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Madingley Road Cycling and Walking Project: Summary Report of Consultation Findings

Version 1

April 2020

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Executive Summary

Between 13 January 2020 and 2 March 2020 the Greater Cambridge Partnership consulted on options for walking and cycling improvements on Madingley Road.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership has delivered a sufficiently robust consultation.
- The majority of respondents indicated they supported cycling and walking developments on Madingley Road
- The majority of respondents supported most elements of both Options, with the exception of:
 - The relocation/retention of the bus stops, where responses were varied so there was no clear indication of support or opposition
 - The removal of the right turn lane and island at Madingley Road/Storey's Way Junction, the removal of the pedestrian crossing near Lady Margaret Road, and the relocation of the ditch adjacent to Churchill College, where, although there was more support, there was a notable level of opposition
- Respondents' opinions varied on which Option they preferred, so there was no clear indication of preference, although a slight preference was shown towards 'Option 2'
- A great deal of detailed comments were received. From these there were most debate/concerns about:
 - The impact on the environment from the landscaping proposals and ditch relocation
 - The impact on a local business from the removal of the lay-by
 - The need for cycle traffic to be segregated from other path/road users
 - The need for improvements at either end of the proposals (M11 junction and Northampton Street/Queen's Road roundabout)
- Responses were also received on behalf of 6 different groups or organisations. All of the responses from these groups will be 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 including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the widespread distribution of around 2,300 consultation leaflets.

Three drop-in events were held in Cambridge to enable people to have their say in person and the opportunity to question transport officers and consultants. A further pop-up event was held to raise awareness of the consultation among students and to answer any questions they had.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) **with 377 complete responses** in total recorded. A large amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media.

This report summarises the core 377 responses to the consultation survey and the 89 additional written responses received.

Key findings

Support for cycling and walking developments on Madingley Road

Quantitative

- The majority of respondents supported cycling and walking developments on Madingley Road (89%)

Support for individual elements of Option 1

- The majority of respondents **supported**:
 - Element 17 'Toucan crossing for pedestrians and cyclists near Storey's Way retained' (83%)
 - Element 18 'Area between crossing and footpath near Storey's Way widened and decluttered' (82%)
 - Element 23 'Madingley Road / Lady Margaret Road junction redesign and a new Toucan crossing added' (75%)
 - Element 4 'New cycleway exit from Madingley Road Park & Ride' (71%)
 - Element 13 'Trees and ditch adjacent to Churchill College retained' (69%)
 - Element 16 'New raised Copenhagen style crossing' (69%)
 - Element 3 'New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride' (69%)
 - Element 10 'Informal crossing point near Clerk Maxwell Road improved' (67%)
 - Element 21 'Madingley Road / Grange Road junction redesign' (65%)
 - Element 6 'New Toucan crossing for pedestrians and cyclists near Conduit Head Road' (64%)

- Element 9 'Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign' (58%)
- Element 19 'Floating bus stop near Storey's Way - location retained (inbound)' (58%)
- Element 5 'Madingley Road / Eddington Avenue junction redesign' (56%)
- Just over half of respondents **supported**:
 - Element 22 'Lay-by near Lady Margaret Road removed' (52%)
 - Element 8 'Floating bus stop near JJ Thomson Avenue - relocated approx. 55m east (outbound)' (51%)
 - Element 7 'Floating bus stop near Madingley Rise - relocated approx. 20m east (inbound)' (51%)
- Just under half of respondents **supported**:
 - Element 1 'Bus stop near Madingley Road Park & Ride - location retained (inbound)' (49%)
 - Under half of respondents had '**no opinion**' on this element (47%)
 - Element 2 'Bus stop near Madingley Road Park & Ride - location retained (outbound)' (49%)
 - Under half of respondents had '**no opinion**' on this element (46%)
 - Element 14 'Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)' (49%)
 - Over two fifths had '**no opinion**' on this element (43%)
- Under half of respondents **supported** element 11 'Floating bus stop near Hedgerly Close - relocated approx. 55m west (inbound)' (47%), however, over two fifths had '**no opinion**' on this element (44%)
- Under half of respondents **supported** element 24 'Pedestrian crossing near Lady Margaret Road removed' (45%), however, under two fifths had '**no opinion**' (34%) and just over a fifth **opposed** this element (22%)
- Over two fifths **supported** element 15 'Right turn lane and island removed at Madingley Road / Storey's Way Junction' (43%), however, this element had the most **opposition** (26%) within the Option 1 elements and over a quarter had '**no opinion**' on it (31%)
- Under half of respondents had '**no opinion**' on element 20 'Bus stop near Storey's Way - relocated approx. 45m east (outbound)' (47%). Just over two fifths of respondents **supported** this element (41%)
- The majority of respondents had '**no opinion**' on element 12 'Bus stop near Bulstrode Gardens - relocated approx. 45m east (outbound)' (56%). Under two fifths **supported** this element (35%)

Comments on Option 1 elements

Qualitative

- Question 3 asked for respondents' comments on the elements of the proposed Option 1. The main themes were:
 - Opposition to 'element 5: Madingley Road/Eddington Avenue junction redesign' due to concerns about cyclist safety and the negative impact on traffic flow
 - Opposition to 'element 22: Lay-by near Lady Margaret Road removed' due to the loss of a local business situated within the lay-by and loss of a safe rest stop
 - Concerns about potential negative impacts on the natural environment, particularly from the loss of mature trees
 - Recommendations that the cycle path is segregated from motorised and pedestrian traffic
 - Support for the addition of a pedestrian crossing from 'element 23: Madingley Road/Lady Margaret Road junction redesign and a new Toucan crossing added'
 - Concerns about the removal of the right turn lane from 'element 15: Right turn lane and island removed at Madingley Road/Storey's Way Junction'
 - Concerns about the impact on congestion and lack of understanding on the user priority of 'element 16: New raised Copenhagen style crossing'
 - Recommendations of improvements needed to either end of the proposed route, namely the M11 junction and the Northampton Street/Queen's Road roundabout
 - Opposition to 'element 9: Madingley Road/JJ Thomson Avenue/Madingley Rise junction redesign' as it was not felt to improve over existing arrangements
 - Debate about the use of floating bus stops

Support for individual elements of Option 2

Quantitative

- The majority of respondents **supported**:
 - Element 24 'Toucan crossing for pedestrians and cyclists and waiting areas widened and decluttered' (78%)
 - Element 22 'Raised priority crossing for pedestrians and cyclists across Storey's Way' (73%)
 - Element 29 'Madingley Road / Lady Margaret Road junction redesign' (73%)
 - Element 17 'Raised priority crossing for pedestrians and cyclists across Clerk Maxwell Road' (69%)
 - Element 12 'Raised priority crossing for pedestrians and cyclists across JJ Thomson Avenue' (68%)
 - Element 4 'New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride' (68%)

- Element 7 'Raised priority crossing for pedestrians and cyclists across Lansdowne Road' (67%)
- Element 16 'Raised priority crossing for pedestrians and cyclists across Observatory Drive' (67%)
- Element 9 'Raised priority crossing for pedestrians and cyclists across Conduit Head Road' (66%)
- Element 14 'Raised priority crossing for pedestrians and cyclists across Madingley Rise' (66%)
- Element 15 'New Toucan crossing for pedestrians and cyclists near Clerk Maxwell Road' (64%)
- Element 3 'Shared use path widened near British Antarctic Survey' (64%)
- Element 27 'Madingley Road / Grange Road junction redesign' (63%)
- Element 13 'Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign' (63%)
- Element 5 'Madingley Road / Eddington Avenue junction redesign' (61%)
- Element 8 'New Toucan crossing for pedestrians and cyclists near Conduit Head Road' (61%)
- Element 6 'New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections)' (61%)
- Element 28 'Lay-by near Lady Margaret Road removed' (53%)
- Just under half of respondents **supported**:
 - Element 25 'Floating bus stop near Storey's Way – relocated approx. 15m east (outbound)' (48%)
 - Two fifths had '**no opinion**' (40%)
 - Element 26 'Floating bus stop near Storey's Way – relocated approx. 35m east (inbound)' (48%)
 - Just over two fifths had '**no opinion**' (41%)
- Under half of respondents **supported**:
 - Element 10 'Floating bus stop near Conduit Head Road – location retained (inbound)' (46%)
 - Under half had '**no opinion**' on this element (46%)
 - Element 18 'Floating bus stop near Hedgerly Close – relocated approx. 55m west (inbound)' (45%)
 - Over two fifths had '**no opinion**' on this element (44%)
- Just under half of respondents had '**no opinion**' on:
 - Element 2 'Bus stop near Madingley Road Park & Ride – location retained (inbound)' (49%)
 - Under half of respondents **supported** this element (45%)
 - Element 1 'Bus stop near Madingley Road Park & Ride – location retained (outbound)' (48%)
 - Under half of respondents **supported** this element (45%)
- Under half of respondents had '**no opinion**' on element 11 'Floating bus stop near Conduit Head Road – relocated approx. 35m east (outbound)' (46%)

- Under half of respondents **supported** this element (45%)
- Under half of respondents **supported** element 30 'Pedestrian crossing near Lady Margaret Road removed' (45%), however, over a quarter had '**no opinion**' (32%) and just under a quarter **opposed** this element (23%)
- Under half of respondents had '**no opinion**' on element 21 'Floating bus stop near Wilberforce Road – relocated approx. 45m east (outbound)' (46%)
 - Over two fifths of respondents **supported** this element (43%)
- Over two fifths of respondents **supported** element 23 'Right turn lane and island removed at Madingley Road / Storey's Way junction' (43%), however, this element had the most **opposition** (29%) within the Option 2 elements
- Overall responses were not clear on their support or opposition to element 20 'Ditch adjacent to Churchill College relocated'. Just under two fifths **supported** this element (39%), under two fifths had '**no opinion**' (34%), and just over a quarter of respondents **opposed** it (27%)
- Just over half of respondents had '**no opinion**' on element 19 'Bus stop near Bulstrode Gardens – relocated approx. 45m east (outbound)' (51%)
 - Just under two fifths of respondents **supported** this element (38%)

Option preference

- Under half of respondents preferred 'Option 2' (47%)
- Under two fifths preferred 'Option 1' (37%)
- Under a fifth preferred 'Neither' (15%)

Qualitative

- Question 6 asked for respondents' comments elaborating on their answer to question 5 ('Which option do you prefer?')
 - The main themes for those who preferred 'Option 1' were:
 - Discussions about the lower environmental damage/disruption from Option 1
 - Concerns about the use of two way cycle lanes in Option 2
 - Discussions about the potential for Option 1 to be developed quicker and cheaper than Option 2
 - The main themes for those who preferred 'Option 2' were:
 - Discussions about the Option 2 offering a more segregated cycle route but concerns about the use of shared areas
 - Discussions about the increased safety Option 2 was felt to have
 - Discussions about the improved crossing solutions Option 2 offered for cyclists and pedestrians, including at the Eddington Avenue and JJ

- Thompson Avenue junctions, but concern over the shared use of these crossings
 - Discussions about the improvements to the environment from the increased landscaping in Option 2
 - Discussions about the need for two way cycle lanes on Madingley Road
 - The main themes for those who preferred 'Neither' were:
 - Discussions about the crossing and junction improvements being over-elaborate and the potential for them to increase congestion in the area
 - Concerns about the impact both Options would have on the environment
 - Concerns about the use of floating bus stops which were felt to endanger pedestrians and increase congestion for motorised traffic
 - Concerns about the removal of the lay-by due to the potential loss of a local business and loss of a safe stopping space on Madingley Road
- Question 7 asked for respondents' comments on the elements of the proposed Option 2. The main themes were:
 - Recommendations that the shared use paths be segregated, particularly around junctions
 - Debate about the environmental impact of Option 2 from the relocation of the ditch adjacent to Churchill College and the increased landscaping over Option 1
 - Concerns the increased number of traffic lights, placement of bus stops, and removal of the right turn lane at the Madingley Road/Storey's Way junction would have a negative impact on traffic flow
 - Support for the use of Copenhagen style crossings
 - Support for 'element 29: Madingley Road/Lady Margaret Road junction redesign'
 - Concerns about the negative impact on traffic flow and decrease in safety from 'element 23: Right turn lane and island removed at Madingley Road/Storey's Way junction'
 - Concerns about the removal of the lay-by due to the potential loss of a local business and loss of a safe stopping space on Madingley Road
 - Recommendations of improvements needed to either end of the proposed route, namely the M11 junction and the Northampton Street/Queen's Road roundabout
- Question 8 asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010. The main themes were:
 - Concerns about the space available on shared use paths for those with disabilities and older/younger users, particularly at crossing points
 - Concerns about the safety of shared use paths for older/younger pedestrians
 - That the proposals would have no impact on those with protected characteristics

- Concerns about the removal of the lay-by due to the potential loss of a local business
- Question 9 asked if respondents had any further comments. The main themes were:
 - Positive comments about the proposals
 - Recommendations for improvements to the connections to the Madingley Road route. Including; around the M11 junction; at the Northampton Street/Queen's Road roundabout; and scaling back improvements on Madingley Road to save space for an on-road bus route for the Cambourne to Cambridge scheme, while spending the money saved on improving the cycle routes on Grange Road and Adams Road
 - Debate about the environmental impact of the proposals
 - Recommendations that cycle infrastructure follows Nordic or Dutch style designs
 - Concerns about the removal of the lay-by due to the potential loss of a local business

Introduction

Background

Madingley Road is one of the main access routes into Cambridge from the west, used by many people each day to access work, study and leisure opportunities. It suffers from considerable congestion, particularly at the junction with the M11 and at peak times. There are some large sites along the route with the West Cambridge development and Eddington being of particular note.

Madingley Road is an attractive area of the city that has many trees and landscaping features, including ditches, which potentially support a range of habitat types.

In the summer of 2019 the Greater Cambridge Partnership (GCP) engaged with local residents and businesses about the potential to improve cycling and walking provision along the route. The engagement exercise, which was run online and face to face, was successful with people being generally supportive of making improvements.

Between 13 January 2020 and 2 March 2020 GCP consulted two potential options for walking and cycling improvements on Madingley Road. The consultation ran for seven weeks to take account of school Half Term and took place largely online, with hard copy leaflets distributed to addresses in the vicinity of Madingley Road and to parish councils in the area.

A total of four drop-in events took place – three which were public events with one for students – where members of the project team were on hand to answer questions.

Consultation and Analysis Methodology

Background

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

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous 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 and was specifically targeted at residents, commuters in the Madingley Road area and students. Councillors and nearby Parish Councils were also specifically targeted. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of consultation materials

It was identified that providing respondents with sufficient information on proposed locations, layouts and on potential environmental impacts and enhancements was central to enabling them to make informed comments in response to the consultation. So whilst the key consultation questions were concise (people were asked how far they supported the individual elements of both options and which option they preferred) a twelve page information document was produced and supplemented with additional information available online and at events.

Design of consultation questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on the detailed design of the proposed scheme.

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

The main tool for gathering comments was an online survey and also a paper return survey, available at events, online and on request. Other forms of response e.g. detailed written submissions and social media comments were also received and have been incorporated into the analysis of the feedback. Social media comments were received via Facebook (from responses to the Greater Cambridge Partnership's Facebook posts regarding this project) and Twitter (from responses to the Greater Cambridge Partnership's tweets regarding this project and tweets including the hashtag #MadingleyRoad or @GreaterCams).

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

Diversity and protected characteristics

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

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

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status and disability (although not the nature of disability). A free text option provided an opportunity for respondents to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of

the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.

- **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
 - Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
 - Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. 'Most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.
 - The final report is then written to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

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

Survey Findings

Respondent Profile

In total, 377 respondents responded via the consultation questionnaire.

Respondent location

Respondents were asked for their postcode during the survey, but were not forced to enter a response. 292 respondents (78%) entered recognisable postcodes, whilst under a quarter did not (85 respondents).

Based on the postcode data provided most respondents resided in the Castle (24%) and Newnham (14%) wards in Cambridge.

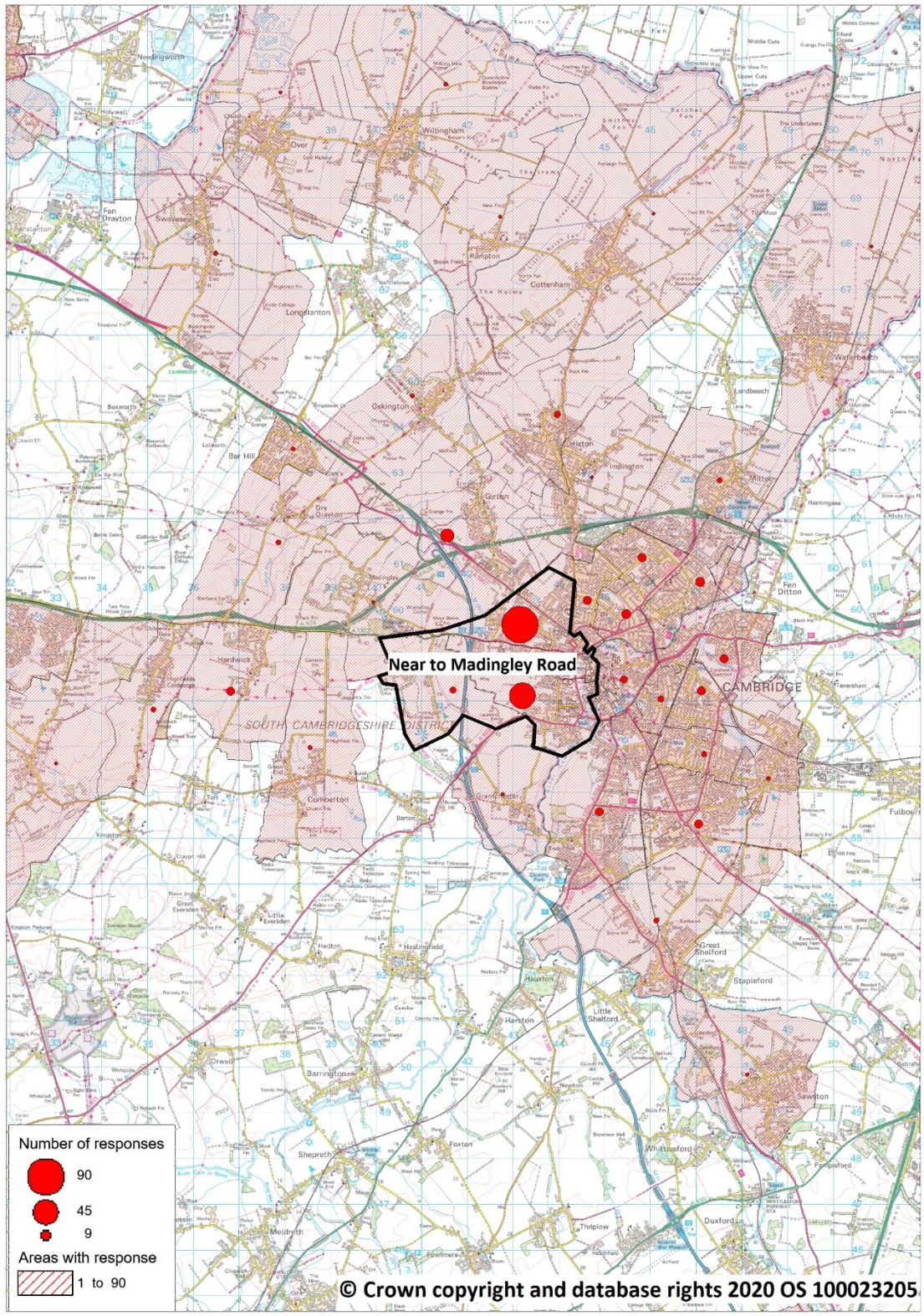
These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into the category 'Near to Madingley Road', where significant;

- 'Near to Madingley Road' (covering 39% of respondents). This category covered:
 - Castle
 - Coton
 - Newnham
- Respondents who provided postcodes within Cambridgeshire that are not in the above category were grouped together into the category 'Elsewhere in Cambridgeshire'

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

The following map shows the rate of response by parish/ward:

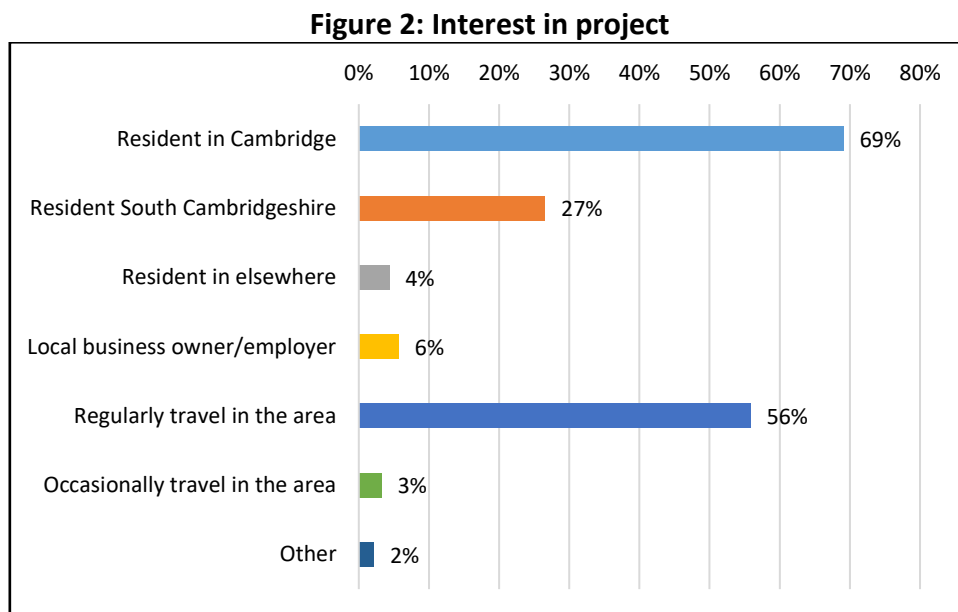
Figure 1: Map to show areas of response



Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

Interest in Project

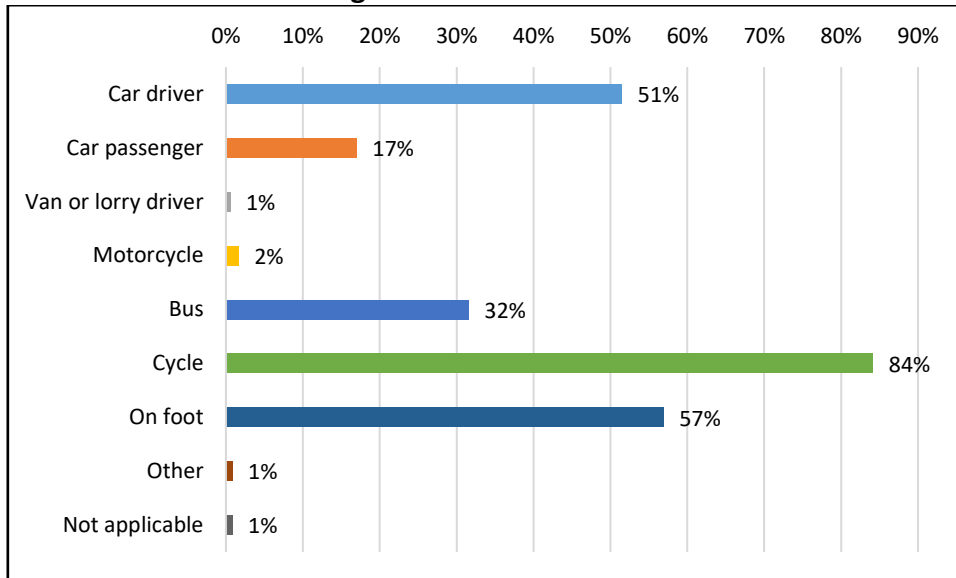
269 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'resident elsewhere in Cambridge' (69%) or 'regularly travel in the area' (56%).



Usual mode of travel

371 respondents answered the question on what their usual mode of travel was, if they usually travelled in the area. Respondents could select multiple answers to this question. The majority of respondents indicated they usually travelled by 'cycle' (84%), 'on foot' (57%), or as a 'car driver' (51%).

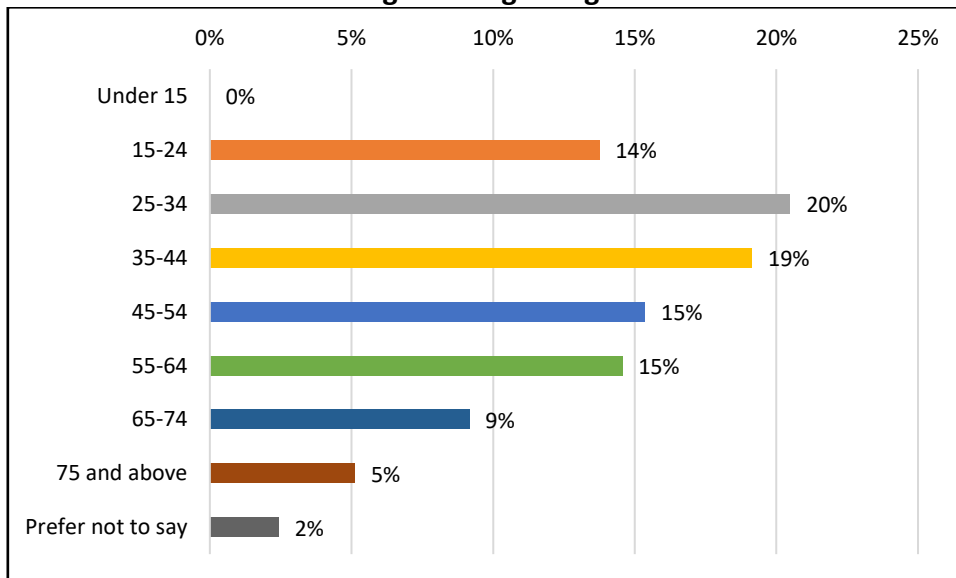
Figure 3: Mode of travel



Age range

371 respondents answered the question on their age range. Average working ages were well represented when compared to the general Cambridgeshire population.

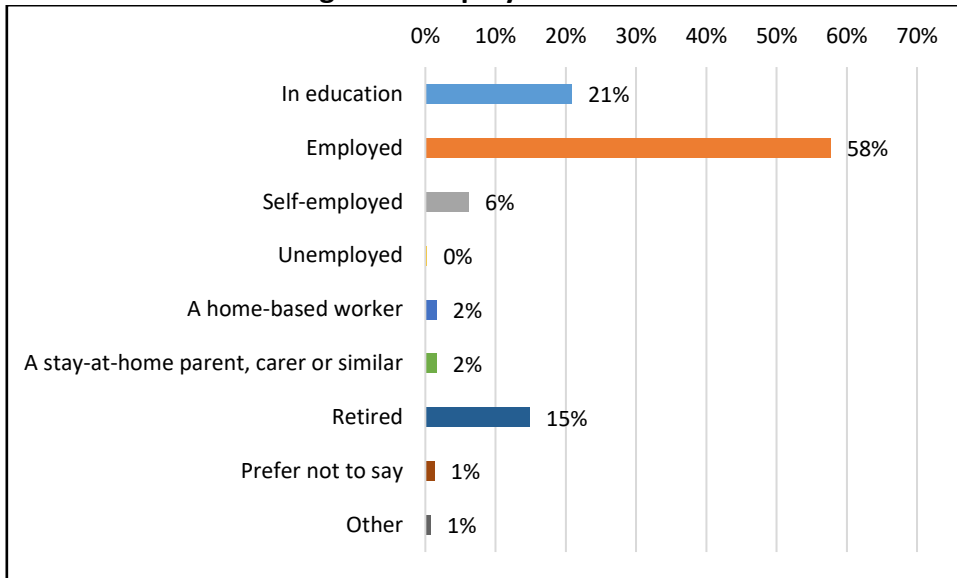
Figure 4: Age range



Employment status

369 respondents answered the question on their employment status. Respondents could select multiple answers to this question. The majority of respondents indicated they were 'employed' (58%).

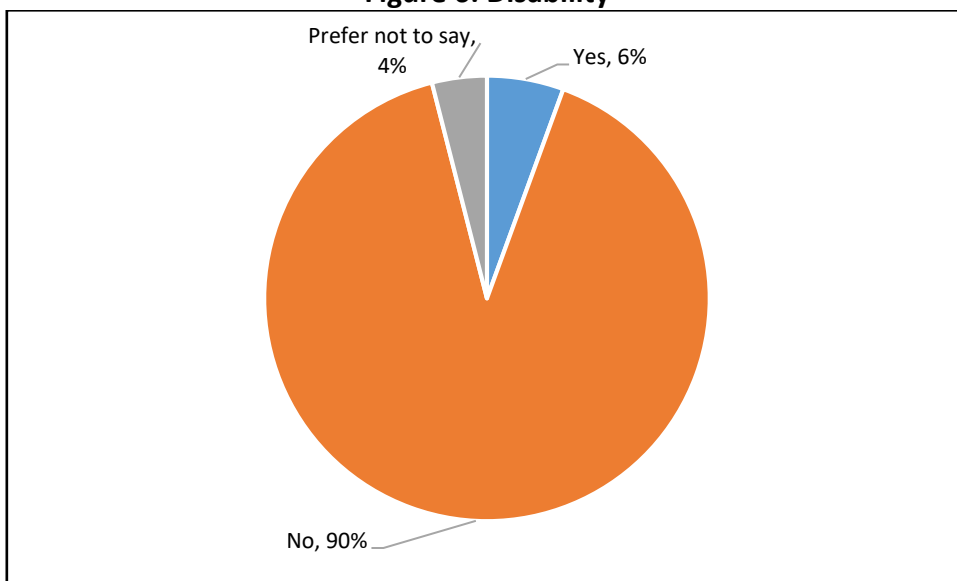
Figure 5: Employment status



Disability status

377 respondents answered the question on whether they had a disability that influences travel decisions, 6% of respondents indicated they did.

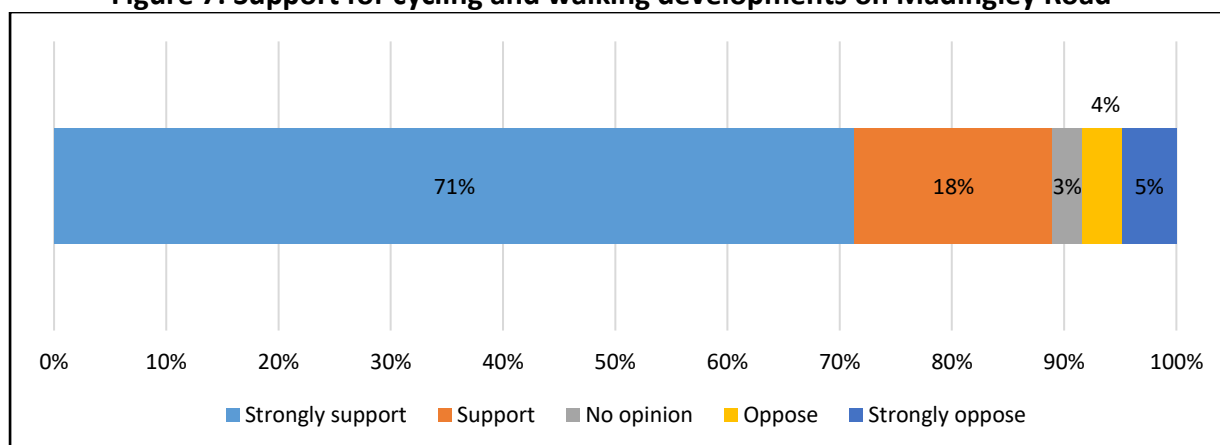
Figure 6: Disability



Question 1: How far do you support cycling and walking developments on Madingley Road?

370 respondents answered the question on how far they supported cycling and walking developments on Madingley Road. The majority of respondents supported developments of cycling and walking on Madingley Road (89%).

Figure 7: Support for cycling and walking developments on Madingley Road



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

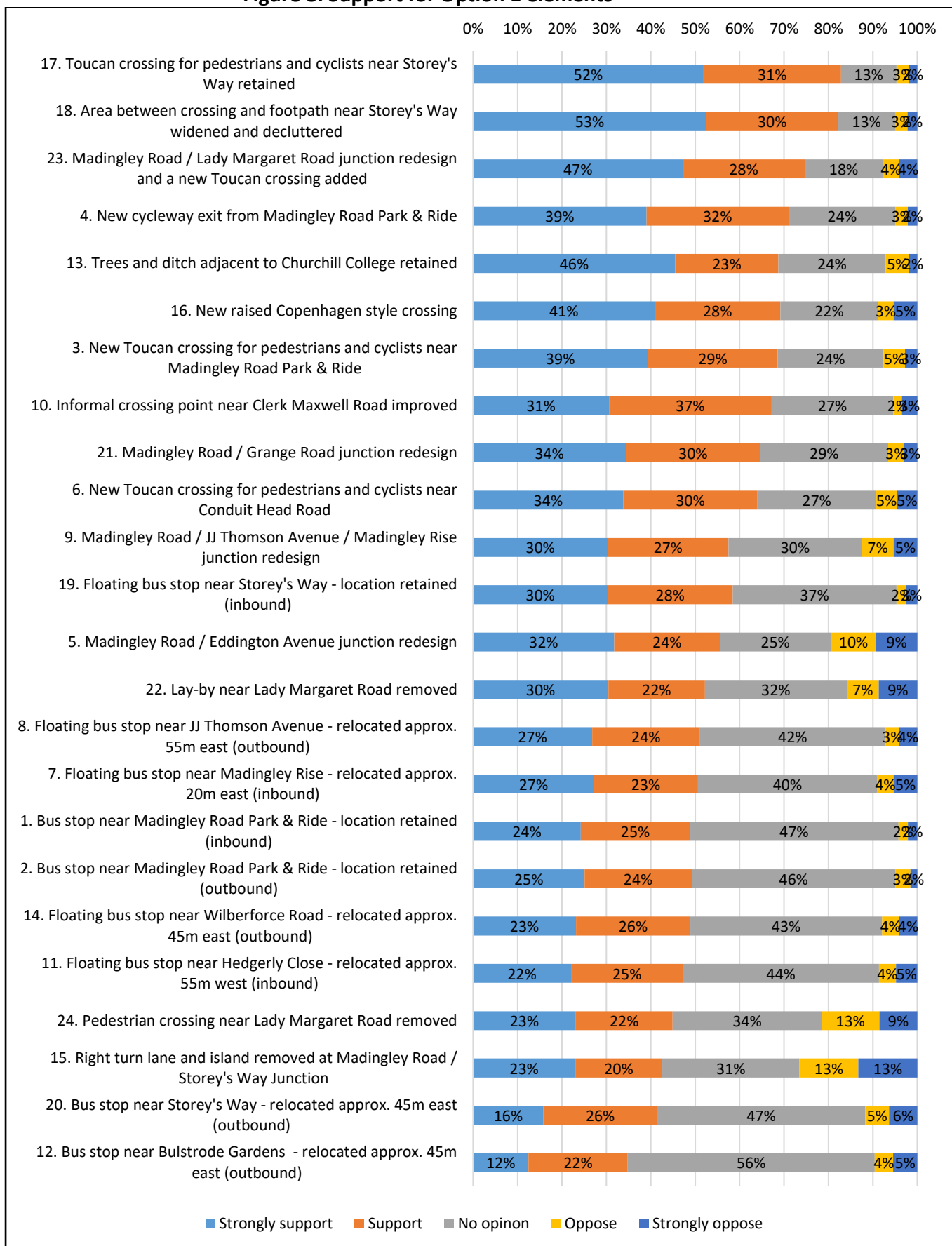
Question 2: How far do you support the individual elements of the proposed Option 1? The number next to each element corresponds to its number on the Option 1 map in the consultation leaflet.

330 respondents answered the question on how far they supported the individual elements of the proposed Option 1.

- The majority of respondents **supported**:
 - Element 17 'Toucan crossing for pedestrians and cyclists near Storey's Way retained' (83%)
 - Element 18 'Area between crossing and footpath near Storey's Way widened and decluttered' (82%)
 - Element 23 'Madingley Road / Lady Margaret Road junction redesign and a new Toucan crossing added' (75%)
 - Element 4 'New cycleway exit from Madingley Road Park & Ride' (71%)
 - Element 13 'Trees and ditch adjacent to Churchill College retained' (69%)
 - Element 16 'New raised Copenhagen style crossing' (69%)
 - Element 3 'New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride' (69%)
 - Element 10 'Informal crossing point near Clerk Maxwell Road improved' (67%)
 - Element 21 'Madingley Road / Grange Road junction redesign' (65%)
 - Element 6 'New Toucan crossing for pedestrians and cyclists near Conduit Head Road' (64%)

- Element 9 'Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign' (58%)
 - Element 19 'Floating bus stop near Storey's Way - location retained (inbound)' (58%)
 - Element 5 'Madingley Road / Eddington Avenue junction redesign' (56%)
- Just over half of respondents **supported** element 22 'Lay-by near Lady Margaret Road removed' (52%)
 - Just over half of respondents **supported** element 8 'Floating bus stop near JJ Thomson Avenue - relocated approx. 55m east (outbound)' (51%)
 - Just over half of respondents **supported** element 7 'Floating bus stop near Madingley Rise - relocated approx. 20m east (inbound)' (51%)
- Just under half of respondents **supported** element 1 'Bus stop near Madingley Road Park & Ride - location retained (inbound)' (49%), however, under half of respondents had '**no opinion**' on this element (47%)
 - Just under half of respondents **supported** element 2 'Bus stop near Madingley Road Park & Ride - location retained (outbound)' (49%), however, under half of respondents had '**no opinion**' on this element (46%)
 - Just under half of respondents **supported** element 14 'Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)' (49%), however, over two fifths had '**no opinion**' on this element (43%)
 - Under half of respondents **supported** element 11 'Floating bus stop near Hedgerly Close - relocated approx. 55m west (inbound)' (47%), however, over two fifths had '**no opinion**' on this element (44%)
- Under half of respondents **supported** element 24 'Pedestrian crossing near Lady Margaret Road removed' (45%), however, under two fifths had '**no opinion**' (34%) and just over a fifth **opposed** this element (22%)
 - Over two fifths **supported** element 15 'Right turn lane and island removed at Madingley Road / Storey's Way Junction' (43%), however, this element had the most **opposition** (26%) within the Option 1 elements and over a quarter had '**no opinion**' on it (31%)
- Under half of respondents had '**no opinion**' on element 20 'Bus stop near Storey's Way - relocated approx. 45m east (outbound)' (47%). Just over two fifths of respondents **supported** this element (41%)
 - The majority of respondents had '**no opinion**' on element 12 'Bus stop near Bulstrode Gardens - relocated approx. 45m east (outbound)' (56%). Under two fifths **supported** this element (35%)

Figure 8: Support for Option 1 elements



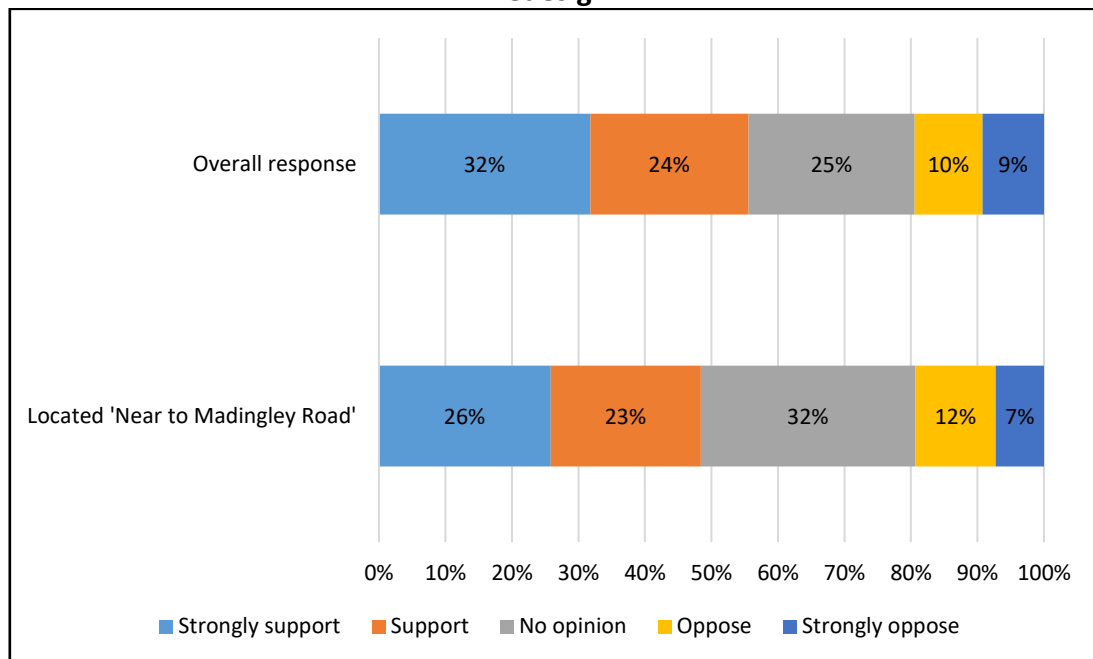
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Differences in support for Option 1 elements from those located 'Near to Madingley Road'

Cross tabulation of the data showed significant differences in response to several elements of Option 1 by respondents who were located 'Near to Madingley Road'. Noticeable differences, when compared with the overall response, are depicted in figures 9, 10, 11, 12, 13, and 14.

- Fewer respondents who were located 'Near to Madingley Road' supported element 5 'Madingley Road/Eddington Avenue junction redesign' than the overall response (48%)

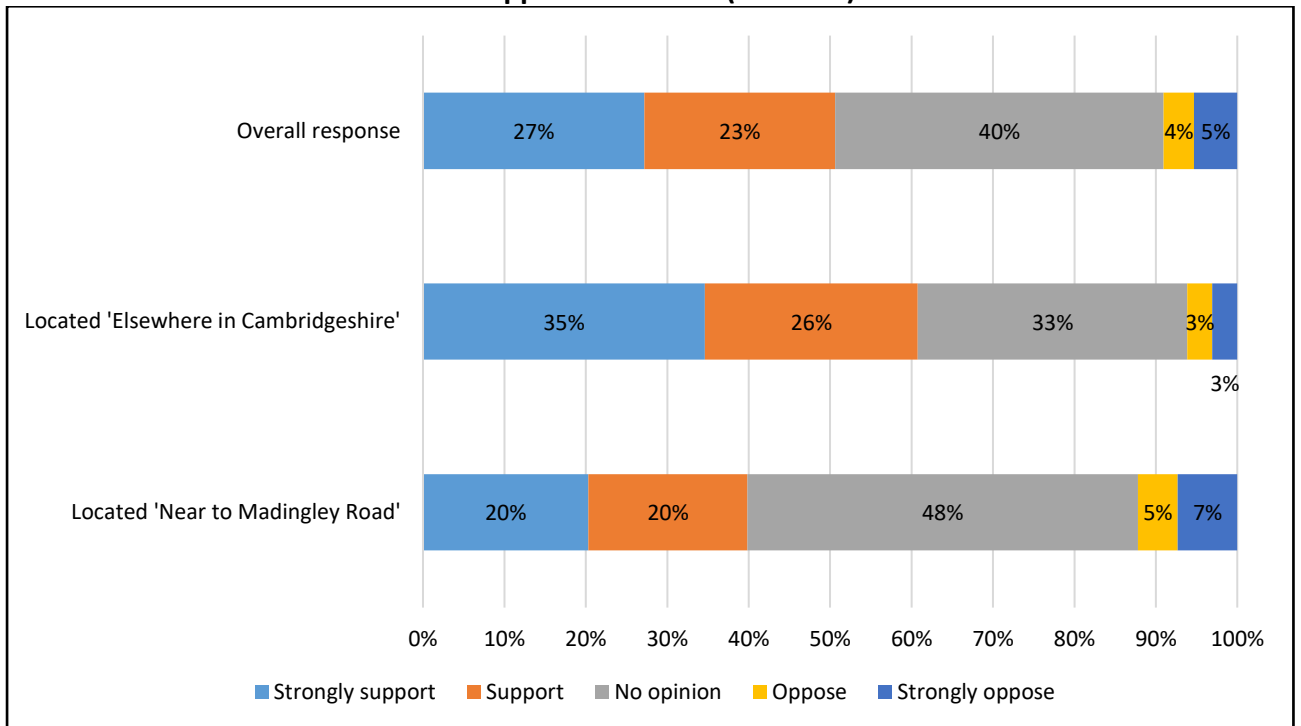
Figure 9: Difference in support for element 5 'Madingley Road/Eddington Avenue junction redesign'



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

- Fewer respondents who were located 'Near to Madingley Road' supported element 7 'Floating bus stop near Madingley Rise – relocated approx. 20m east (inbound)' than the overall response (40%)
 - Those that were located 'Elsewhere in Cambridgeshire' were more supportive than the overall response (61%)

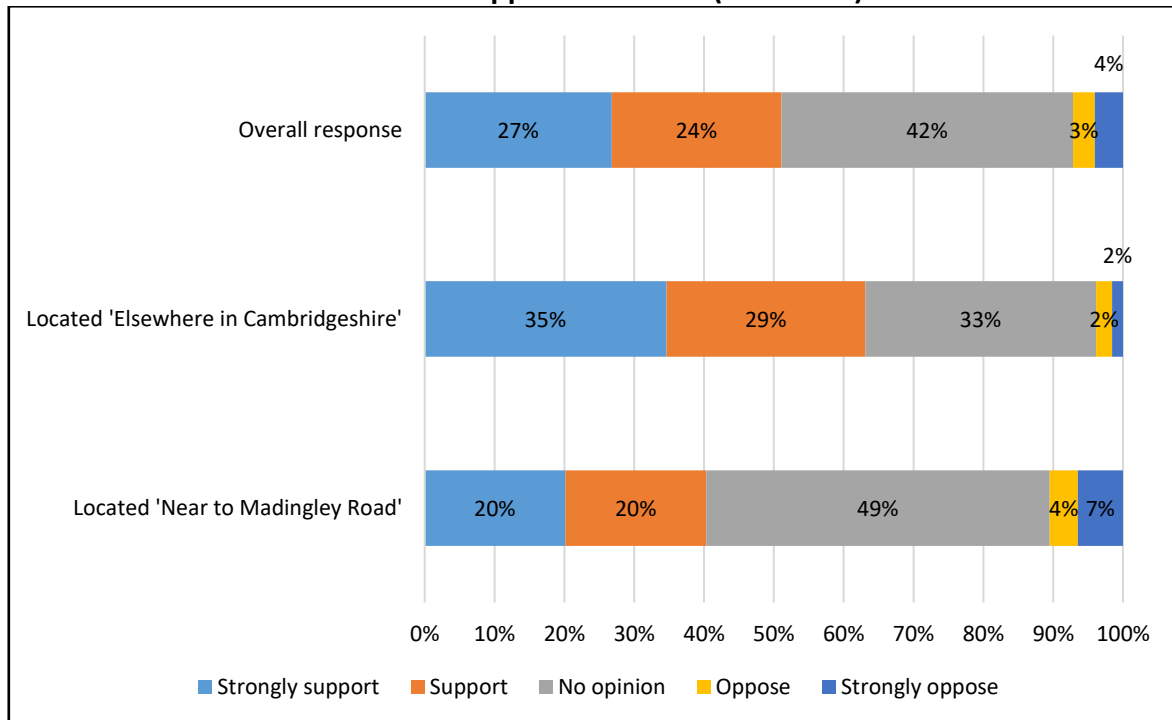
Figure 10: Difference in support for element 7 ‘Floating bus stop near Madingley Rise – relocated approx. 20m east (inbound)’



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

- Fewer respondents who were located ‘Near to Madingley Road’ supported element 8 ‘Floating bus stop near JJ Thomson Avenue – relocated approx. 55m east (outbound)’ than the overall response (40%)
 - Those that were located ‘Elsewhere in Cambridgeshire’ were more supportive than the overall response (63%)

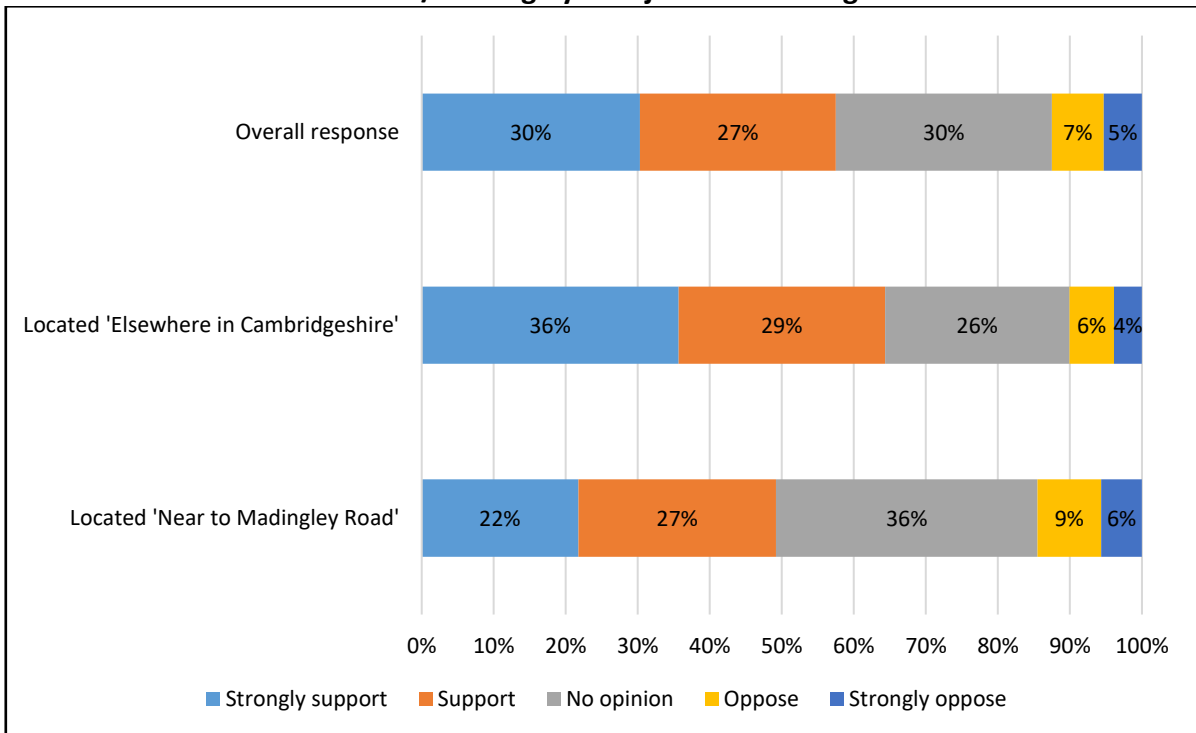
Figure 11: Difference in support for element 8 ‘Floating bus stop near JJ Thomson Avenue – relocated approx. 55m east (outbound)’



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

- Fewer respondents who were located ‘Near to Madingley Road’ supported element 9 ‘Madingley Road/JJ Thomson Avenue/Madingley Rise junction redesign’ than the overall response (49%)
 - Those that were located ‘Elsewhere in Cambridgeshire’ were more supportive than the overall response (64%)

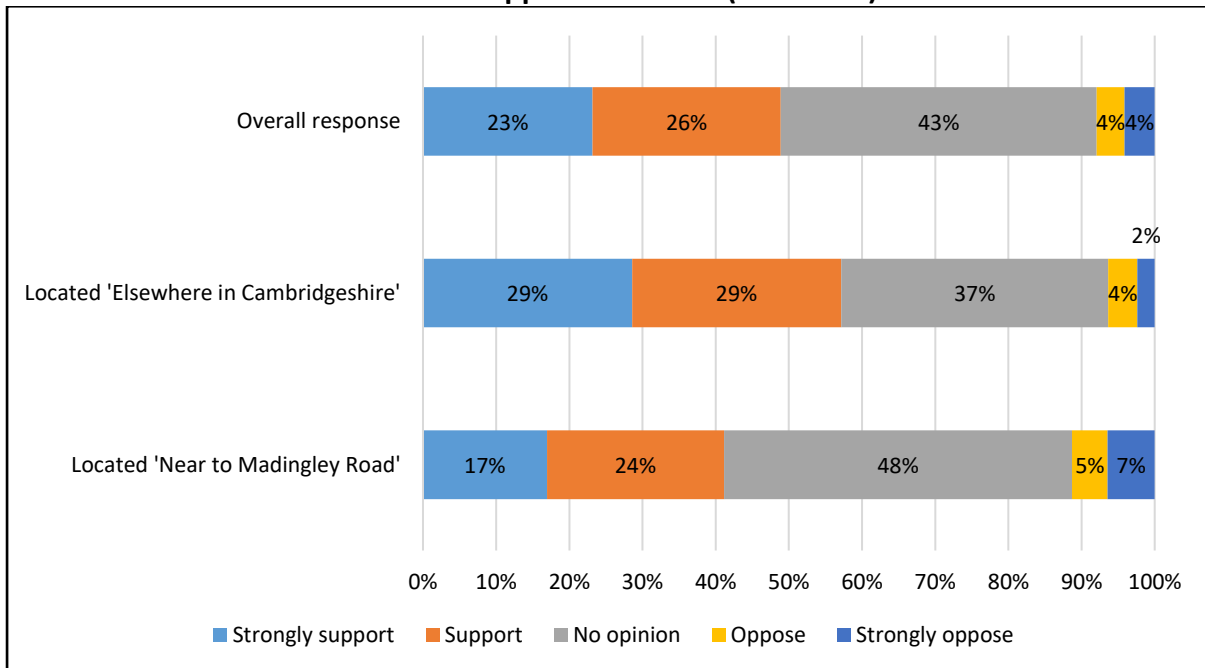
Figure 12: Difference in support for element 9 ‘Madingley Road/JJ Thomson Avenue/Madingley Rise junction redesign’



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

- Fewer respondents who were located ‘Near to Madingley Road’ supported element 14 ‘Floating bus stop near Wilberforce Road – relocated approx. 45m east (outbound)’ than the overall response (41%)
 - Those that were located ‘Elsewhere in Cambridgeshire’ were more supportive than the overall response (57%)

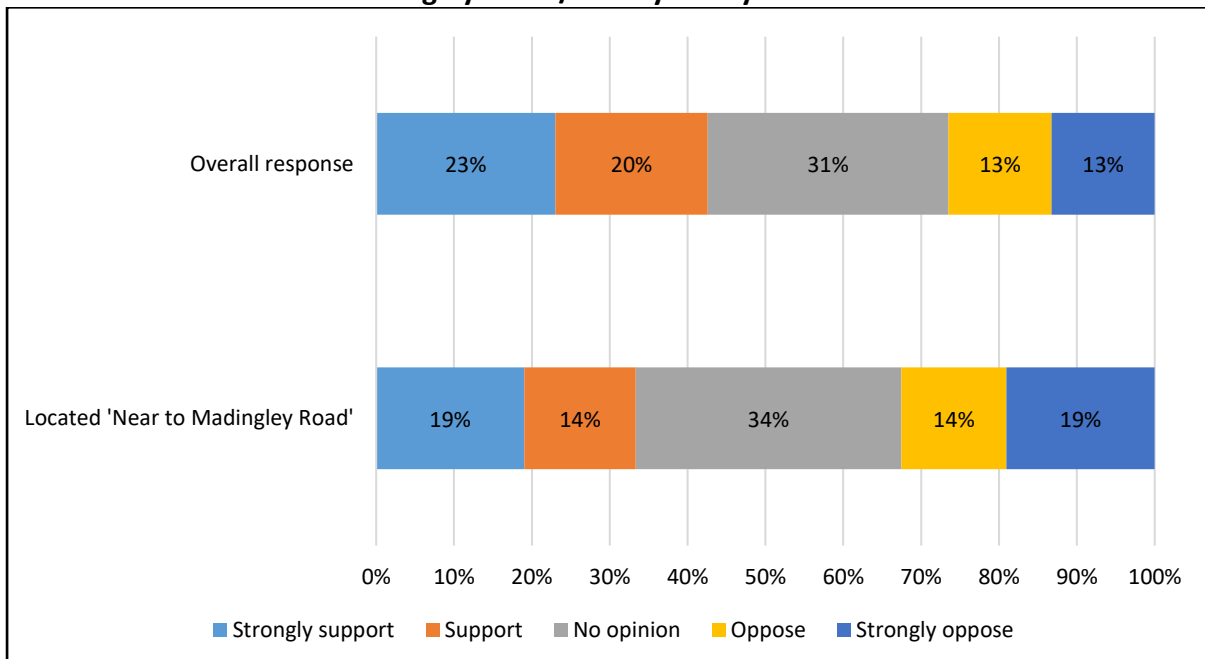
Figure 13: Differences in support for element 14 ‘Floating bus stop near Wilberforce Road – relocated approx. 45m east (outbound)’



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

- Fewer respondents who were located ‘Near to Madingley Road’ supported element 15 ‘Right turn lane and island removed at Madingley Road / Storey’s Way Junction’ than the overall response (33%)

Figure 14: Differences in support for element 15 ‘Right turn lane and island removed at Madingley Road / Storey’s Way Junction’



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

Question 3: Do you have any comments on any of these elements? Please include details of the location you are referring to in your response.

167 respondents left comments on question 3, which asked for respondents' views on the elements for Option 1.

Summary of major themes

Comment theme	Respondent comments
<p>Element 5: Madingley Road/Eddington Avenue junction redesign</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they were opposed to this element: <ul style="list-style-type: none"> ○ Some of these respondents felt the cycle paths across this junction needed to be protected as the current routes were very exposed ○ Some of these respondents felt the amount of traffic lights on the junction needed to be reduced or be made 'intelligent' so they were timed with other nearby traffic lights, in order for traffic flow to not be negatively impacted ○ A few of these respondents felt that the entrance to the Madingley Road Park & Ride site should be accessible from Eddington Junction, as it would reduce the amount of traffic and traffic lights needed on Madingley Road ○ A few of these respondents indicated they preferred the junction redesign for Option 2
<p>Element 22: Lay-by near Lady Margaret Road removed</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to this element: <ul style="list-style-type: none"> ○ Most of these respondents were concerned about the loss of a local business situated within the lay-by ○ Some of these respondents felt this space was needed for those requiring a rest stop, in the event of a breakdown, and to reduce the impact on parking for local residents
<p>Environment</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that changes to the natural environment on Madingley Road, particularly the trees, should be avoided. This was particularly discussed in relation to 'element 13: Trees and ditch adjacent to Churchill College retained' for Option 1 and 'element 20: Ditch adjacent to Churchill College relocated' for Option 2 <ul style="list-style-type: none"> ○ A few of these respondents felt that Option 1 needed to include additional landscaping
<p>Segregated and protected cyclepaths</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the cycle paths should all be segregated (from both motorised traffic and pedestrians) and protected. These respondents felt that, without this across the whole route, the proposals would

	<p>not be safe for older/younger cyclists or those using larger cycles</p> <ul style="list-style-type: none"> ○ Some of these respondents felt that shared use paths were dangerous for pedestrians, particularly those in vulnerable groups
Element 23: Madingley Road/Lady Margaret Road junction redesign and a new Toucan crossing added	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme indicated they supported the addition of a pedestrian crossing, as they felt the current arrangements were difficult and dangerous for pedestrians looking to cross Lady Margaret Road or required a significant detour <ul style="list-style-type: none"> ○ A few of these respondents also discussed visibility issues at this junction. Namely that the visibility of the cycle path was poor and that visibility for traffic turning left onto Lady Margaret Road was obscured
Element 15: Right turn lane and island removed at Madingley Road/Storey's Way Junction	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme were concerned that the removal of the right turn lane and island would increase congestion as those turning right would have to wait in the way of other traffic and would leave cyclists turning right exposed to traffic
Element 16: New raised Copenhagen style crossing	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned the crossing would cause increased congestion and risk potential accidents, particularly from traffic turning right from Madingley Road onto Storey's Way <ul style="list-style-type: none"> ○ A few of these respondents were concerned the narrowing of the entrance needed to add a Copenhagen style crossing would cause issues for the HGVs and coaches needing to access Storey's Way ● Some of the respondents who discussed this theme were concerned about whether people understood who has priority at these style of crossings, particularly for pedestrians. Some of these respondents felt that clear signage would be needed to clarify this
Improvements to ends of proposed route	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme felt that improvements were needed west of the Madingley Road/Eddington Avenue junction, particularly around the junction with the M11. These respondents felt this area was very unsafe for cyclists ● Some of the respondents who discussed this theme felt improvements were needed at the Northampton Street/Queen's Road roundabout, as this was a key route for cyclists and was felt to be very unsafe
Element 9: Madingley Road/JJ Thomson Avenue/Madingley	<ul style="list-style-type: none"> ● Respondents who discussed this theme indicated they were opposed to this element. These respondents felt the redesign didn't offer any improvements to its current design

Rise junction redesign	<ul style="list-style-type: none"> ○ Most of these respondents felt the crossings for pedestrians and cyclists would increase the amount of time needed to cross the road ○ A few of these respondents felt that adding extra traffic lights at this junction would have a negative impact on traffic flow and increase congestion
Floating bus stops	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated they were opposed to the use of floating bus stops as they felt they were dangerous for pedestrians and increased congestion for motorised traffic ● Some of the respondents who discussed this theme indicated they supported the use of floating bus stops as they improved travel for cyclists <ul style="list-style-type: none"> ○ Some of these respondents felt that all of the bus stops needed to be floating

Question 4: How far do you support the individual elements of the proposed Option 2? The number next to each element corresponds to its number on the Option 2 map in the consultation leaflet.

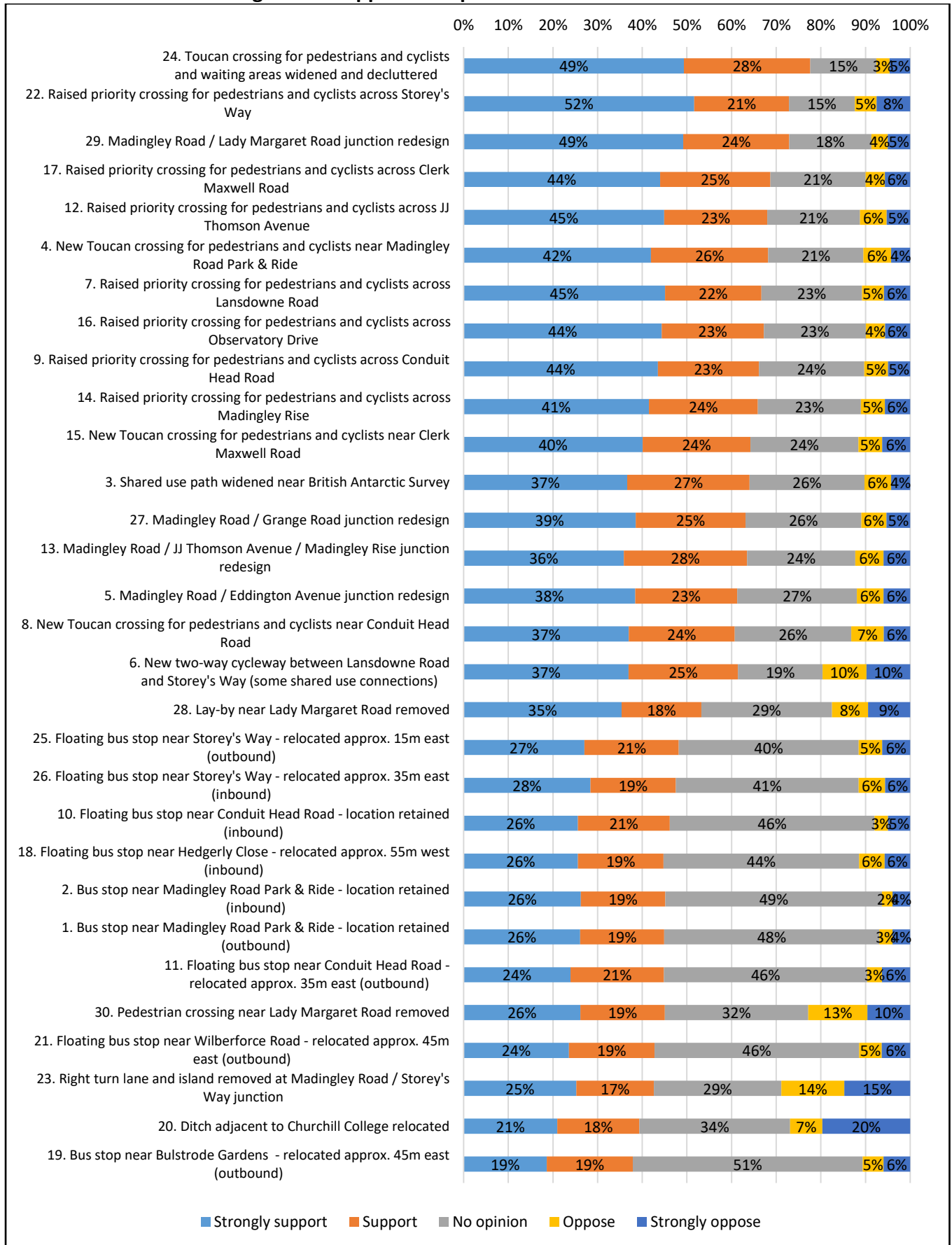
308 respondents answered the question on how far they supported the individual elements of the proposed Option 2.

- The majority of respondents **supported**:
 - Element 24 'Toucan crossing for pedestrians and cyclists and waiting areas widened and decluttered' (78%)
 - Element 22 'Raised priority crossing for pedestrians and cyclists across Storey's Way' (73%)
 - Element 29 'Madingley Road / Lady Margaret Road junction redesign' (73%)
 - Element 17 'Raised priority crossing for pedestrians and cyclists across Clerk Maxwell Road' (69%)
 - Element 12 'Raised priority crossing for pedestrians and cyclists across JJ Thomson Avenue' (68%)
 - Element 4 'New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride' (68%)
 - Element 7 'Raised priority crossing for pedestrians and cyclists across Lansdowne Road' (67%)
 - Element 16 'Raised priority crossing for pedestrians and cyclists across Observatory Drive' (67%)
 - Element 9 'Raised priority crossing for pedestrians and cyclists across Conduit Head Road' (66%)
 - Element 14 'Raised priority crossing for pedestrians and cyclists across Madingley Rise' (66%)
 - Element 15 'New Toucan crossing for pedestrians and cyclists near Clerk Maxwell Road' (64%)

- Element 3 ‘Shared use path widened near British Antarctic Survey’ (64%)
 - Element 27 ‘Madingley Road / Grange Road junction redesign’ (63%)
 - Element 13 ‘Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign’ (63%)
 - Element 5 ‘Madingley Road / Eddington Avenue junction redesign’ (61%)
 - Element 8 ‘New Toucan crossing for pedestrians and cyclists near Conduit Head Road’ (61%)
 - Element 6 ‘New two-way cycleway between Lansdowne Road and Storey’s Way (some shared use connections)’ (61%)
 - Element 28 ‘Lay-by near Lady Margaret Road removed’ (53%)
- Just under half of respondents **supported** element 25 ‘Floating bus stop near Storey’s Way – relocated approx. 15m east (outbound)’ (48%), however, two fifths had **‘no opinion’** (40%)
 - Just under half of respondents **supported** element 26 ‘Floating bus stop near Storey’s Way – relocated approx. 35m east (inbound)’ (48%), however, just over two fifths had **‘no opinion’** (41%)
 - Under half of respondents **supported** element 10 ‘Floating bus stop near Conduit Head Road – location retained (inbound)’ (46%), however under half had **‘no opinion’** on this element (46%)
 - Under half of respondents **supported** element 18 ‘Floating bus stop near Hedgerly Close – relocated approx. 55m west (inbound)’ (45%), however over two fifths had **‘no opinion’** on this element (44%)
- Just under half of respondents had **‘no opinion’** on element 2 ‘Bus stop near Madingley Road Park & Ride – location retained (inbound)’ (49%). Under half of respondents **supported** this element (45%)
 - Just under half of respondents had **‘no opinion’** on element 1 ‘Bus stop near Madingley Road Park & Ride – location retained (outbound)’ (48%). Under half of respondents **supported** this element (45%)
 - Under half of respondents had **‘no opinion’** on element 11 ‘Floating bus stop near Conduit Head Road – relocated approx. 35m east (outbound)’ (46%). Under half of respondents **supported** this element (45%)
 - Under half of respondents **supported** element 30 ‘Pedestrian crossing near Lady Margaret Road removed’ (45%), however, over a quarter had **‘no opinion’** (32%) and just under a quarter **opposed** this element (23%)
 - Under half of respondents had **‘no opinion’** on element 21 ‘Floating bus stop near Wilberforce Road – relocated approx. 45m east (outbound)’ (46%). Over two fifths of respondents **supported** this element (43%)
 - Over two fifths of respondents **supported** element 23 ‘Right turn lane and island removed at Madingley Road / Storey’s Way junction’ (43%), however, this element had the most **opposition** (29%) within the Option 2 elements
 - Overall responses were not clear on their support or opposition to element 20 ‘Ditch adjacent to Churchill College relocated’. Just under two fifths **supported** this element (39%), under two fifths had **‘no opinion’** (34%), and just over a quarter of respondents **opposed** it (27%)

- Just over half of respondents had '**no opinion**' on element 19 'Bus stop near Bulstrode Gardens – relocated approx. 45m east (outbound)' (51%). Just under two fifths of respondents **supported** this element (38%)

Figure 15: Support for Option 2 elements



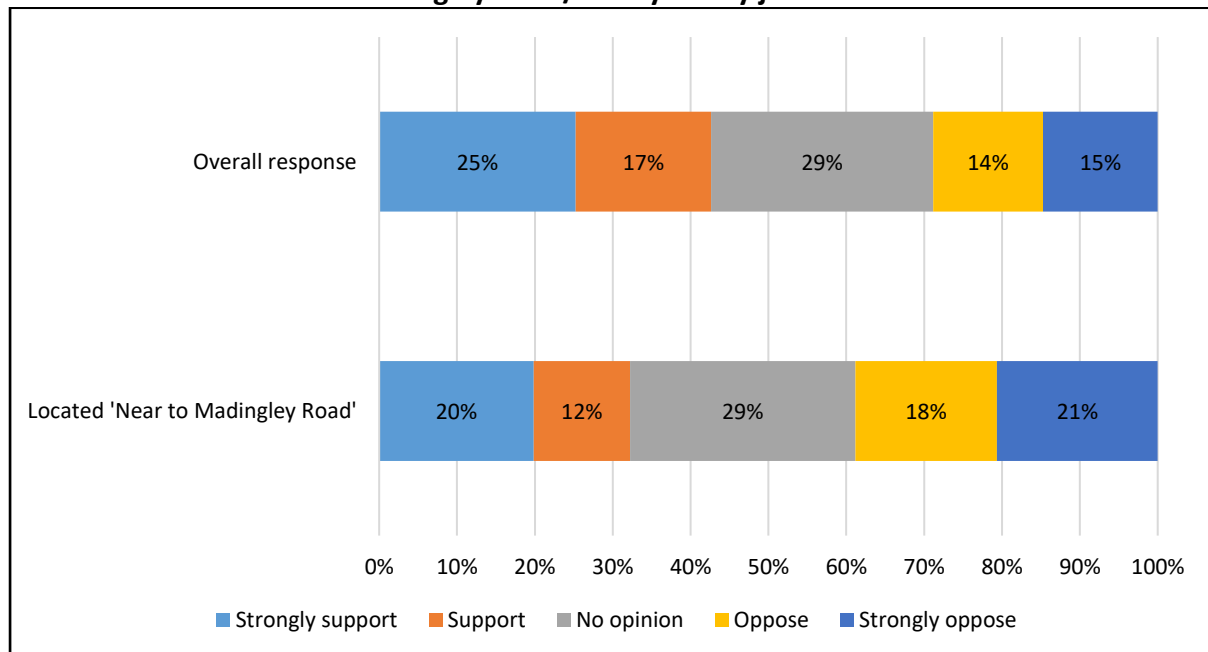
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Differences in support for Option 2 elements from those located 'Near to Madingley Road'

Cross tabulation of the data showed significant differences in response to two elements of Option 2 by respondents who were located 'Near to Madingley Road'. Noticeable differences, when compared with the overall response, are depicted in figures 16 and 17.

- More respondents who were located 'Near to Madingley Road' opposed element 23 'Right turn lane and island removed at Madingley Road/Storey's Way junction' than the overall response (39%)

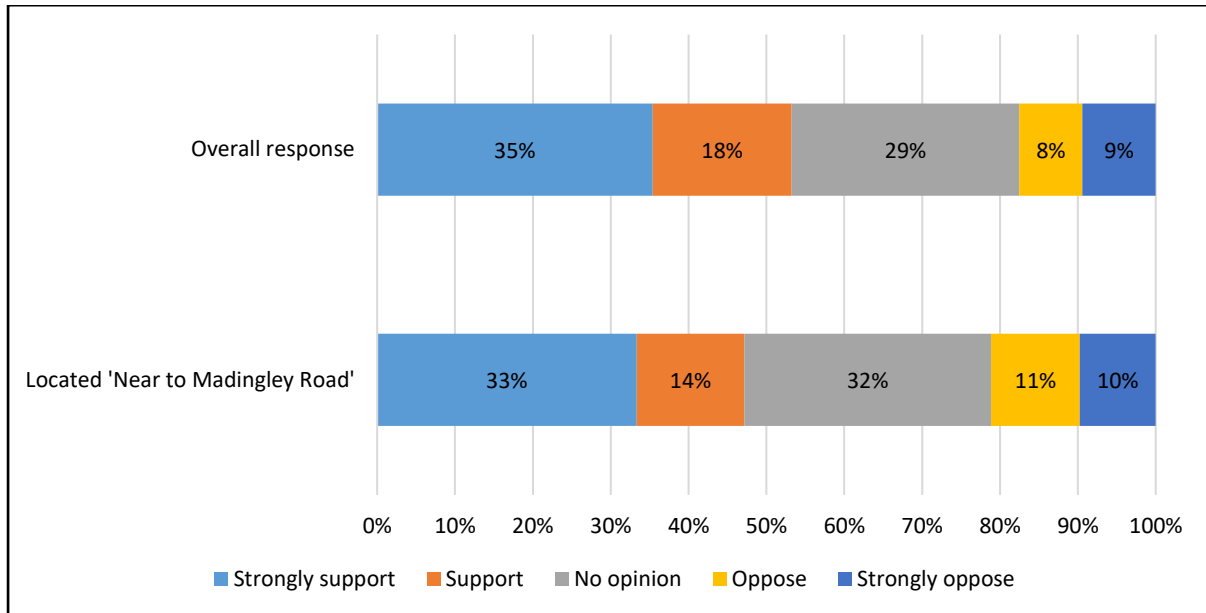
Figure 16: Difference in support for element 23 'Right turn lane and island removed at Madingley Road/Storey's Way junction'



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

- Fewer respondents who were located 'Near to Madingley Road' supported element 28 'Lay-by near Lady Margaret Road removed' than the overall response (47%)

Figure 17: Difference in support for element 28 'Lay-by near Lady Margaret Road removed'



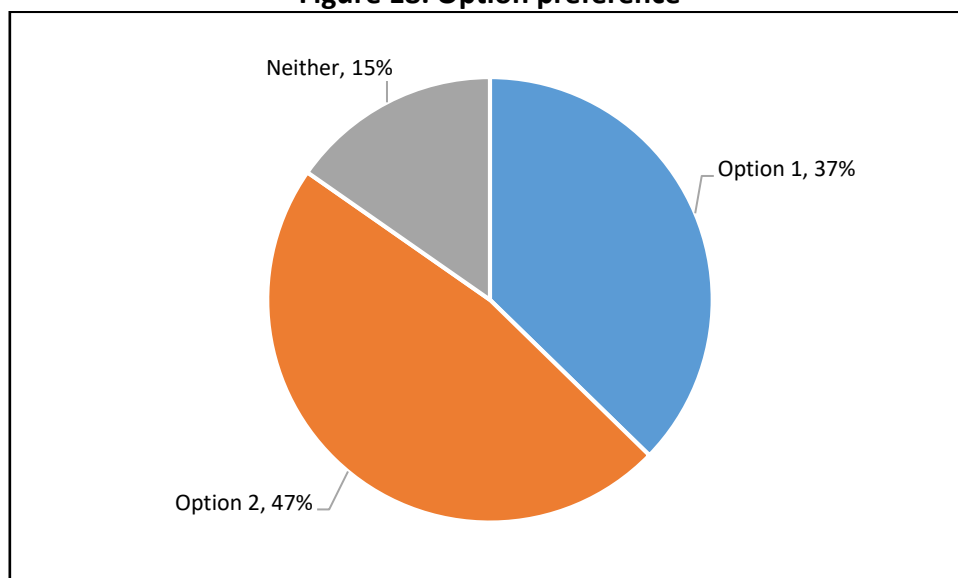
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 5: Which option do you prefer?

346 respondents answered question 5, which asked which option they preferred.

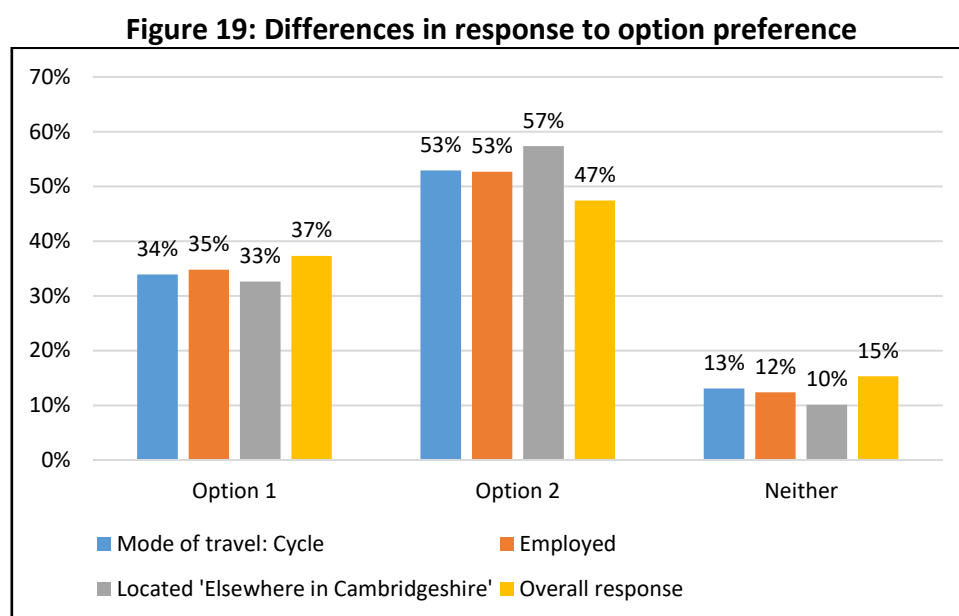
- Under half of respondents preferred 'Option 2' (47%)
- Under two fifths preferred 'Option 1' (37%)
- Under a fifth preferred 'Neither' (15%)

Figure 18: Option preference



Differences in option preference

Cross tabulation of the data showed significant differences in response to question 5 from a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 19.



- More preference for 'Option 2' was shown by respondents who indicated they were located 'Elsewhere in Cambridgeshire' (57%), usually travelled in the area by 'cycle' (53%), and those who were 'employed' (53%), when compared with the overall response

Question 6: Please elaborate on your answer in the space below.

239 respondents left comments on question 6, which asked for respondents' comments elaborating on their answer to question 5 ('Which option do you prefer?').

Summary of major themes for those that preferred 'Option 1'

Comment theme	Respondent comments
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Option 1 would result in less environmental damage/disruption than Option 2. Most of these respondents indicated they were concerned about the removal of trees and relocation of the ditch required for Option 2.
Two way cycle lanes	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 1 as it didn't use two way cycle lanes.

	These respondents felt these were dangerous, as they offered little room for cyclists to overtake and put cyclists in conflict with pedestrians, and could potentially be confusing for cyclists as other cycle lanes nearby were one way
Speed and cost of construction	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 1 as it could be developed quicker than Option 2 and would cost less to implement

Summary of major themes for those that preferred 'Option 2'

Comment theme	Respondent comments
Segregated cycle routes	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 2 as it offered a cycle route more segregated from other traffic than Option 1 <ul style="list-style-type: none"> ○ Some of these respondents felt the areas of shared use for Option 2 should follow the same segregation as the rest of the route, as they felt there was enough space to offer this
Safety	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 2 as it offered safer travel options for cyclists and pedestrians due to the increased width of cycle/pedestrian routes and increased segregation <ul style="list-style-type: none"> ○ Some of these respondents felt this could be improved further by increasing the segregation between cyclists and pedestrians, by reducing the amount of shared use paths
Crossings	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the crossing solutions for Option 2 were better for cyclists and pedestrians as they were simpler than Option 1 and gave priority through the use of Copenhagen style crossings <ul style="list-style-type: none"> ○ Some of these respondents were, however, concerned about some the crossings being shared use, as they felt this could result in conflict between pedestrians and cycles ○ Some of these respondents also discussed the improvements to the Eddington Avenue and JJ Thompson Avenue junctions, feeling these offered much safer solutions for cyclists and pedestrians at these junctions
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred Option 2 as it offered more landscaping and planting than Option 1, so would be better for the environment <ul style="list-style-type: none"> ○ A few of these respondents indicated they were concerned about the relocation of the ditch adjacent to Churchill College and felt it was unnecessary

Two way cycle lanes	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the two way cycle lanes were a needed improvement, particularly due to the amount of cycle traffic using this area of Madingley Road
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Summary of major themes for those that preferred 'Neither'

Comment theme	Respondent comments
Crossings/junction	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the suggestions for improvements to the crossing and junctions as they felt they were over-elaborate and would cause increased congestion in the area
Environment	<ul style="list-style-type: none"> • Respondents who discussed this theme felt both Options would have a negative impact on the environment due to the changes to existing natural areas on Madingley Road, particularly the ditch adjacent to Churchill College
Floating bus stops	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they preferred 'neither' Option due to the use of floating bus stops, which they felt increased congestion for motorised traffic and put pedestrians at risk
Layby	<ul style="list-style-type: none"> • Respondents who discussed this theme were opposed to the removal of the lay-by as they were concerned about the loss of a local business situated within the lay-by and felt this space was needed for those requiring a rest stop, in the event of a breakdown, and to reduce the impact on parking for local residents

Question 7: Do you have any comments on any of these elements? Please include details of the location you are referring to in your response.

130 respondents left comments on question 6, which asked for respondents' views on the elements for Option 2.

Summary of major themes

Comment theme	Respondent comments
Shared use paths	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that shared use paths needed to be segregated, particularly where they were used at junctions, as they felt shared use paths could be dangerous for pedestrians, particularly those who are vulnerable
Environment	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that changes to the natural environment on Madingley Road, particularly the trees, should be avoided. This was

	<p>particularly discussed in relation to element 20: 'Ditch adjacent to Churchill College relocated'</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated that they preferred Option 2, as it offered better landscaping than Option 1 • A few of the respondents who discussed this theme were concerned about the landscaping causing visibility issues, particularly around crossing points
Traffic flow	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals would have a negative impact on traffic flow, in particular due to the increase in traffic lights, placement of bus stops close to junctions, and due to the removal of the right turn lane for element 23 'Right turn lane and island removed at Madingley Road / Storey's Way junction'
Copenhagen crossings	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they approved of the use of this type of crossing, feeling they would offer a quicker and safer way for crossing side roads <ul style="list-style-type: none"> ○ A few of these respondents felt there were some additional things that could be done to ensure these crossings remained safe. These included; ensuring they were situated a standard motor vehicle's length back from the junction, to ensure motor vehicles could safely exit/enter without blocking the crossing; ensuring visibility at these crossings was kept clear so all users could see each other; including extra signage to clarify who has priority at these crossings
Element 29 'Madingley Road/Lady Margaret Road junction redesign'	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they supported this element, particularly the addition of a pedestrian crossing, as they felt the current arrangements were difficult and dangerous for pedestrians looking to cross Lady Margaret Road or required a significant detour
Element 23 'Right turn lane and island removed at Madingley Road / Storey's Way junction'	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned this element would lead to increased congestion as those needing to turn right would block traffic flow with the removal of the right turn lane. There was also concerns this could lead to accidents involving cyclists and pedestrians using the new raised priority crossing from element 22 'Raised priority crossing for pedestrians and cyclists across Storey's Way'
Element 28 'Lay-by near Lady Margaret Road removed'	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to this element: <ul style="list-style-type: none"> ○ Most of these respondents were concerned about the loss of a local business situated within the lay-by • Some of these respondents felt this space was needed for those requiring a rest stop, in the event of a breakdown, and to reduce the impact on parking for local residents

Improvements to ends of proposed route	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that improvements were needed west of the Madingley Road/Eddington Avenue junction, particularly around the junction with the M11. These respondents felt this area was very unsafe for cyclists • Some of the respondents who discussed this theme felt improvements were needed at the Northampton Street/Queen’s Road roundabout, as this was a key route for cyclists and was felt to be very unsafe
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Question 8: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. 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.

68 respondents left comments on question 8, which asked respondents if they felt the proposals would either positively or negatively affect or impact on any person/s or group/s protected under the Equality Act 2010.

Summary of major themes

Comment theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme had concerns about the use of shared use paths, particularly at crossing points. These respondents felt that the space required for adapted cycles, wheelchairs, and other mobility aids to pass each other and other users needed to be considered in order to not negatively impact on disabled users <ul style="list-style-type: none"> ○ A few respondents felt that shared use paths would negatively impact those with disabilities • A few of the respondents who discussed this theme felt the crossing points and junction redesigns would have a positive impact on those with disabilities • A few of the respondents who discussed this theme felt that the proposals would positively impact on those with disabilities • A few of the respondents who discussed this theme felt that floating bus stops would negatively impact on those with disabilities, particularly those with visual impairments
Age	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme had concerns about the use of shared use paths, particularly at crossing points. These respondents felt that the space required for adapted cycles, pushchairs, wheelchairs, and

	<p>other mobility aids to pass each other and other users needed to be considered in order to not negatively impact on younger/older users</p> <ul style="list-style-type: none"> ○ Some respondents felt that shared use paths would negatively impact older/younger pedestrians
No impact	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the proposals would have no impact on those with protected characteristics
Removal of the lay-by and loss of local business	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about the proposals to remove the lay-by on Madingley Road due to the potential loss of a local business situated therein

Question 9: We welcome your views. If you have any comments on the project or particular options, please add them in the space available below.

126 respondents left comments on question 9, which asked respondents if they had any comments on the project or particular options.

Summary of major themes

Comment theme	Respondent comments
Positive	<ul style="list-style-type: none"> ● Respondents who discussed this theme left positive comments about the proposals. Most of these respondents felt they would improve the accessibility and safety of cycling and walking along Madingley Road
Connections to Madingley Road route	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme felt that improvements were needed west of the Madingley Road/Eddington Avenue junction, particularly around the junction with the M11. These respondents felt this area was very unsafe for cyclists ● Some of the respondents who discussed this theme felt improvements were needed at the Northampton Street/Queen's Road roundabout, as this was a key route for cyclists and was felt to be very unsafe ● Some of the respondents who discussed this theme indicated that Grange Road and Adams Road were popular alternative routes for cyclists navigating the area. These respondents felt some of the improvements on Madingley Road could be scaled back (particularly Option 2: Element 6 'New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections)', in order to make room for on-road bus lanes for the Cambourne to Cambridge scheme, and the money saved spent on improving these cycle routes

	<ul style="list-style-type: none"> ○ Most of these respondents indicated they were opposed to the use of off-road bus lanes for the Cambourne to Cambridge scheme
Environment	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned about the loss of mature trees and potential damage to biodiversity from relocating the ditch (Option 2: Element 20 'Ditch adjacent to Churchill College relocated'), and felt this should be avoided ● Some of the respondents who discussed this theme indicated they supported the commitment to landscaping, feeling it would improve the local environment <ul style="list-style-type: none"> ○ A few respondents were concerned about potential conflict with sightlines from larger greenery, particularly at junctions
Cycle infrastructure	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that the cycle infrastructure could be further improved by following Nordic or Dutch style designs. They felt these should be the standard across Cambridge <ul style="list-style-type: none"> ○ A few of these respondents felt the recommendations from the Cambridge Cycling Campaign (Camcycle) should be used
Removal of the lay-by and loss of local business	<ul style="list-style-type: none"> ● Respondents who discussed this theme were opposed to the proposals to remove the lay-by on Madingley Road due to the potential loss of a local business situated therein

Stakeholders responses

Background

6 written responses were received on behalf of a number of different groups and organisations

British Horse Society
Cambridge Ahead
CamCycle

Cllr Douglas de Lacey
Coton View
University of Cambridge

All of the responses from these groups are being made available to The Greater Cambridge Partnership's Executive Board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of major themes

Comment theme	Stakeholder comments
Improvements to ends of proposed route	<ul style="list-style-type: none">• Some of the stakeholders who discussed this theme felt improvements were needed at the Northampton Street/Queen's Road roundabout, as this was a key route for cyclists and was felt to be very unsafe• A few of the stakeholders who discussed this theme felt that improvements were needed west of the Madingley Road/Eddington Avenue junction, particularly around the junction with the M11 as this area was felt to be very unsafe, and general improvements towards Eddington as this was a popular route for cyclists

Email, social media, and consultation event responses

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

Summary of major themes

Comment theme	Respondent comments
Removal of the lay-by and loss of local business	<ul style="list-style-type: none">• Respondents who discussed this theme were opposed to the proposals to remove the lay-by on Madingley Road due to the potential loss of a local business situated therein