

10. Any other comments

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	315
1	21/02/17 4:45PM ID: 52811223	I wish that the cycle lane was segregated from cars by a grass verge of some sort.		
2	21/02/17 5:12PM ID: 52812942	The northbound lane took ages to build, the southbound lane was quicker. It was good to put in traffic lights during construction to stop motor vehicles trying to pass cyclists without adequate space. Raising the cycleway gives a clear indication that motor vehicles should stay off. More education should be given to people to help them understand that bus stops do not delay them in heavy traffic as the bus will soon catch up with the queue.		
3	21/02/17 5:55PM ID: 52815231	This is an excellent scheme, and similar schemes should be implemented elsewhere to form a high quality network throughout Cambridge and South Cambridgeshire		
4	21/02/17 5:58PM ID: 52815463	It's a good scheme that has vastly improved the road for the majority in the face of very load opposition from the very small number of residents that live on the road- which includes much of the FECRA committee who have used their position to whip up opposition from further afield. Construction was outstandingly slow and the council burnt a lot of goodwill because of this, there is no way it should have taken even half as long as it did.		
5	21/02/17 6:08PM ID: 52815874	The cycleway is too narrow; frequently it is too busy and cyclists choose to use the road. Drains on the cycleway are too bumpy, and use too much of its space.		
6	21/02/17 6:41PM ID: 52817085	[again, I was forced to chose options I wasn't qualified to comment on in the previous questions - bad form design] It took too long but this was partly because the contractors were forced to stop for an extended period. The contractors didn't cover the massive holes adequately and sometimes the barriers blew over leaving dangerous pits for pedestrians to fall into. I put some covers over one morning fearing people's safety. I think the road looks smart now. It would be good to sort out the sedum but I think people are making too much of a fuss about it really. Maybe it just isn't the right choice and should be filled in with hard surface - some granite setts would look nice.		
7	21/02/17 6:53PM ID: 52817444	It's brilliant. Especially the floating bus stops, which have completely removed the otherwise-common conflict with buses ('playing hop-scotch' all the way up the road). Now there is plenty of space and a much better feeling of segregation. More of these around Cambridge please.		
8	21/02/17 7:33PM ID: 52819603	Great improvement		
9	21/02/17 8:45PM ID: 52821050	<p>Firstly, I would like to make more nuanced points than the questionnaire allows to two specific questions:</p> <p>Re Q12: "how safe do you feel using the cycleway?" Using the cycleway in a straight line with no pedestrians around feels safer. However, using it at 4pm in the afternoon when pupils at local schools & colleges are strewn across the pavement and the floating bus stops can feel unsafe. Trying to turn right out of side roads (eg Holbrook, GlebeRd) to cycle into town, and trying to cross from the northbound cycle lane into one of the side roads now feels very intimidating. For this reason, there are many more cyclists using the out-bound pavement to cycle north than there used to be, which is a hazard to pedestrians</p> <p>Re Q20: "consideration for safety during construction". Safety was significantly compromised during the north bound works for both cyclists and pedestrians and I complained several times to my local councillors and the County Council cycling time about it. The works were safer during the south bound phase.</p> <p>Furthermore, I am disappointed with the limited scope of the questionnaire as there are several important points which it completely omits.</p> <p>(1) I have profound concerns about the increased air pollution arising from the slower-moving or stationary traffic caused by the floating bus stops and would like to see before/after data in relation to this</p>		

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		<p>(2) I would like to see data on the impact on bus transit times – bus operators have withdrawn two services (Universal and Ciit8) from Hills Road citing the impact of the floating bus stops slowing traffic down.</p> <p>(3) I would like to see data on the impact on emergency vehicle response times.</p> <p>In summary: Consultation before starting the project and communication during it were abysmal. Disruption due to the work took 20 months, rather than 9 initially advertised. The ‘snagging’ process is still ongoing and is being handled in a totally unsatisfactory way. The environmental (not just aesthetic) impact has been negative. There is more air and noise pollution from queuing traffic; sections of the cycleway flood or causing adjacent properties to flood; well maintained grass verges have been replaced by the sedum troughs which are clearly a failed experiment.</p> <p>The benefit which was sold to pedestrians of moving cyclists completely off the previously shared use in-bound pavement has not been delivered – cyclists still use this pavement to travel in both directions, despite the fact it has been narrowed. They also now use the out-bound pavement in increasing numbers.</p> <p>The cycleway does benefit cyclists who are travelling in a straight line down Hills Road but has made it harder to complete cycle journeys involving crossing the traffic to turn into or out of side roads.</p> <p>Motorists pulling in or out of driveways find it more hazardous and there have been several near misses, particularly outside the Perse school.</p> <p>If delivery, coach, hearse or other drivers block the cycleway (and they do), it is more dangerous for cyclists to pull out round them into carriageway (because the carriageway is narrower than previously) and harder for them to rejoin the cycleway (because they have to get the right angle to mount the kerb separating the carriageway and the cycleway)</p> <p>My overall conclusions would be that Cambridge residents have got a very poor deal from the project as the cycleways on Hills Road were perfectly adequate (though obviously not perfect) before the works commenced and the money could have been spent to much better effect on poorer quality cycling infrastructure elsewhere in the city.</p>		
10	21/02/17 9:06PM ID: 52823392	<p>No serious attempt to learn from the local knowledge and needs of residents during the planning or building phases.</p> <p>Terribly inadequate information provided to residents beforehand; ENGINEERING DRAWINGS ARE NOT SUITABLE.</p> <p>Despite both these being pointed out, exactly the same mistakes made for Phase II.</p>		
11	21/02/17 10:04PM ID: 52825814	<p>A tragic waste of money that could have been better spent in parts of the city where cycling is really dangerous. We desperately need an education programme for cyclists to stop them cycling on pavements that are not designated for joint use and on roads when there are (sometimes very expensive) cycle paths - backed up by serious enforcement and fines.</p>		
12	21/02/17 10:43PM ID: 52827092	<p>Public transport is poor and there is no incentive to reducing cars on the road by increasing the effectiveness of public transport. Hills Road is heavily congested at rush hour. The cycleway has not addressed this and it has only benefitted a minority</p>		
13	21/02/17 10:46PM ID: 52827176	<p>West side poorly done over ludicrous long period. Cycle lane NOT raised despite expensive kerbing used. Instead kerbing virtually buried. Sedum planting disaster. Very poor quality paving surface....cheap, of course. Puddles everywhere in wet weather. Because of lack of signage significant number of cyclists use pedestrian pathway both ways!!! Unlike before some cycle very close to driveway entrances. Accidents waiting to happen.</p>		
14	21/02/17 10:50PM ID: 52827774	<p>I have seen cars drive on the cycle way to get around vehicles turning off. This is very dangerous as cyclists have a false sense of security on the cycle lane, I think this will potentially cause accidents.</p>		
15	21/02/17 11:17PM ID: 52828447	<p>Much better for car drivers as cycles are clearly separated.</p> <p>Construction was very slow; work should have taken place through the evening</p>		

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		Standard of workmanship appears poor in some areas. It took a long time after the foundations were done to get the red top layer laid. Works around the school/college entrances should have been timetabled for the school holidays.		
16	22/02/17 2:27AM ID: 52831247	Whose "bright idea" was it to narrow one of the busiest main roads in Cambridge? As a cyclist, the original cycle path and lanes were adequate. Now you have increased traffic congestion, put pedestrians and cyclists at risk with the floating bus stops and caused disruption and misery to thousands.		
17	22/02/17 7:29AM ID: 52835635	We should have similar all the way up to Regent ST, along Long road, everywhere we can fit it in ! Floating bus stops are great.. I can't express my gratitude highly enough for this new cycleway, it improves quality of life and cycling so much. Thank you.		
18	22/02/17 7:52AM ID: 52835681	What a colossal waste of money, and what a terribly long time it has taken. Yes, cyclists have a lovely red route to cycle on, but they are no safer at either end of the route. The cycle lane surface between the railway bridge and town is a disgrace. Why, with a lovely new red cycle path down hills road, do cyclists still get a demarked section on the footpath; surely this is obsolete? Now they have the red path they should only use the red path. Retraining the shared use footpath only confuses behaviour and causes congestion and collisions on the shared use footpath along a stretch that is heavily used by pedestrians including large numbers of school children. And the sedum verges? Don't get me started. Just walk along the stretch from the Hartington Grove crossing to Long Road. Dead sedum. Random double tracks of keen in the beds. Poor markings on the footpath. Even the newish flower beds look more like weeds, although i will reserve judgement on these. Improved appearance? Absolutely not!		
19	22/02/17 8:18AM ID: 52837563	I think it's a great blue print for the other major routes in Cambridge. Be good to sort out the bottle neck at The Long rd junction.		
20	22/02/17 8:56AM ID: 52839907	I love the floating bus stops, they make a huge difference. Sometimes cars use the cycleway to undertake other cars waiting to turn right, I find this very dangerous. To turn right into my road (Marshall road) I must leave the cycleway and block the road as there is a bus stop opposite the entrance to MR. this isn't very safe. I have also received abuse from drivers who now think that because a cycleway is there I shouldn't be on 'their' road.		
21	22/02/17 8:58AM ID: 52839588	Astonishingly arduous and lengthy process. The amount of money we are spending with external road construction companies is huge. It's probably time to bring much of it back in house (but that's not likely to happen, outsourcing is a difficult one-way-street to reverse down) The answer to congestion seems to be "make it worse"		
22	22/02/17 9:13AM ID: 52840784	I like the cycleway but feel that Hills Road has been full of roadworks for building it, or other reasons, for most of the last 4 years. This has meant the C8 bus has stopped using Hills Road, causing a lot of problems for my family		
23	22/02/17 9:14AM ID: 52840851	We need more cycleways to combat rising car traffic. Please keep up the good work!		
24	22/02/17 9:46AM ID: 52842864	I think it is really good and look forward to being able to cycle on similar cycle paths elsewhere in Cambridge. It is far better than shared use paths, or having bikes on a painted path at the side of the road.		
25	22/02/17 9:56AM ID: 52843190	Cycleway is great, but needs enforcement. Cyclway is regularly blocked by delivery trucks & workmen. Cambridge Police enforcement of driving law is, as ever, non-existent, and the cycleway is now being used as an excuse of inaction. I have personally had a complaint of dangerous driving on Hills Rd (a bus driver trying to force me off the road in a double decker bus) thrown out, despite clear video evidence as i "should have been in the cycle lane" despite the video clearly showing this blocked in at least 3 places by contractors & builders.		

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		The safe use of the main stretch of Hills Rd now highlights & exacerbates the dangerousness of the Long Rd Junction through to Worts Causeway, some of which will be mitigated by the next phase of work. However, the main problem is again poor driving, with drivers refusing to stop behind ASLs & leave the bike box clear, jumping red lights & intimidating cyclists at every inch point & corner. The complete absence of policing gives free rein to bullying & dangerous behaviour.		
26	22/02/17 9:57AM ID: 52843381	I am very unhappy about total removal of grass verges and replacement with a tiny strip for sedum which has not taken well. (Not helped by cars/delivery vans driving on to it) Pleased to see plantings outside of Homerton.		
27	22/02/17 9:57AM ID: 52843669	I can't answer questions 18-22 accurately as I didn't see the public consultation and didn't start using the route until the construction was complete.		
28	22/02/17 10:05AM ID: 52843590	caused to the pathways on side roads by the. Instruction process which has not been put right. The standard of the pavements along Luard road for example is seriously dangerous and has already caused falls. The contractors have not considered or been made to consider the consequences of parking and leaving large construction machines on side roads. These should be put right as soon as possible.		
29	22/02/17 10:05AM ID: 52843593	Everyone needs to show more consideration for other users, especially cyclists for pedestrians.		
30	22/02/17 10:08AM ID: 52844264	The proposed increased cycleway on Hills Road until the Addenbrookes roundabout would make it even more dangerous to emerge from the drives of the houses on Hills Road where there is already danger of unintentionally hitting cyclists		
31	22/02/17 10:20AM ID: 52842082	Lots of kids and commuters now use it - very safe feel. Thank you for all the trouble that's been gone to, to make Cambridge more pleasant		
32	22/02/17 10:21AM ID: 52845021	It has had a negative effect on journey times by car, taxi and bus as there is now effectively only one lane for vehicles in either direction, therefore the slightest delay on one lane, e.g. at a bus-stop, holds up traffic behind including on all other buses.		
33	22/02/17 10:22AM ID: 52844645	The cycleway is fine for those who wish to cycle from one end to the other (except at the ends where the cycleway just tapers out) but for anyone who needs to cross Hills Road or join it or leave it, it is dangerous for pedestrians and cyclists, and difficult and stressful for other road users. This is partly because the road is now insufficiently wide for vehicles such as buses, coaches and lorries to manoeuvre safely, especially if they are joining Hills Road (for instance, if you turn right out of Luard Road into Hills Road going south, it can be difficult to do so without straying into the south cycle lane). The lack of a refuge in the middle of the road for cyclists turning right into Luard Road when travelling South along Hills Road is especially worrying. Some cyclists stop in the middle of the road where they are frighteningly exposed, while others stop in the south cycleway and then shoot right across two lanes of traffic and the north cycleway, which can be just as frightening. As a pedestrian, crossing Hills Road can seem like crossing a motorway.		
34	22/02/17 10:28AM ID: 52845280	We lost the much-loved grass verges, and the sedum beds are a total failure. The loss of visual amenity is absolutely unjustified by the end result. Please don't do this to any more roads!		
35	22/02/17 10:29AM ID: 52845589	Delivery drivers/taxi need to be advised to straddle the sedum strip to avoid blocking the cycle way/path and crushing the sedum. The sedum needs to be replanted and maintained (latter with help of residents)		
36	22/02/17 10:31AM ID: 52845638	Cycling into town along Hills Road is much pleasanter now than before. Chiefly, this is consequent on a smooth level surface to ride on, with no interruptions from traffic entering from side roads.		
37	22/02/17 10:39AM ID: 52845622	Better cycling facilities are greatly appreciated. Separate space for cyclists away from cars and pedestrians is the best, and safest option so I am a big fan of the cycleway.		
38	22/02/17 10:41AM ID: 52845679	Was forced to answer Q 15 despite it being inapplicable to non-residents of Hills Rd. It is high time that the law was amended to allow mobility scooters to use cycle paths. I am supposed to either crawl at 4 mph along bumpy footpaths occupied by pedestrians, some kiddies or frail elderly or, better still, join the buses and HGVs on the		

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		main highway. My letter to my MP (Lansley) produced an unsatisfactory reply from the DoE.		
39	22/02/17 10:46AM ID: 52846263	<p>I know there were problems with "hidden services" that totally scuppered the timetable. I'm sure lessons have been learned for future works.</p> <p>Similarly, I think lessons will have been learned about various other issues that cyclists had with lane closures during the works, when sometimes you really did have to have balls of steel to cope with what the contractors had randomly thrown at you that day.</p> <p>Now it's done, IT'S WONDERFUL. Can we have more of them on major roads please.</p> <p>Of course the gaping hole in Hills Road, now we have excellent clear lanes over the bridge and out towards Addenbrooke's, which generally are being respected by drivers and appear to my daily view to have increased cycling levels (if the increase is independent of these improvements, there would be utter chaos were the improvements not there in my opinion), is between Station Road and Brookgate. I daily, when heading south in the morning, get to a queue of traffic I can't get past as the cycle lane disappears. I and all the other cyclists use various imaginative ways to get through the queues towards Brookgate and the bridge rather than being held up for several cycles of the lights there. Sooner or later there will be a serious accident. It's compounded by the buses coming out of Brookgate into stationary traffic on the bridge which totally block access to the cycle lane over the bridge, with various creative ways being used to get past the wall of stationary buses before they start moving. Again, it's an accident waiting to happen. This area totally mars the excellent facilities beyond where cyclists can easily get past all the queueing traffic (and overtake slower cyclists which is a real boon - I reckon I'm at the mid-range of speed so do a 50:50 mix of overtaking and being overtaken) in safety and comfort. That bit near Brookgate is the only bit of Hills Road that now doesn't have some form of cycle lane, and it really mars the rest and needs looking at again. It is a scandal that when that area was being redeveloped and Brookgate cut through, S106 money was not used to compulsarily purchase some frontage to move the pavement back, to allow even a narrow MCL southbound towards the lights there. The road surface in the gutter is also appalling meaning it is very difficult to cycle close to the pavement.</p>		
40	22/02/17 10:48AM ID: 52846099	The proposals for the section between Addenbrooke's hospital and the Long Road / Hills Road intersection are likely to compromise safety of cyclists.		
41	22/02/17 10:49AM ID: 52846442	The cycleway is on the whole good for cyclists, but it creates delays for motorists who cannot now overtake stopping buses. In addition motorists now consider that cyclists should only use the cycleway - but when turning right they have to cross the road. It's actually awkward to move out when turning right because of the slightly raised divider. I have been shouted and sworn at by one motorist who thought that I should stay in the cycle lane when I was trying to turn right.		
42	22/02/17 10:54AM ID: 52848173	it is a good thing that cambridge is finally trying to improve its cycling infrastructure, it is way past due, however, massively overdue deadlines and budgets do not help the cause		
43	22/02/17 11:08AM ID: 52848759	<p>Delivery vans use the cycle land as a method of parking to drop off parcels. The Grass verge is a complete waste of money and space, looks terrible and is not practical.</p> <p>The construction stage took far too long, its was a joke how slow and lazy the workers were, passing by every day you would always see someone doing nothing. Should work more in evenings when road quiet.</p> <p>As a cyclist we should not be allowed on the paths, too many cyclists still using pavement!</p>		
44	22/02/17 11:09AM ID: 52849372	The contractors were very unthoughtful in placing their vehicles/portacabin in Luard Road. It created chaos for weeks on end, by placing outside a school on a T-Junction. Really caused a lot of problems and I was surprised there wasn't an accident		
45	22/02/17 11:11AM ID: 52848906	the project took a disproportionate time to complete. The disruption was unacceptable.		

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46	22/02/17 11:11AM ID: 52848976	Going north into the city is now confusing as there are 2 cycle lanes - one shared with pedestrians. Why wasn't this merged into one single lane? The road is now too narrow and cyclists too close to buses, and buses can no longer pass on opposite sides of the road within entering the cycle lane.		
47	22/02/17 11:19AM ID: 52850138	Need to make sure vehicles don't park in the cycleway		
48	22/02/17 11:20AM ID: 52850024	Very little notice taken of residents/users comments, extremely lengthy build period, poor outcome (eg sedum areas largely weeds, kerbs insufficiently dropped, poor resurfacing of road). The most important part (Addenbrookes/Long Road/Queen Ediths way) not brought into account. Latest plans for that area are ill thought through. Turn right down Long Road badly designed and traffic light coordination poor. The hospital/bio medical campus needs serious cycle and pedestrian access planning - and to tie in with the cycleways.		
49	22/02/17 11:23AM ID: 52850026	As mentioned earlier, the cycle ways are unnecessarily wide and make driving more dangerous.		
50	22/02/17 11:29AM ID: 52848812	Very important to consider the efficacy or otherwise of this project before embarking on more in Mowbray Road, Cherry Hinton Road etc. Much of the work in Hills Road has been very sloppy and the red tarmac and yellow lines are already crumbling. I understand that the work force was very poor.		
51	22/02/17 11:47AM ID: 52851789	The main object of the exercise was to improve safety for cyclists and I believe that this has been achieved		
52	22/02/17 12:33PM ID: 52844043	THERE HAS NOT BEEN AN ADEQUATE REVIEW OF THE CHANGES AND I AM AWARE THAT POTENTIAL AREAS OF SERIOUS DANGER, EG OUTSIDE THE PERSE SCHOOL GATES AS WELL AS OTHER JUNCTIONS, HAVE NOT BEEN INVESTIGATED DESPITE REQUESTS TO DO SO. THIS SURVEY IS NOT ADEQUATE. The cycleway has overall made things worse for all users. 1. Design encourages cyclists to be less aware and considerate of other road users. It encourages passing on the left which is one of the most dangerous manoeuvres for a cyclist to do and puts them at risk of colliding with motor vehicles turning left. As previously mentioned I have seen near misses and am aware of collisions. 2. Some cyclists will slow down/wait for, say motor vehicles turning left or bus users getting on or off at stops, and other cyclists ride into the back of them. I am aware of 1 such accident. 3. Much less safe for cyclists to turn right. 4. Pedestrians still have to share a narrower footpath, without any dual use markings, with cyclists. 5. Bus users alighting from buses have to cross the path of cyclists some of whom are unwilling to slow down to allow them to cross to the pavement from the bus stop. 6. Floating bus stops have created additional congestion because other road traffic cannot pass a bus at a stop.. Additional congestion means more pollution, more frustrated drivers using rat runs, all to the detriment of residents in the area. 7. Harder for pedestrians to cross the road 8. Hills Road is a major bus route. Bus users are delayed due to additional congestion (caused in part by other buses). It would perhaps be more appropriate for bus priority measures in order to encourage more use - particularly of the Babraham Rd P&R		
53	22/02/17 12:33PM ID: 52855370	Investment in segregated cycling infrastructure is essential for the long-term sustainability of Cambridge in economic, transport and health terms.		
54	22/02/17 12:35PM ID: 52855760	A lot of cash spent + massive economic cost for limited benefit. A reasonable cycleway existed already. Money would have been better spent improving the cycle lanes from the north side of the Hills Road bridge to Station Road as this is in many cases unusable.		
55	22/02/17 12:53PM ID: 52857361	Lengthy construction time and consequent traffic disruption a concern		
56	22/02/17 12:57PM ID: 52856597	The construction of the cycleway took far too long.		

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		<p>The surface of Hills road was significantly damaged adjacent to the cycleway, and along the entire length of Hills Road - including many large potholes.</p> <p>There has been no attempt to landscape the thin strip of land between the cycleway and pavement - Hills Road once had nice green verges between the original cycle path and road (and there were a total of three cycle paths).</p> <p>The impact of construction workers parking on residents parking in the roads adjacent to Hills Road was not considered. During its construction, there were a large number of cars and white vans parking where I live - owned by construction workers (easily identified by their hi-vis jackets). This resulted in anti-social parking, and increased littering.</p> <p>The shared cycle path on Cherry Hinton Road is very poorly identified as a cycle path, consequently cyclists never use the path and instead cycle on the road.</p> <p>The cycleway on the Babraham Road is also poorly signposted.</p>		
57	22/02/17 1:27PM ID: 52859519	<p>The contractors seemed to operate to a loose timetable, presumably switching to other projects to suit their business situation rather than focusing on getting the cycleway done and dusted as directly as possible. The disruption proved prolonged. At least the surface quality has proved good -- thus far at least.</p>		
58	22/02/17 2:21PM ID: 52863054	<p>Shockingly slow to complete the project, adding to the awful congestion on Hills Road.</p> <p>Very dangerous for cyclists around the incomplete floating bus stops - we had dangerously amateurish carriageway facilities to navigate through. The outcome is a thoroughly wasteful "use" of total carriageway width.</p>		
59	22/02/17 2:33PM ID: 52864257	<p>1. The cycleway is not yet finished - is the pathway going into the City for cyclists and pedestrians? 2. Are delivery drivers and builders to be stopped parking on the cycle way? 3. What is happening about the vegetation and posts installed on the city side? Currently poorly implemented. 4. What is being done to provide a pedestrian crossing over Queen Ediths way at the junction with Hills Road and Long Road - currently very challenging to cross with the current arrangements.</p>		
60	22/02/17 2:47PM ID: 52865652	<p>excellent job, great team who built it !</p>		
61	22/02/17 2:55PM ID: 52866129	<p>As a cyclist, I feel it's a huge improvement, especially not having to overtake buses that have pulled over, and not having to pull into traffic to overtake slower cyclists. I'm sure the pedestrians appreciate not having to share the pavement with us too!</p>		
62	22/02/17 4:42PM ID: 52874276	<p>Two lanes on the cycle way might help remind slower users to keep left - just a thought.</p> <p>The raised nature is great as partial segregation but makes entering and exiting the cycleway on to the road (for example, to pass cars that are PARKED on the cycleway, or to pass those with small children riding two abreast) is a bit scary, especially during rain when the kerbs are slippery.</p>		
63	22/02/17 4:56PM ID: 52874605	<p>I dont understand what is meant by "signage, e.g. side by side cycle symbols" I don't think the red colour cycle lane shows up enough as it fades. Hence, I don't feel safe from cars unfamiliar with our city and its cycle lanes. I don't understand why the pavement running from South to North along Hills Road has a white line as if still allowing cycles. I use this pavement now it has appeared as I feel safer, as I used before the lane was built. I don't feel cycling is healthy and safe due to the damage to lungs from traffic pollution.</p>		

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		I don't		
64	22/02/17 5:51PM ID: 52877584	I am a very frequent, experienced cyclist, therefore the cycleway has not increased the overall amount that I cycle; but it has changed my routes. I now use this in preference to cycling through the back streets between Hills Road and Mowbray Road, because it is a much safer and a more pleasant experience. Overall, I think it is an excellent facility that is a credit to the city. It is a shame there are still problems with vehicles parking in it - including large coaches from the language schools. It will be made significantly better by phase II, because the Hills Road/Long Road junction is awkward and very unsatisfactory compared with the rest of the route. The existing cycleway took a long time to construct, which I can imagine was frustrating for many. But I live on a side road off Hills Road, and already I can't remember how long the construction took or the impact. Things like this are big issues at the time, but the impact soon fades. I think the construction of phase II will be the same. Whether there is a complete road closure for a shorter period, or partial closures for a longer period, just as many people will be dissatisfied with either approach, but not long after the event, the disruption is forgotten.		
65	22/02/17 6:57PM ID: 52881688	It has turned a pleasant cycle ride home into a nightmare of poor visibility of bicycles behind, poor visibility of cars, and the removal of green verges and trees has made the pollution worse		
66	22/02/17 7:01PM ID: 52881640	Before any such schemes are considered in future, a panel of urban designers/architects, public-realm experts & environmental groups should be involved as well as residents, cycling groups and engineers. The need for the project has to be assessed properly before any plans are laid before options are put to the public. The whole process needs to start earlier. Thank you.		
67	22/02/17 7:16PM ID: 52882605	contractors spun out the process to their financial advantage		
68	22/02/17 8:18PM ID: 52885329	I think the cycle way has greatly improved my journey, its brilliant.		
69	22/02/17 9:07PM ID: 52886795	The areas that were supposed to have sedum growing in them are a mess. There needs either to be a traffic light at Luard Rd (people crossing from the bus stop and and large numbers of children and students crossing at a difficult time of day. Or clear advice to use light at Homerton and counter cycle way		
70	22/02/17 11:17PM ID: 52892525	You have not asked specifically about pedestrians. The cyclists feel they can cycle anywhere with no regard for safety of others. There is no markings on the pavements to show they are for pedestrians only.		
71	23/02/17 9:57AM ID: 52905830	It needs to extend to 1 Hills Road, the last stretch is horrible and full of pot holes		
72	23/02/17 10:15AM ID: 52906901	it is very useful! Apart from the journey described in this survey, I also use short parts of the cycleway for many shorter ad hoc journeys throughout my week (all by bike), and I feel much safer with the cycleway in place.		
73	23/02/17 12:40PM ID: 52917187	The cycleway has not stopped cyclists using the pavement to the danger of pedestrians because they will not cross the road to use it. Only two way cycle lanes each side of the road will do this. The implementation of two way cycling between the Sixth Form College and Homerton is an improvement but has been very badly signed and carried out so that it is unclear to pedestrians where they need to be careful of cyclists.		
74	23/02/17 1:11PM ID: 52919691	I think this is a valuable addition to Hills Road. It makes it so much safer for people new to cycling to commute this way.		
75	23/02/17 1:31PM ID: 52920811	Why is the knee jerk reaction to dig up and put more tarmac down, why not maintain what is there already by re-surfacing. Before doing all of this there was the joined up plan (long road/addenbrookes still doesn't consider the addenbrookes roundabout) and the need case for it (numbers of		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
		people who would use and their origin/destinations)		
76	23/02/17 2:33PM ID: 52925620	DO introduce serious monitoring and ENFORCEMENT on cyclists on Hills Road. It is absolutely disgraceful that despite a beautiful and clearly demarcated "cycle lane" system being there now, a significant number of regular and short-term cyclists use the PEDESTRIAN lanes. Arguments about the need to "educate" cyclists are ridiculous: any local OR foreign student knows what a cycle lane sign means, regardless. Start fining the endless culprits and you will see how everyone will get the point very quickly. Plus the Council makes money to maintain and improve the cycling lanes.		
77	23/02/17 2:40PM ID: 52926985	Local residents have mentioned to me the difficulty in making right turns from the cycleway across the carriageway in the region of a floating bus stop.		
78	23/02/17 3:35PM ID: 52930018	Pleased to see there is a review. What were the costs. On time , On Budget? Hope lessons are learnt before any new schemes are implemented around Cambridge.		
79	23/02/17 4:57PM ID: 52936861	Some of it is already breaking up. there should be cycle calming measures at bus stops. Passengers should be warned to take care when exiting buses.		
80	23/02/17 5:29PM ID: 52938057	Took far too long, caused massive disruption and inadequate workforce - rarely a full gang working hard. Why not 24/7 and minimise contract period?. Floating bus stops a disaster, dangerous for elderly pedestrians and stopped buses cause additional traffic queues, why not a draw off for the buses?		
81	23/02/17 6:53PM ID: 52942832	It's awful. Please do not replicate it. Just maintain the decent cycle paths there already are.		
82	23/02/17 7:11PM ID: 52943781	The reduction to a single lane for motor traffic has caused huge back ups and prompts drivers to dangerously pass stopped buses. Efforts must be made to reduce car usage.		
83	23/02/17 7:12PM ID: 52943516	Please do not waste scarce resources on such grandiose and unnecessary schemes. There is increasingly a perception that the Council is obsessed with bikes at the expense of both motorists and pedestrians - the proposal to shut the short stretch of Hills Road near Long Road for 5 months is ludicrous, adding greatly to traffic delays, pollution and driver frustration for lanes that aren't needed. Sensible alternatives - should this foolish project proceed - have been ignored (eg installing one lane at a time to allow some traffic flow). How many ambulances were delayed getting to and from Addenbrooke's with a year of temporary traffic lights? If you don't know, don't compound the threat to public health by going ahead with another costly scheme. Cambridge Council is allegedly interested in providing better public transport and cleaner air; this will achieve the opposite.and fuel rate-payers' anger over unnecessary projects in a time of cuts.		
84	23/02/17 7:17PM ID: 52943695	I feel unsafe as cars and taxis drive in the cycle lane to get past cars trying to turn right. they can easily drive in it as it is only slightly raised. I would not let my children cycle on it they use the pavement still. Also very dangerous on my return journey as i need to turn right from hills rd into Luard rd. The bus stop is in the exact spot where as a cyclist you need to pull out therefore you have to leave the cycle lane too early and cycle in car lane where there isn't space OR go past bus stop then stop and wait to cross. When sitting in the middle of the carriageway on bike waiting to turn right across oncoming traffic it is very unsafe as it is not wide enough. sometimes i think if i put my foot down it will get run over. this is because car lanes are so narrow now because of the wide cycle lanes that there is no room for bikes to turn right safely out of hills rd into side streets from either direction. I also find the road much less safe as a driver due to narrow lanes and lots of bikes in bike lane whizzing down and overtaking each other that you have to cross when turning. I feel the whole thing has been an utter waste of time and money having made the road less safe for everybody.		
85	23/02/17 7:19PM ID: 52943730	You have not asked about pedestrians. Cyclists and pedestrians now mingle on west side of Hills Road between Luard Road & Long Road which makes it more dangerous for pedestrians. It is also more dangerous for cars coming out of driveways because		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
		cyclists on footpaths are nearer to entrances.		
86	23/02/17 7:19PM ID: 52943226	A very expensive way of "solving" a problem of cycling along Hills Road that did not exist. The problems for cyclists lie elsewhere, e.g. North of the Hills Road railway bridge and along Hills Road South of j/w Regent Street. Sadly, much greenery has been destroyed, replaced by coloured tarmac and white defensive posts (gravestones), and Hills Road has now lost much of its charm and character as a significant welcoming gateway to an historic city.		
87	23/02/17 7:23PM ID: 52943156	It has calmed the traffic, and encouraged many more cyclists. But this comes at the cost of less greenery. A shame the remaining small gap hasn't been planted.		
88	23/02/17 7:28PM ID: 52944377	I could not answer some of the questions because I had no experience on the topic in question. There was no 'don't know' option, so should I stop answering the survey now, or accept that the responses are misleading?		
89	23/02/17 7:30PM ID: 52944602	what with the footpath and cycleway the bike now has more road space then the car when a bus now stop at these floating bus stops there is a large build up of traffic		
90	23/02/17 7:33PM ID: 52944683	vans and lorries shouldn't be allowed to park on the cycleway on hills road.		
91	23/02/17 7:43PM ID: 52944537	The 'one or two inch' raising of the cycle way is a complete waist of money, time and effort. It is the reason why construction took so long and cost so much. The raised lanes are not cleaned as part of the road. There is a serious risk in icy weather of cyclists falling at the kerbs becuse from time to time cyclists have to go into the road for parked vehicles, taxi loading/unloading, large people carrier cycles, road maintance, drainage and communication maintenance and installation etc. Not all parts of the cycle way are well drained.. The extra width though is welcome but could be achieved more cheaply and quicker.		
92	23/02/17 8:17PM ID: 52947354	Not clear why it was necessary. There were already bike lanes. Seems probable that the first reason for doing it was to spend money that was allocated and would be withdrawn -- irrespective of common sense. Second issue is it seems to be an undeclared reason to make it more difficult to drive a car into town -- previously cars could overtake buses at bus stops; this is no longer possible		
93	23/02/17 8:20PM ID: 52947436	The cycleway makes it safer to travel along Hills Road with children on bikes. The problem is that the route from the railway bridge into town is really not good for children and fairly unsafe at points for other cyclists		
94	23/02/17 8:27PM ID: 52947638	Vehicular traffic is slowed by the floating bus stops, because cars cannot overtake a stationary bus. A more efficient way of processing bus fares is needed, to reduce the time spent by buses at bus stops.		
95	23/02/17 8:41PM ID: 52947007	Vanessa Kelly in particular and Grant Weller had no interest in the genuine concerns of residents. (Vanessa Kelly even wrote an article saying that local residents have too much time on their hands and complain too much). There is no doubt that the implementation of the cycleway has been difficult for local residents because of the lack of care shown by the council.		
96	23/02/17 8:41PM ID: 52948364	Poor quality of build. Construction time unbelievably long. Provision for narrow 'green' strips huge error. No drainage, plants killed when roads salted. Who on earth was in charge of it?		
97	23/02/17 8:46PM ID: 52948794	this must have been horendous for residents of hills rd as the work dragged on and on for month longer than it should have taken. New cycle lane seem to be a bit of a free for all with some cyclist going the wrong way down them. Floating bus stops, what moron thought those up, absolutley stupid idea with elderly or people with push chairs running the gauntlet to cross onto the path. CC must have more money than they know what do spend it on to do these schemes. Ask the residents what they would rather spend the money on. Better educatiom/ policing/ teachers/ NHS/ bin collection ever week !		
98	23/02/17 8:52PM ID: 52948846	Road lanes are now rather narrow and cars occasionally drive in the cycle lane to avoid oncoming traffic. Delivery vehicles also stop in the cycle lane, forcing cyclists into the traffic lane. The original cycle path did not have these hazards.		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
99	24/02/17 12:02AM ID: 52957481	Parts of cycleway flood during heavy rain. Cars and delivery vans should be banned from parking in the cycle lane, causing a hazard for cyclists.		
100	24/02/17 7:18AM ID: 52963312	I am very concerned about cyclist safety at the junction of long road and hills road, cyclists cut across the road diagonally at the traffic lights. I hope this problem is still to be resolved		
101	24/02/17 11:32AM ID: 52976509	It took FOREVER. It should have been done like the resurfacing of Long Road, - fast and at night. Long road was done in about a week. The next stage of the cycleway extension, about 150m worth is set to take 5 MONTHS		
102	24/02/17 1:43PM ID: 52987454	The sedum planting does not seem to have been a great success - it gets walked on, swept up with leaves. Something more robust might be needed. The Floating bus stops narrow the width of the road holding up all traffic when busy because there is no room to overtake stopped buses.		
103	24/02/17 2:52PM ID: 52991365	Most residents on Hills Road are academics or professionals who have never done physical labour, therefore their comments should be disregarded. I have worked in the construction industry and found that on the HR cycleway the level of planning and implementation, and the training and skills of the labour force were outstanding. It was a difficult job but at all times the labourers and their supervisors remained courteous and helpful. (please pass this on)		
104	24/02/17 2:58PM ID: 52992486	My main concern is the way the carriageway used by cars, buses and lorries is already breaking up, presumably for two reasons: (a) poor design: the narrow carriageway forces buses and lorries to drive over all the exposed ironworks (drains). The cost of regular repair must be high, quite apart from the resultant damage to vehicles bumping over these (some 20 Northbound between Holbrook Road and the Hills Road Sixth Form College!). There was room to make a wider carriageway, e.g., getting rid of the ridiculous green strip with dying vegetation or having a narrower pedestrian pathway. (b) poor construction – or perhaps an inadequate specification of what was needed before the contract was agreed. Certainly the quality control during the construction was poor, especially on the West side, which was the first to be done, and the result is vehicles riding over long seams/joins. Some other comments: (a) why is the electronic bus indicator wrongly placed at the Southbound Glebe Road bus stop, and why no bus shelter? (b) what is the purpose of the white markers that have appeared (only) on part of the road and further damage the look of the road. These have not stopped delivery vehicles from parking on the verge while making deliveries to houses. (c) The cycle lanes may be excellent, but these have not stopped cyclists from using the footpaths on either side, putting pedestrians at risk. Overall, it would be interesting to see the cost and benefit of the scheme in terms of usage by cyclists (comparing now with two years ago, before the scheme was started) and specifically figures for accidents involving cyclists over the section of Hills Road between the Sixth Form College and Holbrook Road. It would also be interesting to know the impact on bus services, particularly with the removal of bays at bus stops, which means that when a bus stops, other traffic (including other buses) cannot pass.		
105	24/02/17 4:07PM ID: 52994663	The cycle way though makes cycling safer, it does not improve the overall public transport issue. What do people who can't cycle do? If buses were also given priority, then people would consider moving away from cars. More radical thinking is required!		
106	25/02/17 12:28AM ID: 53016949	Some of these questions don't make any sense if you only cycle through the area: I have no idea what floating bus stops are like for pedestrians, or how construction affected local residents.		
107	25/02/17 6:41AM ID: 53020876	The quality of build is very poor. Contractor did a lousy job. Surface uneven. Deteriorating already. Installed chipped curbing. Green areas unfinished. Drainage problems. Main carriageway surface breaking up at interface with 'new' cycle way. Oh dear. Immediate remedial work needed. Surely there are warranties to save council tax payers the costs?		
108	25/02/17 9:47AM ID: 53024837	Chaos during construction caused terrible delays for traffic. There were THREE good cycle paths before changes!		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
		Roads have been narrowed causing delays behind stationary buses. Rods now dangerously narrow where there are pedestrian crossings.		
109	25/02/17 11:46AM ID: 53027966	It was dreadful initially when the bus stops going into Cambridge where removed from the top of Glebe Rd and my 96 year friend was expected to walk to Homerton College to get on a bus. Phoning the council had no effect whatsoever. The strip of sedum is pointless it just collects leaves and litter without being attractive.		
110	25/02/17 2:30PM ID: 53032731	Very poor value for money. All other road users needs have been sacrificed for the sake of cyclists and the short period of peak travel in the morning and evening.		
111	25/02/17 2:59PM ID: 53033813	Complete waste of public money. There was never a problem in the first place that required fixing. Looks a complete mess now.		
112	25/02/17 3:35PM ID: 53035089	Madness to spend all this money on Hills Road when other roads would have benefited more. Still remains dangerous for cyclist over Hills Road Bridge		
113	26/02/17 8:49AM ID: 53055417	This standard of facility should be provided throughout the city. Why did it take so long to construct?		
114	26/02/17 5:36PM ID: 53068626	Questions 14 and 21 had no option to say I don't know. I am not a resident of Hills road so how can I say how it affected them. I consider the cycle lanes on Hills road railway bridge to be very unsafe. Please don't consider implementing this design on Queen Edith's way and remove all the trees and grass verges. Look at safety for the children coming out of Netherhall school but keep them on a cycle path separated from the road by grass verges not closer to the traffic in cycle lanes.		
115	26/02/17 6:33PM ID: 53070237	Much improved for pedestrians on wider footpath but not enough safe crossings for pedestrains.		
116	26/02/17 9:09PM ID: 53074123	The works took far too long; the improviements were not value for money; there is little point in upgrading one section of road if the cycle networks are not upgraded. Hills Road was not nearly as difficult for cyclists as Cherry Hlnton Road - just around the corner - where you now get a completely different cycling experience. Rather than promoting cycling, it is quite possible that it has turned many motorists even more against them.		
117	27/02/17 2:05PM ID: 53114339	Construction was very slow. More importantly the quality of work is very substandard. Pot-holes and road subsidence are already appearing on the recently "completed" section		
118	27/02/17 3:00PM ID: 53118323	The lovely green grassed verges have gone, true a very narrow strip totally useless to support growth tho. The cyclists can offens be found still riding on the pavements because they cannot be bothered to cross the road. There was adequete space for cyclists on the pavements, as it was a shared use with a white line down the centre. If cyclists could be persuaded to understand that they are part of the traffic rather than a fast pedestrian things may improve		
119	27/02/17 4:50PM ID: 53125552	The road is already beginning to break up badly at the nearside next to the cycleway. The drains are becoming very rattly and badly damaged as buses/HGV's have to pass directly over them. The cycleway has poor drainage in places (Homerton College bus stop). The raised portions at floating bus stops are too sharp (can be real bone shaker to get over). The loss of verges and replacement with l'm not sure what could have been done better. The cycleway is good, but other aspects (especially the way the road is now rapidly degrading) should have been managed far better. It's incredible that it took so long.		
120	28/02/17 10:52AM ID: 53169814	Still not sure that the proposed total closure of the road for works is going to help ANYONE for the duration.		
121	28/02/17 10:54AM ID: 53169235	I've mainly used the cycleway for work visits and occasional visits starting from Addenbrooke's Hospital. I do though commute daily which allows a comparison to		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
		Cherry Hinton to Addenbrooke's along Queen Ediths Way. The Hills Road cycleway provides a clear path which successfully separates pedestrians, cycles and motorized vehicles with minimal fuss or conscious effort. This is a road change I feel would greatly benefit current cycle commuters and encourage more people to commute by cycle (also helping to reduce the congestion at Addenbrooke's possibly).		
122	28/02/17 10:57AM ID: 53170060	Regarding the proposed plans at the Hills Road/Long Road/Queen Ediths Way roundabout, I think it is important to have the contraflow cycle lane with diagonal movement across the junction, for cyclists travelling up Hills road from the city centre, towards Addenbrookes hospital. On a weekday morning, this represents the vast majority of cyclists who use this roundabout, and as you are aware, this diagonal route is in practice the main route taken by cyclists at that roundabout on a weekday morning at rush hour.		
123	28/02/17 10:57AM ID: 53170203	The cycleway is only as good as those who use it correctly and awareness of those pedestrians around the cycleway		
124	28/02/17 11:01AM ID: 53170371	Adding a floating bus stop on hills road would be pointless as during peak times, this bus stop gets very overcrowded with college students. They would all try to stand on the island of the bus stop and half of them would stand in the cycle lane blocking passage as they do on the normal foot path already.		
125	28/02/17 11:03AM ID: 53170253	Make helmets and insurance mandatory, especially if you are aiming for there to be more cyclists on the roads.		
126	28/02/17 11:06AM ID: 53170351	Due to the fact that the cycle way is quite large it allows cyclist to go very fast and to have more than one cyclist to overtake another at the same time. More than one time I felt insecure in cases like that. I would rather cycle to a narrow cycle way than to one as large. I feel like I am cycling a highway for bikes and sometimes tha scares me. Also, many times there are vans or cars parked on the cycleway using it as a parking space (as it is large enough for that)., making the cyclist go to the main road.		
127	28/02/17 11:09AM ID: 53171071	The cycle way was a good idea in theory - however the Hills Road section took almost 2 YEARS to complete - which is almost a joke. Having just been finished roots from trees are already causing pot holes and during severe rain areas of the cycleway collect large puddles forcing cyclists to use the road anyway for safety. There was a perfectly good cycle lane already on Hills Road - general consensus among the cycling population is that the new cycleway was a waste of money, took too long and is of poor quality which won't be repaired.		
128	28/02/17 11:10AM ID: 53171009	As always, the links with other cycle tracks need improvement to get the full benefit - the start of the track is narrower and by a busy junction by the railway bridge which can be a bit scary. The end of the cycle track at Long Road leaves a difficult entry into Addenbrookes - hopefully the new layout will improve this. There are often obstacles (i.e. vehicles) parked in the cycle track - either vans from workers in the area, delivery vans or rubbish trucks - often they obstruct the whole cycleway.		
129	28/02/17 11:17AM ID: 53171769	It did seem to take a very long time to construct. It is a problem when coaches or trucks park in the cycleway near the top of it. It is also a frequent problem when workmen put their signage for cars in the cycleway.		
130	28/02/17 11:18AM ID: 53171564	It is now terrifying as a cyclist turning right down side roads & I actually have to get off my bike & just walk across. The drainage is terrible and the cycleway is often flooded, hiding holes and posing a danger to cyclists in bad weather - if the water freezes the cycleway becomes unusable. the raised side makes it dangerous to move into the road when icy and is a real safety issue.		
131	28/02/17 11:20AM ID: 53172169	Its very good		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
132	28/02/17 11:54AM ID: 53175277	there should be greater monitoring of safety		
133	28/02/17 12:02PM ID: 53175882	Floating bus stops put cyclist and bus user at risk. Construction took a long time		
134	28/02/17 12:02PM ID: 53173361	the link between the separate lane and the dual use path is poor on the city-bound side from the junction with long road. often see cyclist on the wrong side of the road. It is not clear if the path is still dual use or not?		
135	28/02/17 12:15PM ID: 53177065	I feel I shouldn't have really commented on the last page of this questionnaire as I'm not a resident of Hills Road and therefore wasn't consulted about the plans for development of the cycleway but I presume those that needed to be consulted were.		
136	28/02/17 12:22PM ID: 53178393	The cycleway is great between addenbrookes and the bridge over the railway however past the bridge it is a nightmare of pot holes and unsafe conditions for cyclists.		
137	28/02/17 12:52PM ID: 53180845	Would be fine if all cyclists used the new cycle way - but they still use the pavements which, as a pedestrian really annoys me - I thought it was an offence to ride an adult bike on the pavement but does not seem to be in Cambridge - I think it should be an offence as I have nearly been knocked over by cyclists cycling on the pavement and much too fast. They should be forced to use the new cycle way otherwise it is a waste of time building the new cycle way.		
138	28/02/17 1:51PM ID: 53186640	there seem to have been great long gaps in the work done on Hills Road		
139	28/02/17 2:53PM ID: 53191811	The amount of traffic congestion on Hills Road during school term times is fo considerable concern and needs work to change the situation to get people to use cars more efficiently i.e. fewer cars ,more passengers.		
140	28/02/17 3:09PM ID: 53193699	Floating bus stops have caused congestion and compromises safety when cars go round the buses in to traffic on the other side of the road.		
141	28/02/17 3:14PM ID: 53194119	should of left well alone		
142	28/02/17 3:19PM ID: 53194130	It is not clear if the paths remain for use by cyclists or not. If there are sections of the path which are for cyclists, it is not clear where these start and end. I would favourably support the education of cyclists and motorist on what cyclist are and are not allowed to do. We have to some how stop these bad feelings towards each other.		
143	28/02/17 5:08PM ID: 53203265	Seems to have gone on forever, I believe it would have been more productive to close the road with diversions and concentrate on the works over a shorter period		
144	28/02/17 5:25PM ID: 53203436	I hope that this development will not be copied elsewhere. It has removed 2 lanes of traffic completely unnecessarily in a city that is congested already. The traffic congestion in Cambridge is made worse by the council who for years have pursued a policy of forcing more and more vehicles on fewer roads by closing roads off. At the same time the Council had allowed uncontrolled development within the city boundaries. Growing the city exponentially in the last 20 years.		
145	28/02/17 6:05PM ID: 53206198	Can't wait for it to extend up to the hospital. I feel so much safer with it in place. Still difficult to cross road to turn right when coming up Hills Road to turn right down Cherry Hinton Road. Would be keen for safety improvements to this. Especially hard when so many huge postal lorries turning here.		
146	28/02/17 10:29PM ID: 53217463	I think it is a big improvement as it separates the cyclists from the cars and buses, and there is room for people to overtake slower cyclists without swerving out into the traffic. The clearer priorities at junctions are also helpful. However it took a long time to complete and the region near Homerton college is full of sticks and leaves - will it get cleared? Also aware that the lanes on the road are only just wide enough for buses now, and that the bus service no longer has a lane into the city centre which seems a shame as not everyone can cycle.		

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			Response Percent	Response Total
147	01/03/17 8:43AM ID: 53231018	Cars and vans keep parking on the cycleway!		
148	01/03/17 8:46AM ID: 53231111	It's a danger to car drivers we have hardly any room now thanks to the cyclists they have the pavement with a cycle lane and now a double one on the road that hardly gets used for once think of car drivers not the cyclist		
149	01/03/17 9:34AM ID: 53231458	I'm concerned about how roundabouts are going to work in the new system		
150	01/03/17 11:06AM ID: 53242642	Another important feature of the cycleway is its width which allows for better segregation from traffic.		
151	01/03/17 5:39PM ID: 53191527	It's a huge improvement, and I'm really looking forward to it's extension past the Long Road junction, which is currently an awkward one. The only thing I find more difficult is moving out into the lane to turn right, as cars don't seem to expect it, even when I indicate, it's as if I'm invisible on the cycleway.		
152	01/03/17 5:41PM ID: 53284856	It's a vast improvement in speed and perceived safety for cyclists, but if you really want to improve safety and make cycling a pleasant experience fix the junctions.		
153	01/03/17 7:59PM ID: 53290177	This was primarily an engineering project with insufficient consideration of the natural environment (e.g. planting and landscaping). As a regular cyclist, I reckon the cycle lanes along Hills Road were fine before this project. It would have been better for drivers, cyclists and pedestrians to have invested in junction and roundabout improvements and better signage.		
154	02/03/17 8:30AM ID: 53315812	Cycling in Cambridge isn't good - the cycling on hills road is slightly better but there are still problems with overtaking and people trying to go to the bus stop walk out in front of the cyclists - causing accidents, it'd be better to keep pedestrians on the path. There is no access for cyclists to get into the hospital from all roads, the major roundabout at the hospital is a big problem for cyclists, they don't know which lane to get into if they are not a keen cyclist or know that roundabout well. Seen lots of accidents there and there is no time for cyclists when trying to get into the hospital. Where the new construction is going to be, I've seen cyclists cut across the crossroad, ending up going against traffic just to cross the road. I was so shocked that I saw this. It's hard to cycle on the other side of the road when heading into the hospital and pedestrians don't like it but I can't cross over to get to the hospital without getting on the path so pedestrians get annoyed with me despite there being a good cycle lane, which I can't use because I need to be on the other side of the road. The traffic lighting on hills rd cross way is really bad - letting cyclists go first, you don't give cyclists enough time or which lane to get into. Seen several accidents of cyclists being knocked off.		
155	02/03/17 9:55AM ID: 53320381	I think the cycleway has improved cycling safety considerably along its length. Now it needs extending into the city centre! I occasionally see cyclists cycling on it in the wrong direction - perhaps additional signage would help to clarify that each lane is unidirectional?		
156	02/03/17 10:00AM ID: 53321859	Fully segregated cycleways would have vastly improved the safety of cyclists compared to the partial segregation achieved. More work needs to be done on junctions as these are where the majority of incidents happen.		
157	02/03/17 3:59PM ID: 53179877	The construction of the cycleway often made cycling much more dangerous - there was loose material on the road, and often narrow lanes. The process took far too long. The initial construction was also prone to flooding in the slightest rain. Please employ contractors who are both quicker, and more cycle-friendly!		
158	02/03/17 5:09PM ID: 53354787	It should extend way beyond Shelford. Loads of people are coming from Fowlmere, Newton, Whittlesford and cycling through Shelford is especially dangerous.		
159	02/03/17 5:10PM ID: 53354646	The cycle way has increased traffic pollution as every time a bus stops at a floating bus stop, the traffic behind grinds to a halt. No idea why cycles now have the widest part of the road and buses struggle to get through some of the narrow lanes not created for		

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			Response Percent	Response Total
		cars and buses. Cycle way on one side of the road for 2 way cycle traffic would have made far more sense. The tiny bit of verge is also very messy! Not big enough to keep tidy, just scruffy.		
160	02/03/17 5:12PM ID: 53354792	I am interested in the cost of the improvements, given that the previous cycle path was adequate, and other areas are much worse (Cherry Hinton Road and Fulbourn Road being a particular nightmare).		
161	02/03/17 5:14PM ID: 53355136	It created more traffic. Now I'm always late to college when I travel by car, bus or taxi. Thank you so much Council.		
162	02/03/17 5:15PM ID: 53355346	scary road to bike down before the cycle way much better now but I don't often need to go that way		
163	02/03/17 5:15PM ID: 53354935	Can you please make the line separating the cycle path and the lane of traffic a solid white line so that cars might remember it's not for them. That or a camera or two, and a large fine, but I know which ones cheaper...		
164	02/03/17 5:22PM ID: 53355474	Floating bus stops are really excellent, and have a huge impact on safety for cyclists.		
165	02/03/17 5:32PM ID: 53356329	Many cyclists done use it and go on the pavement at the pedestrian's risk		
166	02/03/17 6:16PM ID: 53357996	Many cracks/ potholes have appeared where cycle path meets road surface and some sunken ironwork too. 'Grass verges look messy/ muddy as the planting seems to have disappeared		
167	02/03/17 6:17PM ID: 53357689	Road traffic is generally worse. As a result of the frustration caused by waiting behind one or more buses at the floating bus stops many motorists make risky overtaking manoeuvres. I have counted at least 10 vehicles, mainly taxis driving in the cycle lane to avoid queuing when turning left into side streets off Hills Road. The Strange short white pointed posts adjacent to cycleway pose a hazard to any cyclist who falls off their bike. Apart from peak hours cycle path is poorly used. Quality of workmanship - sunken drains in Road, missing kerbs, poor tarmac quality. Road surface very poor. Larger vehicles turning out of side streets into Hills Road either cut corner or are in danger of swinging into oncoming traffic on the other side of road.		
168	02/03/17 6:29PM ID: 53357950	The cycleway is too wide causing severe traffic problems. The floating bustops are badly positioned with some opposite junctions, meaning that cyclists wishing to go around the corner must cycle along the road for a significant distance. The grass verges should not have been removed		
169	02/03/17 6:52PM ID: 53359681	There are lots of bikes chained to the railings near the leisure parks which really get in the way and sometimes mean I have to walk on the road- would be good if they weren't there		
170	02/03/17 7:18PM ID: 53360626	Cyclists still use the path instead of the cycle lanes provided and lines on the path have not been removed so is then confusing for all. If anything the cycle lanes have been an inconvenience for many even though I understand the importance of them.		
171	02/03/17 7:27PM ID: 53360876	the hills road cycleway is ridiculously over the top; there were already on road cycle lanes in both directions AND a pavement cycle path. Pre previous provision was perfect adequate.		
172	02/03/17 8:34PM ID: 53363454	Please repair the road to get rid of potholes on the cycle way from hills road college to the botanical gardens!!!		
173	02/03/17 9:14PM ID: 53364644	Its a really good cycleway, makes me feel much safer as a cyclist. Problems arise when delivery vans and lorries park in it temporarily as you have an edge to deal with dropping down to the road and back up again onto the cycleway unless you wait for the dropped section at the next road junction which doesn't always go down well with car drivers. Also the end of the cycleway going towards Addenbrookes at the Long Rd junction is very sudden but I guess the upcoming work will change that. Coming from		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
		Addenbrookes at the moment I always get off and walk across Long Rd as the wait at the lights is interminable and I feel unsafe waiting in the middle of the road.		
174	02/03/17 9:40PM ID: 53365859	I don't really know what it is		
175	02/03/17 10:11PM ID: 53366168	I feel that cyclists shouldn't have the right to ignore the traffic lights because this causes confusion for other cyclists and other road users. In some cases, cyclists go onto the pavement or the road when it conveniences them more, sometimes they cross the road with the pedestrians and sometimes just cut across. There should be higher awareness of safe cycling. I have seen cyclists ride through on the cycleway when cars are trying to turn onto the road next to them, and also it is hard to see many cyclists in the dark as many do not use lights or wear appropriate clothing. Perhaps there could be some feature on the cycleway which makes the cyclists easier to see, for example fluorescent, reflective or glow in the dark sections. Going from sections without cycleway to sections with also seems awkward and many are confused when they turn off Hills Road onto paths where the pavement is also for cyclists, taking up the road instead which puts themselves and others in danger. The facilities appear to be adequate but there needs to be more information and promotion on how to use them properly so as to not inconvenience others and not put yourself in danger.		
176	02/03/17 10:20PM ID: 53360202	The potholes on the cycle path on Hills road towards bateman street are very deep and need to be dealt with as they are very dangerous		
177	03/03/17 6:48AM ID: 53373508	Question 15 (about impact on residents) should have another option for unable to answer or be non-compulsory. I do not know any residents of Hills Road and have no idea at all how this impacted on residents. The impact on car users is not considered in this survey either? As a car user I am very happy with the improvements to Hills Road, but would be nice to be asked!		
178	03/03/17 7:36AM ID: 53374768	If travelling on hills road by any means but cycling now the journey times have been tripled and the levels of traffic due to getting rid of bus stops is insane! This road is horrific for traffic and has been ruined for the sake of a minority of the people who use it. Furthermore it has been a waste of money and the time taken to complete it was insanity! Lastly, there is no point in putting in a cycle path when all cyclists do is use the normal paths. The whole process has caused severe disruption to this route out of Cambridge and quite frankly has ruined the journeys of thousands. Severely disappointed with the decision to create the cycle path.		
179	03/03/17 9:06AM ID: 53378344	The problem for me is the poor link across to Harston / A10.		
180	03/03/17 9:15AM ID: 53378806	improve signage,		
181	03/03/17 9:35AM ID: 53380163	Unable to comment on impact on residents as I don't live on Hills Road		
182	03/03/17 11:07AM ID: 53386772	Always debris on the floor, which especially in Winter compromises safety, but also aesthetics		
183	03/03/17 11:28AM ID: 53387804	The in-road bus stops reduce traffic speed and cause tail backs. This is particularly evident in rush hour traffic when stationary cars cannot get past a bus. This must be having an effect on air quality as car engines are running whilst spending more time at a standstill. When increased nitrous oxide and particulates are detected it is important that the motorist is not held to be at fault. We did not choose to install temporary road blocks and in my case the shockingly high price of Cambridge housing means I have to commute in the car from rural Suffolk as public transport is not available.		
184	03/03/17 11:53AM ID: 53389679	Cycle lanes do not need to be the width of car lanes, especially if that means infringing on the existing car lanes and making them unsafely narrow. Additionally, some of the pedestrian pathways have been left too wide, encouraging cyclists to use them illegally (they are no longer cycle paths and footpaths are not to be used by cyclists). If the pedestrian paths were a bit narrower and had clear signage discouraging cyclists, they could have their megalanes without squashing the traffic into narrow lanes.		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
185	03/03/17 1:28PM ID: 53396176	overall a significant improvement - particularly safety and ability for cyclists to overtake cyclists.		
186	03/03/17 2:15PM ID: 53400362	When designing cycleways more account should be taken of the profile, for example to ensure good drainage (e.g. the big puddle that backs up after heavy rain behind the north end of the floating bus stop outside Homerton College) and to avoid excessive camber which causes one to be cycling across a slope with its adverse affect on adhesion. More thought needs to be given about avoiding reduced adhesion. In the past grit spread by grit spreaders reached the cycle lane and was dispersed by any vehicles entering the lane, less grit reaches the raised cycleway. Leaf debris which was previously broken up by heavy vehicles now remains in cycle lanes for longer periods.		
187	03/03/17 2:46PM ID: 53404321	The idea of cycleways should be extended to other parts of the city. Particularly to Trumpington Road and East Road.		
188	03/03/17 2:48PM ID: 53404259	Cycle lanes in the middle of the road, for example over the rise over the bridge on Hills Road, where cars have to turn left across the lane are very dangerous. As a cyclist one feels very exposed with cars/lorries/buses to the right and left of one and it isn't pleasant or enjoyable.		
189	03/03/17 2:48PM ID: 53404050	Probably not part of this survey but: 1 Forcing cyclists between moving vehicles when going straight ahead on Hills Road bridge is very dangerous. 2 People often park their vehicles on the pavement cycleway outside Costa on Cherry Hinton Road to go and have a cup of coffee. I have even seen some people drive on the cycleway to turn left onto Hills Road because the road leading up to the traffic lights is congested. Bollards need placing along the pavement/kerb to prevent this.		
190	03/03/17 2:48PM ID: 53404269	Why can't a segregated cycle route extend for longer into the city centre ?		
191	03/03/17 2:48PM ID: 53404418	Some aspects of the cycleway clearly improve safety and comfort of cyclists. Others (turning on and off the lanes, lanes starting and stopping, difficulties of getting out of the way in traffic jams etc) don't. And the impact seems to have been wholly on the road, rather than the whole space including pavements and verges which is a pity.		
192	03/03/17 2:49PM ID: 53404250	The implementation is slow.		
193	03/03/17 2:53PM ID: 53404073	It's great to have it, but the area in general is very neglected, poorly lit and there seems to be little oversight of how it's used. Neither cyclists nor pedestrians are using it that safely. It's poorly signed so pedestrians who misunderstand the roads end up a fair way down the cycleway before they realise they can't get to the leisure park. There are also frequent instances of cars on the car trap because the signage is poor (and people are idiots).It needs more thought but it is generally a good thing to have.		
194	03/03/17 3:17PM ID: 53406706	Are you out of your tiny minds with closing a main thoroughfare into the city. I appreciate no thought has gone into this, however this is your time to shine and show that you don't have to be pig headed and stubborn and can change your mind and listen to the people. Maybe as it is a wide road you could consider making 2 narrow lanes and a reduced speed limit to protect the workforce.		
195	03/03/17 4:14PM ID: 53411048	The sloped kerb on the edge creates a danger for entering and exiting the cycleway from the road, particularly in the wet.		
196	03/03/17 4:15PM ID: 53411010	It would be helpful if efforts to improve cycle safety were extended along Hills Road towards the centre of town. This part of the road is extremely dangerous, particularly given the large number of buses going from Drummer Street and to the station. This makes it less likely for me to use the Hills Road cycleway closer to The Perse School, as it is so dangerous for me to get there.		
197	03/03/17 4:19PM ID: 53411357	Hills road was previously the safest road to cycle on. Other Cambridge roads were in greater need of improvement.		
198	03/03/17 4:40PM ID: 53411839	Are we going to spend the rest of this year with traffic disruption traffic lights and queues every morning and evening being late to work late home and when we drive		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
		passed the so called works nothing is happening. The last phase was a joke in terms off how long the build time took. I see that work has started on moving some of the street lights which were only installed a year ago. Why didn't you install them in the correct position then?		
199	03/03/17 4:45PM ID: 53413007	The narrow strip of planting between the footpath and cycle lane seems odd and not to have taken very well.		
200	03/03/17 5:19PM ID: 53414510	The problem lies with the town end up to Hills Road/Cherry Hinton junction. The cycle way is poorly marked, runs out at crucial junctions and has a terrible and dangerous road surface full of cracks, holes, scattered gravel etc. People frequently block it with vehicles. It need desperate attention. No good having smart new cycle ways further out if the most heavily used sections are so dangerous and ill kept.		
201	03/03/17 5:20PM ID: 53414571	There have been a few accidents recently - there are too many different places for road users to look. Cars often turn off Hills Road and find that they have cut up a cyclist. There are too many cyclists breaking the law too - no lights on dark nights making it very difficult to feel safe.		
202	03/03/17 6:12PM ID: 53413985	Only to generally say pedestrians and cyclists should be kept separate with the same considerations that apply to pedestrians and cars. It's frustrating and dangerous for both parties to have to "make up" rules of the road in order to avoid high speed collisions with a high risk of injury. I responded to this consultation request because of the invitation saying that responses would be used to inform other cycling/pedestrian development in Cambridge, not because I use Hills Road Cycleway very often. PLEASE stop creating shared-use paths, or paths that encourage pedestrians to cross the path of oncoming cyclists unpredictably. These assume cyclists can just perform miraculous braking operations safely whenever a pedestrian steps into a cycleway without warning.		
203	03/03/17 6:41PM ID: 53417826	there were road closures which inconvenienced residents living on nearby streets		
204	03/03/17 7:25PM ID: 53419386	Cycle path is not raised enough. Cars can still easily drive on it.		
205	03/03/17 8:28PM ID: 53421073	Pedestrians safety was compromised during construction of the cycle lane, by making pedestrians walk in the road with nothing between them and the oncoming traffic.		
206	03/03/17 9:51PM ID: 53423565	The cycle way is great. It would be improved by floating bus stops at Hills Road 6th form and Long Road (maybe that is coming in phase 2?). I would ideally like to see future cycle ways with a physical barrier between motor vehicles and the cycle way, which would prevent encroachment and parking in the cycle way, which is a problem now. Looking forward to phase 2, and future schemes. Coldham's Lane in Romsey, for example, is extremely hostile for cyclists yet would have room for a cycleway if the on-street parking was removed.		
207	03/03/17 11:50PM ID: 53426181	Very large puddles form in certain areas when it rains. This can be avoided with proper civil engineering. Debris (e.g. leaves and branches) not cleared regularly. Double yellow lines on the main road adjacent to the cycle lanes were surfaced over after being painted (more joined up organisation would be good). Some of the digital bus arrival signs seem to be pointing away from the floating bus stop! (was this a mistake?) Construction was extremely slow. The way the construction site was organised made cycling rather dangerous, negating part of the safety benefit of building it in the first place.		
208	04/03/17 3:50AM ID: 53428081	On rainy days, a large amount of water accumulates in the cycleway at the Homerton College floating bus stop next to the small crossing and there is no drainage.		
209	04/03/17 8:28AM ID: 53431455	Poor cycle support during construction is easy to avoid.		
210	04/03/17 10:15AM ID: 53433987	Took far too long to build.		

25. Please share any additional thoughts you may have about the Hills Road Cycleway or its implementation.

			Response Percent	Response Total
211	04/03/17 12:06PM ID: 53435455	<p>This review is in one major aspect deficient!</p> <p>By *requiring* a responder to enter an opinion on every question posed, even when they have no direct experience of the topic, means that the 'central response' is given more often than it should be and thereby invalidates the pole percentages. For example, how can I, who neither lives in nor walks along Hills Road, but do drive along it, give a meaningful answer as to how its residents were affected during the cycleway's construction, or on how pedestrian safety has change?</p> <p>I trust that this major fault in the design of the survey will be relayed to those responsible for acting on its outcome, and not simply be buried in statements like "only 3% of respondents were very negative about xyz", when it should have read "over 25% of those who could have been affected were very negative about xyz".</p> <p>I have not made any very negative comments - and so have no axe to grind.</p>		
212	04/03/17 12:34PM ID: 53437199	<p>The Hills Road Cycleway is a piece of world class infrastructure. It is an example of how to install road-side cycle ways and the city should be hugely proud of what they have. The only problem with it is that it's only on Hills Road!</p> <p>Also, occasional people parking on the path is a problem.</p>		
213	04/03/17 3:33PM ID: 53440540	<p>I believe that a scheme that has idealistic merits was allowed to be pushed through without proper consideration for the safety of all users of Hills Road. I am alarmed that such schemes are being rolled out more widely. What has been created is a dangerous design that will ultimately see some dangerous accidents that could have been avoided.</p>		
214	04/03/17 3:36PM ID: 53442105	<p>It's good as far as it goes but the junction with Long Road is appalling and offers nothing for cyclists and pedestrians.</p> <p>Equally, beyond that there is nothing provided to pedestrians nor cyclists to safely enter the hospital - ie no road crossings!</p>		
215	04/03/17 3:46PM ID: 53442399	<p>The cycle way is good, and works well, I think, although I only use it myself occasionally, as I live in Cherry Hinton. The road surface on Hills Road bridge and approaching the Botanics is wearing out - please could that be patched, or otherwise improved.</p>		
216	04/03/17 4:34PM ID: 53443749	<p>Why did it take so long to build something uncomplicated?</p>		
217	04/03/17 10:05PM ID: 53450274	<p>Please can we have the same on Trumpington Rd? I do not understand why all of Trumpington Rd is 'no stopping' except the area outside St Faiths. Car use outside St Faiths greatly diminishes the safety and pleasure of my ride to Long Rd as the cycleway is unusable in the morning</p>		
218	04/03/17 10:13PM ID: 53450481	<p>Why didn't they finish all the work at once? We seem to have new roadworks.</p>		
219	04/03/17 10:24PM ID: 53450639	<p>Didn't know the answers to the last page of questions.</p> <p>The kerb stone between the road and cycle path can be dangerous if cycle wheels get stuck as bike goes across it.</p> <p>Lumps of black tarmac left on cycle path should be removed.</p>		
220	05/03/17 2:13PM ID: 53467619	<p>Previous questions insisted I had to rate items (eg public consultation) that I had no idea about, so I put "Adequate", but this should be "N/A". The cycleway is excellent - I especially like the width and the fact it has priority over side streets.</p>		
221	05/03/17 2:32PM ID: 53468171	<p>Vital not to cause as much disruption during construction of Phase 2. This hugely diminishes public sympathy with cyclists</p>		
222	05/03/17 7:11PM ID: 53475921	<p>Hills Road is still extremely busy during rush/peak hours. Long Road and Trumpington Road feel the most clogged, dangerous and frustrating as a pedestrian, cyclist and car driver.</p>		
223	05/03/17 7:54PM	<p>I have had to give answers to questions I am in no position to comment on (especially</p>		

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			Response Percent	Response Total
	ID: 53477161	the last page). When you design a survey you have to give the option to respondent not to answer a specific question, otherwise your data will be unreliable.		
224	05/03/17 10:50PM ID: 53473585	The road surface of Hills Road remains/ has become/ very poor. The edging between cycleway and road is uneven.		
225	06/03/17 7:09AM ID: 53491339	I will be very glad when the road works on Hills Road finally comes to a conclusion, there have been upheaval on Hills Rd that has been going on for years and the process is so slow. I can't understand why it takes so long!		
226	06/03/17 7:59AM ID: 53493267	It's an accident waiting to happen, especially on the hills road bridge where cyclists are crossing over the flow of traffic, really not thought out at all. Apart to cause more congestion		
227	06/03/17 8:20AM ID: 53494141	I have experienced multiple examples of vehicles using the wide cycleway to park in. Examples include builders vehicles, a coach outside the EF language school and on one occasion a Sainsbury's home delivery truck reversing down the lane. I feel that it is not clear enough that vehicles should never park in the cycle lane even though there are double yellow lines between the lane and the carriage way. This is a failing of the design and should be addressed urgently		
228	06/03/17 8:34AM ID: 53494970	No consideration/consultation seems to have been given to people who have to use cars to travel into the city.		
229	06/03/17 9:29AM ID: 53497617	I think the white, short posts that are inserted along the edges of the path are a liability - anyone falling off their bike onto one of those could suffer serious injury. The straight sections, with no intersecting roads seem safer, but the rest of the routes are problematic and dangerous for all users.		
230	06/03/17 9:32AM ID: 53498966	The quality of the cycleway should always be enough to last for the long term - before resurfacing becomes necessary		
231	06/03/17 9:34AM ID: 53499103	The building work looks very shoddy - the cycleway is uneven, the raised edge between the cycleway and the cars is uneven		
232	06/03/17 9:43AM ID: 53499199	Although I answered "Adequate" for the previous 5 questions I would have liked to select a "don't know" option as I do not feel I could have given reasonable answers to these questions.		
233	06/03/17 9:54AM ID: 53500717	The state of the road is now very poor with several potholes opening up. the drainage on the cycleway is also poor with a lot of surface water whenever it rains.		
234	06/03/17 10:09AM ID: 53502261	The job took too long and was a major inconvenience. It should be done better in the future. Please implement a plan to maintain the cycle lane so it stays clean of rubbish, rubble, branches, leaves, mud etc.		
235	06/03/17 10:51AM ID: 53506162	It's a dreadful idea and very, very dangerous during the winter months when many cyclists with no lights, high viz etc. are almost impossible to see when turning left or across junctions. Impossible in the rain.		
236	06/03/17 10:58AM ID: 53507140	People stepping off the bus have a tendency to step straight out into the cycle lane. I don't know what can be done, perhaps a barrier of some kind, or signs that say "wait for cyclists to pass" Also the bus stops have poor lighting so buses do not always see passengers waiting in the dark.		
237	06/03/17 11:17AM ID: 53508755	About any cycleway: why build in next to polluted main roads?! Build it in unpolluted areas away from main roads.		
238	06/03/17 11:52AM ID: 53511905	It is very dangerous where cars turn into the Perse School as cars turning across traffic often think a car on the opposite side is giving way, when actually they are waiting to allow a cycle to pass (cars on the other carriage way cannot see the cycles). The safest option to improve this is a 'give way' in the cycle lane to encourage cycles to stop and check. I worry an accident will happen without this.		
239	06/03/17 11:52AM ID: 53511836	The junctions still feel very unsafe e.g. Hills/Long Road. Turning right into Luard Road feels much less safe - best to wait on the car carriage way - or block path of cyclists - feel uncomfortable either way.		

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			Response Percent	Response Total
240	06/03/17 2:10PM ID: 53522563	Cyclists still a hazard for both pedestrians and motorists. Cyclists still use footpaths, at speed and without lights - dangerous for pedestrians. Cyclists use cycle way - at speed and without lights. Difficult for motorists to see them, and a cyclist NEVER stops for anything or anyone. Lights on cycles are still needed on a cycle way. The cycle way has increased congestion - except for cyclists. Buses stopping on the main carriageway always hold-up traffic - but this was always known by council/developers. Congestion increases pollution, so cyclists are even more polluted. Why upgrade an existing cycleway when there are roads without them? Why do nothing to improve cyclists crossing the Hills Road/Long Road junction?		
241	06/03/17 3:43PM ID: 53529440	Let's hope Phase II doesn't take as long as Phase I did.		
242	07/03/17 10:44AM ID: 53578026	disappearance of the cycle lane coming up to Queen Edith's way is dangerous		
243	07/03/17 2:16PM ID: 53594283	Cyclists need to be made aware that if they travel at speed on the cycle way other highway users and pedestrians may not see them or be able to react in time when they do see them.		
244	07/03/17 4:06PM ID: 53603906	I am a cyclist and car driver. What a waste of money a white line and better road surface down either side of this road would have ticked same boxes. I feel no safer on my bike than I did, the silly kerbs are not going to stop a car hitting you.		
245	07/03/17 4:19PM ID: 53604218	I think zebra crossings should be favoured for traffic lights (apart from intersections). Also, I think the speed limit for cars should be enforced more effectively since many cars drive too fast. Lastly, I think that parking on sidewalks should be prevented more effectively. Quite frequently, cars park on the sidewalk and/or cycling lanes. This causes dangerous situations. I feel that motorists are generally unaware of rules surrounding parking on sidewalks.		
246	08/03/17 8:55AM ID: 53633760	One of the best cycling routes in Cambridge, I really enjoy using it and feel so much safer than on any other cycle route (except for guided bus one). Great job!		
247	08/03/17 9:38AM ID: 53635842	I walk from the Guided Bus down Hills Road towards town. Cyclists seem to use both of the cycle lanes and both of the paths. I drive in once a week and find the single road width produces longer queues at junctions. Stopped buses stop the traffic. The cycleway at Huntingdon Road is very difficult to see coming in from the A14, in the dark, where the road doglegs twice. Maybe more reflectors to make it more distinctive?		
248	08/03/17 12:59PM ID: 53651224	This scheme was a waste of public money because it has only marginally improved the position of cyclists on Hills Road by replacing two existing and adequate cycle lanes with expensive duplicates. It should be analysed as an object lesson in how not to address similar situations. Moreover the construction took far too long.		
249	08/03/17 5:35PM ID: 53674727	I feel very unsafe as a cyclist at the Hills Road/Long Road cross roads with traffic lights.		
250	10/03/17 10:05AM ID: 53771520	I was not aware of the public consultation for the cycleway. On Hills Road, the construction process was unbelievably slow and inconsiderate to pedestrians and cyclists with vehicles and barriers strewn across the path often with no work being done. Hills Road has less character than before. I would like to think that the same mistakes are not being repeated on the Trumpington Road cycleway although the works there are interfering with what used to be a beautiful stretch of road into the centre of Cambridge. It is impossible to believe that the cycleway will be an aesthetic improvement. The impression given of the works on Hills Road is that it was implemented with little consideration for local residents by a company which fitted it in between other jobs. The narrowing of Hills Road appears to have slowed the traffic into Cambridge and impeded the movement of ambulances from Addenbrookes into the city.		
251	10/03/17 5:16PM ID: 53806792	The diagrams published during the consultation were unclear, particularly in the relative dimensions of different features. Now that the cycleway is completed, it is obvious that the pedestrian pavement and the cycleway could both easily have been somewhat narrower, leaving more room on the main road for cars, buses and		

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			Response Percent	Response Total
		ambulances to manoeuvre.		
252	10/03/17 6:15PM ID: 53809664	The road itself now needs resurfacing. Overall the effort of raising the cycleway seems to have had minimal effect for extreme upheaval		
253	10/03/17 7:07PM ID: 53811970	Numerous vehicles now use the Hills Road cycleway to park... at any time of the day that I use the cycleway there is usually one or more vehicle (delivery vans, taxis, lorries, building vehicles) parked somewhere along the route. This is seriously dangerous, especially for children. The drainage on the cycleway is terrible; after heavy rain in some places (especially outside Homerton busstop) it is impassable on a bike, meaning you have to cycle on the road. This must be fixed.		
254	10/03/17 7:12PM ID: 53812294	Footpath issues mentioned previously- also is it finished? since the storms there is a lot of rubbish on the cycleway		
255	10/03/17 8:46PM ID: 53816197	Why do the two cycle lanes go to one near the floating bus stops?		
256	10/03/17 9:04PM ID: 53816838	Better publicity would have resulted in a smaller anticyclist response.		
257	10/03/17 9:45PM ID: 53818337	I am a road user who has to cross Hills Road often in various junctions. I think the cycleway makes cyclists very visible and, even in winter, cars understand that we have to check the cycle lanes before turning off Hills Road onto a side road. It is nicer to walk on Hills Road now that traffic is further away and cyclists are usually not competing for pavement space. It seems to have achieved many objectives.		
258	10/03/17 10:45PM ID: 53819467	The bridge over the railway line, and the junction with Cherry Hinton Road, is always by far the most unnerving part of the journey on Hills Road...no matter how wonderful individual sections of a journey are, if other bits are (or feel) dangerous the whole journey carries that danger in a sense. Cars also still seem very hostile to bikes wanting to turn right and needing to be let across the lane of traffic to do so -- I'm not sure what can be done about this!		
259	10/03/17 11:32PM ID: 53821103	Time will tell if it's a good scheme as the next phase of construction work is starting.		
260	11/03/17 7:22AM ID: 53826475	I grew up in a Danish city with such cycle lanes throughout the city. It was a safe cycle network, easy for children to navigate. That's why I cycle as an adult. My parents never ever took the car around the city so it is inherent in me today that using a car in your own city is completely wrong. My parents also sent us children off on our own at the age of 8/9 around the cycle network in a city the size of Cambridge (Odense). In Cambridge children grow up thinking that they need to be ferried around by car. Thank God for the Hills Road Cycle Way! It may change the attitude. Also there is space for cargo bikes on the cyclelane which will encourage more parents to get a cargo bike. Now we just need Cherry Hinton Road, Mowbray, Perne Road, Newmarket Road, East Road and why not.... Mill Road. Mill Road is a main artery. Wouldn't it be wonderful if all people cycled to work / school? It's so much better for the community, you see and meet people, and become a part of it.		
261	11/03/17 3:53PM ID: 53662667	I greatly welcome the introduction of floating bus stops along the cycleway, however, the construction process has been in my opinion appallingly inefficient taking over 2 years for a relatively short stretch of the road. I didn't feel safe cycling along Hills Rd whilst the construction took place at all.		
262	11/03/17 6:49PM ID: 53845942	It's definitely an improvement but cyclists are still dumped back on the road with no facilities when it really matters. Eg at Hills Rd/Long Road lights going to Addenbrookes. In other words, junction capacity trumps the safety of cyclists.		
263	11/03/17 8:50PM ID: 53848648	I have been cycling up and down Hills Road for years, and it is nice to have a new smooth surface on the bike lane, and the floating bus stops are a slight improvement for cycle safety - but to be honest, it was perfectly fine before. The funny side strips that were planted with vegetation (succulents?) were a total waste of space and rapidly (inevitably) became dirty strips of mud so whatever that cost was not a good use of		

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			Response Percent	Response Total
		money. In fact the whole thing was not a good use of money. I have not observed any increase in bicycle traffic since construction and in particular very few younger users (under 18) although there must be some. That is, I think most of those who use the cycleway would have done so before the improvements. Also now every time a bus stops, the cars all get held up. Pretty sure there must have been better cycle works that would have had more impact for the money...		
264	11/03/17 8:53PM ID: 53848694	I only moved to live on Hills Road after the cycleway was completed, so all my 'Adequate' answers are because I didn't cycle down Hills Road before the cycle way existed. There is an issue with delivery vehicles, taxis, vans etc parking on the cycleway when making deliveries/pickups. Is such parking illegal? It pushes cyclists into the main road which isn't very safe. In general we like it. It'd be good when the approach to the traffic lights at the junction with Long Road is improved.		
265	11/03/17 9:42PM ID: 53849728	drainage on cycle path inadequate so makes dangerous due to large body of water collecting; posts on path near bus stops scary if cyclist is pushed off by person coming off bus - will hit post; raised sides to cycle path make entering and exiting dangerous (I need to leave path to turn right off main road): consultation and project management extremely poor - responses to emailed questions seriously inadequate and revealed lack of planning, lack of awareness of success criteria; poor goals etc pathways incomplete - verges not yet finished; also excessive areas of tarmac when more of the verges could have been retained, e.g. Homerton college to Hills Road 6th form; red tarmac of cycle path deteriorating rapidly where side roads meet in cars wear it causing dangerous holes; supermarket delivery vans parking in cycle path meaning cyclist have to swerve in to road - need to paint double yellow lines and enforce		
266	11/03/17 11:20PM ID: 53851552	We have stopped cycling as it has become much more dangerous with the new cycle way. We are now using cars daily when we used to cycle. We have witnessed many accidents, and heard about many more. We are done cycling, thanks to this scheme.		
267	12/03/17 11:13AM ID: 53861516	This questionnaire needs a "don't know" answer point added to the questions.		
268	12/03/17 12:28PM ID: 53863348	It looks like a total mess.		
269	12/03/17 5:07PM ID: 53870991	The cycleways are not raised enough in comparison to the original path. Vehicles either parked or driving on the cycleways are a significant hazard. Why is there no pedestrian crossing across Queen Ediths way at the junction with Hills Road? Is the path outside Homerton College now finished? Still the original cyclepath. What is happening with regard to the plants between the cycle and pathways - remains an eyesore?		
270	12/03/17 5:39PM ID: 53871763	Your consultation focuses on the view of cyclists and pedestrians there are no specific questions for those using other modes. The programming of the scheme was poor at the outset and got worse as the scheme progressed. The quality of the finished scheme is not good there are a number of areas where the surfacing is already falling to pieces. The Leys school crossing requires pedestrians to negotiate a large puddle		
271	12/03/17 6:50PM ID: 53873532	For questions 15,19 and 20 I would have answered "no opinion" if that had been an option. "Speed bump-like" parts of floating bus stops (providing level pedestrian access) could do with being gentler to cyclists (smoother profiles)-also there has been a drainage problem outside Homerton College. Overall though much nicer for cyclists-the only major gripe is how long it took to build.		

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			Response Percent	Response Total
272	13/03/17 9:04AM ID: 53890420	Very hard to comment on the efficiency without being very clear on what constraints were placed on the contractors. Clearly they could have done the works much quicker if they did not have to allow for traffic, Christmas etc.		
273	13/03/17 10:04AM ID: 53894740	It is still too easy for motorists to drive onto the cycleway.		
274	13/03/17 10:05AM ID: 53894755	1) It is good for mobility scooters as the roads are flat and continuous 2) The cycleways have priority over side roads (contrary to 'share use/dual purpose pathways) which is an enormous safety improvement not mentioned in this survey 3) The red tarmac is an excellent feature 4) arrangements around the East Road junction -including advance green lights- are a massive improvement to previous lay-out 5) more of these please THANKS		
275	13/03/17 10:14AM ID: 53895424	It took very long until the red top layer was completed on the whole lane. That caused many risks, not least cycling on a very bumpy surface.		
276	13/03/17 10:14AM ID: 53895756	The implementation seemed very disruptive and compromised cyclists safety as they were forced to move in and out of the main stream of traffic. It is a shame that this was not all done when the road was resurfaced a few years ago which also caused major disruption.		
277	13/03/17 10:22AM ID: 53896408	The problem with this scheme and Cambridge in general is, while this cycleway is good, it leads into the Hills Road Bridge that feels unsafe still, then into the roads around the station and into town, particularly Regents St, which feel very very unsafe. I won't let my children cycle this way because of the junctions and because the cycle lanes are not adequate going further into town.		
278	13/03/17 10:32AM ID: 53896892	On balance, I don't think the cycle lane has improved safety greatly because it now just makes drivers more irate when they get stuck behind a bus and cannot overtake/stuck behind someone turning right. The disruption to build it was huge and during that time cycling was more dangerous - big queues of cars with irate drivers doing silly things. Also, it seems to just encourage some cyclists to cycle next to one another, blocking the whole path.		
279	13/03/17 11:46AM ID: 53901299	During the peak times Hills Road is chaotic. Thank goodness the traffic is at a standstill otherwise there would be numerous accidents/incidents. Put up cyclist "stop" signs at side roads that join Hills Road, many cyclists don't even slow down before they join Hills Road, making vehicles swerve to avoid them.		
280	13/03/17 12:41PM ID: 53907226	I think the council needs to invest more in the many cyclists of Cambridge to: 1. Promote cycling as a viable alternative to other modes of transport, thereby relieving pressure on those other modes. In my opinion, the better the cycle network the less problems you will have with congestion and pollution on the roads since it will shift many car users onto bikes. 2. Promote the health and well being of the residents. Cycling is less environmentally damaging than for examples cars or buses, and furthermore a cyclist is also exercising therefore improving their health. Given these points, why is so little invested in cycling compared to other forms of transport and why is it dangerous to cycle in some areas of the city due to poorly designed cycleways or lack of protection from traffic? Furthermore why is it frequently difficult to combine cycling with other forms of transport such as taking a bike on the train?		
281	13/03/17 1:54PM ID: 53912961	This is a rubbish survey. There should be an option of 'don't know', especially for questions about impact on residents. How should I know ? I live on the other side of town !		
282	13/03/17 2:02PM ID: 53913244	I feel the project has taken far too long and has been incredibly disruptive. The aesthetic appearance of Hills Road has suffered.		

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			Response Percent	Response Total
283	13/03/17 2:12PM ID: 53915628	I would like to congratulate the council on a well thought out well planned objective that was followed through safely and efficiently. The colour is a little garish and I feel there is too little signage, those are my only two criticisms		
284	13/03/17 2:23PM ID: 53907031	Access to the northbound cycleway at the south end is still unclear and incomplete. I hope the next phase of the project will resolve this.		
285	13/03/17 4:16PM ID: 53926670	As mentioned previously, there will be more car traffic hold ups, due to the location of the bus stops along the road. As they are no longer in "lay bys" this means the buses stop in the road. What a stupid, stupid decision!		
286	13/03/17 8:05PM ID: 53940048	My journey has not been improved at all by the new cycle lanes and in some ways my journeys are worse. It is very difficult to turn right from Hills Road and there is not sufficient space on the carriage way for cyclists to wait on the centre line. The only way to cross safely is to wait on the left (where? in the sedum strip?) and then cross when both lanes of traffic and cyclists are clear, which can be a long wait. Far better before the "improvements"		
287	13/03/17 9:24PM ID: 53943506	Total waste of time and money. Much better designs could have been done to achieve the same cycle separation without compromising safety.		
288	14/03/17 2:54AM ID: 53949899	As a cyclist- I love it. The construction process was very slow/disruptive. Closing the route from Addenbrookes to the junction with Long Road for the next stage of construction could well cause chaos.		
289	14/03/17 8:56AM ID: 53957714	from the consultation, I thought parts of the pedestrian walkway and part of the road would be used for the cycle lane, but just the road was used. This has made the road, very narrow and poses a risk to road/car users; in case of an emergency, there is no manoeuvring space.		
290	14/03/17 9:24AM ID: 53960481	Next time don't build it in school time build it in the summer holidays		
291	14/03/17 9:50AM ID: 53958930	Well built cycleways are good in themselves, but need to be part of an integrated system of cycle routes. So the connections through the junctions at the ends of cycleways must be considered as part of their design. These have been completely ignored on Hills Road.		
292	14/03/17 10:27AM ID: 53966287	The cycleway is a great idea but the execution lacks in quality. Lots of patches and it generally does not look all that good. Very glad it is so wide now - easy to overtake other cyclists and I generally feel safer there due to its width.		
293	14/03/17 11:14AM ID: 53970931	Re: the difficulties of residents exiting out of driveways: 1) on the in-bound side, drivers will have to traverse 2m of pavement plus 1.6m of cycle contraflow plus 2.3m of on-road cycle lane before they reach the carriageway. 2) On the outbound side it's a mere 2.1m pavement plus 2.3m on-road cycle lane, but everyone is pulling up steep slopes to the road Re: Phase 2 public realm & streetscape: Complete loss of all greenery.		
294	14/03/17 12:02PM ID: 53975258	I wouldn't want this type of pathway especially with floating bus stops on a narrower road.		
295	14/03/17 1:32PM ID: 53981713	Send some council officers to Holland to see how it should be done.		
296	14/03/17 2:56PM ID: 53989760	Hills Road is now a real problem area for deliveries to, contact with and use of residences thereon. The length of time that Hills Road was solely affected by road works was unreasonably extensive and the cost was also unreasonable compared to its returns.		
297	14/03/17 3:42PM ID: 53993823	Great idea - a pity some cyclists still can't follow road rules and behave unpredictably.		

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			Response Percent	Response Total
298	14/03/17 5:05PM ID: 53999567	I feel that the cycle way makes it much more difficult and dangerous to turn right when cycling along Hills Road especially at night time. Even with bike lights I feel very vulnerable.		
299	14/03/17 6:43PM ID: 54006715	Will be good once it's finished. Standard of workmanship is appalling, way below standards that would have been acceptable back in the 1970s when I worked in county highways. Roadway now breaking up and needs major repairs. Inadequate sweeping of cycleway esp after recent storm. Lets hope next phase will be carried out by a competent contractor.		
300	15/03/17 10:53AM ID: 54043146	Unfortunately the cycleway is still seen by some as been a shared space for both cars and cycles. I do feel safer on this than cycling on the road or a joint pedestrian / cycle path but I think more education would be a really good idea. I still feel anxious when cars have to cross the cycleway to access a side road and see quite a few "near misses".		
301	15/03/17 11:07AM ID: 54044817	It is here to stay, but has an overall negative impact.		
302	16/03/17 2:28PM ID: 54154018	When roads were narrowed for constructions there were near misses several times from traffic overtaking cyclists, specifically buses. There is an issue of bikes not giving way to cars going into the left lane as they go over the bridge on hills road and the number of times the lights are jumped by cyclists on the major junctions is dangerous.		
303	16/03/17 3:12PM ID: 54159684	I have only started using the Hill Road cycle path a few weeks ago - so I can't comment on the experience previously.		
304	16/03/17 3:49PM ID: 54161789	To highlight a few safety issues on the cycleway: Some cyclists don't realise the cycleways are one-way and cycle the wrong way down them. The side-by-side bike logos do indicate the direction, but perhaps a clearer sign is needed. Cars drive up onto the cycleway in order to go around stationary cars waiting to turn right across the traffic. I have personally experienced several near misses due to this issue. Could this be policed somehow? The cycleway is often blocked by lorries parking on it (e.g. delivering building supplies, or supermarket delivery vans).		
305	16/03/17 5:11PM ID: 54170209	It is excellent with regard to cycle safety and a benchmark for what all cycle lanes which follow the same route as a road should be.		
306	17/03/17 9:12AM ID: 54198623	Not worth it and should be spent on housing		
307	17/03/17 9:50AM ID: 54201133	Please extend it where feasible		
308	17/03/17 12:40PM ID: 54212054	Clearly it took too long to build. Often no workmen there. Very poor construction - Low points where it passes side roads - Road surface where it joins cycleway poor quality finish. narrow borders between cycleway and road not drained properly and too shallow for planting. Also nothing will grow because of salt etc from roadway. Why is it so wide? It encourages two cyclists to ride together meaning any over taker has to move into roadway and it encourages cyclists to talk, making it as dangerous as using a mobile phone in a car! Clearly, the plan was to make it very difficult for motorists in the misguided belief that they will use the Park and Ride or take a bus, cycle or walk. The fact that someone decided to charge too much for the P and R is one of the main reasons that the plan has failed. Has anyone involved in the decisions taken the time to come and look at the area to see how it is working? If they want to see a cyclist then they should only come for about an hour in the morning and one hour in the afternoon, or they will not see one! Have you thought about getting one of the team responsible for this scheme to actually come and have a look at how it is working because, clearly, none of them live nearby		

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			Response Percent	Response Total
		<p>If they do come, tell them to watch how they cross the roads, as the majority of cyclists are unlikely to stop at any red lights. What are you doing about that?</p> <p>I apologise if the tone of my note is a bit strong, but I do feel that the scheme is poorly thought out and badly constructed.</p> <p>I doubt that you have reached this far in my note, as it will not contain the point of view that you are looking for but, if you have, I hope that you do not just ignore it.</p>		
309	17/03/17 1:39PM ID: 54218845	Unless the Tech companies can provide face / body recognition cameras followed up by people in authority policing and bringing to justice those who wish to break the law, cyclists will remain unaccountable and put all other road users and especially pedestrians at risk. Clear signage would help.		
310	17/03/17 3:00PM ID: 54223861	Wasn't constructed that well, in that at the start of it at the Addenbrookes end by Long Road, whenever it rains there is a massive pool of water. Which means you can't really access it like you are supposed to so stay on what is now supposed to be a footpath, and join the cycleway further up Hills Road.		
311	17/03/17 3:50PM ID: 54230045	The cycleway took a very long time to construct, and vehicles now frequently block the cycleway during loading/unloading and passenger drop-off (taxis).		
312	17/03/17 3:56PM ID: 54230399	I wish you could (would) have raised cycle-paths on ALL cycle routes. And especially on those - very dangerous roads - linking surrounding villages! (We didn't buy a house because there wasn't a good cycle-path into Cambridge.)		
313	18/03/17 10:21PM ID: 54283942	A comment instead about this survey - in the absence of a "can't judge" category i have had to invent answers to some questions		
314	19/03/17 10:17AM ID: 54292976	I feel that far too much space is given over to cyclists. Previously there were adequate cycle and pedestrian lanes along Hills Road; now cars and buses are squeezed into narrow lanes.		
315	19/03/17 9:00PM ID: 54311370	it took too long		
			answered	315
			skipped	280