

Homerton Student Transport Data

September 2019



Introduction

The Homerton Union of Students JCR (HUS) is the students' union that represents the 800 undergraduate and PGCE students at Homerton College. We are a team of 15 elected executive members with a number of co-opted officers that run campaigns to improve the lives of students studying at Homerton College.

One of our roles is to represent our students to external bodies, which is lead by our Vice President External.

This year that is Henry Wright (hus-external@homerton.cam.ac.uk)

Cycling Summary

- Homerton students nearly all (92.5%) use cycling as their main form of transport
- Of these, nearly all cycle in to the city centre at least twice a week (96.7%) with a sizable amount also going to the Sidgwick site (49.2%) and West Cambridge (24.6%)
- Whilst generally satisfied with the quality of the provided cycle lanes on Hills Road (50.8% rated these good or very good), both the City Centre (18% good or very good) and Brooklands Avenue (16.7% good or very good) were found to be poor.
- The quantity of public bike parking in the city centre was found to be appalling (65.6% rated it poor or very poor)
- When asked an open question about what the council could do to improve the cycling experience there were several broad themes
 - More bike parking (observed in 30% of responses)
 - Creating cycle lanes on Brooklands Avenue (in 10% of responses)
 - Fixing potholes much more promptly (in 19% of responses)
 - Resurfacing Hills Road cycle/bus lanes (in 8% of responses)

Raw data tables are available in the appendices for the 67 responses to this survey which was sent to all students the HUS represents.

Bus Summary

- In 2016 the central university took the decision without consulting Homerton College or the Faculty of Education to reroute the university bus service (now called the U Bus, but previously the Uni 4) away from Homerton College and other users on the Hills Road to use the busway
 - This change has resulted in a substantial reduction in people using the bus service, and markedly increased difficulties for disabled students in

getting to university sites with the nearest bus stop serving university sites a 10 minute walk away at the time of the decision.

- Recently the bus stop on Brooklands Avenue moved further down the road away from Homerton College increasing the walk to access a U bus stop from 10 minutes to 15 minutes.
- There is a strong desire for the restoration of a bus service from Homerton College to the sites at the rest of the university that are the main destinations for Homerton students.
- Nearly all respondents would use the U bus if it stopped outside Homerton (96.2%)
 - There were a variety of reasons for this with the four most popular being bad weather (77.4%), cost (70.2%), speed (69.4%) and distance (54.1%)

Raw data tables are available in the appendices for the 366 responses to this survey which was sent to all students the HUS represents as well as our sister organisation which represents postgraduate students (Homerton MCR)

Appendices

Cycling Data

Total respondents: 67.

Sent to: all students the HUS represents

Q1: Do you use cycling as your main form of transport?

Yes	62	92.5%
No	5	7.5%

If "No", then answer Q2, Q3 and submit; if "Yes" then answer Q3 to Q8 and submit

Q2: Why don't you cycle? (select all that apply)

1 skipped this question.

I don't feel safe cycling	2	50%
I can't cycle due to a disability	0	0%
I've never learnt to cycle	0	0%
I prefer walking, public transport or taxis	4	100%

Q3: What would make you cycle?

1 skipped this question.

All listed due to small number of responses:

1. A stronger constraint on my time
2. If we were closer to the centre
3. Better and more cycle lanes (completely separate from traffic). Brooklands ave isn't great and the two roundabouts by the engineering department are terrifying.
4. I do cycle sometimes

Q4: Where do you cycle to regularly (at least twice a week, select all that apply, users could specify locations that weren't listed)

1 skipped this question.

City centre (incl. city centre university sites)	59	96.7%
Sidgwick site	30	49.2%
West Cambridge	15	24.6%
Homerton Boathouse	6	9.8%
Addenbrookes	2	3.3%
Girton College	1	1.6%
Engineering Department	1	1.6%
Wolfson College	0	0%

Q5: Thinking about Hills Road, how would you rate the quality of the cycle lanes? (very poor, poor, satisfactory, good, very good)

1 skipped this question.

Very Good	5	8.2%
Good	26	42.6%
Satisfactory	25	41%
Poor	4	6.6%
Very Poor	1	1.6%

Q6: Thinking about Brooklands Avenue, how would you rate the quality of the cycle lanes?

2 skipped this question.

Very Good	0	0%
Good	10	16.7%
Satisfactory	17	28.3%
Poor	16	26.7%
Very Poor	17	28.3%

Q7: Thinking about the city centre, how would you rate the quality of the cycle lanes?

1 skipped this question.

Very Good	0	0%
Good	11	18%
Satisfactory	31	50.8%
Poor	15	24.6%
Very Poor	4	6.6%

Q8: Thinking about the city centre, how do you find the quantity of public bike parking?
(this excludes within colleges and university sites)

1 skipped this question.

Very Good	1	1.6%
Good	3	4.9%
Satisfactory	17	27.9%
Poor	33	54.1%
Very Poor	7	11.5%

Q9: What would you like the council to do to improve your cycling experience? (open question, categorised)

Themes	Observed	Percent
More bike parking <i>"Parking!"</i> <i>"More bike parking!!!"</i>	20	29.9%
Fix potholes promptly <i>"Fix some of the roads where there are holes in the road"</i> <i>"Fix the potholes"</i>	13	19.4%
More bike parking in city centre <i>"More places to park in the centre"</i> <i>"More bike parking around Market Sq, Sidney St"</i>	9	13.4%
Create dedicated cycle lanes Brooklands Avenue <i>"Put a bike lane on Brooklands Avenue"</i> <i>"A cycle lane on brooklands Avenue in both directions which is clearly marked"</i>	7	10.4%
Resurface cycle lanes Hills Road <i>"Fix potholes on Hills Road near St Paul's Church"</i> <i>"Hills Road bus lane northbound needs resurfacing, it's not alright to cycle on the far left parts of it. ..."</i>	5	7.5%
Better marking of cycle lanes <i>"Maybe better markings on the paths where they're fading..."</i>	5	7.5%
Enforce cycle from pedestrian separation	4	6.0%

<i>"... Better signalisation of cycle path when cycle and pedestrian paths are shared - also those should be larger than space for person to walk if we've got to share the space otherwise it results in conflict with pedestrians ..."</i>		
Bike centred city planning <i>"Go all in on bike-centered city planning. Few other big cities have the capacity to facilitate this inexpensive, eco-friendly, and democratic means of transportation."</i>	2	3.0%
Better lighting in Market Square bike parking	1	1.5%
Improve Brooklands Avenue junction	1	1.5%
Remove abandoned bikes from parking	1	1.5%
More accessible bike parking by station	1	1.5%
Improve junctions to stop buses swinging into cyclists	1	1.5%
Resurface cycle lane through Fens (Sheep's Green, etc.)	1	1.5%
Two-way bike traffic in city centre	1	1.5%
Pembroke street junction put in traffic lights	1	1.5%
Ability to report bad driving by buses	1	1.5%

Several of the more detailed responses are posted below in full:

- Better cycle lane, making sure that car/busses respect the spaces made for us (for example, in front of red lights or where people park). Better signalisation of cycle path when cycle and pedestrian paths are shared - also those should be larger than space for person to walk if we've got to share the space otherwise it results in conflict with pedestrians (thinking about the road to addenbokes which I used often)
- -increase bike parking facilities in town
-repair uneven surfaces/potholes along Hills Road
-widen the cycling lane and remove the pothole/uneven surface found near the junction between Hills Road and Warren Cl (just before the costa coffee found on brook gate/hills road) - the cycling lane on set junction should also be made wider as it is hazardous and cars pass very close when heading south of Cambridge
- ***Junction between mill lane/pembroke st/trumpington st is extremely dangerous for cyclists and the traffic light outside fitzbillies/hairdresser should be at this junction instead

Left turn from St. Andrews st to downing st dangerous when pedestrians do not follow the traffic lights, warning signs could be put up, or mirrors so cyclists can see around the corner

Turn from kings parade to silver st also dangerous at times

Potholes along hills road (before church of our lady and the English martyrs when heading into the city centre), corn exchange st, madingley/hill colleges area

Full listing of all responses available on request.

Bus Data

Total respondents: 366.

Sent to: all students the HUS represents as well as all those of our sister organisation representing postgraduate students (Homerton MCR)

Q1: Would you use the Universal bus if it stopped outside Homerton?

0 skipped answering this.

Yes	352	96.17%
No	14	3.83%

Q2: Why?

4 skipped answering this.

Bad Weather (e.g heavy rain, snow)	280	77.35%
Cost (cheaper than taxi or getting bus to station then changing onto U-bus)	254	70.17%
Speed (faster than walking to bus stop on Brooklands Avenue then getting U-bus / faster than getting bus to station then catching U-bus)	250	69.06%
Distance (destination is too far to walk or cycle)	196	54.14%
Carrying bulky items (e.g instruments, sports equipment)	191	52.76%
Don't cycle (or prefer not to)	135	37.29%
Mobility issues (temporary or chronic)	77	21.27%
Bike broken	60	16.57%
Other (please specify)	24	6.63%

"Other" included themes such as laziness, relieving stress or more time for other things as well as those explaining their "No" answer to Q1. Full listing of these responses available on request.