

Queen Edith's Way

Consultation Report & Results

August 2016

Summary

The consultation on walking and cycling improvements along Queen Edith's Way took place from 20 June to 01 August 2016. A total of 647 survey responses were recorded. 272 of these were completed electronically through an online survey and 337 were paper survey returns. 28 emails were received from individuals and organisations, 1 of these emails included a link to a blog post containing 31 blog post comments about the scheme. 10 comments were also received from events.

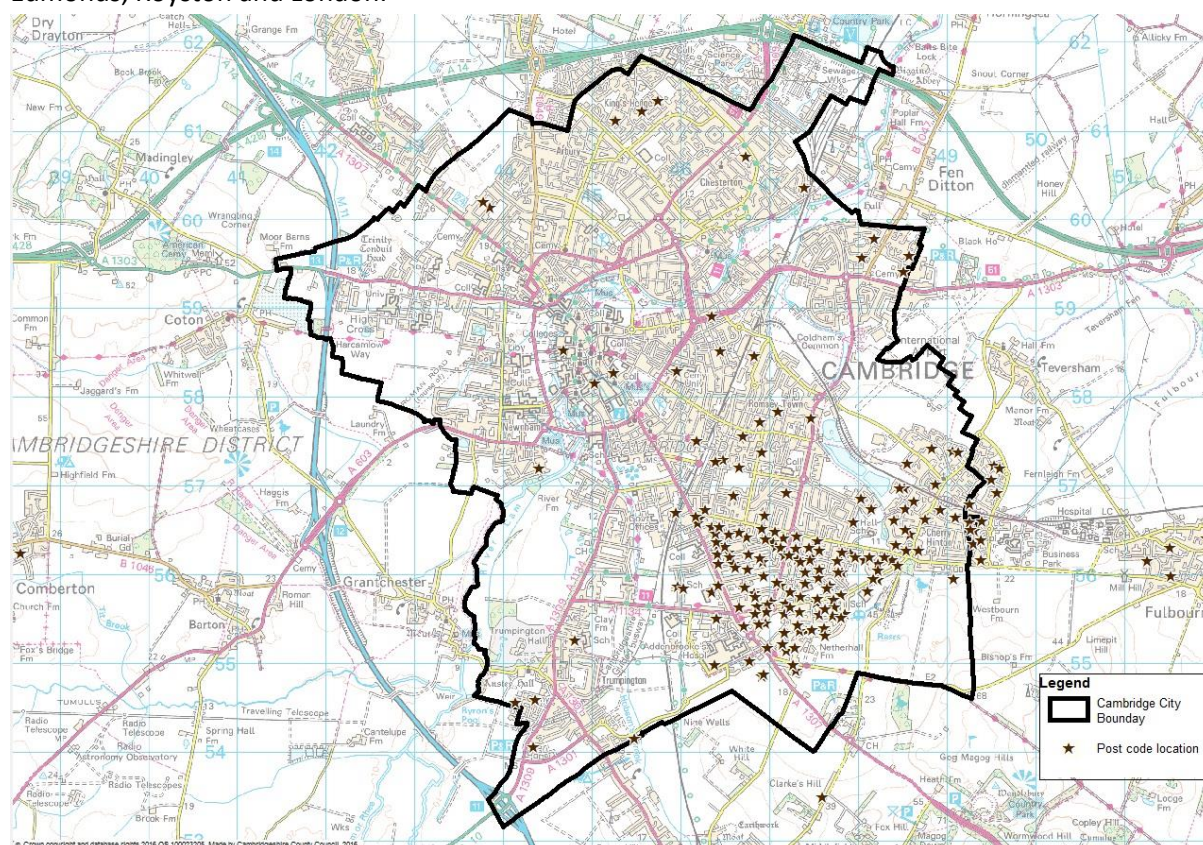
Responses to survey questions

Respondent Profile

Of the 647 responses to the consultation, 609 of these were survey responses.

The majority of respondents were aged 45-54 (21.79%), followed by 35-44 (20.33%) and 55-64 (17.58%). 57.71% of respondents were employed, followed by 25.27% were retired.

Question 11 of the survey asked respondents for their Post Code to help identify local concerns. The majority of respondents were from the Cambridge City area. The map below identifies the post code locations of respondents from Cambridge (each brown star represents one postcode area). However there were respondents from further afield including Southampton, Peterborough, Bury St Edmonds, Royston and London.



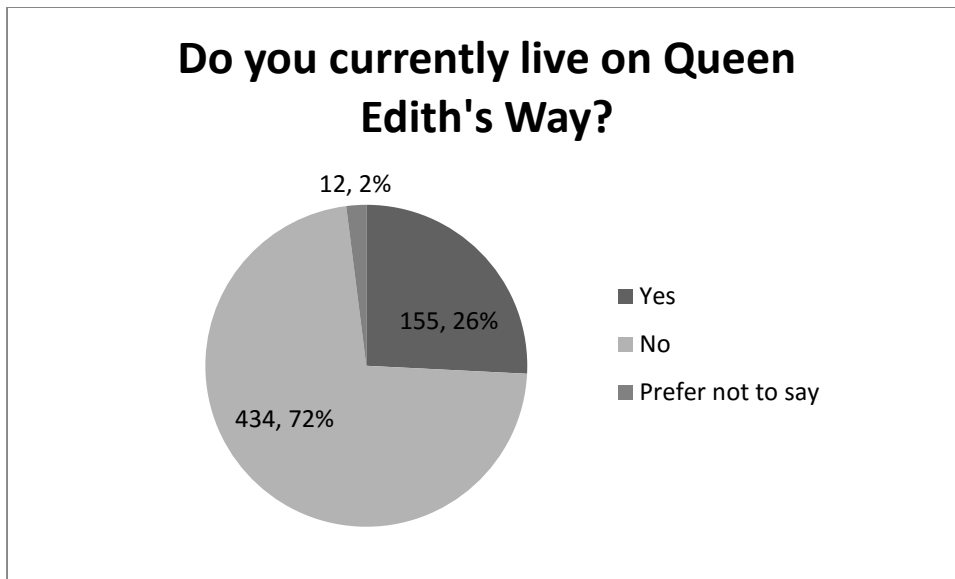
The Survey

For the purposes of this report, the survey responses have been analysed in two ways:

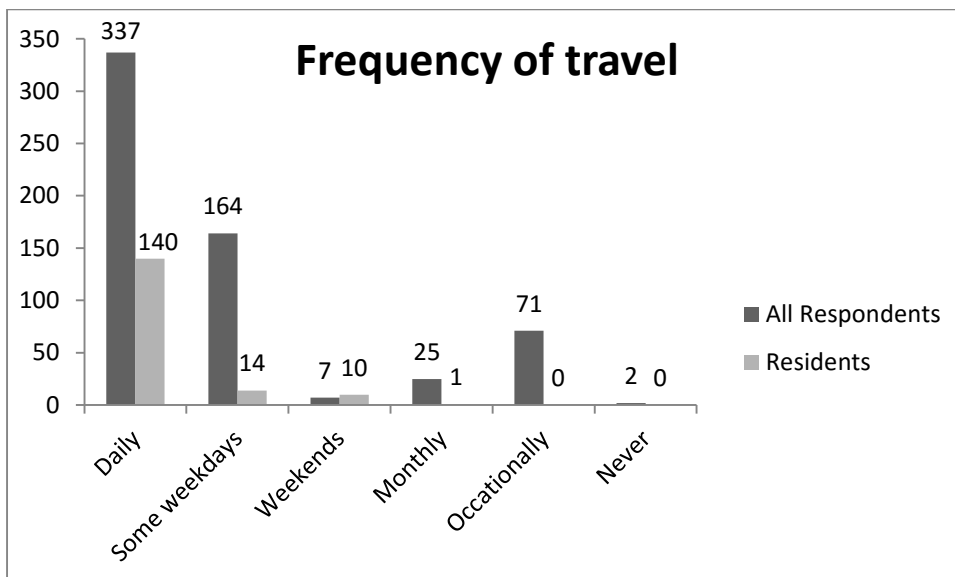
- All Respondents
- Those who answered 'Yes' to Question 1 as these respondents represent those currently living on Queen Edith's Way. They have been referred to as 'Residents'.

1: Do you currently live on Queen Edith's Way?

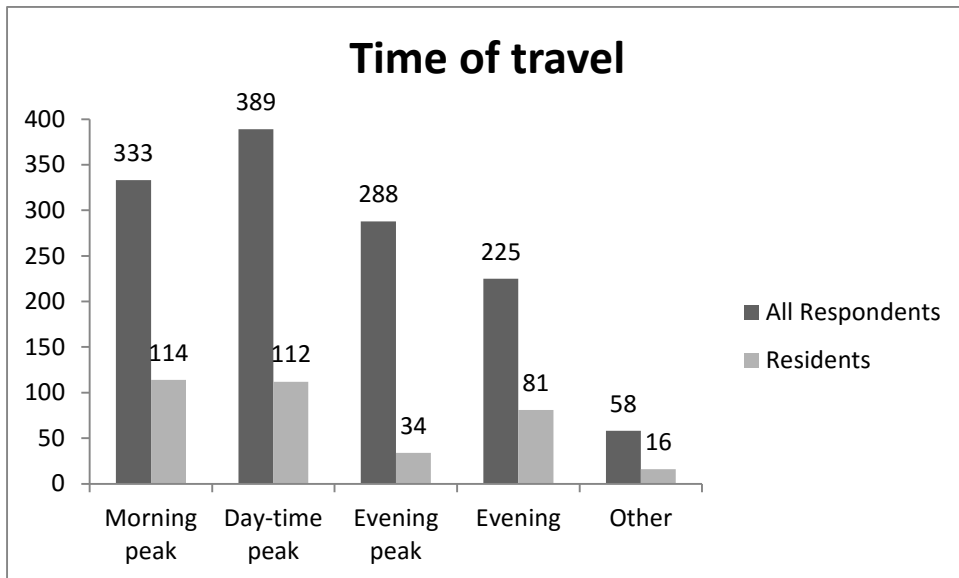
Of the 609 survey responses, 591 respondents answered Question 1. Of this 591, 72% do not currently live on Queen Edith's Way. 26% do currently live on Queen Edith's Way.



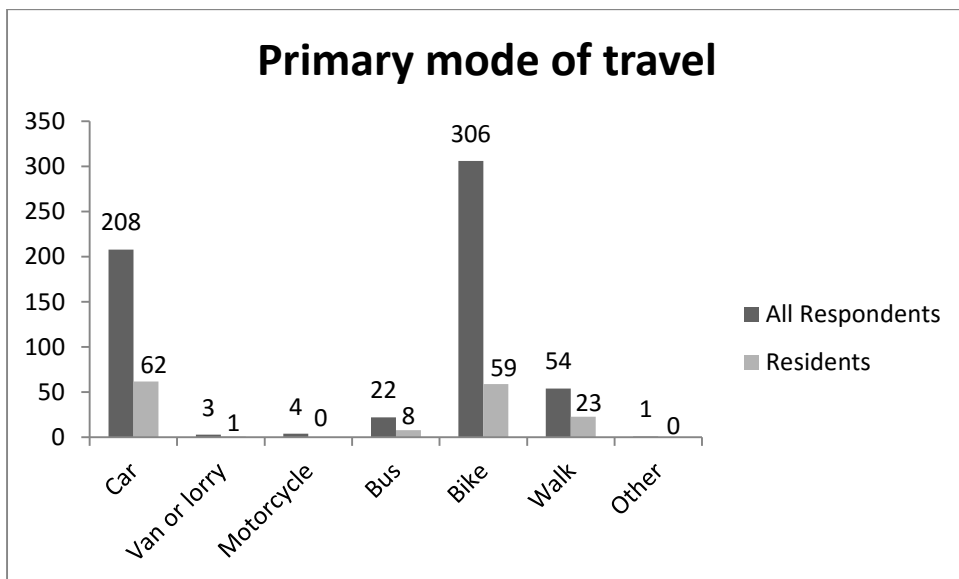
2: How often do you travel along Queen Edith's Way?



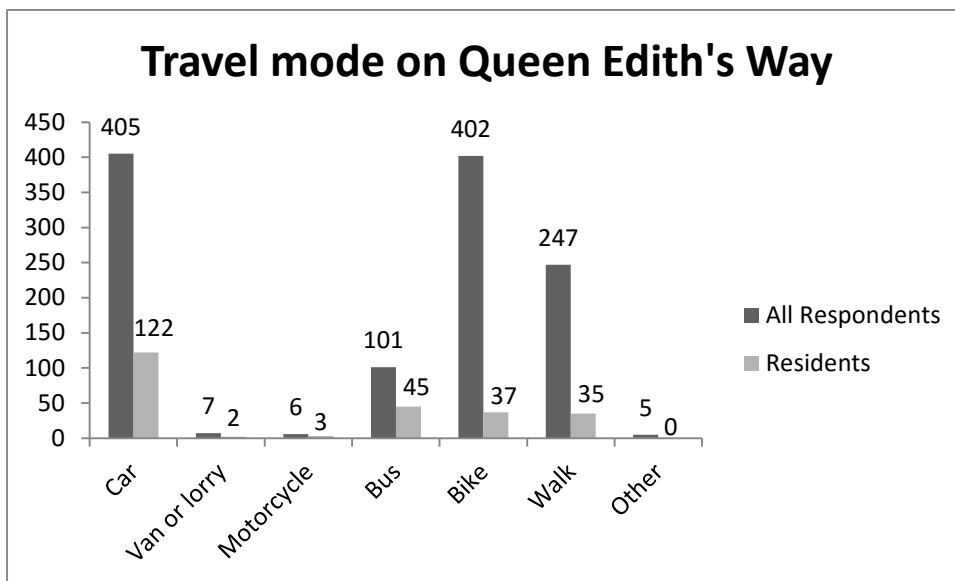
3: What time of day do you usually travel?



4: What is your primary Mode of travel?



5: How do you usually travel along Queen Edith's Way? (tick all that apply)



The Proposals

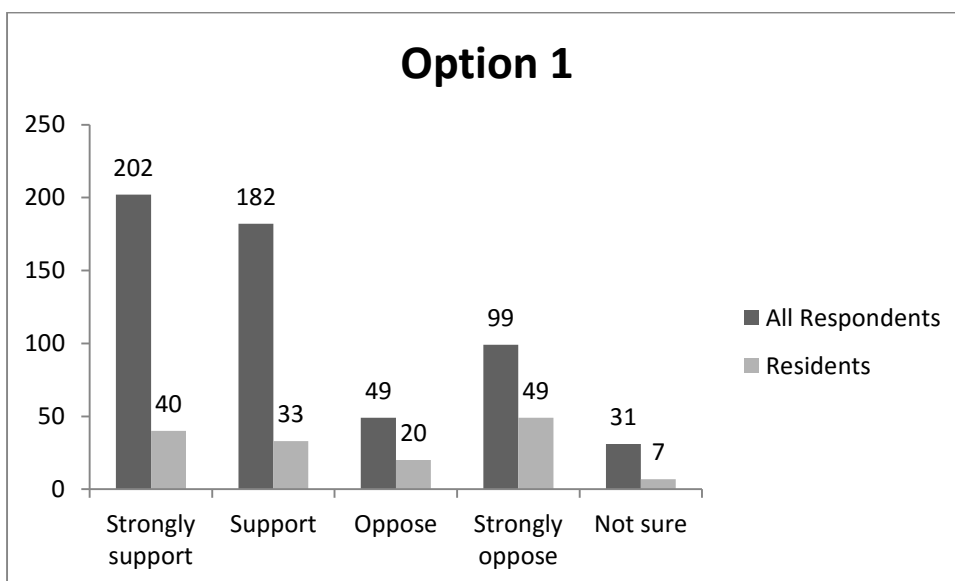
The responses to the proposals have been sorted by:

- All respondents
- Respondents who answered 'Yes' to Question 1, i.e. residents of Queen Edith's Way (155 respondents of the total 609)

6: To what extent do you support the proposed options in Section 1: Hills Road to Fendon Road Roundabout?

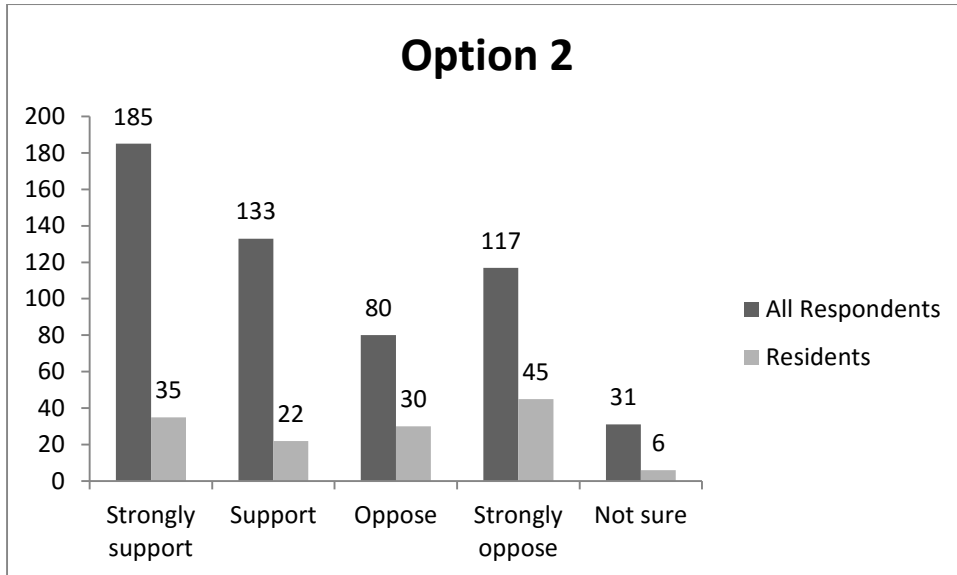
Option 1

This option retains part of the grass verge between property boundaries and the footpath.



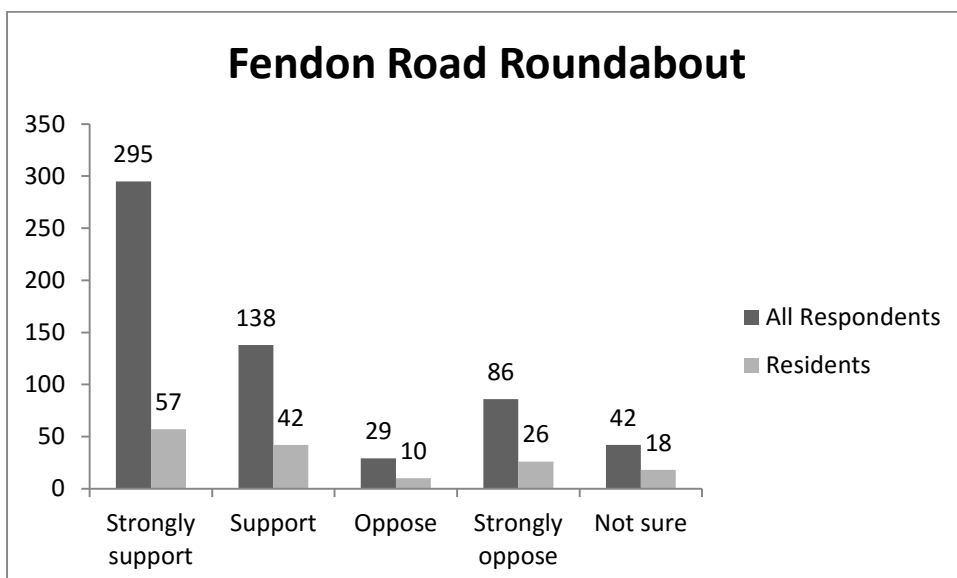
Option 2

Under this option a new grass verge would be created between the footpath and the cycle lane where new trees and lamp columns could be located. The existing grass verge between the property boundary and the footpath would be removed.



7: To what extent do you currently support the proposed option in Section 2: Fendon Road Roundabout?

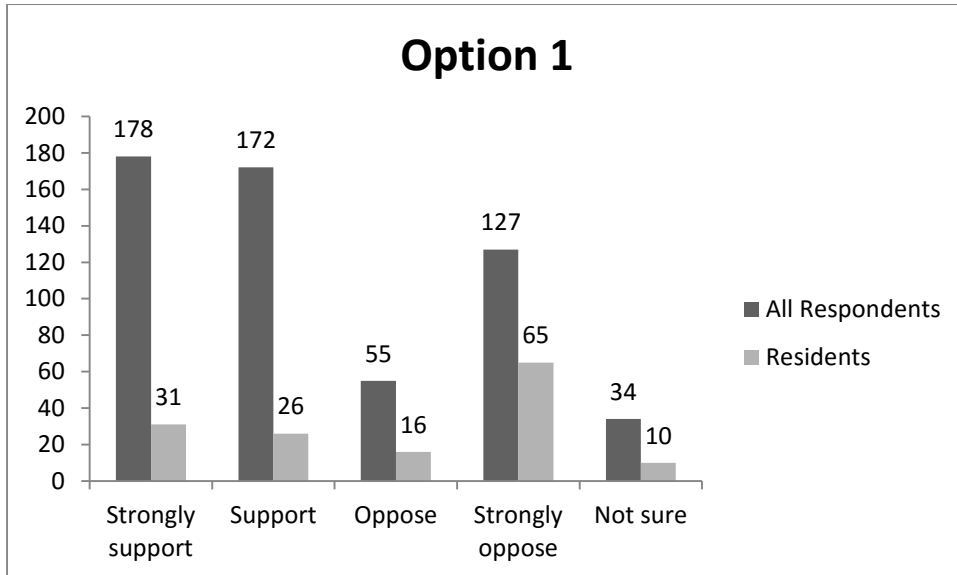
The proposals to the roundabout include an orbital cycle lane which allows cyclists to travel separated from traffic and have priority over the arms of the roundabout. The geometry of the roundabout would be tightened to reduce speed and improve visibility.



8: To what Extent do you support the proposed options in Section 3: Fendon Road Roundabout to Cherry Hinton Road?

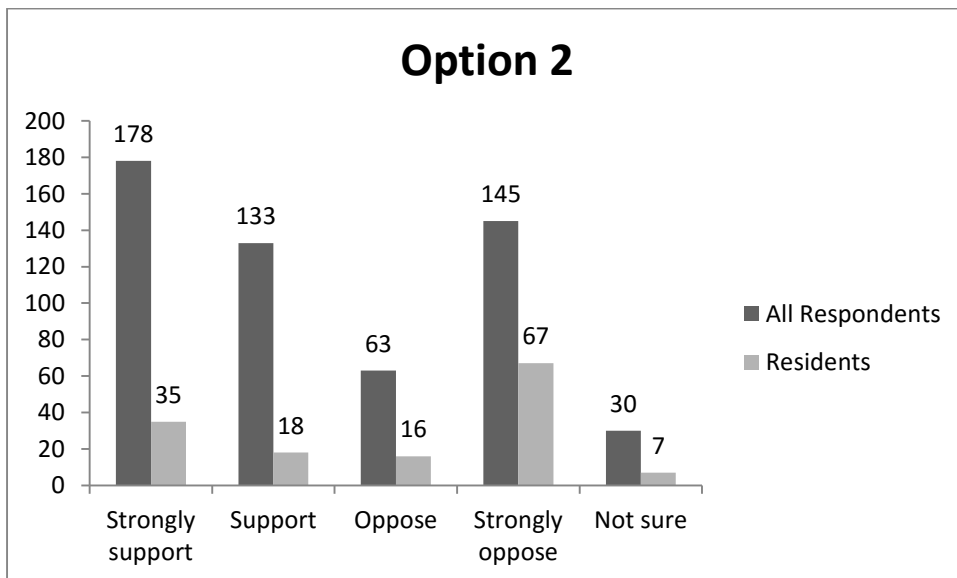
Option 1

This option retains part of the grass verge between the property boundary and the footpath.



Option 2

Under this option a new grass verge would be created between the footpath and the cycle lane where new trees and lamp columns could be located. The existing grass verge between the property boundary and the footpath would be removed.



Any Other Comments

Of the 609 survey responses, 503 completed Question 9, “Do you have any further comments on the proposals outlined in this leaflet”. 240 of these comments mentioned the Fendon Road Roundabout. 155 mentioned grass verges and trees. 48 mentioned the 20mph speed limit that has now been introduced along Queen Edith’s Way.

Fendon Road Roundabout comment examples:

- “I’ve used roundabouts like the one described for Fendon Rd in Holland and they are very effective there but I’m worried that car drivers might not be aware of who has right of way since this sort of roundabout is nor common in the UK.”
- “The roundabout: This looks like the best roundabout design I have ever seen proposed in this country. I have first hand experience of driving and cycling around roundabouts such as this in the Netherlands and I can say this: they are amazingly user friendly for people using any mode of transport. Words cannot describe how delighted I am that this is being proposed in Cambridge. Do it right here, and the rest of the city will quickly follow suit. Brilliant work!”
- “Lower the middle part of the roundabout and take away the buses and trees. That will make it so much easier to see traffic”

Grass Verge and Trees comment examples:

- “I am totally opposed to removing trees and vegetation. QEW works quite well as it is, and the new cycle lanes will not reduce accidents between cars and cycles 'at road junctions', which you say is the current problem.”
- “Tree planting in the verges will be crucial in terms both of safety and the street environment.”
- “Many Homes paved over their gardens & this is affecting the water table further covering over of verges & removing trees imposes more stress on drainage of rain & snow. Environmental issues need to be considered”

Other Responses

In addition to the 609 survey responses, the consultation also received 28 emails and 10 comments from events. 31 comments from a blog post were also submitted via one email. The majority of all of these comments related to Cherry Trees and grass verges, and the width of the road/proposals.

Examples of these include:

- “So, I’ve thought some more about this, and it seems to me that if you accept the need for a decent cycleway, then actually the Council’s scheme is the one that provides the widest remaining verge, because it minimises the width of carriageway+cycleway. On that basis, whilst it is a long way from perfect, I actually think it’s the least-bad solution.”
- “It does not increase safety to have people cycling right next to a 2.5m motor vehicle lane. HGVs and buses (up to 2.6m* wide, excluding mirrors) will regularly encroach into the cycle lane, making it intimidating and dangerous for young and unconfident cyclists.”