

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

walking and cycling. Wider pavements, fewer cars parked on the pavements, physically separated from motor vehicles come through loud and clear. The majority of residents support the restriction of motor Neighbourhoods and School Streets.

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

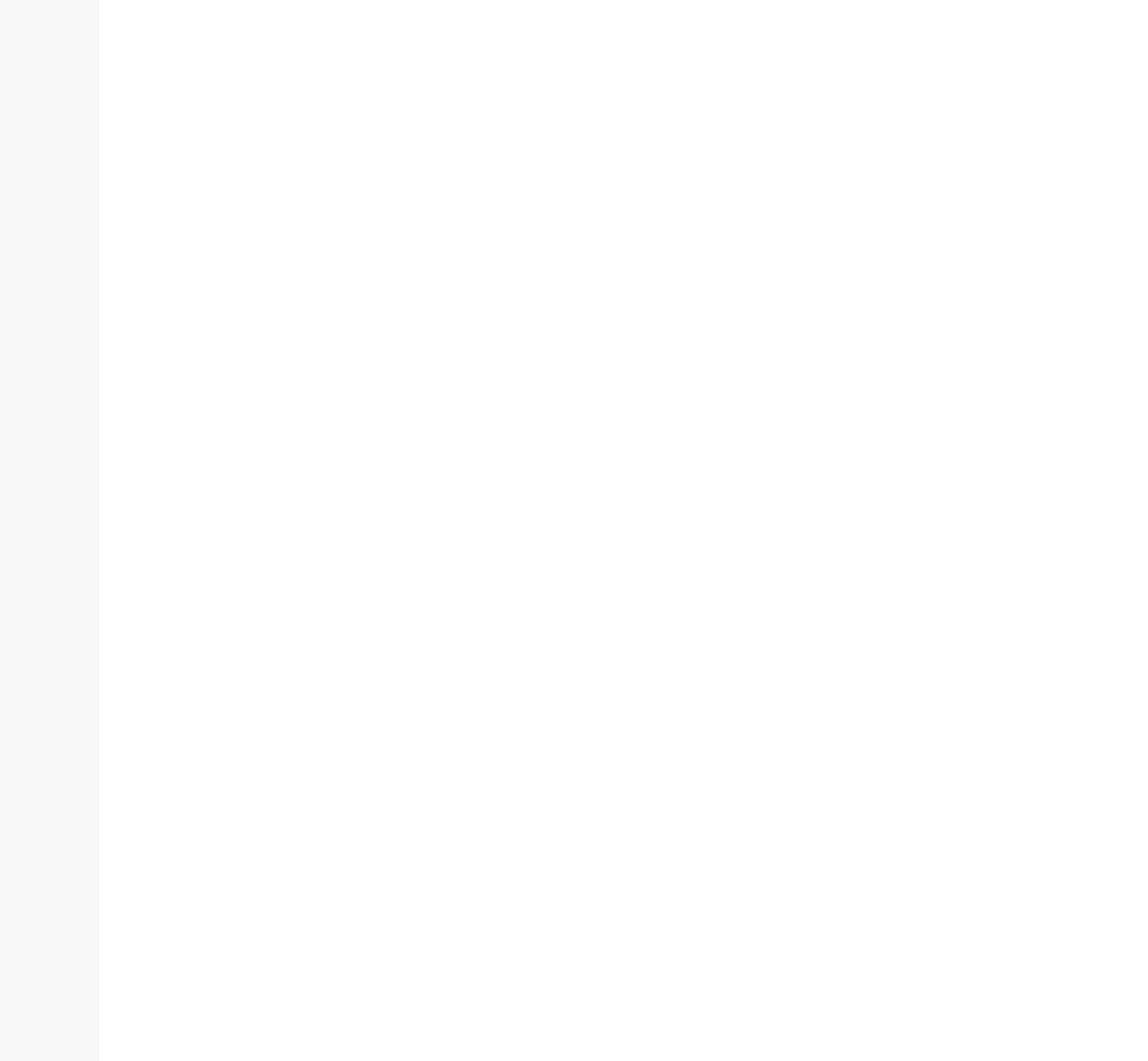
A huge 74% of residents support the building of more physically separated on-road cycle tracks, even when this would mean less room

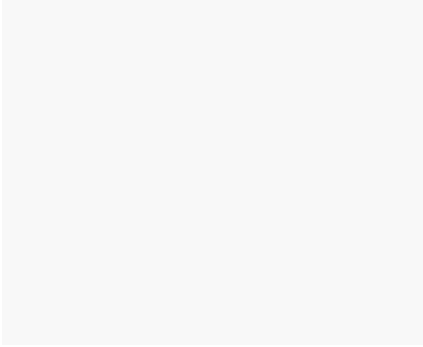
I am told this number of residents walking and cycling is the equivalent of saving the NHS £5.4 million through better health and cutting over 19,000 tonnes of greenhouse gases yearly.

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

There are also particular groups we need to support, for instance 24% of residents from ethnic minority groups currently

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





Every year, walking and cycling in Greater Cambridge:

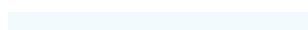
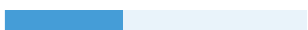
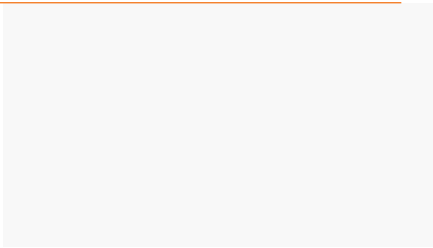
 Prevents

827

serious long-term
health conditions

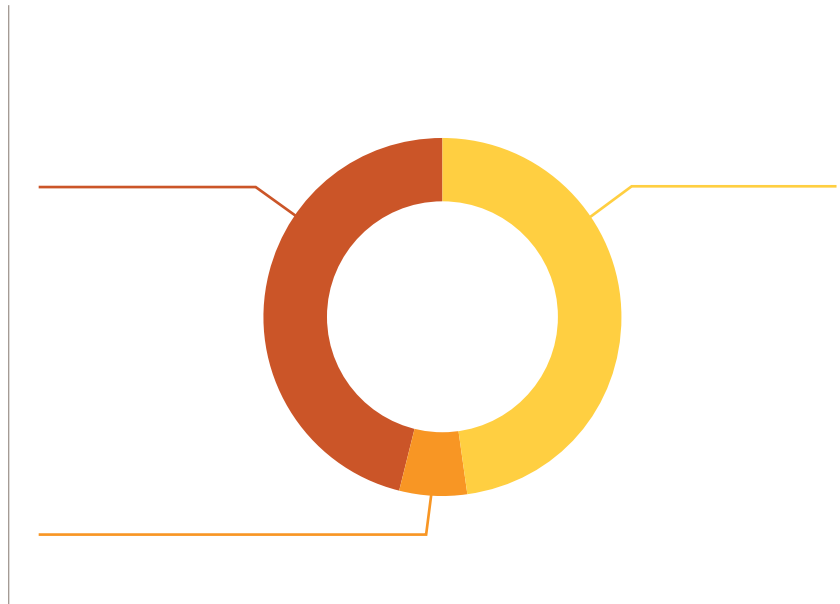
 Creates





% H Q H À W V R I Z D O N L Q J

Why everyone gains when more people walk or wheel



% H Q H À W V R I F \ F O L Q J

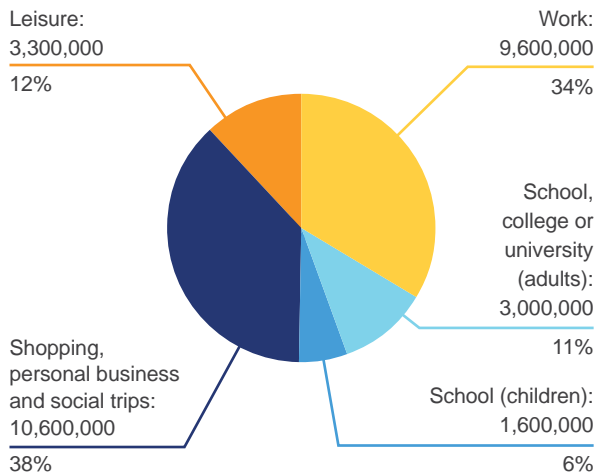
Why everyone gains when more people cycle

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

2021:
28.1 million trips

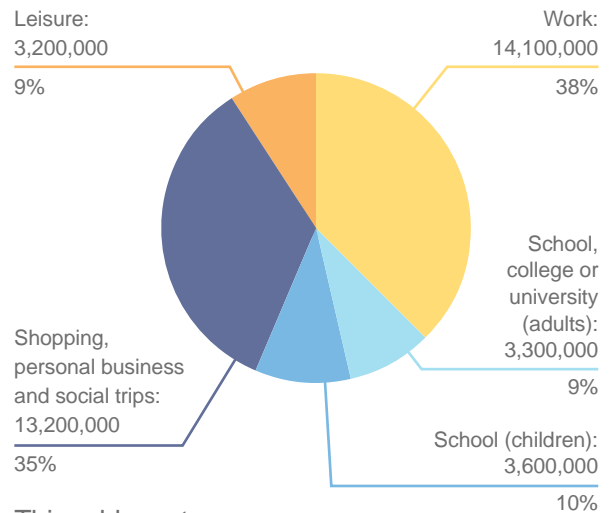


This adds up to

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

& \ F O L Q J E H Q H À W V U H V L G H Q W V D Q G W K H O R F D O H F R Q R P \ L

In Greater Cambridge, the net annual society from all cycling trips is

£66.1 million

£78.7 million in 2019

Of this total,

£43.7 million

£62.3 million in 2019

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

94p

per mile cycled instead of driven

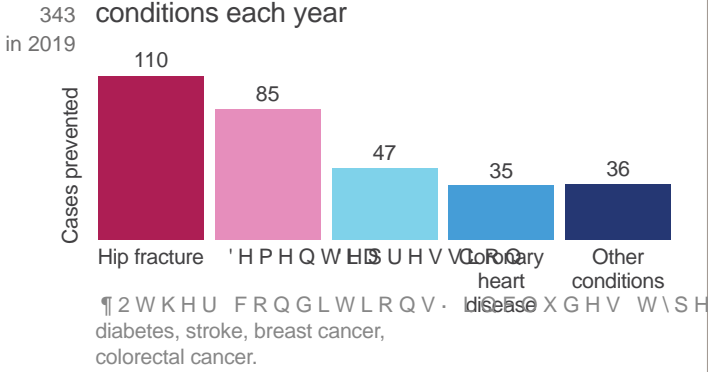
£1.04 in 2019



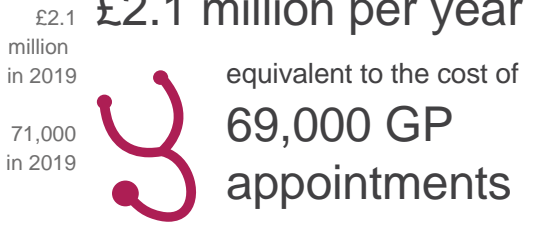
7KHVH ÀJXUHV DUH EDVHG XSRQ PRQHVLVLQJ W DQG EHQHÀWV RI GULYLVQJ DQG F\FOLQJ 7KLV L time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

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.

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



Saving the NHS in Greater Cambridge £2.1 million per year

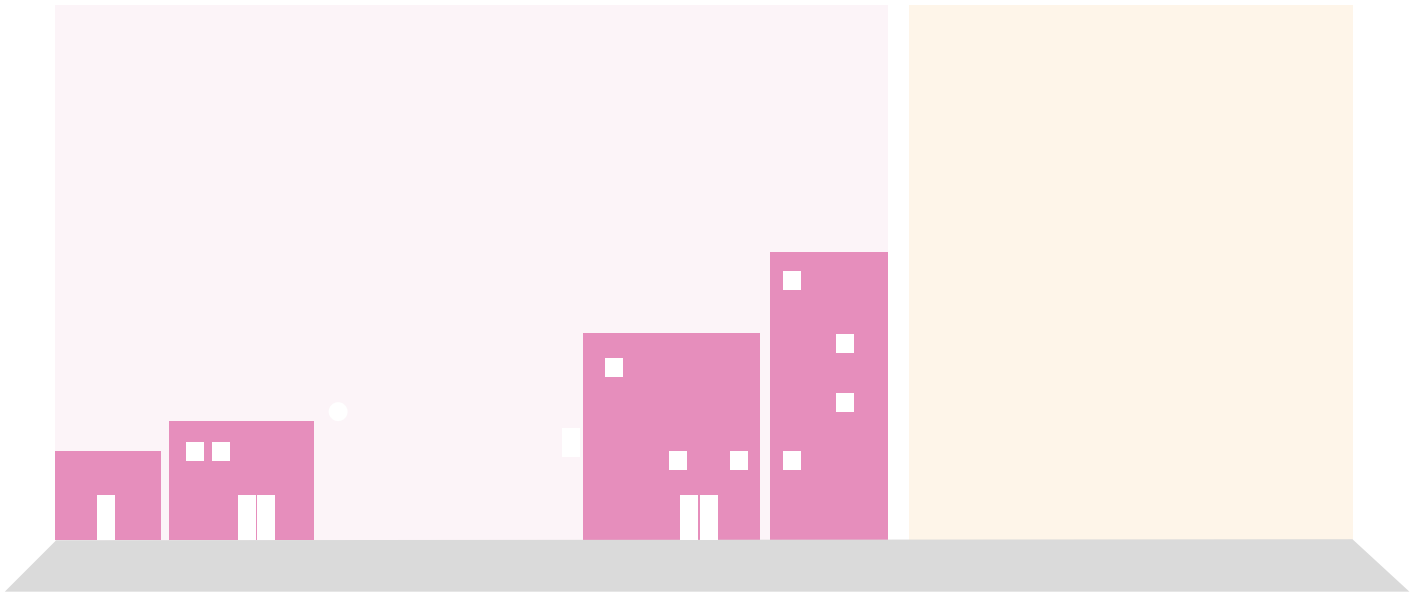


Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

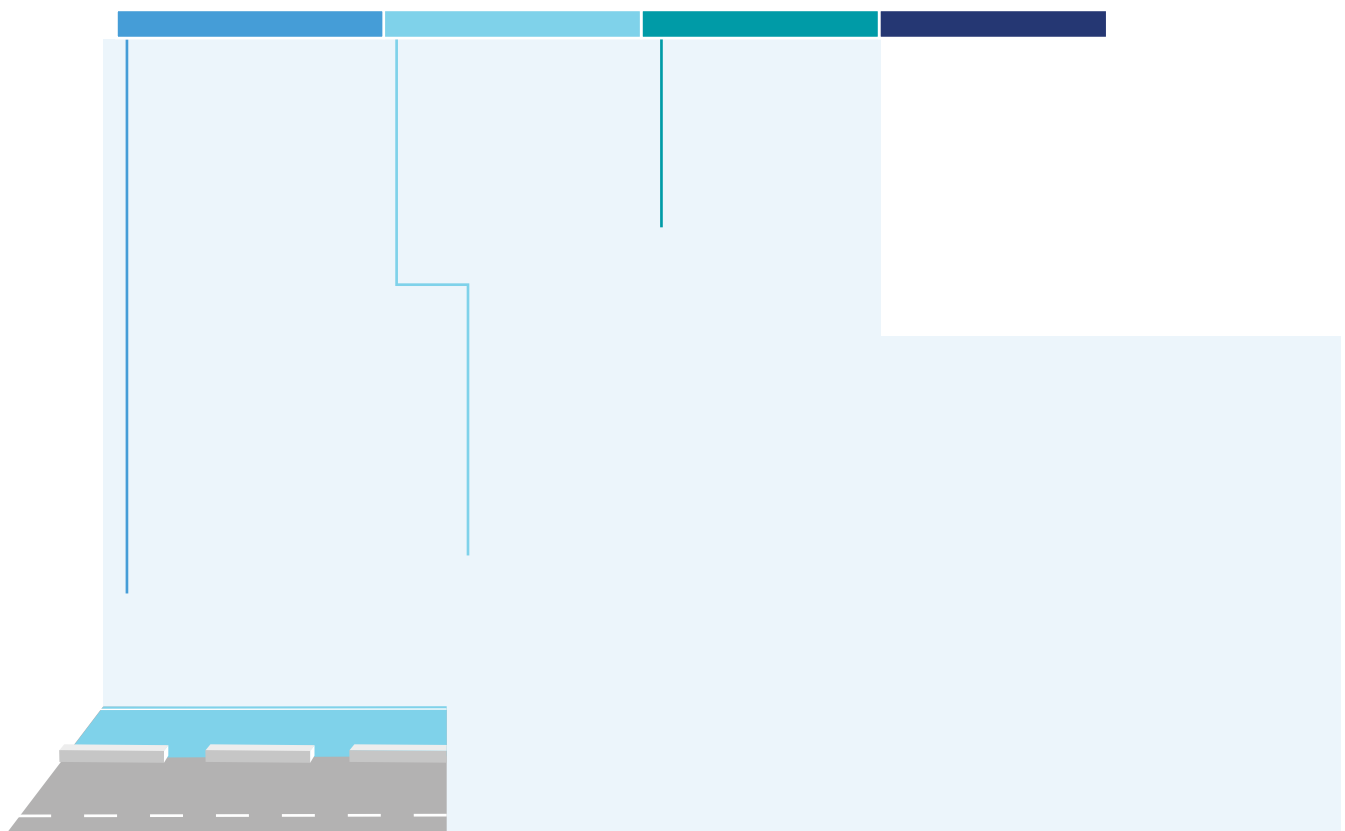
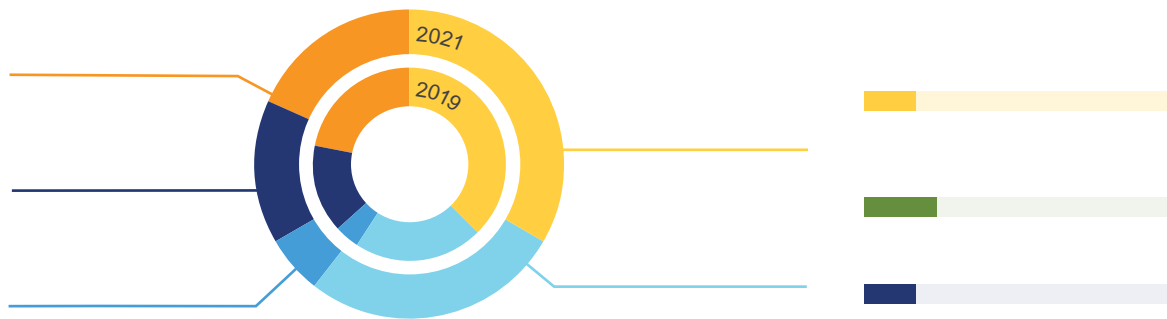
In Greater Cambridge we can prevent 22 early deaths annually

25 on investment for health





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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



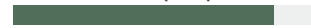
84% of people from ethnic minority groups



86% of men



86% of white people



80% of disabled people



82% of LGBTQ+ people



80% of residents in the following areas: RI, V, R, FL, R, H, FR, Q, R, PL, F, J, U, R, X



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.

5 HVLGHQWV ZRXOG ÀQG fewer motor vehicles on their streets useful to:

64% Walk more



66% Cycle more



63% in 2019

8 QFODVVLÀHG URDGV 7% DUH * QRDW HU & DPEULG JH streets have 20mph speed limits.ⁱⁱ

Cambridge 11% of their total length has nothing to prevent it. This can result in rat-running.ⁱ

54% agree that restricting residential streets would make their area a better place.

53% in 2019

5 HVLGHQWV ZRXOG ÀQG 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%

VXSSRUW ORZ WUDIÀF neighbourhoods

i. Based on analysis by CycleStreets. ZZZ ORZWUDIÀFQHLJKERXUKRRGV RUJ

8 QFODVVLÀHG URDGV DUH DOO SXEOLF URDGV WKDW DUH QHLWKHU PRWRUZDÌV \$ % QR

ii. Excludes motorways.

Developing Greater Cambridge

Recent walking, wheeling, cycling and neighbourhood changes

The Greater Cambridge Partnership (GCP) is investing

... PLOOLRQ LQ WKH DUHD·V DFWLYH WUDYHO QHWZRUN WR HQFR
more people to get out of their cars and travel more sustainably.

Since the publication of the last Bike Life report, the GCP

KDV GHOLYHUHG D UDQJH RI SURMHFWV WKDW KDYH VLJQLÀFDQWO
improved the daily journeys of thousands of cyclists.

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