



GREATER CAMBRIDGE PARTNERSHIP

CAMBRIDGE EASTERN ACCESS

Phase 1: Newmarket Road Improvement Park & Ride Relocation: Public Consultation Analysis





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Phase 1: Newmarket Road Improvement Park & Ride
Relocation: Public Consultation Analysis

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EXECUTIVE SUMMARY

Purpose of this report

The objective of this report is to outline the results of the public consultation conducted on behalf of the Greater Cambridge Partnership (GCP) for Cambridge Eastern Access (CEA), Phase 1: Newmarket Road Improvements and Park & Ride Relocation. CEA encompasses a programme of schemes aimed at enhancing public transportation, cycling, and pedestrian infrastructure, enabling more people to travel by sustainable modes of travel.

This document sets out the results of the most recent consultation which took place between 24 January and 20 March 2023. The consultation presented a preliminary scheme design for Newmarket Road, aimed at providing safer, more accessible, and inclusive walking and cycling infrastructure to enable more people to travel by active modes.

Context

Newmarket Road provides access into Cambridge from the east, accommodates local residents' journeys and is a popular destination in its own right. The existing road currently provides a poor environment for pedestrians and cyclists, discouraging people from travelling by sustainable modes of travel. With considerable development either underway or proposed for this part of the city, travel demand will increase substantially along Newmarket Road in the future.

The Cambridge area is facing many pressures over the coming years and needs to reduce current traffic levels by 10-15% on the 2011 levels. The pressures include:

- As more people move to the area and commute for work, traffic and congestion is increasing;
- Limited choices for people to travel by public transport;
- Poor air quality, with 121 deaths in 2020 in Greater Cambridge attributable to air pollution;
- High levels of carbon emissions due to the extent of car dependency, contributing to climate change;
- A city environment dominated by the car, which discourages some people from walking and cycling and makes public spaces less attractive; and
- Difficulty accessing opportunities for those who rely on public transport.

The proposals

GCP has carried out engagement on the proposals since July 2020, with two formal consultations in 2020 and 2021. Several proposals were presented as part of the latest consultation on walking, cycling and public transport improvements to Newmarket Road and relocating the Park & Ride site including:

- Landscape Strategy: Developed to substantially improve the existing public realm and green infrastructure along the street;
- Better connections: improving existing and providing new pedestrian crossings;
- Enhanced cycle lanes along the length of Newmarket Road;
- Bus improvements including bus lanes and floating bus stops;

- Changes to the side road and signal-controlled junctions to provide improved pedestrian and cycle facilities;
- Incorporation of Sustainable Urban Drainage Systems (SuDS), and rain gardens, to manage surface water runoff, reduce flood risk, improve public spaces; and
- Relocation and expansion of the Park & Ride site.

Following concerns about the choice of location a new assessment of Park and Ride sites was undertaken. Twelve sites were identified as possible areas for the Park & Ride relocation. These sites were shortlisted to five sites for more detailed appraisal against a range of environmental, operational and feasibility criteria. The five potential relocation sites including the preferred site (P1) were presented for feedback.

Consultation approach

An 8-week consultation took place between 24 January and 20 March 2023. The consultation process effectively utilised GCP's website, flyers distributed in the local area, adverts at the Park & Ride, social media platforms and newspaper advertisements to promote engagement. Detailed consultation materials describing the proposals were made accessible online and in alternative formats as needed. Both in-person and virtual events were conducted, allowing the public and stakeholders to gain comprehensive insights into the proposals.

Valuable feedback was collected through surveys and written responses, ensuring a thorough and inclusive consultation process. A robust process was implemented to manage the large number of responses received via the questionnaire and written responses, including coding of free text responses.

About the respondents

A total of 847 survey responses were received as well as 23 written responses via letter and email. Demographic data showed that 92% of respondents identified as White, with 39% identifying as female and 46% as male. The age of respondents was broadly evenly spread, except for those in the 16-24 age range group, who appear underrepresented (4% of respondents) when compared with the 2011 Census data which reported 23% of people in Cambridge in that age group.

The majority of respondents lived in CB5 Cambridge (East), CB1 Cambridge (Central, South) and Teversham and CB4 Cambridge (North).

Views on the proposals

When asked about the level of support for the proposed improvements to Newmarket Road, there was a broadly equal split between support and opposition for the scheme - 50% of residents did not support the proposals and 49% supported some or all of the proposals. The greatest level of opposition versus support was expressed by respondents who lived further from the scheme, in postcodes CB2, CB3, CB22, CB23 and CB24.

Junction improvements

In general, the majority of respondents did not support the improvements to Elizabeth Way and Barnwell Road junctions. Opinions were divided about the improvements to existing signal-controlled junctions as well as continuous footway improvements.



When asked to comment, the majority of respondents were concerned about increased congestion and believed that existing roads and cycleways should be maintained. Concerns were raised regarding the replacement of the Elizabeth Way underpass with a new CYCLOPS junction and the impacts to safety of cyclists and walkers as well as potential increases in congestion.

Crossing, cycling and bus improvements

When asked about crossing improvements, the majority of respondents did not support the proposed replacement of the Abbey Street crossing as this is a well-used crossing point. Respondents were divided in opinion for the new Toucan Crossings at Garlic Row and Airport Way Roundabout.

The majority of respondents were not supportive of the proposed segregated cycleways. Within the comments, there was a divide between those who believe cycling improvements are needed as well as those who support the proposals to encourage active travel. Respondents commented about the need for segregation as well as comments on cycle lane widths and suitability.

In general, most respondents did not support changes to bus stops and bus lanes on Newmarket Road. Respondents commented that changes are not needed and that they would like to see improvements to the current bus services, and others commented that floating bus stops could be dangerous and cause more congestion.

Landscape improvements

There was support for landscape improvements, with the majority of respondents supporting some or all the features of the landscape strategy. Respondents commented that they would like to see more landscaping and greenery along Newmarket Road, but some people were concerned about the loss of mature trees at the Elizabeth Way junction and others were concerned about the impact of trees and plants on the cycle lane proposals.

Park & Ride proposals

When asked about the Park & Ride proposals, 46% of respondents did not support the expansion and relocation of the current Newmarket Road site. Many respondents commented that the Park & Ride should remain in the same place and that an expansion is not needed, whilst others commented that bus services need to be improved.

When asked about the shortlisted sites, 42% did not support any of the sites and 17% of respondents supported the selected P1 site. There was no clear preference on the access arrangements for the P1 site, with 40% of respondents stating they do not support either option. Some comments were made relating to walking and cycling access to the potential relocation site.

Next steps

The results of the consultation will be reviewed by the Joint Assembly and Executive Board who will advise on the way forward for the project.

1 INTRODUCTION

1.1 ABOUT THIS DOCUMENT

- 1.1.1. This document describes the engagement and consultation initiatives undertaken by the Greater Cambridge Partnership (GCP) for the third public consultation on the proposals for improvements to public transport, walking and cycling on Newmarket Road, and for the potential relocation and expansion of the Newmarket Road Park & Ride as part of the Cambridge Eastern Access (CEA) programme.
- 1.1.2. The consultation took place between 12pm on Tuesday 24 January and 12pm on Monday 20 March 2023. This report documents the consultation process and presents feedback received during the consultation period.

1.2 CONTEXT

- 1.2.1. Newmarket Road provides the main access into the city from the east, routing from the Quy Interchange (Junction 35 with the A14) to Elizabeth Way. Newmarket Road Park & Ride is located approximately 500m west of the junction with Airport Way and is accessed off Newmarket Road.
- 1.2.2. Through the City Deal, the GCP is delivering a comprehensive programme of sustainable transport projects, working with local authority partners to create a world-class transport network that can meet the needs of the area both now and into the future.
- 1.2.3. The Cambridge Eastern Access programme includes providing improvements to public transport, walking and cycling on Newmarket Road and the relocation and expansion of the Park & Ride. Newmarket Road is a popular destination which provides access into Cambridge from the east and accommodates local resident journeys. With considerable development either underway or proposed for this part of the city, including Marleigh, Cherry Hinton North, Cambridge East and East Barnwell Regeneration, travel demand will increase substantially along Newmarket Road in the future.
- 1.2.4. The current and future travel demands cannot be accommodated by a 'business as usual approach'. The local authorities have declared a climate emergency and are aiming to reduce emissions to as close to zero as possible. Achieving this goal will require substantial travel behaviour change.
- 1.2.5. Newmarket Road currently provides a poor environment for pedestrians and cyclists and discourages people from travelling by sustainable modes of transport. This project will provide a safer and more attractive route for walking, cycling along with public transport improvements on Newmarket Road and the relocation and expansion of the Park & Ride.
- 1.2.6. This project will enable more people to undertake their journeys by bicycle, scooter, and on foot, which are becoming increasingly popular as more people appreciate the benefits of being outdoors and living a more active lifestyle. Active transport modes such as walking and cycling have a positive impact on local air quality, greenhouse gas emissions, and public health.

1.3 HISTORY OF THE SCHEME

- 1.3.1. The scheme has been developed with input from stakeholders since 2020. Feedback was gathered through two previous formal public consultations (2020 and 2021), and continuing community and stakeholder group meetings. Wherever feasible, feedback has been reflected in developing the plans.
- 1.3.2. 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. Analysis of the more than 400 survey responses were considered by the Joint Assembly in September 2020 prior to being submitted to the Executive Board in October 2020. The Executive Board made the decision to progress with consultation on early proposals for CEA.

2020 CONSULTATION

- 1.3.3. Between 26 October and 18 December 2020, GCP held an initial consultation on short-term infrastructure improvements to Newmarket Road; longer-term improvements to public transport to support planned growth on Cambridge Airport, and upgrades to the Cambridge to Newmarket railway line. 743 comments were received, with 79% of respondents indicating that they supported the proposal to improve public transport and associated travel routes into Cambridge from the east.

2021 CONSULTATION

- 1.3.4. Between 8 November and 22 December 2021, GCP held a second round of consultations to seek views on concept design options for improving Newmarket Road and the relocation of the Park & Ride. Respondents were generally supportive of all three of the options for the Newmarket Road improvement proposals, both options for the Elizabeth Way Roundabout proposals and both options for the Barnwell Road proposals. While concerns were raised about the relocation of the Newmarket Park & Ride there was no clear level of opposition or support to the proposed relocation, with over two fifths of respondents having 'no opinion'.

2023 CONSULTATION

- 1.3.5. During the latest consultation held between 24 January to Monday 20 March 2023 the GCP set out the improvements that could be made to Newmarket Road to enable more people to travel by walking, cycling and public transport, as well as a preferred location for the expanded and relocated Park & Ride site (P1).

1.4 ABOUT THE PROPOSALS

- 1.4.1. The preliminary scheme design includes transforming the Elizabeth Way and Barnwell Road roundabouts, and the provision of direct, safe, comfortable and attractive facilities for pedestrians, cyclists and bus users between central Cambridge and Airport Way.
- 1.4.2. The consultation also set out the preferred site for the relocated and expanded Park & Ride. The current Park & Ride on Newmarket Road is on a constrained site which cannot be expanded to provide the extra parking needed to enable greater numbers of people to switch from private car to bus for their journeys into the city.
- 1.4.3. Relocating the Park & Ride to the proposed site near Airport Way will accommodate more vehicles, more cycle parking and lockers and include facilities like electric charging points. The increased car parking capacity will enable more people to use the Park and Ride facility in the future.

2 CONSULTATION APPROACH

2.1 BACKGROUND

- 2.1.1. The consultation held between 24 January to Monday 20 March 2023 was designed to:
- provide prospective respondents with further detail about the proposals for them to submit informed comments; and
 - gather feedback from communities and stakeholders across the Greater Cambridge area to help inform the GCP's decision making on the proposals that should be taken forward for further development.
- 2.1.2. A range of materials was prepared to help people interpret the proposals, while the consultation was promoted extensively via a number of communication channels to raise awareness and encourage participation. These materials and channels are described in more detail within sections 2.3 and 2.4, respectively. Copies of consultation materials are included in Appendix A for reference.

2.2 PRE-CONSULTATION ENGAGEMENT

- 2.2.1. A pre-consultation briefing was carried out by Greater Cambridge Partnership for Ward members from partner councils.

2.3 PRIMARY CONSULTATION MATERIAL

BROCHURE

- 2.3.1. A 19-page brochure was produced which outlined the background to the proposals and explained the potential options. A copy of the brochure is included in Appendix A. Content included:
- improvements that could be made to Newmarket Road to make walking and cycling, safer, easier and inclusive for all street users;
 - a preferred site for the relocated and expanded Park & Ride;
 - preliminary design proposals for Newmarket Road; and
 - how the improvements compliment the Making Connections proposals by providing the infrastructure needed to enable more people to use public transport.

FLYER

- 2.3.2. A two-page flyer was produced to promote the consultation and a copy is presented in Appendix A. The flyer was distributed to 6,050 local addresses in the area.

GIVING FEEDBACK

- 2.3.3. Respondents were encouraged to share their views and give feedback via:
- the online survey (see section 2.3.5);
 - email;
 - social media;
 - telephone; and
 - online and in person events.

CONSULT CAMBS

- 2.3.4. All consultation material was available via the Consult Cambs portal, GCP's online engagement platform. The URL was www.greatercambridge.org.uk/newmarket-road-23. During the consultation period the website had 7,300 visits.

SURVEY

- 2.3.5. The primary means for respondents to provide feedback on the proposals during the consultation period was an online questionnaire, which was hosted on GCP's Consult Cambs website throughout the entire duration of the process. The survey is presented in Appendix A.
- 2.3.6. In addition to the survey being accessible online, GCP offered other methods for respondents to participate, when requested, including:
- a paper copy of the survey to be posted;
 - a copy of the survey in larger print;
 - a copy of the survey to be sent in Braille format;
 - an audio tape of the survey in another language;
 - contacting GCP via email, telephone or social media; and
 - attending an online or in person event.
- 2.3.7. These measures aimed to guarantee the utmost inclusivity during the consultation process, ensuring that anyone who desired to take part could do so.

2.4 PROMOTING THE CONSULTATION

PRESS AND SOCIAL MEDIA

- 2.4.1. Information about the consultation was posted throughout the consultation period on GCP's social media channels through Nextdoor, Facebook and Twitter. A press release was published regarding the consultation, and advertisements were published in the Cambridge Independent, Cambridge News, Ely Standard, and the Newmarket Journal.

FLYERS AND BROCHURE

- 2.4.2. The flyer was posted to parish clerks as well as being distributed to 6,050 addresses in the local project area within Cambridge.

STAKEHOLDER EMAILS

- 2.4.3. Emails were sent to stakeholders during the consultation period using the GovDelivery channel. The emails provided links to the consultation materials, dates of public consultation events and instructions on how to attend, links to the website and their social media pages.
- 2.4.4. The key stakeholder audiences included:
- local groups / representatives;
 - business groups and local businesses;
 - hospitals, Colleges and Universities;
 - transport groups;
 - schools;
 - environmental groups; and
 - youth and seldom heard community groups.

- 2.4.5. Emails were also sent to local politicians at county, district and parish levels as well as to members of the public who were signed up to GCP mailing lists.

OTHER PROMOTIONAL ACTIVITIES

- 2.4.6. An advertisement was placed within a bus shelter panel at Newmarket Road Park & Ride.

2.5 EVENTS

- 2.5.1. The GCP hosted one online and three in-person public events during the consultation period. The aim of each event was to share information on the preliminary scheme design for Newmarket Road and the proposed Park & Ride relocation and to answer any questions. The events included:

Microsoft Teams online event:

- Wednesday 8 February 2023 from 6pm to 7:30pm.

In-person events:

- Wednesday 15 February 2023 from 5:30pm to 7:30pm at Christ the Redeemer Church, Newmarket Road, Cambridge, CB5 8RS;
- Wednesday 1 March 2023 from 6pm to 8pm at East Barnwell Community Centre, Newmarket Road Cambridge CB5 8RS; and
- Tuesday 7 March 2023 from 5:30pm to 7:30pm at Anglia Ruskin University, Cambridge, CB1 1PT.

2.6 RESPONSE ANALYSIS METHODOLOGY

- 2.6.1. The consultation exercise generated a substantial volume of data, including both online and hard copy format questionnaire responses, as well as 23 written responses via email. A robust process was implemented to manage the large number of responses received.
- 2.6.2. The data entry team adhered to a thorough and robust process to ensure maximum accuracy. The quality checking procedure involved 100% verification; wherein the entered data was reviewed by a different operator. Where any inconsistencies were identified, the entries were checked against the original questionnaire and the correct data recorded.

QUESTIONNAIRES

- 2.6.3. The online questionnaire was hosted on ConsultCambs and the website URL was www.greatercambridge.org.uk/newmarket-road-23. Online responses were processed directly through this portal, while all data from paper copies, including verbatim responses to open questions, were entered manually.
- 2.6.4. The combined dataset was downloaded into a spreadsheet and a series of logic and range checks, as well as further spot checks of manually entered data, were completed prior to analysis. Microsoft Excel and GIS mapping software were used to analyse the data, with the results of this analysis presented in the series of charts, tables and maps which follow in subsequent sections.

CODING OF FREE TEXT RESPONSES

- 2.6.5. The questionnaire contained several open questions inviting free-text responses. Such data is complex to analyse and interpret but can provide valuable additional insight into respondents' opinions.

- 2.6.6. The free-text responses required further processing, or ‘coding’, whereby statements within comment boxes are translated into a series of numeric codes, to identify common themes and enable the categorisation of the comments. These codes were then analysed quantitatively to identify the most frequently recurring areas of comment.
- 2.6.7. A code frame is a list of the codes which represent the different themes and areas of comment raised by respondents. This is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number. The code frame for this consultation underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.
- 2.6.8. Some comments were received that offered no further comments on the proposals, therefore the base for each question has been adjusted to exclude these from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data.

OTHER WRITTEN RESPONSES

- 2.6.9. Emails received from individuals or groups and organisations were reviewed for content and key themes identified. The key themes have been summarised and included in Chapter 5 of this report.

3 ABOUT THE RESPONDENTS

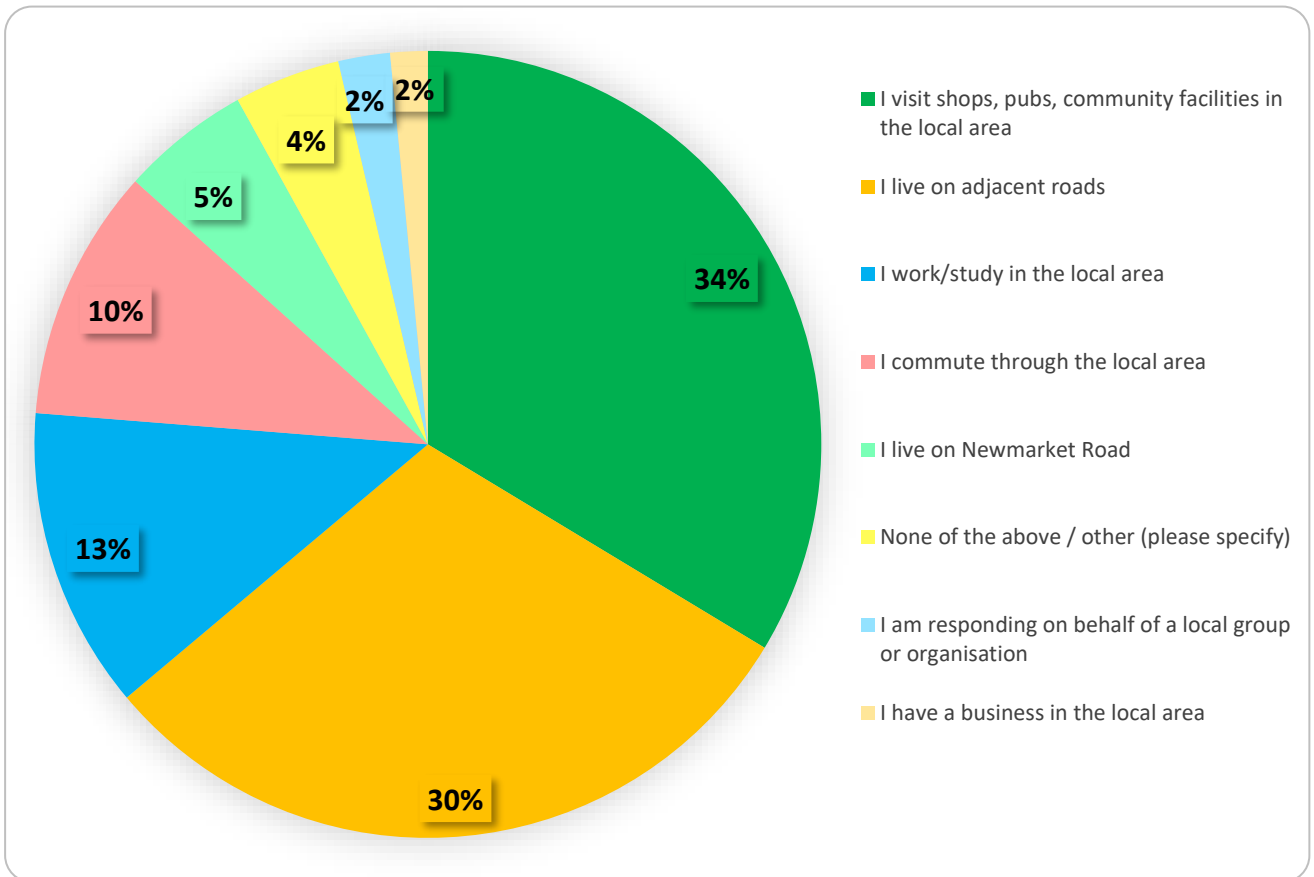
3.1 RESPONDENT PROFILE

- 3.1.1. The Greater Cambridge Partnership received a total of 847 responses to the questionnaire, including both online and hard copy responses. Questions within the survey were optional therefore some questions may have less than 847 responses where respondents chose not to answer a specific question.
- 3.1.2. Questionnaire respondents were asked to complete a series of demographic related questions. Percentages are rounded to the nearest whole number, and as such totals may not equal 100. Respondents did not have to complete this information.

INTEREST IN THE PROPOSED SCHEME

- 3.1.3. Question 1 asked respondents to indicate their interest in the proposed scheme. A total of 847 respondents chose to answer this question. The largest group of respondents described themselves as someone who visits shops, pubs, community facilities in the local area with 34% (285 of 847) of respondents. An additional 30% (256 of 847) respondents lived on adjacent roads. All the responses can be seen in Figure 3-1.

Figure 3-1 - Interest in proposed scheme

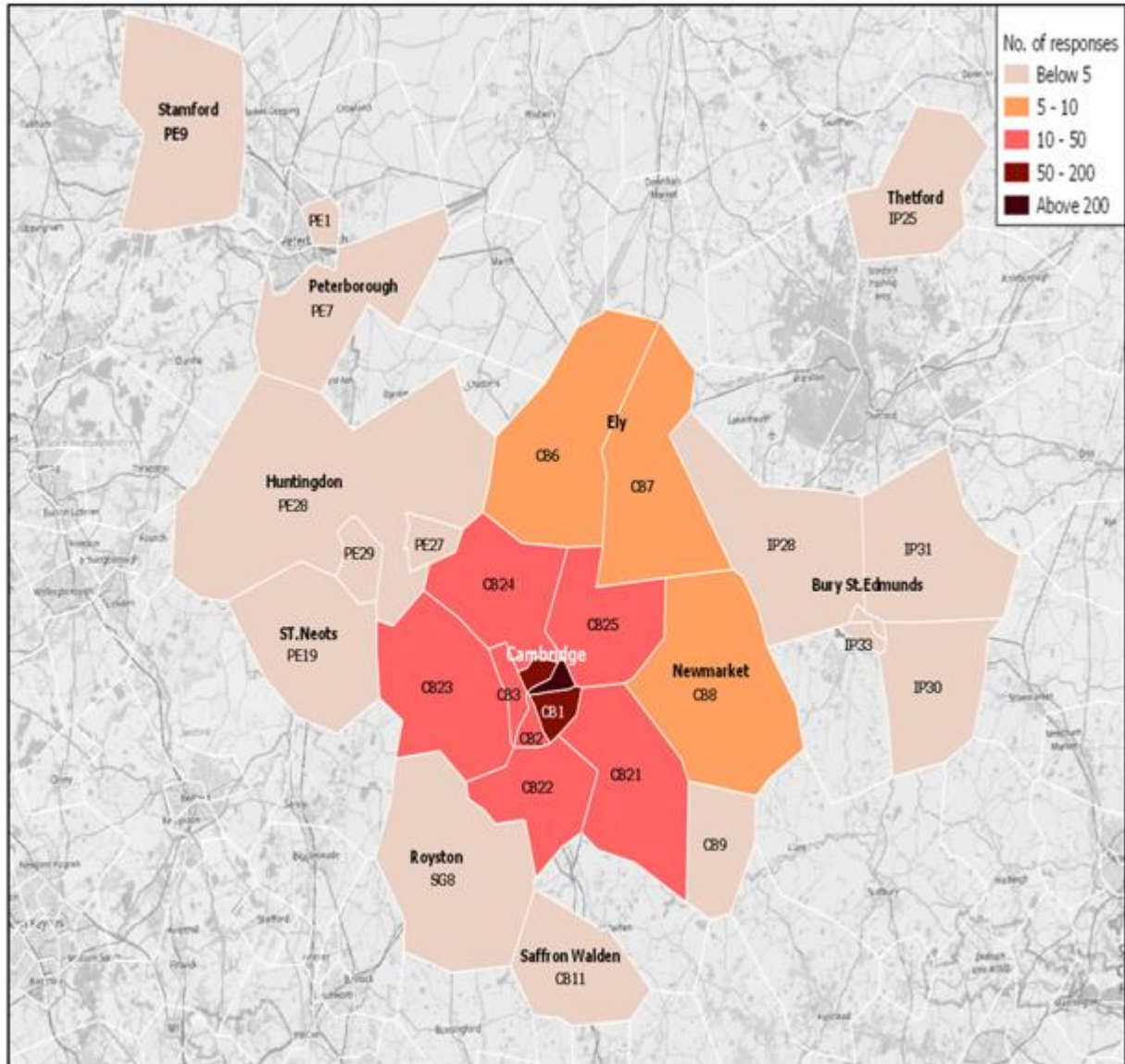


Base: all who provided a response (n:847)

POSTCODE DATA

- 3.1.4. Respondents were asked to provide the first four or five digits of their postcode. A recognisable postcode was entered by 843 respondents. A map showing the breakdown of respondent's postcodes is presented in Figure 3-2. The majority of respondents (26%) lived in CB5 Cambridge (East) followed by 22% in CB1 Cambridge (Central, South) and Teversham and 19% in CB4 Cambridge (North).

Figure 3-2 - Number of responses by postcode area



Base: all responses received (n:843)

HEARING ABOUT THE CONSULTATION

- 3.1.5. Question 31 asked respondents how they had heard about the consultation. Respondents could select more than one option. Most respondents heard about the consultation through social media (41%), as presented in Table 3-1.

Table 3-1 - Hearing about the consultation

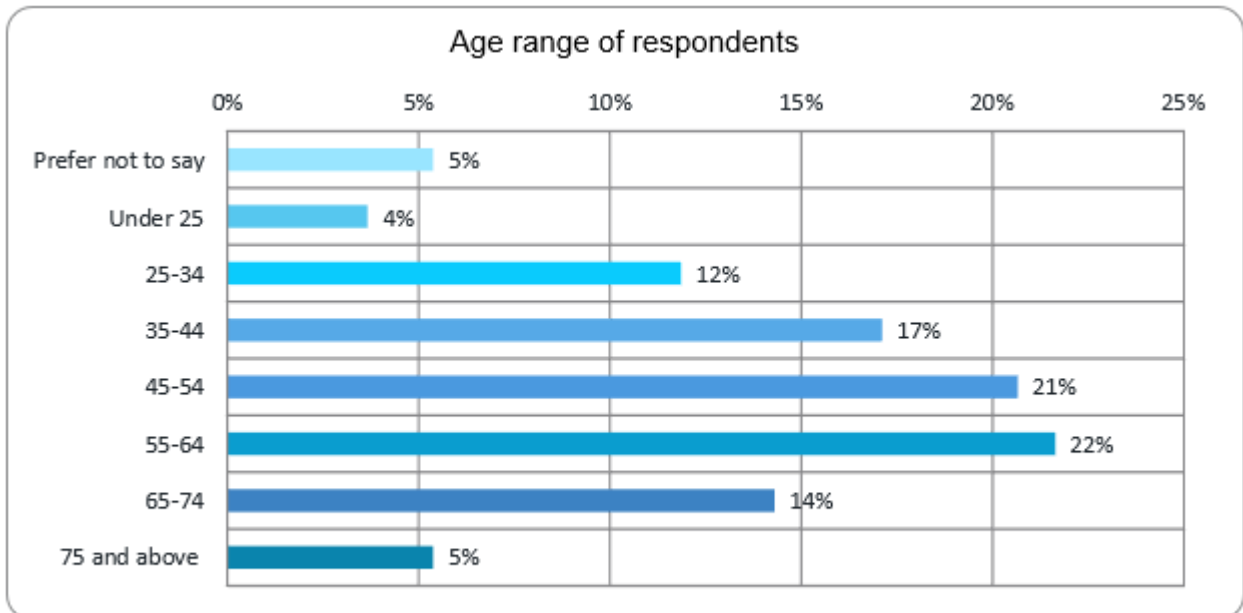
Hearing about the consultation	No. of responses (n:881)	% of responses
Social Media	362	41%
Word of mouth	142	16%
Email	90	10%
Flyer	68	8%
Other website	65	7%
Local newspaper	58	7%

Base: all responses received (n:881)

AGE RANGE

3.1.6. In total, 818 respondents chose to answer this question. As shown in Figure 3-3, nearly two thirds of the respondents were aged 45 or older. Under half were aged between 45 and 64. According to 2021 Census data, the proportion of the population over the age of 45 in Cambridge is 25.3%, with those over 65 making up 11.5% of the population in the area.

Figure 3-3 - Age range of respondents



Base: all who provided a response (n:818)

LONG TERM PHYSICAL OR MENTAL HEALTH

- 3.1.7. Question 26 asked if respondents had a disability or long-term health condition that affected the way that they travelled. In total 812 respondents provided an answer to this question. 23% of respondents (185 of 812) said that they did have a disability or long-term health condition that affected travel. 66% of respondents answered 'No' (533 of 812), while the remaining 12% answered 'Prefer not to say' (94 of 812).

SEX AND GENDER

- 3.1.8. Question 27 asked respondents what their gender was. A total of 811 respondents provided an answer to this question, with 15% indicating that they preferred not to say. 46% of respondents identified as male, 39% as female. 76% of respondents said that the gender they identified with is the same as the sex they were registered with at birth, while 1% said it was different; and 23% preferred not to say.

ETHNICITY

- 3.1.9. Question 30 asked respondents about their ethnic group. A total of 732 people provided a response to this question, as seen in Table 3-2. Of these responses, the most common response was 'White: includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background', with 92% (672 of 732) responses.

Table 3-2 - Ethnic group of respondents

Ethnic group	% of respondents (n:732)
White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	92%
Asian or Asian British: includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	4%
Mixed or Multiple ethnic groups: includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	2%
Other ethnic group: includes Arab or any other ethnic group	2%
Black, Black British, Caribbean or African: includes Black British, Caribbean, African or any other Black background	1%

Base: all who provided a response (n:732)

4 FEEDBACK ON PROPOSALS

4.1 OVERVIEW

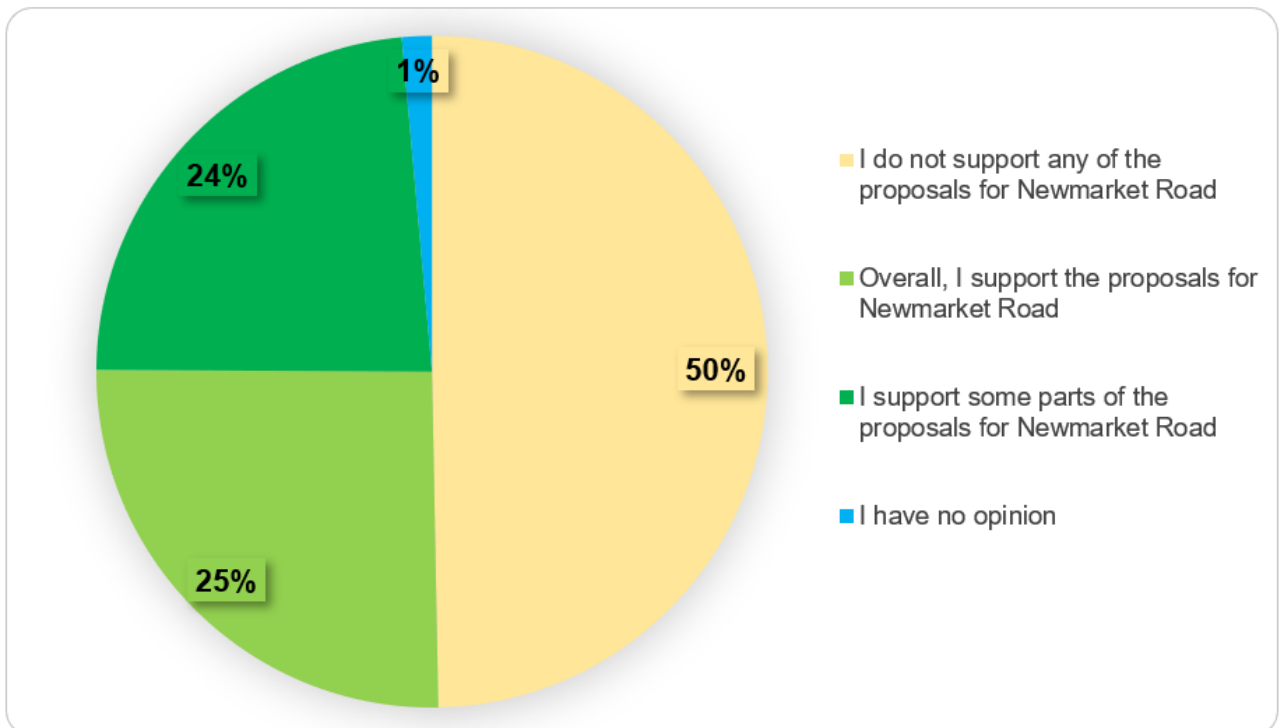
- 4.1.1. The consultation survey asked a series of questions to determine respondents' views on the proposals put forward as part of the consultation. All responses have been analysed, with the results presented in this chapter. Percentages have been rounded to the nearest whole number and, as such, the totals may not equal 100.
- 4.1.2. Responses to free text questions have been coded, as per the process described in Chapter 2, to identify recurring themes amongst the comments. The ten most frequently recurring themes are presented in tables within the report. Narrative may contain reference to less frequent themes that are not within the report tables. The full frequency tables are included in Appendix B which show every theme that was raised for each question.

4.2 NEWMARKET ROAD PROPOSALS

QUESTION 3: EXTENT OF SUPPORT FOR THE PROPOSED IMPROVEMENTS ON NEWMARKET ROAD

- 4.2.1. Question 3 asked respondents how far they supported or opposed the proposed improvements to Newmarket Road. A total of 835 responses were received for this question. The results can be seen in Figure 4-1.
- 4.2.2. Overall 50% (415 of 835 responses) of respondents did not support any of the proposals for Newmarket Road. Just under half, 49%, (408 of 835) of respondents supported some or all of the proposals for Newmarket Road.

Figure 4-1 - Extent of support for proposals on Newmarket Road



- 4.2.3. Postcode analysis of the responses showed varying trends in the level of support for the proposals on Newmarket Road. Figure 4-2 shows the results for the top 10 postcode areas.
- 4.2.4. Within the postcode areas containing Newmarket Road (Cambridge East, CB5 and the bordering CB25 in the North-West), the level of support was higher than the level of opposition. Support levels were also higher than opposition in CB1 (Central, South Cambridge).
- 4.2.5. The greatest level of opposition was expressed by respondents in postcodes further from the scheme in Cambridge West and North-West (CB2 and CB3) as well as postcodes outside of Cambridge city centre (CB22, CB23 and CB24).

Figure 4-2 - Extent of support for proposals on Newmarket Road based on postcode

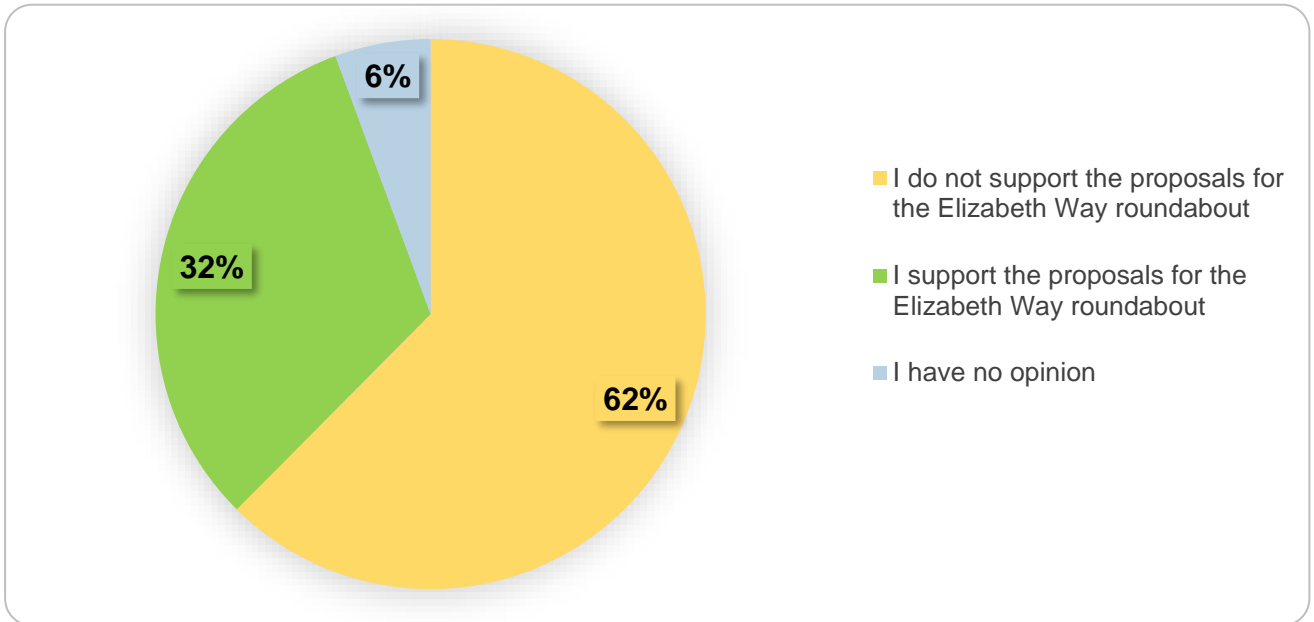
% of support based on location (Newmarket Road proposals)			
Postcode area	Do not support the proposals	Support some or all parts of proposals	Total respondents
CB1	45%	54%	184
CB2	74%	23%	47
CB3	64%	32%	22
CB4	54%	44%	162
CB5	42%	56%	218
CB21	52%	38%	21
CB22	63%	31%	16
CB23	71%	24%	17
CB24	62%	30%	47
CB25	22%	70%	50

Base: all who provided a response (n:835)

QUESTION 4 – 8: JUNCTION IMPROVEMENTS

- 4.2.6. Question 4 asked respondents about the extent of their support for changes to the Elizabeth Way Junction, including replacing the roundabout with a signal-controlled crossroads. A total of 836 respondents provided an answer to this question. The results can be seen in Figure 4-3.
- 4.2.7. The majority of respondents, 62%, (522 of 836) did not support the proposals for the Elizabeth Way roundabout. Around a third, 32%, of respondents (267 of 836) support the proposals for the Elizabeth Way roundabout. The remaining 6% (47 of 836) did not have an opinion on the proposed change.

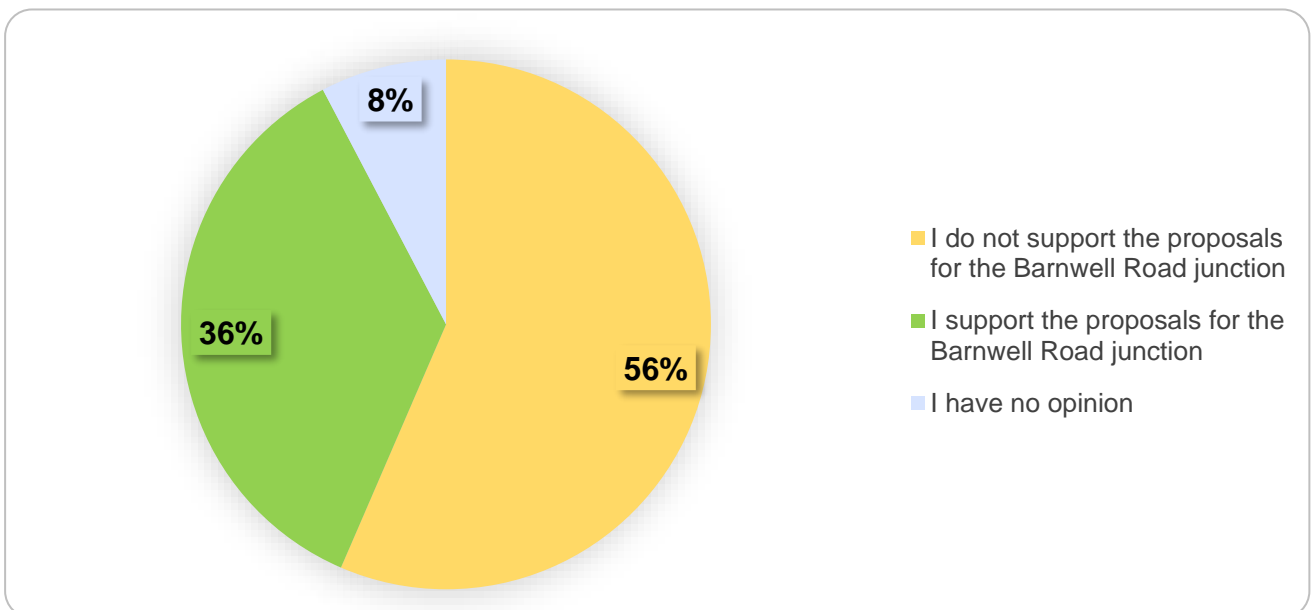
Figure 4-3 - Extent of support for Elizabeth Way Junction



Base: all who provided a response (n:836)

- 4.2.8. Question 5 asked to what extent respondents supported the changes to the Barnwell Road Junction, including replacing the roundabout with a signal-controlled crossroads. A total of 832 people answered this question. The results can be seen in Figure 4-4.
- 4.2.9. The majority of respondents 56% (470 of 832) did not support the proposals for the Barnwell Road junction. Over a third, 36%, of respondents (298 of 832) supported the proposals for the Barnwell Road junction. The remaining 8% (64 of 832) did not have an opinion on the proposed change.

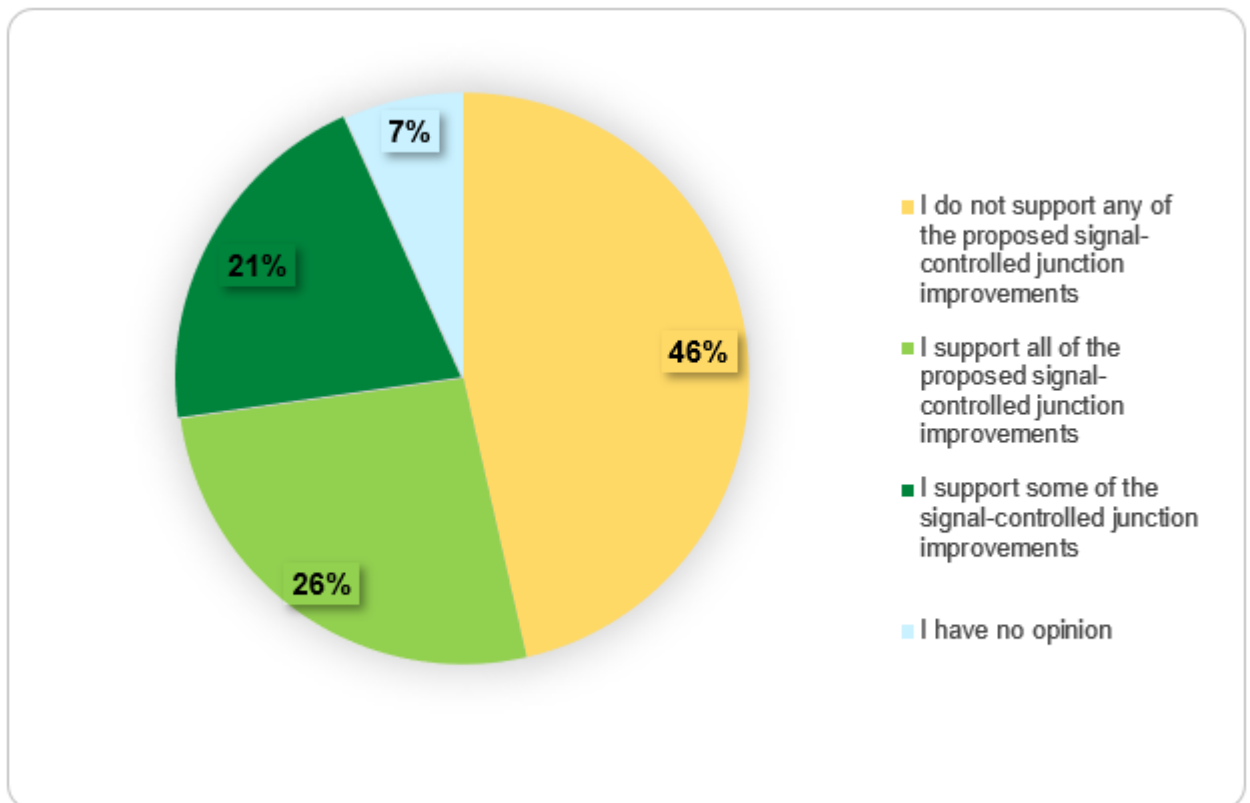
Figure 4-4 - Extent of support for Barnwell Road Junction



Base: all who provided a response (n:832)

- 4.2.10. Question 6 asked respondents the extent of their support for improvements to the signal-controlled junctions along Newmarket Road. The question specifically mentioned Coldhams Lane, River Lane, Retail Park, Cheddars Lane, Stanley Road, Ditton Lane, Marshall Way, Marleigh Avenue, and the Park and Ride. A total of 829 respondents answered this question. The results can be seen in Figure 4-5.
- 4.2.11. The majority of respondents, 47% (388 of 829) supported some or all of the proposed signal-controlled junction improvements, whilst 46% (385 of 829) selected that they did not support any of the proposed improvements. The remaining 7% (56 of 829) expressed no opinion.

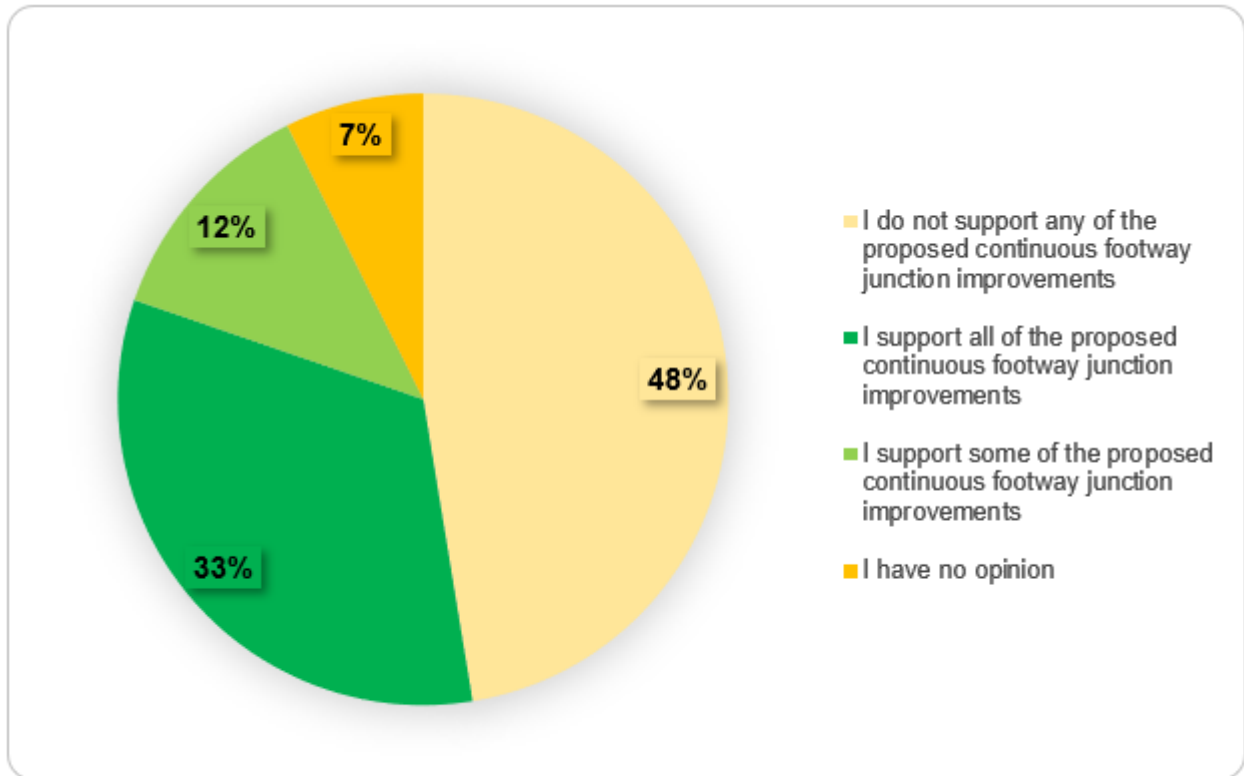
Figure 4-5 - Extent of support for improvements to existing signal-controlled junctions



Base: all who provided a response (n:829)

- 4.2.12. Question 7 asked respondents how far they supported or opposed the continuous footway proposals across the priority-controlled side roads. The question specifically mentioned Godestone Road, Garlic Row, Swanns Road, Ditton Walk, Ditton Fields, Quinton Close, Malden Close, and Meadowlands Road. A total of 831 respondents provided an answer to this question. The results can be seen in Figure 4-6.
- 4.2.13. The majority of respondents, 48%, (394 of 831) respondents did not support any of the proposed continuous footway junction improvements. 45% of respondents (376 of 831) supported all or some of the proposed continuous footway improvements. The remaining 7% (61 of 831) respondents did not express an opinion.

Figure 4-6 - Extent of support for proposed continuous footway improvements



Base: all who provided a response (n:831)

- 4.2.14. Question 8 asked respondents to provide any other comments on junction proposals along Newmarket Road. This was a free text question with responses coded as described in section 2.6.5.
- 4.2.15. A total of 443 respondents provided comments which resulted in 1,016 coded comments. The below percentages are based on the total number of coded comments (mentions) however seven of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data. Table 4-1 shows the top 10 emerging themes and their corresponding number of mentions.

Table 4-1 – Most common emerging themes for Question 8

Theme	No of mentions	% of mentions *
Increase in congestion / traffic displacement	104	10%
Oppose removal of underpass and replacing with CYCLOPS junction	65	6%
Poor value for money	53	5%
General opposing comments	48	5%
Underpass should be retained and improved	34	3%

Theme	No of mentions	% of mentions *
Proposals do not benefit those who drive / cannot walk and cycle	31	3%
Concerns around safety	29	3%
General opposing comments	29	3%
Support for removal of underpass and replacing with CYCLOPS junction	28	3%
Improve/maintain existing roads including cycle ways	27	3%

Base: *n1,009 - *total excluding 7 mentions which did not add anything further in their comments

- 4.2.16. As shown in Table 4-1, concerns around an increase in congestion/traffic displacement was the most frequently recurring code, with 10% of respondents mentioning this as a concern in their comments. Comments included:

“The idea of making these junctions better for cyclists etc is good but I worry the effect on traffic flow, especially at Eliz [sic] Way roundabout would be too much.”

“The proposals take no account of the Mill Road bridge closure.”

“Proposed changes to Elizabeth Way will not provide any enhancements to traffic flow particularly with the other changes to East Road and Elizabeth Way bridge, which are barely used by buses or cyclists, mainly taxis.”

- 4.2.17. There were concerns around removing the underpass, with 7% of comments opposing its removal and 3% of comments stating that it should be retained and improved. However, there were also a small number of comments in favour of removing the underpass (3%). Comments around the underpass included:

“As a pedestrian; changes to the Elizabeth Way junction would increase waiting times as potentially have to wait for 2 signal changes if crossing diagonally. Also have to cross cycling paths, potentially increasing interaction with cyclists.”

“Loss of subway space, including loss of much needed mature trees in the area. Cyclists, and pedestrians, are currently kept separate from cars using roundabout by using existing subway”

“The Elizabeth Rd underpass already successfully separates cyclists and cars. It needs a clean and better cctv and lighting - which would be much more cost effective than the cyclops”

“I support removing the unsafe Elizabeth Way/Newmarket Road underpass, but would prefer a design with more greenery/connection of the community”

“I strongly support the removal of the underpass at the crossing with East Road / Elizabeth way. I've used a couple of times, and I felt unsafe when descending; the steep slope, narrow passages, and sharp turns command utmost attention when descending with a bicycle.”

- 4.2.18. Fifteen comments were made about potential to extend the proposals (1%), with eight of these comments being made around the need for pedestrian priority at the junction of Whitehill Road.

4.2.19. Some comments were made around accessibility for those who are less mobile or have a disability (2%) as well as lack of benefits for those who cannot cycle and travel by car (3%), and other comments about inclusion for equestrian users (1%).

“As a blind pedestrian I find the subway on Elizabeth Way roundabout very helpful and it would be a pity to lose it. The Stanley Road crossing is a nightmare, it only gives me 7 seconds of beeps and then I am stuck in the middle of the road waiting for another complete cycle.”

“This decreases accessibility for disabled members of the public, as we often have to use our cars and blue badges to navigate the city. Walking and cycling is not an option.”

“Equines are an active mode of transport in the hierarchy of the Highway Code they are on par with pedestrians and cyclists. They are vulnerable road users and have been omitted from this scheme.”

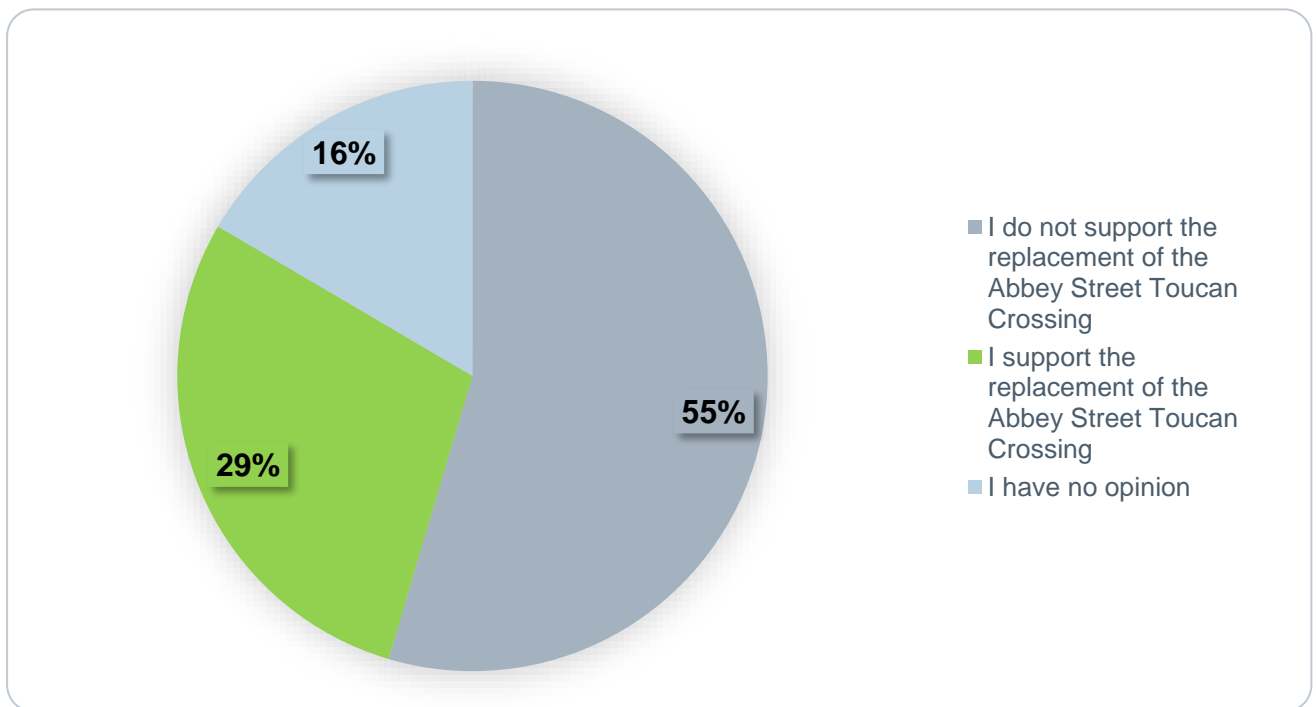
4.2.20. Some comments were made that did not refer to the Cambridge Eastern Access Project, including ‘Comments about other project - opposition to congestion charge (Making Connections)’ which made up 1% of the total mentions as well as ‘Comments about GCP’ that made up another 1%.

QUESTION 9 - 11: CROSSING IMPROVEMENTS

4.2.21. Question 9 asked respondents how far they supported or opposed the proposal to replace the Abbey Street Toucan crossing with new crossings at the Elizabeth Way Junction to provide a more direct route to and from the Riverside. A total of 829 respondents provided an answer to this question. The results can be seen in Figure 4-7.

The majority of respondents did not support the replacement of the Abbey Street Toucan Crossing, and under a third of respondents supported the replacement of the crossing.

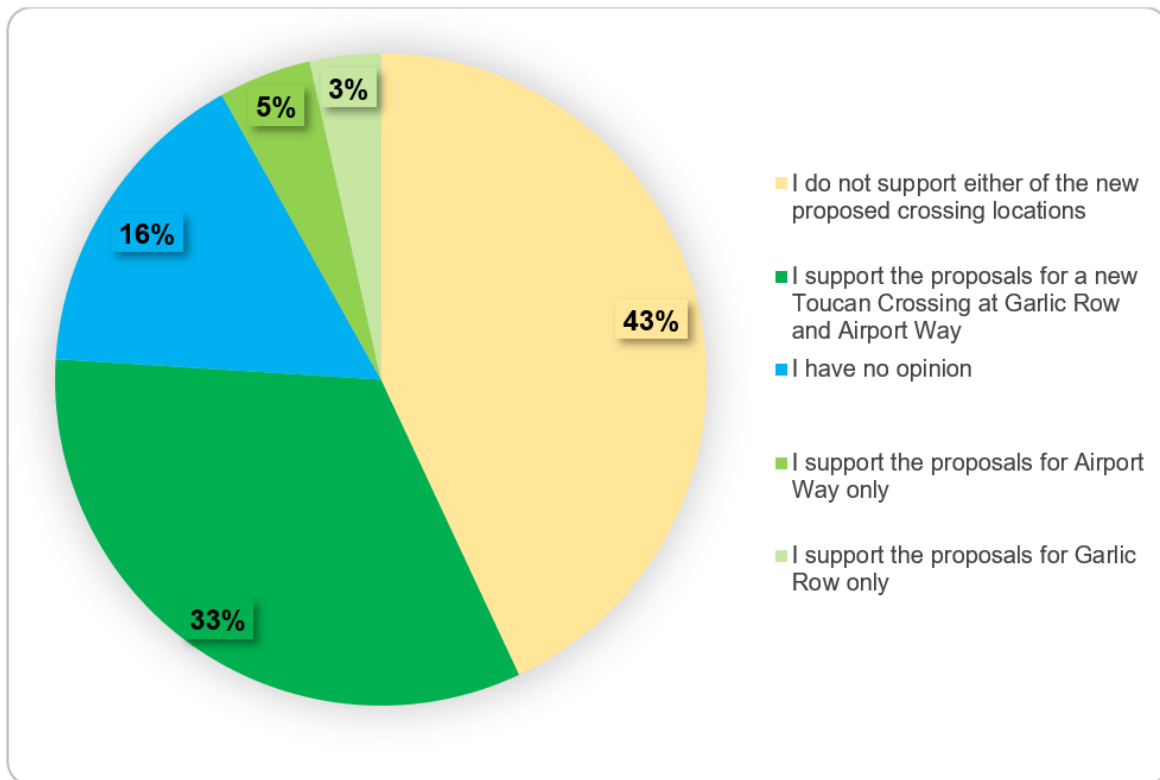
Figure 4-7 - Extent of support for the replacement of the Abbey Street Toucan Crossing



Base: all who provided a response (n:828)

- 4.2.22. Question 10 asked to what extent respondents supported or opposed the proposals for a new signal-controlled Toucan crossing at Garlic Row and the Airport Way Roundabout. A total of 825 respondents answered this question. The results can be seen in Figure 4-8.
- 4.2.23. The highest proportion of respondents, 43%, (355 of 825) did not support either of the new proposed crossing locations. A third of respondents, 33%, (272 of 825) supported a new Toucan Crossing at Garlic Row and Airport Way. The number of respondents who supported having one or both new crossings was 42% (339 of 825). The remaining 16% (131 of 825) had no opinion.

Figure 4-8 - Extent of support for new Toucan Crossings at Garlic Row and Airport Way Roundabout



Base: all who provided a response (n:825)

- 4.2.24. The next question asked respondents to provide any other comments on the crossing proposals along Newmarket Road.
- 4.2.25. A total of 238 respondents provided comments which resulted in 271 coded comments. The below percentages are based on the total number of coded comments (mentions), however 13 of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. Table 4-2 shows the top 10 emerging themes and their corresponding number of mentions.

Table 4-2 – Most common emerging themes for Question 11

Theme	No of mentions	% of mentions *
Improvements are not needed	39	15%
Oppose removal of Abbey Street crossing	22	8%
Equestrians should be included in the proposals	13	5%
Increase time allocated for crossing	13	5%
Poor value for money	12	5%
Increase in congestion/ traffic displacement	10	4%
Oppose removal of Air Cadets / Meadowlands Road crossing	9	3%
Crossings should be accessible	9	3%
More crossings are needed	8	3%
General supportive comments	8	3%

Base: *258 – *total **excluding** 13 mentions which did not add anything further in their comments

4.2.26. As shown in Table 4-2 most comments mentioned that improvements to crossings are not needed (15% of mentions). Another 8% of comments received were against proposals to remove the Abbey Street Toucan crossing, with comments around the importance of this crossing. Some comments suggested that it could be replaced by a Zebra crossing, as it will be less used by bicycles.

“Abbey Street Toucan Crossing is a very important crossing used by many pedestrians and cyclists. Having the crossing at the roundabout does not replace this.”

4.2.27. Some respondents commented that they would like to see equestrians included in proposals (5%).

4.2.28. Eight (3%) comments were also made in support of the crossing changes.

“Currently the road is a barrier winding through east Cambridge. This attempt to provide some sort of porosity through it is worthwhile”

“The new crossings provide alternatives which look better than the current options.”

4.2.29. Comments were also made that “oppose removal of Air Cadets / Meadowlands Road crossing” (3% of the total mentions). Other less frequent codes that are not presented in Table 4-2 include six comments (2%) in support of new crossing points at Coldhams Lane to improve connections to the Beehive Centre and “new crossings are less convenient”, also making up 2% of the total mentions. Comments include:

“Totally opposed the plan to remove crossing at Jack Warren. I use this all the time with my children. If it were removed crossing the road would be almost impossible and discourage walking.”

“If you get rid of this there is nowhere logical to cross if you need to access Meadowlands and surrounding road. If you get off a bus on the other side you have to walk all the way to Newmarket Road junction or Marshalls crossing, none are logical and if you can’t walk far it’s not great”

4.2.30. Comments were made around increasing the time allocated for crossing at crossing points (5%), and programming crossing points with short waiting times for pedestrians. There were also comments around ensuring accessibility of crossing points (3%). Comments included:

“Not all the Toucan crossings are fully accessible for disabled people and cyclists due to narrow ramps and should be made accessible.”

“The crossings should incorporate pedestrian and cycling detectors and longer green phases to encourage active travel journeys.”

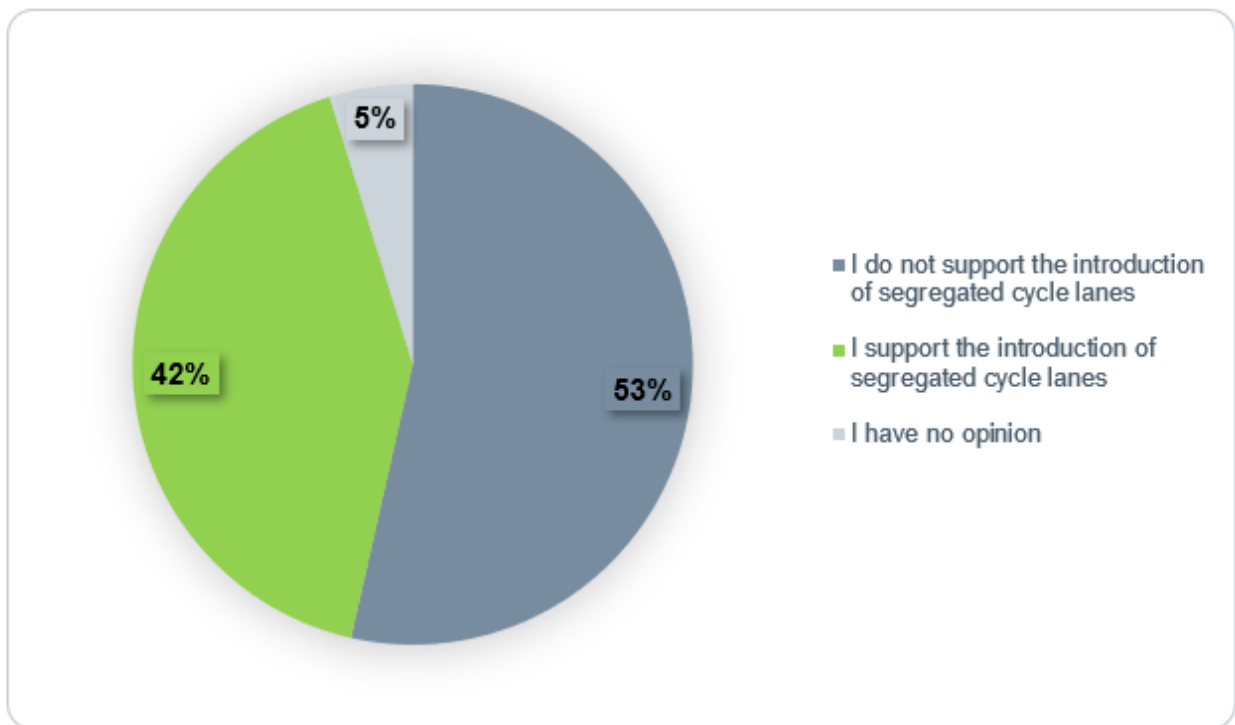
4.2.31. Some comments were made that did not refer to the Cambridge Eastern Access Project, including ‘Comments about other project - opposition to congestion charge (Making Connections)’ which made up 1% of the total mentions, ‘Comments unrelated to the scheme’ that made up 2% of all mentions, as well as ‘Comments about GCP’ that made up another 3% of all mentions.

QUESTION 12 – 13: CYCLING IMPROVEMENTS

4.2.32. Question 12 asked respondents how far they supported or opposed the proposed segregated cycle lanes on both sides of Newmarket Road. These cycle lanes would replace existing sections of the bus lane and would include some shared use paths at the eastern end of Newmarket Road where cyclists share space with pedestrians respectively. A total of 833 respondents answered this question. The results can be seen in Figure 4-9.

4.2.33. The majority of respondents did not support the introduction of segregated cycleways, 53%, (446 of 833) and under half of the respondents, 42%, (347 of 833) supported them.

Figure 4-9 - Extent of support for the introduction of segregated cycleways



Base: all who provided a response (n:833)

- 4.2.34. The next question asked respondents to provide any other comments on the cycling infrastructure proposals along Newmarket Road.
- 4.2.35. A total of 361 respondents provided comments which resulted in 730 coded comments. Table 4-3 shows the top 10 emerging themes and their corresponding number of mentions.

Table 4-3 – Most common emerging themes for Question 13

Theme	No. of Mentions	of mentions *
Not needed / won't encourage more active travel	59	8%
Cycling proposals are an improvement and encourage active travel	58	8%
The current cycle routes are not safe for cyclists	58	8%
Route should be suitable for cyclists / LTN 1/20 compliant	35	5%
Comparison to other roads/ schemes	34	5%
Segregation between cyclists and pedestrians should be priority	30	4%
Increase in congestion/ traffic displacement	28	4%
Cycle lanes should be enforced	26	4%
Proposals do not benefit those who drive / cannot walk and cycle	24	3%
Poor value for money	23	3%

Base: * n722 - *total excluding 8 mentions which did not add anything further in their comments

- 4.2.36. As shown in Table 4-3, the most frequently mentioned themes are 'Not needed / won't encourage more active travel' as well as 'Cycling proposals are an improvement and encourage active travel' and 'The current cycle routes are not safe for cyclists'. This emphasises the mixed views in regard to the cycling proposals of the scheme. Some of the comments include:

"Cycling arrangements around the city are already good enough!"

"I regularly cycle and have absolutely no problem navigating the current road layouts. You should be spending money on campaigns to increase awareness and respect among road users, rather than squeezing drivers (I am also one of those) out of the picture"

"This feels like the most needed part"

"We strongly support segregated cycle lanes. This is essential provision for such a key route into town, and will encourage significant modal shift."

- 4.2.37. Some respondents (4%) believe segregation between cyclists and pedestrians should be a priority along the whole route.

"Strongly support segregated and well-maintained cycle lanes. Need easy on/off access and junctions too, particularly Barnwell Road."

"This is an important route and high quality cycling provision is vital. The projected improvements are welcome but better segregation would be an improvement."

4.2.38. As well as the comments regarding suitability for cyclists and LTN 1/20 compliance (5%), other less common themes not listed in Table 4-3 include 'Cycle lane width concerns' (3% of total mentions) and 'Parking on cycle lanes', which made up 2% of the total mentions. These comments included:

"Would prefer them on the road or wider to allow for moving at speed without risk to pedestrians"

"Please keep a consistent width of cycle lane. Ensure there will be no conflict between traffic turning left into side roads and cyclists going straight on."

"Links to the CYCLOPS junction from Abbey Road and Occupation Road should have wider splays, in line with LTN 1/20"

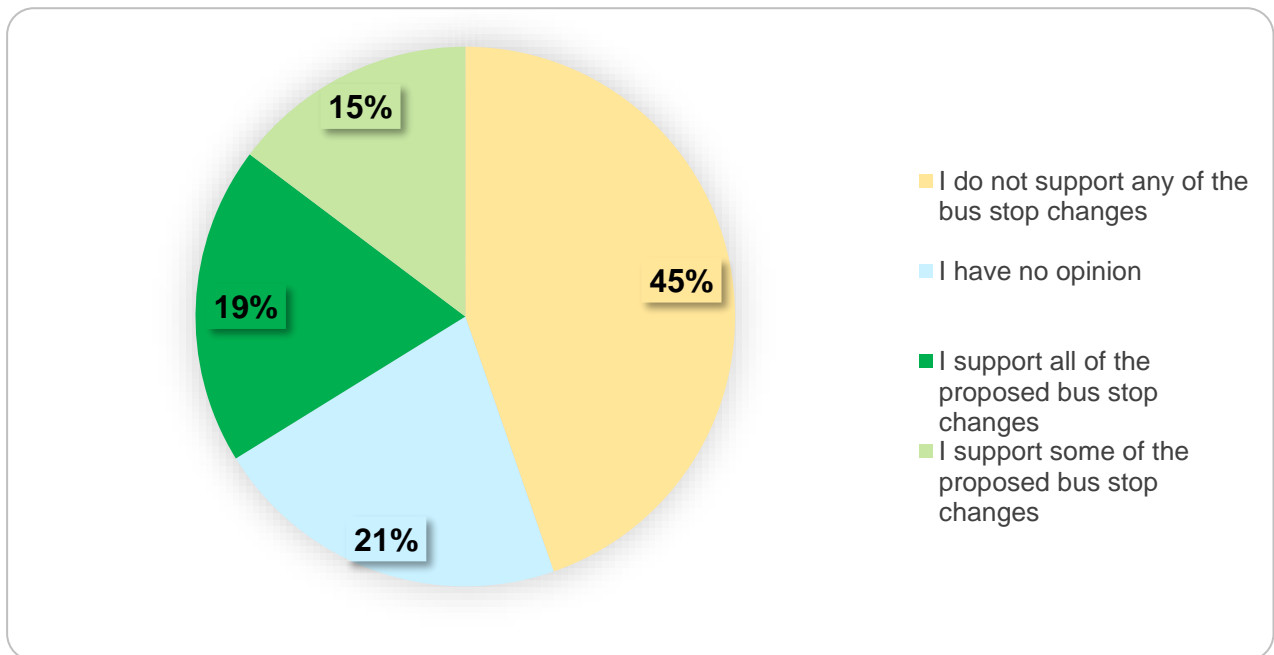
"The cycle lanes need a physical separation that prevents people from parking on them. Most cycle lanes in Cambridge are unusable because they're littered with parked cars and delivery vehicles, or because drivers use them to overtake vehicles turning right."

QUESTION 14 – 16: BUS IMPROVEMENTS

4.2.39. Question 14 asked respondents how far they supported or opposed the proposed changes to the existing bus stops along Newmarket Road. A total of 829 respondents provided an answer for this question. The results can be seen in Figure 4-10.

4.2.40. The majority of respondents did not support any of the bus stop changes and 34% of respondents supported some or all of the proposed bus stop changes.

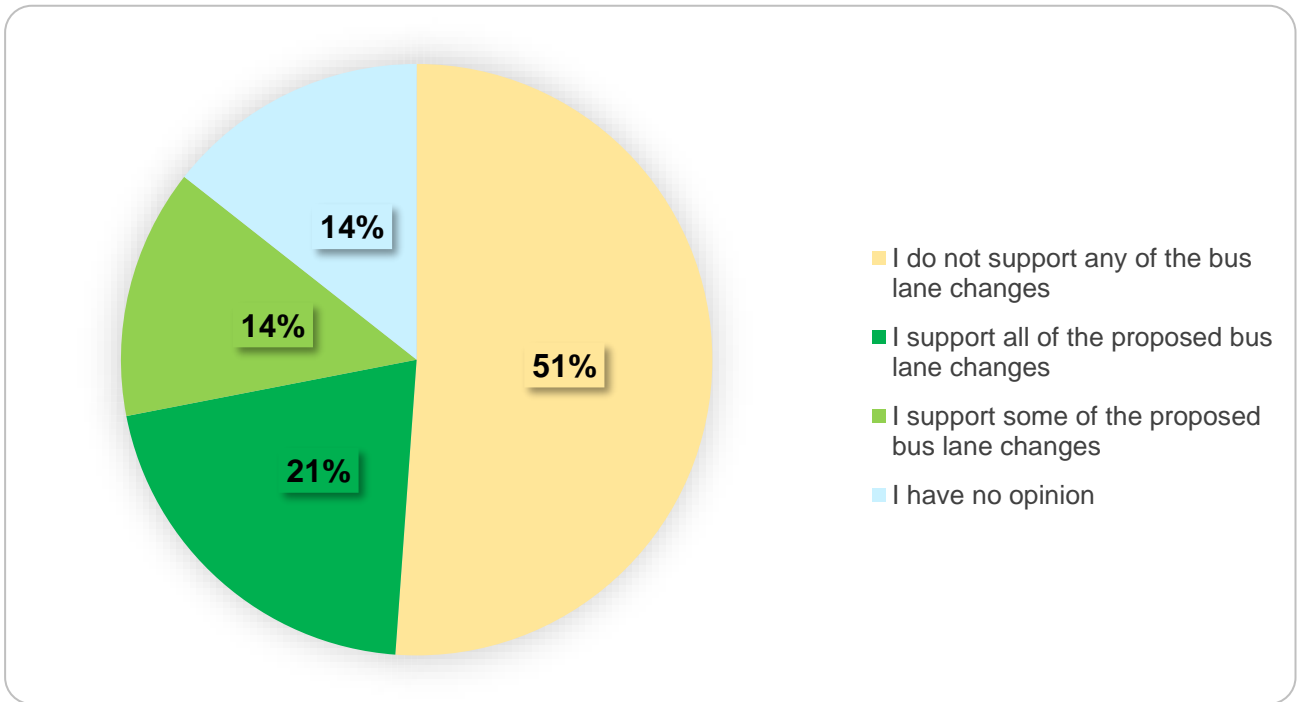
Figure 4-10 - Extent of support for changes to the existing bus stops along Newmarket Road



Base: all who provided a response (n:829)

- 4.2.41. Question 15 asked respondents how far they supported or opposed the proposed changes to the bus lanes along Newmarket Road. A total of 827 respondents provided an answer to this question. The results can be seen in Figure 4-11.
- 4.2.42. Most respondents did not support any of the proposed changes to the bus lanes, and 35% of respondents supported some or all the proposed bus lane changes.

Figure 4-11 - Extent of support for proposed changes to the bus lanes



Base: all who provided a response (n:827)

- 4.2.43. The next question asked respondents to provide any other comments on the bus infrastructure proposals along Newmarket Road.
- 4.2.44. A total of 263 respondents provided comments which resulted in 324 coded comments. The below percentages are based on the total number of coded comments (mentions) however 11 of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. Table 4-4 shows the top 10 emerging themes and their corresponding number of mentions.

Table 4-4 – Most common emerging themes for Question 16

Theme	No. of mentions	% of mentions *
Improvement needed to current bus services	35	11%
Changes are not needed to bus lanes	31	10%

Theme	No. of mentions	% of mentions *
Oppose floating bus stops - safety	30	10%
Support for the bus lane	21	7%
Congestion/traffic displacement	20	6%
Buses do not use the bus lanes	15	5%
General opposition to proposals	12	4%
Comments unrelated to the scheme	12	4%
Poor value for money	11	4%
Support floating bus stops	8	2%

Base: 312 – total **excluding** 11 mentions which did not add anything further in their comments

- 4.2.45. As shown in Table 4-4, the majority of responses commented on the need to improve current bus services and bus stops (11% of responses). Comments included:

“Existing bus services have been seen to be unreliable. Unless the council is to commission its own services independent of Stagecoach, it seems unlikely that this will improve, particularly given the current shortage of bus drivers. To pin our infrastructure plans on buses as the main form of transport seems short-sighted [sic] and unimaginative.”

“Improving the frequency and flow of buses on Newmarket goes hand in hand with reducing congestion and pollution. Adding more buses without improving their ability to actually get to their destination would be counterproductive.”

- 4.2.46. Other commonly mentioned themes were ‘floating bus stop are dangerous’ and ‘bus lane is not needed’. Some of the comments include:

“Personally as a cyclist I do not like floating bus stops, they seem dangerous as people are walking across the cycle path from behind a bus and you cannot see them. They are also tricky to negotiate with a pushchair when trying to board a bus.”

“I would like to see all of the bus lanes removed, and twin lanes of traffic, to ensure better flow for both. There is no benefit to little bits of bus lane here and there, as the buses just end up weaving in and out of the queueing traffic.”

“Not enough buses along the road to warrant any changes.”

- 4.2.47. Other respondents mentioned the need to open bus lanes to all vehicles during non-peak hours, which made up 2% of the total mentions. Comments include:

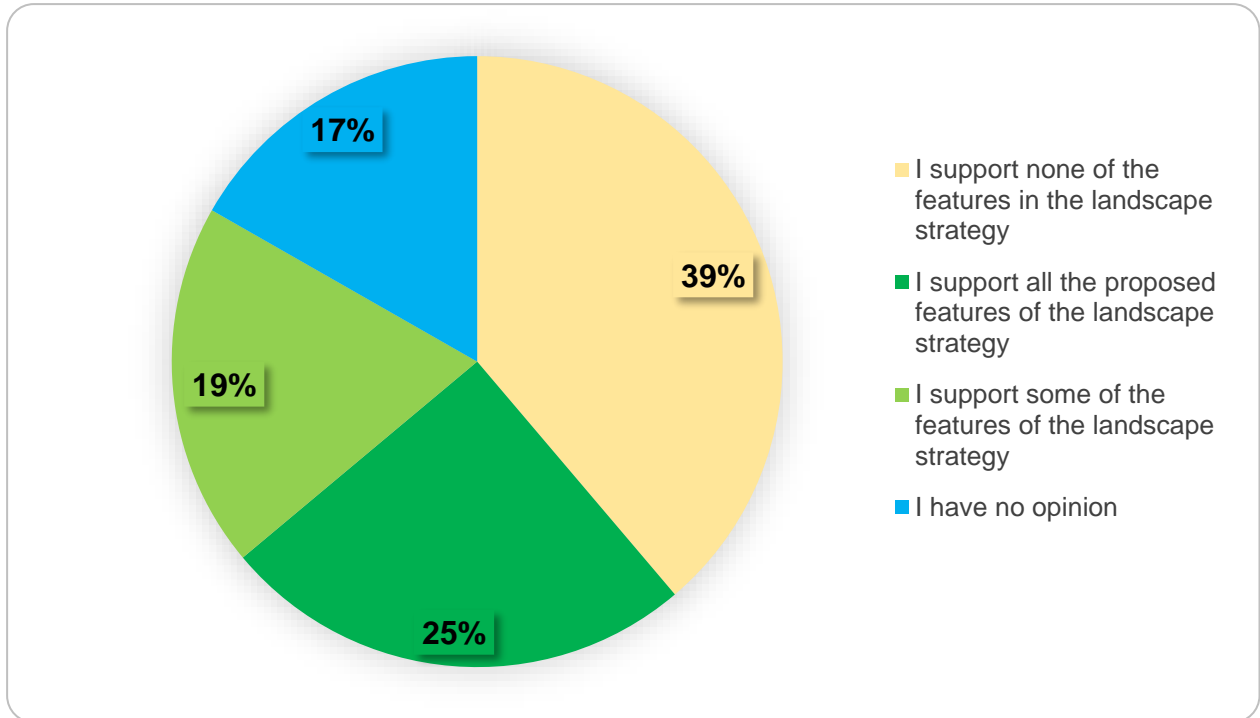
“Please consider to open the bus lane to all vehicles during non-peak hours.”

“The bus lanes are usually empty - it would improve traffic flow if they were open to other road vehicles at appropriate times (say 10am-3pm).”

QUESTION 17 – 18: LANDSCAPE IMPROVEMENTS

- 4.2.48. Question 17 asked respondents how far they supported the landscape strategy proposed for Newmarket Road. A total of 812 respondents provided an answer to this question. The results can be seen in Figure 4-12.
- 4.2.49. The highest response, with 44% of respondents (361 of 812), supported some or all the features of the landscape strategy. 39% (315 of 812) did not support any of the features.

Figure 4-12 - Extent of support for the features of the landscape strategy



Base: all who provided a response (n:812)

- 4.2.50. The next question asked respondents to provide any other comments on the proposed landscape strategy.
- 4.2.51. A total of 202 respondents provided comments which resulted in 308 coded comments. The below percentages are based on the total number of coded comments (mentions) however 18 of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. Table 4-5 shows the top 10 emerging themes and their corresponding number of mentions.

Table 4-5 – Most common emerging themes for Question 18

Theme	No of mentions	% of mentions *
Support for landscaping proposals and increased greenery	49	17%
Poor value for money	27	9%

Theme	No of mentions	% of mentions *
Further improvement suggestions	26	9%
Concerns around loss of trees / green spaces	25	9%
Include more trees and plants in proposals	22	8%
Landscaping is not needed	18	6%
Ongoing maintenance concerns	15	5%
Improve/maintain existing roads including cycle ways	10	4%
Other comments unrelated to the scheme	7	2%
General opposing comments	6	2%

Base: *n285 – *total excluding 18 mentions which did not add anything further in their comments

- 4.2.52. As shown in Table 4-5, the most common theme with 17% of mentions was around the support for landscaping proposals and greenery. Additionally, 7% of comments mentioned the need for more trees and plants. Comments included:

“Too much space allocated to movement along this wide corridor. Turning it long term into a linear park will calm the hostile nature of the road...cool it in summer and make it, hopefully less noisy, dusty.”

“The improvements, around the CYCLOPS junctions in particular, are welcome. I don't see any substantial new greenery elsewhere on the road.”

- 4.2.53. Whilst people supported planting more trees, some respondents (9%) were concerned about the loss of the current trees on Newmarket Road and at the Elizabeth Way Junction.

“I would be sorry to lose the current trees so feel they must be replaced where possible. I also would like to see less hard-standing and more grassed areas.”

“Reassurance that the trees that are identified to "remain" actually remain and aren't cut down once construction starts because there wasn't adequate planning to ensure their roots don't compromise proposed construction work.”

- 4.2.54. A number of suggestions were made in relation to improving the proposals (9%), this included the type of planting and extending the landscaping proposals. Ten comments (4%) were against planting spiky or thorned plants such as Hawthorn along cycle routes and nine comments (3%) were made around potential damage from tree roots on cycle paths. Two comments (1%) were made in relation to the low amount of planned landscaping near the Abbey Stadium with potential to improve this.

- 4.2.55. There were a small number of suggestions (2%) around improving the central reservation with suggestions of including planting.

“The central reservation between Barnwell Rd and Elizabeth way is in poor repair with crumbling concrete planters and mangled fencing. There is an opportunity to replace it with some greenery.”

QUESTION 19: FURTHER COMMENTS

- 4.2.56. Question 19 asked respondents to provide any other comments or suggestions about the plans to improve Newmarket Road.
- 4.2.57. A total of 318 respondents provided comments which resulted in 586 coded comments. The below percentages are based on the total number of coded comments (mentions) however five of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. Table 4-6 shows the top 10 emerging themes and their corresponding number of mentions.

Table 4-6 – Most common emerging themes for Question 19

Theme	No. of mentions	% of mentions
Increase in congestion / traffic displacement	45	8%
Poor value for money	40	7%
Comments about GCP	31	5%
General opposing comments	26	4%
Do not see a need for the scheme	24	4%
General supportive comments	23	4%
Disruption during construction	23	4%
Improve / maintain existing roads including cycle ways	22	4%
Proposals do not benefit those who drive / cannot walk and cycle	21	4%
Proposals should interlink with other projects and developments in the area	19	3%

*Base: *n581 – *total **excluding** 5 mentions which did not add anything further in their comments*

- 4.2.58. As shown in Table 4-6, most comments mentioned a potential increase in congestion as well as traffic displacement. This was followed by concerns around poor value for money which was mentioned in 7% of comments.
- 4.2.59. There were some comments around disruption during construction, making 4% of the total mentions. Comments included:

“Improvements have to be swift, done during the night and bus improvements need to be started now.”

“It would also be helpful to have reassurance that consideration was given to construction being timed with other projects on and around Newmarket Road so that traffic congestion wasn’t absolute chaos.”

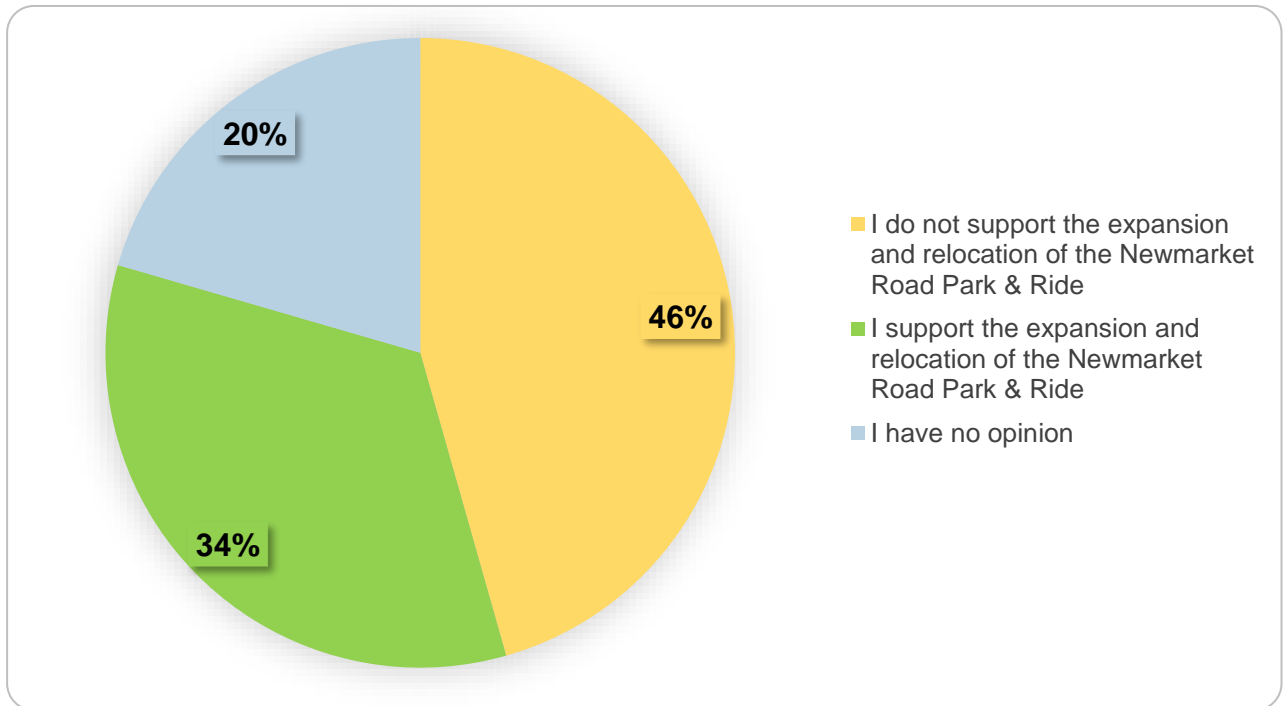
- 4.2.60. Some respondents (3% of mentions) believe that proposals should link better with other projects, including similar projects within Cambridge, such as Mill Road bridge closure and Milton Road, as well as future developments in the area such as the future Airport developments.
- 4.2.61. Some comments were made that did not refer to the Cambridge Eastern Access Project, including ‘Comments about other project - opposition to congestion charge (Making Connections)’ which made up 2% of the total mentions as well as ‘Comments about GCP’ that made up another 5% of all mentions.

4.3 PARK & RIDE PROPOSALS

QUESTION 20 - 24: PARK & RIDE EXPANSION AND RELOCATION

- 4.3.1. Question 20 asked respondents how far they supported or opposed the expansion and relocation of the Newmarket Road Park and Ride to enable more people to travel by sustainable modes of transport into Cambridge. A total of 829 respondents provided an answer for this question. The results can be seen in Figure 4-13.
- 4.3.2. The highest proportion of responses, 46%, (378 of 829) was that the respondent did not support the expansion and relocation of the Park and Ride. Just over a third, 34% (281 of 829) supported the expansion and relocation of the Newmarket Road Park and Ride.

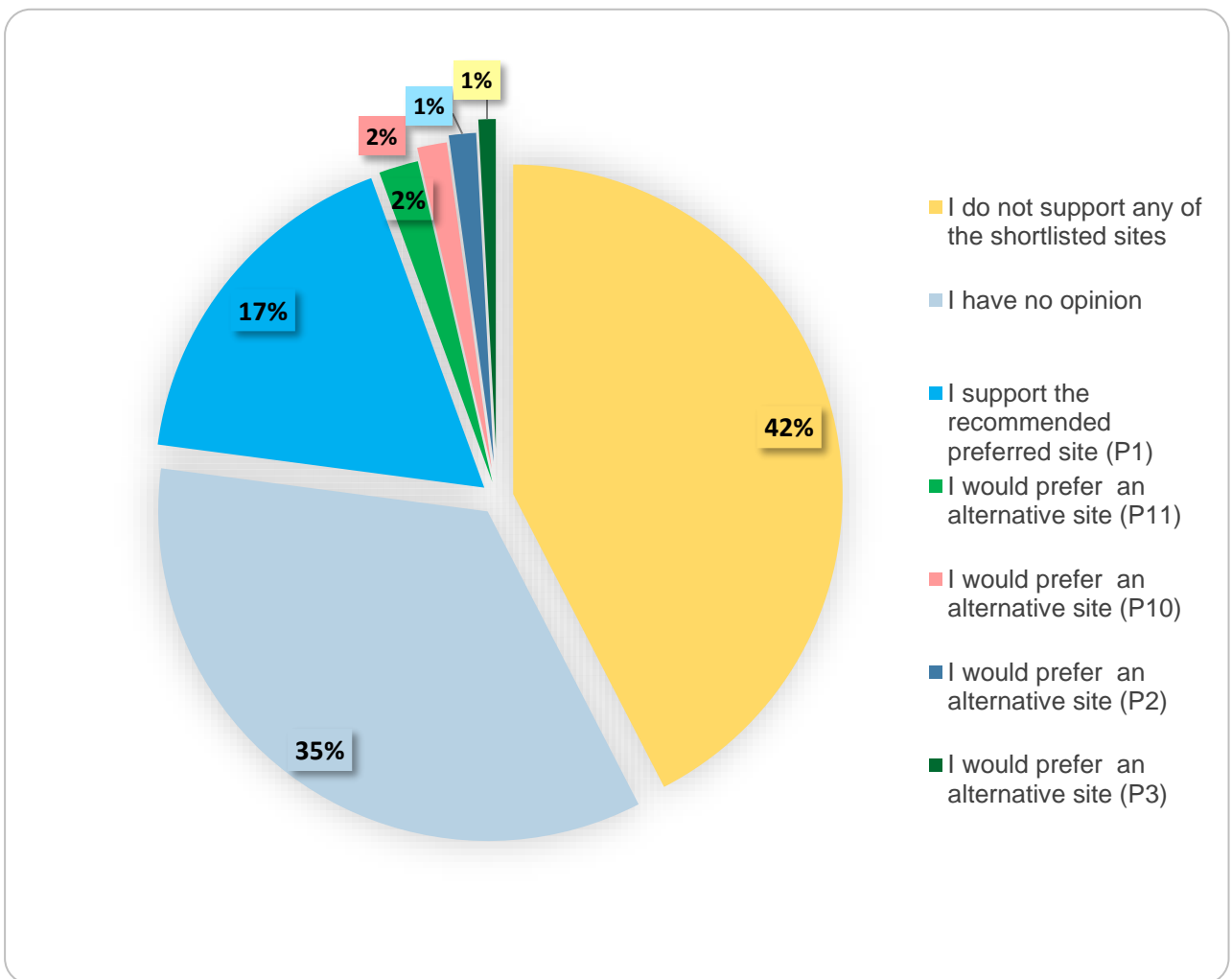
Figure 4-13 - Extent of support for expansion and relocation of the Newmarket Road Park & Ride



Base: all who provided a response (n:829)

- 4.3.3. Question 21 asked respondents how far they supported or opposed the preferred location for an expanded and relocated Park and Ride along Newmarket Road. A total of 825 respondents answered this question. The results can be seen in Figure 4-14.
- 4.3.4. The highest percentage of responses, 42%, (350 of 825) did not support any of the shortlisted sites. Under a third of, 17%, (143 of 825) of respondents, but over 70% of those expressing a preference on a preferred option, supported the recommended preferred site (P1). A small percentage of respondents, 6%, (46 of 825) preferred an alternative site and of the alternative sites, site P11 was the most popular, with 2%, (16 of 825) respondents preferring this site. The remaining 35% of respondents (286 of 825) had no opinion.

Figure 4-14 - Extent of support for the recommended preferred location for an expanded and relocated Park & Ride



Base: all who provided a response (n:825)

- 4.3.5. Question 22 asked respondents to provide any other comments on the proposals to expand and relocate the Park and Ride to site P1. Table 4-7 shows the most frequently coded comments.
- 4.3.6. A total of 202 respondents provided comments which resulted in 267 coded comments. The below percentages are based on the total number of coded comments (mentions) however nine of the

comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. Table 4-7 shows the top 10 emerging themes and their corresponding number of mentions.

Table 4-7 – Most common emerging themes for Question 22

Theme	No of coded comments	% of coded comments*
Retain existing Park & Ride location	51	20%
General supportive comments for Park & Ride	19	7%
Park & Ride isn't used enough / extension is not needed	16	6%
Support P10/11 locations	15	6%
Improve bus services to Park and Ride sites	15	6%
Relocation concerns	14	5%
Park & Ride should be on the Quay side of the A14 junction	12	5%
Other comments unrelated to the scheme	12	5%
Safety concerns for cyclists at P&R	11	4%
Request for information on the design/ access	10	4%

Base: *n258 - *total excluding 9 mentions which did not add anything further in their comments

4.3.7. As shown in Table 4-7, 'Retain existing Park & Ride location' was the most frequently recurring code (20% of mentions). Comments include:

"It would be better to add a site, rather than remove the current one, which can still be used by those who live closer to Cambridge."

"It is fine where it is since you can walk into town from it."

"The existing park and ride provides critical parking infrastructure to the newly built primary school at the Marleigh development. Namely parking for drop-off, pick-up and for events (sports day, plays, etc)."

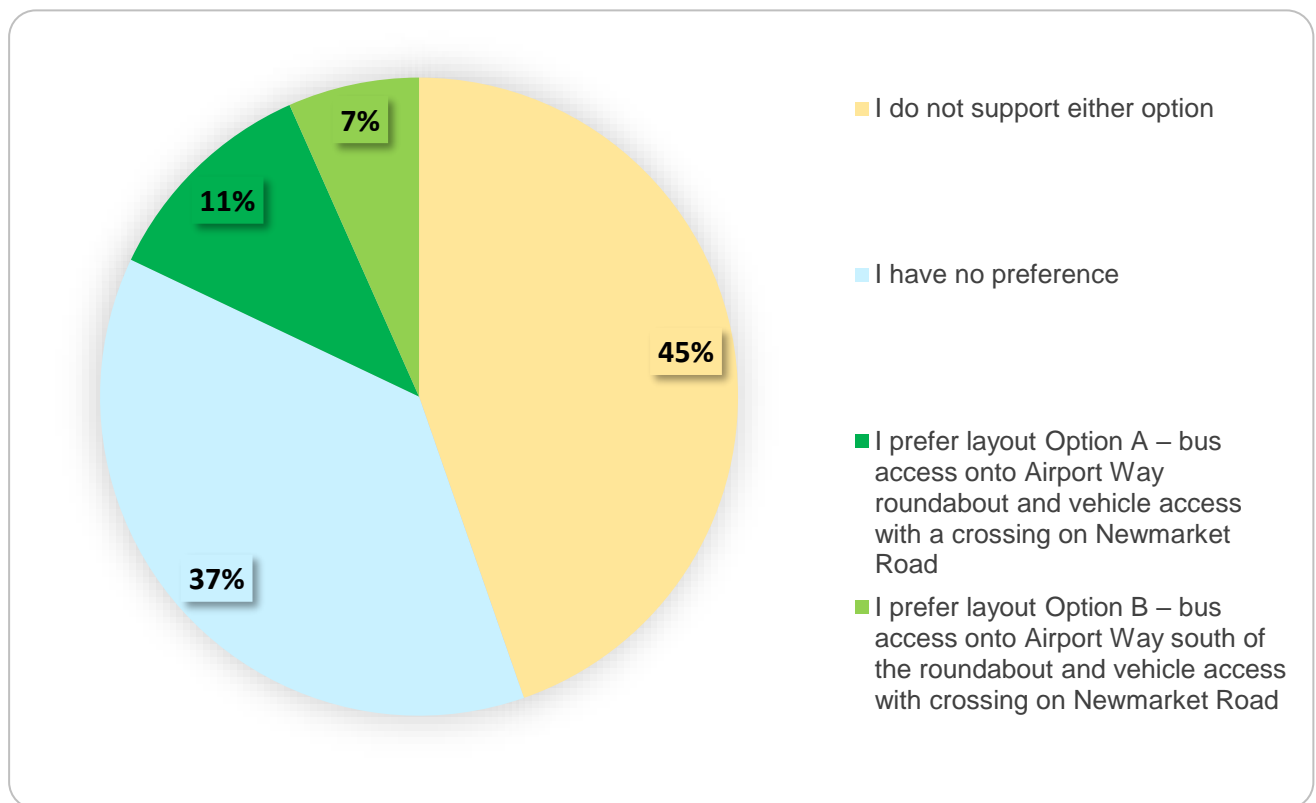
4.3.8. There were also comments in support of the Park & Ride proposals, which made up 7% of all mentions. Comments included:

"I would be happy with any of the proposed 5 sites. From my perspective the further out the site is from Cambridge city the better. As I live in an eastern village a lot of time is taken getting to the P and R site driving slowly in traffic along Newmarket Road from the A14 junction."

"Having the park and ride outside the congestion charge zone seems like a good idea."

- 4.3.9. A small number of respondents (3% of mentions) believed that the Park & Ride location should be further from Newmarket Road and the city due to the traffic and congestion in these areas through Airport Way. Similarly, 6% of comments supported the P10/P11 Park & Ride locations further from Newmarket Road.
- 4.3.10. Question 23 asked respondents about their preferred access arrangement if the Park & Ride was relocated to the preferred site (P1), Option A or B. A total of 797 respondents answered this question. The results can be seen in Figure 4-15.
- 4.3.11. The majority of respondents did not support either option. A further 37% of respondents expressed no preference. 11% (90 of 797) preferred Option A, which includes bus access into the Airport Way roundabout and vehicle access with a pedestrian and cycle crossing on Newmarket Road. While 7% (53 of 797) preferred Option B, which includes bus access into Airport Way south of the roundabout and vehicle access with a pedestrian and cycle crossing on Newmarket Road.

Figure 4-15 – Preferred access arrangement if the Park & Ride was relocated to Site P1



Base: all who provided a response (n:797)

- 4.3.12. Question 24 asked respondents to provide any other comments on the Park and Ride concept designs proposed for site P1.
- 4.3.13. A total of 119 respondents provided comments which resulted in 144 coded comments. Table 4-8 shows the top 10 emerging themes and their corresponding number of mentions.

Table 4-8 – Most common emerging themes for Question 24

Theme	No. of mentions	% of mentions*
Retain existing Park & Ride location	28	22%
Cycling and walking access for Park & Ride	11	9%
Environmental concerns	7	5%
Improve bus services to Park & Ride sites	6	5%
Support for Design Option A	5	4%
Equestrians should be included in design	5	4%
Comments about the questionnaire / consultation materials	5	4%
Walking / cycling access from Teversham	5	3%
Impacts on traffic and congestion	5	3%
General supportive comments for Park & Ride	4	3%

Base: *n129- *total excluding 15 mentions which did not add anything further in their comments

- 4.3.14. As shown in Table 4-8, the majority of respondents commented that the Park & Ride should not be relocated, and the existing location should be retained (22% of mentions).
- 4.3.15. Respondents also commented around cycling and walking access to the Park & Ride location (9% of mentions) as well as access from Teversham village (3% of mentions). Comments included:
- “The Park and Ride doesn’t seem to have entrances/exits for active travel in at least one of the designs. People should be able to park and walk or cycle as well as get the bus.”*
- “There is insufficient active travel access to this site. Enabling active travel access will cut the number of car journeys into the city. Not all onward journeys can be best covered by bus services and other methods of travel should be catered for.”*
- “Can we please provide a cycle path or walking path to the new Park and Ride from Teversham high street without needing to get onto airport way?”*
- 4.3.16. Some comments were made relating to environmental impacts (5% of mentions), which included concerns around impacts to wildlife and flooding as well as loss of green belt land.
- 4.3.17. A number of comments (4% of mentions) were made regarding the consultation brochure and the lack of detail on the design drawings for the Park & Ride proposals.

5 STAKEHOLDER RESPONSES

- 5.1.1. Twenty-three written responses were received via email and letter. Sixteen of the responses were received from groups, organisations and elected representatives and seven were received from individuals.

5.2 FROM GROUPS, ORGANISATIONS AND ELECTED REPRESENTATIVES

- 5.2.1. Sixteen responses were received from organisations and elected representatives. A summary of the responses has been provided below.

LITTLE WILBRAHAM & SIX MILE BOTTOM PARISH COUNCIL

- 5.2.2. Little Wilbraham & Six Mile Bottom Parish Council support the P1 location for the Park and Ride. They did however offer the following suggestions:

- additional park and cycle at the location P11 which would also have bike storage;
- an additional crossing across the A1303 to access an existing cycle path to Quy Mill; and
- extension of the 2 lanes onto the A1303 that connect the Quy roundabout to roundabout at Airport Way.

GREAT WILBRAHAM PARISH COUNCIL

- 5.2.3. Great Wilbraham Parish Council (GWPC) support the general aims of the scheme which include the development and improvement of Newmarket Road. They did however express some concerns about the proposals:

- would prefer the Park and Ride was on the Quy side of the Quy roundabout due to this interchange needing to be kept free of queuing traffic as it is the main access to the north;
- if P1 is chosen as the site, traffic modelling would need to demonstrate how this section will be kept free of traffic;
- expressed concerns that traffic on the Newmarket Road would result in more cars driving through the Wilbrahams;
- additional concerns were raised with Park & Ride access, as it is only accessible by car from Wilbrahams; and
- suggested the current cycleway along the A1303 to Bottisham High street could be improved.

FEN DITTON PARISH COUNCIL

- 5.2.4. Fen Ditton Parish Council (FDPC) support the concept of improving the public transport and active travel system in Cambridge. They are supportive of extending the 30mph zone east of Marleigh. They had the following comments:

- Conditions for motorists should not deteriorate as a result of active travel improvements.
- Concerns around the lack of information on changes to traffic levels on Newmarket Road.
- Generally concerned about the reallocation of space to alternatives to the private car for floating bus stops etc.
- Previous discussions on re-phasing of traffic lights on Newmarket Road are not included in this proposal.

- Other walking and cycling routes already exist that negate the need for cyclists to use Newmarker Rd, e.g. routes along Chisholm Trail and the riverside.
- Comments that the design drawings do not show the connections between Cycleways 11/51 and Phase 1 of the Chisholm Trail.
- The proposed CYCLOPS / roundabout at Barnwell/Newmarket Road (McDonalds) roundabout is a concern.
- Concerns about the absence of proposals to improve the capacity of Quy/A14 junction.
- Concerns around P&R and that the rationale for the proposed site 1 on the Green Belt is predicated on the existing P&R becoming unusable before the Airport is due to close, negating site 6, and, options north of the A14 are unsatisfactory for buses and cyclists because of the Quy junction.
- Suggest that the P&R issue is put on hold until both propositions have been investigated more thoroughly.

REACH PARISH COUNCIL

5.2.5. Reach Parish Council support the aims of reducing congestion, improving transport infrastructure especially for active travellers and responding to the “climate emergency” as declared by East Cambs District Council and other local authorities. They also had the following suggestions and comments:

- Concerned about maintaining good access to Cambridge for Reach residents for education, work, health care, and leisure.
- Endorse AtoB1102 proposals for bus routes on arterial routes with regular 7-day service, but with only a few stops to increase speed and reliability.
- Suggest the need for transport hubs along routes for exchanging between buses, safe car parking, and bike storage.
- Call for more local buses for connectivity between villages.
- Suggest relocating Newmarket Road Park & Ride to the Quy side of the roundabout to alleviate congestion issues.
- Highlight the benefits of a Park & Ride in Quy, offering travel options to Cambridge Centre, Cambridge North, Science Park, CRC, Addenbrookes, and educational institutions.

STOW-CUM-QUY PARISH COUNCIL

5.2.6. The Parish Council have the consensus that the preferred site (P1) would be the most suitable for the relocation of the Park and Ride. They had the following comments:

- Approve of the use of continuous cycleways.
- Agree that the use of floating bus stops are a good idea.
- Question why a signalled controlled junction would be placed at the Barnwell Road roundabout and concerns around congestion already experienced in the area.
- Question why an additional crossing had been placed so close to the others at Garlic Row.
- Suggest a new safer crossing point at the Island Bungalow area where traffic merges into one lane.

BOTTISHAM WARD COUNCILLOR, CHARLOTTE CANE

5.2.7. The Bottisham Ward Councillor supports the aims of reducing congestion, improving transport infrastructure for active travellers and responding to the climate emergency as declared by East Cambs District Council. However she is concerned around impacts on access to Cambridge for Bottisham residents and had the following comments:

- Endorses improvements to bus services including the AtoB1102 proposals for bus routes between the major towns and villages on arterial routes along the B1102 and A142 which run regularly 7 days per week from early morning to late night.
- Supports the AtoB1102 proposal that the Park & Ride should be relocated to the Quay side of the roundabout to reduce congestion at the roundabout and to provide routes to other destinations as well as tie in with the planned Greenways.

ABBEY WARD COUNCILLOR, HANNAH CHARLOTTE COPLEY

5.2.8. The Abbey Ward Councillor supports the aims of the scheme such as improving the green space along Newmarket Road and providing better connections for those walking, cycling and using public transport. The councillor prefers the concept design Option A for the Park & Ride but has reservations.

5.2.9. Supporting comments:

- support the introduction of the CYCLOPS Junction at Elizabeth Way replacing the underpass to make it more inclusive to a wider range of residents;
- supports improvements of green landscaping;
- believes the Abbey Road / Newmarket Road junction could benefit from improvements to public realm which the project will achieve; and
- support the floating bus stops and proposed crossing points.

5.2.10. Opposing comments:

- object to advisory cycle lane on Newmarket Road as it isn't safe for cyclists;
- oppose trees being lost as residents place a huge value on mature street trees;
- oppose loss of mature hedgerow; and
- oppose the Park and Ride being built within the green belt as well as the proximity to the SSSI.

5.2.11. Suggestions:

- that small sections of the public artwork within the underpass are retained and donated to local history organisations;
- provide a right turn for cyclists who want to travel from Abbey Street;
- install double yellow lines on a short section of Godesdone Road;
- add more trees on the section of landscaping between Ditton Walk and Quinton Close;
- add planting to the central reservation on Newmarket Road;
- enforcement needed to stop pavement parking in problem areas;
- pedestrian priority should be applied to all crossings;
- adding width to the southside of Newmarket Road to prevent conflict with the bus stop;
- if hedgerow is removed, residents to be given choice of what they want to screen;
- improve bus service and bring down costs;

- all crossing to be accessible to all, Toucan should be accessible to disabled cyclists;
- street furniture shouldn't narrow the footpath; and
- cycle path should comply with LTN 1/20 throughout its length.

EAST CAMBRIDGE DISTRICT COUNCIL

5.2.12. East Cambridgeshire District Council (ECDC) had no further comments to add to their response to the Cambridge Eastern Access consultation held in 2021. However, they reiterated the following comments:

- ECDC supports GCP's proposals to improve public transport and active travel routes to Cambridge from the East of the City.
- Concerned that restricting private vehicle access along Newmarket Road before adequate public transport alternatives are available may affect residents and businesses.
- Emphasize the need for regular, reliable public transport options, especially for those who rely on their cars to access services and work outside of public transport hours.
- Suggest the continuation of work to increase train services on the Cambridge-Newmarket-Ipswich line as a rail alternative to private cars.

WEST SUFFOLK COUNCIL

5.2.13. West Suffolk Council welcome the provision of direct, safe, comfortable and attractive facilities for pedestrians, cyclists and bus users between central Cambridge and the Newmarket Road Park & Ride, as well as the provision of a direct public transport route through Cambridge East, particularly if the route connects to Cambridge Station. They also support the provision of high frequency services from the expanded Park & Ride site to Cambridge Biomedical Campus and other key destinations.

5.2.14. They also stated the following:

- access to the expanded Park & Ride from the A14 should be as frictionless as possible, prioritising and therefore incentivising use of the Park & Ride;
- it is not clear how the scheme will benefit existing Park & Ride users and incentivise increased use of the Park & Ride if the site is moved further out of Cambridge;
- the site selection criteria noted a Park & Ride journey time to Cambridge city centre of up to 25 minutes, the current Park and Ride location to Cambridge city centre is timetabled as 17 minutes; and
- the strategic outline business case for CEA also included the upgrading of the Cambridge to Newmarket railway line. West Suffolk continues to support improvements to Ipswich to Cambridge rail services through membership of the East West Rail Main Line Partnership.

A TO B1102 TRANSPORT GROUP

5.2.15. The A to B1102 Transport Group are a group that bring together communities along the B1102 from Fordham to Stow-Cum-Quy including Parish Councils in the area. The group have concerns around the location of the new Park & Ride. They had the following comments:

- Would prefer a new, larger Park & Ride to be the north of the A14 to avoid the Quy Water SSSI, to act as a better travel hub for local village residents, to remove traffic earlier from the road network and discourage travel further along Newmarket Road.
- A Park & Ride in Quy would also connect with Swaffhams and Bottisham Greenway currently under consultation.
- Airport Way Park & Ride location would not benefit local communities.
- Current project (new water works) should be taken into account to stop increased traffic through Quy during construction.
- Suggestions to include secure bike storage at the P&R, install electric chargers and suggest that P&R could be used as a delivery drop off point.

CAMBRIDGE UNIVERSITY HOSPITAL

5.2.16. Cambridge University Hospital is strongly supportive of the primary aims and objectives of the CEA project. However they believe the project should be integrated with the Waterbeach to Cambridge Public Transport project to better benefit staff and visitors and to create an integrated and connected network

- Welcoming of P&R proposals for both schemes to intercept traffic sooner and in less congested areas.
- Emphasise the need for comprehensive "first and last mile" connections in P&R schemes to avoid reliance solely on car trips.
- Support for elements of proposals mentioning active mode connectivity but request more explicit details in the Waterbeach to Cambridge project plans to fully evaluate each route option's benefits in this context.
- Stress the importance of orbital connections to navigate the city's fringes, which are experiencing significant growth.
- Would like to see proposals that allow connections from Waterbeach, that then travel counter clockwise around the city using segregated infrastructure (and a new junction as referenced in the brochure) through Orchard Park, Darwin Green, Eddington and then the M11 to access CBC.

UNIVERSITY OF CAMBRIDGE

5.2.17. The University supports the ambition to develop more sustainable travel solutions to address the social, environmental and sustainable growth challenges across Greater Cambridge. The vast majority of students and staff continue to use sustainable modes for their journey to study/work. For staff travelling into Cambridge, many have limited public transport options that are reliable. They had the following suggestions and comments:

- Ensure staff can live within reasonable travel times, enhancing homes-jobs connectivity in the Cambridge area.
- Proposals need to enhance homes-jobs connectivity across the Cambridgeshire area and beyond, thus widening the net of affordable homes for the Cambridge labour market. This includes integrating existing transport systems which will be critical for achieving access to Cambridge's key employment and research sites.
- Support a natural capital approach for improved air quality and biodiversity, aiming for 20% biodiversity net gain.

- Suggestion for GCP to provide comprehensive support for people transitioning to new travel methods, making solutions accessible and equitable for example support with employer travel plans and journey planning services.
- Projects should utilise existing and emerging data and transport technologies to deliver scheme ambitions and monitor impacts.
- Advocate a collaborative approach among partners for delivering, monitoring, and maintaining infrastructure and services.

MARSHALL GROUP PROPERTIES

5.2.18. Marshall Group Properties (MGP) generally support the scheme as long as it does not compromise future access opportunities for Marleigh and Cambridge East. MGP expressed strong support for Option B for the Park and Ride concept Site P1, due to the option proposing better provisions for pedestrians and cyclists.

5.2.19. MGP provided some suggestions that include:

- Providing a bus shelter and cycle parking at the bus stop west of Meadowlands Road;
- Investigation on whether road markings should be provided to highlight who has priority such as cyclists;
- 'Cambridge Kerbs' should be considered to emphasise LTN 1/20 compliance;
- Option B for the Park & Ride could be refined by maximising car parking spaces in the southern portion;
- Option B for the Park & Ride: the bus-only signal should be moved to the south to run in parallel with the access road;
- Further information needed;
- Clarification needed on how the cycle lane connects to the shared use route to the east of the existing Park and Ride; and
- Clarification on how the shared use facilities are segregated from the carriageway on the northern side of Newmarket Road.

NATURAL ENGLAND

5.2.20. Natural England (NE) welcome the sustainable drainage systems (SuDS) and the green infrastructure within the plans. NE prefer P1 for the Park & Ride site due to the distance from the SSSI, and welcome that the existing mature hedge line boundary is being retained.

5.2.21. NE recommended the following:

- an examination of the potential effects of the possible pathways on the SSSI which should include air and water; and
- a revised ecological report should be undertaken to provide sufficient details - (currently this information is not available).

NIBS BUSES

5.2.22. NIBS Buses neither oppose nor support the scheme but did express concerns regarding the removal of bus lanes and insertion of new ones. NIBS buses queried the possible impact to bus journey times both peak and off-peak.

CAMCYCLE

5.2.23. Camcycle submitted a written representation in the form of a survey response which has been included in the analysis in Chapter 4 of this report. The response from Camcycle has also been summarised below:

- Generally support the proposals for Newmarket Road.
- Strongly support the removal of the dingy and inconvenient underpass at Elizabeth Way in favour of a safer, more inclusive junction. Support CYCLOPS junction with wider cycle splays linking Abbey Road and Occupation Road, but also suggest an alternative at grade design for this junction.
- Suggest that Whitehill Road should have a continuous footway treatment.
- Believe the bus stops opposite the Abbey Stadium should follow LTN 1/20 principles and incorporate a bus-stop bypass, similar to the other bus-stop bypasses provided along the route. All floating bus stop bypasses should be 2 metres wide.
- All Toucan crossings must be fully accessible for disabled cyclists, which does not appear to be the case in the current designs.
- Mixed views on the Abbey Street Toucan crossing, however understand that the planned restored historic route between Occupation Road and Abbey Road could be used for cyclists instead, however a crossing is still needed in this area for pedestrians.
- Crossings should incorporate pedestrian and cycling detectors and longer green phases to encourage active travel journeys. They should also be responsive, almost immediate, so that pedestrians and cyclists do not have to wait for long periods of time.
- Strongly support segregated cycle lanes – they are an essential provision for such a key route into town, and will encourage significant modal shift. Suggested some sections should use half-battered and cycle-friendly kerbs rather than Cambridge Kerb to prevent vehicles entering.
- Cheddars Lane and Ditton Walk junctions – concerns raised with the width (LTN 01/20 compliance) and alignment of the cycle lane.
- Concerns about the potential conflict between left-turning traffic and cycles going straight on at Coldhams Lane, the various Retail Park entrances, Cheddars Lane, and Stanley Rd.
- Trees close to cycle tracks may cause root heave. Spiny plant species such as blackthorn should be avoided in proximity to cycle tracks.
- Active travel provision should also be provided from any new Park & Ride for people who might want to cycle or walk into the centre of Cambridge.

5.3 EMAILS FROM INDIVIDUALS

5.3.1. Ten emails were received from individuals. The key themes emerging from individual emails have been summarised in Table 5-1.

Table 5-1 - Summary of emerging themes from individual emails

Emerging theme	Comments
Road conditions and maintenance	Current route is too narrow and is in a bad condition. Money should be spent on road maintenance.

Emerging theme	Comments
Traffic concerns and accidents	<p>The scheme will cause further traffic and pollution.</p> <p>May lead to more accidents.</p> <p>Concerns around additional traffic from local housing developments.</p> <p>Floating bus stops can cause more congestion.</p>
Active travel	<p>Not accessible for everyone.</p> <p>Concern about cyclist behaviour.</p> <p>The street footpath not suitable to be used a shared space due to the high foot traffic and shop frontages.</p> <p>Cyclists should not mix with pedestrians.</p>
Safety and shared use	<p>The street footpath along Brighton Street is not suitable to be used a shared space due to high foot traffic and shop frontages.</p> <p>Kerbstones are dangerous and should be removed, they should also be removed to assist parents who are travelling to and from school.</p> <p>If parking spaces are removed, residents with front gardens should have the drop kerb fee waived so they can park.</p> <p>There should be a pavement on one side only to provide extra space for other users and to provide drainage.</p> <p>At T junctions, there should be continuity of the cycle route to stop cyclists jumping into the road to avoid pedestrians on the shared path.</p> <p>Concerns about safety on the roads as you cannot see painted lines at night.</p>
Design	<p>Prioritising right-turn pockets would provide significant space for cycling.</p> <p>More consideration for different types of crossings such as puffin or CYCLOPS.</p>
Public transport	<p>More public transport would take cars off the road.</p> <p>Public transport is lacking in the area.</p>

5.4 SOCIAL MEDIA

- 5.4.1. Thirty-one comments were received via social media channels. Seven of the comments were positive, four neutral and seventeen negative. The themes within the comments are summarised in Table 5-2.

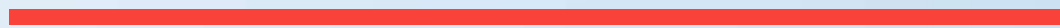
Table 5-2 - Emerging themes from social media comments

Emerging theme	Comments
Support for proposals	<p>Enhancing public transport and active travel is an important step.</p> <p>“Very welcome and long overdue scheme, the area has long needed upgrading and removal of the unsafe underpass would be a massive improvement”.</p>
Safety, infrastructure and maintenance	<p>The need for better roads, smoother surfaces, and improved traffic flow for motorists.</p> <p>Arguments in favour of cycle lanes for safety reasons, particularly for cyclists and pedestrians.</p> <p>Support for the removal of the underpass for safety reasons.</p> <p>Support for upgrading the overall infrastructure and aesthetic benefits for the area.</p> <p>Complaints about potholes and the need for maintaining existing roads.</p> <p>Comment around damage to vehicles due to poor road conditions, including potholes.</p> <p>Calls for prioritizing road maintenance over implementing new schemes.</p>
Active travel	<p>The underpass separates cyclists, pedestrians and motor traffic safely now.</p> <p>Not everyone lives in the city centre and can walk and cycle.</p> <p>Safety of a shared use pathway.</p> <p>Comments that cycle lanes are not needed due to the low number of cyclists using the road.</p>
Concerns	<p>Concern around money spent on improving cycling, when the motorist has much more of a demand on better, easier flowing traffic management along this arterial road.</p> <p>Floating bus stops hold up traffic.</p>
Suggestions	<p>Improve the bus provision and system.</p> <p>Nice ideas but if you have to do something only want to do it once. Plenty of issues with the bus expectations to be solved before we can gauge the actual impacts and hence what needs to be done on these roads.</p>
Park & Ride	<p>Unsure about pros and cons of moving the Park & Ride.</p> <p>Lots of the new buses will need to be non-stopping ones to provide the speed of journeys from P&R sites in the future, just end to end ones in places.</p>
Accessibility	<p>Concerns about accessibility "Not everyone lives in the city centre and can walk and cycle".</p>

Emerging theme	Comments
Future development planning	<p>Consideration of future growth and the impact on the road infrastructure.</p> <p>Questions about the relocation of the Park & Ride site and its implications.</p> <p>Suggestions to address future housing needs and ensure proper road planning.</p>
Government funding and priorities	<p>Comments that cycle lanes are not needed due to the low number of cyclists using the road.</p> <p>Concerns about the allocation of public funds for cycle lanes instead of other more important projects.</p> <p>Discussions about the allocation of government funds for the proposed scheme.</p> <p>Criticism of money being spent on promoting a 'niche viewpoint' or specific agenda.</p> <p>Calls for prioritising the majority of road users over a minority group such as cyclists.</p>
Traffic congestion	<p>Questions and confusion about how the proposed changes will actually solve the traffic and congestion issues.</p> <p>Reference to Cambridge's gridlocked roads and the need for solutions.</p> <p>Suggestions to reduce the number of vehicles on the road by encouraging cycling and public transport usage.</p>
Public transport	<p>Advocacy for promoting walking, cycling, and public transport as alternatives to private cars.</p> <p>Suggestions to improve bus services and make public transport more efficient and attractive.</p> <p>Mention of congestion charges as a means to encourage people to switch to alternative modes of transportation.</p>

Appendix A

CONSULTATION MATERIALS



Appendix A.1

BROCHURE





GREATER
CAMBRIDGE
PARTNERSHIP



CAMBRIDGE EASTERN ACCESS

Phase 1: Newmarket Road Improvements and Park & Ride Relocation

We are consulting on walking, cycling and public transport improvements to Newmarket Road and relocating the Park & Ride site.



Complete the survey online at:
www.greatercambridge.org.uk/newmarket-road-23

The consultation closes at midday on Monday 20 March 2023

WHY IS THIS SCHEME NEEDED?

Newmarket Road provides access into Cambridge from the east, accommodates local resident journeys and is a popular destination in its own right. The existing street currently provides a poor environment for pedestrians and cyclists, discouraging people from travelling by sustainable modes of travel.

With considerable development either underway or proposed for this part of the city, including Marleigh, Cherry Hinton North, Cambridge East and East Barnwell Regeneration, travel demand will increase substantially along Newmarket Road in the future.

The existing and future travel demands cannot be accommodated by a 'business as usual approach'. Our local authorities have declared a climate emergency and reducing emissions to as close to zero as possible requires substantial travel behaviour change.

To encourage people out of their cars, and address our pressing social, environmental and growth challenges, we need to take a bold new approach to investment in our transport system that makes walking, cycling and public transport the natural choice for journeys into and within Cambridge.



WHAT'S HAPPENED SO FAR?

In 2020, we consulted on short-term infrastructure improvements to Newmarket Road; longer-term improvements to public transport to support planned growth on Cambridge Airport, and upgrades to the Cambridge to Newmarket railway line.

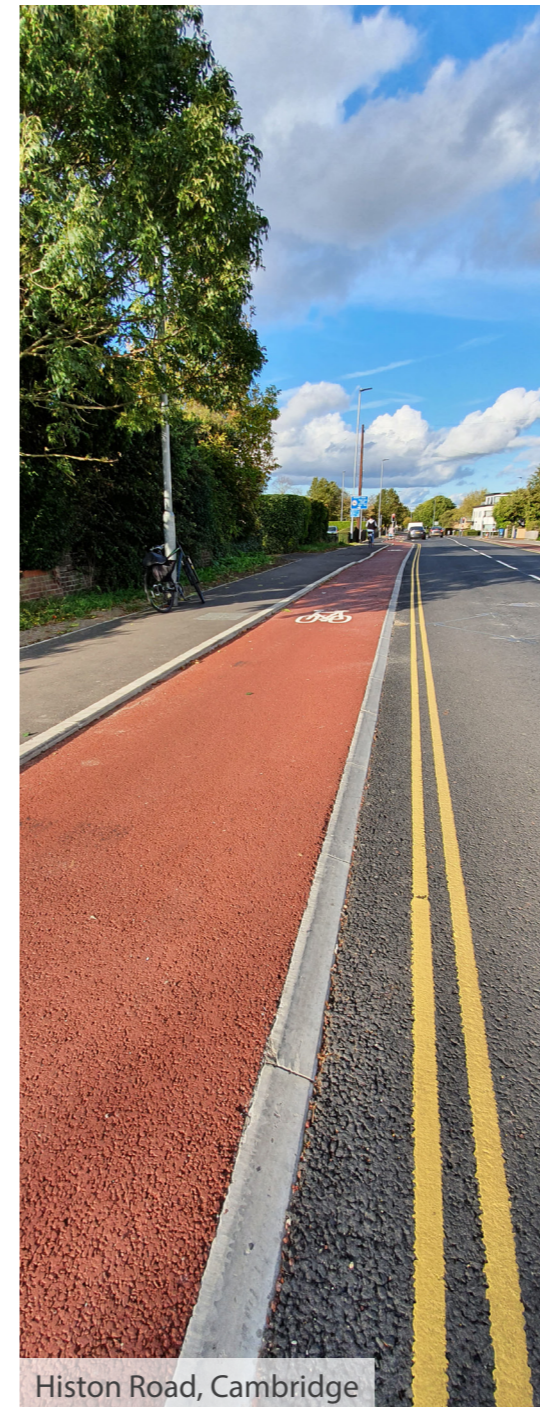
Our second consultation in 2021, sought views on design options for improving Newmarket Road and the relocation of Newmarket Road Park & Ride.

Respondents were overall supportive of the Newmarket Road design options, particularly those related to improving active travel and public transport infrastructure, as well as long-term improvements to rail connections. During those consultations, respondents highlighted a number of issues and concerns about the proposals:

- **Concerns about the location of the relocated and expanded Park & Ride, particularly its impact on the Green Belt and local environment.**
- **Suggestions to retain the underpass at the Elizabeth Way roundabout.**
- **Concerns about the congestion around Barnwell Road roundabout.**
- **The need for further improvements to public transport, in terms of cost, reliability, hours of operation and servicing more areas outside Cambridge.**
- **The need to minimise damage to trees on Newmarket Road.**

The full feedback reports from these consultations can be found on our website at:

<https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambridge-eastern-access#composerSection3>



Histon Road, Cambridge

NEWMARKET ROAD IMPROVEMENTS

Elizabeth Way to Airport Way

This consultation sets out the improvements that could be made to Newmarket Road to make walking and cycling, safer, easier and inclusive for all street users. The preliminary scheme design includes transforming the Elizabeth Way and Barnwell Road roundabouts, and the provision of direct, safe, comfortable and attractive facilities for pedestrians, cyclists and bus users between central Cambridge and Airport Way.

Park & Ride Preferred Site

This consultation also sets out the preferred site for the relocated and expanded Park & Ride. The current Park & Ride on Newmarket Road is on a constrained site which cannot be expanded to provide the extra parking needed to enable greater numbers of people to switch from private car to bus for their journeys into the city.

Relocating the Park & Ride to the proposed site near Airport Way will:

- Allow us to open a larger site, which will accommodate more vehicles, more cycle parking and lockers and include facilities like electric charging points.
- Reduce the number of cars that are using Newmarket Road. This will make bus journey times more reliable and create more road space for improved cycle and bus lanes.

We have considered a number of locations for a larger site that will replace the existing Park & Ride on Newmarket Road. This consultation explains the sites which have been reviewed and asks for feedback on the recommended site.

The Schemes Aim To:



Improve the green space on Newmarket Road.



Provide better connections by improving existing, and providing new pedestrian crossings.



Enable people to change to walking, cycling and public transport rather than using private cars.



Provide improved bus stop facilities and bus priority measures.



Enable increased levels of walking and cycling by residents living along Newmarket Road.

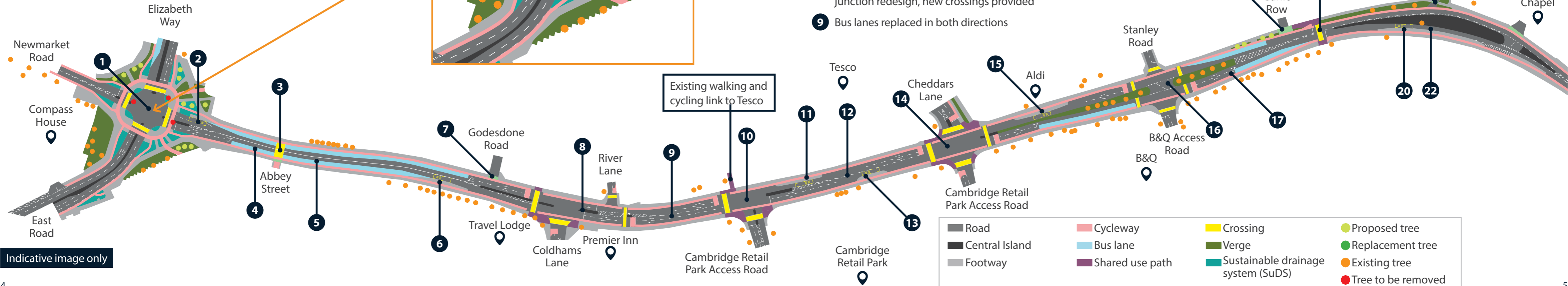
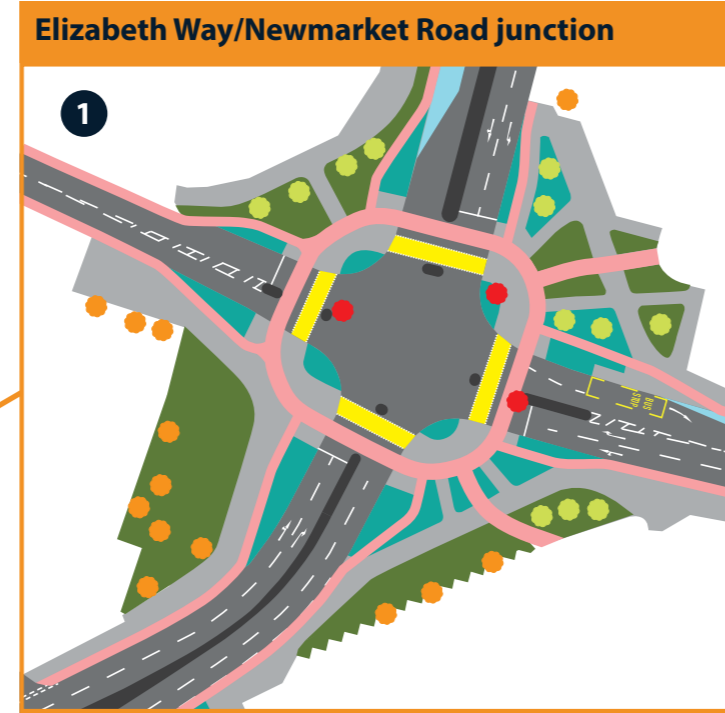


Support the delivery of sustainable planned developments including Marleigh and Cambridge East (Cambridge Airport).

NEWMARKET ROAD PRELIMINARY DESIGN

The preliminary scheme proposes ambitious and transformational changes to Newmarket Road to improve the quality of the public space and enable existing and future street users to travel by active and sustainable modes of transport. This will be achieved by providing safer junctions, including new crossing facilities, continuous footways, segregated cycle tracks, new bus lanes and floating bus stops. Where possible, existing trees will be retained, replacement and new trees will be planted, and rain gardens, biodiverse planting and landscaping will be provided.

Elizabeth Way roundabout to Leper Chapel

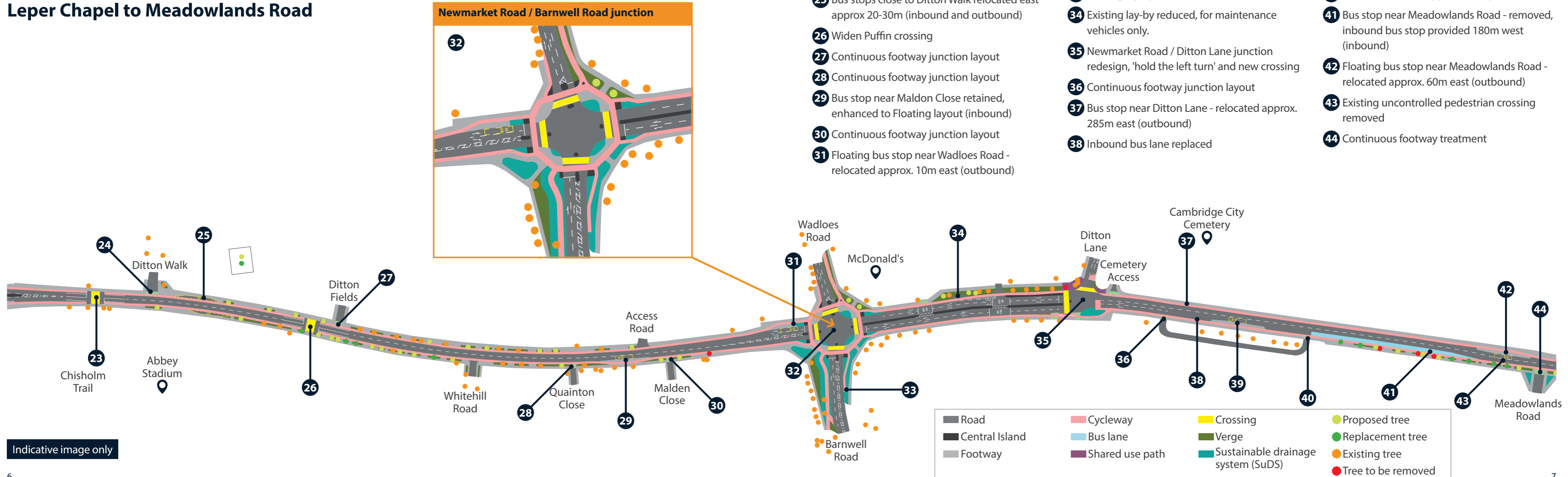


- 1 Elizabeth Way/Newmarket Road junction redesign – Bi-directional CYCLOPS
- 2 Floating bus stop near Elizabeth Way - relocated approx. 50m west (outbound)
- 3 Toucan crossing at Abbey Street removed
- 4 Bus stop near Abbey Street - removed, inbound bus stop provided 160m east (inbound)
- 5 New bus lanes inbound and outbound
- 6 Floating bus stop near Coldham's Lane - relocated 35m west (inbound)
- 7 Continuous footway junction layout
- 8 Newmarket Road / Coldham's Lane / River Lane junction redesign, new crossings provided
- 9 Bus lanes replaced in both directions
- 10 Newmarket Road / Retail Park Access junction redesign, crossings improved
- 11 Floating bus stop near River Lane - relocated approx. 80m east (outbound)
- 12 Bus lanes removed in both directions
- 13 Floating bus stop near River Lane - relocated approx. 80m east (outbound)
- 14 Newmarket Road / Cheddars Lane junction redesign, crossing improved
- 15 Floating bus stop near Aldi - retained (outbound)
- 16 Newmarket Road / Stanley Road junction redesign, crossing improved
- 17 Bus stop near Stanley Road - relocated approx. 160m east (inbound)
- 18 Continuous footway junction layout
- 19 New Toucan crossing for pedestrians and cyclists near Garlic Row
- 20 Floating bus stop near Swanns Road - relocated approx. 160m east (inbound)
- 21 Continuous footway junction layout
- 22 Inbound bus lane replaced

Indicative image only

NEWMARKET ROAD PRELIMINARY DESIGN PROPOSAL

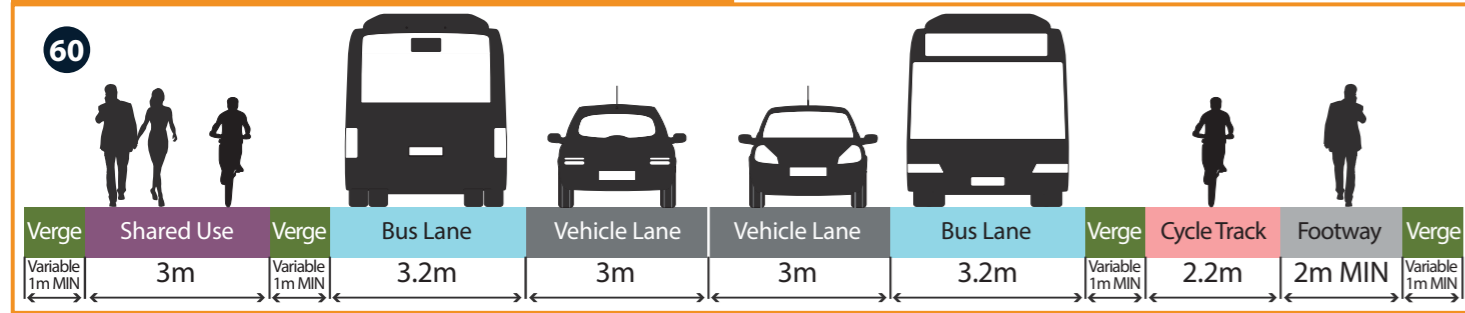
Leper Chapel to Meadowlands Road



Indicative image only

NEWMARKET ROAD PRELIMINARY DESIGN PROPOSAL

Typical Cross Section 40mph Limit



- 45 Continuous footway treatment
- 46 Toucan crossing for pedestrians and cyclists retained
- 47 New inbound bus lane
- 48 Continuous footway treatment - subject to change follow co-ordination with Marleigh
- 49 Bus stop near Cambridge Airport - relocated approx. 170m east (inbound)
- 50 Existing uncontrolled pedestrian crossing removed
- 51 Bus stop near Cambridge Airport - relocated approx. 140m east (outbound)
- 52 Newmarket Road / Marshall Way junction redesign - subject to design change co-ordination with Marleigh
- 53 Floating bus stop near Marshall Way - relocated from approx. 170m west (inbound)
- 54 Floating bus stop near Marshall Avenue - relocated from approx 140 west (outbound)
- 55 New inbound bus lane
- 56 Newmarket Road / Marleigh Avenue junction redesign, improved crossing
- 57 Continuous footway treatments
- 58 Newmarket Road / Park & Ride junction redesign, new crossing
- 59 New inbound and outbound bus lanes
- 60 Extension of the 30mph speed limit, 40mph towards Airport Way roundabout
- 61 New Toucan crossing for pedestrians and cyclists near Airport Way roundabout

Leper Chapel to Airport Way roundabout



Indicative image only

NEWMARKET ROAD PRELIMINARY DESIGN TECHNICAL DETAILS

CYCLOPS JUNCTION

A CYCLOPS is a relatively new signal controlled junction arrangement that has been implemented in Cambridge on Histon Road and will be introduced on Milton Road.

All movements through the junction are signal controlled, with fully segregated facilities provided for pedestrians, cyclists and vehicle movements.

Pedestrian crossings are provided across each junction approach and a segregated cycle track enables people cycling to safely cross each arm with pedestrians.

The compact junction arrangement provides the opportunity to increase and provide improved public realm.



Histon Road CYCLOPS Junction, Cambridge

CONTINUOUS FOOTWAY

Footways a minimum of 2 metres wide will be provided along Newmarket Road, continuing across the lightly trafficked side roads with a 'continuous footway' treatment.

Continuous footway and cycle tracks across the side roads will provide clear visual priority to pedestrians and cyclists, improving safety for people walking and cycling along Newmarket Road.

This arrangement is proposed across the lightly trafficked side streets, and will be achieved through the use of ramps, coloured surface materials and tight junction corners to ensure slow vehicle movements.



Continuous Footway, Cambridge

CYCLE TRACKS

Uni-directional, generally 2.2m wide 'Cambridge kerb' segregated cycle tracks are proposed from Elizabeth Way to the existing Park and Ride junction.

The cycle tracks will provide high quality, direct and continuous facilities that enable cyclists to be separated from the high vehicle flows along Newmarket Road.

The cycle tracks will provide direct connectivity to the popular Riverside, Chisholm Trail and National Cycle Route 51 cycle routes.

At the eastern end of Newmarket Road, towards Airport Way where pedestrian and cycle flows are substantially lower, a 3m shared-use path will directly connect into the Bottisham Greenway.



Histon Road Cycle Track, Cambridge

FLOATING BUS STOP

Floating bus stops have been implemented across the city including on Hills Road, Huntingdon Road and Eddington.

A floating bus stop involves the pedestrian footway and cycle track routing behind the bus stop.

The benefit of this arrangement is that people cycling do not have to negotiate out and around parked buses, improving the route safety for all users.



Histon Road Floating Bus Stop, Cambridge

HOLD LEFT TURN

At Newmarket Road / Ditton Lane, a hold the left turn signalised junction is proposed. In this arrangement the nearside cycle track is given a dedicated green signal while conflicting vehicle traffic movements turning across the cycle track are held on a red signal. The turning vehicles only receive a green signal when cyclists are held on a red signal. This removes the potential for 'left hook' conflicts between cyclists and vehicles.

NEWMARKET ROAD LANDSCAPE STRATEGY

SUDS

The improvements will include Sustainable Urban Drainage systems -SUDS - wherever possible, including rain gardens. SUDS can help address flood risk by managing surface water runoff in a way that mimics natural processes, slowing down runoff rate while providing wider benefits, like public realm improvements.

Rain gardens are shallow landscaped depressions that reduce rainfall runoff and mitigate the impact of pollution. They can enhance the capacity of the network by capturing and storing rainfall, allowing it to soak into the ground or release it slowly back into the piped network.



Histon Road Rain Gardens, Cambridge

The landscape strategy for Newmarket Road has been developed to substantially improve the existing public realm and green infrastructure along the street. This will make Newmarket Road a more attractive and healthier environment for all street users and encourage wildlife.

The proposed improvements to Newmarket Road have been designed to minimise the impact on existing trees wherever possible, and includes the planting of new trees, mixed ground cover and rich species grassland to enhance the public realm and increase biodiversity. Although the scheme will result in the loss of some existing trees, the scheme design minimises the number of higher quality trees that will be removed. New trees will be planted in sufficient soil to enable the trees to establish and mature. More detailed tree impact assessments will be undertaken to investigate the existing tree root location and depth, and mitigation measures will be put in place to protect them during the construction period.



Species Rich Grassland

PARK & RIDE SITE RELOCATION SITE OPTIONS

The feedback received from the 2021 public consultation on the concept designs for the relocated Park & Ride identified a number of concerns with the selected locations. These included possible impacts on the Green Belt, the rationale for the selected sites and potential impacts to Little Wilbraham Fen Site of Special Scientific Interest (SSSI).

In response to the concerns raised, the GCP commissioned WSP to undertake a Newmarket Road Park & Ride site identification and appraisal study that included a strategic Green Belt impact assessment. The full reports can be accessed at xxxxxxxxxxxxxxxxxxxxxxxx

The assessment identified an 'Area of Search' within which the Park & Ride should be located. Within the area of search, 12 broad locations for the Park & Ride were identified, including the current site.

AREA OF SEARCH

The Park & Ride area of search was identified based on the following criteria:

- Park & Ride bus journey time to Cambridge city centre of up to 25 minutes;
- Cycle journey time to the city centre of up to 25 minutes;
- Accessible from the strategic road network;
- Located on a main route into the city from the east.

RATIONALE FOR THE AREA OF SEARCH

For the site to be accessible and attractive to existing and future users it needs to provide reliable and attractive bus journey times into Cambridge, support Park & Peddle users by enabling cycling into the city and be accessible from the strategic road network.

The Park & Ride needs to be located on a major route into the city from the east, in order to intercept vehicle movements. As a result of these requirements the site has to be located within the Cambridge Green Belt.



Indicative image only

PARK & RIDE SITE RELOCATION OPTIONS

Of the 12 broad sites that were identified, five were shortlisted for more detailed appraisal against a range of environmental, operational and feasibility criteria. Sites that were too small, unavailable due the planning permissions, allocated for development, substantially protected by existing planning polices, including Airport Safety Zone, or in close proximity to sensitive environments were discounted. Of the five shortlisted sites, location P1 was identified as the preferred location.



SITE APPRAISAL

The appraisal of the five shortlisted sites identified that:

- **Preferred Site P1:** P1 is the preferred site for a relocated Park & Ride as no significant environmental impacts are predicted, it can deliver the quickest bus and cycle journey times into Cambridge, and is well located to complement the proposed Busway through the Cambridge Airport site.
- **P2:** Was assessed as having a moderate impact on the purpose of the Green Belt compared to moderate/high for P1.
- **P3:** Was ranked third. The appraisal raised concerns with potential impacts to ecology and archaeology, is privately owned and was considered to have the highest potential impact on the function of the Green Belt.
- **P10/11:** Were ranked last as they provide the slowest bus and cycle journey times into Cambridge, there is potential for environmental impacts to the existing residents of Stow cum Quy village, and substantial bus priority infrastructure will be required.

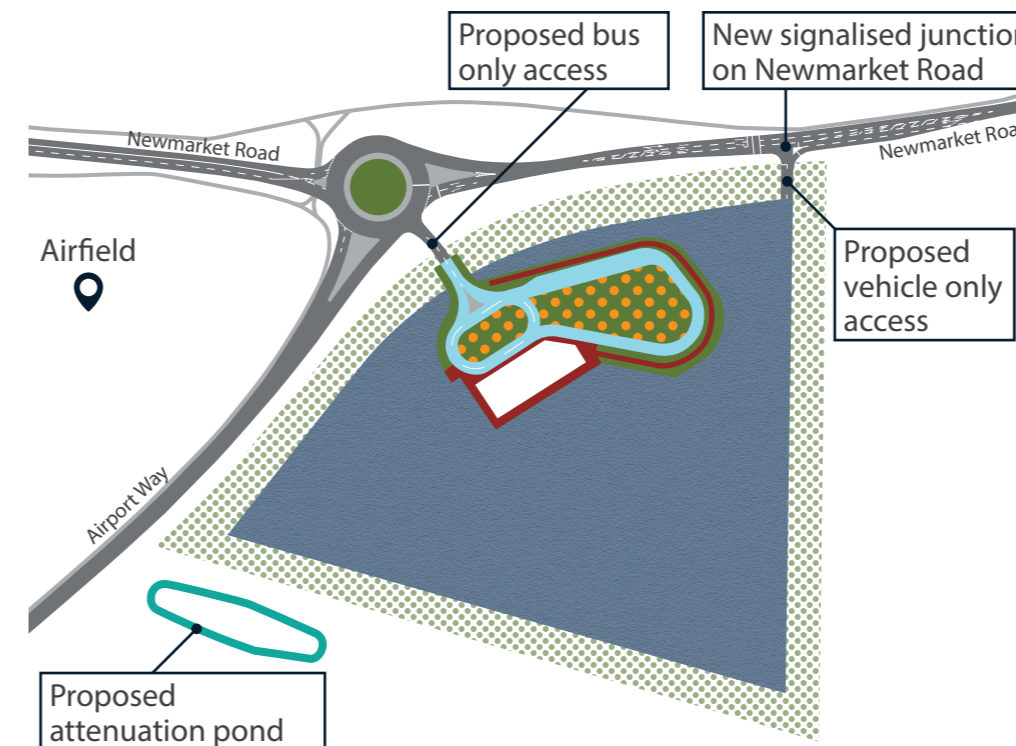
PREFERRED SITE P1

Site P1 has been identified as the preferred location for the relocated Park & Ride site. Within the broad P1 site location, the six hectare northern field has been identified as the preferred site to accommodate the Park & Ride infrastructure. Two initial Park & Ride concept designs have been developed within the existing mature hedge line.

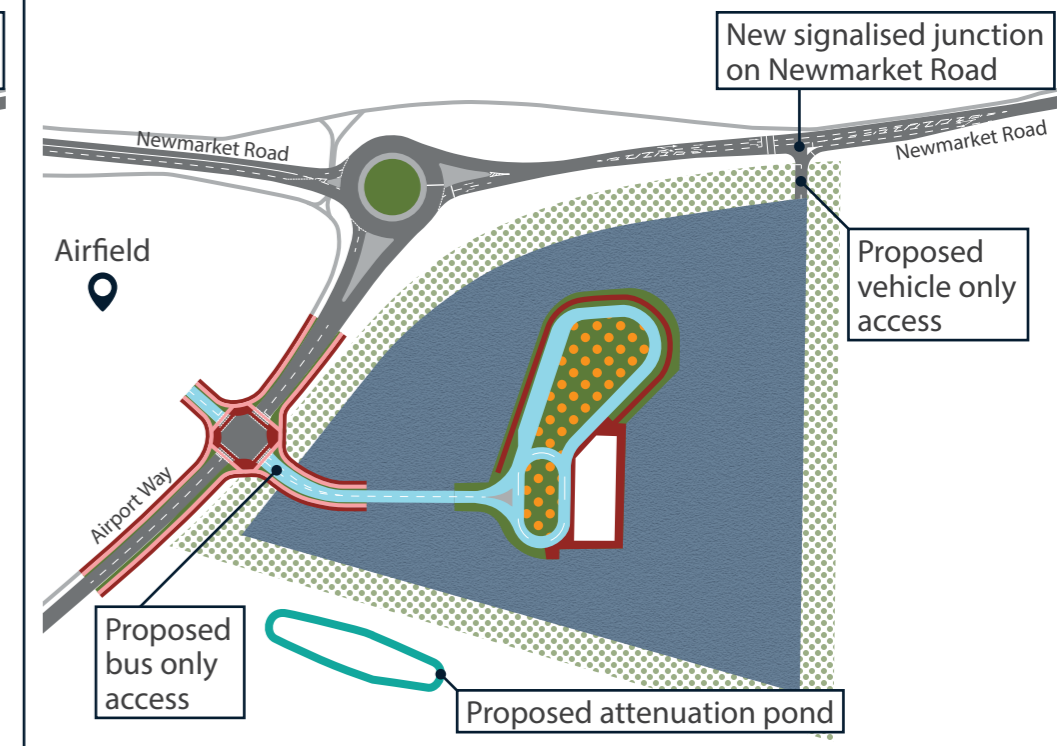
Both options can accommodate approximately 1,750 to 1,900 car parking spaces, bus stops, cycle parking and cycle lockers and a Park & Ride operations building. Vehicle access to both options is proposed directly from Newmarket Road via a new signal controlled junction with a new crossing to National Cycle Route 51.

Option 1 proposes bus access and exit directly onto the partially signalised Airport Way roundabout. Option 2 proposes a new bus only signal controlled junction on Airport Way which can also directly support a future Busway into the Cambridge East (Airport site).

Concept Design Option 1



Concept Design Option 2



CREATING A SUSTAINABLE TRAVEL NETWORK

Together, the Newmarket Road and Park & Ride improvements will improve access along this key route.

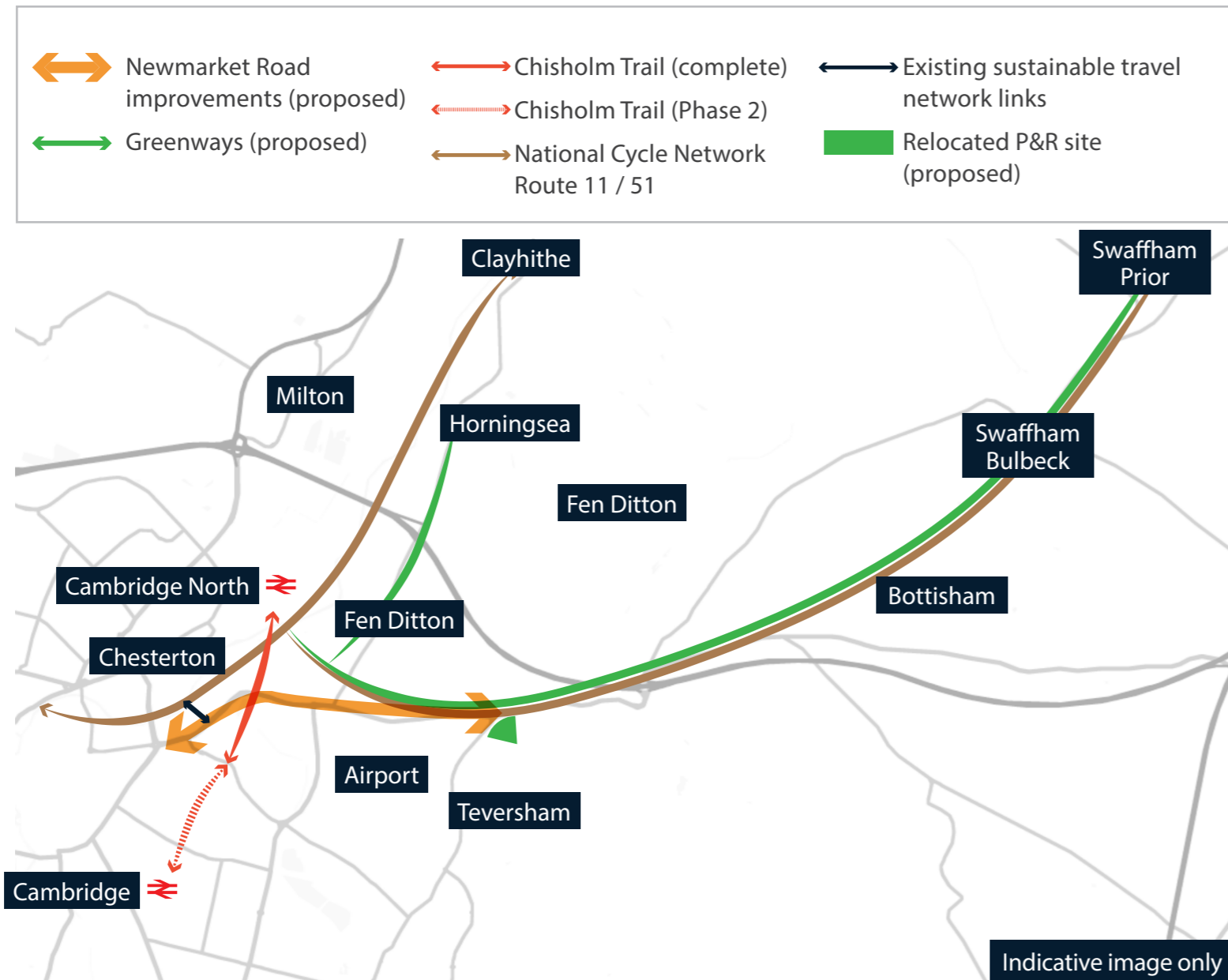
The preliminary scheme design for Newmarket Road provides enhanced connectivity to existing and planned routes across east Cambridge and the wider Greater Cambridge region, including the Chisholm Trail and the Greenways network.

The Chisholm Trail is a new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and Cambridge North Station, routing under Newmarket Road.

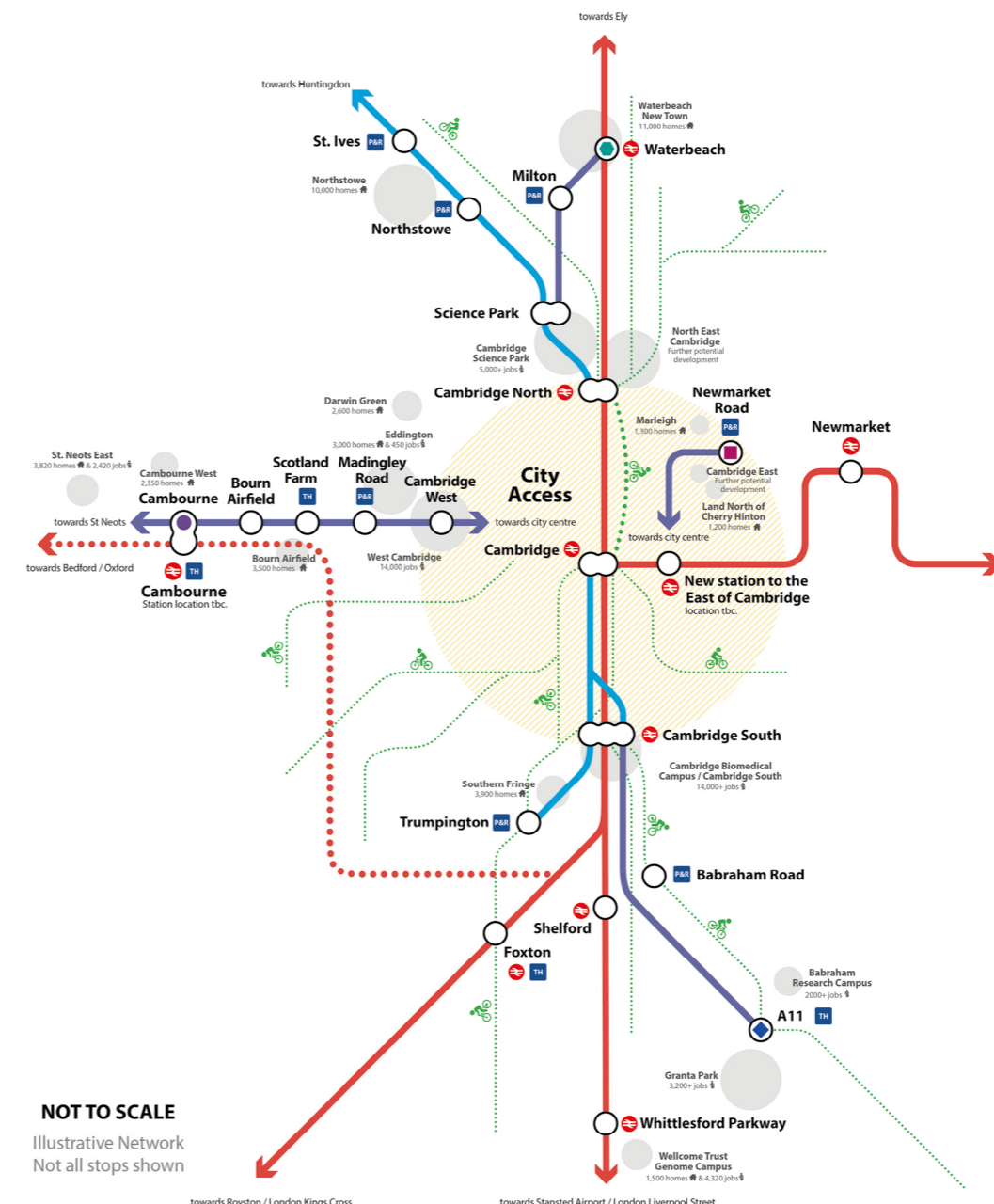
The Greenways project consists of 12 proposed active travel routes that will link local villages to Cambridge. This includes Swaffham and Bottisham, two villages to the east of Cambridge whose proposed Greenways will be consulted upon soon, and will directly connect into the Newmarket Road scheme.

The proposals for Newmarket Road and the Park and Ride complement the Making Connections proposals by providing the infrastructure needed to enable more people to travel by public transport.

OTHER SCHEMES IN EAST CAMBRIDGE



FUTURE TRANSPORT NETWORK



Key

- Railway
- East West Rail - alignment tbc
- Existing Guided Busway
- GCP corridors
- Cambourne to Cambridge
- Cambridge Eastern Access
- Waterbeach to Cambridge
- Interchanges & Stops
- National Rail Station
- Chisholm Trail
- Greenways
- Park & Ride
- Travel Hub (GCP schemes)
- City Access measures
- Growth Area

HAVE YOUR SAY

HELP US SHAPE THE SCHEMES

We want to understand and incorporate the views of local residents, businesses, stakeholders and all street users into our proposals. This feedback will be vital in helping to shape how the final Newmarket Road schemes designs are developed and taken forward.



Read more detail on the proposals and fill out the survey online at www.greatercambridge.org.uk/newmarket-road-23



If you would like a hard copy of the consultation brochure please telephone **01223 699906** and we will post a copy to the address you give us



consultations@greatercambridge.org.uk



[facebook.com/GreaterCambs](https://www.facebook.com/GreaterCambs)



[@GreaterCambs](https://twitter.com/GreaterCambs)



Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB2 1BY



If you would prefer a copy of this document in large print, Braille, audio tape or in another language please email: consultations@greatercambridge.org.uk or telephone **01223 699906**

IN PERSON EVENTS

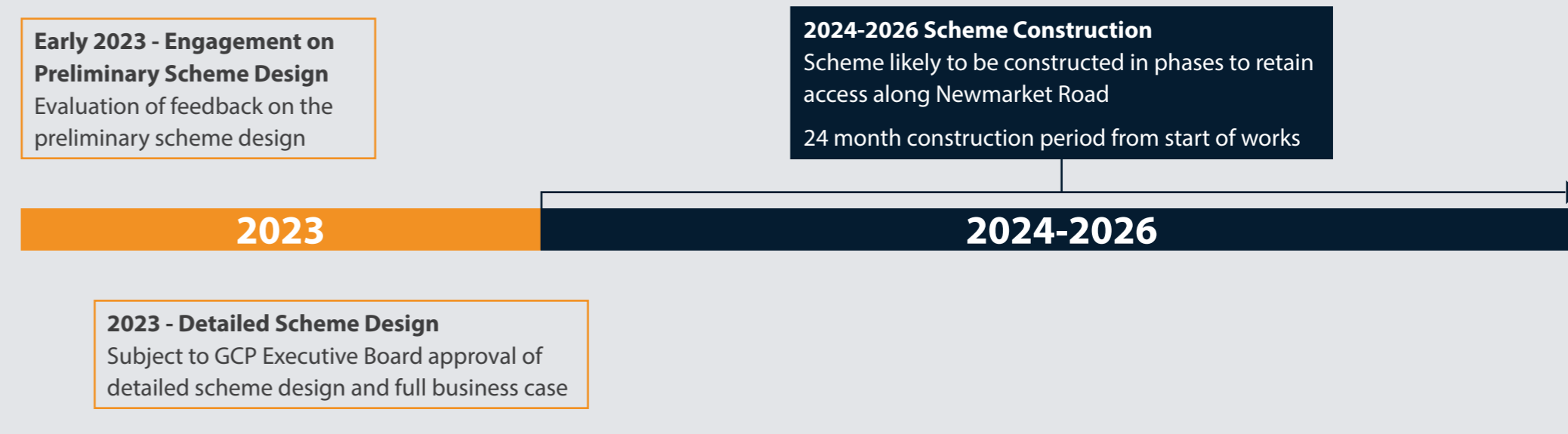
We'll be sharing information and answering questions at locations listed below

Location	Date	Time	Address
TBC	TBC	TBC	TBC
TBC	TBC	TBC	TBC
TBC	TBC	TBC	TBC

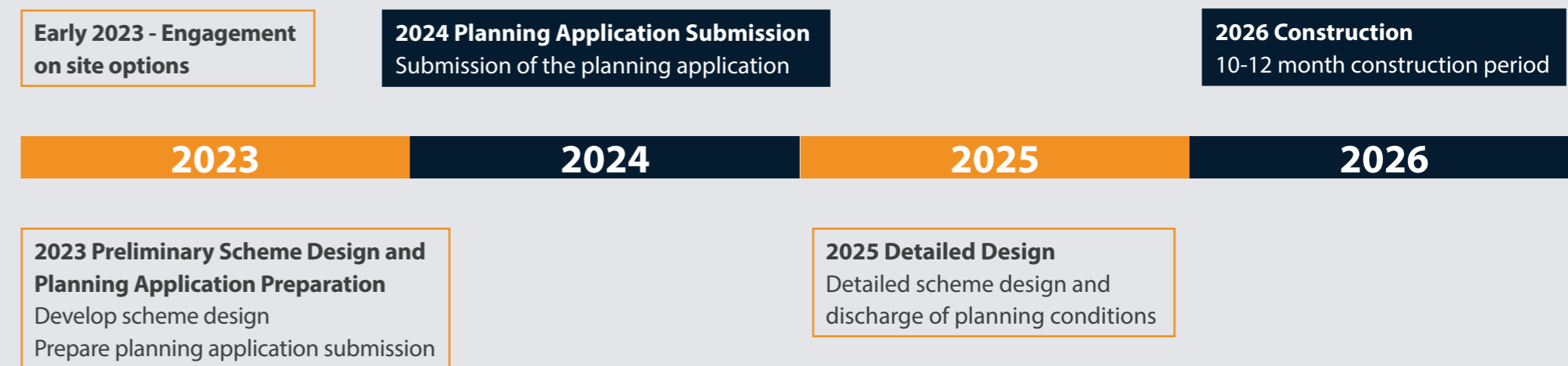


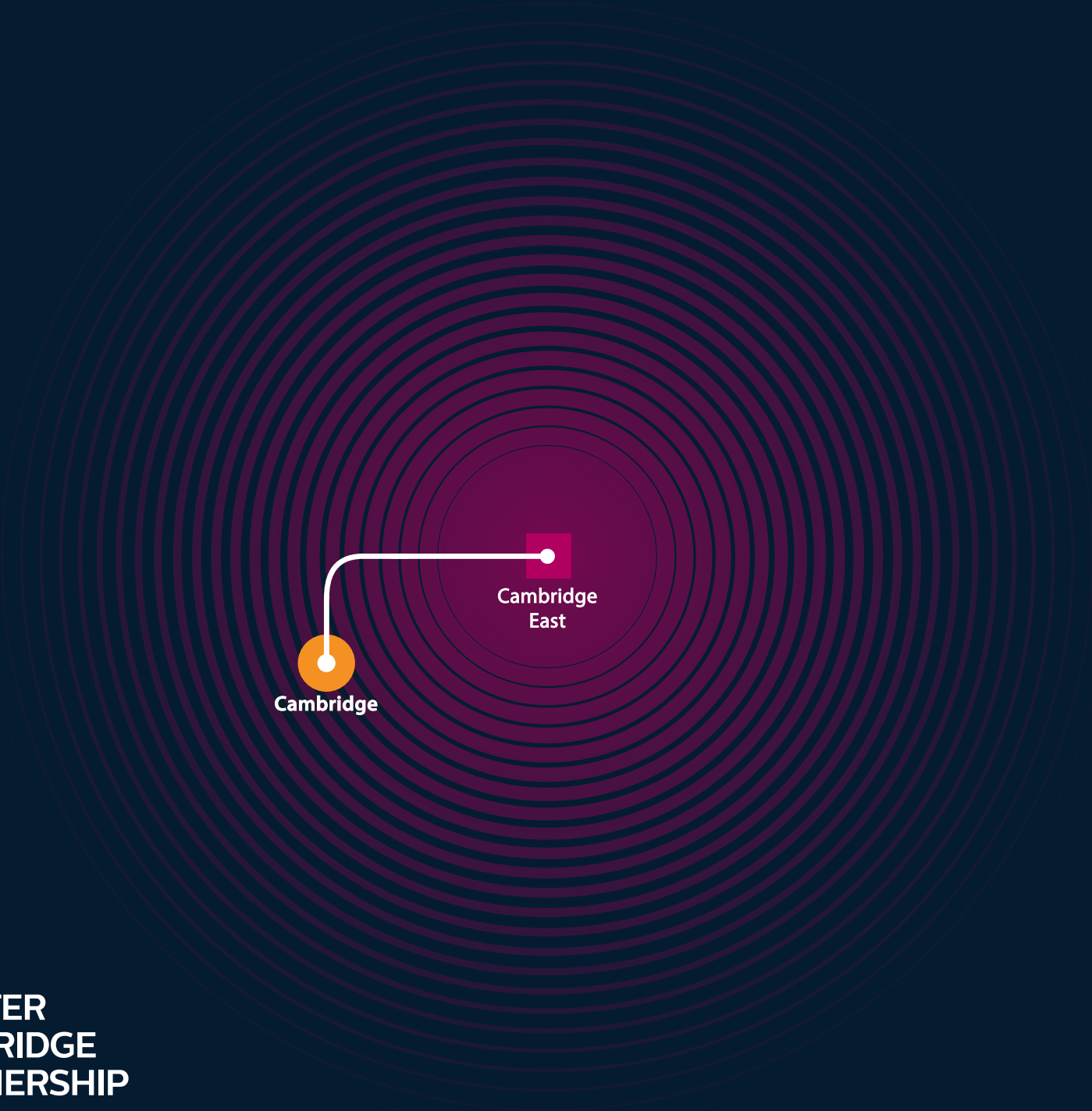
NEXT STEPS

Newmarket Road timeline



Park & Ride timeline





Cambridge

Cambridge
East



**GREATER
CAMBRIDGE
PARTNERSHIP**

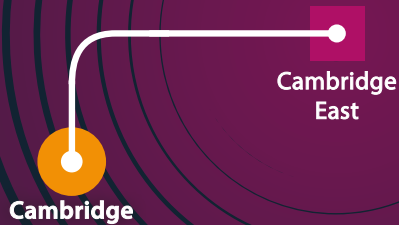
Appendix A.2

FLYER





**GREATER
CAMBRIDGE
PARTNERSHIP**



Cambridge Eastern Access

The Greater Cambridge Partnership is consulting on the emerging design for walking, cycling and public transport improvements on Newmarket Road and the preferred site for the relocated Park & Ride. Find out about our proposals and tell us your views.



HAVE YOUR SAY

Please visit our online consultation where you can find out more about the Newmarket Road and Park & Ride proposals.
www.greatercambridge.org.uk/newmarket-road-23

The consultation closes at **midday on Monday 20 March 2023**, so please submit your feedback by then.

NEWMARKET ROAD SCHEME

Please visit our online consultation where you can find out more about what is being proposed.

www.greatercambridge.org.uk/newmarket-road-23

WHAT IS BEING PROPOSED?

- New and improved pedestrian crossings to make it easier and safer to cross Newmarket Road
- Segregated cycle tracks, providing a direct route along Newmarket Road, connected to surrounding routes
- Bus lanes to support reliable bus journey times
- Continuous footways across the lightly trafficked side streets
- Improvements to the signal controlled junctions and roundabouts to provide safer facilities for pedestrians and cyclists
- Public realm improvements and biodiverse planting
- Relocating and expanding the Park & Ride to a new site east of Airport Way

There are a range of ways in which you can share your views with us:



Fill out the online survey at:
www.greatercambridge.org.uk/newmarket-road-23



Telephone us:
01223 699906



Email us:
consultations@greatercambridge.org.uk



You can request a printed survey by contacting us on the details above and we will send one to you.



Contact us on Facebook:
[facebook.com/GreaterCambs](https://www.facebook.com/GreaterCambs)



We will be holding a live online event which will be advertised via our website, facebook page and Twitter Feed.



Contact us on Twitter:
[@GreaterCambs](https://twitter.com/GreaterCambs)
[#CEA23](https://twitter.com/CEA23)



We will be holding in-person events. These will also be advertised via our website, facebook page and Twitter Feed.

Appendix A.3

SURVEY



Newmarket Road Improvements and Park & Ride Relocation Survey

Have your say on proposals for walking, cycling and public transport improvements to Newmarket Road and the preferred site for a relocated Park & Ride

The Proposals

1. Newmarket Road improvements – transforming the Elizabeth Way and Barnwell Road roundabouts, and the provision of direct, safe, comfortable and attractive facilities for pedestrians, cyclists and bus users between central Cambridge and Airport Way
2. Park & Ride preferred site – we're asking for feedback on the preferred location for a relocated and expanded Newmarket Road Park & Ride site

The scheme aims to:

- Improve the green space on Newmarket Road
- Provide better connections by improving existing, and providing new, pedestrian crossings
- Enable people to change to walking, cycling and public transport rather than using private cars
- Provide improved bus stop facilities and bus priority measures
- Enable increased levels of walking and cycling by residents living along Newmarket Road
- Support the delivery of sustainable planned developments including Marleigh and Cambridge East (Cambridge Airport)

Find out more

Please review our proposals in detail in our consultation brochure and documents.

If you need a copy of the brochure and supporting materials in large print, Braille, audio tape or in another language please email

consultations@greatercambridge.org.uk or call 01223 699906.

Further supporting documents can be found online at

www.greatercambridge.org.uk/newmarket-road.

Have your say

Share your feedback by completing the survey at the bottom of the page after you've read through the supporting materials. If you're having trouble completing the survey, please call 01223 699906 for assistance.

This consultation closes at midday on Monday 20 March 2023

GCP Newmarket Road improvements 2023

Question 1: In what capacity are you responding to this consultation? (Please tick one answer only).

	Tick One Answer
I live on Newmarket Road	
I live on adjacent roads	
I work/study in the local area	
I visit shops, pubs, community facilities in the local area	
I commute through the local area	
I have a business in the local area	
I am responding on behalf of a local group or organisation	
None of the above / other – Please State:	

Question 2: Please tell us the first three or four digits of your postcode:

Postcode:

Newmarket Road proposals

This set of questions relate to the proposed improvements to Newmarket Road between Elizabeth Way and Airport Way.

Question 3: Having reviewed the scheme design, how far do you support or oppose the proposed improvements to Newmarket Road? (Please tick one answer only).

	Tick One Answer
Overall, I support the proposals for Newmarket Road	
I support some parts of the proposals for Newmarket Road	
I do not support any of the proposals for Newmarket Road	
I have no opinion	

Junction improvements

Elizabeth Way junction:

Question 4: How far do you support or oppose the proposals to replace the roundabout with a signal-controlled crossroads which will provide segregated and controlled crossings for pedestrians and cyclists? (Please tick one answer only).

	Tick One Answer
I support the proposals for the Elizabeth Way roundabout	
I do not support the proposals for the Elizabeth Way roundabout	
I have no opinion	

Barnwell Road junction:

Question 5: How far do you support or oppose the proposals to replace the roundabout with a signal-controlled crossroads which will provide segregated and controlled crossings for pedestrians and cyclists? (Please tick one answer only).

	Tick One Answer
I support the proposals for the Barnwell Road junction	
I do not support the proposals for the Barnwell Road junction	
I have no opinion	

Signal Controlled Junctions (Coldham’s Lane / River Lane, Retail Park, Cheddars Lane, Stanley Road, Ditton Lane, Marshall Way, Marleigh Avenue and Park & Ride)

Question 6: How far do you support or oppose the proposed improvements to the existing signal-controlled junctions along Newmarket Road? (Please tick one answer only).

	Tick One Answer
I support all of the proposed signal-controlled junction improvements	
I support some of the signal-controlled junction improvements	
I do not support any of the proposed signal-controlled junction improvements	
I have no opinion	

Side Roads (Godesdone Road, Garlic Row, Swanns Road, Ditton Walk, Ditton Fields, Quinton Close, Malden Close, Meadowlands Road)

A continuous footway is where the footway continues across the mouth of the junction, giving visual priority to pedestrians.

Question 7: How far do you support or oppose the continuous footway proposals across the priority-controlled side roads? (Please tick one answer only).

	Tick One Answer
I support all of the proposed continuous footway junction improvements	
I support some of the proposed continuous footway junction improvements	
I do not support any of the proposed continuous footway junction improvements	
I have no opinion	

Question 8: Do you have any other comments on the junction proposals along Newmarket Road?

Response:

Crossing improvements

Question 9: How far do you support or oppose the proposals to replace the Abbey Street Toucan crossing (can be used by pedestrians and cyclists) with new crossings at the Elizabeth Way junction to provide a more direct route to and from the Riverside? (Please tick one answer only).

	Tick One Answer
I support the replacement of the Abbey Street Toucan Crossing	
I do not support the replacement of the Abbey Street Toucan Crossing	
I have no opinion	

Question 10: How far do you support or oppose the proposals for new signal-controlled Toucan crossings (for pedestrians and cyclists) at Garlic Row (to improve access to Riverside) and Airport Way Roundabout? (Please tick one answer only).

	Tick One Answer
I support the proposals for a new Toucan Crossing at Garlic Row and Airport Way	
I support the proposals for Garlic Row only	
I support the proposals for Airport Way only	
I do not support either of the new proposed crossing locations	
I have no opinion	

Question 11: Do you have any other comments on the crossing proposals along Newmarket Road?

Response:

Cycling improvements

Question 12: How far do you support or oppose the proposed segregated cycle lanes on both sides of Newmarket Road to replace existing sections of bus lane and shared use paths where cyclists share the space with buses, taxis and pedestrians respectively? (Please tick one answer only).

	Tick One Answer
I support the introduction of segregated cycle lanes	
I do not support the introduction of segregated cycle lanes	
I have no opinion	

Question 13: Do you have any other comments on the cycling infrastructure proposals along Newmarket Road?

Response:

Bus improvements

Question 14: How far do you support or oppose the proposed changes to the existing bus stops along Newmarket Road? (Please tick one answer only).

	Tick One Answer
I support all of the proposed bus stop changes	
I support some of the proposed bus stop changes	
I do not support any of the bus stop changes	
I have no opinion	

Question 15: How far do you support or oppose the proposed changes to the bus lanes along Newmarket Road? (Please tick one answer only).

	Tick One Answer
I support all of the proposed bus lane changes	
I support some of the proposed bus lane changes	
I do not support any of the bus lane changes	
I have no opinion	

Question 16: Do you have any other comments on the bus infrastructure proposals along Newmarket Road?

Response:

Landscape improvements

Question 17: How far do you support or oppose the landscape strategy proposals for Newmarket Road? (Please tick one answer only).

	Tick One Answer
I support all the proposed features of the landscape strategy	
I support some of the features of the landscape strategy	
I support none of the features in the landscape strategy	
I have no opinion	

Question 18: Do you have any other comments on the proposed landscape strategy?

Response:

Further Comments

Question 19: Please provide any further comments or suggestions about the plans to improve Newmarket Road in the space below.

Response:

Park & Ride Proposals

Question 20: How far do you support or oppose the expansion and relocation of the Newmarket Road Park & Ride to enable more people to travel by sustainable modes into Cambridge? (Please tick one answer only).

	Tick One Answer
I support the expansion and relocation of the Newmarket Road Park & Ride	
I do not support the expansion and relocation of the Newmarket Road Park & Ride	
I have no opinion	

Question 21: How far do you support or oppose the recommended preferred location for an expanded and relocated Park & Ride along Newmarket Road? (Please tick one answer only)

	Tick One Answer
I support the recommended preferred site (P1)	
I would prefer an alternative site (P2)	
I would prefer an alternative site (P3)	
I would prefer an alternative site (P10)	
I would prefer an alternative site (P11)	
I do not support any of the shortlisted sites	
I have no opinion	

Question 22: Do you have any comments on the proposals to expand and relocate the Park & Ride to site P1?

Response:

Question 23: If the Park & Ride was relocated to Site P1 what is your preferred access arrangement?

	Tick One Answer
I prefer layout Option A – bus access onto Airport Way roundabout and vehicle access with a pedestrian and cycle crossing on Newmarket Road	
I prefer layout Option B – bus access onto Airport Way south of the roundabout and vehicle access with a pedestrian and cycle crossing on Newmarket Road	
I have no preference	
I do not support either option	

Question 24: Do you have any comments on the Park & Ride concept designs proposed for site P1?

Response:

Section 4: Personal Information

This final section asks for details personal to you. These questions are not mandatory but answering them will help us understand how these plans may affect different groups of people.

Question 25: Please indicate your age range. (Please tick one answer only).

	Tick One Answer
Under 15	
16-24	
25-34	
35-44	
45-54	
55-64	
65-74	
75 and above	
Prefer not to say	

Question 26: Do you consider yourself to have a disability or health condition that affects the way you travel? (Please tick one answer only).

	Tick One Answer
Yes	
No	
Prefer not to say	

Question 27: What is your sex? (Please tick one answer only).

This question is important for equality monitoring. Please tick either "Female" or "Male". If you are considering how to answer, use the sex recorded on your birth certificate or Gender Recognition Certificate.

	Tick One Answer
Female	
Male	
Prefer not to say	

Question 28: The next question is taken from the Census 2021

We ask this question of people who are aged 16 years old and over.

This question is voluntary, so you can leave it blank if you prefer.

The question will be: Is the gender you identify with the same as your sex registered at birth?

Select "Yes" if:

- you identify as female and your sex registered at birth was female; or
- you identify as male and your sex registered at birth was male.

Select "No" if:

- your gender identity is different to the sex recorded on your birth certificate when you were born, for example if you're transgender or non-binary.

If you answer "No", please give the term you use to describe your gender in Question 29. This is also voluntary, so you can leave it blank if you prefer.

Is the gender you identify with the same as your sex registered at birth?

	Tick One Answer
Yes	
No	
Prefer not to say	

Question 29: If you selected no. Please give the term you use to describe your gender.

Response:

Question 30: What is your ethnic group? (Please tick one answer only).

	Tick One Answer
Asian or Asian British: includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	
Black, Black British, Caribbean or African: includes Black British, Caribbean, African or any other Black background	
Mixed or Multiple ethnic groups: includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	
White: includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	
Other ethnic group: includes Arab or any other ethnic group	

Question 31: How did you hear about the consultation? (Please tick all that apply)

	Tick One Answer
Our website	
Other website	
Email	
Social Media	
Local newspaper	
Advertisement at bus stop/railway station	
Flyer	
Word of mouth	
Other (please specify):.....	

Contact Details

Thank you for completing our survey.

This consultation is intended to inform and guide the development of the Greater Cambridge Partnership projects. The information you provide will be used to help the officers and Executive Board members make decisions. We may share your information with our consultants, our partners in this consultation and with the council analysis team.

You do not have to give us any personal information. We will not publish any personal details you do give us, but may publish your response, and include it in public reports, with personal details removed. Personal data will be held securely, in accordance with data protection legislation. We will only store it for 12 months after the consultation results have been analysed and the consultation report published.

If you have asked to be added to our mailing list, we may send you details on the consultation results, and information about other projects and consultations. You retain the right to opt out of the mailing list at any time, either by using the self-service system or by emailing contactus@greatercambridge.org.uk.

We will not sell your personal contact details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses, who will only use it to contact you in regards of this consultation.

You can find further details of our Privacy policy on www.greatercambridge.org.uk/privacy

You can find further details about our use of mailing lists at www.greatercambridge.org.uk/maillinglists

Question 32: Would you like to be added to our mailing list? (Please tick one answer only)

	Tick One Answer
Yes	
No	

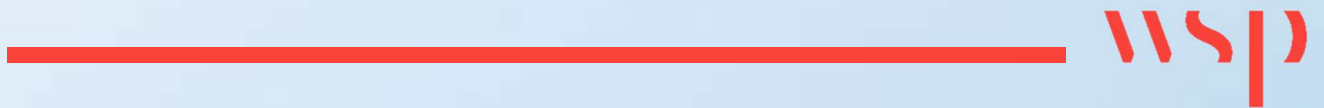
If you selected 'yes' to the previous question, please provide your name and email address.

Name:

Email Address:

Appendix B

**FULL CODING TABLES FOR FREE
TEXT QUESTIONS**



Q8 - Do you have any other comments on the junction proposals along Newmarket Road?

Emerging Theme	No. of mentions	% of mentions *
Increase in congestion/traffic displacement	104	10%
Oppose removal of underpass and replacing with CYCLOPS junction	65	6%
Poor value for money	53	5%
General opposing comments	48	5%
Underpass should be retained and improved	34	3%
Proposals do not benefit those who drive/cannot walk and cycle	30	3%
Concerns around safety	29	3%
General opposing comments	29	3%
Support for removal of underpass and replacing with CYCLOPS junction	28	3%
Improve/maintain existing roads including cycle ways	27	3%
Increase in pollution levels/worsened air quality	27	3%
Alternative design suggestions	20	2%
Do not like CYCLOPS Junction design (Newmarket/ Barnwell Road Junction)	19	2%
Concerns around access for those with disabilities or who are less mobile	18	2%
Too many traffic lights	16	2%
Motorcyclists should be included in proposals	15	1%
Extend proposals	15	1%
Speed limit shouldn't be decreased	14	1%
Emerging theme	13	1%
increase in congestion/traffic displacement	13	1%
Crossings should be accessible	13	1%
Generally support continuous footpath	13	1%
Traffic will be created by Mcdonalds and Abbey Stadium	13	1%

Emerging Theme	No. of mentions	% of mentions *
Proposals should interlink with others in the area	13	1%
More information needed on the data driving the cost benefit analysis	11	1%
Comparison to other roads/schemes	11	1%
General supportive comments	10	1%
Should improve existing layout for cyclists	10	1%
Cyclist ride dangerously	9	1%
The current cycle routes are not safe for cyclists	9	1%
Like the CYCLOPS Junction design (Newmarket/Barnwell Road Junction)	9	1%
Concerns about turning right	9	1%
Re-sync traffic lights	9	1%
Add traffic calming measures	9	1%
Comments about the questionnaire/ consultation materials	9	1%
Comments about GCP	9	1%
Bus lane is not needed	8	1%
Safety concerns - continuous footpath	8	1%
Support retaining the underpass and CYCLOPS junction	8	1%
Emergency services need priority access	8	1%
Abbey Stadium bus stop concerns	7	1%
Do not want to lose trees/green spaces	7	1%
Access to Mcdonalds and Abbey stadium concerns	7	1%
No comment / NA	7	1%
Poor value for money	6	1%
Negative impact on businesses	6	1%
Route should be suitable for cyclists/LTN 1/20 compliant	6	1%
Cyclists should have priority at junctions	6	1%

Emerging Theme	No. of mentions	% of mentions *
Retain existing P&R location/should not be moved	6	1%
Safety concerns with left turn on Godesdone Road	6	1%
Safety concerns with junction redesign	6	1%
Motorists ignore traffic lights	6	1%

Base: * n1,009 - ***total excluding 7 mentions which did not add anything further in their comments**

Q11 - Do you have any other comments on the crossing proposals along Newmarket Road?

Emerging theme	Number of mentions	% of mentions *
Improvements are not needed	39	15%
Oppose removal of Abbey Street crossing	22	8%
Equestrians should be included in the proposals	13	5%
Increase time allocated for crossing	13	5%
No comment / NA	13	5%
Poor value for money	12	5%
Increase in congestion/traffic displacement	10	4%
Oppose removal of Air Cadets/Meadowlands Road crossing	9	3%
Crossings should be accessible	9	3%
More crossings needed	8	3%
Comments about GCP	8	3%
General supportive comments	7	3%
Generally oppose crossing proposals	7	3%
Do not see a need for the scheme	6	2%
Generally support crossing proposals	6	2%
New crossings are less convenient	6	2%
Support new crossing at Coldham's Lane	6	2%
Other comments unrelated to the scheme	6	2%

Emerging theme	Number of mentions	% of mentions *
Support new crossings at Elizabeth Way	4	2%
Improvement to safety	3	1%
Improve/maintain existing roads including cycle ways	3	1%
Segregation between cyclists and pedestrians should be priority	3	1%
Cyclist ride dangerously	3	1%
Cyclists should have priority at junctions	3	1%
Support new crossing at Airport Way roundabout	3	1%
Use bridges and underpasses instead	3	1%
Oppose removal of underpass and replacing with CYCLOPS junction	3	1%
Too many traffic lights	3	1%
Concerns around safety	2	1%
Comment about other project - opposition to congestion charge (Making Connections)	2	1%
Clear directional signage and markings for cyclists	2	1%
Crossings will impact traffic	2	1%
New crossings aren't needed	2	1%
Support new crossings near Garlic Row	2	1%
Safety concerns - continuous footpath	2	1%
Re-sync traffic lights	2	1%
Add traffic calming measures	2	1%
Comments about the questionnaire/consultation materials	2	1%
More information needed on the design	2	1%
More information needed on the data driving the cost benefit analysis	2	1%

Base: *n265 - *total **excluding 13 mentions which did not add anything further in their comments**

Q13 - Do you have any other comments on the cycling infrastructure proposals along Newmarket Road?

Emerging theme	Number of mentions	% of mentions *
Not needed/won't encourage more active travel	59	8%
Support cycling proposals and encouraging active travel	58	8%
The current cycle routes are not safe for cyclists	58	8%
Route should be suitable for cyclists/LTN 120 compliant	35	5%
Comparison to other roads/schemes	35	5%
Segregation between cyclists and pedestrians should be priority	30	4%
Increase in congestion/traffic displacement	28	4%
Cycle lanes should be enforced	26	4%
Proposals do not benefit those who drive/cannot walk and cycle	24	3%
Poor value for money	23	3%
Loss of space for motorised traffic	21	3%
Cycle lane width concerns	19	3%
Cyclist ride dangerously	19	3%
Parking on cycle lanes	18	2%
Alternative routes suggested	17	2%
Shared paths should be used	15	2%
Emergency services need priority access	15	2%
Concerns around safety	14	2%
Maintenance of existing roads should be a priority	14	2%
Equestrians should be included in the proposals	14	2%
Cyclists should have priority at junctions	13	2%
Road is not wide enough	12	2%
E-bike/scooters safety concerns	11	2%
Safety concerns on left hand turns	10	1%
No comment / NA	8	1%

Emerging theme	Number of mentions	% of mentions *
Extend proposals	7	1%
Add traffic calming measures	7	1%
Cycle lanes do not need bollards/dividers	6	1%
Do not like CYCLOPS Junction design (Newmarket/ Barnwell Road Junction)	6	1%
Oppose removal of underpass and replacing with CYCLOPS junction	6	1%
Improvement to safety	5	1%
Clear directional signage and markings for cyclists	5	1%
Comments about GCP	5	1%
Journey times will increase	4	1%
Cyclists' priority at junctions is confusing	4	1%
Other comments unrelated to the scheme	4	1%

Base: *n722 - *total **excluding** 8 mentions which did not add anything further in their comments

Q18 - Do you have any comments on the proposed landscape strategy?

Emerging theme	No. of mentions	% of mentions *
Support for landscaping proposals and increased greenery	49	17%
Poor value for money	27	9%
Further improvement suggestions	26	9%
Concerns around loss of trees/green spaces	25	9%
Include more trees and plants in proposals	22	8%
Landscaping is not needed	18	6%
No comment / NA	18	6%
Ongoing maintenance concerns	15	5%
Improve/maintain existing roads including cycle ways	10	4%
Other comments unrelated to the scheme	7	2%

Emerging theme	No. of mentions	% of mentions *
Opposing comments	6	2%
Landscape should not interfere with current eco-systems	6	2%
Existing maintenance concern	6	2%
Central reservation should have planting	5	2%
Additional planting in other areas	5	2%
Comments about the questionnaire/consultation materials	5	2%
Comments/ Concerns about GCP	5	2%
Increase in congestion/traffic displacement	4	1%
Oppose removal of underpass and replacing with CYCLOPS junction	4	1%
General supportive comments	3	1%
Do not see a need for the scheme	3	1%
Increase in pollution levels/worsened air quality	2	1%
Comment about other project - opposition to congestion charge (Making Connections)	2	1%
Equestrians should be included in the proposals	2	1%
Not needed/won't encourage more active travel	2	1%
Clear directional signage and markings for cyclists	2	1%
improvement needed to current bus services/ bus stops	2	1%
P&R should not be developed on greenbelt land	2	1%
Relocation concerns	2	1%
Pedestrianise Godesdone Road	2	1%

*Base: *n285 - *total **excluding** 18 mentions which did not add anything further in their comments*

Q19 - Please provide any further comments or suggestions about the plans to improve Newmarket Road

Emerging theme	No. of mentions	% of mentions *
Increase in congestion/traffic displacement	45	8%
Poor value for money	40	7%
Comments about GCP	31	5%
Opposing comments	26	4%
Do not see a need for the scheme	24	4%
General supportive comments	23	4%
Disruption during construction	23	4%
Improve/maintain existing roads including cycle ways	22	4%
Proposals do not benefit those who drive/cannot walk and cycle	21	4%
Proposals should interlink with other projects and developments in the area	19	3%
Other comments unrelated to the scheme	18	3%
Bus lane is not needed	16	3%
Comparison to other roads/schemes	16	3%
Comments about the questionnaire/consultation materials	24	4%
Equestrians should be included in the proposals	14	2%
Oppose removal of underpass and replacing with CYCLOPS junction	14	2%
Not needed/won't encourage more active travel	13	2%
Negative impact on businesses	12	2%
Comment about other project - opposition to congestion charge (Making Connections)	11	2%
Support cycling proposals and encouraging active travel	11	2%
Traffic will be created by McDonalds and Abbey Stadium	11	2%
Underpass should be retained and improved	8	1%
improvement needed to current bus services/bus stops	7	1%

Emerging theme	No. of mentions	% of mentions *
Re-sync traffic lights	7	1%
Emergency services need priority access	7	1%
Extend proposals	6	1%
More information needed on the data driving the cost benefit analysis	6	1%
Improvement to safety	5	1%
Environmental impact	5	1%
Generally support crossing proposals	5	1%
No comment / NA	5	1%
Concerns around safety	4	1%
Road is not wide enough	4	1%
Comments about the council	4	1%
Alternative routes suggested	3	1%
Support for the bus lane	3	1%
Floating bus stops could be dangerous	3	1%
Bus stops should not be re-located	3	1%
Landscaping will improve area/air quality	3	1%
Do not want to lose trees/green spaces	3	1%
Do not like CYCLOPS Junction design (Newmarket/ Barnwell Road Junction)	3	1%
Add traffic calming measures	3	1%

Base: *n581 – *total **excluding** 5 mentions which did not add anything further in their comments

Q22 - Do you have any comments on the proposals to expand and relocate the Park and Ride to site P1?

Emerging theme	No. of mentions	% of mentions *
Retain existing Park & Ride location	51	20%
General supportive comments for Park & Ride	19	7%
Park & Ride isn't used enough/extension is not needed	16	6%
Support P10/11 location	15	6%
Improve bus services to park and ride sites	15	6%
Relocation concerns	14	5%
Park & Ride should be on the Quay side of the A14 junction	12	5%
Other comments unrelated to the scheme	12	5%
Safety concerns for cyclists at P&R	11	4%
Request for information on the design/access	10	4%
P&R should not be developed on greenbelt land	9	3%
No comment / NA	9	3%
P&R should be moved as far away from the city as possible	8	3%
Equestrians should be included in design of P&R	6	2%
Poor value for money	5	2%
Negative impact on businesses	5	2%
Support for P&R options that are not shortlisted	5	2%
Support for Design Option A	5	2%
Size concerns	4	2%
Potential impacts on wildlife	4	2%
Comments about GCP	4	2%
P&R design will impact traffic flow	3	1%
P&R design will impact traffic flow on Airport Way roundabout	3	1%
Add facilities at P&R e.g shops	3	1%
Comments about the questionnaire/consultation materials	3	1%

Emerging theme	No. of mentions	% of mentions *
Support P1 location - design option 2	2	1%
Solar panels should be incorporated in the design	2	1%
More information needed on the data driving the cost benefit analysis	2	1%

Base: *n258 - *total **excluding** 9 mentions which did not add anything further in their comments

Q24 - Do you have any comments on the Park and Ride concept designs proposed for site P1?

Emerging theme	No. of mentions	% of mentions *
Retain existing Park & Ride location	28	22%
No comment / NA	15	12%
Cycling and walking access for Park & Ride	11	9%
Landscape and wildlife concerns	7	5%
Support for Design Option A	6	5%
Improve bus services to Park & Ride sites	6	5%
Equestrians should be included in design	5	4%
Comments about the questionnaire/consultation materials	5	4%
Walking/cycling access from Teversham	5	4%
Impacts on traffic and congestion	5	4%
General supportive comments for Park & Ride	4	3%
Poor value for money	3	2%
Equestrians should be included in the proposals	3	2%
Comments about GCP	3	2%
Increase in congestion/traffic displacement	2	2%
P&R should be moved as far away from the city as possible	2	2%
P&R isn't needed/used	2	2%
Park and ride should be on the Quy side of the A14 junction	2	2%
Request for information on the design/access	2	2%

Emerging theme	No. of mentions	% of mentions *
Create cycle link to/from P&R	2	2%
P&R design will impact traffic flow on Airport Way roundabout	2	2%
Request for information on integration with the airport	2	2%
Solar panels should be incorporated in the design	2	2%
Add facilities at P&R e.g. shops	2	2%
Proposals should interlink with others in the area	2	2%
More information needed on the data driving the cost benefit analysis	2	2%
More information needed on the design	2	2%
Other comments unrelated to the scheme	2	1%
P&R should not be developed on greenbelt land	2	2%
Negative impact on businesses	1	1%
Support P1 location - design option B	1	1%
Add country park to site	1	1%
Traffic will be created by McDonalds and Abbey Stadium	1	1%
Add traffic calming measures	1	1%
Comparison to other roads/schemes	1	1%

Base: *n129- *total excluding 15 mentions which did not add anything further in their comments



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