Abi Williams

From: [redacted]@cambridgeshire.gov.uk>
Sent: 22 July 2026 14:46
To: Abi Williams; Cllr Clark
Cc: [redacted]
Subject: Fowlmere & Melbourn Active Travel Survey
Attachments: Fowlmere and Melbourn AT Survey Report.pdf

Dear Abi and Cllr Clark,

Hope you're well.

Thanks again for all the support you've given so far with the survey. We have now processed and analysed the results, with headline statistics and our proposals for next steps below. If you would like to read the report, it's been attached to this email.

Fowlmere & Melbourn (Fowlmere Road / Mill Road)

Headline results:

- 66% of respondents would cycle more along the route if measures were introduced to improve active travel conditions
- 51% of respondents would walk more along the route if measures were introduced to improve active travel conditions
- 47% of respondents would consider changing their transport mode from car or other motorised vehicle to active travel if active travel measures were introduced along the route
- 90% of respondents would support a type of active travel measure being introduced along the route
- 59% of respondents would consider separating active travel users from vehicles as the most important measure to be introduced

The survey demonstrated a desire from residents to actively travel along Fowlmere Road / Mill Road if active travel conditions were improved, with 66% stating they would cycle more and 51% stating they would walk more. It also demonstrated that there was a desire from residents to introduce active travel infrastructure with support from 90% of respondents.

Given the single-track nature of Fowlmere Road / Mill Road, we would propose to introduce a Quiet Lane. Whilst segregation is desired, it would be very costly to implement given the length of the road, so this is the closest deliverable measure we can achieve, and the road lends itself well to a Quiet Lane. We would look to include this in next financial year's pipeline of work and as with Hinxton Road, would intend on beginning the designation process, which involves consultation and an engagement session, in due course. We have sought views from Cllrs McDonald, Hobro and Bostanci with all supporting this proposal. We would be grateful for your views too, please.

Any questions at all, just let me know.

Kind regards,

[redacted]

May 2026

Active Travel Survey – Fowlmere & Melbourn

Mill Road & Fowlmere Road

Cambridgeshire County Council

cambridgeshire.gov.uk/**active-travel**

Background

The survey was conducted to gather views from local residents on active travel in Fowlmere, Foxton and Melbourn.

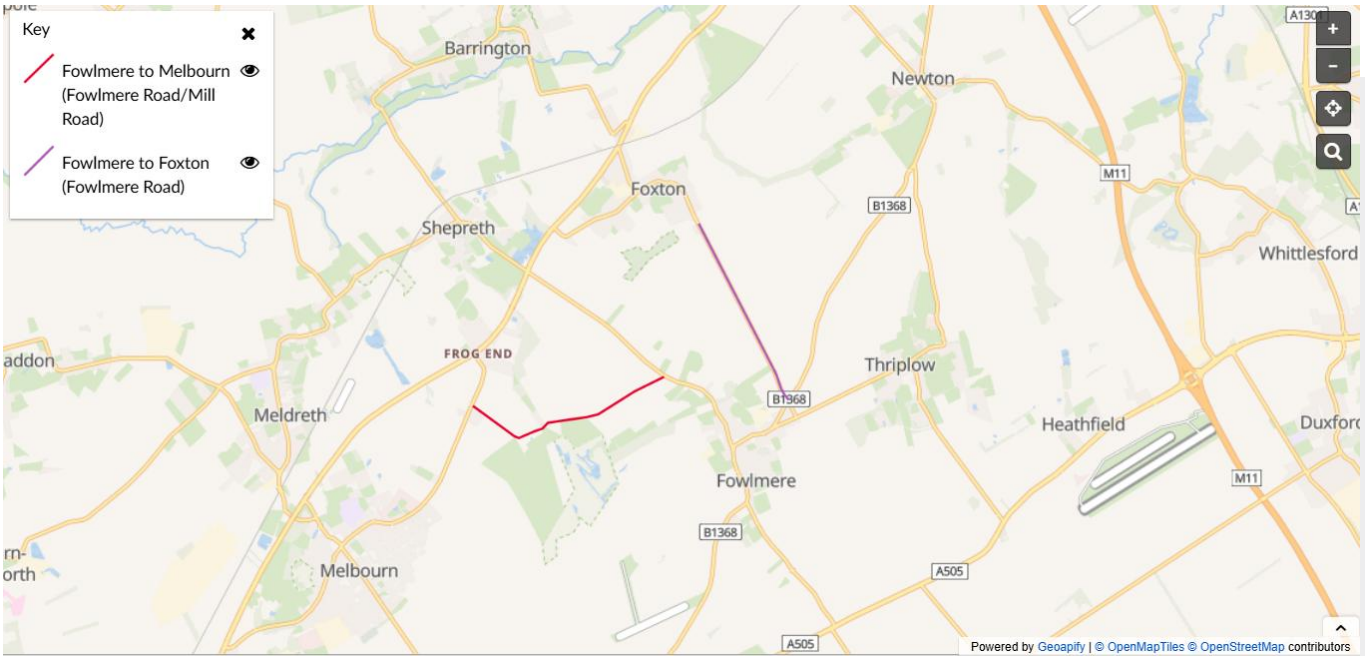
Two routes had been identified for opportunities to improve active travel conditions as they provide links between rural villages to access key amenities such as a GP surgery, library, railway station and shops. These routes are Fowlmere Road / Mill Road, linking Fowlmere and Melbourn, and Fowlmere Road, linking Fowlmere and Foxton.

Responses will form the evidence base for local support for active travel in and around the villages. It will enable the county council to prioritise schemes and consider routes to develop further if funding becomes available.

The survey opened in mid-December 2025 and ran for three months until late March 2026.

The survey has been split into two reports: Fowlmere and Melbourn, which focuses on Fowlmere Road / Mill Road; and Fowlmere and Foxton, which focuses on Fowlmere Road. This report focuses on Fowlmere Road / Mill Road, between Fowlmere and Melbourn.

The route covered in this report is the left-most red line on the map, connecting Fowlmere and Melbourn via Fowlmere Road / Mill Road.



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Engagement

Advertisements were included in the February 2026 editions of the Fowlmere & Thriplow Newsletter and Foxton Laurentian. Posters were sent to various local organisations including Fowlmere Parish Council, Foxton Parish Council and Melbourn Parish Council, to advertise through various medias. Physical leaflets were delivered to residential properties in Foxton and Fowlmere, with Fowlmere Parish Council supporting.

The survey was available to complete online via the Your Voice platform, and paper copies of the survey were also made available to collect at locations in each parish.

Report Overview

A total of 250 responses were received, with 122 from Fowlmere (48%), 57 from Foxton (23%), 24 from Melbourn (10%) and 47 from other places (19%). These included neighbouring villages such as Whaddon, Meldreth, Thriplow and more.

A short summary of the survey results:

66% of respondents would cycle more along the route if measures were introduced to improve active travel conditions

51% of respondents would walk more along the route if measures were introduced to improve active travel conditions

47% of respondents would consider changing their transport mode from car or other motorised vehicle to active travel if active travel measures were introduced along the route

90% of respondents would support a type of active travel measure being introduced along the route

59% of respondents would consider separating active travel users from vehicles as the most important measure to be introduced

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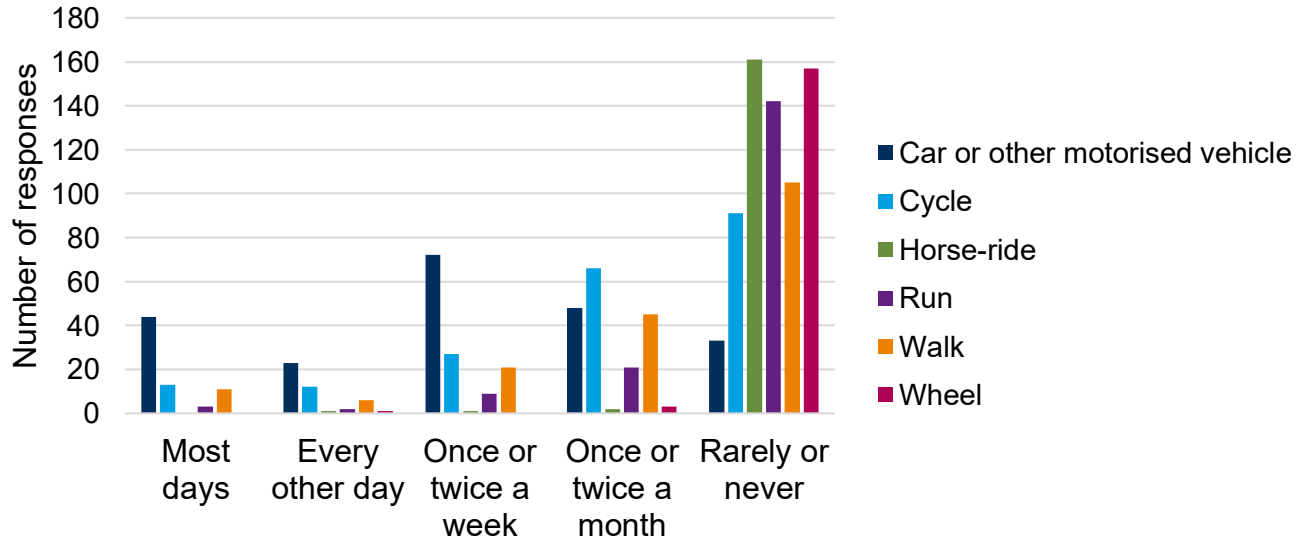
Q1 – Frequency of Travel

The first question on the survey asked residents how often they walk, wheel, run, cycle, horse-ride and travel by car or other motorised vehicle on Fowlmere Road / Mill Road (Figure 1). This clearly demonstrated car dependency with only 13% of respondents stating they rarely or never travel by car. Methods of active travel were marginal; cycling being the only form where over half of respondents used it once or twice a month, or more.

Car dependency may suggest a number of possibilities, including a lack of infrastructure to make active travel users feel safe and confident, that users may consider it takes too much time or possibly, that users travel too far to consider using active travel.

As many people do walk (17%) or cycle (24%) occasionally, it indicates that behaviour change can be possible with the right interventions, which is explored later in the survey.

Figure 1 - Do you travel on Fowlmere Road/Mill Road? If so, by what means and how frequently?



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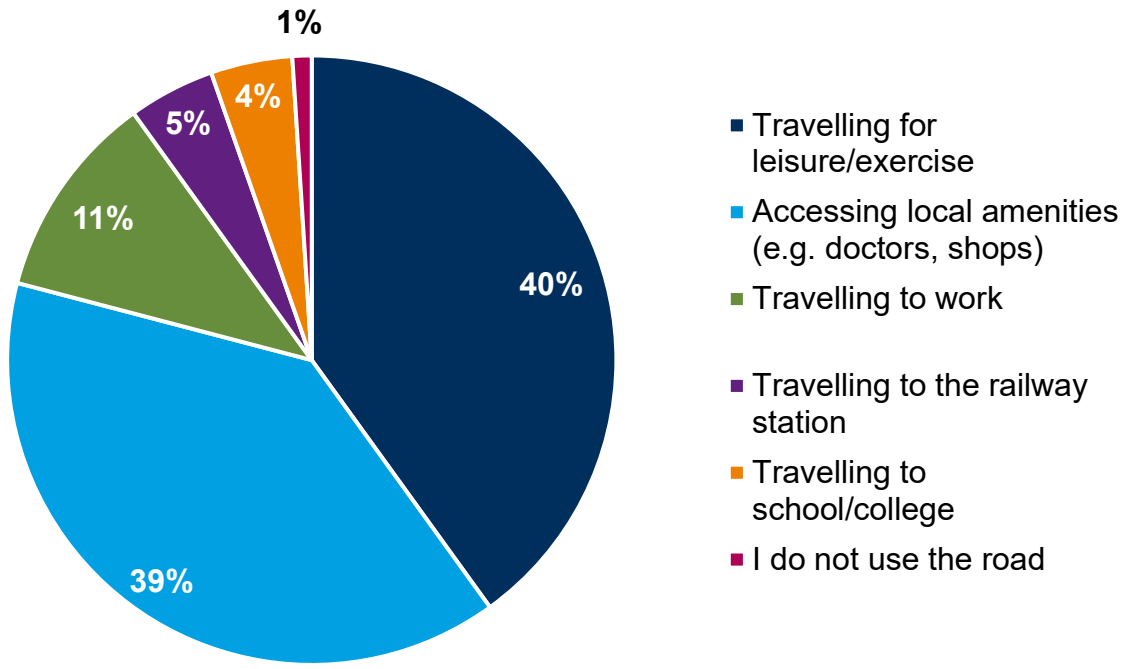
Q2 – Purpose of Travel

Respondents were then asked for what purpose they typically use the road for (Figure 2). 40% of respondents stated they used it for leisure or exercise, 39% for accessing local amenities, 11% for travelling to work, 5% for accessing the railway station, 4% for travelling to school or college and 1% do not use the road.

Figure 2 - For what purpose do you travel on Fowlmere Road/Mill Road?



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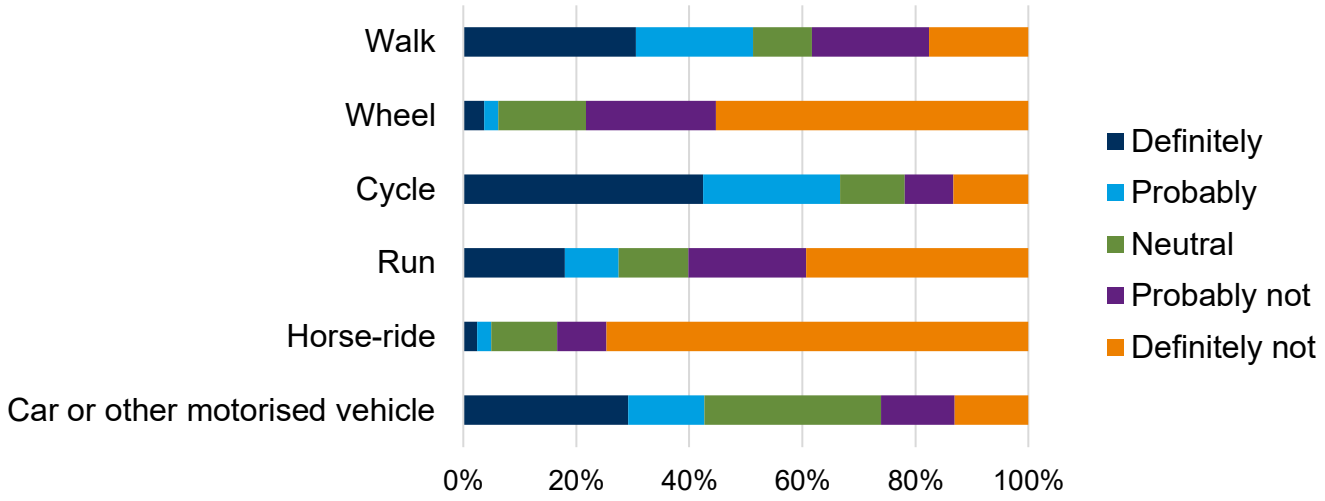
Q3 – Propensity to Change Mode

Respondents were then asked whether they would consider using more sustainable modes of transport if active travel measures were introduced (Figure 3). 35.6% of respondents were positively inclined toward change, 15.5% were neutral and 48.9% were resistant to change.

Car or other motorised vehicles users were open to change with only 26% stating they would definitely not or probably not change transport modes, demonstrating potential for mode shift. Cycling had the strongest result with 67% open, suggesting that the demand is there and residents are ready to cycle if conditions improve. Walking results demonstrated a moderate openness with roughly half indicating they'd be open to walk more. Overall, the data suggests that behaviour is constrained more by conditions than attitudes, indicating a strong scope for targeted active-travel interventions.

Figure 3 - If active travel measures were introduced along Fowlmere Road/Mill Road to encourage greater use by sustainable transport modes, would you use it more?



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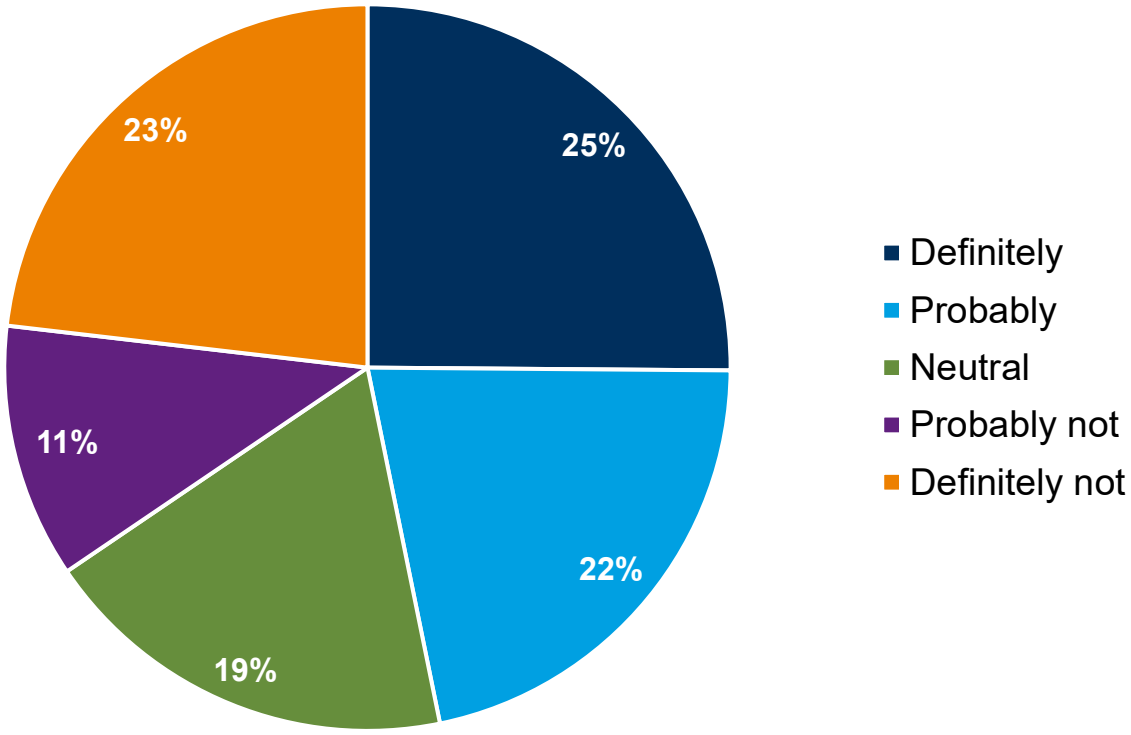
Q4 – Propensity to Change Mode from a Motorised Vehicle

The survey then asked a question specifically to those that indicated using a car or other motorised vehicles on the route and whether they would consider changing their transport mode to active travel if active travel measures were introduced (Figure 4). This showed that 47% would definitely or probably change, whilst 19% remained neutral. This demonstrates that the majority of vehicle users are open to change.

Figure 4 - If you previously indicated using a car or other motorised vehicle, would you consider changing your transport mode to active travel if active travel measures were introduced?

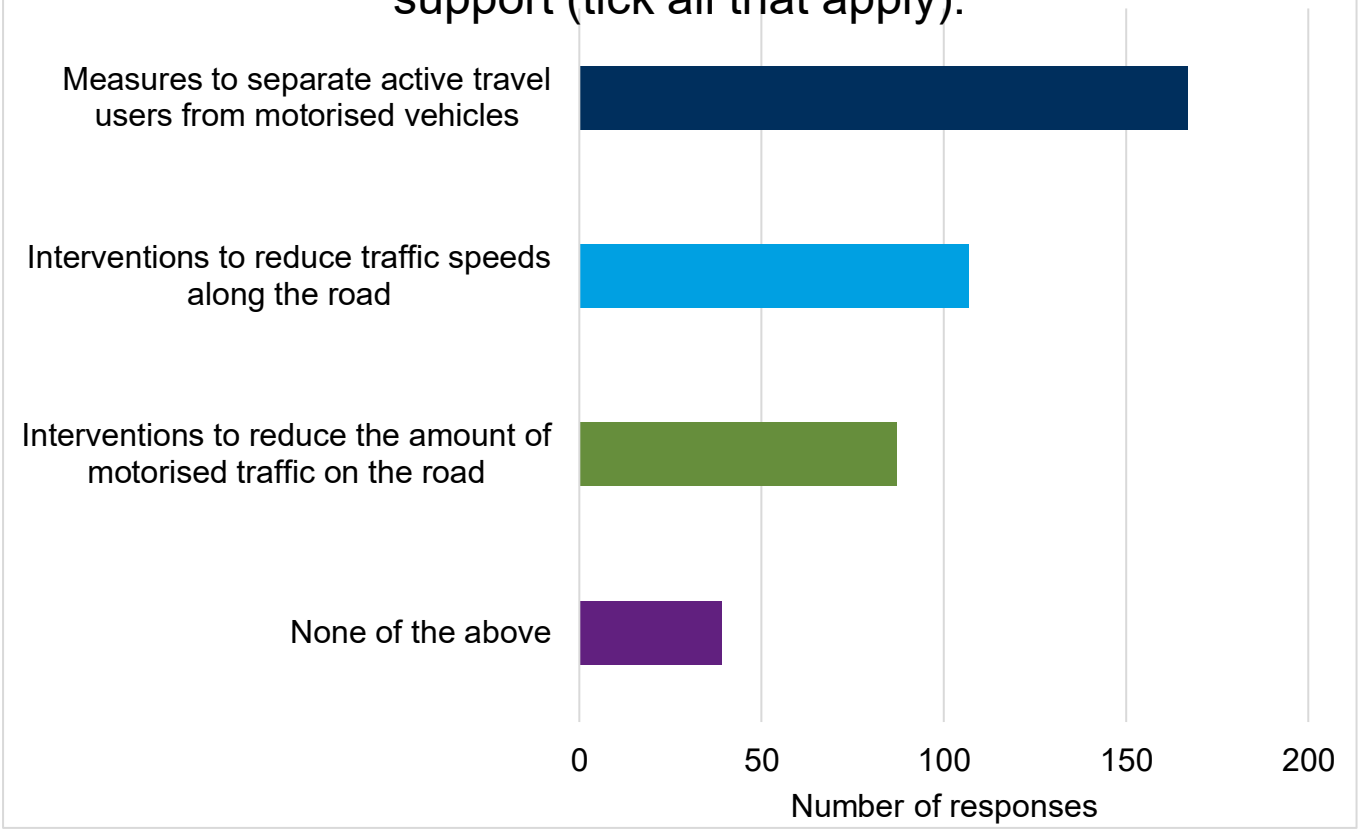


Q5 – Views on Active Travel Interventions

Respondents were asked what type of active travel measures they would support, if any (Figure 5). 42% supported measures to separate active travel users from motorised vehicles. Speed reduction (27% of respondents) and vehicle restrictions (21% of respondents) each had a moderate level of support. Opposition to any active travel measures was limited at 10% of respondents.

Overall, these findings suggest that the introduction of active travel measures is broadly supported where it improves safety and comfort for all.

Figure 5 - If we were to make changes to encourage more active travel journeys would you support (tick all that apply):



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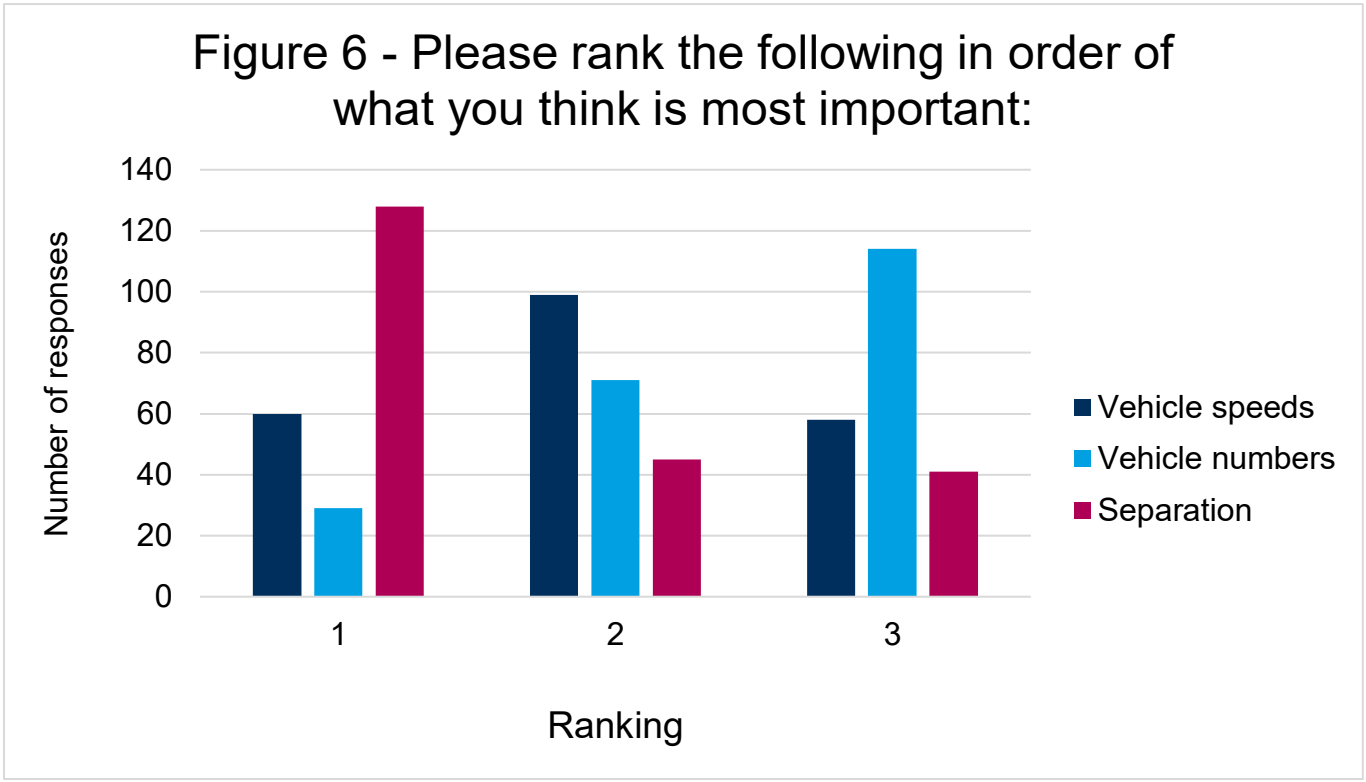
Q6 – Ranking of Active Travel Interventions

When asked to rank active travel interventions by what they thought was most important, respondents showed a clear and consistent preference for measures that physically separate active travel users from motorised vehicles (Figure 6). Nearly 60% ranked separation as the most important measure, well ahead of speed reduction, while reducing the number of motor vehicles was most commonly ranked least important. This mirrors earlier findings on support levels and indicates that separation between modes is the most supported and the highest priority for respondents.

In the below figure, respondents were asked to rank the interventions from most important (1) to least important (3).



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Q7 – Comments on Active Travel

The final question asked if respondents had any other comments they wished to make about active travel between Fowlmere and Melbourn. Responses were processed into broad categories to support analysis. Table 1 gives a summary of the comments and detailed responses can be found in Appendix A.

Open-ended responses reinforce the quantitative findings, with safety, maintenance and separation emerging as the dominant concerns. The most frequently raised issues related to road condition and perceived danger from traffic speed or driver behaviour, indicating that existing conditions constrain use by non-motorised users. Support for segregated walking and cycling routes is strong and appears organically in comments, while views on restricting motor access are balanced, reflecting a genuine trade-off rather than blanket opposition. Overall, the comments suggest broad conditional support for change, provided interventions improve safety, connectivity and inclusivity while respecting local character.

Table 1 - Comments on Active Travel	Number of comments
Road condition, potholes and passing place maintenance	84
Safety concerns from traffic speed or driver behaviour	58
Support for segregated cycle/walking routes	42
Opposition to restricting motor access	38
Support for reducing motor access	35
Connectivity issues	31
Children, school access and family travel needs	27
Preference for minimal intervention and protection of rural character	22
General support for active travel in principle	20
Equestrian inclusion and horse safety consideration	18
Need for junction improvements	16
Environmental, landscape or RSPB-related concerns	14
Accessibility needs	13
Lighting and visibility concerns	9
Comments about survey process or survey design	19
Grand Total	**446**

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