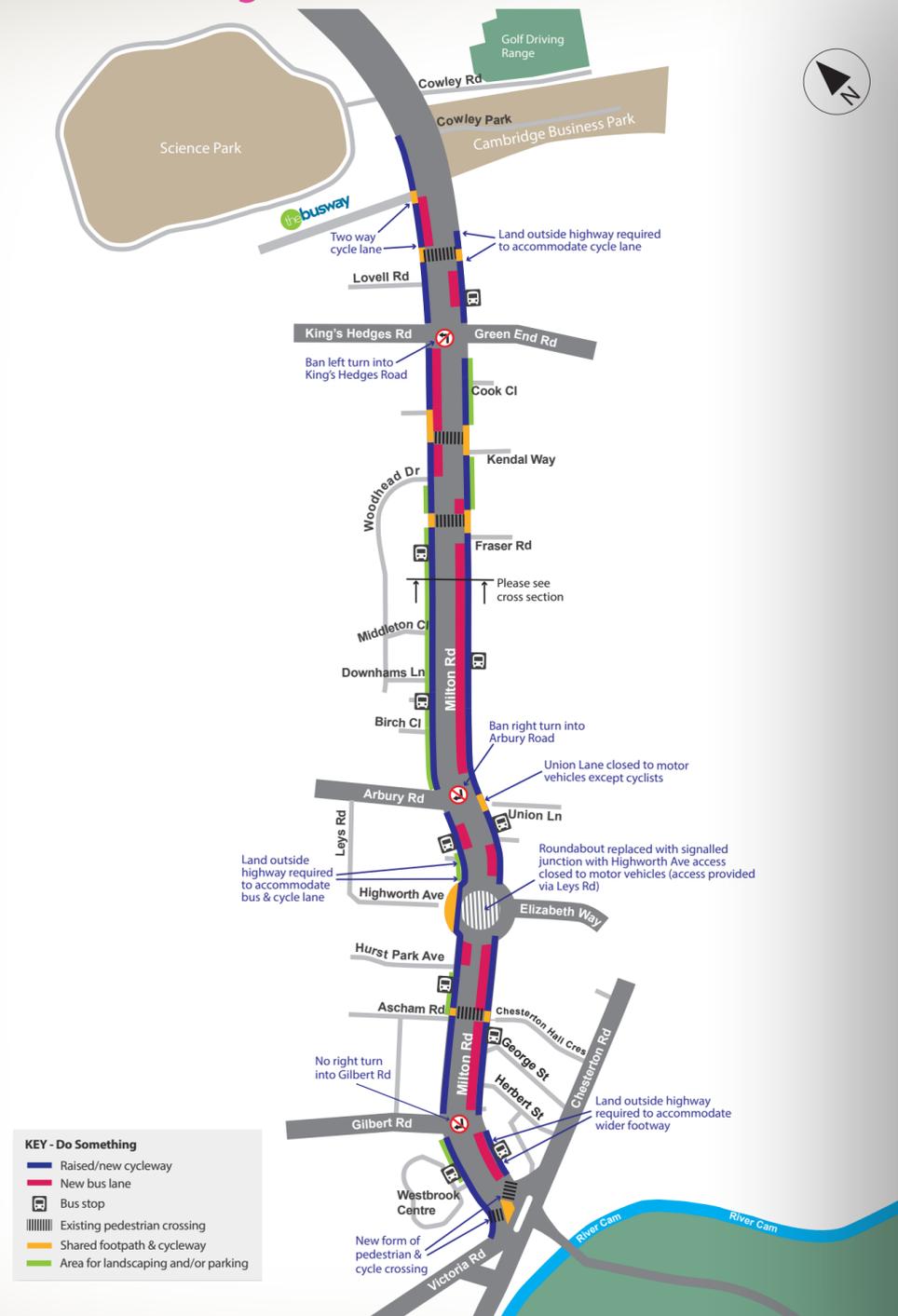
At this stage two options are being put forward, showing a range of measures:

- 'Do Something' would have less impact on the street scene but also less improvement for transport.
- 'Do Maximum' would achieve the best possible transport improvements.

Indicative plans of these options are shown in this leaflet. Detailed plans showing a greater level of detail are available online.



## Do Something



The options for Milton Road (Mitcham's Corner to the Busway) include a mixture of:

- Extended and additional bus lanes
- Segregated cycleways with priority at side roads
- Improved footways
- Raised footway crossings over side roads
- Changes to all traffic signals to give greater priority to buses and help their reliability
- Changes to key junctions to reduce bus delays and improve safety for cyclists and pedestrians. Our suggested junction improvements include:

### Elizabeth Way Roundabout:

- Replacing the roundabout with traffic signals to give priority to buses and improve cycle safety
- Closing off Highworth Avenue to motor vehicles, which would then be accessed via Leys Road
- Improving the street scene

### Arbury Road/Union Lane junction:

- Closing the Union Lane arm to motor vehicles to reduce junction delays
- Give more priority to buses

### Mitcham's Corner:

- Measures to improve cycling and walking movements throughout the junction
- Seek to integrate transport improvements on Milton Road with City Council led future proposals for Mitcham's Corner. These include possible highway changes to create an improved and more friendly public space, particularly for pedestrians and cyclists
- Further details and initial traffic modelling are available online

### Gilbert Road:

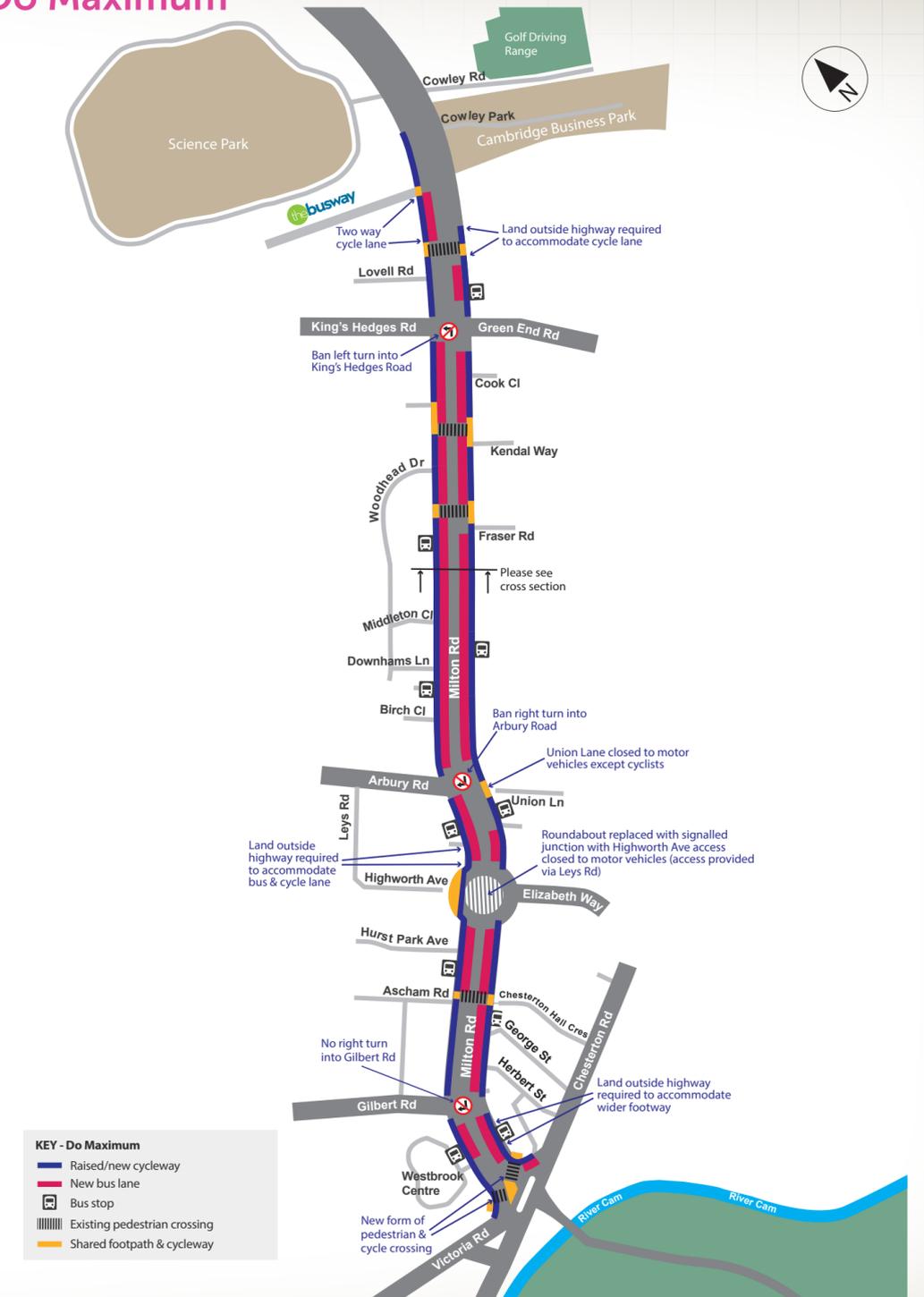
- Improved bus priority by providing separate bus signals
- Improved facilities for cycling

### King's Hedges Road/Green End Road junction:

- Improvements to:
  - Traffic signals
  - Cycling and walking
  - Street scene

We welcome alternative ideas to meet the scheme objectives of improving bus, cycling and walking trips.

## Do Maximum





Please complete the questionnaire below or online at [www.gccitydeal.co.uk/milton-road](http://www.gccitydeal.co.uk/milton-road) and let us know your views by Monday, 15 February 2016. You may find it helpful to refer to the detailed plans (online and at the public exhibitions) when answering the questions. We also welcome any alternative ideas you may have. Your comments and ideas will help shape future journeys along Milton Road.

If you would like to be kept updated on the progress of this 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.

**Contact Details (optional)**

Name  D.o.B.   
 E-mail/Address   
 Postcode

**1. How often do you travel along Milton Road?**

Daily  Some weekdays  Weekends   
 Monthly  Occasionally  Never

**2. What time of day do you usually travel? (tick all that apply)**

Day-time off peak  Morning peak   
 Evening  Other times

**3. How do you usually travel along Milton Road? (tick all that apply)**

Car  Van or lorry  Motorcycle   
 Busway Bus  Bus  Bike  Walk

**4. What is usually the main purpose of your trip?**

Business  Leisure  Education  Other

**5. On Milton Road how important are improvements for:**

(scale of 0-4 - 0 = unnecessary and 4 = very important)

	0	1	2	3	4
Bus trips	<input type="checkbox"/>				
Cycling trips	<input type="checkbox"/>				
Walking trips	<input type="checkbox"/>				
Street scene	<input type="checkbox"/>				

**6. How well does each option help to improve:**

(scale of 0-4 - 0 = not at all and 4 = very significantly)

**Do Something**

	0	1	2	3	4
Bus trips	<input type="checkbox"/>				
Cycling trips	<input type="checkbox"/>				
Walking trips	<input type="checkbox"/>				
Street scene	<input type="checkbox"/>				

**Do Maximum**

	0	1	2	3	4
Bus trips	<input type="checkbox"/>				
Cycling trips	<input type="checkbox"/>				
Walking trips	<input type="checkbox"/>				
Street scene	<input type="checkbox"/>				

**Elizabeth Way Roundabout**

**7. Should the initial ideas be considered further?**

Strongly Agree	Agree	Oppose	Strongly Oppose	No Opinion
<input type="checkbox"/>				

**Arbury Road/Union Lane Junction**

**8. Should the initial ideas be considered further?**

Strongly Agree	Agree	Oppose	Strongly Oppose	No Opinion
<input type="checkbox"/>				

**9. How can we improve cycling and walking throughout Mitcham's Corner junction?**

**10. How far do you support the removal of footway parking to allow for new bus and/or cycle lanes?**

Strongly Support	Support	Oppose	Strongly Oppose	No Opinion
<input type="checkbox"/>				

**11. How far do you support the creation of the new style of bus stop (indicated in the leaflet) along Milton Road?**

Strongly Support	Support	Oppose	Strongly Oppose	No Opinion
<input type="checkbox"/>				

**12. How important is it to enhance the street scene, where possible, on Milton Road with new landscape areas, better surfacing materials, new verges and tree planting?**

Very Important	Quite Important	Important	Not important	No preference
<input type="checkbox"/>				

**13. We welcome your suggestions for alternative ideas and measures for this area. Please use the box below to let us know your views.**

**About You**

**14. What is your age?**

Under 17  17-24  25-34  35-44   
 45-54  55-64  65-74   
 75 and above  Prefer not to say

**15. Are you:**

In education  Employed  Self-employed   
 Unemployed  A home-based worker   
 A stay-at-home parent, carer or similar  Retired   
 Other

**16. Do you have a disability that influences the way you travel?**

Yes  No  Prefer not to say

**17. How did you hear about this consultation?**

Leaflet  Coming Soon Flyer  Postcard   
 Advertisement  Newspaper  E-mail   
 Social media (e.g. Twitter, Facebook)  Library   
 Word of mouth  Search engine   
 On bus advert  Bus stop advert  Other

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Freepost RTJH-CJXZ-LECX  
 City Deal Team  
 Cambridgeshire County Council  
 Shire Hall  
 Cambridge  
 CB3 0AP



# Appendix B

2011 CENSUS DATA

## QS703EW - Method of Travel to Work (2001 specification)

ONS Crown Copyright Reserved [from Nomis on 21 April 2016]

population	All usual residents aged 16 to 74
units	Persons
area type	local authorities: district / unitary (prior to April 2015)
area name	E07000008 : Cambridge

<b>Method of Travel to Work</b>	<b>2011</b>
All categories: Method of travel to work	98,283
Work mainly at or from home	6,417
Underground, metro, light rail, tram	130
Train	2,760
Bus, minibus or coach	3,800
Taxi	188
Motorcycle, scooter or moped	490
Driving a car or van	17,879
Passenger in a car or van	1,628
Bicycle	17,257
On foot	8,653
Other method of travel to work	235
Not in employment	38,846

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

## WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 21 April 2016]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	local authorities: district / unitary (prior to April 2015)
area name	E07000008 : Cambridge

<b>Method of travel to work</b>	<b>2011</b>
All categories: Method of travel to work (2001 specification)	94,190
Work mainly at or from home	6,417
Underground, metro, light rail or tram	98
Train	3,911
Bus, minibus or coach	7,312
Taxi	192
Motorcycle, scooter or moped	944
Driving a car or van	43,876
Passenger in a car or van	3,488
Bicycle	18,938
On foot	8,771
Other method of travel to work	243

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.