

Greater Cambridge

# Walking and Cycling Index 2021

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CAMBRIDGE  
PARTNERSHIP



Cambridgeshire  
County Council

  
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# Foreword

Our vision for walking, wheeling and cycling in Greater Cambridge



I am delighted to welcome the Greater Cambridge Walking and Cycling Index for 2021, which shows that Greater Cambridge is still the UK's leading city region for walking and cycling.

This report covers a challenging time period in the middle of 2021, over a year into the Covid-19 pandemic. It is perhaps not surprising to see that car use had dropped significantly at this point, but it is pleasing to see over 54% of residents walking at least five times a week and 45% of residents riding a bike once a week. This is good news and even better is a noticeable increase in new or returning cyclists between 2019 and 2021.

I am told this number of residents walking and cycling is the equivalent of saving the NHS £5.4 million through better health and cutting over 19,000 tonnes of greenhouse gases yearly.

There is still much to do and a need to further embed those changes in travel behaviour created by the pandemic. We have 15% of residents who currently do not ride a bicycle but would like to and this hasn't changed between 2019 and 2021. There are also particular groups we need to support, for instance 24% of residents from ethnic minority groups currently don't cycle but would like to start.

The Walking and Cycling Index helps us to further understand what the residents of Greater Cambridge need more of to increase

walking and cycling. Wider pavements, fewer cars parked on the pavements, more traffic-free routes and cycle routes physically separated from motor vehicles come through loud and clear. The majority of residents supported the restriction of motor vehicles and the creation of Low Traffic Neighbourhoods and School Streets.

A huge 74% of residents support the building of more physically separated on-road cycle tracks, even when this would mean less room for other road traffic. The fact this was 75% in 2019 shows that even through the immense challenges of the pandemic, the support for active travel remains overwhelmingly positive.

Through the Greater Cambridge Partnership and Cambridgeshire County Council many impressive improvements have happened since 2019, including the opening of the city region's first Dutch style roundabout, the CYCLOPS junction and of course the Chisholm Trail and Histon Road, which came after this report.

However, there is more to do and I am committed to working to ensure walking and cycling are fully supported. Physical activity and cleaner air help us to improve our health, cut congestion and create safer, greener streets, helping to deliver a Greater Cambridge that we all want.

**Cllr Elisa Meschini, Deputy Leader  
Cambridgeshire County Council  
and Chair of the Greater Cambridge  
Partnership Executive Board**



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## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from Greater Cambridge produced in partnership with Cambridgeshire County Council and Greater Cambridge Partnership. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,296 residents aged 16 or above in Greater Cambridge. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatGen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

Our thanks to the people of Greater Cambridge who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)



## Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

# Report summary

## Greater Cambridge

### Population<sup>i</sup>

283,884

### Survey area

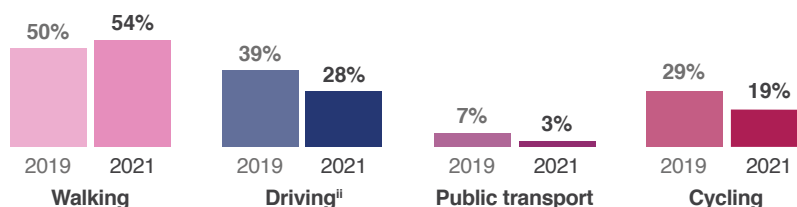


## The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Transport use during the coronavirus (Covid-19) pandemic, Department for Transport, June 2020

### Residents who travel by the following modes five or more days a week in Greater Cambridge



Participation in walking and wheeling on a regular basis has increased since 2019.

**54%**  
of residents walk at least five days a week  
50% in 2019

**45%**  
of residents cycle at least once a week  
48% in 2019

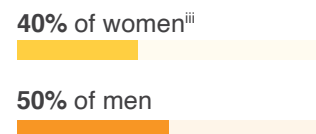
## Walking, wheeling and cycling participation is not equal

More men cycle than women and some groups feel less safe.

### Proportion of residents who walk or wheel at least five days a week

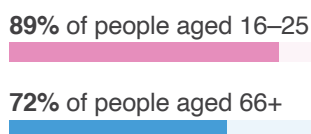


### Proportion of residents who cycle at least once a week

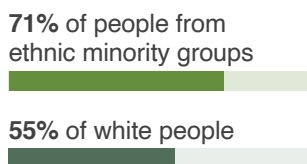


## Not all residents feel safe and welcome in their neighbourhood

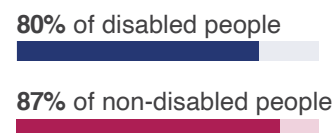
### Proportion of residents who think walking safety is good



### Proportion of residents who think cycling safety is good



### Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood



i. NOMIS mid-year 2019 population estimates. This is the most recent available for Greater Cambridge. ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

## Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Greater Cambridge:

**+** Prevents

**827**

serious long-term health conditions



Creates

**£215.6 million**

in economic benefit for individuals and the region



Saves

**19,000 tonnes**

of greenhouse gas emissions

## Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Greater Cambridge takes up to

**79,000 cars off the road<sup>iv</sup>**

However,

**39.4 million**

journeys up to three miles are driven in Greater Cambridge each year

If **80%** of these journeys were walked or cycled it could save approximately

**13,000 tonnes**

of greenhouse gas emissions<sup>v</sup>

## Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

**49%** on walking

50% in 2019

**62%** on cycling

64% in 2019

**69%** on public transport

77% in 2019

**24%** on driving

29% in 2019

## This would help support more liveable neighbourhoods

Among Greater Cambridge residents:

**74%** support

**15%** oppose

more cycle tracks along roads, physically separated from traffic and pedestrians

**65%** agree

**17%** disagree

increasing space for people socialising, walking and cycling on their local high street would improve their local area

**81%** support

**4%** oppose

the creation of more 20-minute neighbourhoods<sup>vi</sup>

**65%** agree

**12%** disagree

more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

**68%** support

**13%** oppose

the creation of more low-traffic neighbourhoods

**41%** agree

**26%** disagree

closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iv. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips.

v. Based upon each journey being 1.5 miles in length. vi. See definition on page 14.





# Walking in Greater Cambridge

## Walking and wheeling participation, safety and satisfaction

### Walking and wheeling participation

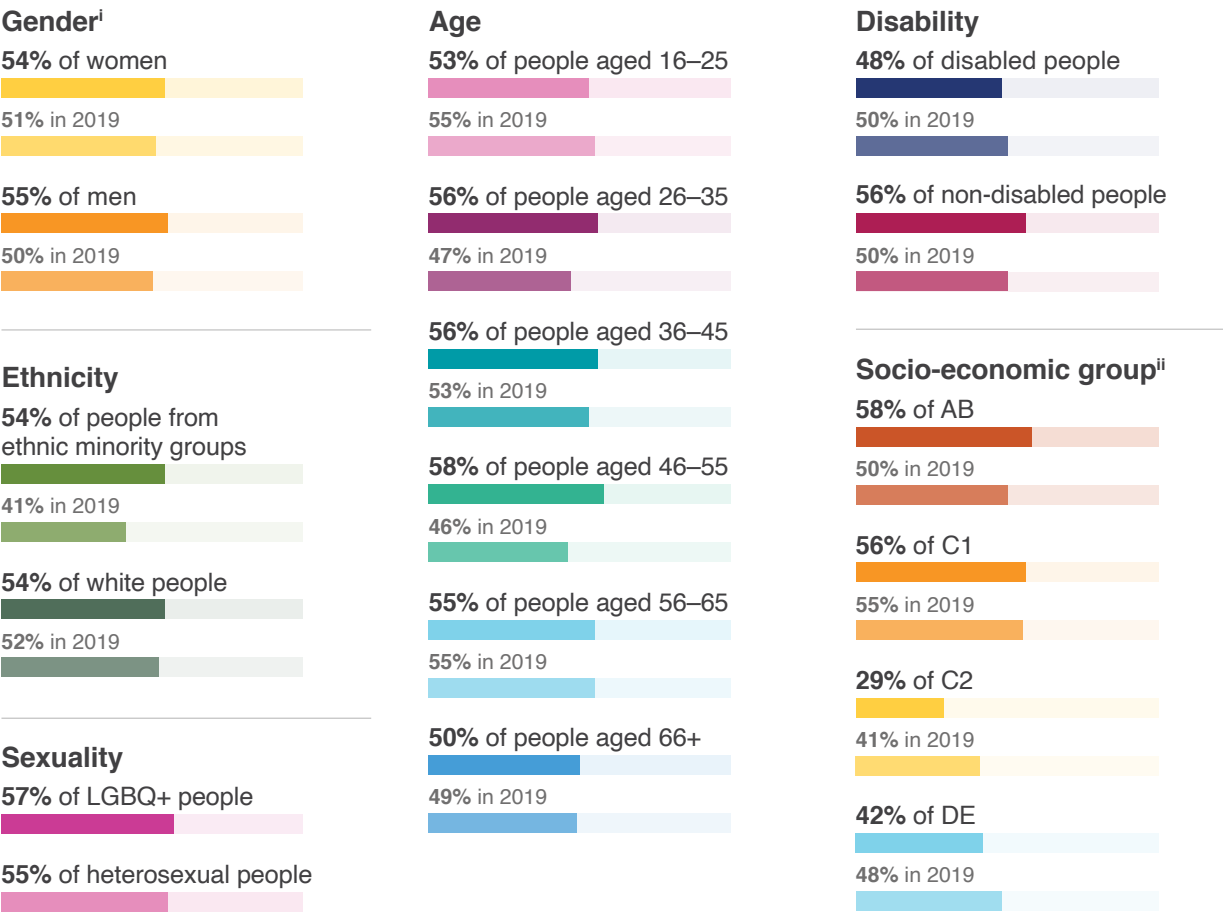
Overall in Greater Cambridge the number of people walking and wheeling regularly (at least five days a week) has increased since 2019.

Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

**96%**  
of all residents walk  
96% in 2019

**54%**  
of residents walk at  
least five days a week  
50% in 2019

### Proportion of residents who walk or wheel at least five days a week



i. The sample size for respondents who identified their gender ‘in another way’ was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

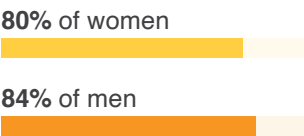
Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

**82%**  
of residents think the level of safety for walking is good

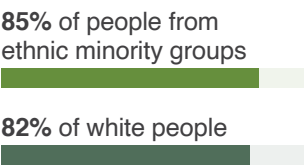
**62%**  
of residents think the level of safety for children walking is good

Proportion of residents who think walking or wheeling safety in their local area is good

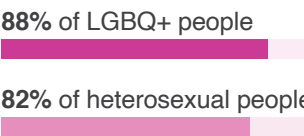
Gender



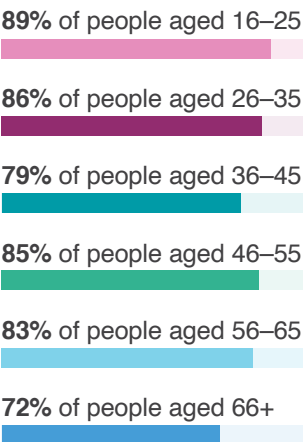
Ethnicity



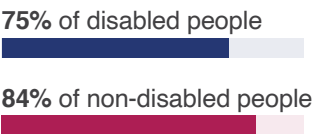
Sexuality



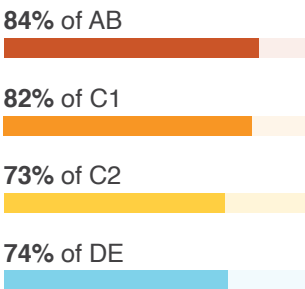
Age



Disability



Socio-economic group



**86%**  
of residents think their local area overall is a good place to walk



Susy Hallewell, Commuter



I live in Meldreth and walk to work at Melbourn Science Park. This is an enjoyable and mostly traffic-free commute across fields and quiet paths. It would be great if the Meads was lit as people tend to avoid this path at night, although in the daylight it's an enjoyable cut through.

We are really lucky to have well signposted public footpaths in and around Melbourn, as well as the regular paths. They made such a difference when I was training for a walking marathon with a friend recently. We saw some beautiful areas in small local villages that we never knew existed!

The main reason I walk every day is to keep my activity level up and on a good day it only takes 15 minutes more to walk!



# Cycling in Greater Cambridge

## Cycling participation, safety and satisfaction

### Cycling participation

Overall in Greater Cambridge the number of people cycling has stayed the same since 2019. **45%** of people cycle regularly but there is still scope for more.<sup>i</sup>

Cycling participation is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.<sup>ii</sup> Encouragingly, perceptions of cycling safety have improved since 2019.

**67%**  
of all residents cycle

67% in  
2019

**45%**  
of all residents cycle at  
least once a week

48% in  
2019

#### Proportion of residents who cycle at least once a week

##### Gender

**40% of women**

43% in 2019

**50% of men**

55% in 2019

##### Ethnicity

**45% of people from  
ethnic minority groups**

46% in 2019

**46% of white people**

49% in 2019

##### Sexuality

**53% of LGBTQ+ people**

**44% of heterosexual people**

##### Age

**45% of people aged 16–25**

52% in 2019

**55% of people aged 26–35**

55% in 2019

**53% of people aged 36–45**

54% in 2019

**50% of people aged 46–55**

58% in 2019

**46% of people aged 56–65**

46% in 2019

**24% of people aged 66+**

26% in 2019

##### Disability

**29% of disabled people**

31% in 2019

**49% of non-disabled people**

53% in 2019

##### Socio-economic group

**50% of AB**

53% in 2019

**43% of C1**

47% in 2019

**27% of C2**

35% in 2019

**36% of DE**

32% in 2019



## Cycling safety and satisfaction

**57%**

of all residents think the level of safety for cycling in their local area is good

50% in 2019

**41%**

of all residents think the level of safety for children cycling is good

30% in 2019

**65%**

of all residents think their local area overall is a good place to cycle

67% in 2019

### Proportion of residents who think cycling safety in their local area is good

#### Gender

**57% of women**



48% in 2019

**58% of men**



52% in 2019

#### Ethnicity

**71% of people from ethnic minority groups**



53% in 2019

**55% of white people**



49% in 2019

#### Sexuality

**53% of LGBTQ+ people**



**59% of heterosexual people**



#### Age

**65% of people aged 16–25**



54% in 2019

**62% of people aged 26–35**



54% in 2019

**58% of people aged 36–45**



52% in 2019

**54% of people aged 46–55**



52% in 2019

**54% of people aged 56–65**



46% in 2019

**48% of people aged 66+**



39% in 2019

#### Disability

**50% of disabled people**



44% in 2019

**59% of non-disabled people**



51% in 2019

#### Socio-economic group

**57% of AB**



50% in 2019

**56% of C1**



49% in 2019

**51% of C2**

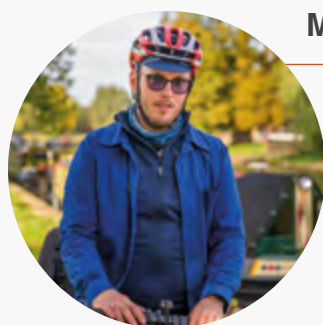


47% in 2019

**60% of DE**



52% in 2019



**Mark Searle**



My wife and I have always used bikes as our primary transport so when our baby was on the way, we excitedly bought an e-cargo bike. It's become an indispensable part of our lives, my wife used it for the nursery run. Using segregated cycle lanes, paths across green spaces, and filtered roads, she could avoid nearly all the morning traffic and get to nursery quicker than by car, without the hassle of finding parking.

When my son moved to a closer nursery we changed cargo bikes, adding increased versatility but removing the e-assist. I now get the luxury of using the guided busway, completely segregated from traffic for an eight mile trip each way. I ride north from Histon out to Oakington and back into north Cambridge for work.

With our son next to us on the bike we can engage with him, taking him on errands as well as trips. Last summer we used the busway to reach a campsite 10 miles north of Cambridge. And even just a quick trip to the park becomes an adventure!



# Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Greater Cambridge produce important health, economic and environmental benefits for everyone.

## Greater Cambridge residents walk or wheel 13 times around the world every day

**98 million**

walking and wheeling trips made in Greater Cambridge in the past year, which adds up to

**115.9 million miles**

= 320,000 miles a day.

This equates to each resident spending

**5 days**

walking or wheeling continuously in the past year

### Annual walking and wheeling trips by purpose<sup>i</sup>

Enjoyment or fitness – adults and children (including running):  
**45,500,000**

46%

Destination – adults only (eg work, school, shopping): **46,700,000**

48%

School – children only:  
**5,700,000**

6%



## Walking and wheeling benefit residents and the local economy in the region

In Greater Cambridge, the net annual economic benefit for individuals and society from all walking and wheeling trips is

**£149.4 million**

Of this total,

**£1.2 million**

is from people with a car choosing to walk or wheel for transport in the past year.

**5p**

net benefit from each mile walked or wheeled instead of driven



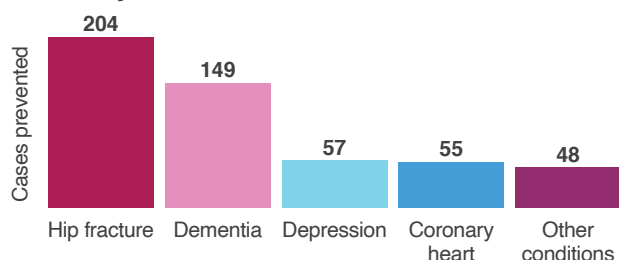
These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

<sup>i</sup>. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only.



## Walking and wheeling unlock health benefits for everyone


**Walking in Greater Cambridge prevents 514 serious long-term health conditions each year**



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Greater Cambridge

**£3.4 million per year**

 equivalent to the cost of  
**110,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Greater Cambridge the physical activity benefits of walking

**prevent 98 early deaths annually**

which is valued at

**£323 million<sup>ii</sup>**

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

**19,000 kg of NO<sub>x</sub>**

and

**2,600 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

**69%** of residents agree the air is clean in their local area



## Walking and wheeling in Greater Cambridge help mitigate our climate crisis

**6,600 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

**15,000 people taking flights**

from Stansted to Tenerife



Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

## Walking and wheeling keep Greater Cambridge moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Greater Cambridge moving for all road users.

**53,000 return walking trips**

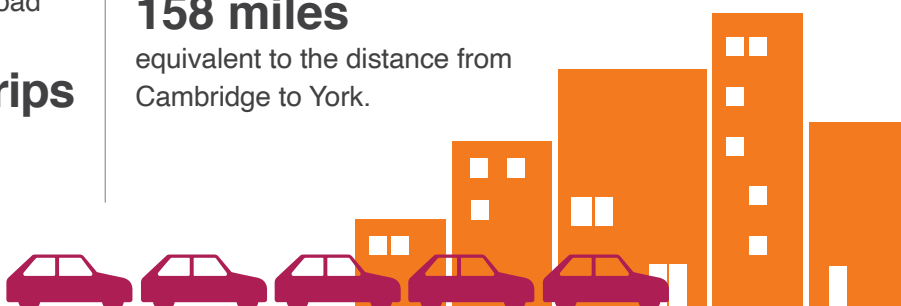
are made daily in Greater Cambridge by people that could have used a car.

<sup>iii</sup>. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**158 miles**

equivalent to the distance from Cambridge to York.



<sup>ii</sup>. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



# Benefits of cycling

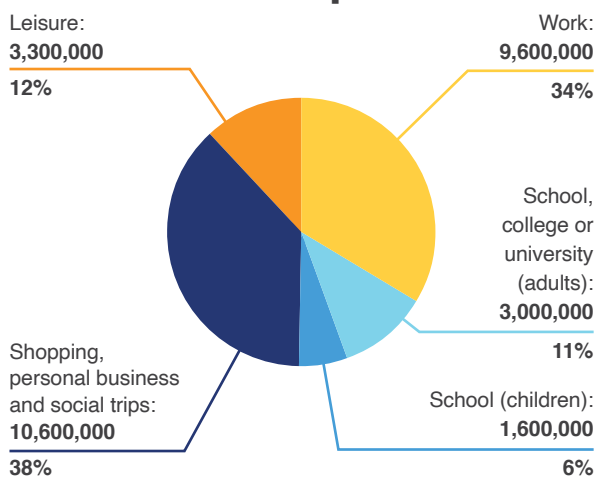
Why everyone gains when more people cycle

## Greater Cambridge residents cycle 9 times around the world every day

There has been a reduction in commuter trips since 2019 as more people work from home. However, cycling levels increased for leisure journeys.

### Annual cycling trips by purpose in Greater Cambridge<sup>i</sup>

2021:  
**28.1 million trips**

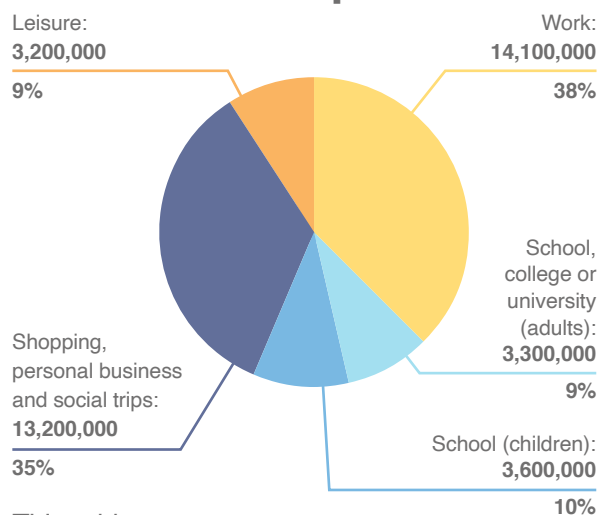


This adds up to

**86.1 million miles**

= 240,000 miles a day

2019:  
**37.4 million trips**



This adds up to

**101.9 million miles**

= 280,000 miles a day

## Cycling benefits residents and the local economy in the region

In Greater Cambridge, the net annual economic benefit for individuals and society from all cycling trips is

**£66.1 million**

Of this total,

**£43.7 million**

is from people with a car choosing to cycle for transport over the past year.

**94p**

net benefit for from each mile cycled instead of driven

£1.04 in 2019



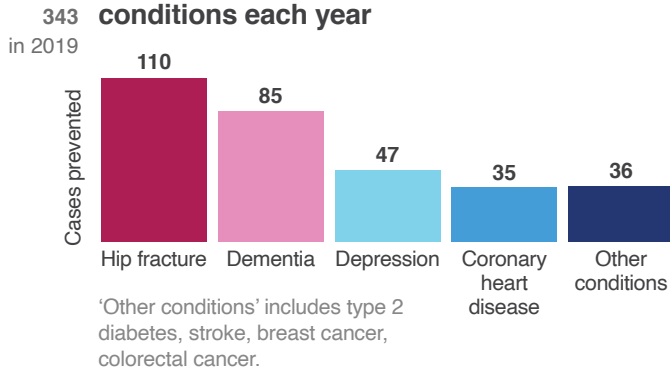
These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

<sup>i</sup> Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.



## Cycling unlocks health benefits for everyone

### Cycling in Greater Cambridge prevents 313 serious long-term health conditions each year



Saving the NHS in Greater Cambridge

**£2.1 million per year**

£2.1 million in 2019

71,000 in 2019

equivalent to the cost of  
**69,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Greater Cambridge the physical activity benefits of cycling

**prevent 22 early deaths annually**

25 in 2019

which is valued at

**£71.4 million<sup>ii</sup>**

£78.4 million in 2019

People cycling more instead of driving improves air quality, saving annually:

**25,000 kg of NO<sub>x</sub>**

36,000 kg in 2019

and

**3,700 kg of particulates (PM<sub>10</sub> and PM<sub>2.5</sub>)**

4,900 kg in 2019

69% of residents agree the air is clean in their local area



## Cycling in Greater Cambridge helps mitigate our climate crisis

17,000 tonnes in 2019

**13,000 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of

39,000 people in 2019

**30,000 people taking flights**

from Stansted to Tenerife



Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures.

## Cycling keeps Greater Cambridge moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Greater Cambridge moving for all road users.

34,000 in 2019

**26,000 return cycling trips**

are made daily in Greater Cambridge by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**78 miles**

equivalent to the distance from Cambridge to Coventry.

101 miles in 2019



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

**Walking and Cycling Index**  
Greater Cambridge 2021



# Walking solutions

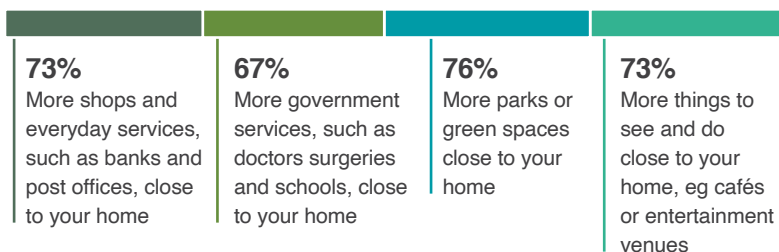
What would help make walking and wheeling better?

## Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

### What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



**58%**

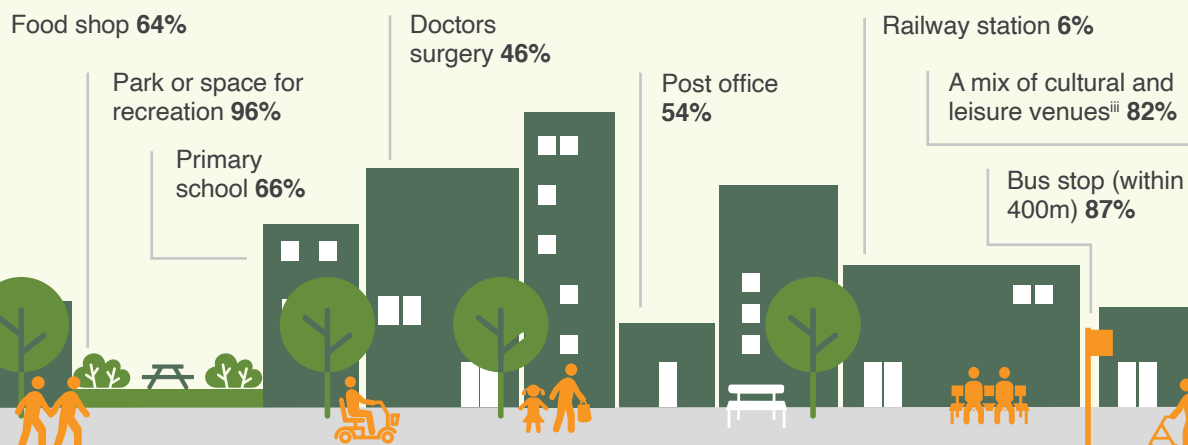
of Greater Cambridge households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.<sup>i</sup>

Lower density neighbourhoods have too few people to make much local business or public transport viable.<sup>ii</sup>

**57%**

agree they can easily get to many places they need to visit without having to drive

### Proportion of households within an 800m walk or wheel of the following amenities and services



<sup>i</sup> Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

<sup>ii</sup> Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

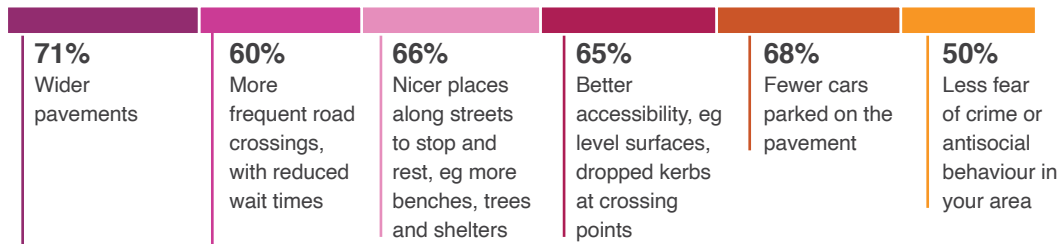
<sup>iii</sup> A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.



## Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

### What percentage of residents think that these changes would help them walk or wheel more?



#### In Greater Cambridge:

**16%** of A and B roads have a pavement width greater than 3m<sup>iv</sup>

**29%** of C and unclassified roads have a pavement width greater than 2m

On all roads making up junctions, **43%** of those with traffic lights for cars have no red and green man for pedestrians

**65%**

of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



**Dominic Payne**



The lockdown has encouraged me to spend more time walking around Cambridge, discovering small paths and alleyways that I've overlooked before. I love how accessible it is to walk around Cambridge, especially in the centre where the removal of most traffic has made walking feel safer and often easier than any other mode of transport.

Recently I've moved to near Histon Road and felt appreciative of the new CYCLOPS junction. The facility provides better protection for pedestrians and cyclists, and has separate, colour demarcated alignments for each user to follow. It can look a little confusing at first sight but it's quite intuitive.

As a teacher at a nearby secondary school, it has helped me easily access school more safely and means that my students have safer journeys too, whether they choose to walk or cycle.

I think that the more we prioritise cycle safety in our city, the more pedestrians will continue to feel safer and more valued.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.

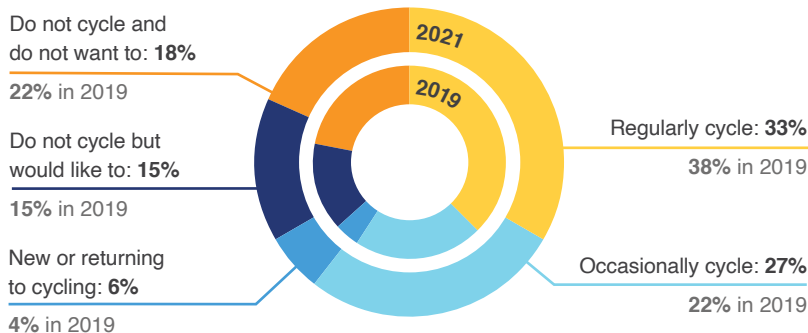


# Cycling solutions

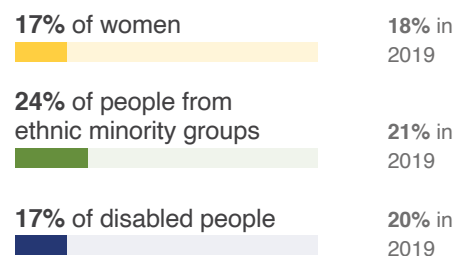
## What would make cycling better?

### Many Greater Cambridge residents want to cycle

#### How do residents see themselves when it comes to cycling?

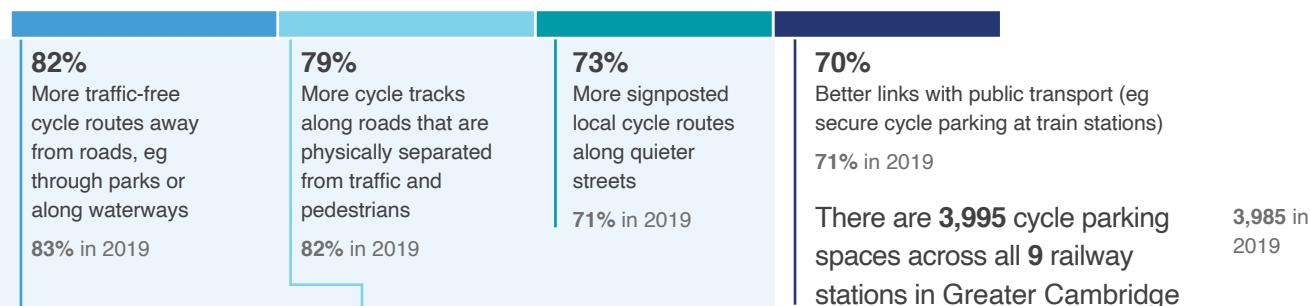


#### What proportion of residents said they 'do not cycle but would like to'?



### Residents want improved cycling infrastructure

#### What percentage of residents would be helped to cycle more by better facilities?



Greater Cambridge has:

**32 miles**  
of traffic-free cycle routes away from the road  
32 miles in 2019

**5.2 miles**  
of cycle tracks physically separated from traffic and pedestrians<sup>ii</sup>  
4.8 miles in 2019

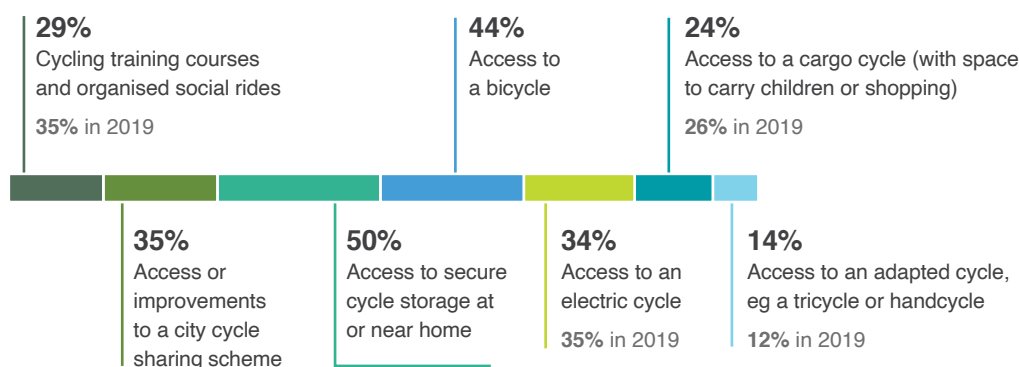
**8%**  
of households are within 125m of these routes  
8% in 2019

**74%**  
of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic  
75% in 2019



## Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



### Public cycle parking

There is a public cycle parking space for every **27** people who cycle in Greater Cambridge.  
28 in 2019



### Reported cycle thefts

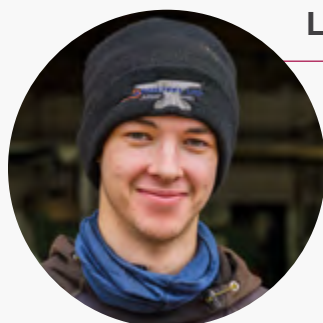
There were **2,172** reported cycle thefts in Greater Cambridge in 2020/21.  
3,103 in 2019/20

For every **87** people who own an adult cycle in Greater Cambridge, there was **1** reported cycle theft in the past year.

### Cycle access

**82%** of residents have access to an adult pedal cycle  
82% in 2019

**30%** of households are within 800m of a cycle shop<sup>iii</sup>



Leon Bentley



I am a 19 year old welder/fabricator/blacksmith and without the ability to cycle to work I never could've even considered applying for my job. My commute is 11 miles each way and the terrain is about a 50/50 split between suburban and country roads.

I take full advantage of the cycle infrastructure in and around Cambridge, including around 4 miles of cycle path between Newnham and Barton, the Fendon Roundabout and a couple of cycle-accessible cut throughs.

All these features help to keep me safe and efficient on a daily basis, and even where the physical aids stop, the strong cycling culture of Cambridge perseveres, meaning drivers have a little extra awareness of their two-wheeled co-inhabitants. I'd be lying if I said my experience has been perfect, there are certainly growing pains associated with a new roundabout and country roads can be downright scary when the weather (or the motorists) become harsh.

That being said, I've gone 18 months without incident and in that time I've become more experienced, strong and therefore safe. The benefits of cycling permeate every part of my life and I really do owe that to growing up in a true cycling city.

iii. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.





# Neighbourhood solutions

What would help make neighbourhoods better?

## All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

85% of residents



86% of women



84% of people from ethnic minority groups



86% of men



86% of white people



80% of disabled people



82% of LGBTQ+ people



80% of socio-economic group DE



87% of non-disabled people



87% of heterosexual people



89% of socio-economic group AB



## The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 34% of residents think that their streets are not dominated by moving or parked motor vehicles.

**Residents would find fewer motor vehicles on their streets useful to:**

64% Walk more



63%  
in 2019

66% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Greater Cambridge 11% of their total length has nothing to prevent it. This can result in rat-running.<sup>i</sup>

54% agree that restricting through-traffic on local residential streets would make their area a better place.

53% in 2019

7% of Greater Cambridge's streets have 20mph speed limits.<sup>ii</sup>

7%  
in 2019

**Residents would find more streets with 20mph speed limits useful to:**

53% Walk more



55% Cycle more



51%  
in 2019

## Residents want local streets to be better spaces for people to spend time in

71%  
in 2019

**65%**

agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

**53%**

agree they regularly chat to their neighbours, more than just to say hello

**68%**

support low-traffic neighbourhoods

i. Based on analysis by CycleStreets. [www.lowtrafficneighbourhoods.org](http://www.lowtrafficneighbourhoods.org).

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

ii. Excludes motorways.



As a result, it's a very different kind of street, a social space and permissive path for neighbours to enjoy wandering through. The community also shares a large courtyard garden currently complete with a giant straw bale fort for the children (and the adults) to enjoy.

We even repurposed several large wooden cable drums from construction projects as tables for the lane, making it a lovely place to sit out with friends, family and neighbours.

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

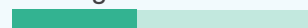
## 11 years old

**70%** of residents agree there is space for children to socialise and play

**79%** of households  
are within 800m of a  
children's playground

Among Greater  
Cambridge residents:

41% agree



47% agree in 2019

**26% disagree**



27% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

**0** permanent School Streets schemes exist in Greater Cambridge<sup>iv</sup>



## Walking and Cycling Index

### Greater Cambridge 2021



# Developing Greater Cambridge

## Recent walking, wheeling, cycling and neighbourhood changes

The Greater Cambridge Partnership (GCP) is investing £130 million in the area's active travel network to encourage more people to get out of their cars and travel more sustainably.

Since the publication of the last Bike Life report, the GCP has delivered a range of projects that have significantly improved the daily journeys of thousands of cyclists.

Phase one of the flagship Chisholm Trail project (including the Abbey Chesterton Bridge over the River Cam and an underpass beneath the busy Newmarket Road) opened in December 2021, after this year's Walking and Cycling Index was conducted.

Construction on phase two is due to begin in late 2022 and once complete, this mostly off-road active travel link will provide a safer and more direct route for pedestrians and cyclists between Cambridge North station and the central Cambridge station via the city centre.

The multi-million-pound Histon Road project opened in October to enhance active travel and bus journeys between Cambridge and communities to the north of the city. It includes an innovative CYCLOPS junction to improve the safety of people cycling, floating bus stops and 8,000m<sup>2</sup> of new cycle lanes. The Milton Road scheme, with significant walking and cycling infrastructure including CYCLOPS junctions, is set to begin construction in summer 2022.

Following the outbreak of the Covid-19 pandemic, the GCP delivered six schemes using Experimental Traffic Regulation Orders, to make it easier for people to travel while maintaining social distance. Modal filters were introduced on several streets and following support from the community, all six schemes will be made permanent.





Further improvements have been delivered across Greater Cambridge, from upgrades to existing cycle lanes and junctions to funding for new cycle parking and new links to provide greater access for more people.

Plans are being developed to further extend and enhance the cycling network, including 12 'Greenways' to provide dedicated active travel links between Cambridge and surrounding towns and villages. Construction is already underway on the Linton Greenway to the south-west of the city.

The GCP's proposals to create new dedicated busways between Cambridge and communities to the north, east, south and west of the city also include new first-class active travel infrastructure.

In addition, the GCP has developed a Cycling Plus network which identifies future investment opportunities as more funding becomes available. Two routes identified as key priorities following public consultation have now been allocated funding to begin design.

The GCP's Making Connections consultation, held in winter 2021, looked at ways to reduce traffic levels and fund improvements to sustainable transport to further improve routes for people cycling and walking in and around the city.



### Concluding remarks from the Mayor of the Cambridgeshire and Peterborough Combined Authority, Mayor Dr Nik Johnson



I fully support the work Greater Cambridge Partnership and Sustrans have conducted in relation to the Walking and Cycling Index, helping us to further understand the needs of Greater Cambridge residents, to increase walking and cycling.

The enthusiasm for walking and cycling improvements is undeniable and features heavily in my ambition for sustainable transport region-wide. It forms a leading element in the Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan which will be consulted on in May 2022.

I am dedicated to working with our local authority partners to ensure healthier living through physical activity and cleaner air. Whether it is for the climate crisis, the need to strive harder for public health, to reduce congestion or for safer, greener streets, we must offer excellent alternatives to the car, and we must get more people walking and cycling if we are to be fit for the future.



# Looking forward

## Better streets and places for everyone

By 2031, the population of Greater Cambridge is expected to grow by 28%, including 33,500 new homes and 44,000 new jobs, which could lead to an extra 26,000 car journeys every day.

With this in mind, there is a need to tackle the increase in traffic, congestion and pollution in and around Greater Cambridge. People need access to better and more sustainable ways to travel, by public transport, cycling and walking, whilst restricting car use and offering fair access for all.

The Greater Cambridge Partnership and Cambridgeshire County Council are focusing on a number of key projects to enhance public transport and active travel journeys, to cement Cambridge's status as the UK's leading cycling city.

The GCP has unveiled bold plans to transform the area's bus network, offering more frequent services, longer operating hours, cheaper fares, more rural connections, and new routes into our growing employment sites.

In order to fund a first-class bus service and to make space for extra buses, the GCP is developing proposals for potential road or parking charges in the city and ways to reallocate road space to buses and people walking, wheeling and cycling.

Alongside this, there is a commitment to provide better cycling and walking routes, and high-quality public spaces. Lower traffic levels would create more opportunities to improve routes for people cycling and walking, improve air quality and provide high-quality public spaces for people to enjoy.

With specific reference to cycling and walking, the GCP and Cambridgeshire County Council have a number of ambitious projects to help tackle current and future transport problems:

- All 12 Greater Cambridge Greenways routes have now been approved, with over £70 million committed and work now moving to detailed design and community engagement.

“

We need to tackle the increase in traffic, congestion and pollution in and around Greater Cambridge. We need to offer people better ways to travel, by public transport, cycling and walking, whilst restricting car use and offering fair access for all.

- The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) has been out to the public for feedback and this will help to inform future walking and cycling improvements across Greater Cambridge.
- Cambourne to Cambridge (C2C) is one of four dedicated busways to provide fast and reliable public transport. This scheme will also include improved provision for walking and cycling.
- Cambridge South East Transport busway project will provide a vital link between growing communities and key employment sites. It will ease congestion, offering sustainable travel choices and support growth. Work is ongoing to improve active travel and road safety as part of phase one.
- Cambridge Eastern Access Project has an initial focus on improvements to public transport, cycling and walking along the busy and congested Newmarket Road.
- The Waterbeach to Cambridge project would create a dedicated busway and active travel route to provide alternative and sustainable means of transport to communities to the north of the city.
- Madingley Road, Histon Road and Milton Road schemes are all key arterial routes in Cambridge, with the projects focussed on improving conditions for walking and cycling to encourage more people to get out of their cars.



**Alison Thomp**



I've lived and worked in Cambridge for over 10 years and have never had the need to drive or own a car!

I've always been fortunate to be able to cycle to work. Even with three young children, cycling is the most practical, efficient and enjoyable mode of transport for our family.

It's great seeing our kids develop their confidence and ability as cyclists too and I love the fact that they are growing up thinking of the bikes as our family vehicle, as opposed to a massive people carrier!

We will certainly be making use of the new Chisholm Trail route once it opens, as it will give us a safe and direct link across the river to school. The Green Dragon Bridge, which is currently the only way to cross, tends to be congested, especially during peak times. The new bridge should resolve that issue.

For us as a cycling family, and probably for most people, one of the most important things is safety. Of course having the infrastructure and a good cycle network is an essential element but I think what's really key is awareness. It's so important that everyone using the cycle network has a good understanding of the rules and I think that applies not only to cyclists but to pedestrians and drivers as well. I think cooperation and mutual respect go a long way in being able to make the most of our truly unique cycling city.



## Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all Greater Cambridge residents, not just those who walk or cycle.

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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