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Cambridgeshire Eastern Access: Newmarket Road Consultation: Summary Report of Consultation Findings

Version 1

February 2022

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Executive Summary

Between 08th November and 22nd December the Greater Cambridgeshire Partnership (GCP) held a consultation on improvements to public transport, walking and cycling on Newmarket Road and on the potential relocation of the Newmarket Road Park and Ride.

The key findings of this piece of work are:

- Analysis of the geographical spread (see [figure 7](#)) and the breadth of responses for different groups shows that GCP has delivered an effective and robust consultation.
- Respondents were generally supportive of all three of the options for the Newmarket Road improvement proposals, both of the options for the Elizabeth Way Roundabout proposals and both of the options for the Barnwell Road proposals
- There was no clear level of opposition to or support for any of the options in the proposals for the relocation of the Newmarket Road Park and Ride
- A significant number of detailed comments were received. From these it was clear that;
 - There were concerns about the relocation of the Newmarket Road Park and Ride in areas in/near the Green Belt; suggestions to retain the underpass on the Elizabeth Way roundabout; concerns about the need to address congestion issues around Barnwell Road roundabout due to the McDonald's restaurant and football match days; and comments on the need for further improvements to public transport, in terms of cost, reliability, hours of operation and servicing more areas outside Cambridge.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback. It was held primarily online via ConsultCams and GCP social media channels. Hard copies of consultation materials were available on request.

Quantitative data was recorded through a formal consultation questionnaire (online) with 556 (**543 individual respondents and 13 stakeholder groups**) complete responses in total recorded. A significant amount of qualitative feedback was also gathered via the questionnaire and through emails/letters/social media.

This report summarises the core 556 online and written responses to the consultation survey and the 134 additional responses.

Key findings

Travel in the Newmarket Road area

Quantitative

- 533 respondents answered the question on what their usual main mode of transport was when travelling in the Newmarket Road area.
 - Under half of respondents indicated they travelled by 'bicycle' (45%) and just under two fifths indicated they travelled as a 'car driver' (38%)
- 538 respondents answered the question on what their usual purpose for travelling in the Newmarket Road area is. Respondents could choose multiple answers to this question.
 - The majority of respondents indicated it was for 'leisure' (63%) or 'shopping' (54%)
 - Just under half of respondents indicated it was for 'work' (48%)

Proposed scheme options

Quantitative

- 538 respondents answered the question on how far they supported the proposals for the Elizabeth Way Roundabout (535 respondents for 'Option E1' and 536 respondents for 'Option E2')
 - Over half of respondents supported:
 - 'Option E2' (54%)
 - Over a third of respondents opposed this option (35%)
 - 'Option E1' (52%)

- A third of respondents opposed this option (33%)
- 536 respondents answered the question on how far they supported the proposals for the Barnwell Road Roundabout (535 respondents for 'Option B1' and 532 respondents for 'Option B2')
 - The majority of respondents supported 'Option B2' (58%)
 - Over half of respondents supported 'Option B1' (52%)
 - Less than a third of respondents opposed this option (30%)
- 542 respondents answered the question on how far they supported the proposals for the relocation of the Newmarket Road Park and Ride site (533 respondents for 'Option P1', 531 for 'Option P2' and 531 respondents for 'Option P3')
 - Respondents were not clear on their support or opposition to any of the Newmarket Road Park and Ride relocation options, with over two fifths of respondents having 'no opinion'
 - 'Option P1' (42%)
 - Under a third of respondents supported this option (31%) and over a quarter opposed it (27%)
 - 'Option P2' (44%)
 - Under a third of respondents supported this option (31%) and just under a quarter opposed it (24%)
 - 'Option P3' (42%)
 - Under a third of respondents supported this option (28%) and under a third opposed it (30%)

Qualitative

- Question 7 asked respondents if they had any further comments on the proposals. 309 respondents left comment. The main themes were:
 - Concerns about the loss of the underpass as a crossing point on the Elizabeth Way Roundabout
 - Concerns the proposals for Barnwell Road Roundabout did not address the congestion issues caused by the McDonald's restaurant and football traffic/parking
 - Concerns about the Park and Ride relocation proposals being located within the Green Belt and near SSSIs
 - Discussions about the need for segregated active travel routes
 - Debate about whether the bus lanes on Newmarket Road should be removed completely or cover the entire length of road
 - Discussion about the need for improvements to public transport, particularly pricing, increasing routes to/between towns/villages around Cambridge, and having longer running hours
 - Concerns about the amount and timings of traffic lights along Newmarket Road
 - Concerns about the accessibility of information regarding the proposals

- Question 8 asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. 152 respondents left comments. The main themes were:
 - Debate about whether the proposals would negatively impact those with disabilities and older/younger residents due to the reduced accessibility of personal motorised vehicles, or whether they would positively impact those with disabilities and older/younger residents due to improvements to pathways and junctions
 - Debate about whether the proposals would negatively or positively impact on air/noise pollution due to increased congestion or decreased use of personal motorised vehicles
 - Comments indicating the proposals would have no impact on individuals/groups with protected characteristics
 - Concerns the proposals would negatively impact on those with protected characteristics, particularly those who required a personal motorised vehicle for transport
 - Discussion about the positive impact on those with protected characteristics, particularly those who use a bicycle
 - Discussion about the need for improvements to public transport, particularly increasing routes to/between towns/villages around Cambridge

Introduction

Background

Between 08th November and 22nd December the Greater Cambridgeshire Partnership (GCP) held a consultation on improvements to public transport, walking and cycling on Newmarket Road and for the potential relocation of the Newmarket Road Park and Ride as part of their Cambridge Eastern Access project.

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

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

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

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

Analysis of the more than 500 survey responses were considered by the Joint Assembly in June 2021 before being submitted to the Executive Board for decision in July 2021. The Executive Board gave approval for a consultation on more detailed proposals for Cambridge Eastern Access.

Due to the ongoing uncertainty and restrictions brought about by the Covid-19 pandemic the consultation took a primarily 'digital first' approach. Printed consultation leaflets were delivered to over 21,000 households and businesses in the east of Cambridge area.

Consultation and Analysis Methodology

Background

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

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

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was individuals or organisations that are interested because they might be impacted by the proposals – either because they might use the routes or live near to them. This included, but was not limited to, members of the public, elected representatives, businesses, Transport providers, statutory consultees, campaign groups and wider stakeholders.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. To support this, whilst the key consultation questions were relatively straight forward (how far respondents supported improvements to Newmarket Road, Elizabeth Way Roundabout, and Barnwell Road roundabout, as well as how far respondents supported options for the potential Newmarket Road Park and Ride relocation), maps of each of the schemes were provided and were available online and in hard copy on request.

Design of Consultation Questions

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

For the first half of the consultation survey there was a focus on questions relating to the level of support for or opposition to options for the Cambridgeshire Eastern Access: Newmarket Road proposals. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' personal details, allowing measurement of the impact of the Cambridgeshire Eastern Access: Newmarket Road proposals on various groups, as outlined in more detail below.

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

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

Diversity and Protected Characteristics

Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage. It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status, sex, gender, ethnicity and disability (although not the nature of disability). A free text option provided opportunity for respondents to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies was then produced and checks made against the total number of respondents for each question and the consultation overall. A sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These partial entries are reviewed separately and in a limited number of cases - where a substantial response has been made (as opposed to someone just clicking through) - these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box answers) are then analysed using quantitative methods, and these are presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristics data was used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). Totals of tagged themes are then created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where more than 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

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

Quality Assurance

Data Integrity

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

Survey Findings

Respondent Profile

In total, 543 respondents and 13 stakeholders responded to the consultation survey. These stakeholders were:

- Anglia Ruskin University
- Cambridgeshire Chambers of Commerce
- Camcycle (Cambridge Cycling Campaign)
- City Councillor, Abbey Ward
- Councillor Fen Ditton and Fulbourn
- CTC Cambridge
- Driveaway School of Motoring
- Fulbourn Forum for community action
- Little Gransden PC
- Peter Moore Bookseller
- Stow cum Quy Parish Council
- Teversham Parish Council
- Waterbeach and District Bridleways group

Employment status

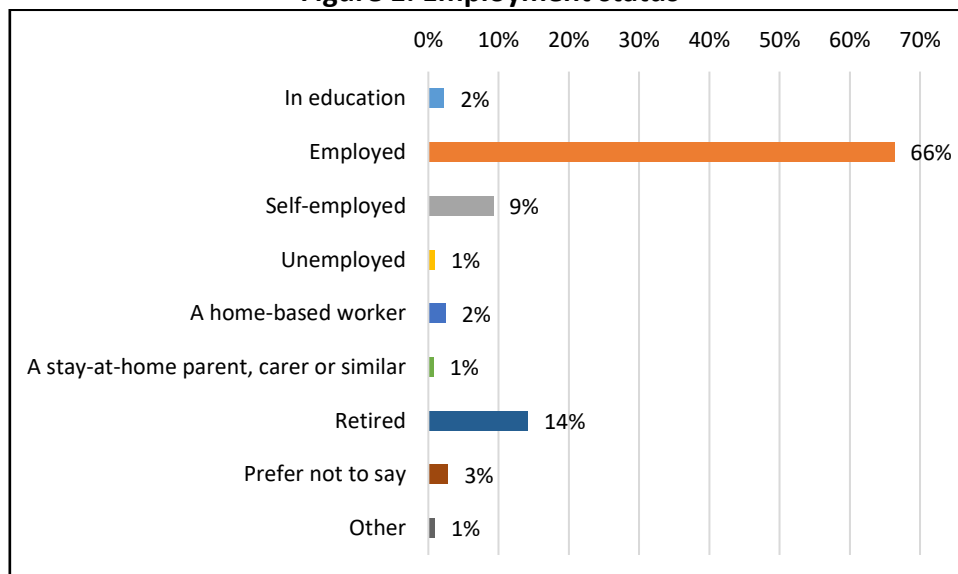
530 respondents answered the question on their employment status.

- **The majority of respondents indicated they were 'employed' (66%).**

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

- That they were retired (education/carer/retired or self-employed/retired)
- That they were a carer for multiple people
- That they were a combination of the other options
- That they were a voluntary worker

Figure 1: Employment status

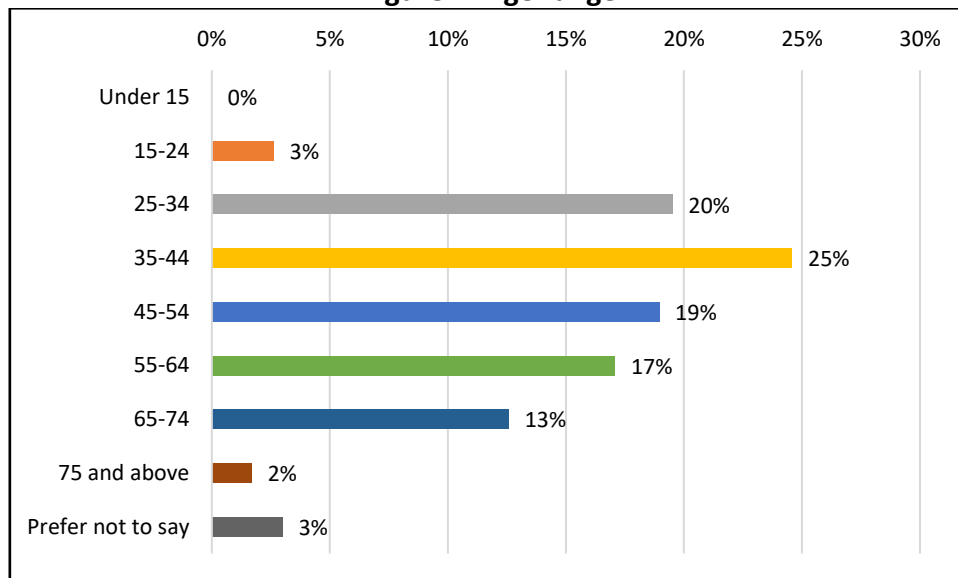


Age range

533 respondents answered the question on their age range.

Most ages were well represented when compared to the general Cambridgeshire population, however, there was no representation from those aged 'under 15' years (0%) and '15-24' year olds (3%) were slightly under-represented compared to the general Cambridgeshire population.

Figure 2: Age range

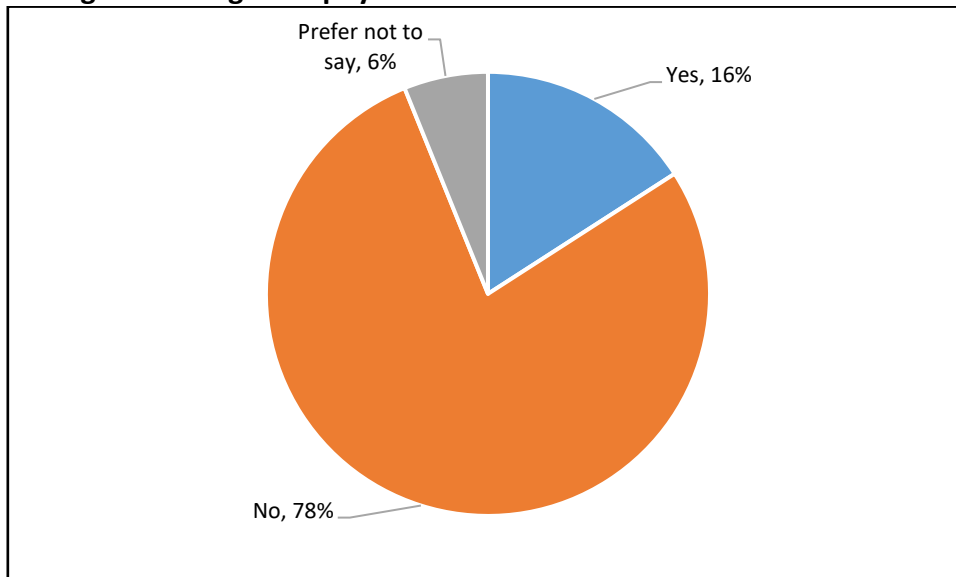


Long term physical or mental health condition or illnesses

523 respondents answered the question on whether they have long term physical or mental health condition or illness, lasting or expecting to last 12 months or more.

- **16% of respondents indicated they have a long term physical or mental health condition or illness**
 - 6% indicated they would 'prefer not to say'

Figure 3: Long term physical or mental health condition or illness

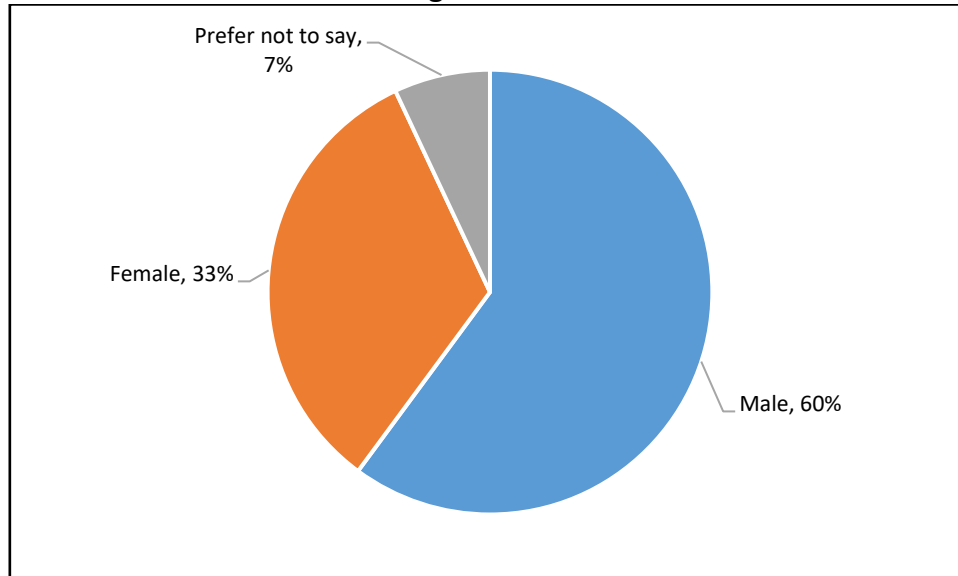


Sex

530 respondents answered the question on whether their sex was 'male' or 'female'.

- **60% of respondents indicated they were 'male' while 33% indicated they were 'female'**

Figure 4: Sex

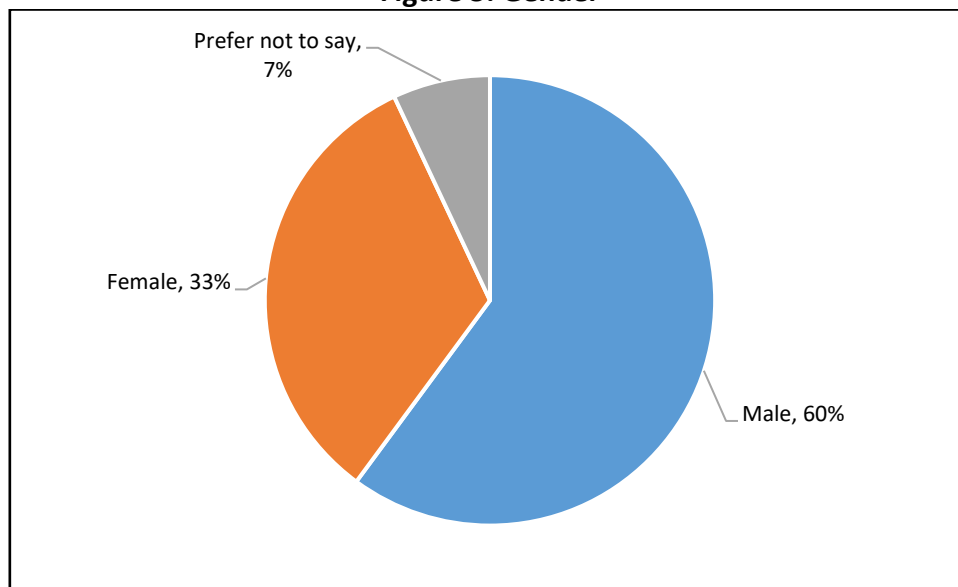


Gender

505 respondents answered the question on whether their gender identity was the same as their sex registered at birth.

- **2% of respondents indicated that their gender differed from their sex registered at birth**

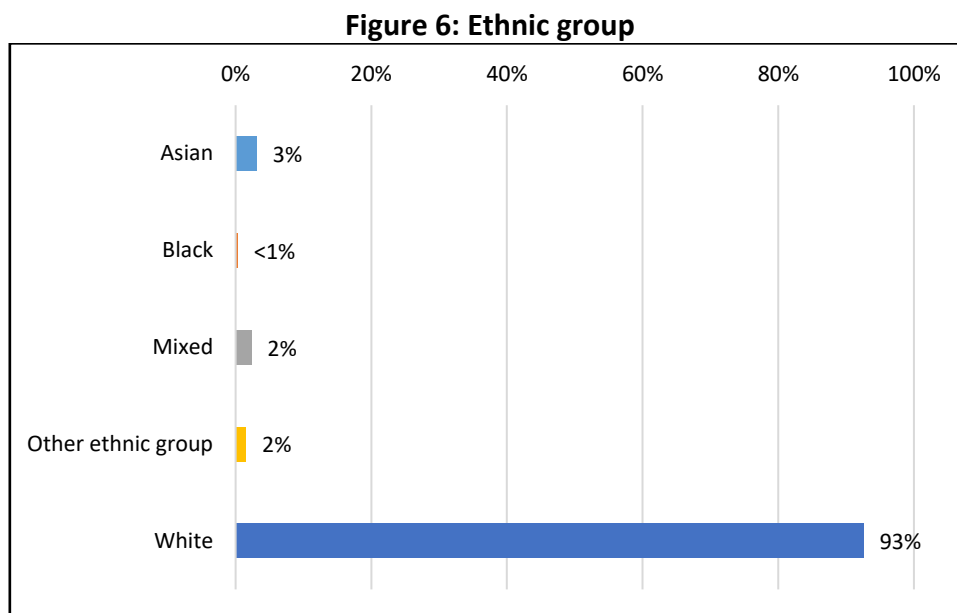
Figure 5: Gender



Ethnic group

512 respondents answered the question on their ethnicity.

- The majority of respondents were 'White' (93%).



Ethnic groups were defined as following:

- 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.
- Other ethnic group includes Arab or any other ethnic group.
- White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background.

Respondent location

Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 446 respondents entered recognisable postcodes, while under a fifth did not (96 respondents).

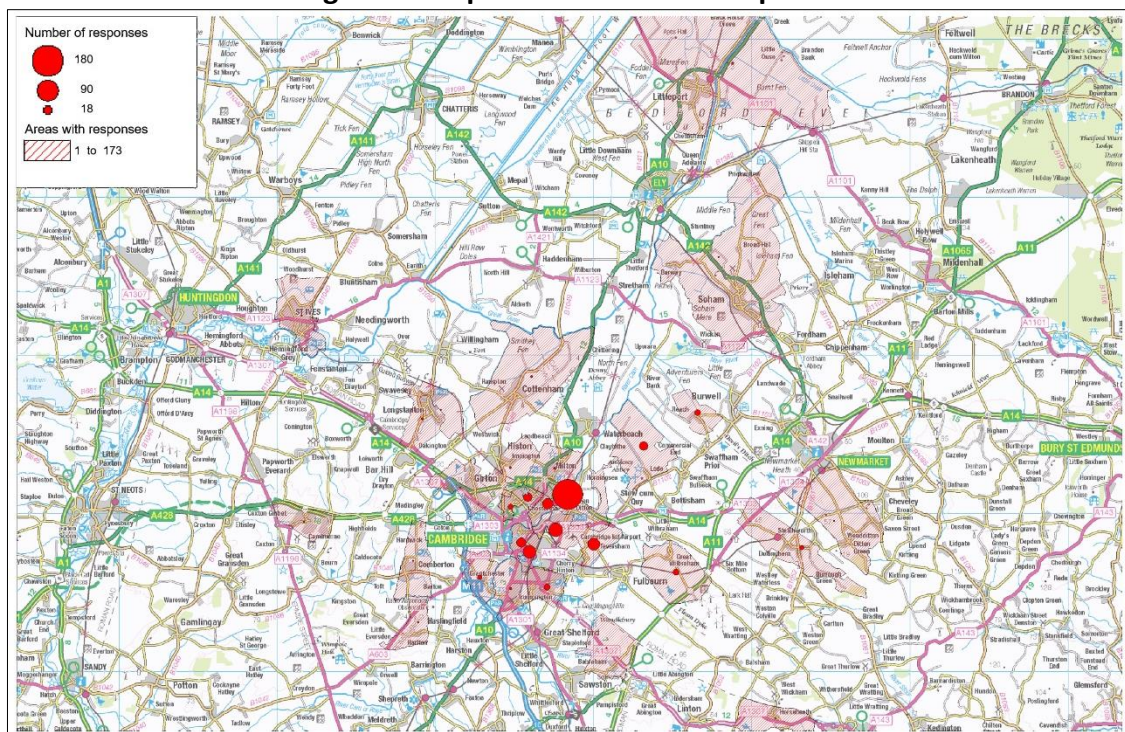
Based on the postcode data provided respondents resided:

- Inside Greater Cambridge (90%)
- Outside Greater Cambridge (10%)

A full breakdown of respondent locations can be found in Appendix 1.

The following map shows the number of responses by parish/ward:

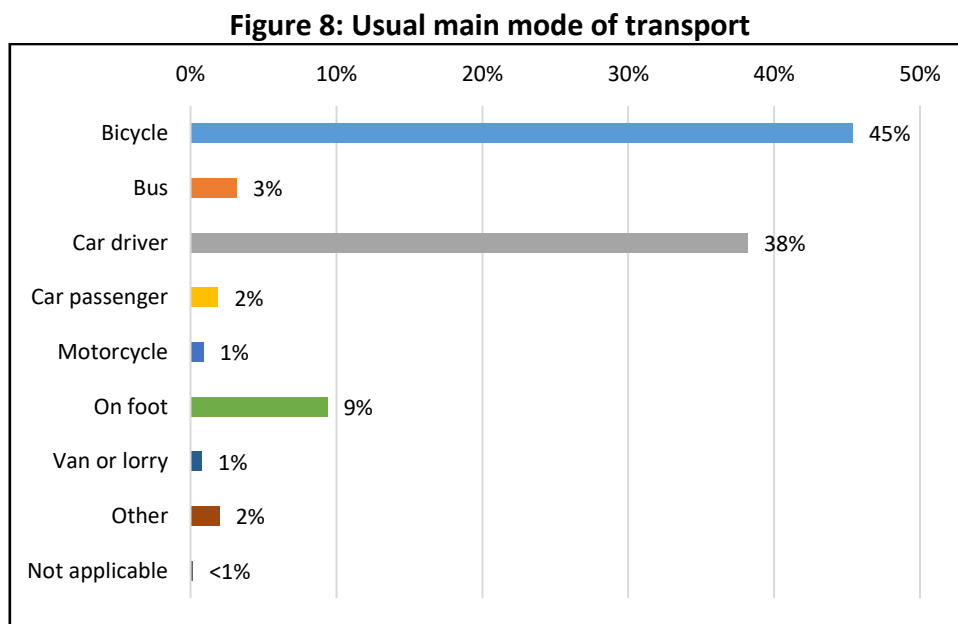
Figure 7: Map to show areas of response



Question 1: What is usually your main mode of transport when travelling in the area?

533 respondents answered the question on what their usual main mode of transport was when travelling in the Newmarket Road area.

- **Under half of respondents indicated they travelled by 'bicycle' (45%) and just under two fifths indicated they travelled as a 'car driver' (38%)**



10 respondents who indicated their usual main mode of transport was 'other' left comments indicating what it was, these included:

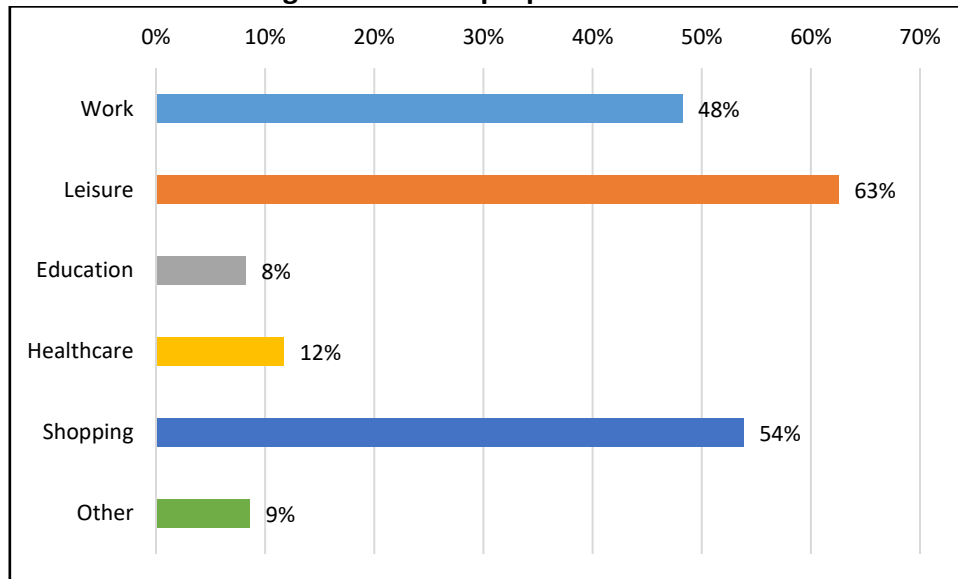
- Car to travel into Cambridge, cycle inside Cambridge
- E-scooter
- Cycling and walking
- Cycling, walking, and car
- Car, bus, and cycling
- Bus pre-Covid, walking since Covid
- Train

Question 2: What is your usual purpose for travelling in the area?

538 respondents answered the question on what their usual purpose for travelling in the Newmarket Road area is. Respondents could choose multiple answers to this question.

- **The majority of respondents indicated it was for 'leisure' (63%) or 'shopping' (54%)**
 - Just under half of respondents indicated it was for 'work' (48%)

Figure 10: Usual purpose for travel



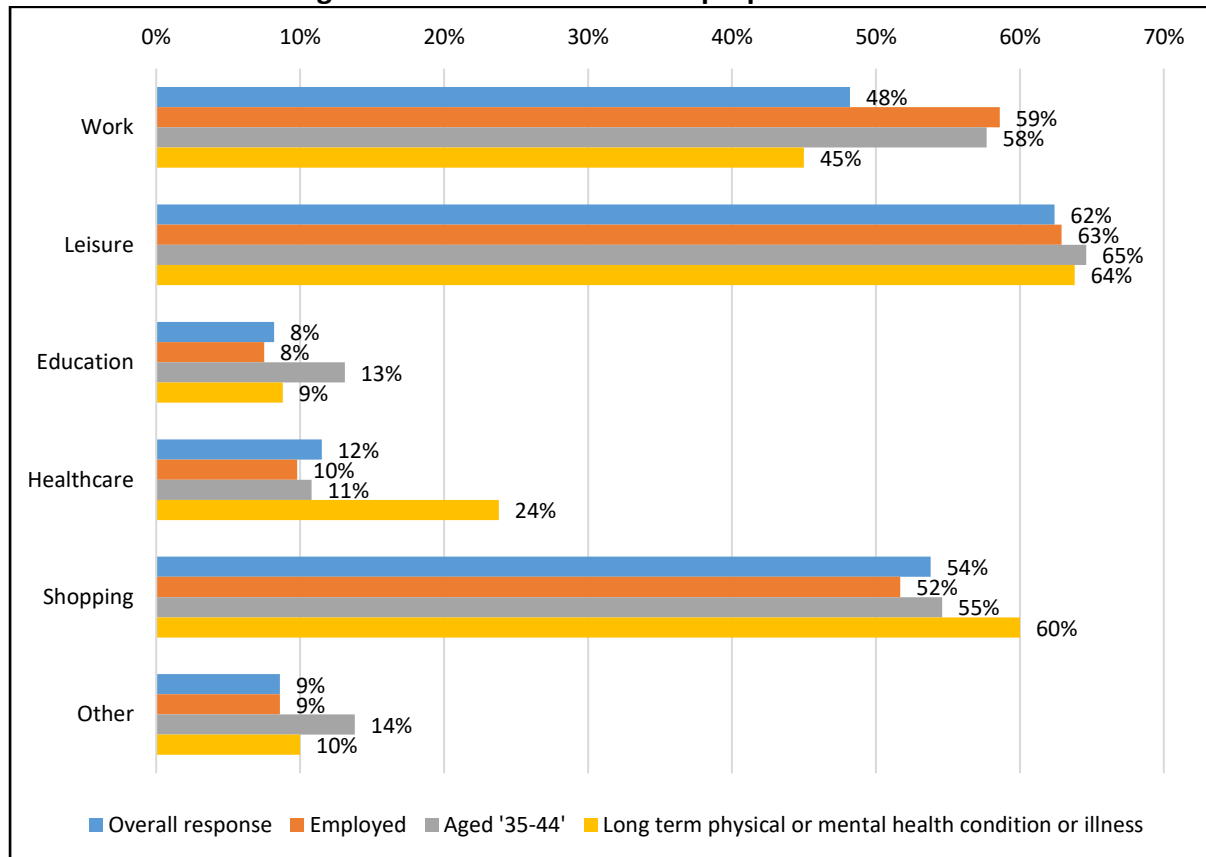
47 respondents who indicated their usual purpose for travel was 'other' left comments indicating what it was, these included:

- That they were a resident
- Transporting children to school/clubs
- Visiting family/friends
- To maintain a vehicle
- To place of worship
- Various trips
- For caring duties
- Charity work
- To access other areas of Cambridge or places East of Cambridge
- Walking/dog walking/exercise

Differences in response

Respondents were more likely than the overall response to indicate their usual purpose for travel in the area was for 'work' when they indicated they were 'employed' (59%) or aged '35-44' years (58%). Respondents were more likely than the overall response to indicate their usual purpose for travel in the area was for 'healthcare' when they indicated they had a 'long term physical or mental health condition or illness' (24%).

Figure 11: Differences in usual purpose of travel

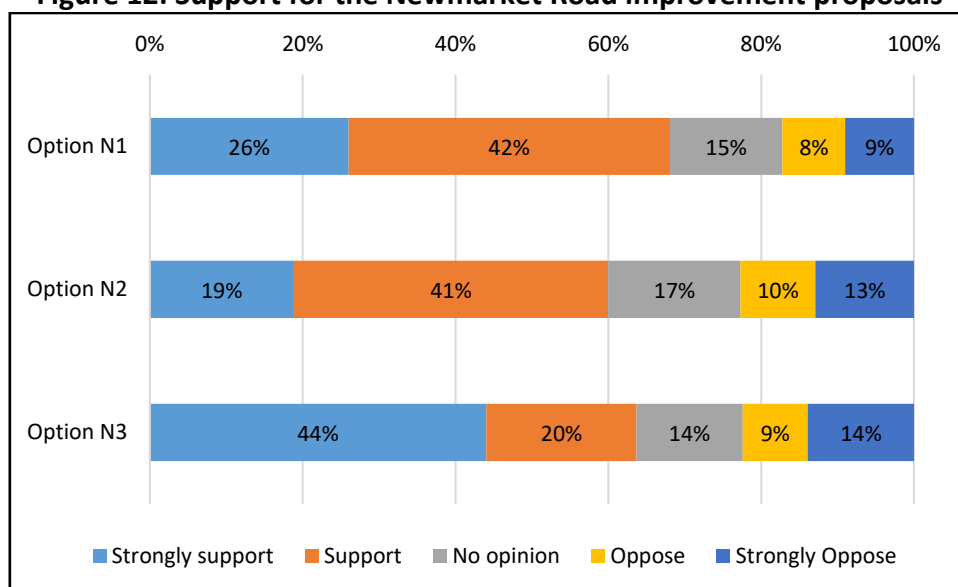


Question 3: Newmarket Road Improvements. For each of the three options for Newmarket Road please indicate how much you support each of the proposals. Please mark one preference for each of the options shown.

546 respondents answered the question on how far they supported the proposals for Newmarket Road (529 respondents for 'Option N1', 526 respondents for 'Option N2', and 510 respondents for 'Option N3'). 30 of these respondents answered a different set of proposals due to an error that resulted in them missing 'Option N3', so these responses are not included below but are detailed separately at the end of this section. This error was corrected on 8th November 2021 at 15:12.

- **The majority of respondents supported:**
 - 'Option N1' (68%)
 - 'Option N3' (64%)
 - 'Option N2' (60%)

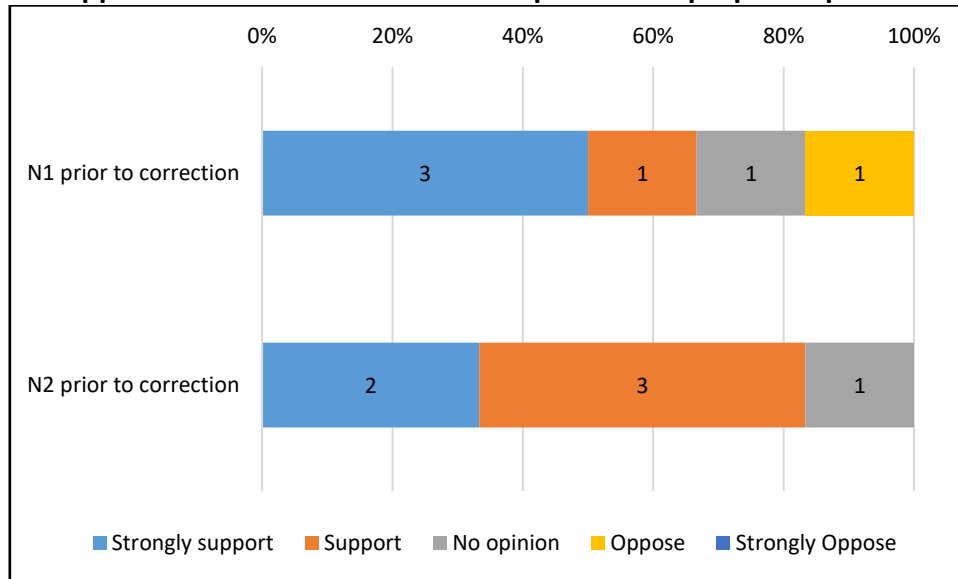
Figure 12: Support for the Newmarket Road improvement proposals



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

Responses prior to error correction

Figure 13: Support for the Newmarket Road improvement proposals prior to correction

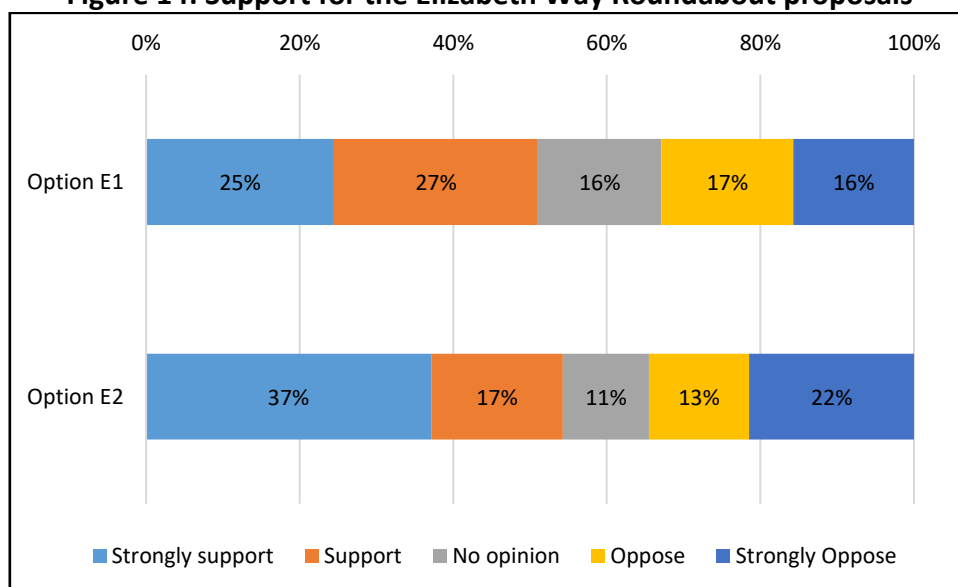


Question 4: Elizabeth Way Roundabout. For each of the options for the Elizabeth Way roundabout please indicate how far you support each of the proposals. Please mark one preference for each of the options shown.

548 respondents answered the question on how far they supported the proposals for the Elizabeth Way Roundabout (535 respondents for 'Option E1' and 536 respondents for 'Option E2')

- **Over half of respondents supported:**
 - **'Option E2' (54%)**
 - Over a third of respondents opposed this option (35%)
 - **'Option E1' (52%)**
 - A third of respondents opposed this option (33%)

Figure 14: Support for the Elizabeth Way Roundabout proposals

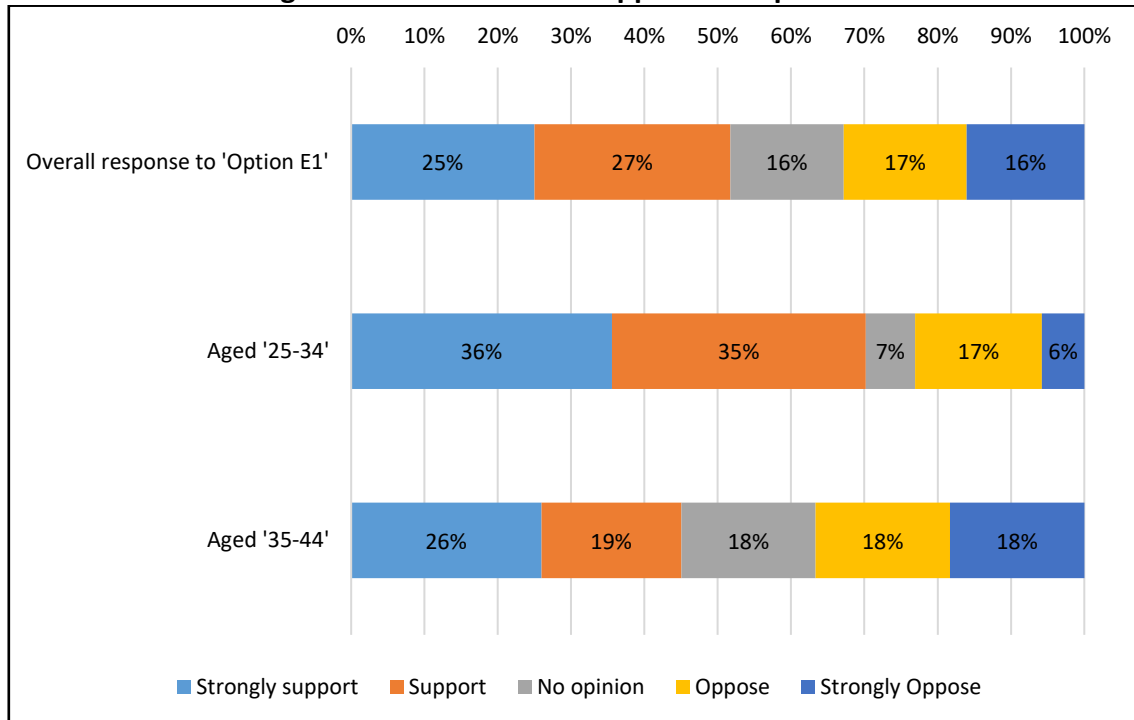


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents were more likely to support 'Option E1' if they indicated they were aged '25-34' years (70%). Respondents were less clear on their support for or opposition to 'Option E1' when they indicated they were aged '35-44' years (45% supported and 37% opposed).

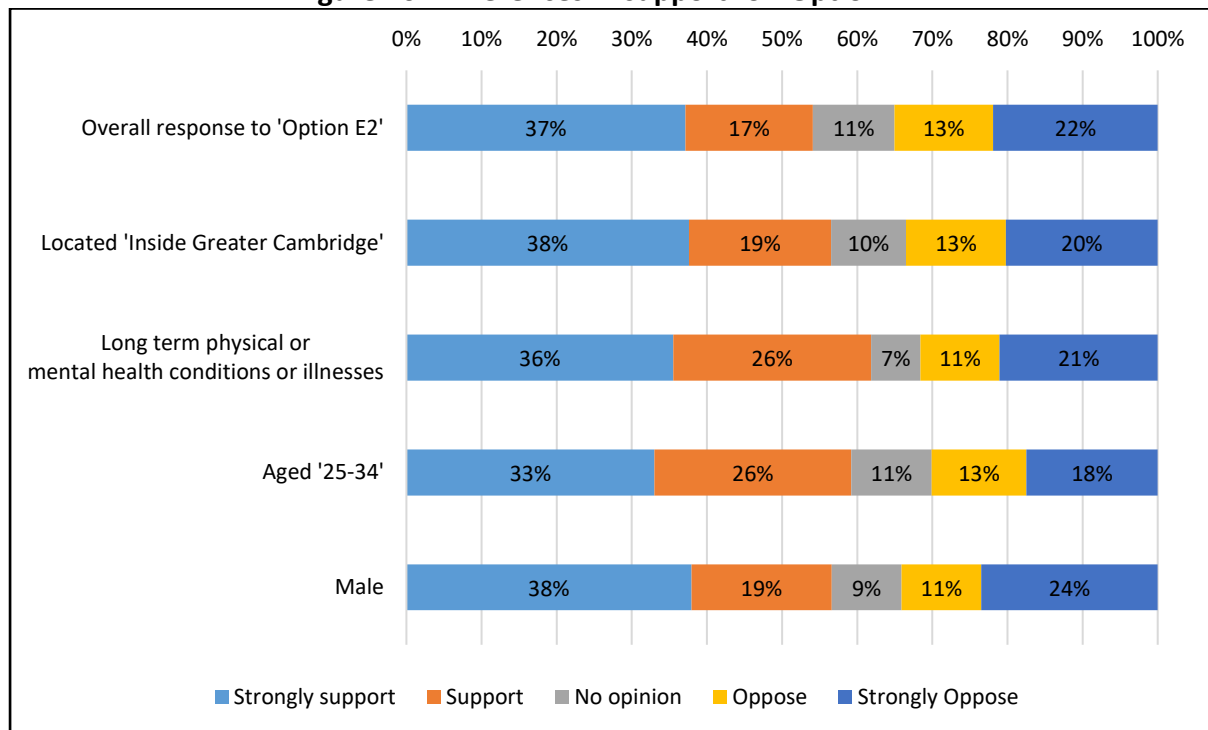
Figure 15: Differences in support for 'Option E1'



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

Respondents were more likely to support 'Option E2' if they indicated they had a long term physical or mental health condition or illness (62%), were aged '25-34' years (59%), were located 'Inside Greater Cambridge' (57%), or were 'male' (57%).

Figure 16: Differences in support for 'Option E2'



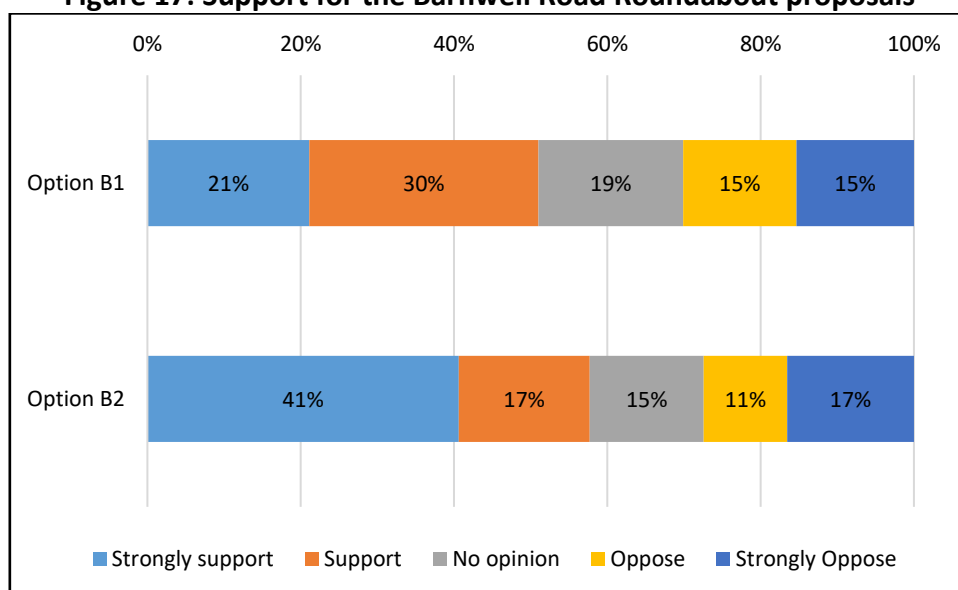
**N.B. Figures in the graph may not exactly match the text in the report due to*

Question 5: Barnwell Road Roundabout. For each of the options for the Barnwell Road roundabout please indicate how far you support each of the proposals. Please mark one preference for each of the options shown.

546 respondents answered the question on how far they supported the proposals for the Barnwell Road Roundabout (535 respondents for 'Option B1' and 532 respondents for 'Option B2')

- **The majority of respondents supported 'Option B2' (58%)**
- **Over half of respondents supported 'Option B1' (52%)**
 - Less than a third of respondents opposed this option (30%)

Figure 17: Support for the Barnwell Road Roundabout proposals

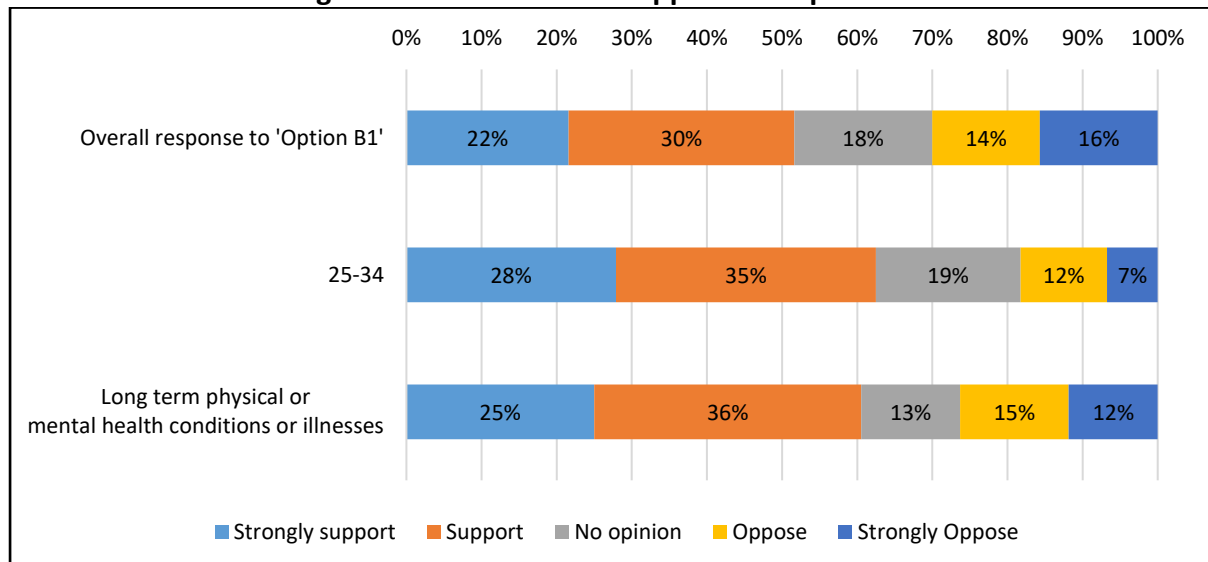


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response

Respondents were more likely to support 'Option B1' if they indicated they were aged '25-34' years (63%) or had a long term physical or mental health condition or illness (61%).

Figure 19: Differences in support for 'Option B1'



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

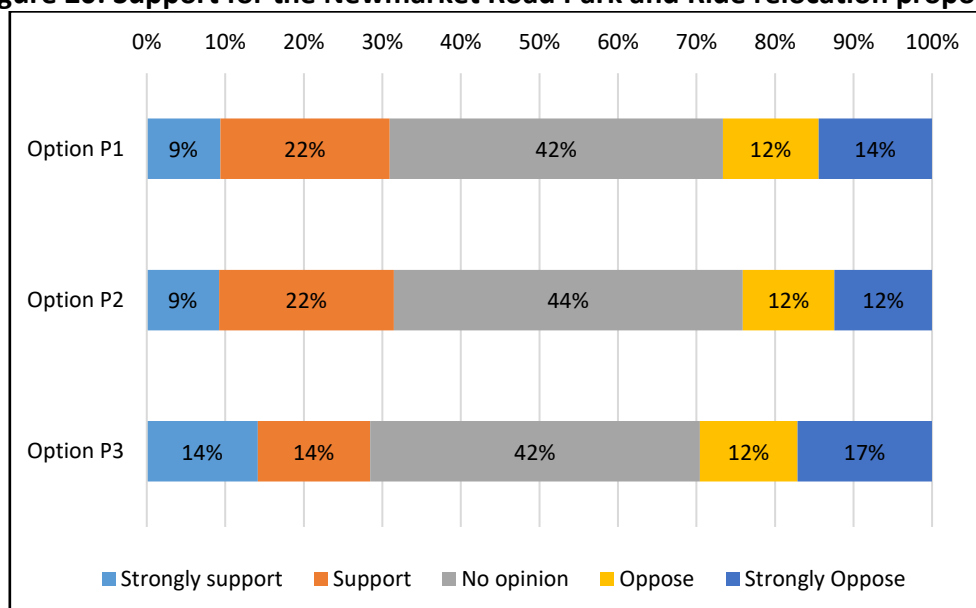
Question 6: Relocation of Newmarket Road Park and Ride. For each of the three options for the relocation of the Newmarket Road Park and Ride site please indicate how much you support each of the proposals. Please mark one preference for each of the options shown.

542 respondents answered the question on how far they supported the proposals for the relocation of the Newmarket Road Park and Ride site (533 respondents for 'Option P1', 531 for 'Option P2' and 531 respondents for 'Option P3').

Until 15:12 on 8 November, a fourth option was available that was a duplicate of 'Option P3' (referred to in this document as 'Option P3 – deleted'). No respondents selected 'Option P3 – deleted' instead of 'Option P3'. Details of those who did leave an answer to 'Option P3 – deleted' are outlined in the appendix.

- **Respondents were not clear on their support or opposition to any of the Newmarket Road Park and Ride relocation options, with over two fifths of respondents having 'no opinion'**
 - **'Option P1' (42%)**
 - Under a third of respondents supported this option (31%) and over a quarter opposed it (27%)
 - **'Option P2' (44%)**
 - Under a third of respondents supported this option (31%) and just under a quarter opposed it (24%)
 - **'Option P3' (42%)**
 - Under a third of respondents supported this option (28%) and under a third opposed it (30%)

Figure 20: Support for the Newmarket Road Park and Ride relocation proposals



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

Question 7: Do you have any additional comments about any of the proposals set out in this consultation?

309 respondents left comments on the question asking if they had any additional comments about any of the proposals.

Summary of main themes

Comment Theme	Respondent comments
Elizabeth Way Roundabout	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that retaining the underpass as a crossing point on the Elizabeth Way Roundabout would be a quicker and safer option for cyclists and pedestrians that also avoided the risk of increased congestion from signal-controlled crossing points. These respondents were concerned that waiting at signal-controlled crossing points could result in slower active travel journeys around the Elizabeth Way Roundabout. These respondents indicated that the underpass could benefit from improvements to the access ramps, lighting, and ongoing maintenance. • A few of the respondents who discussed this theme felt that redesigning the Elizabeth Way Roundabout to be similar to the redesign of the Queen Edith’s Roundabout would be beneficial, as they felt it would give cyclists priority while minimising disruption to motor vehicles. Conversely, a few respondents mentioned that they would not want this as they felt the Queen Edith’s Roundabout redesign lacked any benefit to any users.
Barnwell Road Roundabout	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the proposals didn’t address the congestion issues caused by the McDonald’s access road and football traffic/parking. • Some of the respondents who discussed this theme felt more information or more work was needed on the Ditton Lane junction. Respondents felt there was little in the proposals for improvements for cyclists and pedestrians, and that there needs to be a priority for an active travel crossing here. • A few of the respondents who discussed this theme felt Barnwell Road Roundabout would be better designed as a cyclops or ‘Dutch style’ roundabout, as it would give cyclists priority while minimising disruption to motor vehicles.

<p>Park & Ride site location</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned the options for the Park & Ride relocation were in the Green Belt and would negatively impact on Sites of Special Scientific Interest and wildlife/natural environments. • Some of the respondents who discussed this theme felt that Park & Ride sites still encouraged personal motorised vehicle usage, just to different locations. These respondents felt that a network of transport hubs linking towns/villages around Cambridge would function better. • Some of the respondents who discussed this theme felt the Park & Ride site should be located north of the A14 at Stow cum Quy, as the Quy roundabout is the key area of congestion on the approach to Cambridge. Respondents felt that drivers would choose to continue to drive into Cambridge rather than use a Park & Ride if they still had to contend with this congestion, as it would be quicker. • A few of the respondents who discussed this theme indicated that the relocation of the Park & Ride site should be created so that it benefits the National Cycle Network route 51. • A few of the respondents who discussed this theme were concerned about the Park & Ride site being located near High Ditch Road, as congestion was a significant issue already and it was felt the site being located here would worsen this. • A few of the respondents who discussed this theme felt that the Park & Ride relocation should coincide with the relocation of the stadium for Cambridge United Football Club.
<p>Segregated active travel routes</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that active travel routes needed to be physically segregated both from motorised traffic and between differing modes of active travel to improve safety for all users.
<p>Newmarket Road Bus Lanes</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the bus lanes should be completely removed. These respondents felt bus lanes increase congestion by removing space for other motorised traffic and were of little benefit to buses, as there were not enough buses running to warrant their use and/or the “patchwork” nature of the bus lanes resulted in buses still becoming caught in congestion. <ul style="list-style-type: none"> ○ Some of these respondents felt that, if bus lanes were kept, they should run on a time limited basis such as only during peak hours.

	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the whole of Newmarket Road should have a bus lane, as the intermittent nature of existing lanes resulted in buses still being caught in congestion while navigating between lanes. <ul style="list-style-type: none"> ○ Some of these respondents indicated they approved of more bus lanes as long as they didn't reduce the space available for active travel and was considerate of retail and driveway access.
Public transport improvements	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that more improvements were needed to bus-based public transport services. Namely, reduced pricing, increased routes (particularly to/between towns villages around Cambridge), increased frequency, cleaner/green vehicles, and longer running hours. • A few of the respondents who discussed this theme felt that more improvements were needed to rail-based public transport services. Comments were similar to those for bus-based public transport improvements.
Traffic lights	<ul style="list-style-type: none"> • Respondents who discussed this theme felt there were too many disjointed traffic lights on Newmarket Road, which caused confusion for users and increased congestion. Some of these respondents felt the traffic lights should be removed and some respondents felt the sequencing needed to be "smarter" (e.g. timed with each other, stopping times adjusted based on traffic levels/time of day).
Consultation documentation and survey issues	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they had experienced issues with the documentation and/or survey for the consultation <ul style="list-style-type: none"> ○ Most of the respondents were concerned the supporting material was difficult to understand: they required multiple operating system windows to be open; some felt that the maps were difficult to interpret; some felt the summary descriptions of the roundabout styles, such as Cyclops or Dutch, may not be comprehensive enough for everyone reading; some felt there was not enough information on what the cycle improvements would entail ○ A few of the respondents highlighted that they were unable to find the survey choices for 'Option N3' (Newmarket Road improvements)

Question 8: Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

152 respondents left comments on the question asking if the proposals would have a positive or negative impact on any person/s or groups/s protected under the Equality Act 2010.

Summary of main themes

Comment Theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the proposals would negatively impact on those with disabilities who required a personal motorised vehicle for transport, as they felt the proposals would increase congestion and focused too much on active travel. • Some of the respondents who discussed this theme felt the proposals would benefit those with disabilities, as the improvements to the cycleways, wider footpaths, and safer junctions would provide more accessibility. • Some of the respondents who discussed this theme felt the proposals for Elizabeth Way would make crossing the road more difficult for those with disabilities. These respondents felt the underpass, although needing improvements, was a safer and easier way to cross. • A few of the respondents who discussed this theme felt the proposals would benefit those with disabilities as it would improve public transport accessibility and reliability. • A few of the respondents who discussed this theme felt that without wider improvements to the public transport system (cost, running times, locations, reliability) the proposals would negatively impact on those with disabilities.
Age	<ul style="list-style-type: none"> • Respondents who discussed this theme gave similar reasons for the proposals having a positive or negative impact on younger/older residents as those with disabilities.
Pollution	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated mixed feelings towards the impact of the proposals on air/noise pollution, with some respondents feeling the proposals would negatively impact by increasing congestion for personal motorised vehicles and some respondents feeling it would positively impact by decreasing personal motorised vehicle usage.

No impact	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated that they felt the proposals would have no impact on individuals/groups with protected characteristics.
Negative	<ul style="list-style-type: none"> • Respondents who discussed this theme left general comments indicating the proposals would negatively impact on those with protected characteristics, particularly those who drive.
Positive	<ul style="list-style-type: none"> • Respondents who discussed this theme left general comments indicating the proposals would positively impact on those with protected characteristics, particularly those who cycle.
Improve public transport	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals needed to go further with general improvements to public transport, particularly regarding increased services to/from towns/villages outside Cambridge.

Stakeholders responses

Background

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

- Anglia Ruskin University
- British Horse Society
- Cambridge Biomedical Campus
- Cambridge Past, Present & Future
- Cambridge University Hospitals
- Cambridgeshire Chambers of Commerce
- Camcycle (Cambridge Cycling Campaign)
- City Councillor, Abbey Ward
- Cllr Alex Bulat
- Cllr Claire Daunton
- Cllr Haf Davies
- Cllr Hannah Copley
- Cllr John Trapp
- Cllr Katie Thornburrow
- Cllr Naomi Bennett
- Cllr Richard Robertson
- Coldham's Lane Residents' Association
- Councillor Fen Ditton and Fulbourn
- CPRE Cambridgeshire and Peterborough
- CTC Cambridge
- Driveaway School of Motoring
- East Cambridgeshire District Council
- Fulbourn Forum for community action
- Green Party
- Historic England
- Little Gransden PC
- Lucy Frazer MP
- Marshall Group Properties
- Natural England
- Peter Moore Bookseller
- Stagecoach
- Stow cum Quy Parish Council
- Teversham Parish Council
- Waterbeach and District Bridleways group
- Wilbraham River Protection Society

All of the responses from these groups will be published alongside the results of the public consultation survey. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

Park & Ride location	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme indicated they were opposed to the relocation of the Park & Ride site, as they were concerned the options (particularly 'P3') would negatively impact on the environment and nearby Sites of Special Scientific Interest <ul style="list-style-type: none"> ○ Some of these stakeholders queried if the new Park & Ride site could act as more of a travel hub (public transport to more areas and connecting more active travel routes) instead of a car park with public transport only to the city centre
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	<ul style="list-style-type: none"> ○ Some of these stakeholders felt the relocation should be elsewhere, either situated to remove traffic from the Quay roundabout or to work in tandem with the relocation of the football stadium ○ A few of these stakeholders felt the existing Park & Ride site should be expanded, suggesting multi-storey parking, if more space was needed ● A few of the stakeholders who discussed this theme indicated they preferred 'Option P3' as they felt this was the best option for encouraging usage
Environment	<ul style="list-style-type: none"> ● Most of the stakeholders who discussed this theme were concerned about the relocation of the Park & Ride site negatively impacting on the environment and nearby Sites of Special Scientific Interest ● A few of the stakeholders who discussed this theme were concerned the proposals for Newmarket Road would require the removal of mature trees, particularly for options 'N2' and 'N3', which they felt needed to be made clearer in the documentation and wished to be avoided
Elizabeth Way Roundabout	<ul style="list-style-type: none"> ● Some of the stakeholders indicated they supported option 'E2' as this provided the safest navigation of the roundabout for active travel users ● A few of the stakeholders who discussed this theme were concerned option 'E2' would either be too complicated to navigate for motorised traffic, resulting in slower public transport, or would negatively impact on the landscape and listed buildings ● A few of the stakeholders who discussed this theme were concerned about the loss of the underpass, as they felt with some improvements (such as lighting and maintenance) it was an easier and safer place to cross for active travel users
Barnwell Road Roundabout	<ul style="list-style-type: none"> ● Most of the stakeholders who discussed this theme were concerned the proposals did not address issues with congestion and safety issues stemming from the McDonald's restaurant, feeling this needed to be addressed ● A few of the stakeholders indicated that they felt option 'B2' would allow easier and safer navigation of the roundabout for active travel users, while 'B1' may aggravate issues from the McDonald's traffic ● A few of the stakeholders indicated that they felt option 'B1' would allow easier navigation for public transport and reduce issues caused by congestion
Newmarket Road Bus Lanes	<ul style="list-style-type: none"> ● Some of the stakeholders who discussed this theme indicated that option 'N3' was their preferred option as

	<p>more bus lanes should improve the reliability of public transport.</p> <ul style="list-style-type: none"> ○ Some of these stakeholders indicated however, that this should not come with the loss of mature trees as indicated by the proposals ● Some of the stakeholders who discussed this theme were concerned the Newmarket Road options would result in the loss of mature trees, particularly options 'N2' and 'N3', which they felt needed to be made clearer in the documentation and wished to be avoided
<p>Public transport improvements</p>	<ul style="list-style-type: none"> ● Stakeholders who discussed this theme felt the proposals needed to go further with general improvements to public transport, particularly regarding increased services to/from towns/villages outside Cambridge but also to cost/reliability/hours of operation

Email, letter, and social media responses

66 responses from 96 respondents were received regarding the consultation through email, letters and social media platforms, such as Facebook and Twitter. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

<p>Elizabeth Way Roundabout</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the underpass should be kept in place and improved upon for active travel users instead of the proposed options. • Some of the respondents who discussed this theme felt the proposals would slow down active travel on Newmarket Road, particularly for cyclists, as they required waiting at multiple light-controlled crossing points. • A few of the respondents felt that access to/from Occupation Road was required. • A few of the respondents who discussed this theme suggested the underpass could be utilised for motorised traffic instead.
<p>Segregated active travel routes</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that active travel routes needed to be physically segregated from physical traffic and between differing modes of active travel to improve safety for all users.
<p>Enquiries regarding consultation events and paper copies of the survey/material</p>	<ul style="list-style-type: none"> • Respondents left comments enquiring about when consultation events were occurring or requesting paper versions of the survey and supporting material.
<p>Barnwell Road Roundabout</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned the proposals for Barnwell Road Roundabout had not taken into consideration congestion issues they felt were caused by queues for the nearby McDonald's restaurant/drive-through. • A few of the respondents who discussed this theme were concerned vegetation or street furniture made visibility and navigating Barnwell Roundabout difficult and require reducing in size/removing. • A few of the respondents who discussed this theme felt more information or more work was needed on the Ditton Lane junction.
<p>Consultation documentation and survey issues</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they had had issues with the documentation and/or survey for the consultation <ul style="list-style-type: none"> ○ Most of the respondents were concerned the supporting material was difficult to understand, as

	<p>they felt; the maps were difficult to interpret; more information was needed on traffic modelling; there was not enough information on what the cycle improvements would entail</p> <ul style="list-style-type: none">○ A few of the respondents highlighted that they were unable to find the survey choices for 'Option N3' (Newmarket Road improvements) and that the question for the Park & Ride site relocation listed two 'Option P3'
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