



Greater Cambridge

# Walking and Cycling Index 2023

Published March 2024



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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 pleased to welcome the Greater Cambridge Walking and Cycling Index for 2023, especially as Greater Cambridge has retained its title as the UK’s leading city region for walking and cycling.

It is so positive to see so many people taking advantage of our city’s excellent active travel network with 158 million walking, cycling and wheeling trips recorded in the past year – a significant increase on the 126 million journeys two years ago.

These cleaner and healthier journeys helped to prevent 27,000 tonnes of CO<sub>2</sub> gas from being emitted into the air to create a greener city for people to enjoy.

This latest report shows 56% of people walk five days a week or more, and 45% of residents ride a bike once a week or more to go to work, school or to meet friends and family, or for other reasons. Almost eight in ten people believe Greater Cambridge is a good place to wheel or to walk.

However, there is still much more we can do to help more people to walk and wheel.

The figures show 46% of people would like to walk more and 50% to cycle more than they do today, and 28% of people asked would like to use their cars less – with 44% saying

they often used their car because they felt they did not have any suitable alternative.

The Walking and Cycling Index helps us to further understand what people want and need to get out of their cars: more segregated cycle links, better maintained foot and cycle paths and strong support for a ban on cars being parked on pavements.

The Greater Cambridge Partnership and Cambridgeshire County Council have delivered a number of upgrades to the region’s active travel network since the last time this Index was published in 2021.

Most notably, we opened the flagship Chisholm Trail and Abbey Chesterton Bridge over the River Cam which enables thousands of people to walk or cycle directly between Cambridge Station and Cambridge North via an attractive and mostly off-road route.

The award-winning Histon Road project is complete and is making it easier for people to walk and cycle along a busy road to the north of the city via new cycle paths with floating bus stops and a CYCLOPS junction.

I remain committed to further upgrading our walking and cycling network before the next publication of the Index to help improve our health, cut congestion and to create safer and greener streets for everyone who lives and visits Greater Cambridge.

**Cllr Elisa Meschini, Chair of the Greater Cambridge Partnership**



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## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each city<sup>i</sup> reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the third report from Greater Cambridge produced in partnership with Cambridgeshire County Council and Greater Cambridge Partnership. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,136 residents aged 16 or above in Greater Cambridge. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 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 reports can be found at [www.sustrans.org.uk/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index). For more data, including 2019 figures where available, see the [Index Data Tool](#).



### Defining wheeling

We recognise that some people who use wheeled mobility aids, for example a wheelchair or a mobility scooter, may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions, metropolitan areas and boroughs.

# Headlines

## Greater Cambridge

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

307,810

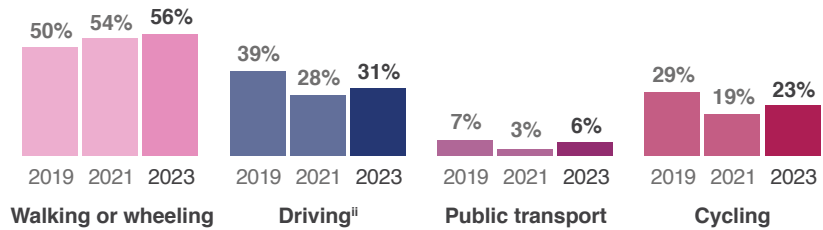


Survey area

### The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

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



Participation in walking, wheeling and cycling on a regular basis has stayed about the same since 2021.

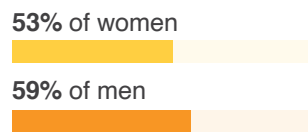
**56%**  
of residents walk or wheel at least five days a week  
54% in 2021

**45%**  
of residents cycle at least once a week  
45% in 2021

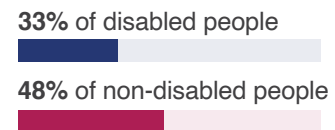
### Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

#### Proportion of residents who walk or wheel at least five days a week<sup>iii</sup>

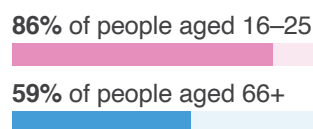


#### Proportion of residents who cycle at least once a week

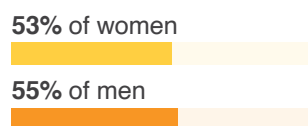


### Not all residents feel safe and welcome in their neighbourhood

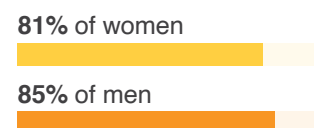
#### Proportion of residents who think walking or wheeling safety is good



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



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



i. ONS Census 2021. 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.

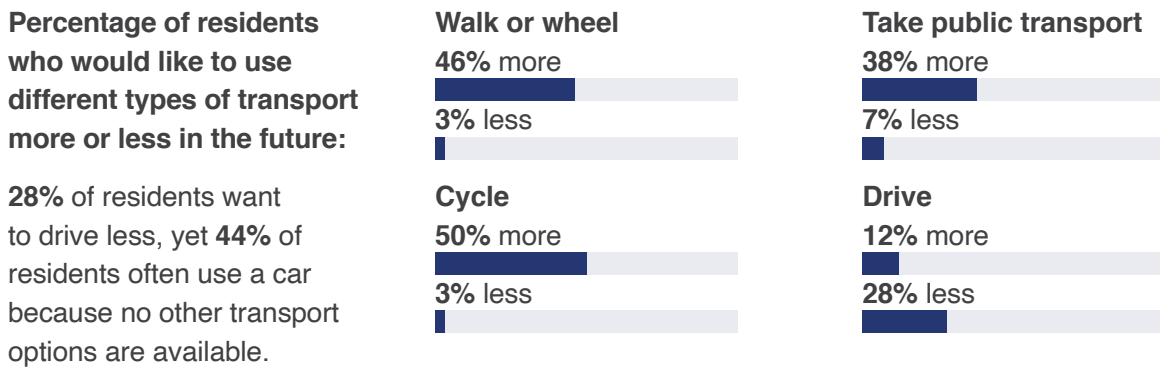


## Everyone benefits when more people walk, wheel and cycle

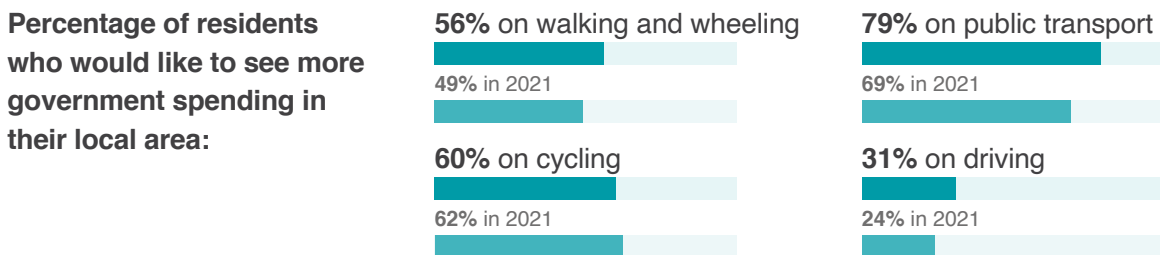
Every day, walking, wheeling and cycling in Greater Cambridge take up to **110,000** cars off the road.<sup>iv</sup> Each year in Greater Cambridge these three modes combined:



## Residents want to walk, wheel and cycle more and drive less

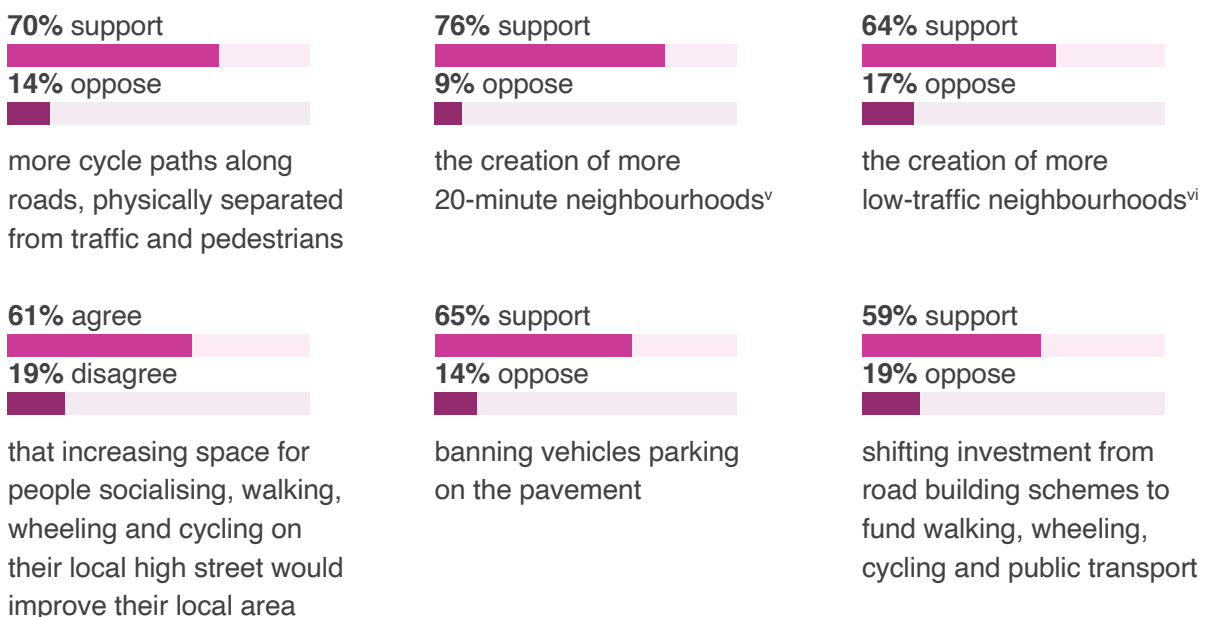


## Residents want more funding for walking, wheeling, cycling and public transport



## Increased funding would help support more liveable neighbourhoods

Among Greater Cambridge residents:



iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.  
v. See definition on page 14. vi. For definition see [Methodology document](#).



# 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 stayed about the same since 2021.

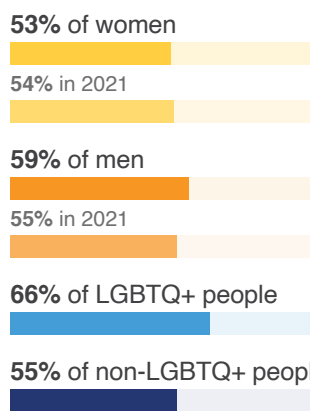
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

**97%** of all residents walk or wheel **96%** in 2021

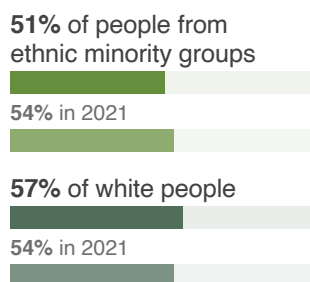
**56%** of residents walk or wheel at least five days a week **54%** in 2021

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

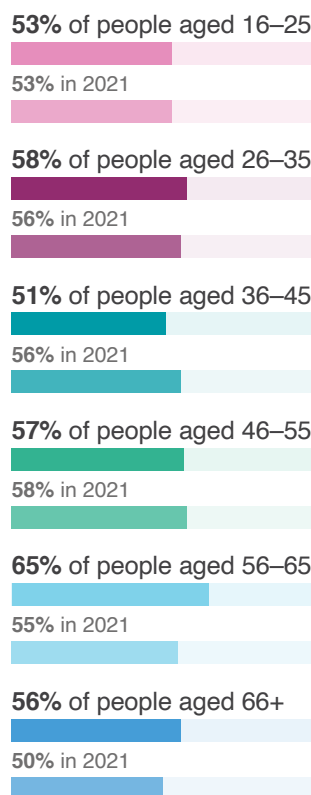
#### Gender<sup>i</sup> and sexuality



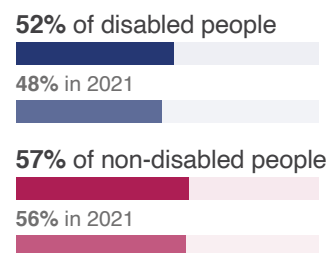
#### Ethnicity



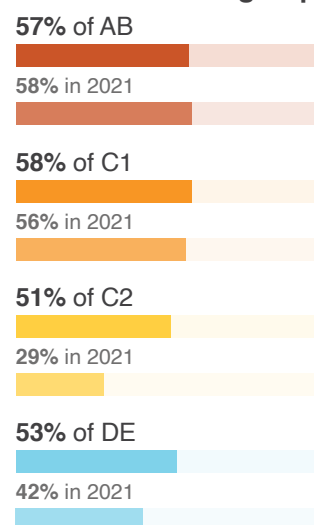
#### Age



#### Disability



#### Socio-economic group<sup>ii</sup>



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

**72%**

of residents think the level of safety for walking or wheeling is good

82% in 2021

**51%**

of residents think the level of safety for children walking or wheeling is good

62% in 2021

**79%**

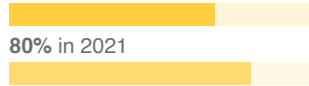
of residents think their local area overall is a good place to walk or wheel

86% in 2021

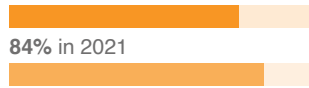
### Proportion of residents who think walking or wheeling safety in their local area is good

#### Gender and sexuality

**68%** of women



**76%** of men



**67%** of LGBTQ+ people

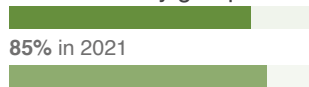


**73%** of non-LGBTQ+ people

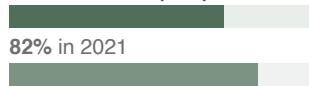


#### Ethnicity

**80%** of people from ethnic minority groups

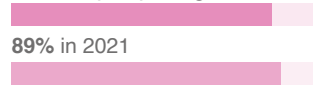


**71%** of white people

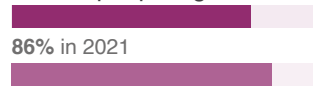


#### Age

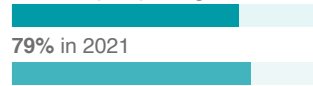
**86%** of people aged 16–25



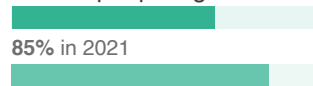
**79%** of people aged 26–35



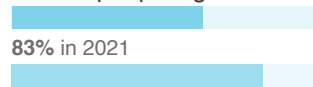
**75%** of people aged 36–45



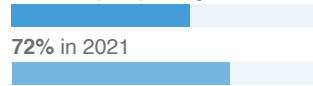
**67%** of people aged 46–55



**63%** of people aged 56–65

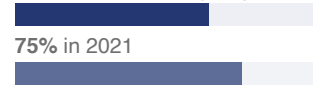


**59%** of people aged 66+

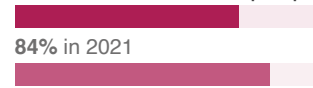


#### Disability

**64%** of disabled people

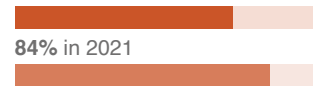


**74%** of non-disabled people

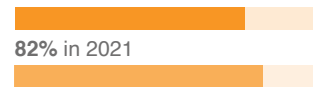


#### Socio-economic group

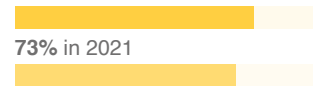
**72%** of AB



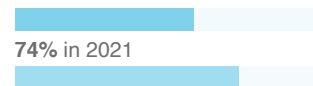
**76%** of C1



**79%** of C2



**59%** of DE



### Colin



Walking is vital for my physical and mental wellbeing.

We are fortunate in the Cambridge area to have a really good variety of walking routes, many accessible with public transport.

I have limited sight and have real problems with overhanging vegetation, steps, and uneven pavements.

Without a proper crossing, I find it hard to cross the road, and badly parked e-scooters and cyclists on pavements do, at times, cause problems.

It would help me if there was more segregation of walkers and cyclists on shared paths as I find that a minority of the latter pass too closely and too fast.



# Cycling in Greater Cambridge

Cycling participation, safety and satisfaction

## Cycling participation

Overall in Greater Cambridge the number of people cycling has stayed about the same since 2021. Despite a larger potential for cycling, only **45%** of people cycle regularly.<sup>i</sup>

Cycling participation, however, 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>

**66%**

of all residents cycle

67%  
in 2021

**45%**

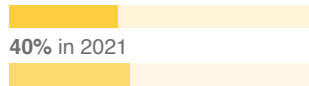
of all residents cycle at least once a week

45%  
in 2021

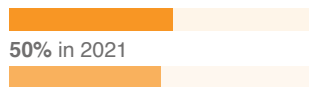
### Proportion of residents who cycle at least once a week

#### Gender and sexuality

**36%** of women



**54%** of men



**43%** of LGBTQ+ people

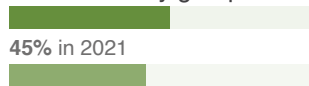


**45%** of non-LGBTQ+ people

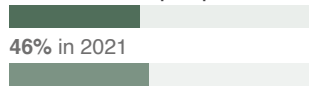


#### Ethnicity

**53%** of people from ethnic minority groups



**43%** of white people

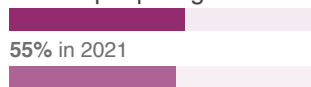


#### Age

**51%** of people aged 16–25



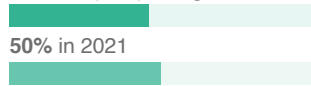
**58%** of people aged 26–35



**45%** of people aged 36–45



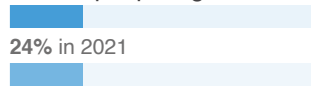
**46%** of people aged 46–55



**46%** of people aged 56–65



**24%** of people aged 66+

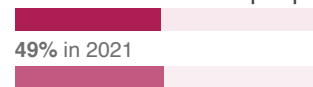


#### Disability

**33%** of disabled people

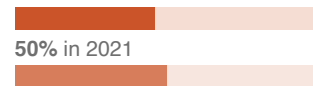


**48%** of non-disabled people

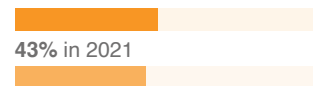


#### Socio-economic group

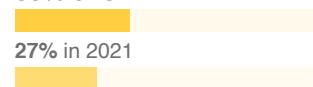
**46%** of AB



**47%** of C1



**38%** of C2



**34%** of DE



i. Based on people who cycle at least once a week.

ii. See Bike Life 2019 Greater Cambridge report.



## Cycling safety and satisfaction

**54%**

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

57% in 2021

**40%**

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

41% in 2021

**64%**

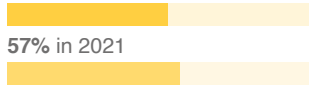
of all residents think their local area overall is a good place to cycle

65% in 2021

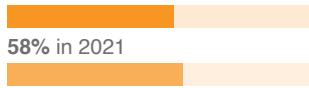
### Proportion of residents who think cycling safety in their local area is good

#### Gender and sexuality

**53%** of women



**55%** of men



**47%** of LGBTQ+ people

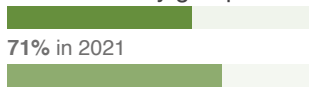


**55%** of non-LGBTQ+ people



#### Ethnicity

**61%** of people from ethnic minority groups

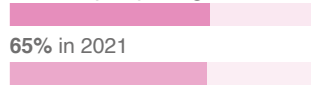


**52%** of white people

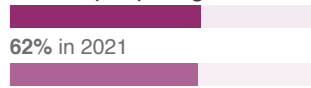


#### Age

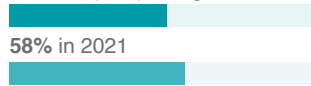
**66%** of people aged 16–25



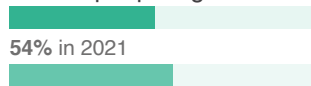
**63%** of people aged 26–35



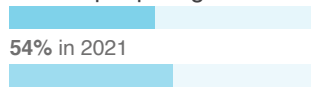
**52%** of people aged 36–45



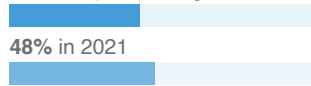
**48%** of people aged 46–55



**48%** of people aged 56–65

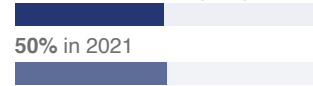


**43%** of people aged 66+

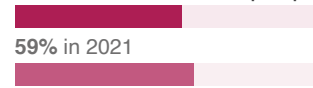


#### Disability

**49%** of disabled people

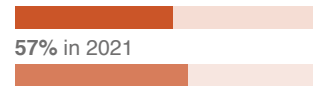


**55%** of non-disabled people

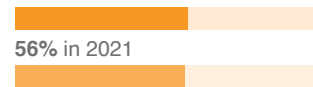


#### Socio-economic group

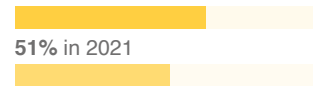
**52%** of AB



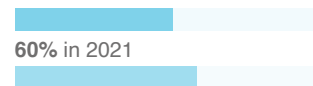
**57%** of C1



**63%** of C2



**52%** of DE



### Sasha



I've lived in Cambridge almost my whole life, and cycled through Chesterton a thousand times - the bike lane was much needed.

I used to bike with a child trailer (now with a back bike seat) and my route is fairly easy to and from school. I bike down Chesterton Road, around the roundabout, down Chesterton High Street leading to Green End Road.

These roads are very busy in the morning and around the end of the school day which can make it difficult, especially having to navigate around waiting parents outside of the schools and kids coming in and out.

I feel like there should be more speed bumps down Green End Road, because speeding cars are still a problem.

We enjoy biking in the summer, but I am planning to drive more to school as it's much easier especially in the winter with ice and potholes.





# Benefits of walking

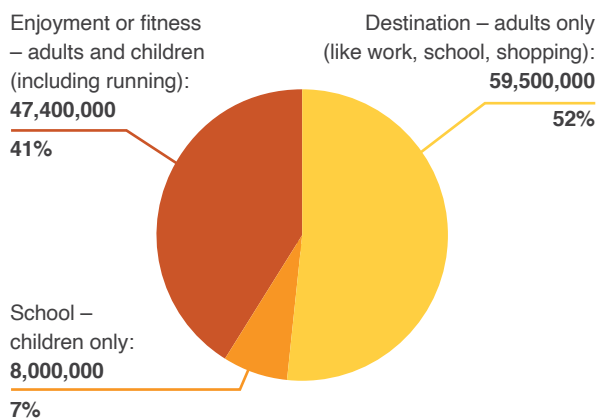
Why everyone gains when more people walk or wheel

## Greater Cambridge residents walk or wheel 14 times around the world every day

There has been an increase in trips to a destination since 2021. However, walking and wheeling levels stayed about the same for enjoyment or fitness trips.

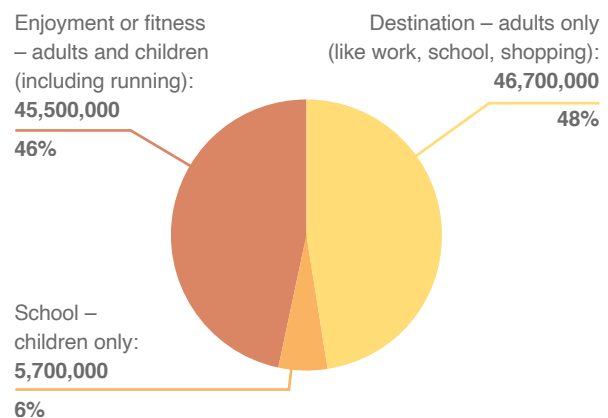
### Annual walking and wheeling trips by purpose<sup>i</sup>

**2023:**  
**114.9 million trips**



This adds up to  
**124.6 million miles**  
= 340,000 miles a day

**2021:**  
**98 million trips**



This adds up to  
**115.9 million miles**  
= 320,000 miles a day

## Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

**46p is saved<sup>ii</sup>**  
for each mile walked or wheeled instead of driven in Greater Cambridge.

Over a year this adds up to  
**£13.9 million**  
from adults with a car in their household walking or wheeling to work, school and other destinations.

£1.2 million in 2021

The total annual economic benefit from all trips walked and wheeled in Greater Cambridge is  
**£172 million<sup>iii</sup>**

£149.4 million in 2021

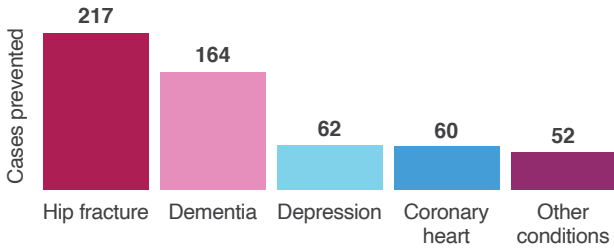
5p in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

## Walking and wheeling unlocks health benefits for everyone

### Walking in Greater Cambridge prevents 555 serious long-term health conditions each year

514 in 2021



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

Saving the NHS in Greater Cambridge

### £6.9 million per year

£3.4 million in 2021

110,000 in 2021



equivalent to the cost of

**170,000 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 117 early deaths annually

98 in 2021

which is valued at

**£424 million<sup>iv</sup>**

£323 million in 2021

Please note wheelchair or 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:

**20,000 kg of NO<sub>x</sub>**

19,000 kg in 2021

and

**2,900 kg of particulates (PM<sub>10</sub> and PM<sub>2.5</sub>)**

2,600 kg in 2021

**62%** of residents agree the

air is clean in their local area

69% in 2021



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

### 8,200 tonnes

6,600 tonnes in 2021

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



**19,000 people taking flights**

15,000 people in 2021

from Stansted to Tenerife

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

## Walking and wheeling keeps Greater Cambridge moving

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

53,000 in 2021

**66,000 return walking and wheeling trips**

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

v. Litman, 2023. 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

**197 miles**

equivalent to the distance from Cambridge to Scarborough.

158 miles in 2021



iv. 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

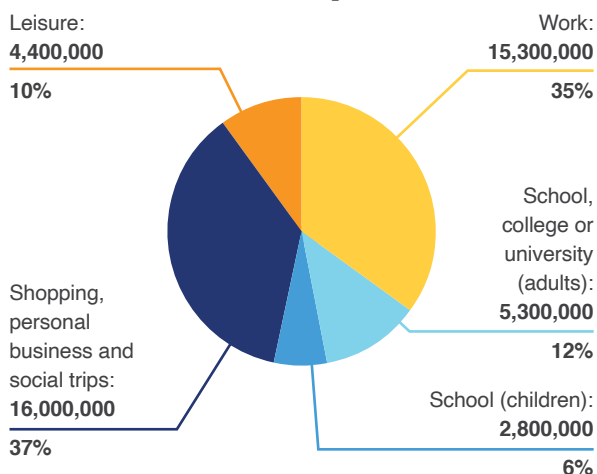
Why everyone gains when more people cycle

## Greater Cambridge residents cycle 14 times around the world every day

There has been an increase in both leisure and commuter trips since 2021.

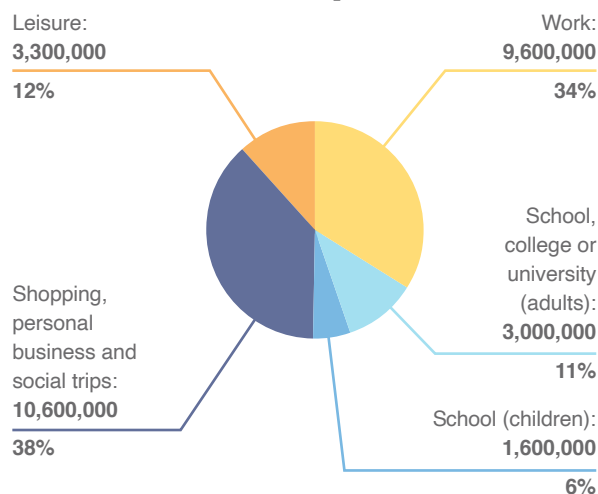
### Annual cycling trips by purpose in Greater Cambridge<sup>i</sup>

2023:  
**43.8 million trips**



This adds up to  
**130.5 million miles**  
= 360,000 miles a day

2021:  
**28.1 million trips**



This adds up to  
**86.1 million miles**  
= 240,000 miles a day

## Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

**£1.40 is saved**  
for each mile cycled instead of driven in Greater Cambridge.

Over a year this adds up to  
**£97.5 million**  
from adults with a car in their household cycling to work, school and other destinations.

£43.7 million in 2021

The total annual economic benefit from all trips cycled in Greater Cambridge is  
**£130 million<sup>ii</sup>**

£66.1 million in 2021

i. Leisure trips include adults and children (with and without adult accompaniment).

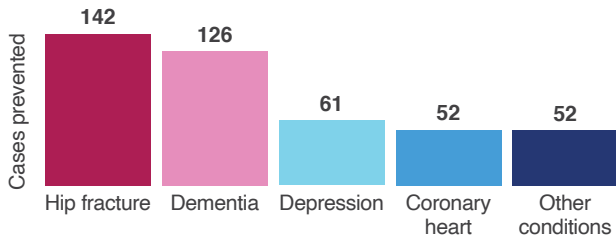
Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

## Cycling unlocks health benefits for everyone

### Cycling in Greater Cambridge prevents 432 serious long-term health conditions each year

313 in 2021



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

### Saving the NHS in Greater Cambridge £5.5 million per year

£2.1 million in 2021

69,000 in 2021



equivalent to the cost of **130,000 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 37 early deaths annually

22 in 2021

which is valued at

**£135 million<sup>iii</sup>**

£71.4 million in 2021

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

**34,000 kg of NO<sub>x</sub>**

25,000 kg in 2021

and

**5,300 kg of particulates (PM<sub>10</sub> and PM<sub>2.5</sub>)**

3,700 kg in 2021

62% of residents agree the air is clean in their local area

69% in 2021



## Cycling in Greater Cambridge helps mitigate our climate crisis

13,000 tonnes in 2021

### 19,000 tonnes

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



30,000 people in 2021

### 44,000 people taking flights

from Stansted to Tenerife

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 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>iv</sup> This helps to keep Greater Cambridge moving for all road users.

26,000 in 2021

### 39,000 return cycling trips

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

<sup>iv</sup> Litman, 2023. 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

### 118 miles

equivalent to the distance from Cambridge to Derby.

78 miles in 2021



<sup>iii</sup> 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 solutions

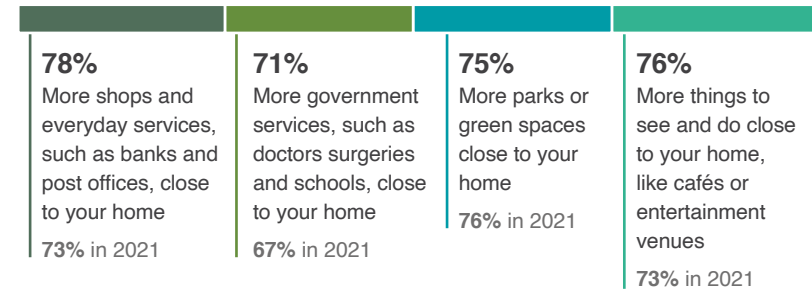
What would help make walking and wheeling easier?

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

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.<sup>i</sup>

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



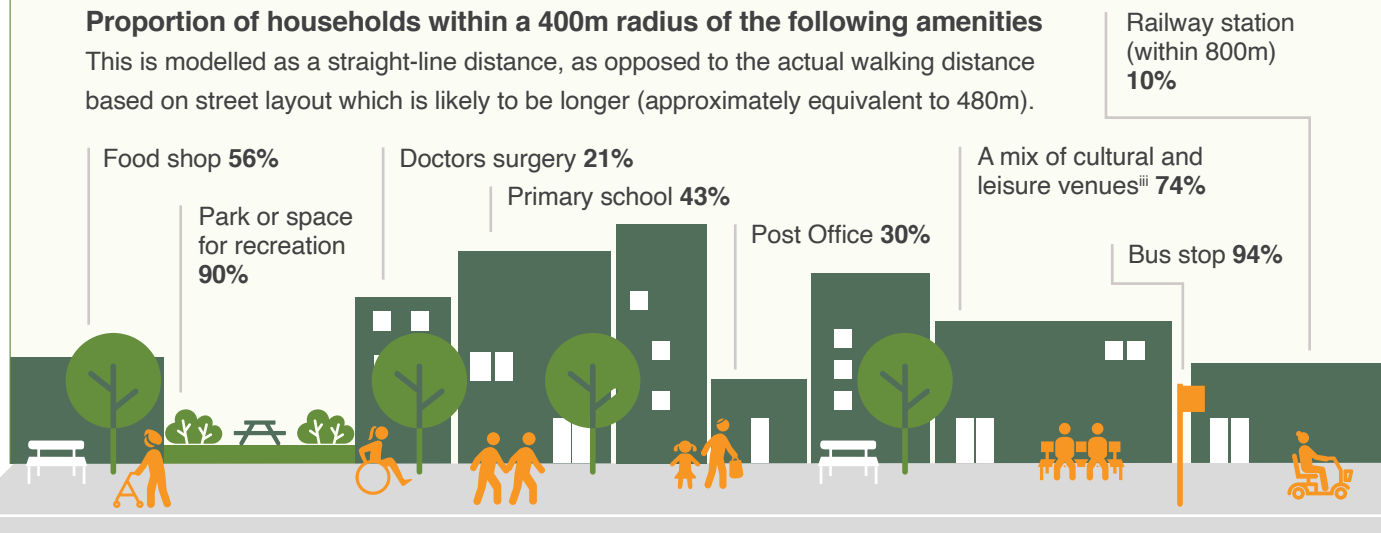
**58%** of Greater Cambridge households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.  
58% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.<sup>ii</sup>

**48%** agree they can easily get to many places they need to visit without having to drive  
57% in 2021

### Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).



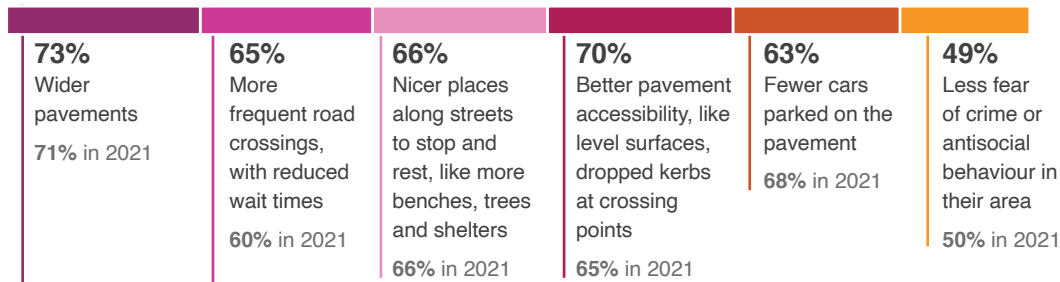
i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.  
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.  
 iii. A minimum of three distinct types of cultural and leisure venues, like 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 or wheel in.

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



#### In Greater Cambridge:

20% of A and B roads have a pavement width greater than 3m if unobstructed<sup>iv</sup>

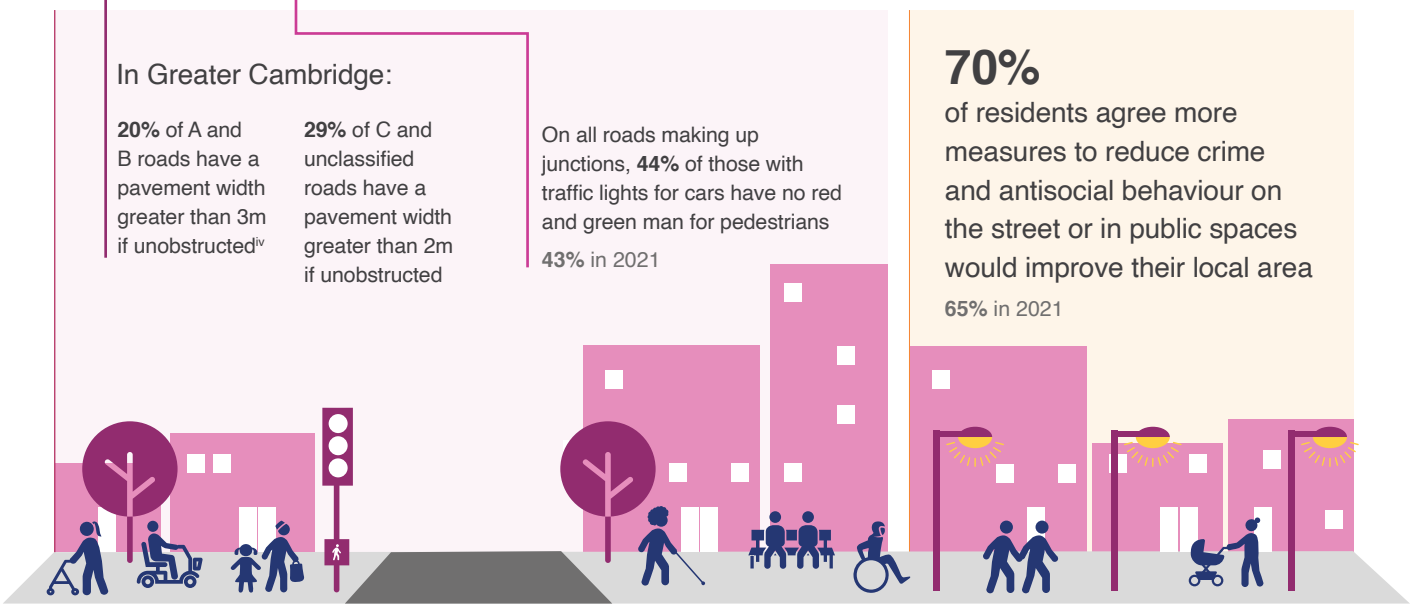
29% of C and unclassified roads have a pavement width greater than 2m if unobstructed

On all roads making up junctions, 44% of those with traffic lights for cars have no red and green man for pedestrians  
43% in 2021

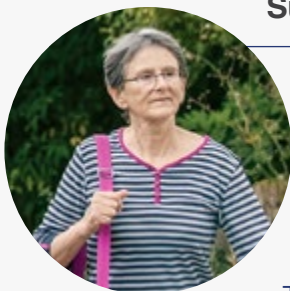
#### 70%

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

65% in 2021



### Sue



I love walking rural routes in areas like Fen Ditton to the east of Cambridge.

There are few dedicated footways between villages, and often the state of repair of shared paths and the lack of respect shown to the vulnerable by some cyclists is enough to deter people from walking.

The introduction of new Greenways is an excellent initiative, but they must include enough space for both walking and cycling so that the growth in people choosing to cycle on rural routes does not come at the expense of pedestrian safety.

They should be introduced in a way that aligns with the hierarchy of users as detailed in the Highway Code and encourages respect towards the most vulnerable.



iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.

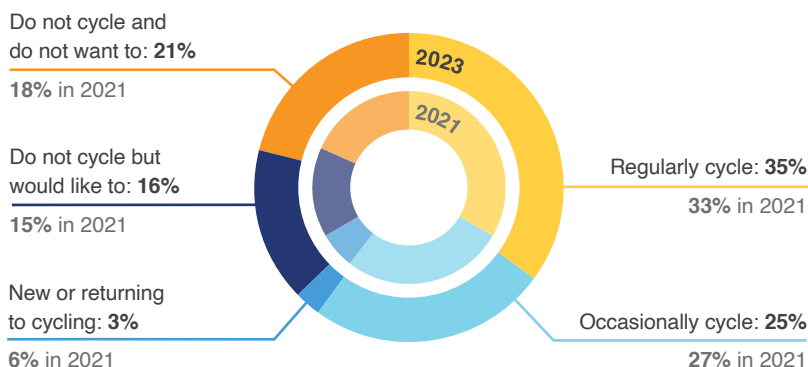


# Cycling solutions

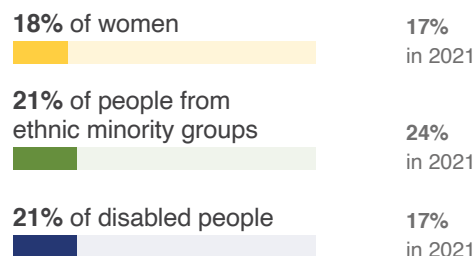
What would make cycling better?

## Many Greater Cambridge residents want to cycle

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

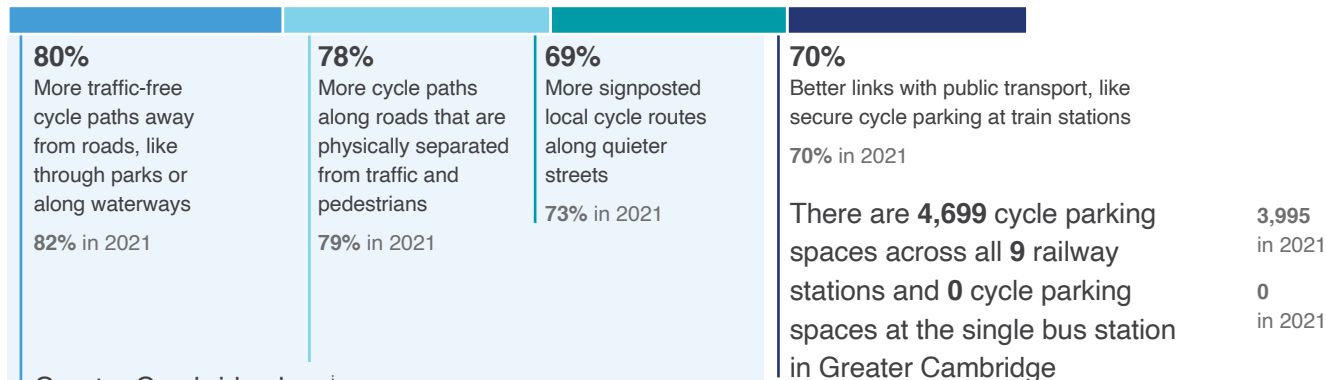


### What proportion of residents said they 'do not cycle but would like to'?



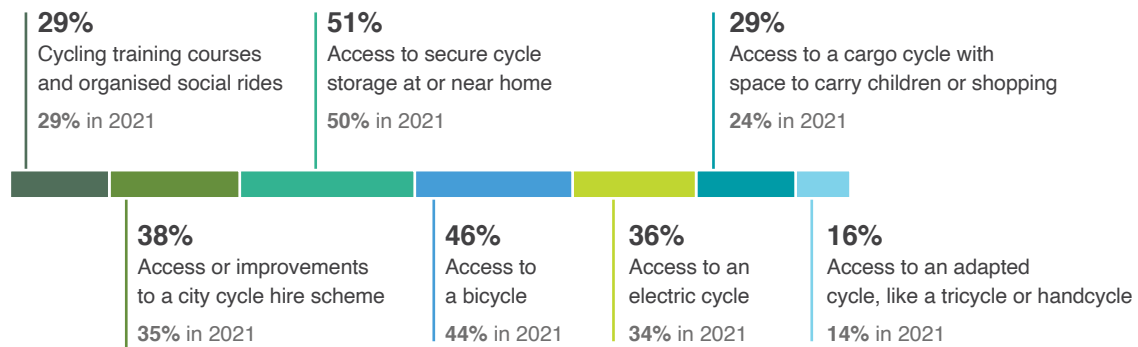
## Residents want improved cycling infrastructure

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



## Residents want more support to cycle

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



**Greater Cambridge cycle hire scheme<sup>ii</sup>**

**150**  
hire cycles

**84,948**  
annual trips



#### Reported cycle thefts

There were **1,310** reported cycle thefts in Greater Cambridge in 2022/23.

1,653 in 2021/22

For every **162** people who own an adult cycle in Greater Cambridge, there was **1** reported cycle theft in the past year.

#### Proportions of residents with access to an adult cycle

**83%** of residents 82% in 2021

**72%** of socio-economic group DE 71% in 2021

**85%** of socio-economic group AB 86% in 2021

**62%** of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

**34%** of households are within 800m of a cycle shop<sup>iii</sup>

There is a public cycle parking space for every **29** people who cycle in Greater Cambridge. 27 in 2021



**Cressida**



As a long-term cycle commuter from Histon I really appreciate the recent improvements to Cambridge's cycling infrastructure along Histon and Gilbert roads. Since the works have been completed my trip has become much easier and feels much safer. There's a pothole-free, properly marked lane, well-separated from the cars and buses.

The new junction is amazing - I can pop round the left turn without stopping and turning right is so much easier now that I can do it whilst keeping left and out of the path of faster traffic.

ii. 2023 data covers July 2022–June 2023. Dockless scheme. iii. Credit to the Association of Cycle Traders (ACT) 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

**83%**

of residents

85% in 2021

**81%** of women



86% in 2021

**85%** of men



86% in 2021

**70%** of disabled people



**80%**  
in 2021

**86%** of non-disabled people



**87%**  
in 2021

**84%**  
in 2021

**83%** of people from ethnic minority groups



**74%** of LGBTQ+ people



**79%** of socio-economic group DE



**80%**  
in 2021

**86%**  
in 2021

**83%** of white people



**84%** of non-LGBTQ+ people



**83%** of socio-economic group AB



**89%**  
in 2021

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

**34%**  
in 2021

Only **39%** 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%**  
in 2021

**58%** Walk or wheel more



**66%**  
in 2021

**58%** 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>

11% in 2021

**52%** agree that restricting through-traffic on local residential streets would make their area a better place.

54% in 2021

**14%** of Greater Cambridge's streets have 20mph speed limits.<sup>ii</sup>

**7%**  
in 2021

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

**51%** Walk or wheel more



**53%**  
in 2021

**53%** Cycle more



**55%**  
in 2021

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

**65%**  
in 2021

**61%**

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

**45%**

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

53% in 2021

**64%**

support low-traffic neighbourhoods

68% in 2021



Matthew



Cambridge is well-equipped in a number of places for parents with double buggies.

Lifts are generally large enough to accommodate double buggies, whilst new developments have ensured pavements are sufficiently wide enough.

However, in the medieval town centre pavements can be thin, uneven and have obstacles in the way, especially parked cars and bins.

To add to that Cambridge receives large numbers of visitors year-round, which makes walking the streets of Cambridge with a buggy a real challenge at times.

### Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

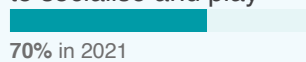
#### 11 years old

average age when people living with children would let them walk, wheel or cycle independently in their neighbourhood.

11 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.<sup>iii</sup>

65% of residents agree there is space for children to socialise and play



70% in 2021

68% of households are within 400m of a children's playground



Among Greater Cambridge residents:

45% agree



41% agreed in 2021

28% disagree



26% disagreed in 2021

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

These are known as 'School Streets'.

#### 7 schools

in Greater Cambridge have School Streets schemes<sup>iv</sup>

0 schemes in 2021



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 31 May 2023.



# Developing Greater Cambridge

Recent walking, wheeling, cycling and neighbourhood changes

The Greater Cambridge Partnership (GCP) is investing over £100 million in the area’s active travel network to encourage more people to get out of their cars and travel more sustainably.

With traffic levels returning to pre-Covid levels, the GCP – working with its partners at the Cambridgeshire and Peterborough Combined Authority and Cambridgeshire County Council – is delivering the active travel schemes people need so they can walk and wheel to work and school.

The data in this 2023 Index supports the ambitious projects being developed across Greater Cambridge – with the number of miles walked or cycled around the region on the rise from two years ago, and more people saying they would leave their car at home to walk or wheel if additional routes and safety improvements were put in place.

Since the last Index was published, upgrades have been delivered across the network, with the GCP and county council winning awards in both the Active Travel and the Future Projects categories of the City Transport & Traffic Innovation Magazine (CiTTi) awards in November 2023. The awards highlight achievements and innovations in areas like sustainability, public transport and road safety.

The Active Travel Award – which recognises the best active travel schemes – was handed out for the success of the flagship Chisholm Trail (Phase 1) walking and cycling route, the Histon Road walking, cycling and public transport scheme and the Dutch-style roundabout at Fendon Road.

The Future Projects award recognises forward thinking and sustainable urban transport solutions and the positive contributions they can make



New walking and cycling routes are planned to run alongside the GCP’s dedicated busway schemes to transform walking, cycling and bus journeys.



to communities, with phase two of the Chisholm Trail, the Greenways network, the Mill Road and Milton Road projects together making up the award for Greater Cambridge.

New walking and cycling routes are planned to run alongside the GCP's dedicated busway schemes to transform walking, cycling and bus journeys between Cambridge and the growing communities in Waterbeach, Cambourne and out to the A11 to the south-east of the city.

With further upgrades of existing active travel infrastructure proposed at busy routes and junctions around the city – including the Addenbrooke's roundabout – as part of the Cycling Plus project.

## Milton Road

---

The Milton Road project aims to mirror the award-winning Histon Road scheme by improving bus, cycle and walking infrastructure along a busy route in and out of Cambridge.

By the time the next Index is published, thousands of people will be enjoying better and safer journeys along new walking and cycling links featuring the 'Cambridge kerb', floating bus stops and Cambridge's second CYCLOPS junction, creating more space for pedestrians and cyclists.

Alongside this will be new bus lanes to encourage more people to travel by public transport to cut congestion and air pollution along the roads, with around 200 new trees and 4,611 square metres of rain garden and wildflower verges being planted to enhance biodiversity. Construction is expected to complete in 2024.



## Greater Cambridge Greenways network

---

Work is now underway across the Greater Cambridge Greenways – a network of 12 new walking, cycling and, where appropriate, equestrian routes to connect surrounding towns and villages with Cambridge and key employment sites around the city.

Construction is ongoing on the Linton, Comberton and Horningsea routes with the GCP having carried out detailed engagement with the community on each of the routes in the last year.

The Greenways will, where possible, link up with one another and feed into existing infrastructure including the Chisholm Trail to truly transform the way people walk, wheel and cycle across the region.





# Looking forward

Better streets and places for everyone

As the evidence throughout this report shows, residents and communities in and around Cambridge have continued to get on their bikes, push their scooters or put their best foot forward and walk to where they wanted to go.

The numbers are up across the board from the 2021 pandemic figures and the trends hint that the area will soon be back ahead of 2019 figures as people look to use active travel to get to work, to school or to see their friends via active travel.

We all know that having a good network for walking, cycling, and any other forms of active travel allows greener and healthier journeys for everyone who wants to get around. The health benefits of powering yourself to travel obviously far outweighs getting in a car.

No matter the level of exercise from a gentle walk or ride to the shops or a more challenging run or cycle from the city around the beautiful countryside around Cambridge – you will feel better for doing it, either mentally or physically.

There are wider benefits to society too – from healthier communities putting less strain on health services to increased productivity at work and just a general great sense of well being.

The challenge for us is to give people of all ages the opportunities to walk, wheel or cycle where they want to go.

This is why the investment to create a sustainable transport network that allows for various forms of active travel will help Greater Cambridge continue to thrive and grow as a centre for innovation.



The challenge for us is to give people of all ages the opportunities to walk, wheel or cycle where they want to go.

A key part of this investment is the Greater Cambridge Greenways network.

Over the next two years there will be the near completion of 12 Greenways which will connect Cambridge with neighbouring towns and villages. These are:

- Waterbeach Greenway
- Horningsea Greenway
- Swaffhams Greenway
- Bottisham Greenway
- Fulbourn Greenway
- Linton Greenway
- Sawston Greenway
- Melbourn Greenway
- Haslingfield Greenway
- Barton Greenway
- Comberton Greenway
- St Ives Greenway

The network will be a high-quality, direct, continuous and legible route connecting local villages with the city.

The proposed Greenways aren't being built just to increase cycle commuting – effectively reducing car journeys – but are also designed to provide good facilities for pedestrians, wheelchair and mobility scooter users and, where appropriate, horseriders. They will be all weather, hard surface (generally tarmac) of width of at least three metres (unless specifically constrained by the environment), but wider where possible and aim to give those using them a safe space.

It is by giving people the opportunity that more people will use active travel measures. This report shows more people are cycling and walking than ever – we just need to make sure those who don't have the option at present do in the future.

## Chithrabhanu and Milan



Since relocating to Cambridge, my family and I have embraced cycling as our preferred mode of transport. The city's exceptional cycling infrastructure has made cycling more appealing. We now commute to school and work from Milton on our bikes, enjoying the convenience and efficiency it offers.

**What sets Cambridge apart is its commitment to providing cyclists with a safe and enjoyable environment.**

The extensive network of well-maintained cycle paths and bridges make cycling a breeze. It's a joy to navigate the city on two wheels, whether it's exploring the charming streets, enjoying the scenic beauty during different seasons, or connecting with the vibrant community.

Cambridge's dedication to promoting cycling has undoubtedly enhanced our overall experience and deepened our appreciation for the city.



## Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

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

2021 survey data was collected from June to August 2021, 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 travelled 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/walking-cycling-index](http://www.sustrans.org.uk/walking-cycling-index)

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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