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Cambridge Eastern Access: Summary Report of Consultation Findings

V1

April 2021

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Executive Summary

Between 26th October and 18th December 2020 the Greater Cambridge Partnership (GCP) held a consultation on proposals to improve active travel and public transport links to the east of Cambridge.

The key findings of this piece of work are:

- The majority of respondents supported the proposal to improve public transport and associated active travel routes into Cambridge from the East of the city.
- Two of the five proposed routing options were supported by the majority of respondents ('Option B3: Long term Rail Opportunity', 'Option A1: Newmarket Road Improvements')
- Around half of respondents supported the other three options ('Option A2: Newmarket Road Improvements + PnR move', 'Option B1: High Quality Public Transport via Coldham's Lane' and 'Option B2: High Quality Public Transport via the Tins')
- The majority of respondents indicated that access to 'Cambridge City Centre shops and businesses'; 'Cambridge Main Railway Station'; 'Addenbrooke's/Cambridge Biomedical Campus'; 'Beehive Centre and other shops on Newmarket Road' be given 'somewhat high' or 'very high' priority on the route.
- Two fifths of respondents indicated that 'access to Cambridge Science Park' was a 'somewhat high priority' or 'very high priority'
- The majority of people thought that 'Option B3: Long term Rail Opportunity' would have a 'Somewhat positive environmental impact' or 'Positive environmental impact'. Over two fifths of respondents felt the other options would have a 'Somewhat positive environmental impact' or 'Positive environmental impact'
- A great deal of detailed comments were received, from which the most common areas of discussion were:
 - Discussions about the need for improvements to cycling and walking infrastructure across the proposals and further east
 - Discussions about the importance of the improvements to the rail network
 - Concerns about the proposals' impact on nearby areas, particularly Coldham's Lane and Mill Road
 - Debate about the need for and location of a new Park & Ride site
 - Discussions about the need for general improvements to public transport, including reduced fares, increased regularity, and connections to rural locations

- Responses were also received on behalf of 54 different groups or organisations. All of the responses from these groups will be made available to GCP Executive Board Members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, and through the widespread distribution of around 23,000 consultation booklets.

In light of coronavirus restrictions, consultation events were held online. There were three sessions in total: an online public briefing, a one to one session with bookable time slots for people to ask questions of the project team, and a Twitter Q&A. There were also three pre-launch briefings for local district and county councillors and attendance at parish council and representative groups' meetings during the consultation on request. In addition, a social media campaign was undertaken across the GCP's Twitter, Facebook and LinkedIn channels. All parish councils and schools in the study area were contacted. Adverts were placed in local newspapers including the Cambridge News, Cambridge Independent, Newmarket Journal and Swaffham Crier and a paid-for advert ran on Cambridge 105. Adverts were also placed at Dullingham, Newmarket, Cambridge North and Cambridge railway stations.

Quantitative data was recorded through a formal consultation questionnaire (online, with hard copies sent out on request) with 549 complete responses recorded in total.

A large amount of qualitative feedback was also gathered via the questionnaire, via email and social media, all of which has also been analysed.

This report summarises the core 549 online and written responses to the consultation survey and the 194 additional written responses received.

Key findings

Support for the proposal

- **The majority of respondents indicated they supported the proposal to improve public transport and associated active travel routes into Cambridge from the East of the city (79%)**

Support for the five proposed options for the scheme

- **The majority of respondents supported two of the five options**
 - 'Option B3: Long term Rail Opportunity' (74%)
 - 'Option A1: Newmarket Road Improvements' (66%)
- **Around half of respondents supported the other three options**
 - 'Option A2: Newmarket Road Improvements + PnR move' (54%)
 - 'Option B1: High Quality Public Transport via Coldham's Lane' (49%)
 - 'Option B2: High Quality Public Transport via the Tins' (45%)

Priority of route

- The majority of respondents indicated they felt the following statements were a 'somewhat high priority' or 'very high priority':
 - 'access to Cambridge City Centre shops and business' (73%)
 - 'access to Cambridge Main Railway Station' (71%)
 - 'access to Addenbrooke's/Cambridge Biomedical Campus' (68%)
 - 'access to Beehive Centre and other shops on Newmarket Road' (58%)
- Over two fifths of respondents felt that 'access to Cambridge Science Park' was a 'somewhat high priority' or 'very high priority' (42%)

Intention to use the route

- Just under a third of respondents indicated they would use the route 'daily' (32%) and just over a third of respondents indicated 'weekly' (34%)
- Over a third of respondents indicated their main mode of transport on this route would be 'car' (35%) and just under a third of respondents indicated it would be 'cycling' (32%)

Environmental Impacts

- The majority of respondents felt that 'Option B3: Long term Rail Opportunity' would have a 'Somewhat positive environmental impact' or 'Positive environmental impact' (60%)
- Over two fifths of respondents felt that the four other options would have a 'Somewhat positive environmental impact' or 'Positive environmental impact':
 - 'Option A1: Newmarket Road Improvements' (43%)
 - 'Option B1: High Quality Public Transport via Coldham's Lane' (42%)
 - 'Option B2: High Quality Public Transport via the Tins' (42%)
 - 'Option A2: Newmarket Road Improvements + PnR move' (41%)

Introduction

Background

The Cambridge Eastern Access project is one of four corridor projects that aim to provide better public transport and active travel routes, such as walking and cycling, offering better connections and alternatives to car use for growing communities to the north, south east, east and west of the city.

It is part of the Greater Cambridge Partnership's transport programme, investing Government funding in a comprehensive package of initiatives to tackle the congestion Greater Cambridge faces now and which will enable it to grow in the future.

New routes will be served by modern, electric vehicles to limit air pollution and noise and complemented by travel hubs to encourage park and ride journeys and end-to-end space for active travel options such as walking and cycling.

In July 2020 GCP undertook a four-week period of public engagement to gather views from the public and stakeholders on travel to and within the east of Cambridge. The engagement was carried out wholly online due to the Covid-19 pandemic and the need for social distancing which meant that we were unable to meet people face to face.

Analysis of the more than 400 survey responses, comments on the online map and responses from organisations was considered by the Joint Assembly in September 2020 before being submitted to the Executive Board for decision in October 2020. The Executive Board made the decision to go ahead with consultation on early proposals for Cambridge Eastern Access.

Due to the ongoing uncertainty and restrictions brought about by the Covid-19 pandemic the consultation took a 'digital first' approach. Printed consultation brochures were delivered to 23,000 households and businesses in the east of Cambridge area and to help make sure that people were aware of the consultation we undertook a social media warm-up campaign from 2 October to 25 October 2020.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Cambridge Eastern Access proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous pre-consultation engagement);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was individuals and organisations that are interested because they live in, or travel to or from, the area the scheme may affect. This included interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups, Government agencies, local elected members, Environment Agency, Highways England and Natural England. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straightforward (people were asked to express how far they supported the proposals to improve public transport and associated active travel routes into Cambridge from the East of the city, how far they supported each of the five proposed options, how high a priority a range of options was, how often they would use this route to travel into Cambridge, and what they felt the environmental impact of each of the five proposed

options was) a 9 page information document was produced and supplemented with additional information available online.

This document explained the Greater Cambridge Partnership's strategy and the time-scales to which it was working and discussed the reasons why improvements to public transport and active travel routes were being developed. It also provided detailed maps and information on each of the options to enable residents to compare the pros and cons for each element.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on both the Greater Cambridge Partnership's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the options for the Cambridge Eastern Access scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Cambridge Eastern Access scheme on various groups.

The main tools for gathering comments were an online survey and a paper return survey. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore, the paper copies of the questions were available on request. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, disability, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route.

Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age and employment status. A free text option provided opportunity for respondents to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp, login details (where a respondent has chosen to sign up to the online survey platform), and a unique user number for anonymous respondents based on cookie data of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes

chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- The final report is then written to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

- A visual check of the raw data showed no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

Survey Findings

Respondent Profile

In total, 538 respondents and 11 stakeholders responded to the consultation survey. These stakeholders were:

- Bury St Edmunds Rail Station Group
- Bury St Edmunds Society
- Cambridge Green Party
- Cambridge Group, Ramblers
- Endurance Estates Ltd
- Londis Mill Road LTD
- Mill Road Traders Association
- Newmarket and West Suffolk Councillor
- Stagecoach
- Staploe Medical Centre
- Teversham Parish Council

Interest in Project

533 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question.

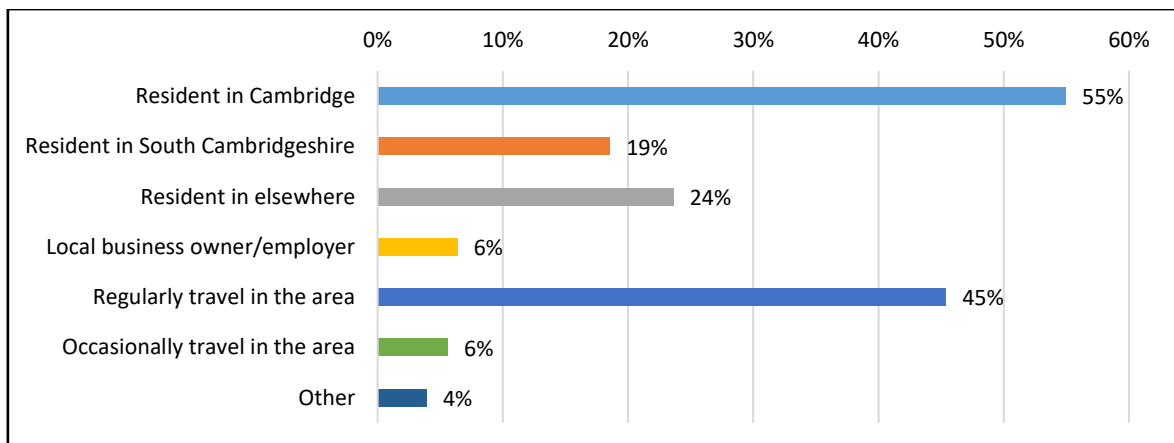
- **The majority of respondents indicated they were ‘resident in Cambridge’ (55%).**

The 24 respondents who indicated they had an ‘other’ interest left comments detailing what this was. 10 of these respondents indicated they were a resident in East Cambridgeshire.

Other reasons included:

- Forthcoming move outside the area of the study although currently a resident within
- Concerns about the health impacts on people, the natural environment, and impact on local residents
- Job that requires movement, and quality transport links, around and into Cambridge
- Reasons where personal transport options were limited, such as a disability
- Details of residence and commuting reasons

Figure 1: Interest in project



Mode of travel

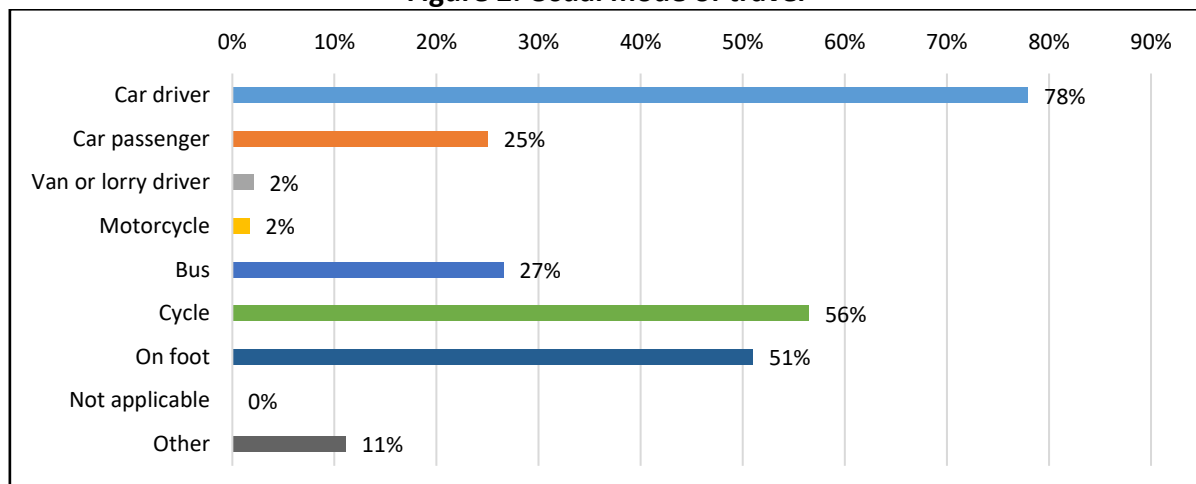
531 respondents answered the question on how, if they do, they usually travel in the area. Respondents could select multiple answers to this question.

- **The majority of respondents indicated they usually travel as a 'car driver' (78%), by 'cycle' (56%), or 'on foot' (51%).**

The 84 respondents who indicated their usual mode of travel was 'other' left comments detailing what this was. 73 of these respondents indicated they usually travel by rail/train. Other modes included:

- Agricultural vehicles
- Horse
- Car driver for a blue badge holder
- Park and Ride
- Electric bicycle
- Taxi
- That they do not, as the infrastructure was not suitable

Figure 2: Usual mode of travel



Usual leisure/other destination

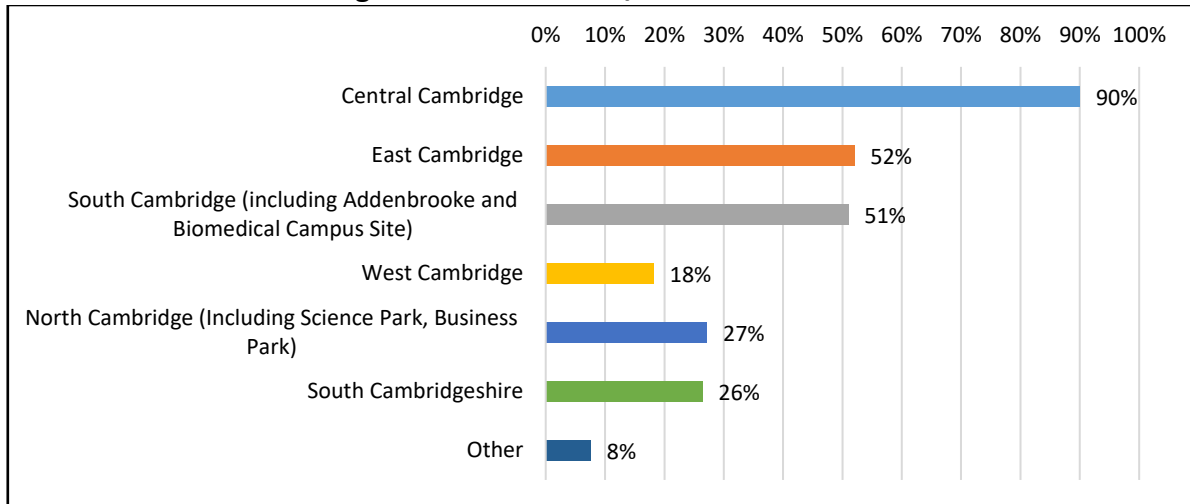
500 respondents answered the question on what their usual leisure/other destination was if they usually travelled in the area. Respondents could select multiple answers to this question.

- **The majority of respondents indicated their usual leisure/other destination was 'central Cambridge' (90%), East Cambridge (52%), or 'South Cambridge (including Addenbrooke and Biomedical Campus Site)' (51%).**

The 63 respondents who indicated their usual leisure/other destination was 'other' left comments detailing what this was. These included:

- Details of exact location within other options
- General indication travel was outside of Cambridgeshire
- That they travelled to the indicated locations by bicycle
- London
- Peterborough
- Suffolk
- Norfolk
- East Cambridgeshire

Figure 3: Usual leisure/other destination



Usual workplace destination

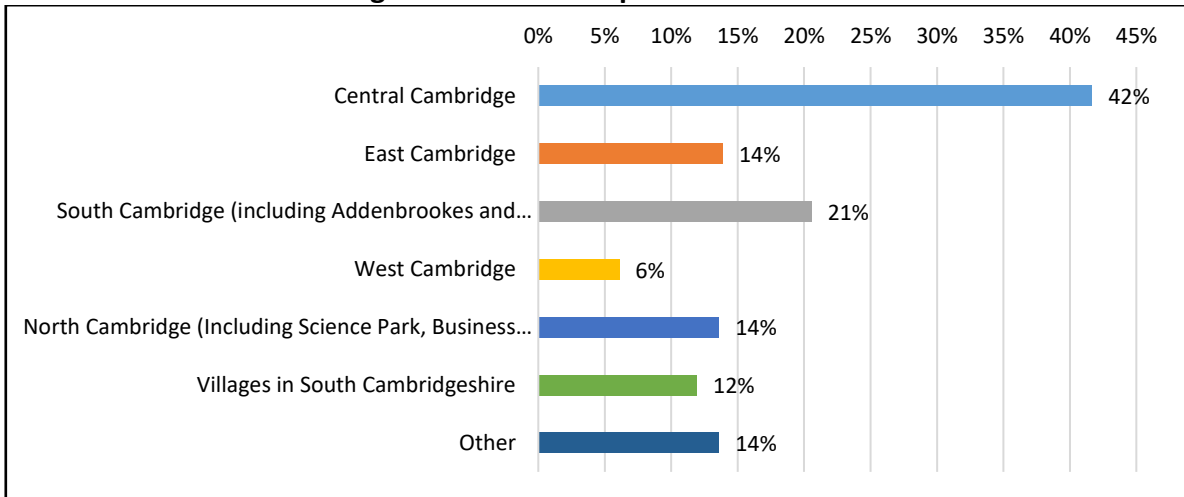
360 respondents answered the question on what their usual workplace destination was if they usually travelled in the area. Respondents could select multiple answers to this question.

- **Just over two fifths indicated they usually commute to 'central Cambridge' (42%).**

The 49 respondents who indicated their usual workplace destination was 'other' left comments detailing what this was. These included:

- That they travelled to the indicated locations by bicycle
- That they were retired so did not commute
- That they do not commute
- General indication travel was outside of Cambridgeshire
- That work location varied due to form of work
- That they work from home
- Details of exact location within other options
- Ely
- London
- ARM Campus
- Huntingdon
- Norwich
- Cambridge Rail Station
- Bishop's Stortford
- Fulbourn
- Bury St Edmunds
- Newmarket
- Mill Road
- Hertfordshire
- St Albans
- Cherry Hinton

Figure 4: Usual workplace destination

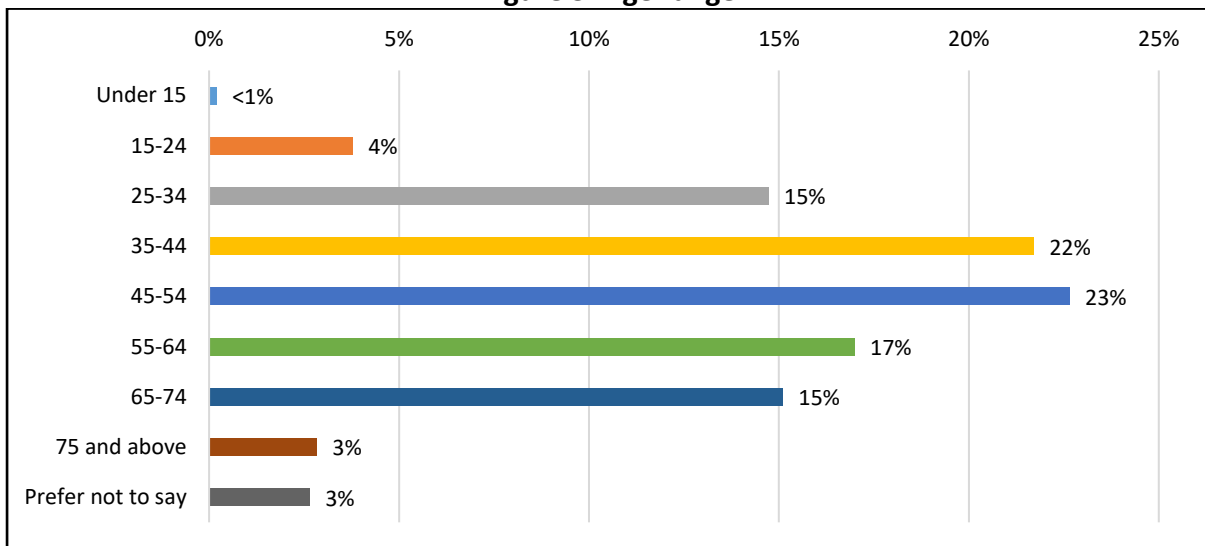


Age range

531 respondents answered the question on their age range.

Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population, ages from '15-24' were slightly under represented compared to the general Cambridgeshire population, only accounting for 4% of respondents.

Figure 5: Age range



Employment status

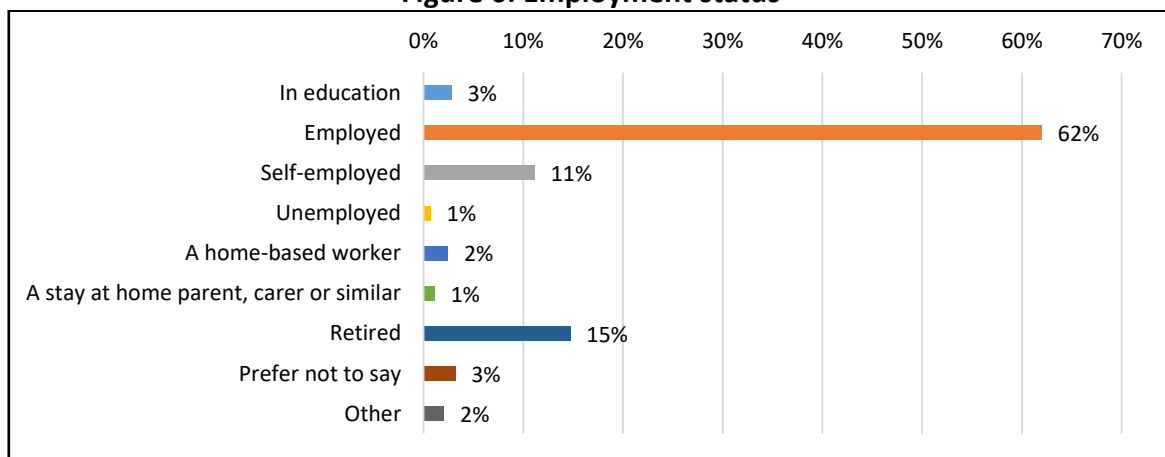
530 respondents answered the question on their employment status.

- **The majority of respondents indicated they were 'employed' (62%).**

11 respondents who indicated their employment status was 'other' left comments detailing what this was. These included:

- That they fell into multiple other options (for example, 'in education' and 'employed')
- That they felt answers to this question were not needed
- That they were disabled
- That they were a contractor
- That they were self-employed at home
- That they were a carer
- That they work from home
- That they were a company director
- That they were concerned about redundancies due to the impact of road closures on their employer

Figure 6: Employment status

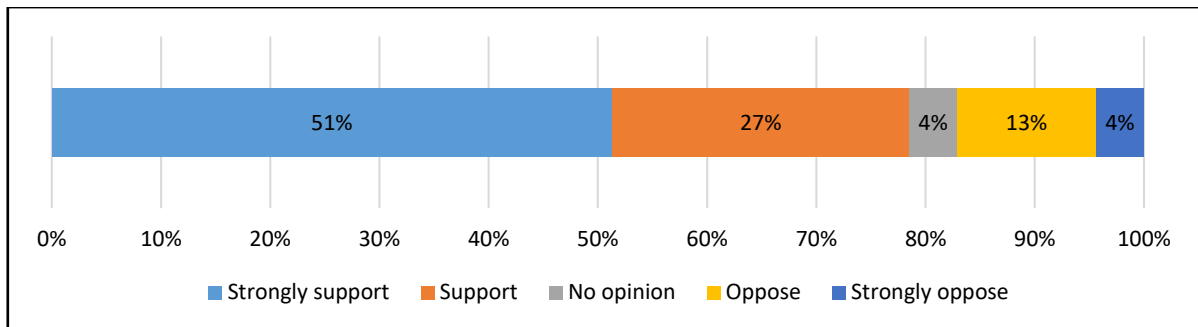


How far do you support the proposal to improve public transport and associated active travel routes into Cambridge from the East of the City?

526 respondents answered the question on how far they supported the proposal to improve public transport and associated active travel routes into Cambridge from the East of the City.

- **The majority of respondents indicated they supported the proposal (79%)**

Figure 7: Support for the proposal to improve public transport and associated active travel routes



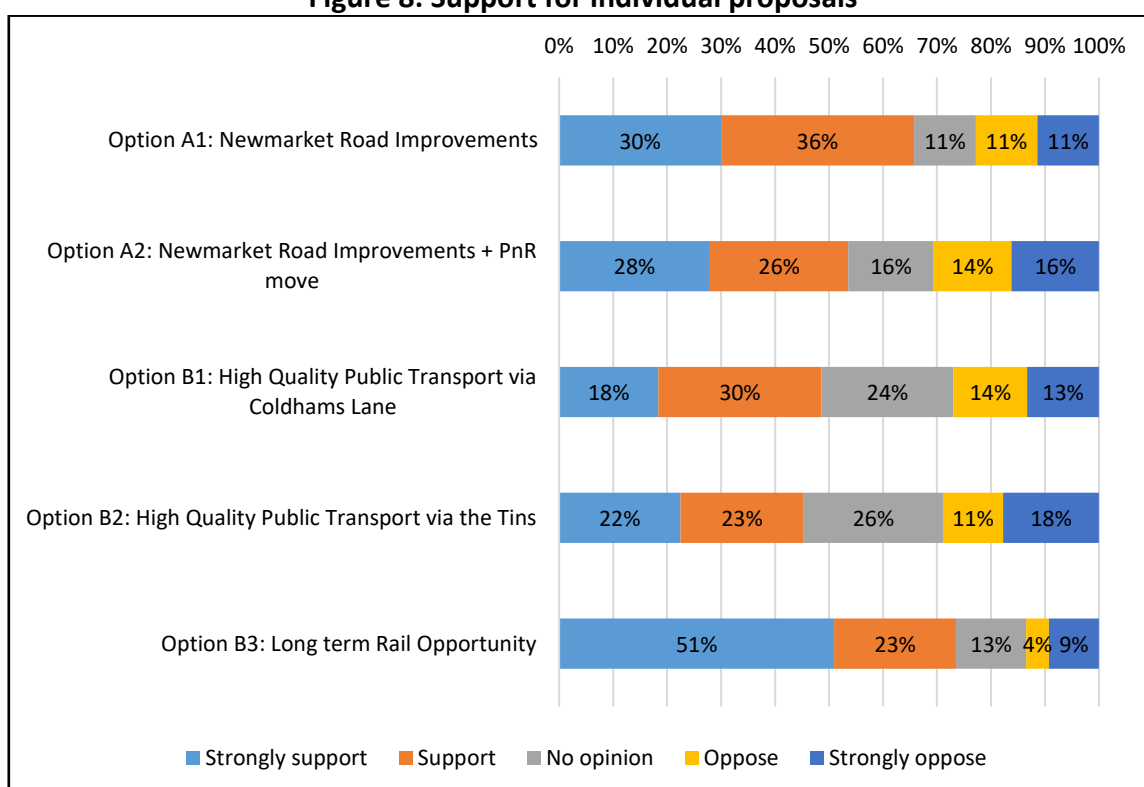
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

How far do you support each proposal to improve public transport and active travel options to Cambridge from the East of the City?

519 respondents answered the question on how far they supported each proposal to improve public transport and active travel options to Cambridge from the East of the City.

- The majority of respondents supported the following proposals:
 - ‘Option B3: Long term Rail Opportunity’ (74%)
 - The majority of respondents who supported this proposal ‘strongly supported’ it (51%)
 - ‘Option A1: Newmarket Road Improvements’ (66%)
- Around half of respondents supported the other three proposals:
 - ‘Option A2: Newmarket Road Improvements + PnR move’ (54%)
 - This proposal had the highest opposition of the options, with almost a third opposing it (31%)
 - ‘Option B1: High Quality Public Transport via Coldham’s Lane’ (49%)
 - Over a quarter of respondents opposed this proposal (27%)
 - ‘Option B2: High Quality Public Transport via the Tins’ (45%)
 - Under a third of respondents opposed this proposal (29%)

Figure 8: Support for individual proposals



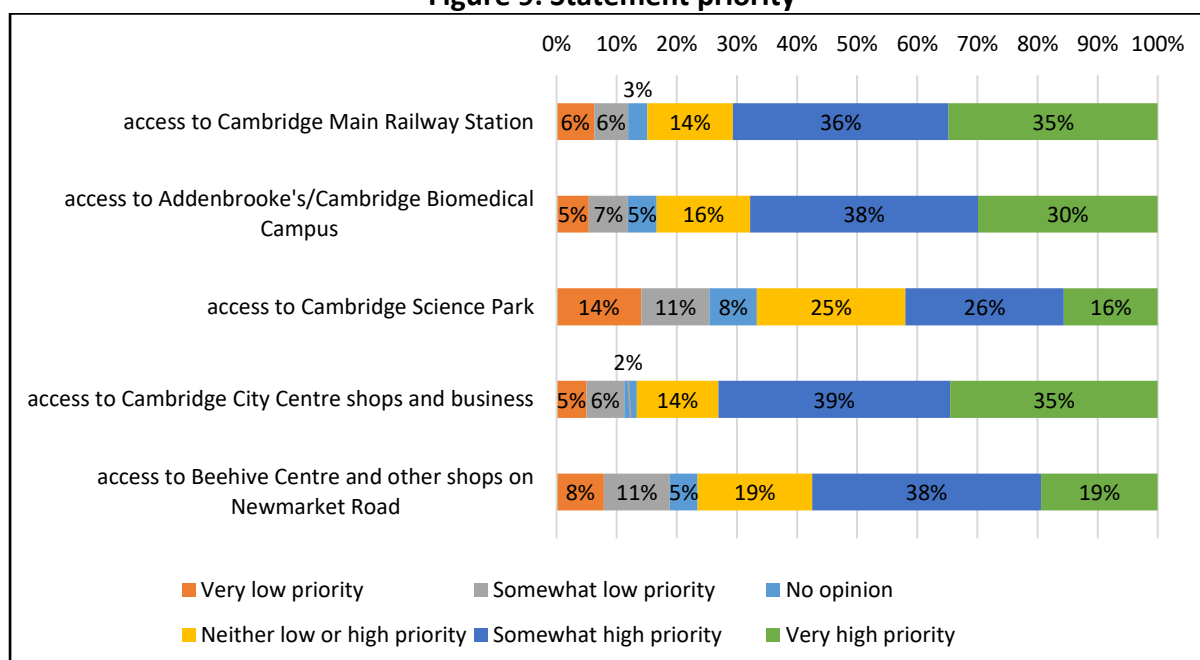
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Please indicate how you would prioritise each of the statements in the table below

529 respondents answered the question on prioritising each of the 5 statements given.

- The majority of respondents indicated they felt the following statements were a 'somewhat high priority' or 'very high priority':
 - 'access to Cambridge City Centre shops and business' (73%)
 - 'access to Cambridge Main Railway Station' (71%)
 - 'access to Addenbrooke's/Cambridge Biomedical Campus' (68%)
 - 'access to Beehive Centre and other shops on Newmarket Road' (58%)
 - 38% of respondents felt this was a 'somewhat high priority'
- Over two fifths of respondents felt that 'access to Cambridge Science Park' was a 'somewhat high priority' or 'very high priority' (42%)
 - A quarter of respondents felt this was a 'very low priority' or 'somewhat low priority' (25%)
 - A quarter of respondents felt this was 'neither low or high priority' (25%)

Figure 9: Statement priority



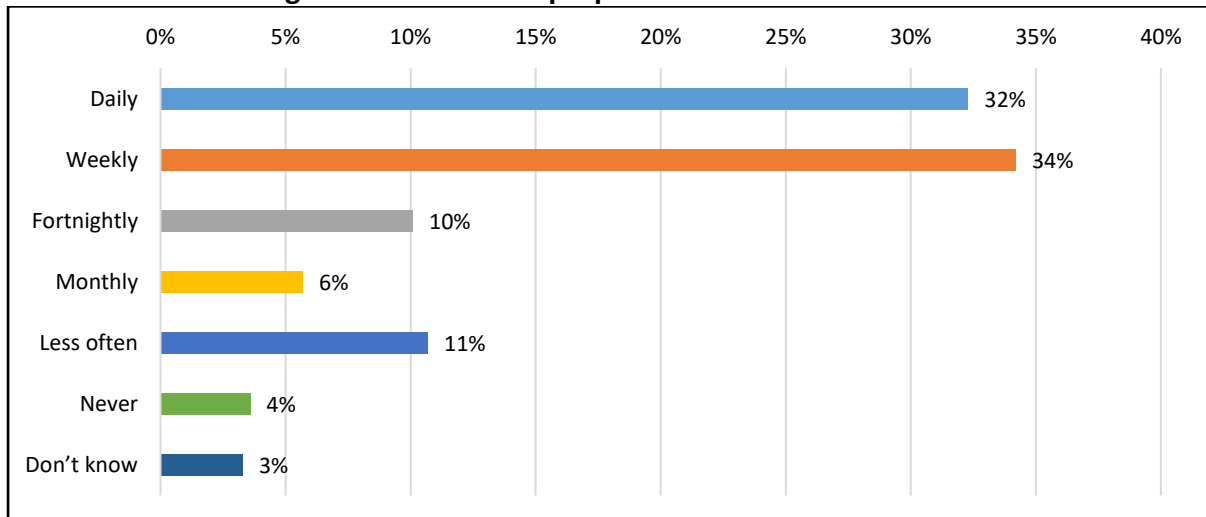
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

How often, if at all, would you use this route to travel into Cambridge?

523 respondents answered the question on how often, if at all, they would use the proposed route to travel into Cambridge.

- **Just under a third of respondents indicated they would use the route 'daily' (32%) and just over a third of respondents indicated 'weekly' (34%)**

Figure 10: How often proposed route would be used

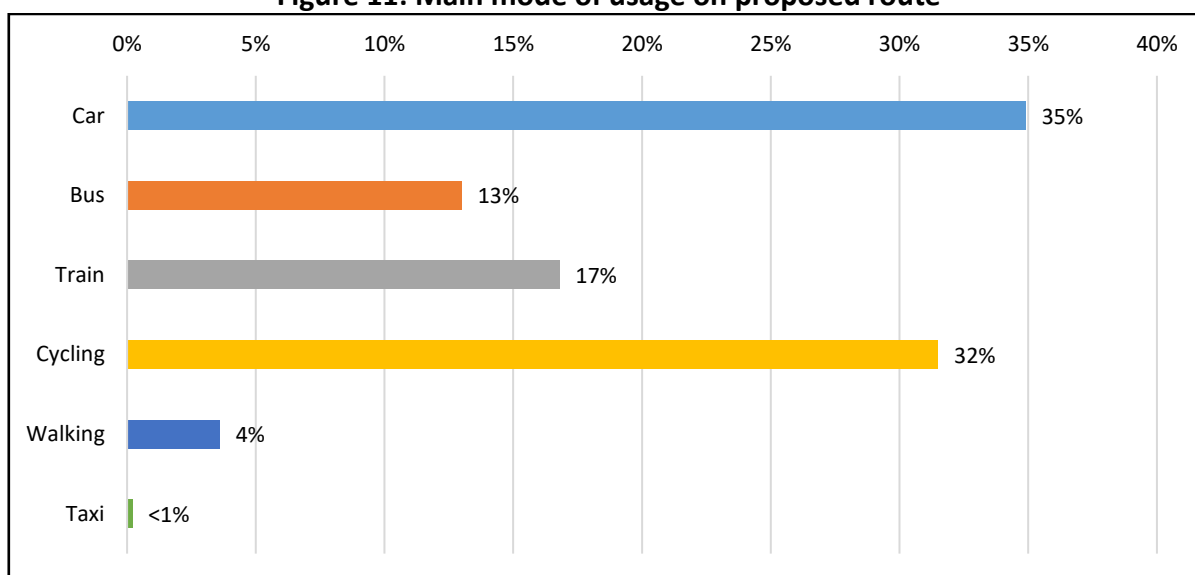


If you indicated that you would use such a route, what would be your main mode of usage?

501 respondents answered the question on, if they indicated they would use such a route, what their main mode of usage be.

- **Over a third of respondents indicated their main mode would be 'car' (35%) and just under a third of respondents indicated it would be 'cycling' (32%)**

Figure 11: Main mode of usage on proposed route



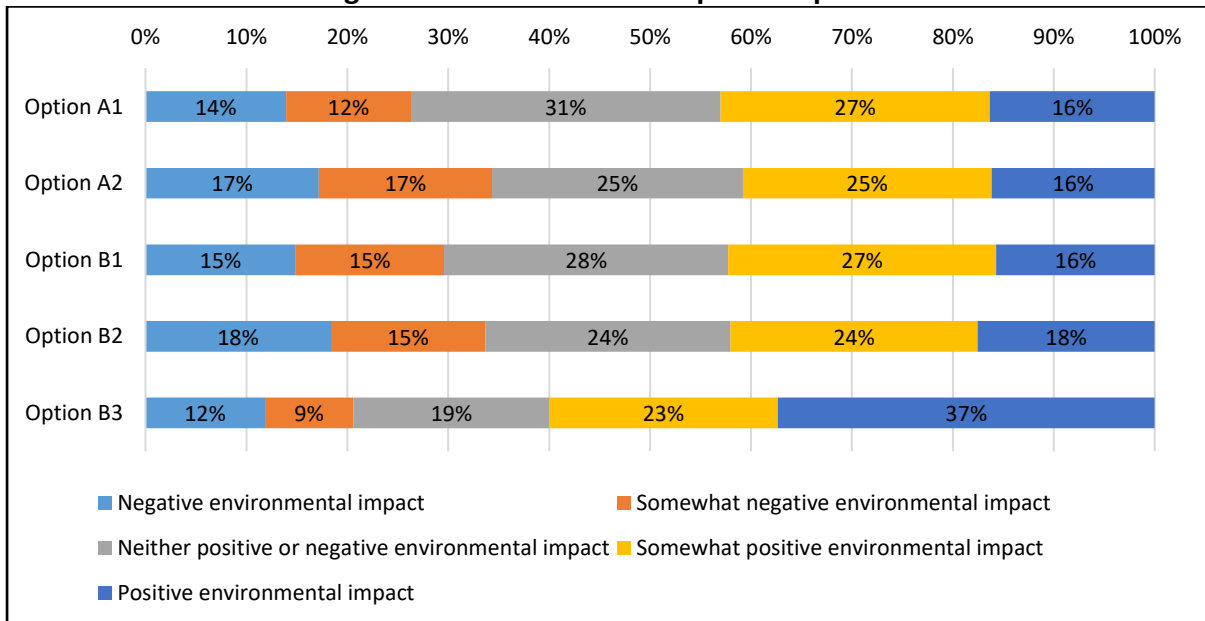
Thinking about the environmental impact of each of the five options please indicate what impact there might be

502 respondents answered the question on what they felt the environmental impact of each of the five options might be.

- **The majority of respondents felt the 'Option B3: Long term Rail Opportunity' would have a 'Somewhat positive environmental impact' or 'Positive environmental impact' (60%)**
 - Under two fifths of respondents felt it would have a 'Positive environmental impact' (37%)
- Over two fifths of respondents felt that the following options would have a 'Somewhat positive environmental impact' or 'Positive environmental impact':
 - 'Option A1: Newmarket Road Improvements' (43%)
 - Over a quarter of respondents felt it would have a 'Somewhat positive environmental impact' (27%)
 - Over a quarter felt it would have a 'Negative environmental impact' or 'Somewhat negative environmental impact' (26%)

- ‘Option B1: High Quality Public Transport via Coldham’s Lane’ (42%)
 - Over a quarter of respondents felt it would have a ‘Somewhat positive environmental impact’ (27%)
 - Under a third felt it would have a ‘Negative environmental impact’ or ‘Somewhat negative environmental impact’ (30%)
- ‘Option B2: High Quality Public Transport via the Tins’ (42%)
 - Under a quarter of respondents felt it would have a ‘Somewhat positive environmental impact’ (24%)
 - Just over a third felt it would have a ‘Negative environmental impact’ or ‘Somewhat negative environmental impact’ (34%)
- ‘Option A2: Newmarket Road Improvements + PnR move’ (41%)
 - A quarter of respondents felt it would have a ‘Somewhat positive environmental impact’ (25%)
 - Just over a third felt it would have a ‘Negative environmental impact’ or ‘Somewhat negative environmental impact’ (34%)

Figure 12: Environmental impact of options



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Are there any other interventions that you feel would complement or improve upon the new public transport and associated active travel (routes) measures we have identified so far in the east Cambridge area?

344 respondents left comments on the question which asked respondents if there were any other interventions that would complement or improve upon the new public transport and associated active travel routes.

Summary of major themes

Comment Theme	Respondent comments
<p>Cycling and walking improvements</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme either felt improvements were needed for cycling and walking in general or discussed specific ways they felt these could be improved <ul style="list-style-type: none"> ▪ Some of these respondents discussed the development of other active travel routes, particularly the Chisholm trail, with some respondents indicating they were concerned these weren't mentioned in the plans and some respondents feeling development here needed to be 'sped up' ▪ Some of these respondents felt that Coldham's Lane should be improved for active travel users, particularly around safety. <ul style="list-style-type: none"> • Some of these respondents felt that traffic calming measures would aid this ▪ Some of these respondents felt that walking/cycling routes needed to be segregated from motorised traffic, including buses, to ensure safety and avoid the negative impacts from emissions <ul style="list-style-type: none"> • A few of these respondents felt that cyclist and pedestrian routes needed to be safely segregated from each other ▪ Some of these respondents felt that upgrades to the existing Barnwell Road cycleways was needed ▪ Some of these respondents discussed making the Barnwell Road/Newmarket Road roundabout a Dutch style roundabout

	<ul style="list-style-type: none"> ▪ Some of these respondents discussed potential improvements to the Tins path, feeling the railway bridge improvements would be of benefit to cyclists and that any closures needed due to the busway should also ensure other routes such as the Snakey Path or Coldham's Lane were improved for cycle/pedestrian access <ul style="list-style-type: none"> • A few of these respondents felt that Coldham's Lane would be a safe cycling route if some traffic calming measures were introduced • A few of these respondents felt the route across Coldham's Common was unnecessary • A few of these respondents were concerned the use of the Tins path for a busway would negatively impact on existing/planned cycling and pedestrian infrastructure ▪ Some of these respondents felt that improved cycle lanes and priority was needed on roundabouts, particularly ones with more vehicle traffic such as the Elizabeth Way roundabout ▪ Some of these respondents discussed the use of Mill Road as a cycling/walking route. Although they all felt this was a more direct route, there was debate on how to make it better for cyclists/pedestrians. Some felt the road should be made one way for motorised traffic, some felt the current ETRO road closure should continue as is, and some felt Mill Road should be closed to all motorised traffic including buses ▪ Some of these respondents felt that a more 'joined up' network was needed to allow easy, quick, safe access to/from anywhere in Cambridgeshire ▪ A few of these respondents felt that more crossings were needed for pedestrians, particularly along Newmarket Road ▪ A few of these respondents felt that maintenance of existing paths and roads was needed
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<p>Rail links</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt more regular trains were needed along existing routes, particularly to Ipswich/Bury St Edmunds/Newmarket • Some of the respondents who discussed this theme felt that new railway stations were needed in Cherry Hinton and Fulbourn <ul style="list-style-type: none"> ○ Some of these respondents discussed the placement of the Cambridge East rail station, feeling it would be better suited to support employment sites in the above locations
<p>Bus improvements</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt the existing bus services needed to be made cheaper, more reliable, and run more often (particularly at night/weekends), in order for them to be a suitable alternative to car travel <ul style="list-style-type: none"> ○ Some of these respondents felt that buses needed to be more environmentally friendly as well • Some of the respondents who discussed this theme felt there was a lack of regular bus services to/from Cambridge to/from villages in Cambridgeshire and to places of employment/need <ul style="list-style-type: none"> ○ Most of these respondents felt that a more 'joined up' public transport service was needed so users wouldn't need to change multiple times or travel for excessive periods of time to access locations • A few of the respondents who discussed this theme felt that a dedicated busway was needed all the way into the city, particularly for options A1 and A2, in order for the service to be reliable enough to encourage uptake • A few of the respondents who discussed this theme felt that any public transport improvements should not impinge on existing/planned cycling and walking improvements
<p>Mill Road</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme discussed their thoughts on the ETRO bridge closure on Mill Road <ul style="list-style-type: none"> ○ Some of these respondents felt this closure should be reversed as it was having an adverse effect on traffic in nearby areas and negatively impacting on residents who needed to use a car, such as those with disabilities or older residents with walking/cycling difficulties <ul style="list-style-type: none"> ▪ A few of these respondents were concerned the CEA proposals were working on the assumption of the bridge closure remaining

	<ul style="list-style-type: none"> ○ Some of these respondents felt the closure should remain <ul style="list-style-type: none"> ▪ Some of these respondents felt closing the road to buses as well would make it a safer route for pedestrians and cyclists ○ A few of these respondents felt that making Mill Road one-way for motorised traffic would negate some of the issues from bridge closure while retaining safety for cyclists and pedestrians ○ A few of these respondents felt that Mill Road was not suitable as a route for more buses
Coldham's Lane	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned the reduction of access to motorised vehicles on Mill Road would increase traffic on Coldham's Lane ● Some of the respondents who discussed this theme felt that cycling/walking provision should be improved on Coldham's Lane <ul style="list-style-type: none"> ○ A few of these respondents felt that more traffic calming/reduction measures were needed on Coldham's Lane to aid this
Driving disincentivising	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that some form of disincentivising of personal vehicle use was needed <ul style="list-style-type: none"> ○ Some of these respondents discussed introducing a congestion charge/congestion zones <ul style="list-style-type: none"> ▪ A few of these respondents felt that this should only apply to those coming into Cambridge, not local residents ○ A few of these respondents discussed increasing parking charges or introducing workplace parking levies ○ A few of these respondents felt that all on-street parking should be for residents/local business use only ○ A few of these respondents felt that improvements to the costs/reliability/regularity of public transport was needed as well
Need for personal vehicle usage	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned the proposals would negatively impact those who need to drive, such as older residents or those with disabilities that make walking/cycling (including to access public transport stops) difficult, those making larger purchases/food shopping, and trades people <ul style="list-style-type: none"> ○ Some of these respondents felt that public transport was too inaccessible, too highly priced, too unreliable and unregular to be a suitable alternative to a personal vehicle

<p>Park and Ride location</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the Park & Ride site was currently located too close to Cambridge, as was the suggestion for the new site. These respondents felt the site needed to be located further away to ‘catch’ congestion before it occurred, be more accessible to nearby villages, and remove the temptation to carry on into Cambridge • Some of the respondents who discussed this theme felt the existing Park & Ride was suitable and that this, along with the negative environmental impact of a new build, meant moving the site was unnecessary
<p>Traffic lights</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that introducing more traffic lights on Newmarket Road would reduce traffic flow and decrease air quality, due to increased idling. These respondents felt that there were already too many traffic lights on this route and that their sequencing/timings added to the congestion issues in the area
<p>Environmental impact</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the proposals negative impact on the environment <ul style="list-style-type: none"> ○ Some of these respondents were concerned about moving the Park & Ride, as they felt this was unnecessary and would negatively impact on important wildlife habitats and greenery ○ Some of these respondents were concerned about using Coldham’s Common as part of an active travel route, as they felt planned and existing routes in the area would be sufficient without impacting on a Green area of Cambridge ○ A few of these respondents were concerned that more traffic lights would result in greater idling of motorised vehicles, decreasing air quality ○ A few of these respondents felt that public transport, particularly buses, should be electric only in order to reduce the impact on air quality ○ A few of these respondents were concerned about the potential loss of vegetation along Newmarket Road or felt that more green barriers could be introduced to help improve air quality
<p>Retail location</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that retail sites on Newmarket Road should be moved outside of the city centre, as this was felt to be a key reason for congestion in the area, particularly as some of the sites necessitated the use of personal vehicles due to the goods sold <ul style="list-style-type: none"> ○ Some of these respondents also discussed the current location of the McDonald’s on Newmarket

	<p>Road, as they felt the drive through entrance/exit was dangerous and a key congestion issue</p> <ul style="list-style-type: none"> ○ A few of these respondents also felt that office/employment sites should be located outside of the city centre to reduce the amount of commuter traffic needing access
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Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

209 respondents left comments on the question which asked respondents if they felt any of the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010.

Summary of major themes

Comment Theme	Respondent comments
Disability	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned the proposals negatively impacted on those with disabilities that needed to use personal transport, as public transport and active travel modes were being prioritised <ul style="list-style-type: none"> ○ Some of these respondents felt these proposals would compound on issues from the Mill Road bridge closure ● Some of the respondents who discussed this theme felt that the needs of disabled users needed to be taken into consideration as part of the designs. Suggestions included; ensuring foot/cycle paths were wide enough to accommodate mobility aids and safe passing, alongside avoidance of steep gradients and sudden level changes; that disabled parking should be available at key sites; exemptions to road closures for blue badge holders; and that public transport should have accessibility measures installed (ramps, more space for mobility aids), run more regularly with more stops in villages, and be priced affordably ● Some of the respondents who discussed this theme felt the proposals would benefit disabled pedestrians, cyclists, and public transport users
Age	<ul style="list-style-type: none"> ● Respondents who discussed this theme do so in relation to the thoughts on those disabilities, with similar rationales placed for older and younger residents
Local residents	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt the proposals would have a negative impact on local residents in Cambridge due to increased congestion from

	<p>the loss of road capacity/access, particularly those on Newmarket Road, Mill Road, and streets connected to these</p> <ul style="list-style-type: none"> • A few of the respondents who discussed this theme debated the impact the proposals would have on local village residents <ul style="list-style-type: none"> ○ Some of these respondents felt the proposals would negatively impact on nearby village residents due to the redirection of traffic, reduction in junction capacity, and potential loss of local public transport services ○ Some of these respondents felt the proposals improved access to active travel and public transport for nearby village residents
Environmental impact	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the proposals would increase congestion and so decrease air quality • Some of the respondents who discussed this theme were concerned about the Park & Ride site moving, as they felt this would cause harm to wildlife habitats • Some of the respondents who discussed this theme were concerned about the proposed bus lane on the Tins path, as they felt this was a safe, Green space for pedestrians and cyclists • A few of the respondents who discussed this theme were concerned about the constant need for growth, as they felt Cambridgeshire was losing/had lost too much Green space

We would like to thank you for completing our survey. If you have any further comments on the project or the proposed options, please add these in the space available below.

228 respondents left comments the question which asked respondents if they had any further comments.

Summary of major themes

Rail	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that looking at rail based public transport solutions would be the best option for solving transport issues <ul style="list-style-type: none"> ○ A few of these respondents felt that Park & Ride sites still encouraged personal vehicle usage which should be discouraged overall rather than just in Cambridge
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	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that existing rail routes needed more regular services <ul style="list-style-type: none"> ○ A few of these respondents also felt the cost of use needed to be reduced • Some of the respondents who discussed this theme felt that new railway stations were needed in Cherry Hinton, Six Mile Bottom, and Fulbourn <ul style="list-style-type: none"> ○ Some of these respondents discussed the placement of the Cambridge East rail station, feeling it would be better suited to support employment sites in the above locations • A few of the respondents who discussed this theme indicated they opposed rail-based services (including for the CAM/tram development)
Cycling	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more segregated cycling routes needed to be developed, particularly along Newmarket Road <ul style="list-style-type: none"> ○ A few of these respondents felt that cyclist and pedestrian traffic should be segregated from each other as well as motorised traffic • Some of the respondents who discussed this theme were concerned about the cycling route over Coldham’s Common, as they felt it wasn’t a useful route and that it would have a negative environmental impact on a Green space • Some of the respondents who discussed this theme discussed potential improvements to the Tins path, feeling the railway bridge improvements would be of benefit to cyclists and that they were concerned the use of the Tins path for a busway would negatively impact on existing/planned cycling and pedestrian infrastructure • Some of the respondents who discussed this theme felt that cyclists should be made to use any infrastructure built for cyclists and that antisocial/dangerous cycling needed more monitoring/enforcement • A few of the respondents who discussed this theme were concerned about the removal of the subway from Elizabeth Way roundabout, as they felt this was a safe crossing point for cyclists and pedestrians where it was most needed
Bus service improvements	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the existing bus services needed to be made cheaper, more reliable, run more often (particularly at night/weekends), and use electric/cleaner vehicles in order for them to be a suitable alternative to car travel

	<ul style="list-style-type: none"> ○ Some of these respondents also felt that rural locations were poorly served by bus services and needed improving
Environmental impact	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned about the Park & Ride being moved, feeling the existing one was suitable and a new site would negatively impact on Green land ● Some of the respondents who discussed this theme were concerned about the amount of growth in housing/business developments, feeling these were encroaching on Green Belt land and generally negatively impacting on the environment ● Some of the respondents who discussed this theme were concerned about the cycling route over Coldham's Common, as they felt it wasn't a useful route and that it would have a negative environmental impact on a Green space ● Some of the respondents who discussed this theme were concerned about the potential tunnelling required for the CAM network, feeling this would have a negative impact on the environment and local residents <ul style="list-style-type: none"> ○ Some of these respondents indicated the proposals passed over their properties and were concerned about damage/loss of housing
Consultation materials	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about the lack of detail on the proposals in the supporting materials. Issues highlighted included; a lack of detail on how the options would look and how they would impact on the areas highlighted; no pros and cons or cost/benefits analysis for each option; lack of detail on what the junction reconfigurations would entail; lack of information on how these proposals would work with other schemes in development/discussion for the area
Park & Ride location	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme felt that the Park & Ride site was currently located too close to Cambridge, as was the suggestion for the new site. These respondents felt the site needed to be located further away to 'catch' congestion before it occurred, be more accessible to nearby villages, and remove the temptation to carry on into Cambridge ● Some of the respondents who discussed this theme felt the existing Park & Ride was suitable and that this, along with the negative environmental impact of a new build, meant moving the site was unnecessary ● A few of the respondents who discussed this theme felt that the Park & Ride should be located close to the A14

<p>Mill Road</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that some of the options for this scheme appeared to rely on the ETRO on Mill Road remaining in place, which these respondents opposed, as they felt it was having a negative impact on the area and hindering local resident access
<p>Junction reconfigurations</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt there was not enough information in the supporting material to understand what the junction reconfigurations entailed • Some of the respondents who discussed this theme indicated they were opposed to the junction reconfigurations, particularly those along Newmarket Road, as they felt they would increase congestion and other traffic problems in the area

Stakeholder responses

Background

54 responses were received on behalf of a number of different groups or organisations.

A to B1102 Group	Cambridgeshire and Peterborough Combined Authority
Abbey People	East Cambridgeshire District Council
Abbey Ward Councillors	Endurance Estates Ltd
Anglian Water	Fen Ditton Parish Council
BG Primary School	Flood Risk & Biodiversity Team
Bidwells	Friends of Cherry Hinton Brook
Bottisham Parish Council	Howard Group
British Horse Society	Jubb
Bury St Edmunds Rail Station Group	Landscape, Heritage and Environment Group
Bury St Edmunds Society	Lode Parish Council
Cambridge Ahead	Londis Mill Road LTD
Cambridge Biomedical Campus	Marshalls of Cambridge
Cambridge City Council	Mill Road Traders Association
Cambridge Green Party	Natural England
Cambridge Group, Ramblers	Newmarket Town Council
Cambridge Ice Arena	Reach Parish Council
Cambridge Independent	SDA
Cambridge Past, Present & Future	Smarter Cambridge Transport
Cambridge University Hospitals	Stagecoach
CamCycle	Staploe Medical Centre
Cllr Charlotte Cane	Stow-cum-Quy Parish Council
Cllr Dave Baigent	Suffolk Cllrs (Cllr Rachel Hood, Cllr Andy Drummond, Cllr Robert Nobbs, Cllr James Lay)
Cllr John Trapp	Suffolk County Council
Cllr Kelley Green	Swaffham Prior Parish Council
Cllr Lewis Herbert	Teversham Parish Council
Cllr Lorna Dupre	Waterbeach and District Bridleways group
Cllr Susan Glossop	
Coldham's Lane, Romsey, Residents Association	

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a [brief summary of the common themes](#) expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of major themes

Walking and cycling	<ul style="list-style-type: none"> Some of the stakeholders who discussed this theme felt that safer, segregated active travel routes were needed
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	<p>along Newmarket Road and that they supported efforts to achieve this</p> <ul style="list-style-type: none"> ○ Some of these stakeholders indicated that this shouldn't be at the expense of existing greenery and that it would be a good opportunity for further planting ● Some of the stakeholders who discussed this theme felt that improvements to walking and cycling provision was needed to connect villages nearby to Cambridge with each other and Cambridge itself ● A few of these stakeholders were concerned about the development of a bus route along the Tins, feeling any development would need to complement existing cycling and walking infrastructure and not reduce what was available ● A few of these stakeholders felt there was provision to add/improve bridleways for equestrian users along the whole scheme
Rail improvements	<ul style="list-style-type: none"> ● Most of the stakeholders who discussed this theme indicated they supported improvements and expansion of rail services <ul style="list-style-type: none"> ○ Most of these stakeholders discussed approving of reopening of the dual line between Coldham's Lane junction and Newmarket and that it would be beneficial to the East-West Rail scheme ○ Some of the stakeholders indicated they felt the rail improvements also offered a suitable route for the CAM ● A few of the stakeholders who discussed this theme were concerned new stations at Six Mile Bottom/Fulbourn would not be beneficial to nearby residents and risked increasing congestion ● A few of the stakeholders who discussed this theme felt that any improvements should avoid any negative environmental impact by using/reopening existing infrastructure and avoiding residential properties/Green areas
CAM	<ul style="list-style-type: none"> ● Some of the stakeholders who discussed this theme felt the rail improvements also offered a suitable route for the CAM ● A few of the stakeholders who discussed this theme were concerned about the possible lack of connectivity for the CAM to villages the routes passed by ● A few of the stakeholders who discussed this theme were concerned about possible environmental impacts of the CAM route, particularly in Green areas (such as Cherry Hinton Lake) such as the Tins

<p>Park & Ride location</p>	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme felt it was unnecessary to move the Park & Ride site <ul style="list-style-type: none"> ○ Some of these stakeholders indicated the new site risked having a negative impact on the environment, particularly due to the proximity to a SSSI ○ A few of these stakeholders were concerned the new or disused Park & Ride site could attract further development, which would have a negative impact on nearby residents • Some of the stakeholders who discussed this theme indicated that if the Park & Ride site needed to be moved, that north of the A14, closer to the Quy interchange would be a better placement for removing congestion and attracting usage
<p>Impact on local residents</p>	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme were concerned that any restrictions on personal vehicles, particularly along Newmarket Road, would have a knock-on effect on congestion on the B1102, Quy interchange, and villages in East Cambridgeshire and West Suffolk. These stakeholders felt that commuters had few options outside of personal vehicles due to poor public transport and active travel connectivity
<p>Bus service improvements</p>	<ul style="list-style-type: none"> • Stakeholders who discussed this theme felt the current bus services, including the Park & Ride services, did not run regularly enough or connect to enough rural locations or employment sites to be a viable alternative to personal vehicle usage

Letters, email, social media and consultation event responses

125 responses were received regarding the consultation through letters, email and social media platforms, such as Facebook and Twitter. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

<p>Walking and cycling</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt there needed to be more cycle priority for side roads • Some of the respondents who discussed this theme were concerned about losing the underpass on the Elizabeth Way roundabout, as they felt this was a safe crossing point for cyclists and pedestrians where it was most needed, particularly for those with disabilities and young children • Some of the respondents who discussed this theme debated the need for alterations to the cycle lanes/footpaths on Newmarket Road. <ul style="list-style-type: none"> ○ Some of these respondents felt that existing infrastructure, beyond requiring some maintenance, was suitable and expansions risked negatively impacting on personal properties and increasing congestion for motorised traffic <ul style="list-style-type: none"> ▪ Some of these respondents felt that personal vehicle use would be needed in the area for those access the types of nearby businesses, as transporting these goods was not possible via active travel or public transport ○ Some of these respondents felt there was a need for safe, segregated paths as current provision was unsuitable ○ A few of these respondents felt there was a need for pedestrian and cycle traffic to be safely segregated to avoid conflict and potential accidents
<p>Newmarket Road</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme discussed the planned changes to Newmarket Road <ul style="list-style-type: none"> ○ Some of these respondents discussed the changes to walking and cycling (as outlined in the 'Walking and Cycling' theme) ○ Some of these respondents felt the location of the businesses on Newmarket Road necessitated personal vehicle use or were the cause of congestion in the area

	<ul style="list-style-type: none"> ▪ Most of these respondents felt that these businesses should be moved further outside Cambridge ▪ Some of these respondents felt that personal vehicles were needed to transport the goods available from these businesses ▪ A few of these respondents were concerned about the access point for the McDonald's drive through, feeling this had increased congestion since its introduction ○ Some of these respondents were concerned about the introduction of more traffic lights on Newmarket Road, as they felt that the existing traffic lights, due to the number of them and signal timings, negatively impacted on traffic flow for all modes of transport and caused congestion ○ Some of these respondents had queries about the junction redesigns, as they were unsure what it would entail. Most of these respondents were concerned about the changes negatively impacting on traffic flow and congestion
Bus improvements	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that without more regular buses going to more places, particularly to/from rural locations to/from places to employment, most of the proposals would not be beneficial • A few of the respondents who discussed this theme felt that buses need to be 'greener' by using electric stock
Mill Road	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the bridge/bus gate needed to be reopened to all traffic, as they were concerned about access and congestion on nearby roads • Some of the respondents who discussed this theme indicated they felt the bridge closure/bus gate had been beneficial <ul style="list-style-type: none"> ○ A few of these respondents felt that a similar scheme should be in place for Coldham's Lane, as it had similar high levels of traffic
Park & Ride location	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they were opposed to the movement of the Park & Ride site <ul style="list-style-type: none"> ○ Some of these respondents indicated the new site would have an adverse effect on wildlife and natural habitats, particularly as it was located close to a SSSI

	<ul style="list-style-type: none"> ○ Some of these respondents felt that the existing site was sufficient as it was not fully utilised
Coldham's Lane	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about the proposals diverting more traffic down Coldham's Lane, which was already felt to be over congested <ul style="list-style-type: none"> ○ A few of these respondents felt that a similar modal filtering system could be applied to Coldham's Lane as it had Mill Road