HISTON ROAD CONSULTATION REPORT
THE GREATER CAMBRIDGE CITY DEAL
Cambridgeshire County Council

Consultation Report

Project no: 70012012
Date: May 2016

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# Quality Management

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## APPENDICES

A Appendix A  Histon Road Corridor Leaflet & Survey

B Appendix B  2011 Census Data
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 Histon Road Corridor Scheme forms part of this overall programme of transport infrastructure improvements.

1.1.2 WSP | Parsons Brinckerhoff has been commissioned by the Greater Cambridge City Deal Partnership to report on the 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 Histon Road, to rate the options presented, identify their support for further option development, and to provide any additional comments. In total 1,260 responses were received, comprising 1,059 questionnaires, 135 emails, 13 letters and 53 written comments made at the consultation events.

1.2 PUBLIC CONSULTATION RESULTS

1.2.1 In total 1,059 members of the public responded to the public consultation questionnaire online or on paper.

→ Over half of all consultees felt improvements for Cycling (63%) and Buses (47%) were most important on Histon Road. In comparison, 36% felt street scene improvements were important and 35% that walking improvements were important;

→ 34% of respondents considered the “Do Something” option would significantly, or very significantly, help to improve cycling trips the on Histon Road, and 30% considered the “Do something” option would significantly, or very significantly, help to improve bus trips the on Histon Road;

→ However, 43% considered the “Do Something” option would result in no improvement at all to the street scene, and only 12% of respondents considered the option would significantly, or very significantly, help to improve the street scene on Histon Road;

→ Similarly 42% considered the “Do Something” option would result in no improvement at all to walking trips, and only 14% of respondents considered the option would significantly, or very significantly, help to improve walking trips on Histon Road;

→ 57% of respondents considered the “Do Maximum” option would significantly, or very significantly, help to improve cycling trips on Histon Road, and 50% considered the “Do Maximum” option would significantly, or very significantly, help to improve bus trips the on Histon Road;
21% of respondents considered the “Do Maximum” option would significantly, or very significantly, help to improve the street scene on Histon Road, and 44% thought the option would result in no improvement at all;

39% considered the “Do Maximum” option would result in no improvement at all to walking trips, and 25% of respondents considered the option would significantly, or very significantly, help to improve walking trips on Histon Road;

52% of respondents supported the further development of ideas presented for Histon / Huntington Road / Victoria Road junction;

64% of respondents supported the removal of on-road parking to allow for the improvement of cycle safety and to reduce traffic delays (particularly for buses);

56% of respondents supported new style bus stops along Histon Road;

54% of respondents felt it was important to enhance the street scene, where possible, on Histon Road with new landscape areas, better surfacing materials, new verges and tree planting;

33% of responses opposed the banned turning movement particularly the right turn into Warwick Road and banned vehicle turns into Victoria Road;

The majority of respondents live within the Histon Road and Victoria Road area;

50% of respondents heard about the consultation from the consultation leaflet and 11% from word of mouth;

71% of responses received were from people aged 25-64; 25% were received from people aged 65+; and only 4% of responses were received from people aged 24 or less;

The majority of responses (67%) were received from people in employment;

43% of all respondents usually travel along Histon Road daily with a further 49% travelling along Histon Road on some weekdays or at the weekend;

30% of usual journeys made by respondents along Histon Road are by bicycle, 32% by car; and 20% walk;

The main purpose of respondent’s trips along Histon Road is business (42%), followed by Leisure (33%).
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 Histon 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 Histon Road scheme forms one part of this overall programme of transport infrastructure improvements.

2.1.3 Histon 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). Histon 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 to the detriment of the environment and air quality along Histon Road, particularly in areas where vehicles are not free flowing or are stationary.

2.1.4 By creating more capacity for sustainable trips along the corridor, 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 transport 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, where possible, on Histon Road;
→ To make provision for cyclists along Histon Road, which is segregated from buses and general traffic wherever possible;
→ 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.
CONSULTATION APPROACH

2.1.8 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.

2.1.9 The two main categories of stakeholder are;

- Community stakeholders: Individuals or organisations who 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.

2.2 STRUCTURE OF REPORT

2.2.1 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 Histon 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 6,700 were delivered to households along Histon 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 5,600 were distributed to wider local areas such as Orchards Park, Kings Hedges, Histon & Impington. 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 12th and 26th 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 public consultation event was widely publicised in the local community to generate awareness of the scheme amongst Cambridge residents and workers that live, work or travel along Histon Road. The consultation events were publicised in the following way:

- Leaflets (with self-complete feedback questionnaires) distributed to dwellings within the immediate locality of Histon Road informing them of the proposed options and details of the consultation event;
- Postcards distributed to residential dwellings within the wider Histon 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 Histon Road. The following Parish Councils received packs:

- Histon and Impington
- Milton
- Cottenham
- Waterbeach
- Longstanton
- Landbeach
- 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 Histon 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 Histon 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](image)

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

Table 3.1: Informal Exhibition Dates and Locations

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<td>Tuesday 12 January 2016</td>
<td>Mayfield Primary School, Warwick Road, Cambridge, CB4 3HN</td>
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<td>16:00 - 19:00</td>
<td>Wednesday 13 January 2016</td>
<td>Chesterton Community College, Gilbert Road, Cambridge CB4 3NY</td>
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<tr>
<td>12:00 - 14:00</td>
<td>Tuesday 19 January 2016</td>
<td>Suite 13, Unit 23, Cambridge Science Park, Innovation Centre, Milton Road, Cambridge, CB4 0EY</td>
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<td>16:00 - 21:00</td>
<td>Tuesday 19 January 2016</td>
<td>St George's C of E Church, Chesterfield Road, Cambridge CB4 1LN</td>
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<tr>
<td>16:00 - 21:00</td>
<td>Wednesday 20 January 2016</td>
<td>St Laurence's Roman Catholic Church, 91 Milton Road, Cambridge CB4 1XB</td>
</tr>
<tr>
<td>12:00 - 14:00</td>
<td>Thursday 21 January 2016</td>
<td>Suite 13, Unit 23, Cambridge Science Park, Innovation Centre, Milton Road, Cambridge, CB4 0EY</td>
</tr>
<tr>
<td>16:00 - 20:00</td>
<td>Monday 25 January 2016</td>
<td>Chesterton Community College, Gilbert Road, Cambridge CB4 3NY</td>
</tr>
<tr>
<td>17:00 - 21:00</td>
<td>Tuesday 26 January 2016</td>
<td>Meadows Community Centre, 1 St Catharine's Road, Cambridge CB4 3XJ</td>
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</table>
3.3.4 The WSP | Parsons Brinkerhoff, 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/histon-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 Histon 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 Histon 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 Histon 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/histon-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). 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 and printed materials (leaflets/postcards).

3.4.7 In total 1,059 questionnaire responses to the consultation were received. Of these 478 were paper copies of the questionnaire returned to project staff at the consultation event or via the freepost address and 581 were completed online on the Greater Cambridgeshire City Deal website.

3.4.8 Through the dedicated email address 135 emails and 13 letters specific to Histon Road Consultation were received – these ranged from specific personal communications to group responses from local organisations. 195 responses were also received via social media (Facebook and Twitter) relevant to Histon Road. In addition 40 emails and 5 letters were received relevant to both Histon Road and the concurrent Milton 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 1,059 questionnaires were returned, of which 478 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 (581) 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 or respondents and gain information about the typical usage patterns of Histon Road, and determine whether questionnaire responses are representative of all Histon Road users. The questions in this section concern respondents’ occupation, age, method of travel, time, frequency and purpose of using Histon Road.

4.2.2 1,022 questionnaires gave an answer question 15 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 Histon 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 65% of respondents heard about the public consultation via the leaflet. 15% indicated that they heard about the consultation by word of mouth, 8% heard via a newspaper and 8% through other means not listed on the questionnaire. All alternative answers within this question were selected by 1-7% of respondents. The full breakdown on how respondents heard about the consultation is provided in Figure 4.1.

![Figure 4.1: Breakdown of how respondents heard about the consultation](image-url)
4.2.4 Question 12 asked respondents to indicate their age, receiving 1,030 responses. The most responses were received from people aged 35 to 44 (20%). 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, the frequency of respondents in each age band remains at a very similar level until 65-74, when there is 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](image)

4.2.5 Question 13 asked respondents to indicate their current occupation, receiving 1,027 responses. The majority of respondents indicated that they were employed (67%), of which 10% were self-employed and 3% home-based workers. 24% 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](image)
4.2.6 Question 14 asked respondents to indicate whether they had a disability that influenced the way that they travelled. A total of 1,009 people provided a response, of which 38 preferred not to say. Of the remainder that did provide a ‘yes’ or ‘no’ response, 9% indicated 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 1,059 respondents, 718 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 Histon Road / B1049 corridor
The majority of questionnaire responses were received from people along the Histon Road corridor and along Victoria Road. A small number of responses were received from residents north of the A14 in Histon. A small number of responses were received from people residing along Milton Road. This is likely to be due to the Milton Road corridor consultation being carried out simultaneously, especially because consultation events were shared. Very few responses were received from people living outside of Cambridge. As such the response to the Histon Road consultation questionnaire is likely to under represent people who live outside of Cambridge, but commute along Histon Road.

### 4.3 EXISTING JOURNEY EXPERIENCE

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

### Regularity of Trips (Question 1)

Question 1 asked respondents to indicate how often they travel along Histon Road, receiving 1,043 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%). 53% of people travel along Histon Road daily, 36% use Histon Road some weekdays and 23% at weekends. Only 1 person said that they never travel along Histon Road. The frequency that respondents travel along Histon Road is shown in Figure 4.6.

![Figure 4.6 Frequency that respondents make journeys along Histon Road](image)

#### Time of Trips (Question 2)

Question 2 of the questionnaire asked respondents to report on the time periods they would usually use Histon Road. The question enabled respondents to tick all time periods that apply to their usual journeys, and was answered in 1,039 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%). 53% of people travel along Histon Road daily, 36% use Histon Road some weekdays and 23% at weekends. Only 1 person said that they never travel along Histon Road. The frequency that respondents travel along Histon Road is shown in Figure 4.7.
Figure 4.7 Time of day respondents usually travel along Histon Road

Mode of Trips (Question 3)

4.3.4 Respondents were asked which modes of transport they use when travelling along Histon Road, in question 3. This allowed respondents to tick all modes that applied to them, and was answered by 1,043 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, 63% indicated bicycle. 44% of respondents travel on foot and 35% use buses. A full breakdown of results is provided in Figure 4.8.

Figure 4.8 Usual method of travel along Histon Road

4.3.5 The total number of answers selected in question 3 was 2,243, representing an average of 2.2 modes of transport selected per response. Splitting the 2,243 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 439 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.

<table>
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<tr>
<th>METHOD OF TRAVEL</th>
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<th>WORKPLACE POPULATION</th>
<th>USUAL RESIDENTS</th>
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<tr>
<td>Bus/Busway Bus</td>
<td>16%</td>
<td>9%</td>
<td>8%</td>
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<tr>
<td>Motorcycle</td>
<td>2%</td>
<td>1%</td>
<td>1%</td>
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<tr>
<td>Car, Van or Lorry Driver/Passenger</td>
<td>31%</td>
<td>56%</td>
<td>39%</td>
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<tr>
<td>Bicycle</td>
<td>33%</td>
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<tr>
<td>On Foot</td>
<td>18%</td>
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<td>17%</td>
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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 Histon Road corridor in question 4, receiving 1,038 responses. Business was the most frequently reported main purpose of trips along Histon Road (42%). Leisure made up 33% of usual trips and other purposes made up 22% of all usual journeys. Education made up only 3% of usual trips. Respondents’ main journey purposes are summarised in Figure 4.10.
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 Histon Road, in addition to the street scene.

Importance of Improvement

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 Histon 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 63% ranked this as a 3 or 4. 47% ranked improvements to bus trips as 3 or 4, while 36% and 35% did so for street scene and walking trips respectively. Conversely, 0 or 1 was selected by 43% for walking trips, 40% for street scene, 37% for bus trips and 24% 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.

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. Mean = 0*20 + 1*30 + 2*10 + 3*25 + 4*35 / 120 = 2.21);
4.4.5 The mean, median and mode of improvement importance on 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

<table>
<thead>
<tr>
<th></th>
<th>BUS TRIPS</th>
<th>CYCLING TRIPS</th>
<th>WALKING TRIPS</th>
<th>STREET SCENE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mean</strong></td>
<td>2.16</td>
<td>2.74</td>
<td>1.89</td>
<td>1.94</td>
</tr>
<tr>
<td><strong>Median</strong></td>
<td>2.00</td>
<td>3.00</td>
<td>2.00</td>
<td>2.00</td>
</tr>
<tr>
<td><strong>Mode</strong></td>
<td>4.00</td>
<td>4.00</td>
<td>0.00</td>
<td>0.00</td>
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</table>

4.4.6 Table 4.2 reflects the charts in Figure 4.11 because the mean response shows that cycling trips should be improved the most, followed by bus trips, street scene and finally walking trips. The median response was 2 for all categories except cycling which was 3, reflecting the greater proportion of respondents ranking improvements as highly important. The mode shows that respondents tended to either consider improvements very important or very unimportant. The importance of cycling trip and bus trip improvements were most commonly reported as very important (4). Conversely, improvements to walking trips and the street scene 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. 30% ranked improvements to bus trips as 3 or 4, while 14% and 12% did so for walking trips and street scene respectively. Conversely, 0 or 1 was selected by 67% for street scene, 66% for walking trips, 43% for bus trips and 40% 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 Histon 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

<table>
<thead>
<tr>
<th>BUS TRIPS</th>
<th>CYCLING TRIPS</th>
<th>WALKING TRIPS</th>
<th>STREET SCENE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean</td>
<td>1.74</td>
<td>1.86</td>
<td>1.13</td>
</tr>
<tr>
<td>Median</td>
<td>2.00</td>
<td>2.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Mode</td>
<td>2.00</td>
<td>2.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

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 these categories had an average rating above 2.00, with the least improvement associated with street scene averaging 1.10. The median response for bus and cycling trips was 2. The median ranking for walking trips and street scene was 1, and modal response was 0, reflecting the poor scoring for these elements demonstrated in Figure 4.12.

4.4.5 In summary:

- Most users did not consider the option to significantly improve the street scene or walking trips. 43% 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 option would have a good level improvement to cycling and bus trips. Only 23% of respondents considered the option to have no improvement at all on bus trips and 20% of respondents considered the option to have no improvement at all on cycling trips; and
- Respondents generally considered the option to have the most significant improvement on cycling and bus trips with 34% and 30% of respondents stating that it will have a significant or very significant improvement on these trips respectively.

“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 57% ranked this as a 3 or 4. 50% ranked improvements to bus trips as 3 or 4, while 25% and 21% did so for walking trips and street scene respectively. Conversely, 0 or 1 was selected by 61% for street scene, 56% for walking trips, 33% for bus trips and 31% 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.
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

<table>
<thead>
<tr>
<th></th>
<th>BUS TRIPS</th>
<th>CYCLING TRIPS</th>
<th>WALKING TRIPS</th>
<th>STREET SCENE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean</td>
<td>2.23</td>
<td>2.44</td>
<td>1.40</td>
<td>1.25</td>
</tr>
<tr>
<td>Median</td>
<td>3.00</td>
<td>3.00</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Mode</td>
<td>4.00</td>
<td>4.00</td>
<td>0.00</td>
<td>0.00</td>
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</tbody>
</table>

4.4.9 Table 4.4 shows that the respondents had mixed opinions about different aspects of the “Do Maximum” proposal. Bus and cycling improvements ranked relatively highly, with averages of 2.23 and 2.44 respectively and very significant improvement (4) selected most frequently in both cases. On the other hand, walking trips and street scene scored poorly with averages of 1.40 and 1.25 respectively. The most commonly selected answer on both of these elements was no improvement at all (0).

4.4.10 In summary:

- Most users did not consider the option to improve the street scene or walking trips. 44% of respondents noted that the option would have no improvement at all on the street scene and 39% of respondents said that it would have no improvement at all on walking trips;
- Respondents generally reported that the option would have significant improvement on cycling and bus trips. Only 21% of respondents considered the option to have no improvement at all on either bus trips or cycling trips; and
- Respondents generally considered the option to have the biggest improvement on cycling trips with 57% of respondents stating that it will have significant or very significant improvements.

Histon Road / Huntingdon Road / Victoria Road Junction

4.4.11 Question 7 of the questionnaire asked respondents whether the proposals at the Histon Road / Huntingdon Road / Victoria Road junction should be considered further, receiving 1,019 responses. The question divided opinion, with 52% of respondents said that they agreed or strongly agreed and 44% of respondents said that they opposed or strongly opposed considering the option any further. The results of this question are summarised in Figure 4.14.
Removal of on-road parking

4.4.12 Question 8 of the questionnaire asked respondents for their attitudes towards the proposed removal of on-road parking to improve cycle safety and reduce traffic delays, receiving 1032 responses. The majority of respondents were in support, with 64% of respondents either supporting or strongly supporting the proposal. Conversely, 30% of respondents said they opposed or strongly opposed the proposal. The results of question 8 are summarised in Figure 4.15.

New style of Bus Stop

4.4.13 Question 9 of the questionnaire asked respondents for their attitudes towards implementing a new style of bus stop, receiving 1,034 responses. The majority of respondents agreed, with 56% of respondents either agreeing or strongly agreeing with the proposal. Conversely, 34% of respondents said they opposed or strongly opposed the proposal. The results of question 9 are summarised in Figure 4.16.
4.4.14 Question 10 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 Histon 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 1,001 responses. 54% of respondents indicated that enhancing the street scene is either very or quite important. Only 23% reported that it is not important. A full breakdown of respondents opinions are shown in Figure 4.17.

Figure 4.17 Importance of enhancing the street scene where possible on Histon Road
4.5 FURTHER COMMENTS

4.5.1 The opportunity to submit further comments was available directly via the questionnaire in question 11, 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 1,213 further comments were received, comprised of the following:

- 772 further comments within the questionnaire (Question 11)
- 175 further comments via email (including 40 made in relation to both Histon & Milton Road);
- 18 further comments via post (including 5 made in relation to both Histon & Milton Road);
- 195 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;
  - Changes to Victoria Road Access
  - Right Turns from Victoria Road
  - Right Turns at Warwick Road
- Loss of Trees;
- Bus Trips;
- Cycling Trips;
- Walking Trips;
- Removal of Parking; and
- New Style of Bus Stop;

BANNED TURNING MOVEMENTS

4.5.3 The Histon Road Proposals contained three proposals for banning turning movements at specific junctions. In both the ‘Do Something’ and ‘Do Maximum’ proposals, access to Victoria Road would be removed from Histon Road, except for buses and cyclists. Right turn movements from Victoria Road onto Histon Road and right turn movements from Histon Road to Warwick Road would also be banned. These proposals were a key point of discussion in Question 11 as they were mentioned in one third of comments.

4.5.4 Rather than addressing all changes to turning movements, most comments only refer to one or two of the banned movements, likely to be those which affect the respondent personally.

CHANGES TO VICTORIA ROAD ACCESS

4.5.5 Both options at Histon Road included the removal of vehicular access to Victoria Road from Histon Road, except for buses and cycles. This would increase safety for cyclists by reducing conflict with vehicles and increase the priority for buses. The proposals were mentioned in 20% of further comments, of which 84% expressed opposition.
4.5.6 Some respondents argued that the current bus services are not sufficient to warrant exclusive access to Victoria Road, while many others were concerned about displaced traffic. Traffic volumes on Castle Street would be significantly increased, therefore shifting the safety issue from Histon Road to here. Some examples of typical comments received are:

“Like it or not, Victoria Road is an important route for those of us travelling from Huntingdon to reach the city centre for the purposes of leisure and work. So what alternative route are you proposing?”

“I also don’t understand the restriction on turning into Victoria Road from Histon Road. This just forces more traffic around the badly designed Castle Hill/Mount Pleasant junction and traffic lights, which is much more of a problem than cars turning on to Victoria Road.”

4.5.7 Many comments expressed concern about the ‘one way’ system by which Victoria Road would operate, noting that it would increase congestion on surrounding roads and thus the net effect would be to worsen the wider bus, cycle and traffic networks and lead to increased journey times for existing users.

“For those of us who live on Histon Road and need to use Victoria Road, forcing us to drive up Histon Road instead of down and left on to Victoria Road is going to add to the Histon Rd traffic.”

“I am concerned by the closure of Victoria Road to private cars, as this is my normal route into Cambridge by car. Further limiting car access to the centre of Cambridge for those of is living in the surrounding villages will encourage us to "rat-run" through side streets.”

4.5.8 In addition, several respondents referred to the fact that Victoria Road is a key component of the A1134 Cambridge Ring Road. This provoked many respondents to question which roads would become classified as the ring road in its place, if any. Some typical responses regarding the ring road were:

“It is not made clear whether the changes would mean Victoria Road no longer having the Ring Road status”

“The implications for closing access to Victoria Road need more fully explaining. Will eastbound traffic be diverted via Gilbert Road or is it expected that it will continue down Castle Hill to turn left onto Chesterton Road. Either outcome will have serious implications given the volume of traffic on the inner ring road.”

4.5.9 On the other hand, a small number of respondents were positive about the proposals, however they did acknowledge that issues may need to be addressed elsewhere as a result. Some comments supporting the proposed options were:

“I think the changes to the Victoria Road junction area good idea.”

“The plan for reducing traffic on Victoria Road is perhaps beneficial, but the knock-on effects must be considered carefully”

**RIGHT TURNS FROM VICTORIA ROAD**

4.5.10 In addition to the restrictions into Victoria Road outlined above, both options proposed to ban right turning movements from Victoria Road onto Histon Road. This would also aim to reduce conflict between modes to increase safety, and give greater priority to buses, for whom the right turn would be retained. This proposal was mentioned in 11% of comments, the majority of whom were opposed.
As with the Victoria Road access proposal above, the main concern was regarding displaced traffic which would need to seek alternative routes to reach Histon Road. Some respondents were particularly concerned about HGVs diverting through residential roads to reach their destination. Some examples of responses which expressed this were:

“Banning turning in or out of Histon Road/Victoria Rod junction will only divert the traffic to Mitcham’s Corner or down Gilbert Rd”

“where will the no-right-turn traffic at Histon/Victoria roads actually go - what route they will follow to get around the restriction and how that will impact the area”

“Where is traffic currently turning right from Victoria Rd into Histon Rd supposed to go? Along Stretten Avenue and Akeman St? Lorries??”

Conversely, a small number of comments supported the proposals, with particular focus on the improved safety for cyclists and conflict between modes.

“I am supportive of the following proposals: … Changes to the junction between Victoria Road and Histon Road. The current arrangement with the sharp right turn from Histon Road to Victoria Road is difficult for both cars and cycles and brings them into direct conflict.”

“I support the turn restrictions to Victoria Road. Reducing the through traffic in this area should give an improvement to bus flow and cycling in this area.”

**RIGHT TURNS AT WARWICK ROAD**

Both options included proposals to ban right turning movements from Histon Road in Warwick Road at the signalised junction. This would allow more green time for buses, reduce the level of conflict between modes and allow Histon Road to be freer flowing when a vehicle is waiting to turn right. This proposal was mentioned by 16% of further comments, of whom almost all were opposed.

A key theme amongst respondents was the presence of Mayfield Primary School, located on Warwick Road, with vehicular access only available from Histon Road for the wider school catchment area. Many respondents felt that the banned turn would have little or no benefit because traffic would use Carisbrooke Road instead to access the school. Example of comments are:

“With no right turn into Warwick Road traffic coming from North will have to travel down the narrow Carisbrooke Rd to Mayfield School”

“In my view the ability to turn right here has little impact on the overall traffic flow and if you can’t turn right here you are forcing cars to turn right and travel down Carisbrooke Road instead which is a windy, residential road with lots of parked cars.”

Many respondents argued that the alternative access via Carisbrooke Road would make the situation work as traffic would have to queue behind any vehicle intending to turn right from Histon Road. A comments which addressed this was:

“Unless you provide traffic lights at the Histon Road / Carisbrooke Road junction, there will be long tailbacks as vehicles have to cross oncoming traffic in order to access Carisbrooke Road”

Non-vehicular access to Huntingdon Road is available via Warwick Road, as noted by a number of respondents. The banned right turn into Warwick Road would sever this access, which was opposed by a number of respondents. A comment from a respondent who uses this route was:
“I turn right off Histon road onto Warwick road on my cycle as part of my route to work. It is proposed to ban this. It is not clear how cyclists heading towards the Madingley Road are being helped by any of this.”

LOSS OF TREES

4.5.17 A total of 7% of comments were received opposing to the removal of trees along Histon Road. The number of comments opposed to the removal of trees is much lower than in Milton Road; however the comments that do mention this typically are very strongly opposed to their removal and there are almost no comments in support of tree removal.

4.5.18 There was concern that any new trees would be saplings and could be easily vandalised and that residents want to live in a ‘green city’. The removal of trees along Histon Road would be viewed as a worsening of the local street scene.

“I absolutely, categorically oppose the cutting down of trees or other modification of the road for the purpose of bus lanes. It is not good enough to counter this with ‘We will plant more trees’. Saplings stuck in the ground which are then vandalised or die and take decades to mature are not compensation”

“Removing grass verges will make “street scene” far worse, please leave us a green city!”

“Whilst I appreciate that in order to fit in the new bus lane, the removal of trees/verge would be necessary, it would be a shame to lose this ‘green’ part of Histon Road north of the Warwick Road/Gilbert Road junction. If, as the CCC representative at the exhibition stated, the plan is to encourage people to walk/cycle more (which is good), then I think keeping the landscaping/verges/trees as pleasant as possible is important.”

BUS TRIPS

4.5.19 The Histon Road proposed options would increase provision for buses and cycles along the corridor by providing a southbound bus lane north of Gilbert Road and advisory or mandatory cycle lanes throughout, wherever possible. However, this would include changes to the current street scene, in particular the removal of trees and verges to accommodate this increased provision. 41% of responses mentioned buses, with the majority of these focussing on the frequency, reliability and quality of the services themselves, rather than proposed bus lane.

4.5.20 The frequency of bus services, particularly the Citi 8 service was a particularly angering element for many respondents. Several respondents indicated that the service which currently runs every 20 minutes needs to increase to encourage greater bus patronage and serve new developments along Histon Road. An example of a response which expressed this was:

“My main concern for the Number 8 route is that all the other buses in Cambridge come every 10 minutes and the Number 8 is the only bus that comes every 20 minutes IF YOU ARE LUCKY, most times it is more like 30 minutes and I have in several occasions waited at the bus stop for over 40 minutes. - They are building more houses along Histon Road and we have the worst service in Cambridge.”

4.5.21 In addition, some respondents were against the recent service changes which mean that the Citi 8 service no longer continues to the train station and Addenbrooke’s Hospital.

“Reinstate the Citi 8 bus link to the station and Addenbrooke’s which is due to stop in Jan 2016”

“keep 8 going to Addenbrooke’s”
4.5.22 A number of comments mentioned that the Busway Service does not currently serve stops along Histon Road, other than at either end. Some respondents, particularly local residents, stated that they would use these services if they stopped at least one location along Histon Road. Some examples of comments on this subject were:

“It would be very useful if there was a busway bus stop along the Histon Road as I have to catch 2 buses to get to St Ives for work which takes a long time at peak times i.e. I have to catch a bus into Cambridge City Centre and then out again”

“It would be a good idea if there were one or two bus stops on the Histon Road that the busway buses could stop before the stop at Castle Hill for Council workers!”

“If Guided Bus will pick up passengers waiting for bus 8 that will be perfect!”

4.5.23 In addition to the service at the bus stops along Histon Road, several respondents commented regarding their distribution along the corridor. These suggested that the proposals should include additional or relocated bus stops, plus better infrastructure at each such as shelters and real-time passenger information. Some comments on this matter were:

“Too few relocated bus stops in the Gilbert Rd area / Kings Hedges Rd. In fact probably a mile to walk from Kings H to the nearest new stop opposite the Co-op. Then 3, all very close.”

“It would be great to have bus shelters and electronic time tables at bus stops as much as possible.”

In terms of the proposed bus lanes themselves, many respondents did not consider the current frequency and quality of service fully justified bus lane implementation. Some comments which stated this were:

“before you think of putting some bus lanes, you should look at improving the timing on this route”

“I believe a bus lane is completely unwanted, considering how seldom it is used”

4.5.24 On the other hand, there were some responses which were supportive of a bus lane. An example response which supported the proposals was:

“I am in favour of shared bus and cycle lanes wherever possible, as on Milton Rd in the south-westerly direction.”

4.5.25 However, some respondents considered that this was a part solution to the problem, and if interventions were to be made a bus lane would need to continue along more of Histon Road than is currently proposed. A comment which expressed this was:

“If you wish to proceed with such a lane, then ensure it goes the whole length”

CYCLING TRIPS

4.5.26 The Histon Road options proposed segregated and advisory cycleways where possible along Histon Road, with priority at side roads. A total of 22% of comments received referred to the level of cycling infrastructure proposed as a part of the “Do Something” and “Do Maximum” options with another 16% of comments making more general statements regarding cycleway or footway design.
Many comments focused on the level of cycling provision to be provided, noting that a consistent high standard must be provided along Histon Road in cycle only lanes, not shared cycle pedestrian paths. There was a repeated theme of dissatisfaction with inconsistent cycle infrastructure standards throughout the city as the level of service typically varies greatly along an entire journey. Some responses which indicated this were:

“Any new cycling infrastructure must not be a ‘half measure’ (as far as possible, given limited space on some roads) and should be physically separated from motor traffic with a kerb where possible. It should also be wide enough for safe overtaking and should NEVER be a shared use path with pedestrians on it. - Making cyclists feel safe and providing them with a forgiving and secure environment to cycle in is the only way we can significantly increase cycle usage and decrease motor traffic.”

“If any work is going to be done the whole length of Histon Road needs to be done, not just the northerly section. The biggest danger for cyclists is having to negotiate parked cars and buses at the bus stops and cars trying to overtake when there is not enough room (due to parked cars) - making a segregated cycle lane would significantly improve this.”

However it must also be noted that there was a small but notable level of comments not in favour of segregated cycle lanes (23% of cycle lane related comments) supported with statements such as:

“And for cycle lanes, cyclists pay nothing toward road tax or upkeep of roads.”

“Neither scheme seems good enough for cyclists. Need proper high quality cycling provision along length of Histon Rd, if trying to get people out of cars and onto bikes, and so reduce congestion in the city.”

A small number of further comments suggested considering a single bi-directional cycle lane. An example of this was:

“What about one cycle lane with both directions? This would save quite some space (and allow some kind of compromise solution between Rackham Close and Victoria Road).”

Many comments referred to recent cycling infrastructure measures implemented on Huntington Road as an example of poor implementation that should not be repeated on Histon Road. A response which expressed this was:

“I have used the raised cycle lanes on Huntingdon Road and I think they are very poor value for money.”

**WALKING TRIPS**

The Histon Road proposals aimed to improve walking trips by improving existing footways, implementing raised crossings over side roads and creating a continuous and consistent footway along the entirety of Histon Road. 16% of further comments mentioned the proposed pedestrian improvements, of which the majority were in support.

The key element which was missing was crossing facilities, according to many respondents. Several comments reported that the existing layout does not include enough provision for pedestrians to safely cross Histon Road. With the addition of a bus lane, most respondents felt that this would be a necessary addition to the initial proposals. Particular locations where respondents considered crossings to be required were near the Aldi and Iceland supermarkets and north of Gilbert Road. Some examples of responses which said this were:
"I feel that there should be better pedestrian crossings beyond the Gilbert Road crossing towards the A14. Very difficult to get across to Roseford Road from Brownlow Road."

"It seems that no pedestrian crossing improvements appear to have been suggested. Crossing Histon Road to access the shops, bus stop and Victoria Road at the southern end of Histon Road is always difficult but particularly so at peak times and weekends, please can this be considered as the plan?"

"There should be more safe crossings for pedestrians around the supermarkets."

4.5.33 The key point raised regarding the footways themselves 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. An example of a response was:

"A further point concerns future maintenance of raised cycle paths. Evidence elsewhere suggest that they will deteriorate as services are put across them, but unlike on road cycle paths [and footways] will not get re-surfaced when the road does."

REMOVAL OF PARKING

4.5.34 27% of comments received made reference to the removal of parking along Histon Road, either the removal of the dedicated parking bays or the on-street parking. Of these 57% were in support, 31% were opposed and the remainder had a neutral opinion. Many comments were questioning where new parking would be provided and what provision had been considered for disabled commuters. Improved safety for cyclists was often stated as a good reason for support of the removal of parking. Some examples of responses supporting the proposal were:

"Please remove on-street parking between Histon Road/Victoria Road junction and Aldi/Iceland. It's unsafe for cyclists, pedestrians and people at bus stops"

"I think removing the parking spaces in the south end of Histon road is absolutely needed to improve everyone's safety. It is totally unfair, and exacerbated, that 20 or so users of the parking are more important than thousands of commuters using this road every day."

4.5.35 On the other hand, some examples of responses from those opposed to the proposals were:

"I am completely opposed to any scheme that involves removing or restricting parking spaces"

"Removing parking from Histon Road will inevitably displace it to nearby roads that do not have parking restrictions for non-residents"

NEW STYLE OF BUS STOP

4.5.36 Paragraph 4.4.13 presented the attitudes of questionnaire respondents to the new style of bus stop which could be implemented along Histon Road. This showed that 56% of respondents support or strongly support its implementation and 34% oppose or strongly oppose.

4.5.37 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:
“Definitely smoother surfacing on both roads and pavements with separate cycle lane to go around bus stops to prevent cyclists getting hit when trying to overtake stopped buses.”

“Provide new bus stop layouts as proposed”

4.5.38 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:

“Re new style bus stops: My experience is that these are confusing. Cyclists + pedestrians do not understand or respect each other enough for these to work.”

“Forcing pedestrians to cross the cycle path to get to a bus stop is asking for confrontation”

OTHER COMMENTS

4.5.39 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

“If parking removed from Histon Rd then residents parking needs to be considered in the are especially Oxford / Richmond / Windsor Rd area.”

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

“All you will achieve is to drive motorists down side streets and turn them into rat runs. A number already do this. - What you fail to understand is why people drive into Cambridge? It is because YOU have driven them out by not providing low cost city housing for low paid workers”

→ Introduce a congestion charge in Cambridge city centre;

“Reconsider introducing a congestion charge for central Cambridge.”

→ 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;

“Overall I think it would improve cyclists safety if they - 1) Did not go over red lights - 2) Ride in and out of moving cars - 3) Dash in front of stopped vehicles at zebra crossings, lights … What happened to the highway code and cycle proficiency test.”

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

“A tram system that moved into the centre of Cambridge could remove the need for much of the car/ bus traffic, and would make Cambridge much less polluted.”
4.5.40 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 1,209, as noted previously (including comments received which were relevant to both the Histon Road and the concurrent Milton Road consultation).

Table 4.5 Alternative Proposals and their Frequency within Further Comments Received

<table>
<thead>
<tr>
<th>ALTERNATIVE PROPOSAL / COMMENT</th>
<th>FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative Histon Road cross section layouts to reduce or eliminate the need to remove trees along Histon Road</td>
<td>39%</td>
</tr>
<tr>
<td>Make public transport more affordable</td>
<td>9%</td>
</tr>
<tr>
<td>Include pedestrian crossing near to Aldi and Iceland on Histon Road</td>
<td>8%</td>
</tr>
<tr>
<td>Remove the charge for parking at Park &amp; Ride sites</td>
<td>8%</td>
</tr>
<tr>
<td>Make Busway services stop at the bus stops along Histon Road</td>
<td>7%</td>
</tr>
<tr>
<td>Increase the number of bus stops and distribute them more evenly along Histon Road</td>
<td>7%</td>
</tr>
<tr>
<td>Introduce a congestion charge</td>
<td>6%</td>
</tr>
<tr>
<td>Introduce residents only parking on roads off of Histon Road to enable easier parking for residents and dis-incentivise driving</td>
<td>5%</td>
</tr>
<tr>
<td>Revert the Citi 8 bus service back to its previous route which served the Railway Station and Addenbrooke’s Hospital</td>
<td>4%</td>
</tr>
<tr>
<td>Consider a bidirectional cycleway on one side of Histon Road, rather than one on each side</td>
<td>4%</td>
</tr>
<tr>
<td>Consider only vehicular banned turns, thus allowing cyclists to still make these turning movements</td>
<td>4%</td>
</tr>
<tr>
<td>Introduce a Park &amp; Ride at Histon</td>
<td>4%</td>
</tr>
<tr>
<td>Consider where alternative parking is going to be located, if removed</td>
<td>3%</td>
</tr>
<tr>
<td>Increase the reliability of buses by using stricter regulations</td>
<td>3%</td>
</tr>
<tr>
<td>Continue cycleways and other infrastructure beyond the scope of this study to create a continuous route</td>
<td>2%</td>
</tr>
<tr>
<td>Increase cyclists awareness of the Highway Code and enforce consequences to those that do not obey it</td>
<td>2%</td>
</tr>
<tr>
<td>Introduce a new bus stop near to the Council offices</td>
<td>2%</td>
</tr>
<tr>
<td>Improve lighting along Histon Road</td>
<td>1%</td>
</tr>
<tr>
<td>Explore alternatives to buses such as trams/light rail</td>
<td>1%</td>
</tr>
</tbody>
</table>
The Greater Cambridge City Deal
The Greater Cambridge City Deal brings together Cambridge City Council, the Local Enterprise Partnership and Cambridge University to ensure the continued economic growth 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 in order to improve the city in the coming decades by providing the transport infrastructure, housing and skills needed.

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 road width could be divided between car, bus, cycles and pedestrians on Histon 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.

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 Huntington Road and Hills Road and their operation is currently being monitored.

Parking
The initial ideas would involve removing some existing parking bays at the southern end of Histon Road to improve cycle safety and reduce traffic delays, particularly for buses. As the project is developed we would seek alternative locations to accommodate any displaced parking.

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

- **Tuesday 12th January 2016** 16:00 - 20:00 Mayfield Primary School, Warwick Road, Cambridge, CB4 3NY
- **Wednesday 13th January 2016** 16:00 - 19:00 Chesterton Community College, Gilbert Road, Cambridge, CB4 5NY
- **Tuesday 19th January 2016** 16:00 - 21:00 St George’s C of E Church, Chesterfield Road, Cambridge, CB4 1UJ
- **Wednesday 20th January 2016** 16:00 - 21:00 St Laurence’s Roman Catholic Church, 51 Milton Road, Cambridge, CB4 5DL
- **Monday 25th January 2016** 16:00 - 20:00 Headways Community Centre, 1 St Catharine’s Road, Cambridge, CB4 3XJ
- **Tuesday 26th January 2016** 17:00 - 21:00 Headways Community Centre, 1 St Catharine’s Road, Cambridge, CB4 3XJ

A list of dates, times and locations of events can be found on the project website www.gccitydeal.co.uk/histon-road.

Initial consultation on better bus, cycling and walking trips on Milton Road will be held at informal events:

- **Tuesday 12th January 2016** 16:00 - 20:00 Mayfield Primary School, Warwick Road, Cambridge, CB4 3NY
- **Wednesday 13th January 2016** 16:00 - 19:00 Chesterton Community College, Gilbert Road, Cambridge, CB4 5NY
- **Tuesday 19th January 2016** 16:00 - 21:00 St George’s C of E Church, Chesterfield Road, Cambridge, CB4 1UJ
- **Wednesday 20th January 2016** 16:00 - 21:00 St Laurence’s Roman Catholic Church, 51 Milton Road, Cambridge, CB4 5DL
- **Monday 25th January 2016** 16:00 - 20:00 Headways Community Centre, 1 St Catharine’s Road, Cambridge, CB4 3XJ
- **Tuesday 26th January 2016** 17:00 - 21:00 Headways Community Centre, 1 St Catharine’s Road, Cambridge, CB4 3XJ

We are also consulting on better bus, cycling and walking trips on Milton Road. www.gccitydeal.co.uk/milton-road

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 Histon 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.

Cross Section
This cross section shows a model layout of how the road width could be divided between car, bus, cycles and pedestrians on Histon 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.

Street scene
These initial ideas to improve bus, cycling and walking trips along Histon Road would change the street scene with 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.

Funding
An initial budget of around £4 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 and preferred measures are identified. The funding for this scheme will come from the City Deal infrastructure fund and developer contributions.

Please complete the survey inside this leaflet or online at: www.gccitydeal.co.uk/histon-road by 15 February 2016

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

- **01223 699906**
- **city.deal@cambridgeshire.gov.uk**
- **CityDealTeam, SH1311, Shire Hall, Castle Hill, Cambridge, CB3 1HA**
- **www.gccitydeal.co.uk/histon-road**
- **www.twitter.com/gccitydeal**
- **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.

The Greater Cambridge City Deal working in partnership:
Let us know your views on initial ideas for better bus, cycling and walking trips along Histon Road in Cambridge. Your feedback will help us develop more detailed options. We also welcome any 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/histon-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 comfortable 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?
- Histon Road is a main route into Cambridge linking the A14 and villages beyond to the city centre and to other key destinations such as the railway station, the Busway and the Addenbrooke’s site. Planned developments between Histon Road and Huntington Road will increase travel demand along Histon Road, increasing congestion as this area develops.
- Histon Road is congested during peak hours making bus trips unreliable and longer than necessary. Analysis of bus journey data from Histon Road shows that in 2014, on average only 55% of buses ran to timetable.
- More reliable, faster and frequent bus services would make taking the bus a more attractive way to travel along Histon Road, with the potential to reduce the number of car trips.
- Existing provision for cyclists and pedestrians is of poor quality and seen as unsafe.
- 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 Histon Road (Victoria Road to King’s Hedges Road) include a mixture of:
- Bus lanes
- Segregated and advisory 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 to help their reliability
- Changes to key junctions to reduce bus delays and improve safety for cyclists and pedestrians

Our suggested junction improvements include:
- Histon Road/Huntingdon Road/Victoria Road junction:
  - Motorised vehicles will no longer have access to Victoria Road
  - Local buses from Histon Road and cycles can enter
  - Banning the right-turn into Histon Road from Victoria Road except for local buses and cycles
  - Traffic will still be able to reach Huntingdon Road from Victoria Road
- This will provide more green time for Histon Road traffic to reduce delays particularly for buses.

Gilbert Road / Warwick Road:
- Banning the right-turn into Warwick Road to reduce traffic delays
- Improvements to the traffic signals to better accommodate buses and cyclists
- Improved facilities for cycling
- Improving the surrounding 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/histon-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 Histon 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.

1. How often do you travel along Histon 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 Histon 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 Histon Road how important are improvements for:
   (scale of 0-4 - 0 = unnecessary and 4 = very important)
   - Bus trips
   - Cycling trips
   - Walking trips
   - Street scene

6. How well does each option help to improve:
   (scale of 0-4 - 0 = not at all and 4 = very significantly)
   - Do Something
     - Bus trips
     - Cycling trips
     - Walking trips
     - Street scene
   - Do Maximum
     - Bus trips
     - Cycling trips
     - Walking trips
     - Street scene

7. Should the initial ideas be considered further?

8. How far do you support the removal of on-road parking to improve cycle safety and reduce traffic delays (particularly for buses)?

9. How far do you support the creation of the new style of bus stop (indicated in the leaflet) along Histon Road?
10. How important is it to enhance the street scene, where possible, on Histon Road with new landscape areas, better surfacing materials, new verges and tree planting?

Very important  [ ]  Quite important  [ ]
Important  [ ]  Not important  [ ]  No preference  [ ]

11. 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

12. 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  [ ]

13. Are you:
In education  [ ]  Employed  [ ]  Self-employed  [ ]
Unemployed  [ ]  A home-based worker  [ ]
A stay-at-home parent, carer or similar  [ ]
Retired  [ ]  Other  [ ]

14. Do you have a disability that influences the way you travel?
Yes  [ ]  No  [ ]  Prefer not to say  [ ]

15. How did you hear about this consultation?
Leaflet  [ ]  Coming Soon Flyer  [ ]  Postcard  [ ]
Advertisement  [ ]  Newspaper  [ ]  E-mail  [ ]  Social media (e.g. Twitter, Facebook)  [ ]
Word of mouth  [ ]  Search engine  [ ]  On bus advert  [ ]
Bus stop advert  [ ]  Other  [ ]

Please continue on a separate page if needed. You can also send us your comments by email to: city.deal@cambridgeshire.gov.uk
### Method of Travel to Work

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

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.
### Method of travel to work

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

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.