

GREAT SHELFORD PARISH COUNCIL TRAFFIC OVERLOAD AND VILLAGE ASPIRATIONS PUBLIC OPINION SURVEY

Survey was open between 13th May 2021 and 31st July 2021. Respondents 110

SECTION 1: SUMMARY OF RESPONDENTS (QUALIFYING QUESTIONS)

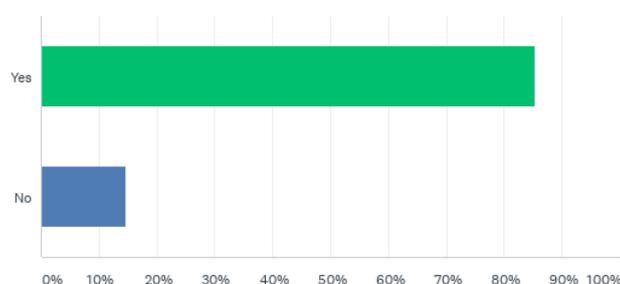
110 members of the public responded to this survey, the large majority (85%) living in the Parish of Great Shelford, the remaining replies were received from Little Shelford (6), Stapleford (3), Queen Ediths (1), Balsham (1), Duxford (1), Melbourn (1), Shepreth (1), works in parish (1) and Thriplow (1).

The largest age representation (34%) were aged 65 plus. Merging the age groups to create a group aged 35-64 accounts for a further 63%.

Only one person with a disability responded and this is a demographic that we should attempt to consult with via additional channels. It is disappointing but perhaps not surprising, considering the channels used for promotion, that younger community members are not adequately represented. Further surveys should consider the wider use of social media to broaden audience reach.

51 individuals, nearly 50% provided additional comment, shown in alphabetic order and anonymously at the foot of this report

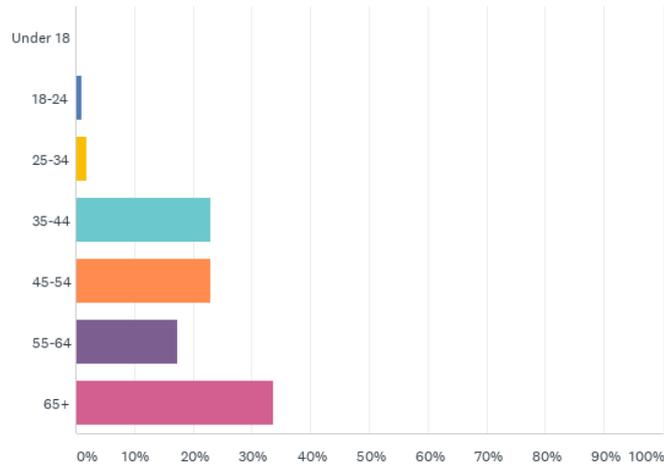
LOCATION . DO YOU LIVE IN THE PARISH OF GREAT SHELFORD?



ANSWER CHOICES	RESPONSES	
Yes	85.45%	94
No	14.55%	16
TOTAL		110

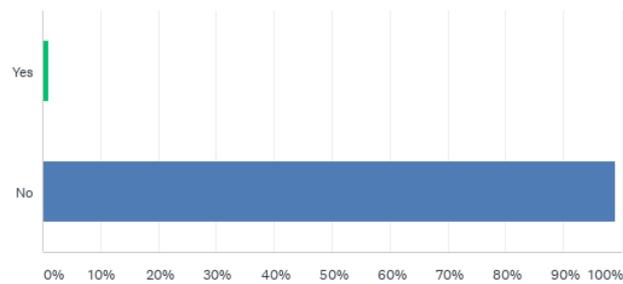
(85%) living in the Parish of Great Shelford. Non parish responses received from Little Shelford (6), Stapleford (3), Queen Ediths (1), Balsham (1), Duxford (1), Melbourn (1), Shepreth (1), works in parish (1) and Thriplow (1).

AGE. WITHIN WHAT AGE RANGE IS YOUR AGE?



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.96%	1
25-34	1.92%	2
35-44	23.08%	24
45-54	23.08%	24
55-64	17.31%	18
65+	33.65%	35
TOTAL		104

DO YOU HAVE A DISABILITY THAT IMPACTS ON YOUR TRAVEL AND TRANSPORT NEEDS?



ANSWER CHOICES	RESPONSES	
Yes	0.96%	1
No	99.04%	103
TOTAL		104

SECTION 2: RESPONSES

The survey was designed as the first step in trying to gauge local people's aspirations for Great Shelford and their immediate issues, with regard to traffic and transport.

The sample collected is small and cannot be assumed to be representative of the population, but the response was not insignificant and there were some strong commonalities. GSPC can use this as a starting point to collate input from a larger sample and develop ideas.

When looking at the big picture, the clear feeling was that Great Shelford should not be subsumed into a Greater Cambridge, and protecting the nature of the village and its connections with other semi-rural villages outweighed a desire to join up with Cambridge over the next decade. (See Qs 7 & 8 below).

In terms of priorities for the long term, reducing traffic passing through the village, improving pedestrian safety and improving public transport were strong ambitions. (Weighted scores of 3.94, 3.43 and 3.18 respectively).

When considering immediate issues, Speeding (76%), Air pollution (48%) and aggressive driving (48%), were considered the greatest concerns in the streets where respondents lived.

When asked to consider other streets in the village – Congestion (74%) Speeding (71%) and Parking (70%) rose to the fore.

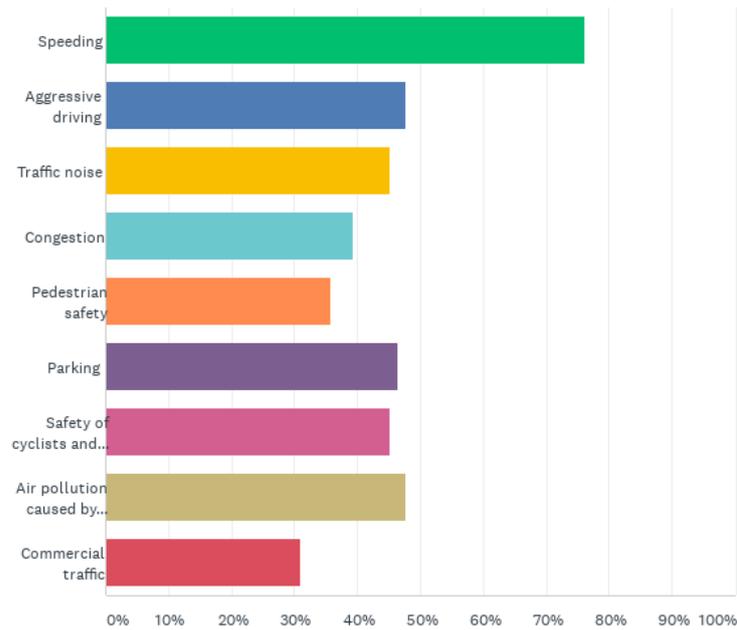
When asked about immediate traffic/transport priorities, (Q3) respondents could give multiple responses – the key issues were indicated as non-motorised user safety, pedestrian safety and speed of passage through the village (67%, 61%, 42%), however the range of users that chose multiple options and those that didn't, may have swayed this result.

When asked what measures GSPC should explore, (Q4) Traffic calming measures and cycle paths were popular responses, with around two thirds of respondents feeling positive about these. Interestingly, the Introduction of charging for all day parking (42%), and Low traffic neighbourhoods (39%), were also high priorities. Installation of charging points for electric vehicles, Pedestrianisation, Buildouts/chicanes with planting, School streets and Liveable streets, were all popular with more than 30% of respondents.

When asked to just choose one preferred focus of activity for longer term benefit (Q6), 'reducing traffic passing through the village' was the priority.

63% positively supported GSPC expenditure of up to £50k to address some immediate issues, specifically traffic calming, cycle paths and LTNs.

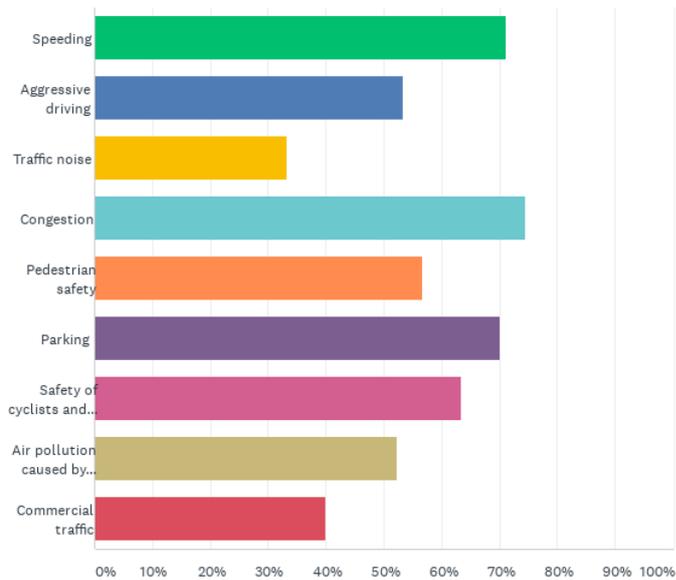
Q1. DO YOU CONSIDER ANY OF THESE TO BE A CONCERN IN YOUR STREET? PLEASE TICK ANY THAT YOU CONSIDER A CONCERN.



ANSWER CHOICES	RESPONSES
Speeding	76.19% 64
Aggressive driving	47.62% 40
Traffic noise	45.24% 38
Congestion	39.29% 33
Pedestrian safety	35.71% 30
Parking	46.43% 39
Safety of cyclists and horse riders	45.24% 38
Air pollution caused by vehicles	47.62% 40
Commercial traffic	30.95% 26
Total Respondents: 84	

Speeding (76%), Air pollution (48%) and aggressive driving (48%), were considered the greatest concerns in the streets where respondents lived.

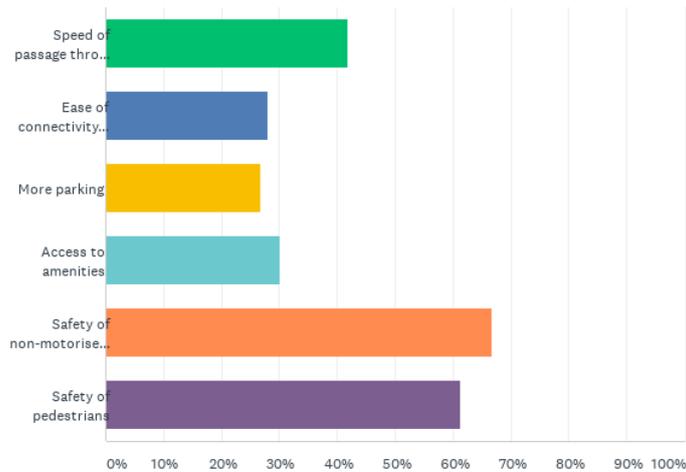
**Q2. DO YOU CONSIDER ANY OF THESE TO BE A CONCERN IN OTHER STREETS OF GREAT SHELFORD?
PLEASE TICK ANY THAT YOU CONSIDER A CONCERN.**



ANSWER CHOICES	RESPONSES
Speeding	71.11% 64
Aggressive driving	53.33% 48
Traffic noise	33.33% 30
Congestion	74.44% 67
Pedestrian safety	56.67% 51
Parking	70.00% 63
Safety of cyclists and horse riders	63.33% 57
Air pollution caused by vehicles	52.22% 47
Commercial traffic	40.00% 36
Total Respondents: 90	

Congestion (74%) Speeding (71%) and Parking (70%) were common concerns, along with the safety of cyclists and horse riders (63%) when considering the village as a whole.

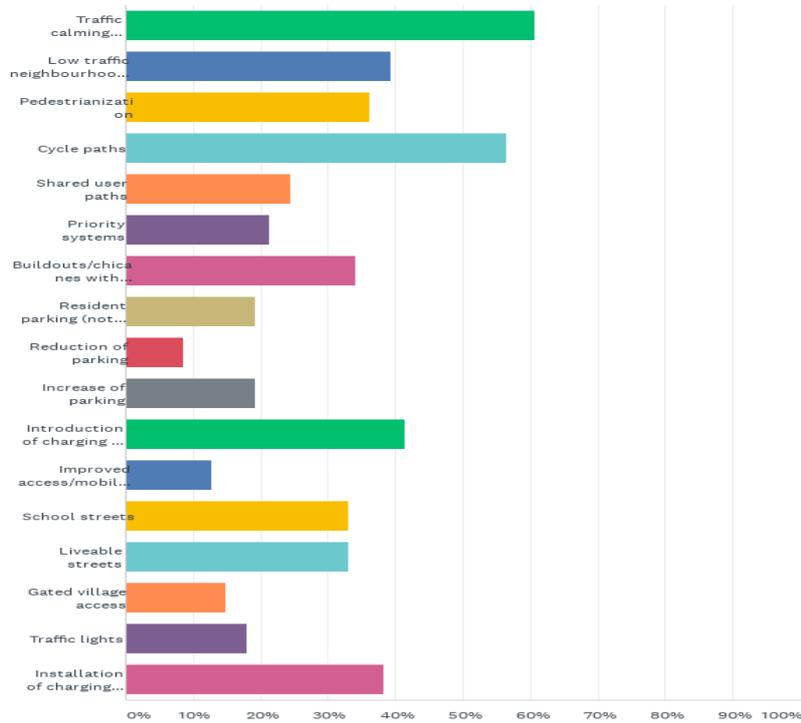
Q3. IN TERMS OF TRAFFIC/TRANSPORT, WHAT DO YOU CONSIDER TO BE A PRIORITY IN GREAT SHELFORD? PLEASE TICK ANY BOXES THAT MATTER TO YOU.



ANSWER CHOICES	RESPONSES
Speed of passage through the village	41.94% 39
Ease of connectivity to surrounding villages and to Cambridge	27.96% 26
More parking	26.88% 25
Access to amenities	30.11% 28
Safety of non-motorised road users	66.67% 62
Safety of pedestrians	61.29% 57
Total Respondents: 93	

Key issues were indicated as non-motorised user safety (67%), pedestrian safety (61%) and speed of passage through the village (42%).

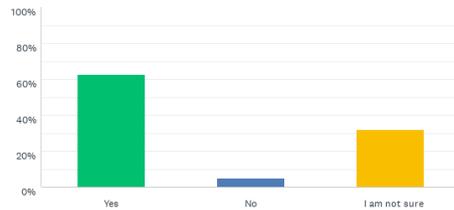
Q4. WOULD YOU SUPPORT EXPLORATION OF (PLEASE TICK ANY THAT YOU WOULD LIKE TO SEE CONSIDERED).



ANSWER CHOICES	RESPONSES	
▼ Traffic calming measures	60.64%	57
▼ Low traffic neighbourhoods (LTN)	39.36%	37
▼ Pedestrianization	36.17%	34
▼ Cycle paths	56.38%	53
▼ Shared user paths	24.47%	23
▼ Priority systems	21.28%	20
▼ Buildouts/chicanes with planting	34.04%	32
▼ Resident parking (not currently permitted in South Cambs)	19.15%	18
▼ Reduction of parking	8.51%	8
▼ Increase of parking	19.15%	18
▼ Introduction of charging for all day parking	41.49%	39
▼ Improved access/mobility measures	12.77%	12
▼ School streets	32.98%	31
▼ Liveable streets	32.98%	31
▼ Gated village access	14.89%	14
▼ Traffic lights	18.09%	17
▼ Installation of charging points for electric vehicles	38.30%	36
Total Respondents: 94		

Traffic calming measures (61%) and cycle paths (56%) were popular responses. The introduction of charging for all day parking (42%), and Low traffic neighbourhoods (39%), were also high priorities. Installation of charging points for electric vehicles (38%), Pedestrianisation (36%), Buildouts/chicanes with planting, (34%) School streets (33%) and Liveable streets (33%) were all popular.

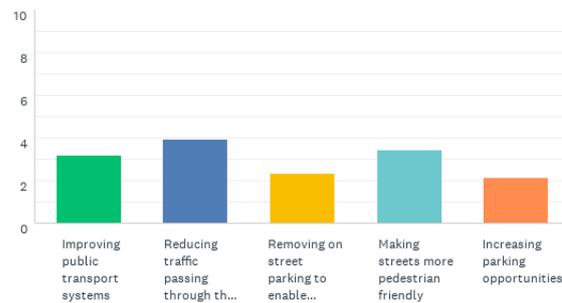
Q5. WOULD YOU SUPPORT A £50,000 EXPENDITURE TO IMPLEMENT SOME OF THE ABOVE PAID FOR FROM THE PARISH PRECEPT?



ANSWER CHOICES	RESPONSES
Yes	62.77% 59
No	5.32% 5
I am not sure	31.91% 30
TOTAL	94

63% supported GSPC expenditure of up to £50k to address some immediate issues, with 32% not being sure, perhaps as specific measures were not actually proposed or possibly the Parish Precept not being understood.

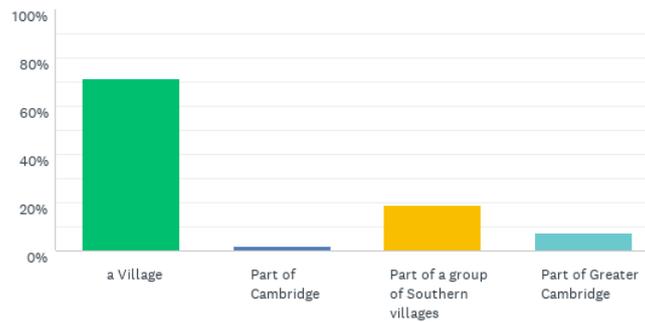
Q6. WHAT WOULD YOU SEE AS THE PRIORITY WITH REGARD TO TRAFFIC AND TRANSPORT OVER THE NEXT DECADE? PLEASE NUMBER THESE IN ORDER OF PREFERENCE WITH NO 1 BEING YOUR MOST PREFERRED AND NO 5 YOUR LEAST.



	1	2	3	4	5	TOTAL	SCORE
Improving public transport systems	17.02% 16	25.53% 24	30.85% 29	11.70% 11	14.89% 14	94	3.18
Reducing traffic passing through the village	45.74% 43	22.34% 21	17.02% 16	9.57% 9	5.32% 5	94	3.94
Removing on street parking to enable faster/smooth traffic flow	10.64% 10	11.70% 11	14.89% 14	25.53% 24	37.23% 35	94	2.33
Making streets more pedestrian friendly	19.15% 18	32.98% 31	23.40% 22	20.21% 19	4.26% 4	94	3.43
Increasing parking opportunities	7.45% 7	7.45% 7	13.83% 13	32.98% 31	38.30% 36	94	2.13

Reducing traffic passing through the village, improving pedestrian safety and improving public transport were identified as priorities. (Weighted scores of 3.94, 3.43 and 3.18 respectively).

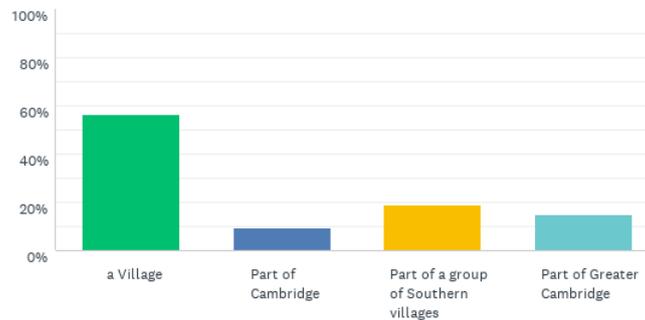
Q7. DO YOU CONSIDER GREAT SHELFORD PRIMARILY AS...



ANSWER CHOICES	RESPONSES
▼ a Village	71.28% 67
▼ Part of Cambridge	2.13% 2
▼ Part of a group of Southern villages	19.15% 18
▼ Part of Greater Cambridge	7.45% 7
TOTAL	94

The majority of respondents (71%) considered Great Shelford as a 'village' rather than part of a larger locality.

Q8. IN TEN YEARS' TIME DO YOU BELIEVE GREAT SHELFORD SHOULD BE PRIMARILY CONSIDERED AS...



ANSWER CHOICES	RESPONSES
▼ a Village	56.38% 53
▼ Part of Cambridge	9.57% 9
▼ Part of a group of Southern villages	19.15% 18
▼ Part of Greater Cambridge	14.89% 14
TOTAL	94

Whilst the majority felt Great Shelford should retain its identity as a 'village' in the future, this majority was reduced with a larger number pragmatically thinking that Gt Shelford would be seen as part of a group of Southern villages (19%) and a proportion (15%) believing the village would be subsumed into Greater Cambridge.

Q9. DO YOU HAVE ANY ADDITIONAL COMMENTS?

51 respondents made additional comments, the majority with regard to transport issues and a small number with suggestions re. improving the survey).

Responses:

- Big problem is idling engines at level crossings
- Concerned about village becoming suburb of Cambridge, speed limits/'controls' facilitating this. My perception is that lower speed limits have led to faster speeds/aggressive driving increasing. I'm often intimidated while trying to comply. Greatest need PUBLIC TRANSPORT improvements, not restrictions for motorists!
- Enforcing current parking rules should be a priority - what is the point of creating more rules for people to ignore
- Facilitating the charging of electric vehicles must be high on the agenda of all parishes. I also think an independent study should be commissioned to look at the viability of making parts of the village one way. I would also support the introduction of peak time traffic lights near the school - to avoid the daily chaos that unfolds there between 8-9 and 15:00 -16:00
- Fill in the potholes and repair the pavements. We do not need any form of busway. Reduce the length of time the level crossings are down for.
- Great Shelford should be considered a village but it seems inevitable that it will simply become part of Greater Cambridge. I regret that and believe that preventing the new proposed busway cutting across the green belt will make it more likely that we will remain a village.
- Great Shelford's greatest asset is the shopping area and recreation ground in Woollards Lane. I feel that the road is blighted by the volume of through traffic. I would like to see measures to reduce the amount of motorised traffic in the street, and encouragement of people to travel to and from the amenities by bike or on foot.
- I am a cyclist - occasional driver. Allowing some parking works as a traffic calming. I strongly oppose 'sleeping policemen'/ bumps in the road, etc. I see no question about potholes... .
- I am concerned that traffic becomes worse year on year, primarily due to the endless "growth" and housebuilding in the areas surrounding Cambridge. Pre-covid we had morning congestion at junctions (A1301/Addenbrookes Road) that didn't even exist a decade ago! Congestion there then pushes other traffic (to Hauxton/Harston/M11) through past St Mary's and Little Shelford....
- I am seriously concerned about the safety on Bridge Lane (Little Shelford) which leads into Church Street (Great Shelford). The path is less than 1 metres wide and on a bend. Despite it being a 20mph limit this is ignored. I am seriously concerned that something will only be done once someone is seriously/fatally hurt. I walk my children to school daily on this route and frequently witness excessively speeding traffic.
- I am strongly against any measures that would improve the traffic flow around the school, High Street or Woollards Lane. These would only encourage more vehicles to use these routes. Parked cars and other measures should be used to slow traffic and to deter road users from using these routes as cut-throughs.
- I had to look up what "school streets" and "liveable streets" are. I would be in favour of South Cambs having civil enforcement powers for parking and other minor motoring offences (I think Barrie knows all about this). There is a large amount of very thoughtless parking (eg on the double yellows outside Tesco or on Church Street) made worse because there is no enforcement.
- I have lived in Great Shelford for more than 40 years and have seen the changes in traffic patterns. I worry that the village is now just a route for commuters and a cut through for goods vehicles. I think the Parish Council should do anything possible to send traffic away from our village and protect the residents. Could we invest in mobility scooters and try and make more areas pedestrian? The area by the school is an accident waiting to happen and I am increasingly avoiding that road. Commuters and lorries need to be discouraged there.
- I have moved here because great shekford is close to my work and a good place for my family - the worst thing about GS is the commuter traffic clogging up the streets

- I think there should be a ring round around Great /Little Shelford
- I would have preferred not to answer choices 1 and 5
- I would like a one way system for Woollards Lane and on street parking restricted on Hinton Way.
- if flow was one way around the village triangle surely that would help. The road outside the church remains (as ever) a problem.
- Inevitable growth of City outwardsto the south
- Introduce a 1-way system in tunwells lane/woollards lane/high street to avoid congestion; examine issues caused by poor/dangerous cyclists; restrict parking near the school to allow safe passage for drivers; increase patrols to fine people parking on double yellows.
- It is important traffic calming is put in Granhams Road. Cars speed from Gt Shelford to get over the level crossing. Nightmare for residents! Has a survey or speed check ever been done? I doubt it!
- Never any police speed checks on my road Hinton way, it's like a race track, I ride a bike to work as don't like sitting in traffic and on my road I feel I will get hit by a car!
- No
- One way road system in the village
- Parking on double yellow lines throughout village is a real problem leading to issues with sight lines for drivers cyclists and pedestrians. I would supplier funding of parking enforcement
- Parking on verges is a problem. 2) When the M11 is shut in the middle of the night and the detour runs along Cambridge Road, huge, speeding lorries make our house shake.
- Parking restrictions by the church are frequently ignored reducing visibility and making it dangerous for cyclists.
- Parking wardens should be introduced to fine all the disrespectful people who park their cars on double yellow lines and cause so many of the congestion issues particularly on Woollards lane
- Pavements narrow cars speeding through the village. Mounting pavements to go faster regardless of whether there is a pedestrian on the pavement. Need zebra crossing outside coop. Need railings for child safety outside the school/church if car parking is removed from there
- Please do something to enforce parking restrictions. So many people park all day in the village car parks when they are not using the village meaning people using the village have to block up the roads. SO many people park outside Tesco on double yellow lines and there is no enforcement. Why not
- Please re-surface to remove potholes - a huge hazard to cyclists!
- Please rethink the southbound cycle lane on the Cambridge road - putting bicycles onto the narrow pedestrian pavement is madness, it would be much safer for everyone to continue the cycle lane along the main road across the front of the garden center
- Reducing the speed limits on Hinton Way and Cambridge Road has not improved safety or reduced speeding, and has opened the door for development by removing a significant obstacle.
- Road noise and air pollution on Cambridge Road is a major concern
- Road surfaces are in poor condition and dangerous to cyclists in many places
- Shared user paths are dangerous because they mix cyclists and pedestrians in the same small space. Cyclist should travel on the road and be protected by cycle lanes taken from the road area. Shared user paths give motorist the false idea that cycles should be using those paths, making them more aggressive, when in fact those paths arent safe for cyclists and pedestrians to mix. We should be taking area away from motorists, not from pedestrians, if we are to encourage people out of their cars and into active transport. The A1301 is a noisy and dangerous road with many speeding motorists. The speed limit on this road should be reduce to 20mph and enforced with cameras. There should be more pedestrian crossing on this road
- Shelford is a historic and beautiful village, that is rare in the fast, highrise society and faceless development all around it. We need to preserve green, and original villages, not make awful bland boxes that destroy the British countryside
- Shops are dying because of lack of parking. Commuters are parking for free & clogging up the village

- Speed checks to be done on Granhams Rd, potholes everywhere around the village, dangerous for cyclists and difficult to cycle on pavements
- The church/school parking makes it particularly congested. I think you need to remove on street parking around that corner.
- The cycle path on Cambridge road should be extended along London road. It should be widened and made non-optional. This is a popular route for children and I always see accidents. Cambridge road needs more traffic lights at junction because it's too hard to turn onto with many speeding and aggressive drivers. Cambridge road needs speed cameras to reduce speeding
- The major issue at the moment in terms of safety is the number of HGVs using the A1301. I cannot believe they are all just local traffic
- the roads in Great Shelford are really dangerous and I would like to feel safer on the paths and when on a bike or horse
- The village is on the verge of dying...please consider that. But also i have seen some of the most aggressive driving I have ever witness with driving on pavements and too close to cyclists
- There is a lot of speeding on the A1301 (Cambridge Road). This road is popular with cyclists including many children cycling to school. The speed limit on this road should be lowered to 20mph and enforced with speed cameras
- These issues are bound to become more pressing with the planned expansion of CBC.
- Traffic throughout the bulk of the village seems reasonable, apart from Church Street near the school where it is a massive hazard. There is a considerable amount of dangerous driving, damage and noise in that stretch. The destruction of a safety post outside the houses underlines the point. It is just a matter of time before a child, pet or other person is killed or seriously injured along that stretch. Parking must urgently be moved to be across the street (in front of the houses) to provide safety and shelter to the houses and pedestrians. Calming measures must be enacted at the same time to restrict the amount of traffic and types of vehicles that can use that road. A very low cost and quick option would be to extend the double yellow lines that are currently in front of the church on the north side of the street (where the pavement is wider) and remove the double yellow lines on the south side of the street in front of the houses and the narrow stretch of pavement. This will allow the cars to park in front of the houses, which will act as a buffer. Zebra crossings can be added by Kings Mill Lane and in front of Peacocks to allow safe crossing to the church and school. Large traffic calming planters, such as those used in Cambridge, should be added at the same time to calm the flow of traffic, and the road should have a weight limit applied to remove HGVs. These are fast and low cost measures that will immediately improve the safety, noise, damage, and flow of traffic.
- Volume and speed of traffic in High Street has made living unpleasant. Homeowners cars parked on High Street are regularly damaged - clipped wing mirrors especially. There is no off road parking for residents unless grass verges were to be narrowed to allow for parking safety but this would most likely result in increased driver speed.
- We live on Woollards Lane. People speed day and night. People park over driveways and with no consideration for others. We walk our children to school and it is unsafe at times where the paths narrow and cars are speeding past (eg just after Boots). Parking at the school is atrocious by fellow parents and creates unsafe pavements and irate drivers!
- We need to close Church street at school times
- You need to provide explanations to some of the questions. For example what is a "Liveable street". Most users will not be able to provide an honest answer without understanding the implications.