

CAMBRIDGE EASTERN ACCESS ENGAGEMENT SUMMARY REPORT





Document Control

Document:	Engagement Summary Report	
Project:	Cambridge Eastern Access Public Transport Study	
Client:	Greater Cambridge Partnership	
Job Number:	A081175-146	
File Origin:		

Revision:	Draft	
Date:	12 August 2020	
Prepared by: Ben King	Checked by: Alistair Gregory	Approved By: Alistair Gregory
Description of revision:		

Revision:	Final	
Date:	27 August 2020	
Prepared by: Ben King / Ben Green	Checked by: Alistair Gregory	Approved By: Alistair Gregory
Description of revision: Changes following GCP comments.		

Revision:		
Date:		
Prepared by:	Checked by:	Approved By:
Description of revision:		



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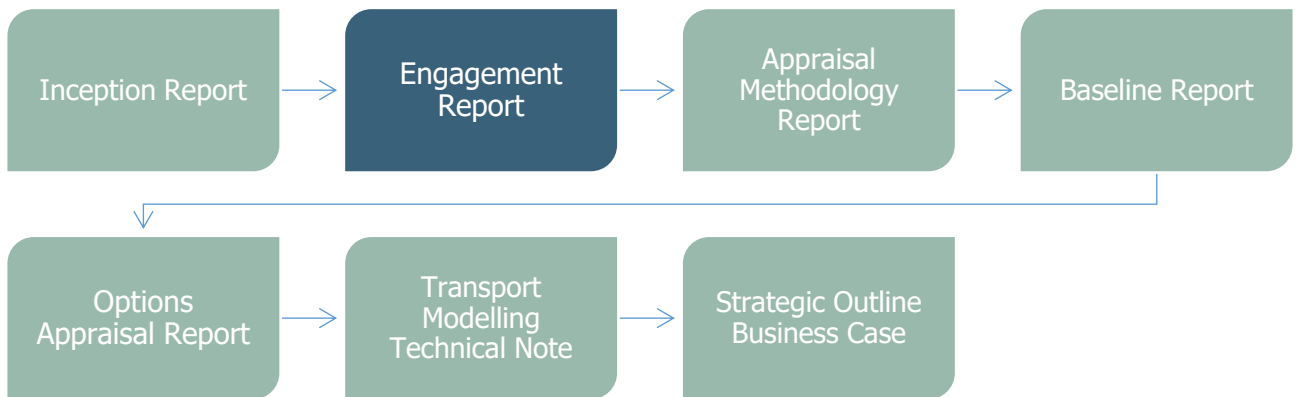
1 | Background

1.0 Background

1.1 Overview

- 1.1.1 In November 2019, WYG were commissioned by the Greater Cambridge Partnership (GCP) to explore the options through which to develop a high-quality sustainable transport corridor into Cambridge from the east, addressing current inadequacies in provision in the short term, and providing the longer term capacity and connectivity to facilitate housing and economic growth within the city.
- 1.1.2 This Engagement Summary Report forms one of a suite of documents which together comprise the Cambridge Eastern Access Study (see [Figure 1.1](#)). It summarises the first and informal stage of the engagement process and the feedback received from stakeholders and the general public.

Figure 1.1: Cambridge Eastern Access Study Documents



1.2 Location

- 1.2.1 The study broadly covers the Newmarket Road corridor and the surrounding area, from Mill Road and Coldham's Lane in the south to the A14 and Ditton Lane in the north, and from the Quay Interchange on the A14 in the east to the Elizabeth Way roundabout in the west.
- 1.2.2 The area is subject to high volumes of traffic and is the location for significant growth proposals which could see the expansion of the city to the east with the redevelopment of the airport site. In the longer term it is anticipated that the Cambridgeshire Autonomous Metro (CAM) will serve the area via a route extending to Mildenhall.
- 1.2.3 The corridor forms the main gateway into the city from the east, and whilst it accommodates many east-west movements into and out of the city centre, it also forms an important leg for strategic trips between the north and south of the city, particularly for those wishing to access employment opportunities within the science park to the north and at the Biomedical Campus to the south.
- 1.2.4 The mix of land uses along Newmarket Road ensures that it remains busy throughout the day and Abbey Stadium, home of Cambridge United Football Club, represents a significant trip generator and destination on match days throughout the football season.
- 1.2.5 A map of the study area is provided in [Figure 1.2](#).

1.3 Challenges and Opportunities

- 1.3.1 Cambridge is facing a series of challenges in terms of maintaining strong economic growth whilst ensuring that housing supply keeps pace with job creation. At the same time environmental concerns are at the forefront as a result of needing to plan for more people, more jobs and more demand to travel across the city. In recent months, the Covid-19 pandemic has emerged as another challenge the city faces and improving the provision of sustainable travel options will help support the recovery of the local economy from this crisis.
- 1.3.2 These pressures are felt on access into the city from the east as strongly as anywhere else. Whilst there has been investment in encouraging travel by bus and by bike along Newmarket Road, the provision does not match that of a city aspiring to be a world leader in many areas, including sustainable transport.
- 1.3.3 As such a series of options will be explored and a Strategic Outline Business Case generated to provide a step-change in provision which makes the bus and active travel options such as walking and cycling, the mode of choice for the vast majority of those travelling into Cambridge from the east.

1.4 Structure of the Report

- 1.4.1 The report provides a review of the need for engagement, the activities undertaken to maximise feedback and the qualitative and quantitative responses from stakeholders and the general public. The report is structured around the following chapters:
- Chapter 2 | Structure of Engagement – Summarises the need for engagement and the various stages and activities which will be undertaken throughout the study.
 - Chapter 3 | Feedback from Stakeholders – Draws out the salient points from the discussions held with different stakeholder groups, with an emphasis on the qualitative responses provided.
 - Chapter 4 | Feedback from the General Public – Quantifies the feedback from the general public via the ConsultCambs consultation and engagement platform in terms of the number of responses and the broad attitudes and perceived priorities.
 - Chapter 5 | Park & Ride User Survey – Summarises the feedback from users of the Newmarket Road Park & Ride service.
 - Chapter 6 | Summary – Provides some high level conclusions in terms of the direction in which to take the study and opportunities to be explored.

1.5 More Information

- 1.5.1 If more information is required, please contact the Greater Cambridge Partnership, via:

Telephone: 01223 699906

Email: contactus@greatercambridge.org.uk



- ### Legend
- A14
 - Newmarket Road
 - Other Eastern Distributor
 - Major Junction
 - Railway Station
 - Railway Line
 - River Cam
 - Cambridge City Centre
 - Settlement / Residential Area
 - Cambridge City Boundary

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Client:
Greater Cambridge Partnership

EXECUTIVE PARK
 AVALON WAY
 ANSTEY
 LEICESTER
 LE7 7GR
 TEL: +44 (0)116 234 8000
 FAX: +44 (0)116 234 8001
 e-mail: leicester@wyg.com



Figure 1.1: Study Area

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Project No.	Office	Type	Drawing No.		Revision	
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2 | Structure of the Engagement Process

2.0 Structure of the Engagement Process

2.1 Overview

2.1.1 The Greater Cambridge Partnership has sought to engage with stakeholders and the general public early and throughout the study process. To achieve this, several co-ordinated activities were programmed through which to capture the views, opinions and perceptions of interested parties. The need for this engagement and the activities and timing of the activities undertaken is set out below.

2.2 Need for Engagement

2.2.1 The engagement process has been undertaken to meet a number of objectives, as follows:

- To provide all relevant stakeholders with clear, well-structured details of the GCP vision, project objectives and possible options, as well as being clear about what this project will not cover.
- To create opportunities for stakeholders to express their opinions and encourage the opportunity to impact the outcomes of the project freely and openly.
- To use an appropriate methodology for collecting the stakeholder responses and analyse them.
- To ensure wide feedback from the public and stakeholders across the relevant areas to assist in decision making.
- To create a consistent message across all projects to ensure stakeholders are aware that the access to Cambridge from the east is part of a wider vision set forward by the GCP.
- To identify advocates for the project.
- To manage any reputational risks associated with the project.
- To raise the profile of the GCP and its work.

2.3 Activities

2.3.1 Engagement and consultation to inform the study will be undertaken in two main parts:

- Part 1: Informal Engagement (between January 2020 and August 2020).
- Part 2: Formal Consultation (potentially between October 2020 and December 2020).

2.3.2 The specific activities undertaken as part of the informal engagement are listed in [Table 2.1](#) below.

Table 2.1: Informal Engagement Activities

Date	Activity
January 2020	<ul style="list-style-type: none"> • One to One Meetings with Stakeholders
31 January 2020	<ul style="list-style-type: none"> • Park & Ride User Survey
11 March 2020	<ul style="list-style-type: none"> • Accompanied Cycle Ride / Site Visit with Cambridge Cycling Campaign
1 July 2020	<ul style="list-style-type: none"> • Interactive Online Workshop with Members and Parish Councils
2 July 2020	<ul style="list-style-type: none"> • Interactive Online Workshop with Stakeholders
July 2020	<ul style="list-style-type: none"> • One to One Meetings with Stakeholders
6 July to 3 August 2020	<ul style="list-style-type: none"> • Four Week Informal Online Engagement Process Commences via ConsultCams consultation and engagement platform
6 July to 3 August 2020	<ul style="list-style-type: none"> • Promotional social media campaign on Twitter, Facebook and LinkedIn

2.3.3 The ConsultCams consultation and engagement platform ¹ formed the focal point of the engagement activity with regular updates provided, including a promotional video. Images of the engagement process are highlighted in [Figure 2.1](#).

Figure 2.1: Images of the Engagement Process



¹ <https://consultcams.uk/engagementhq.com/cambridge-eastern-access>
www.wyg.com



3 | Feedback from Stakeholders

3.0 Feedback from Stakeholders

3.1 Overview

- 3.1.1 A series of events were held with key stakeholders through which to ascertain the priorities of elected members, parish councils, transport providers and interest groups in relation to investment in transport improvements in the corridor.
- 3.1.2 This included one to one meetings via Microsoft Teams, and Zoom workshops, to ensure that we adhered to restrictions associated with the Covid-19 social distancing regulations during spring and summer 2020. The respective thoughts of the individual stakeholder groups are summarised herein.
- 3.1.3 Feedback from the Zoom workshops with members and stakeholders is included within [Appendix A](#).

3.2 Local Authorities

- 3.2.1 The Greater Cambridge Partnership works closely with the Cambridgeshire and Peterborough Combined Authority (CPCA), Cambridge City Council, South Cambridgeshire District Council and Cambridgeshire County Council in the development of planning and transport proposals.
- 3.2.2 As the local transport authority, the Cambridgeshire and Peterborough Combined Authority provided their views from a network management perspective. Key areas of concern were highlighted as:
- The need for bus lane enforcement due to the number of infringements along the corridor.
 - A recognition that the number of side roads undermined the effectiveness of the existing bus lanes.
 - The potential demand for an orbital bus service between the north and south of the city.
 - The implications of a relocation of the Park & Ride site.
- 3.2.3 Local councillors expressed concerns regarding the need to protect the Meadows, whilst feedback was also received from local authority officers and parish councils.
- 3.2.4 Discussions with these partner organisations have emphasised the need for the continued alignment of investment, and any measures to be taken forward through the Cambridge Eastern Access Study should complement the emerging Cambridgeshire Autonomous Metro proposals.
- 3.2.5 The local authorities are partners in the East-West Rail Consortium which has commissioned a review of the potential to upgrade the Cambridge to Newmarket railway line.

3.3 Highway Authorities

- 3.3.1 Highways England and Cambridgeshire County Council are the strategic and local highway authorities respectively and have a duty to maintain the safe and efficient operation of their networks. This remit formed the basis to both organisations' input to the engagement process.
- 3.3.2 With regard to Highways England, the nationally important A14 runs parallel to Newmarket Road and skirts the northern edge of the study area. It was stated that any interventions within the study area need to ensure that the functioning of neither J34 nor J35 is impeded, whilst any measures which can be demonstrated to reduce pressure on the network would be welcomed.

3.4 Bus Operators

- 3.4.1 The main bus operator along Newmarket Road, including the provider of the Park & Ride services, is Stagecoach and they provided an insight into operational issues along Newmarket Road supplemented by data of journey times from their scheduled services.
- 3.4.2 Specific areas of discussion focused upon:
- The piecemeal approach to bus priority along the corridor.
 - Service timings and areas of delay.
 - The appropriateness of the location for the Park & Ride.

3.5 The Rail Industry

- 3.5.1 The potential role of rail in a multi-modal approach to accommodating travel demand into Cambridge from the east was explored with representatives from key players at Network Rail, train operating company Greater Anglia, the East-West Rail Consortium, the East-West Rail Company and interest group Rail Futures.
- 3.5.2 Key issues highlighted in the discussions focused upon:
- The scope for additional line capacity.
 - The scope for additional platform capacity at Cambridge Station.
 - The ability to increase service frequencies with and without the additional capacity.
 - The strategic benefits of improvements to the east of the city.
 - The local benefits of improvements to the east of the city.
 - The potential for new stations between Cambridge and Newmarket.
 - The ability to access Cambridge Station (on foot and by bus/bike).
 - Linkages to Cambridge North Station.
 - The implications for the study area of the opening of Cambridge South Station.
 - The implications of new development on the future demand for rail-based travel, and
 - The implications of East-West Rail.
- 3.5.3 These wide-ranging discussions demonstrate the potential benefits of a fit-for-purpose rail connection between Cambridge, Newmarket, Bury St Edmunds and Ipswich, but that the complexities and hurdles which must be overcome at both a local and strategic level would be significant and potentially expensive.
- 3.5.4 Notwithstanding such concerns, it was clear that there was broad support for further exploring the opportunities within the study and as part of the wider East-West Rail Consortium's remit.
- ## 3.6 Developers
- 3.6.1 In advance of the adoption of the emerging Greater Cambridge Local Plan, there are several large-scale development opportunities within the east of the city and further afield which are under consideration.
- 3.6.2 To provide due diligence, but without compromising the planning process, discussions were held with the Marshall Group which owns and operates Cambridge Airport and L&G Estates, which has an interest in a strategic site at Six Mile Bottom, to understand how their aspirations may influence the future travel patterns and demand in the study area.
- 3.6.3 Whilst both sites are very different in nature, both promoters see the opportunities presented by investment in sustainable mass transit improvements to the east of Cambridge, in the form of either the Cambridgeshire Autonomous Metro and/or rail-based enhancements to the Newmarket to Cambridge line.

3.7 Transport Interest Groups

- 3.7.1 Cambridge benefits from several very active transport orientated interest groups and both the Cambridge Cycling Campaign and Smarter Cambridge Transport were engaged as part of the early and informal engagement process.
- 3.7.2 A number of themes emerged from these discussions, with the most substantive points being:
- A recognition that the Newmarket Road corridor is the least well catered for route into the city from a sustainable transport perspective.
 - As well as the corridor in general, key junctions are poor in terms of their provision for pedestrians and cyclists, not least the Elizabeth Way roundabout and Barnwell Road roundabout.
 - Cyclists should be segregated from both general traffic and buses where possible. An attractive cycle corridor along the River Cam does not compensate for the inadequacies and lack of safety on Newmarket Road itself.
 - Given the lack of physical space to accommodate all modes of transport safely and effectively, demand management techniques should be explored to better regulate flow and enable a reallocation of road space to sustainable transport users where possible.
 - The current location of the Park & Ride is inappropriate and there is the scope to consider locating it further east and closer to the junction with the A14.
 - The future operation of Mill Road should be explored. It is a destination in its own right and is not appropriate for large buses. Priority should be given to pedestrians and cyclists.
 - The opportunities presented by a realignment of the Cambridge to Newmarket line, not just from a rail perspective but in terms of localised walking and cycling improvements and the removal of the existing level crossings.
- 3.7.3 Encouragingly, both groups committed to working with the GCP in the development of the optimum solution for the corridor.

3.8 Other Interest Groups

- 3.8.1 During the informal engagement period representations were submitted by other interest groups with an interest in the future of the Newmarket Road corridor and wider study area. Both Cambridge Past, Present and Future (CPPF) and the National Trust are landowners and property owners who value the heritage of the city.
- 3.8.2 Both parties indicated an understanding of the current pressures the highway network is subject to and a desire to see improvements in terms of the provision of realistic alternatives to the car, albeit in a way which does not compromise key landscape and built heritage assets of the city. CPPF also highlighted that:
- Two significantly important green corridors in the study area: (1) The River Cam corridor, which includes Stourbridge Common, Ditton Meadows and the village of Fen Ditton, and (2) The green corridor that runs from the River Cam, Ditton Meadows, Coldham's Common, Cambridge Airport and into the fens on the western edge of Cambridge. CPPF would be opposed to the development of large and damaging engineering schemes in these corridors, however they consider there are opportunities for these green corridors to provide better facilities for walkers and cyclists.
 - Little Wilbraham Fen Site of Special Scientific Interest and surrounding wetland is a nationally important wildlife site which is a site for one of the rarest breeding birds in the UK (and one that is prone to disturbance and requires large areas of undisturbed space). CPPF would be strongly opposed to any developments which would have direct or indirect impacts on this important site. For example, the location of a Park & Ride facility nearby. Any such development may also face opposition from government agencies and the local planning authority.
- 3.8.3 Responses were also submitted by Fen Ditton Parish Council, the British Horse Society and Historic England.



3.9 Internal Discussions

3.9.1 The Cambridge Eastern Access Study will influence and will be influenced by several other ongoing studies within the Cambridge area and as such regular internal discussions have been held to align thinking and in helping to understand the wider implications of changes to transport provision in the broad corridor.

3.9.2 This has included engagement with:

- The Cambridgeshire Autonomous Metro Study
- The Waterbeach to Cambridge Corridor Study
- The East Barnwell Regeneration Study
- The City Access project
- The Chisholm Trail programme of works
- North-East Cambridge Area Action Plan

3.10 Summary

3.10.1 Despite the diverse perspectives and interests of the stakeholders engaged as part of this stage of the process, there is consensus in terms of:

- The need for intervention.
- The need to focus on alternatives to the car and provide real and attractive travel choices.

3.10.2 It is clear that there are many complex issues to be addressed within the area and that whilst the opportunities are there for a step-change in the sustainable transport offer, compromises may well have to be sought, particularly in terms of the movement of general traffic across the network.



4 | Feedback from the General Public

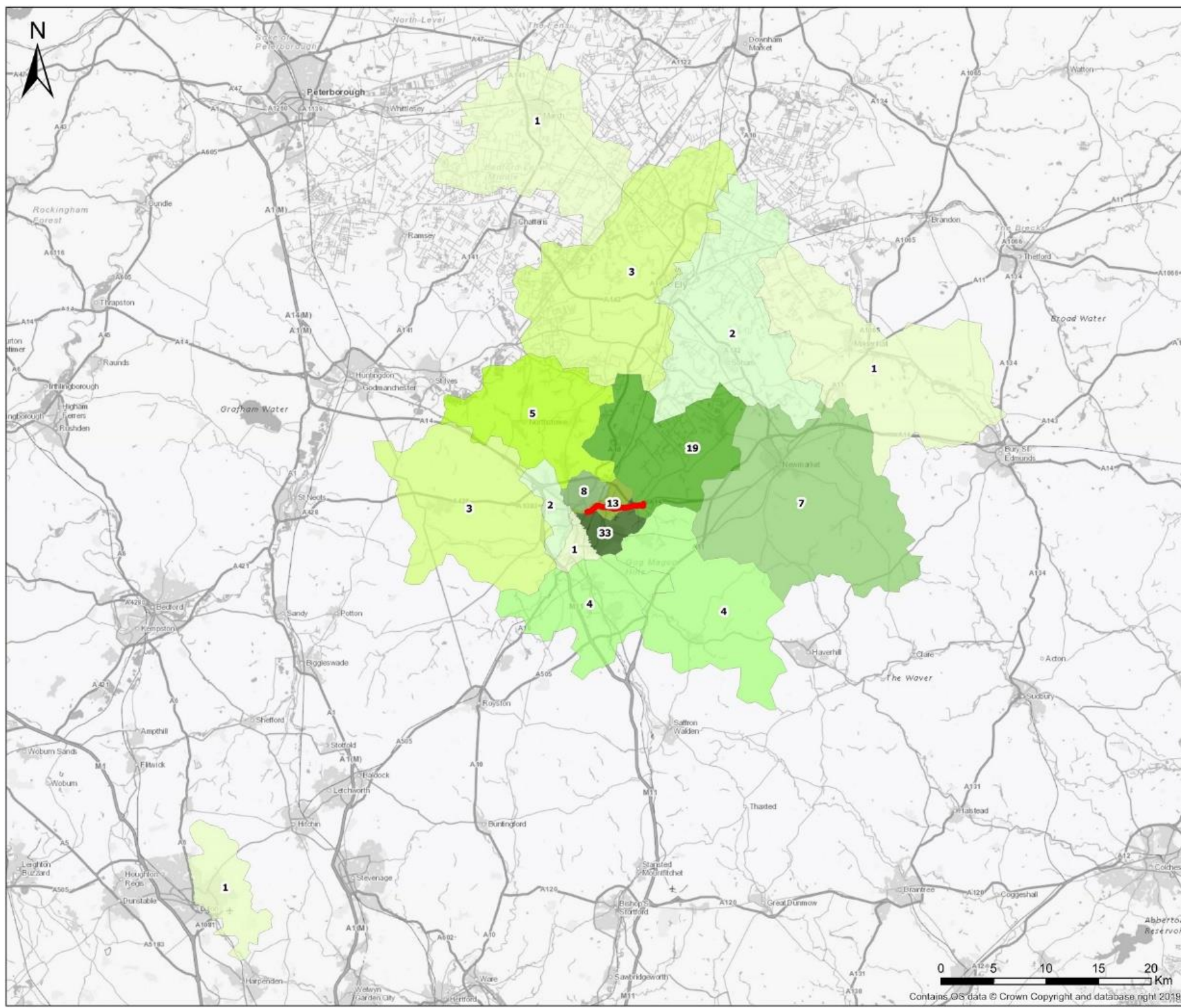
4.0 Feedback from the General Public

4.1 Overview

- 4.1.1 A four-week informal engagement period commenced on 6 July and concluded on 3 August 2020 during which time the general public could provide their first thoughts on the issues and opportunities within the study area. The location of the respondents is illustrated in [Figure 4.1](#). It highlights how around 72% of respondents who provided their postcode live either in the study area or to the east of Cambridge. In total:
- **1,172** – People visited the project website. Of these, 55% of visitors (643 people) visited more than one page, viewed the Frequently Asked Questions (FAQ) section or contributed to the mapping tool.
 - **136** – Participants who either filled in a survey or used an interactive map to place pins with their comments and suggestions.
 - **299** – Individual comments made utilising the interactive mapping function on the website, with 'pins' dropped in the appropriate locations for which issues were a concern.
 - **112** – Survey responses were received in relation to questions posed on the ConsultCambs website, focusing on issues and constraints in the study area, as well as features individuals would like to see improved.
- 4.1.2 The engagement period was promoted on the Greater Cambridge Partnership's website, with links to the ConsultCambs engagement portal. It was accompanied by a social media campaign that ran throughout the four-week period via the GCP's Twitter, Facebook and LinkedIn accounts and included paid-for boosted posts on Facebook and Twitter to reach a wider audience.
- 4.1.3 A press release was issued to local media on the first day of the engagement period and paid for adverts appeared in the Cambridge News and the Cambridge Independent. In addition to this, an e-bulletin was sent out to stakeholders via the GovDelivery mailing platform which was followed up with a reminder during the third week of the engagement which included an offer to attend virtual parish council meetings.
- 4.1.4 This section provides a quantitative and qualitative analysis of this feedback with a view to understanding the main concerns and opportunities to benefit all modes of travel within the study area.

4.2 Locations of Interest

- 4.2.1 Several locations within the study area provided the focus for feedback through the ConsultCambs map and survey. Newmarket Road itself, unsurprisingly, generated the most comments, followed by Coldham's Lane, Barnwell Road and Mill Road, as illustrated in [Figure 4.2](#).
- 4.2.2 Almost one in four comments received online made reference to Newmarket Road, with the section between Elizabeth Way roundabout and the Leper Chapel, and issues connected to the Barnwell roundabout receiving the most comments, along with several references to the Park & Ride site.
- 4.2.3 With regards to comments received about Coldham's Lane, many of the comments related to the Sainsbury's roundabout. Comments were mixed in terms of their positivity, acknowledging that the existing provision is undesirable for many modes of travel but that there were opportunities for improvement.
- 4.2.4 Many comments were also received about the Sainsbury's roundabout along Barnwell Road and access to Coldham's Common as well as better crossing facilities for pedestrians, equestrians and cyclists at the side road junctions between the two roundabouts.
- 4.2.5 Comments regarding the status of the railway bridge dominated the focus of the feedback received along Mill Road, reflecting recent changes in access and extensive local media attention. Comments were expressed in favour of both sides, either supporting a closure of the bridge to general traffic or keeping the bridge open to all road users. However, there were more comments in favour of the closure.



Legend

Newmarket Road

General Public Survey - Number of Respondents

- 33
- 19
- 13
- 8
- 7
- 5
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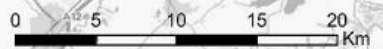
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EXECUTIVE PARK
 AWALON WAY
 AWSTLEY
 LEICESTER
 LE7 7GR

TEL: +44 (0)116 234 8000
 FAX: +44 (0)116 234 8001
 e-mail: leicester@wyg.com



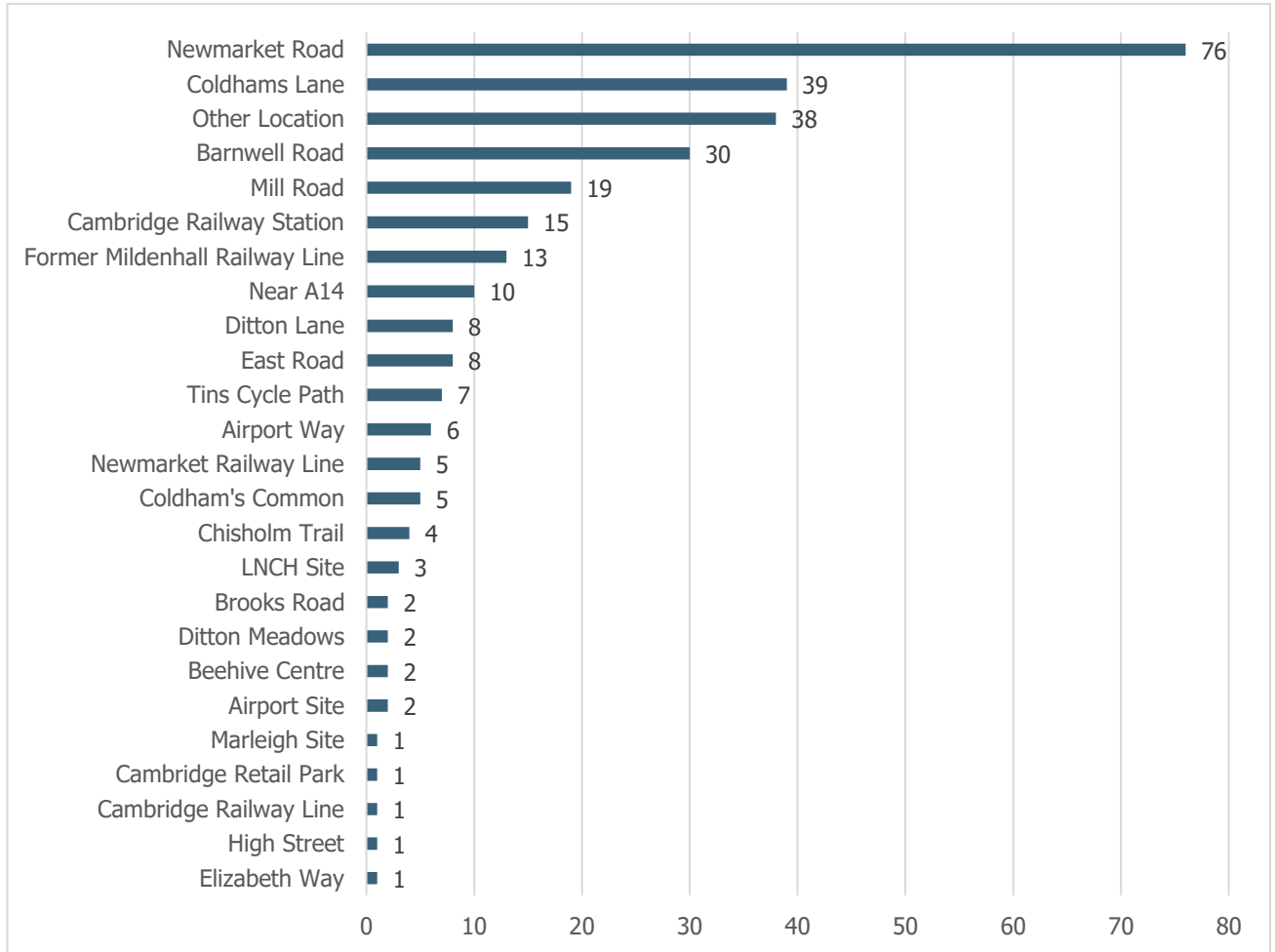
Figure 4.1: Residence of Survey Respondents



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Figure 4.2: Location of Interest of Feedback Responses (by number of respondents)

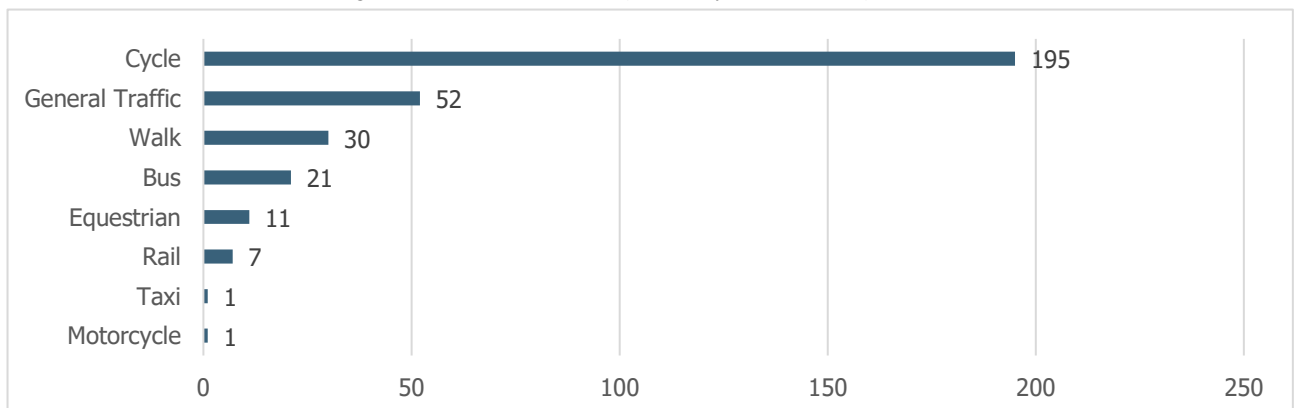


4.2.6 Other comments of a strategic nature included providing new bridges over the Cambridge railway line in close proximity to the main station, as well as improvements to Carter Bridge and the Station Square. A new eastern station entrance was also suggested.

4.3 Mode of Travel

4.3.1 In terms of the modes of travel, far and away the majority of comments were received in relation to cycling, as illustrated in [Figure 4.3](#). This demonstrates the importance of ensuring enhancements to the cycle network are integral to any investment package within the corridor.

Figure 4.3: Modal Focus of Responses (by number of respondents)



- 4.3.2 Comments made in relation to bus and rail were comparatively low when compared with cycling. More comments were made on general traffic (20%) and walking (16%), with both receiving many comments that referenced the latter as a secondary mode of transport. Other modes of travel referred to cars more specifically, as well as specific mentions of motorcycles and taxis.

4.4 Objectives

- 4.4.1 Whilst the feedback received was wide ranging, the comments received could be categorised within the three broad objectives of the study, namely:
- **Capacity** – Provide the public transport capacity to accommodate the projected increase in travel demand associated with housing and employment growth.
 - **Connectivity** – Improve accessibility to jobs and opportunities by public transport and active travel modes through a reduction in journey times and increased ease of interchange and align with the emerging Cambridgeshire Autonomous Metro.
 - **Communities** – Contribute towards the creation of safe and attractive communities by reducing emissions and the dominance of traffic, particularly in residential areas.
- 4.4.2 The comments provided by the general public on ConsultCambs targeted all three objectives, with 'pins' in relation to creating safe and attractive communities the most prevalent (192 comments), followed by those in relation to connectivity (125 comments) and capacity (71 comments).
- 4.4.3 There were other comments however that critiqued the existing provision within the study area and as such these things hindered capacity, connectivity and community. There were 37 comments that noted that the existing provision had a negative impact on community, whilst connectivity and capacity both received 20.

4.5 Qualitative Feedback

- 4.5.1 With regards to the more specific detail of the comments received, there were many areas of focus that were discussed. For simplification, these areas of focus have been divided into three sub-sections:
- Existing Issues and Concerns
 - Scope to Improve Existing Provision
 - Potential for New Infrastructure and Facilities
- 4.5.2 The full list of 299 comments is provided in [Appendix B](#) for reference.

Existing Issues

- 4.5.3 Some 61 comments made online provided a critique of existing provision within the study area. These comments mostly focused on the inadequacy of infrastructure, such as cycle paths, bridges, junction arrangements or pedestrian crossing facilities. Other issues that were raised included overgrown vegetation, flooding, parking and safety. The number of comments received in relation to existing issues are highlighted in [Figure 4.4](#), whilst the geographic spread of these perceived issues is shown in [Figure 4.7](#).

Scope to Improve Existing Provision

- 4.5.4 In terms of the scope to improve existing provision, 107 comments were received associated with infrastructure and services within the study area. In a similar fashion to the critiques made, many of the comments focused on improving infrastructure such as cycle lanes, carriageway surfacing and junction arrangements.
- 4.5.5 The redesign of two junctions in particular featured heavily within the online comments. These comments related to the Elizabeth Way roundabout and the Barnwell roundabout. It became apparent through the comments that neither of these junctions were beneficial for non-motorised users.

- 4.5.6 As such, comments received focused on providing better crossing and cycling facilities at and through these junctions, with some comments expressing a desire to reconfigure the roundabout altogether, into a 'Dutch-style' roundabout or 'Cyclops' junction.
- 4.5.7 The number of comments received in relation to improving existing provision is highlighted in [Figure 4.5](#), whilst the geographic spread of these perceived issues is shown in [Figure 4.8](#).
- 4.5.8 There were more comments in this section that focused on more detailed solutions, such as fixing a barbed wire fence and trimming back overhanging vegetation within particular areas of the study boundary. A desire to see improved access for equestrians was also apparent through the designation of new bridleways and improved access within the vicinity of the Marleigh development.

Potential for New Infrastructure and Facilities

- 4.5.9 Comments made with regards to new solutions were dominated by pedestrian-cycle infrastructure, with 70 out of the 129 comments received making reference to new cycle lanes/paths, new pedestrian-cycle crossings, or new pedestrian-cycle routes.
- 4.5.10 Bus and rail received a combined total of 20 comments, with references to new bus services to the Abbey Stadium, the Land North of Cherry Hinton site and Addenbrooke's Hospital and the Cambridge Biomedical Campus as well as new rail stations located along the Newmarket railway line corridor between the Sainsbury's roundabout and Fulbourn.
- 4.5.11 Desire was expressed to see new stations at Capital Park, Cherry Hinton and south of Coldham's Lane in the vicinity of the two existing lakes, and whilst five comments were made with regards to a new P&R site, it should be noted these were not all positive.
- 4.5.12 The number of comments received in relation to potential new infrastructure and facilities is highlighted in [Figure 4.6](#), whilst the geographic spread of these opportunities is shown in [Figure 4.9](#).

Figure 4.4: Most Commonly Cited Existing Issues (by number of respondents)

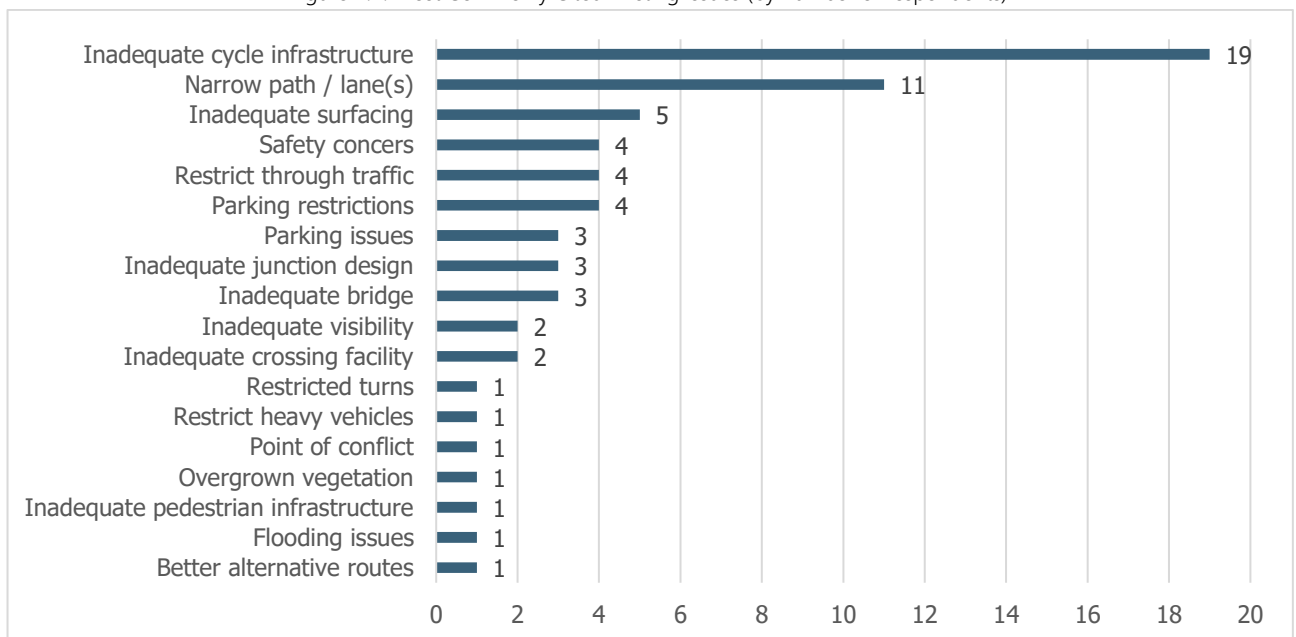




Figure 4.5: Areas for Improvement (by number of respondents)

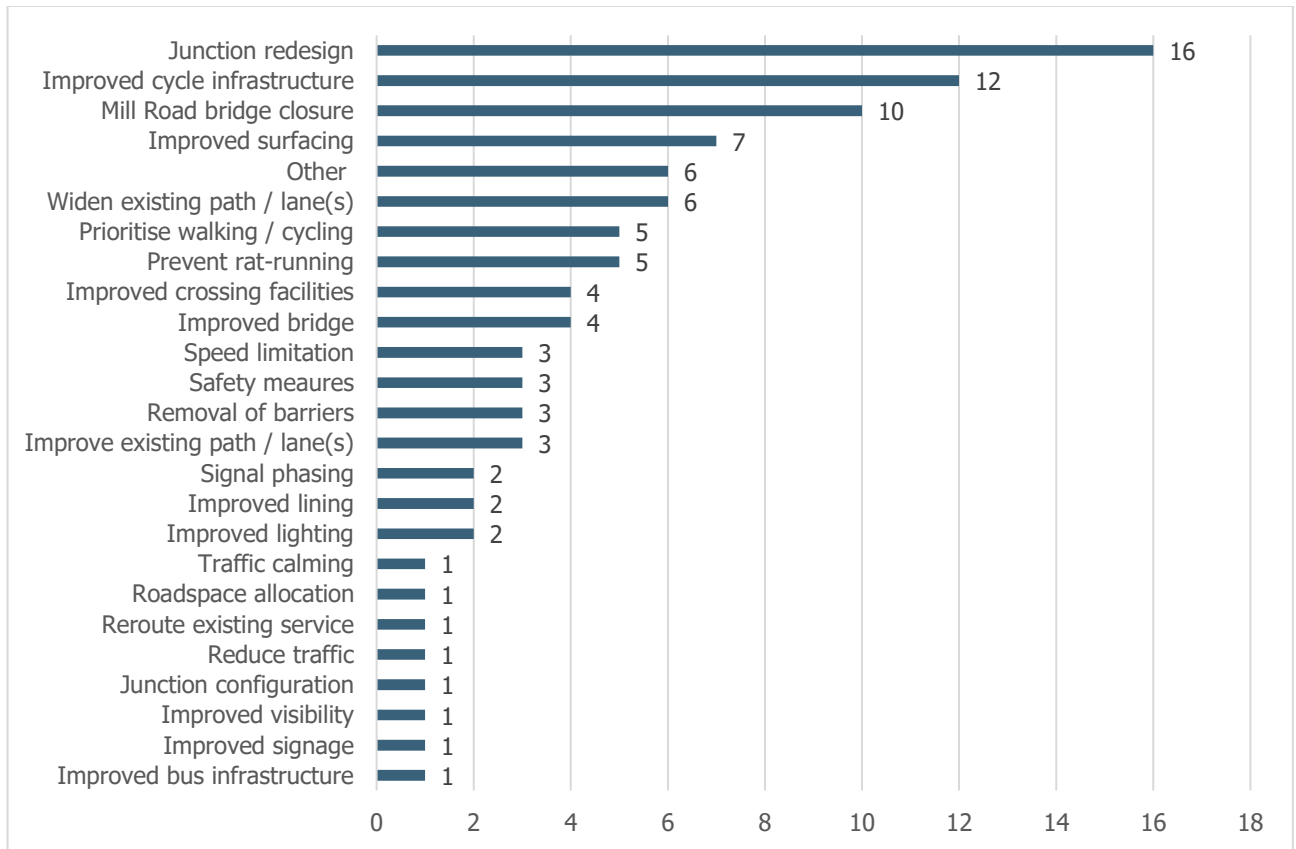
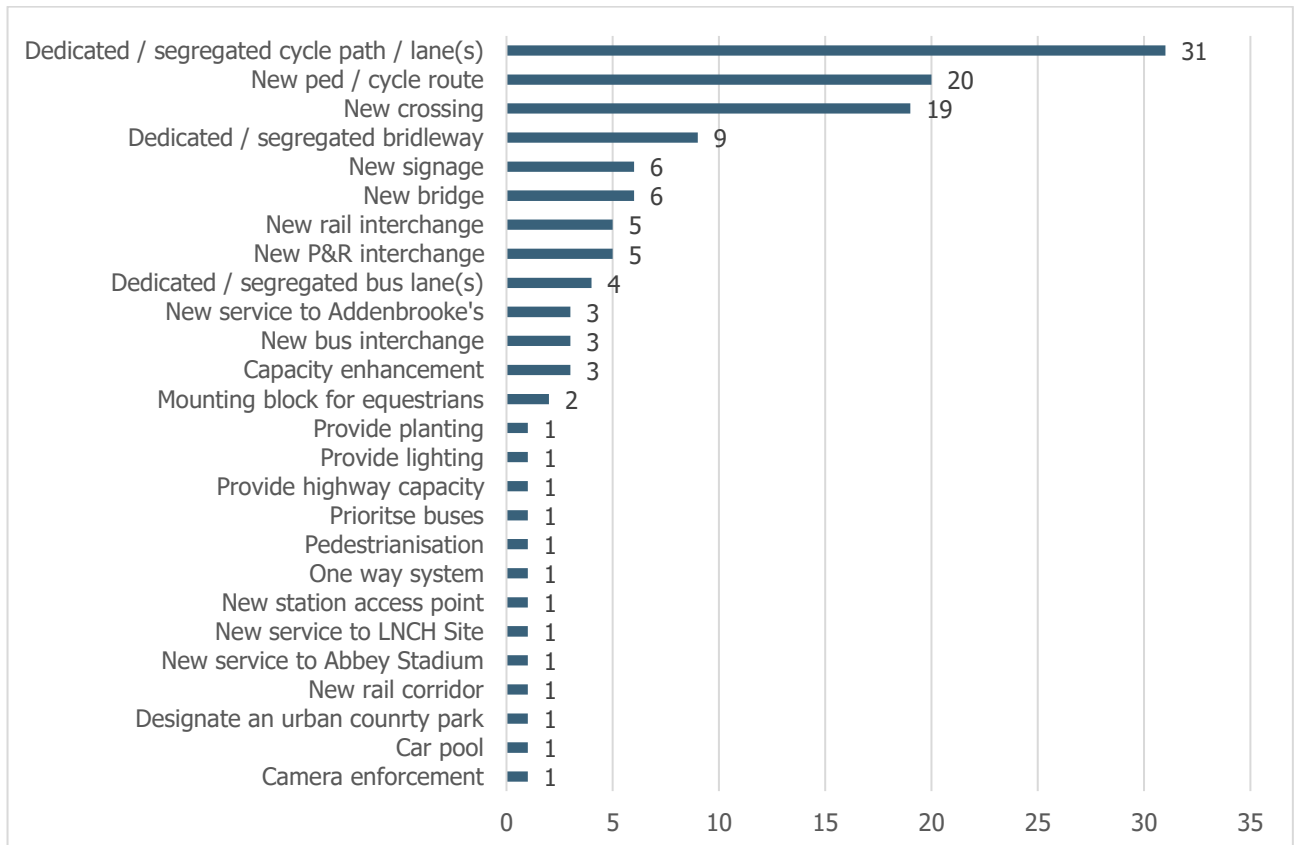
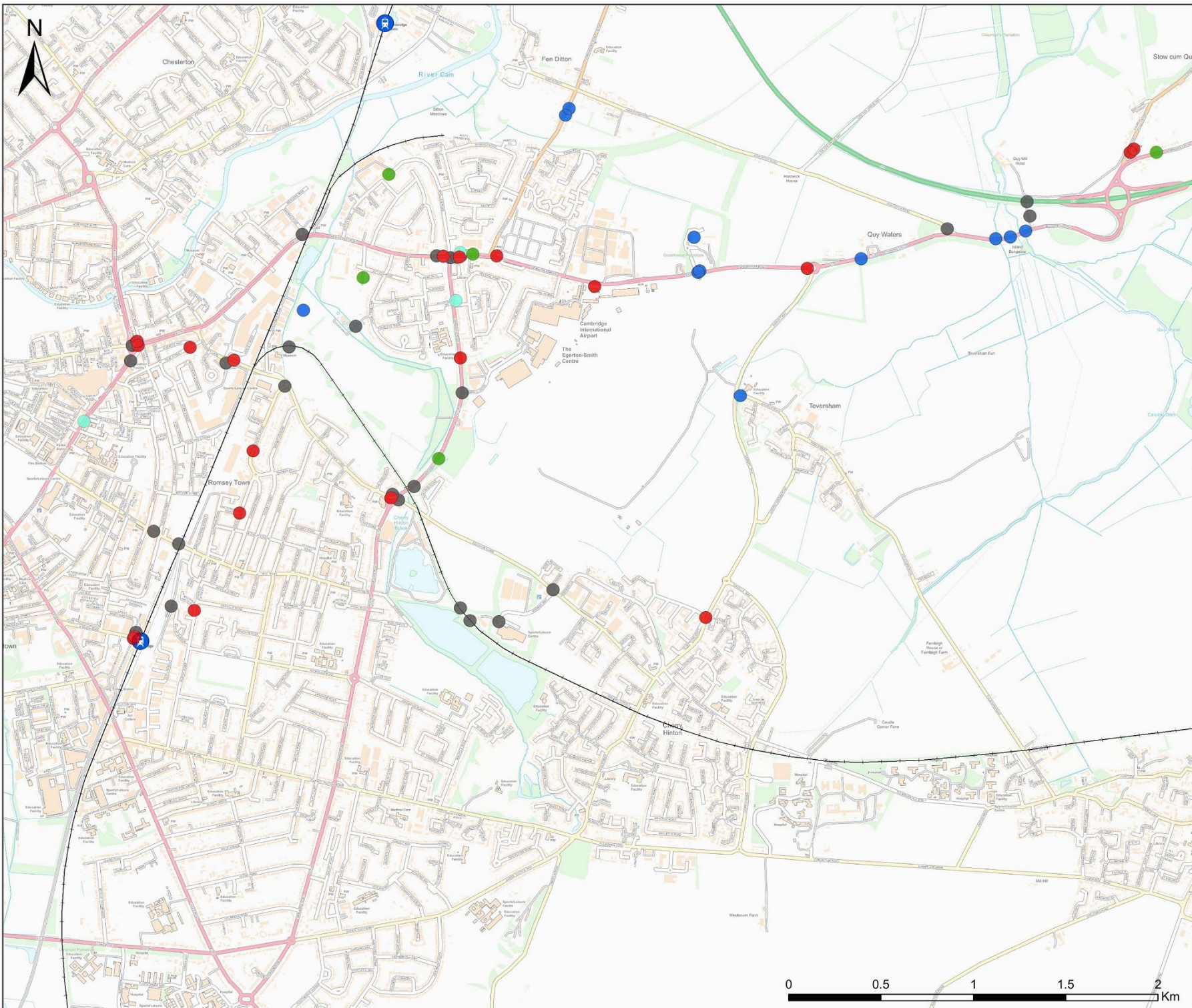


Figure 4.6: Opportunities for New Infrastructure (by number of respondents)





Legend

Most Commonly Cited Existing Issues

- Inadequate cycle infrastructure (19)
- Narrow path / lane(s) (11)
- Inadequate surfacing (5)
- Parking issues (3)
- Other (26)

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REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:
Greater Cambridge Partnership

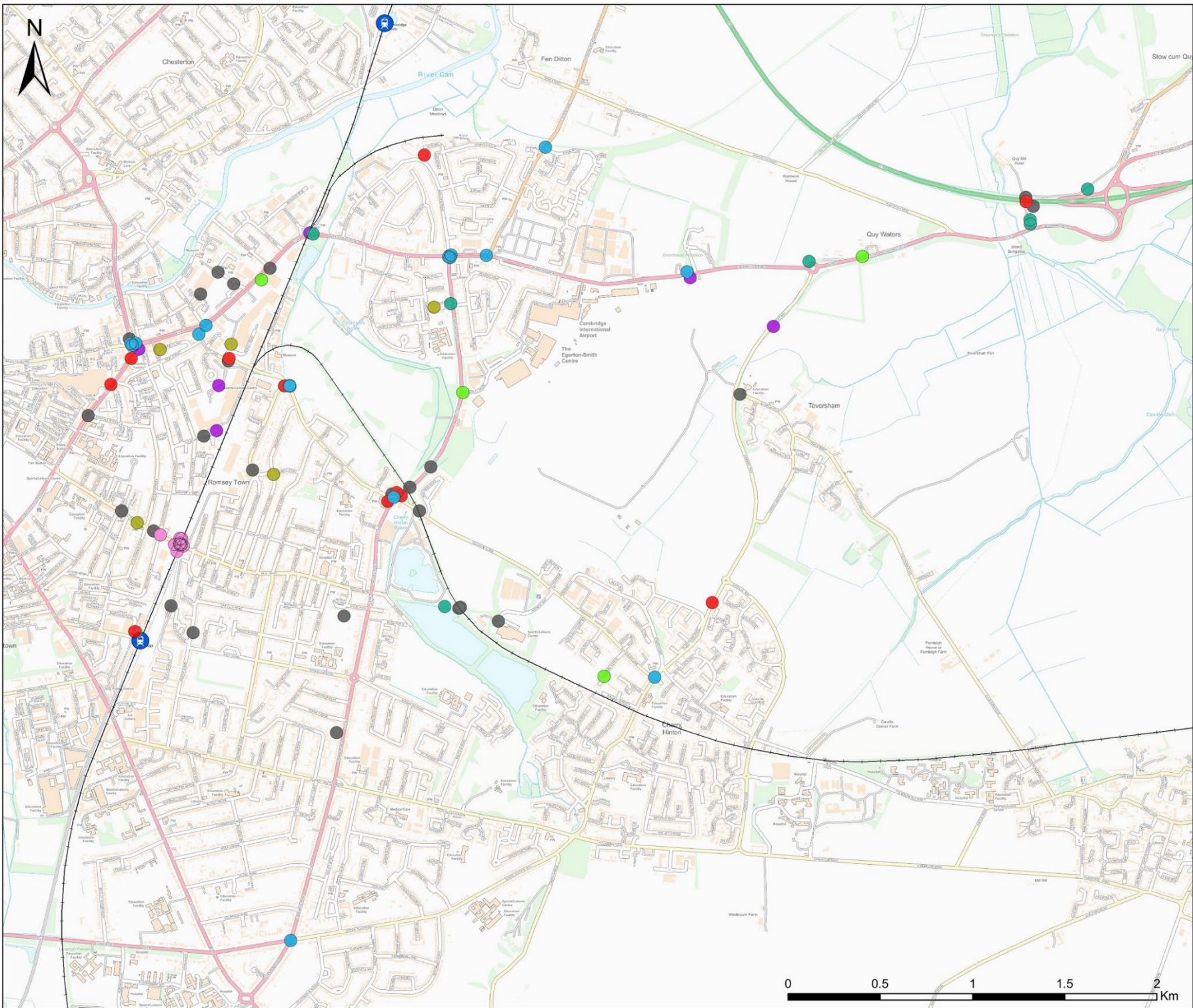
EXECUTIVE PARK
 AVALON WAY
 ANSTEY
 LEICESTER
 LE7 7GR
 TEL: +44 (0)116 234 8000
 FAX: +44 (0)116 234 8001
 e-mail: leicester@wyg.com



Figure 4.7: Geographical Split of Most Commonly Cited Existing Issues

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PJ	13/08/20	BK	21.11.19	BK	21.11.19
Project No.	Office	Type	Drawing No.	Revision		
A081175-146	35	18	048	-		





Legend

- Areas for Improvement**
- Junction redesign (16)
 - Improved cycle infrastructure (12)
 - Mill Road bridge closure (10)
 - Improved surfacing (7)
 - Widen existing path / lane(s) (6)
 - Prevent rat-running (5)
 - Prioritise walking / cycling (5)
 - Other (27)

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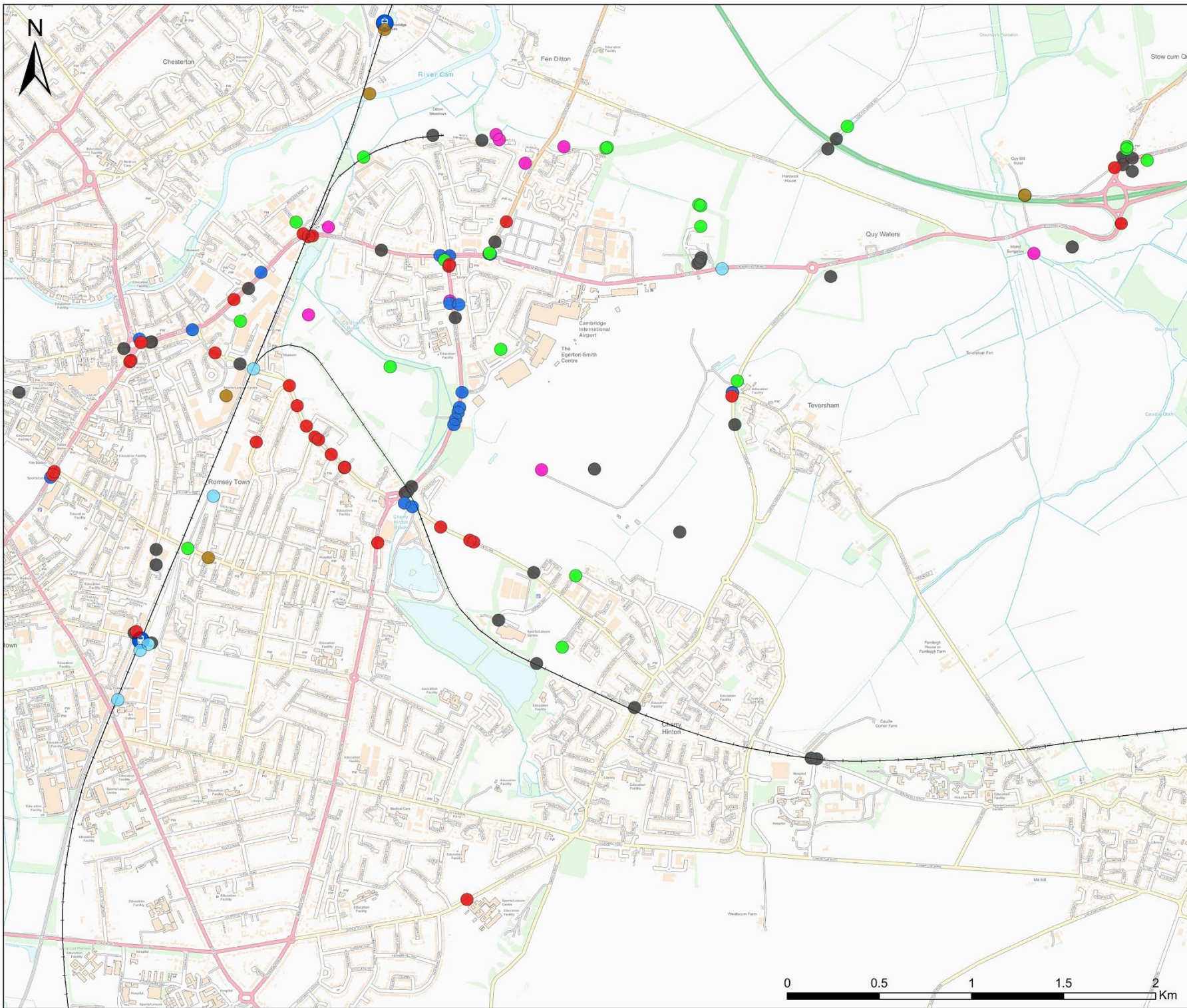
REV	DESCRIPTION	BY	CHK	APP	DATE
Client: Greater Cambridge Partnership					

EXECUTIVE PARK
 AVALON WAY
 ANSTLEY
 LEICESTER
 LE7 7GR
 TEL: +44 (0)116 234 8000
 FAX: +44 (0)116 234 8001
 e-mail: leicester@wyg.com



Figure 4.8: Geographical Split
 Areas for Improvement

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PJ	13/08/20	BK	21.11.19	BK	21.11.19
Project No.	Office	Type	Drawing No.	Revision		
A081175-146	35	18	049	-		



Legend

New Infrastructure

- Dedicated / segregated cycle path / lane(s) (31)
- New ped / cycle route (20)
- New crossing (19)
- Dedicated / segregated bridleway (9)
- New bridge (6)
- New signage (6)
- Other (38)

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REV	DESCRIPTION	BY	CHK	APP	DATE
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Client:
Greater Cambridge Partnership

EXECUTIVE PARK
AVALON WAY
ANSTLEY
LEICESTER
LE7 7GR
TEL: +44 (0)116 234 8000
FAX: +44 (0)116 234 8001
e-mail: leicester@wyg.com



Figure 4.9: Geographical Spread of Opportunities for New Infrastructure

Scale @ A3	Drawn	Date	Checked	Date	Approved	Date
NTS	PJ	13/08/20	BK	21.11.19	BK	21.11.19
Project No.	Office	Type	Drawing No.	Revision		
A081175-146	35	18	050	-		

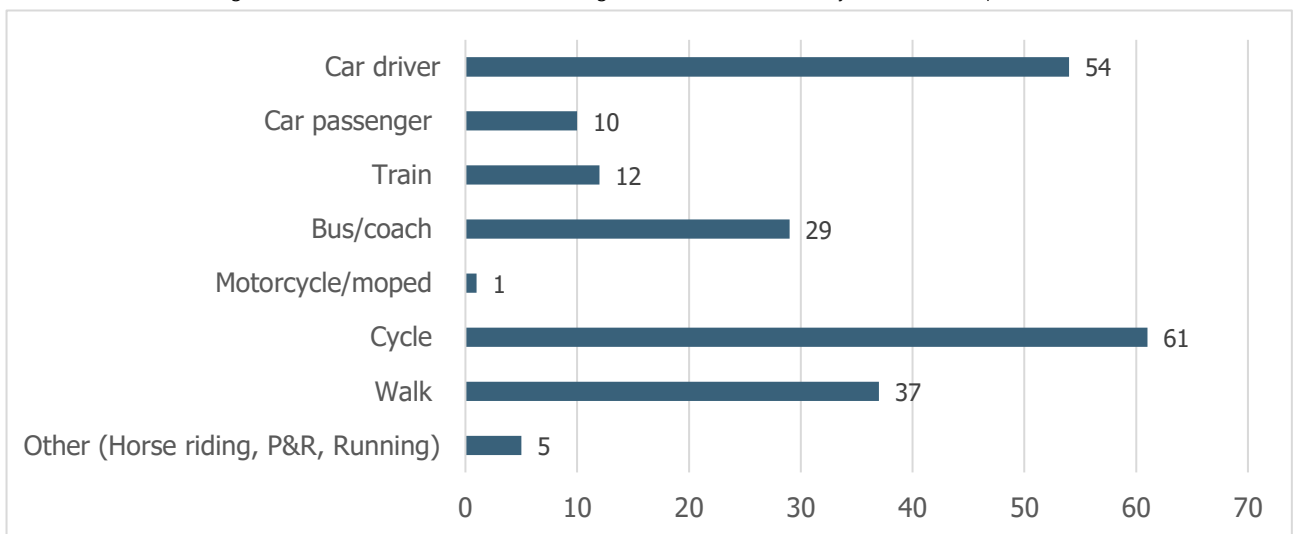
4.6 Responses to the Survey

4.6.1 To supplement the mapping function on the ConsultCambs website, the opportunity was provided to respond to a series of set questions and was duly completed by 112 respondents. The following sections summarise the feedback.

Who are we listening to?

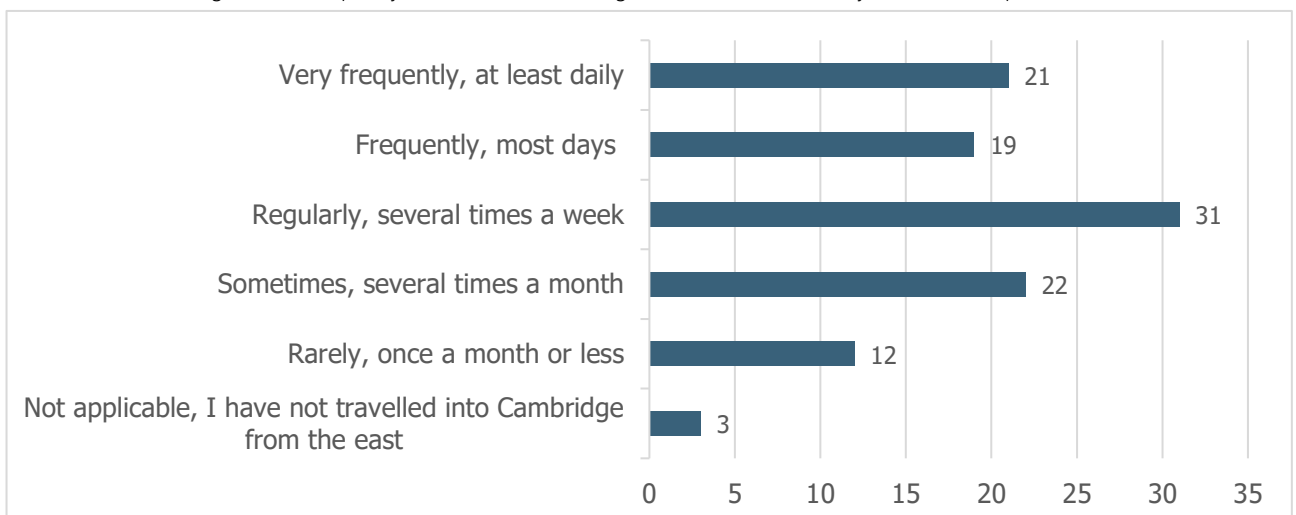
4.6.2 The breakdown of those responding to the survey based upon their typical mode of travel into Cambridge is highlighted in [Figure 4.10](#). Most respondents usually travel into Cambridge either by car (31%) or they cycle (29%) and walk (18%). Around 20% use public transport (bus, coach or train).

Figure 4.10: Mode of Travel into Cambridge Prior to Coronavirus (by number of respondents)



4.6.3 [Figure 4.11](#) details the frequency with which respondents travel into the city. Some 66% classed themselves as regular commuters who travel into Cambridge at least several times a week. Another 20% identified themselves as occasional travellers and only 14% responded that they travel into the city either once a month or less.

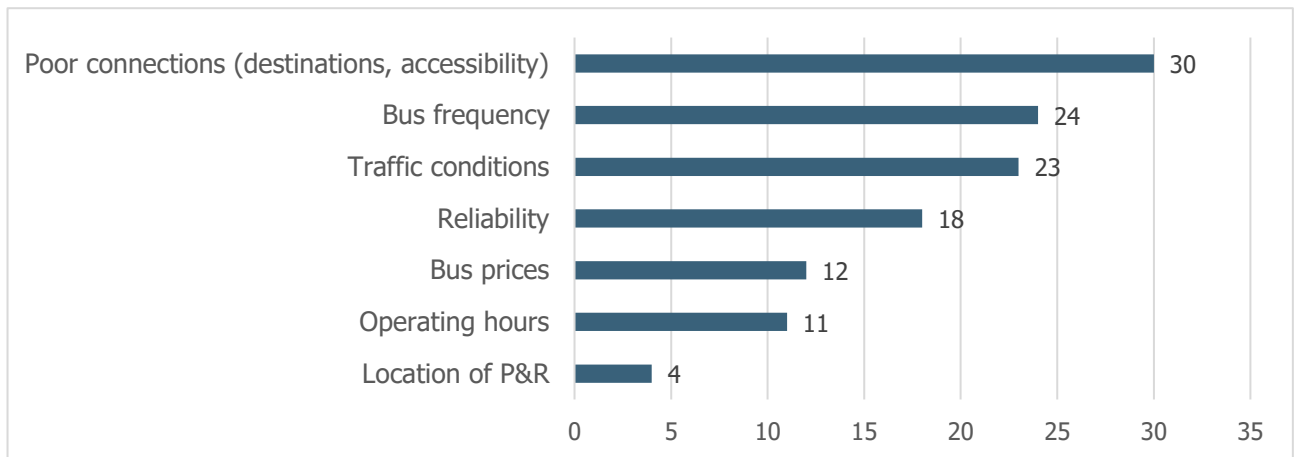
Figure 4.11: Frequency of Travel into Cambridge Prior to Coronavirus (by number of respondents)



Public Transport Problems

- 4.6.4 The most commonly expressed concern of respondents in terms of using public transport is the lack of convenient connections (see [Figure 4.12](#)). Poor accessibility to a bus and no direct route to their destination was mentioned 30 times (34% of people answering the question) in the feedback received.
- 4.6.5 Complaints about bus frequency were the second most common complaint (24 comments, 28%). Some 26% of respondents suggested that traffic conditions were impacting on bus journey times and contributing to the poor reliability of the services (21%). People also criticised bus prices as being too expensive and that the hours of operation were too limited.
- 4.6.6 Many people are unhappy that there is no late bus back home, no Sunday service, and those who start work early in the morning are left with no option but to drive. People living in villages to the east of Cambridge particularly feel disconnected.

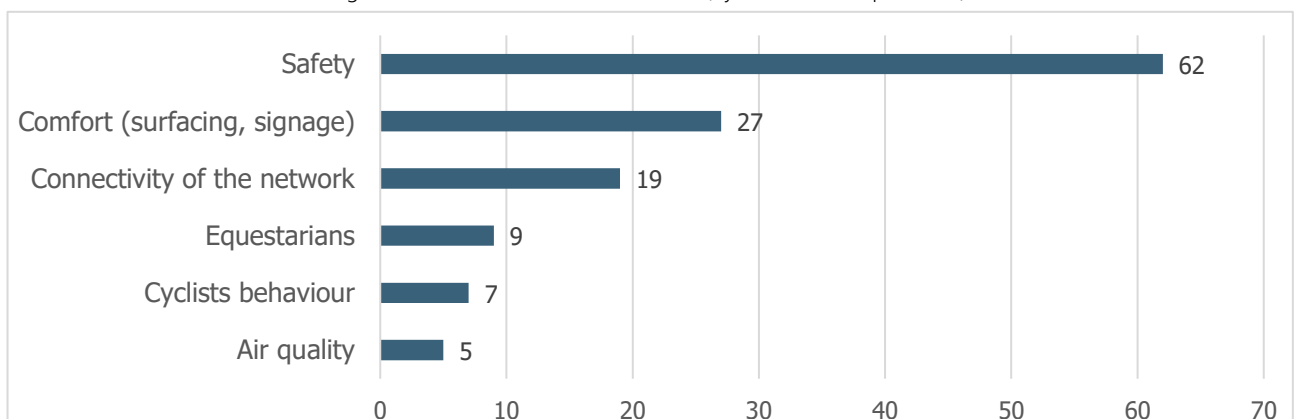
Figure 4.12: Problems with Public Transport (by number of respondents)



Active Travel Problems – Cycling, Walking and Horse Riding

- 4.6.7 [Figure 4.13](#) highlights how most of the comments expressed about active travel focused on safety concerns. People don't feel comfortable cycling in heavy traffic, with fast vehicles passing them, and they have concerns about conflicts between pedestrians and cyclists. Many people are disappointed by the quality of surfacing and the poor maintenance of both cycleways and footways. Some people mentioned the importance of a fully connected cycle network with no gaps. Several horse riders, who feel overlooked, also expressed their concerns regarding problems for equestrians.

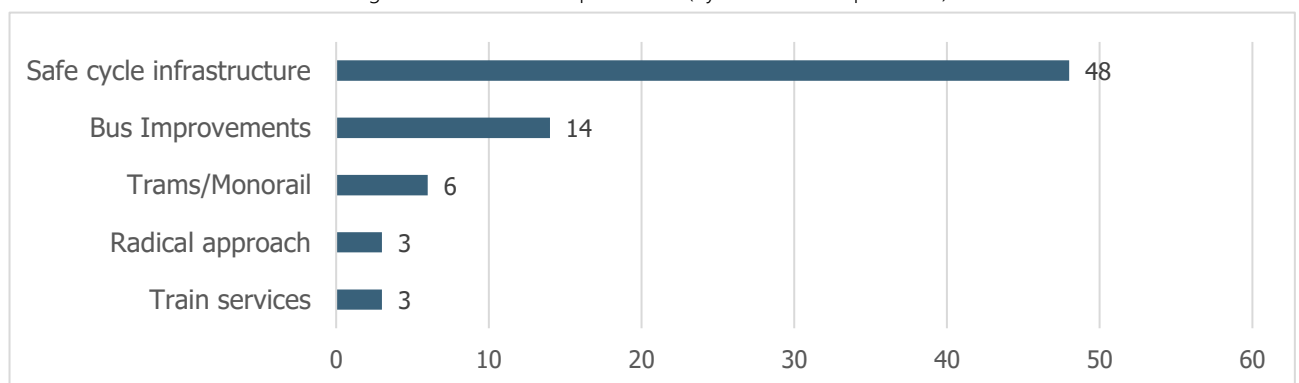
Figure 4.13: Problems with Active Travel (by number of respondents)



Improvements for Public Transport and Active Travel

- 4.6.8 There was an almost equal split between people who think existing routes should be improved (37 respondents) and people who think that developing new routes is the way forward (35 respondents).
- 4.6.9 About half of the respondents want to see safe cycle infrastructure as a priority, as shown in [Figure 4.14](#). Bus improvements, such as bus gates, better bus lanes and more convenient bus routes, were mentioned by 14 people (14%). Only six respondents expressed support for a tram network or monorail, whilst there were views that a radical rethink of the entire transport system is needed.

Figure 4.14: Areas for Improvement (by number of respondents)



Constraints, Threats and Risks

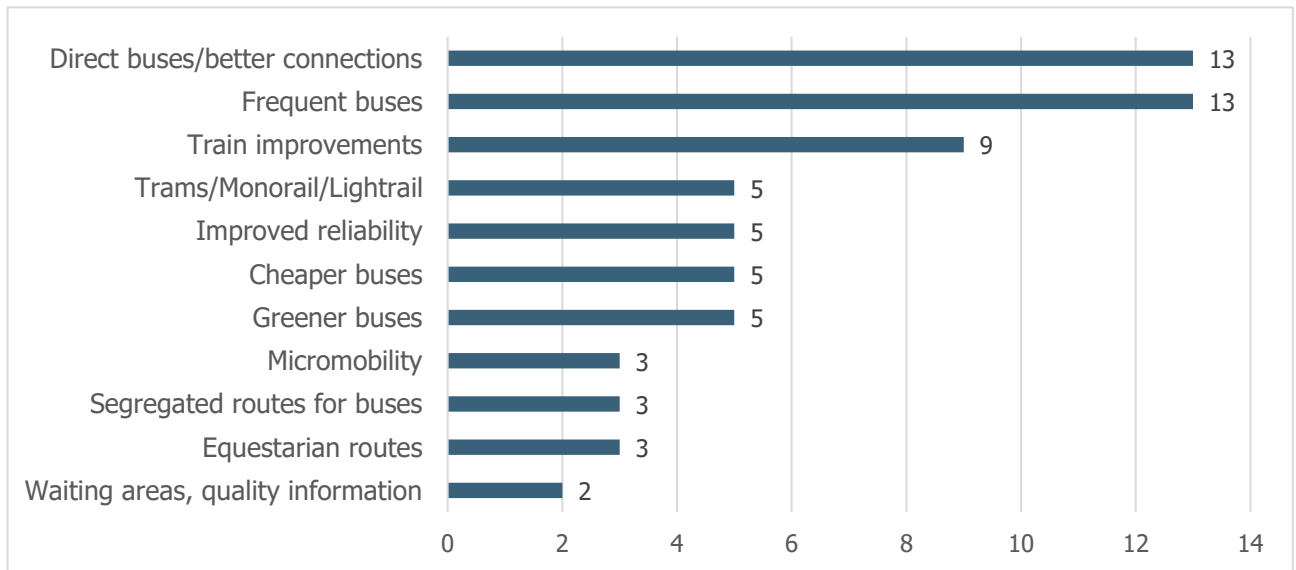
- 4.6.10 When asked about what should be avoided or treated with caution in terms of areas of investment, concerns associated with the negative impact on the environment were raised on several occasions. Most people mentioned this vaguely and said that the green belt must remain intact, felling trees should be avoided and any green areas and countryside should be protected.
- 4.6.11 Those who articulated more specific concerns said that the following locations must be protected: Coldham's Common (mentioned 3x), Gog Magogs (2x), Barnwell East nature reserve, Riverside route, Horningsea, Wandlebury, and Snakey Path.
- 4.6.12 Amongst other issues to ensure, respondents referred to concerns associated with poor bus provision (7x), not to be anti-car as it should be respected that some people still need to drive (5x), or in creating more congestion and worsening the already poor traffic conditions (4x). Some people, on the other hand, warned against being focused on cars and improving the situation for them (4x).
- 4.6.13 Specifically, with regards to active travel, it was felt that combined bus and cycle lanes should be avoided as well as shared use paths. Cycle lanes which are only 'painted' on the road were also viewed in a negative light. Whilst some warn against 'incomplete' routes, others argue that if any further delay is caused by something not being 100% perfect, it should be avoided. Those who ride horses said that they don't want to be overlooked again.
- 4.6.14 It should be noted that despite these concerns, other respondents expressed an opinion that the approach should be exactly the opposite – that the new routes shouldn't be avoiding the precious or protected locations, but actually take in any landmarks along the way, with local information about routing options across green areas appreciated.



Public Suggestions – Public Transport

- 4.6.15 Most respondents felt that there is a big opportunity to improve bus services in the area (see [Figure 4.15](#)). Included within the feedback was a suggestion that more direct/orbital services could be provided so that passengers wouldn't always have to go to the city centre first. Suggestions to increase frequency and introduce early/late/weekend services were mentioned multiple times as well as measures to improve reliability. Cheaper/subsidised buses and greener/electric buses would be welcome too.
- 4.6.16 Comments were made in terms of support for and against the reopening of Mill Road bridge to traffic despite no direct prompt within the questioning, highlighting the level of interest in this particular corridor.
- 4.6.17 Eight comments were received about train services. Some focused on the inadequate connection between Cambridge and Newmarket, whilst others would like to see a stop in Cherry Hinton/Teversham to allow local residents to travel into the city easily. The reopening of the line to Haverhill was also cited.
- 4.6.18 Other comments of note focused upon improvements to the Cambridge Station access from the east either in a form of extension of the existing footbridge to the cycle park or by a provision of a new eastern access near Royal Mail with direct access to the platforms.
- 4.6.19 It was felt that apart from the convenience of this for thousands of people in east Cambridge, this would help to mitigate the impact of all the planned housing developments taking place to the east of the city which would otherwise put more pressure on Hills Road bridge, Station Road and Mill Road.

Figure 4.15: Suggested Public Transport Improvements (by number of respondents)

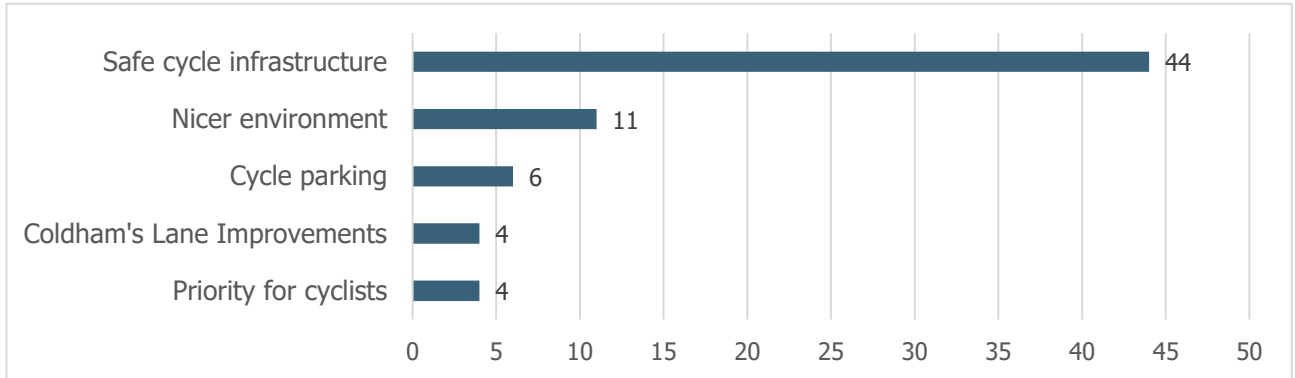


Public Suggestions – Active Travel

- 4.6.20 The public's suggestions regarding active travel improvements were dominated by calls for safe cycle infrastructure which were mentioned by half of the respondents (see [Figure 4.16](#)). This was felt to be in the form of wide lanes, fully segregated from traffic, buses and pedestrians. They should form a connected network without exposing riders to dangerous situations at junctions. The need for a pleasant environment and smooth surfacing were also stipulated.
- 4.6.21 Only a few comments were received regarding cycle parking provision throughout the whole survey which could suggest that people are generally happy with current provision. However, the parking at Cambridge North station is not perceived as safe. It is also understood though that some commuters would appreciate more bicycle spaces on trains, especially from Newmarket.

4.6.22 Those who live on or around Coldham’s Lane want to see a change in its character, emphasising its nature as a residential street and not a busy road used for rat-running.

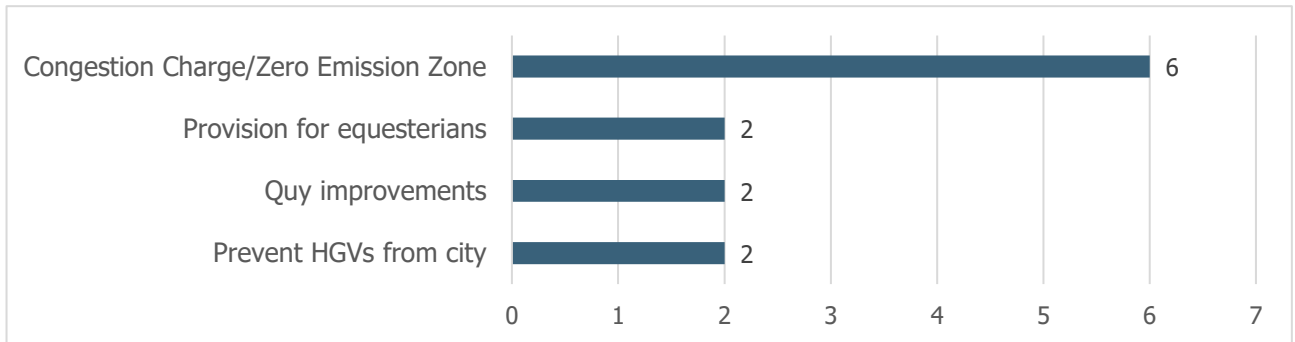
Figure 4.16: Suggested Active Travel Improvements (by number of respondents)



Public Suggestions – Other

4.6.23 In this section many people reiterated their concerns and suggestions discussed in previous questions. Some people would like to see the Council taking action to discourage car use by introducing a congestion charge, zero emission zone or limit access to the city in the morning peak hour for non-residents (see Figure 4.17). A possible relocation of the Newmarket Road Park & Ride further to the east and improvements to the A14 Quay junction were also mentioned.

Figure 4.17: Other Suggested Improvements (by number of respondents)



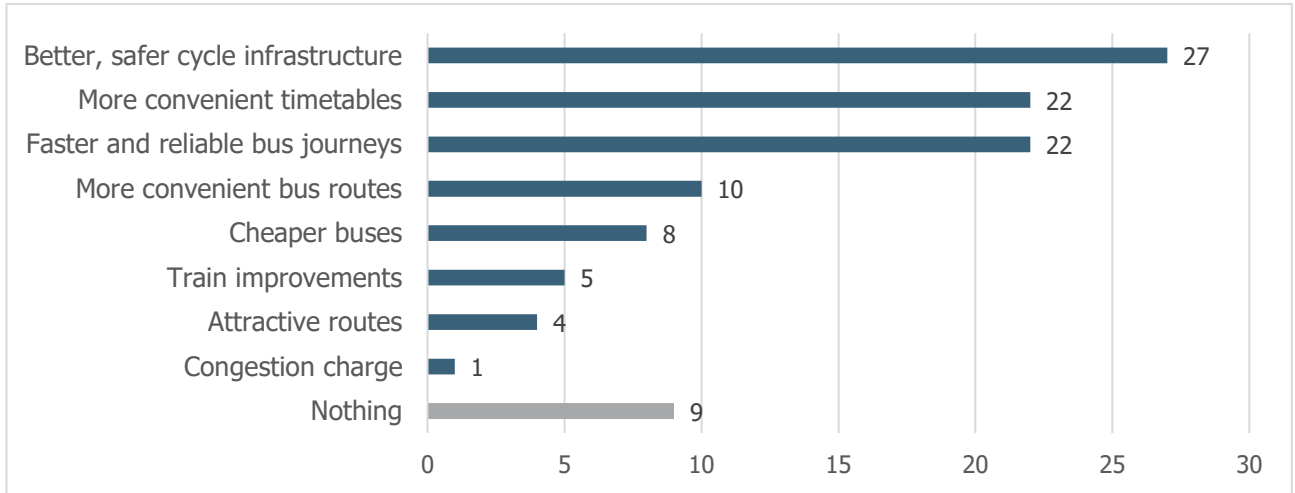
Motivation for a Modal Shift

4.6.24 A third of respondents suggested that a better quality, safer cycle network and infrastructure would make cycling more attractive for them (see Figure 4.18). About 27% of respondents would like to see bus timetables suited to their needs – whether it be more frequent buses in general on the key services or expanding the currently limited operating hours. About 27% would use buses more often if they are fast, reliable and provide a time advantage over use of a car (in the case of Park & Ride services).

4.6.25 A number of respondents (12%) lack convenient bus services – whether it be no access to a good bus service in their village or no direct route to their destination – meaning that they have to travel through the city centre and their journey becomes very long.

4.6.26 About 10% of respondents find the buses too expensive (with suggestions that it can be cheaper for a family of four to take a taxi, for example) and claim they would be using them more often if cheaper.

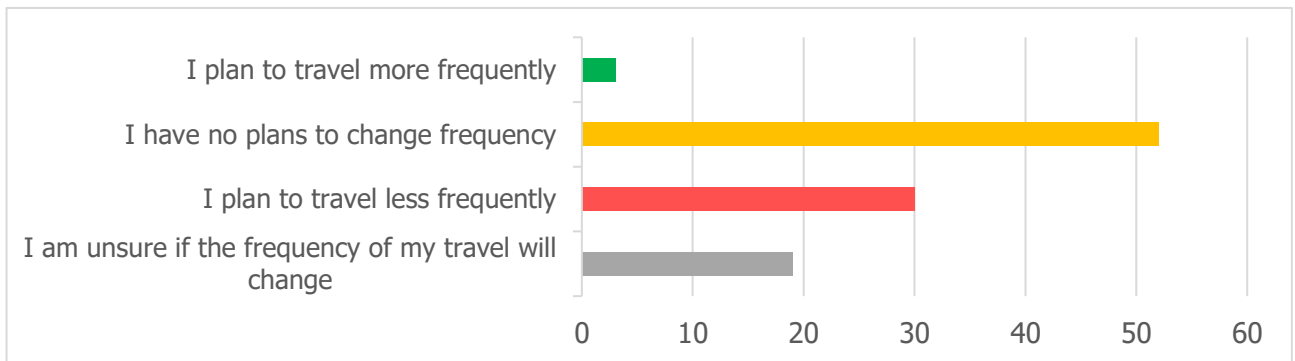
Figure 4.18: Factors to Make Sustainable Travel More Attractive (by number of respondents)



Effect of the Coronavirus Outbreak

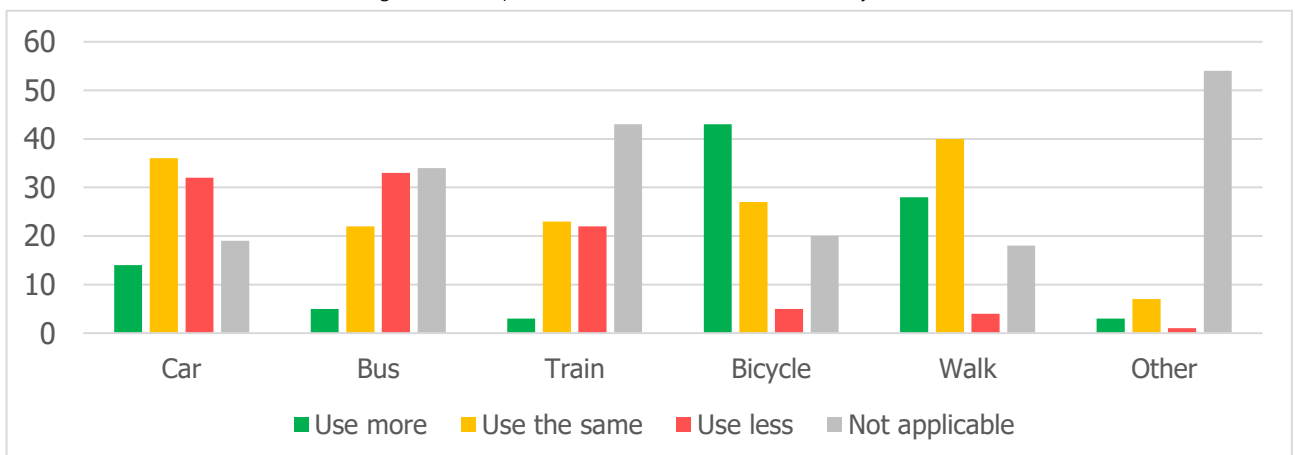
4.6.27 The final two questions of the survey focused on the impacts of the Covid-19 virus and the resultant restrictions and lockdown on their travel patterns and behaviours. [Figure 4.19](#) highlights how around a third of the respondents stated that they might travel less frequently in the future because of the outbreak.

Figure 4.19: Impact of Coronavirus on Travel Habits



4.6.28 When this feedback is broken down by mode of transport, it highlights how this might manifest itself through a decrease in car use and public transport in the future (see [Figure 4.20](#)). Conversely, many people are planning to be more active and cycle and walk more than before the pandemic.

Figure 4.20: Impact of Coronavirus on Travel Habits by Mode





4.7 Summary

4.7.1 The level of feedback received in response to the informal four-week engagement period demonstrates that there is considerable public interest in seeing improvements made in the Cambridge Eastern Access study area. The qualitative nature of the feedback has provided a broad spectrum of ideas and interests which will be used to inform the development of options for future consideration.

4.7.2 In seeking to draw some conclusions from the feedback, a number of points emerge:

- There is a desire for safe cycle infrastructure which the vast majority of respondents agree on.
- Cyclists should have comfortable, direct, segregated cycleways. They should not mix with traffic, buses, pedestrians, and horse riders.
- There are locations where cyclists are put on busy roads with inadequate cycle infrastructure.
- Quality of cycle lane surfaces and their poor maintenance is often criticised. This applies to some footways too.
- The most problematic roads in the area are Newmarket Road, Coldham's Lane and Mill Road.
- There are mixed opinions about Mill Road and the reopening of the Mill Road bridge.
- People are generally rather unhappy about the current bus provision as it doesn't suit their needs.
- Buses are seen as unreliable, slow and expensive.
- Those in more remote areas don't have access to a bus out of regular business hours and can't enjoy a night in the city or get to work if they start early in the morning (common amongst the NHS staff).
- People want to see frequent, reliable buses.
- There is scope to improve trains and access to them.
- A new station in Cherry Hinton would help the residents.
- Eastern access to Cambridge station would help those living locally as well as release some pressure on the network in other places.
- There is a vocal group of horse riders who feel that their needs have been constantly neglected.
- Respondents want to protect as much greenery as possible, especially Coldham's Common.
- Some are open to the option of considering a congestion charge or restricting car access to the city.
- The recent coronavirus pandemic might result in an overall trip reduction, but some people are planning to cycle and walk more than before.



5 | Park & Ride User Survey

5.0 Park & Ride User Survey

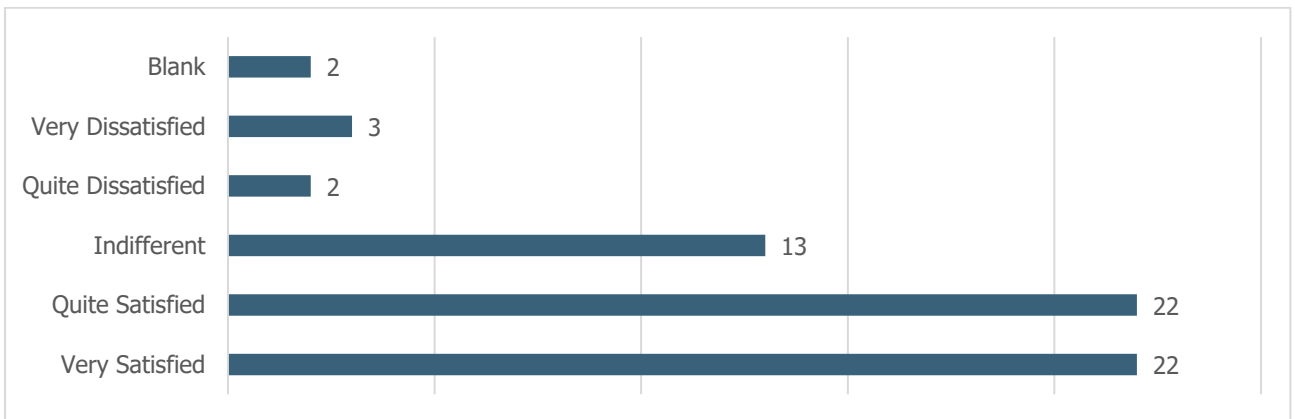
5.1 Overview

5.1.1 In January 2020, WYG undertook a survey of Newmarket Road Park & Ride users to ascertain their rationale behind using the service and to understand their perceptions in terms of the quality of provision and how the offer could be improved. Feedback was received from over 60 users during the morning peak period and, whilst not a statistically robust sample size, it nevertheless provides a feel for how the service is received by those who use it.

5.2 Satisfaction

5.2.1 In terms of overall satisfaction with the Park & Ride, the vast majority of users were satisfied with the service and facilities on offer, as highlighted in [Figure 5.1](#). Almost 70% of respondents expressed that they were either quite or very satisfied.

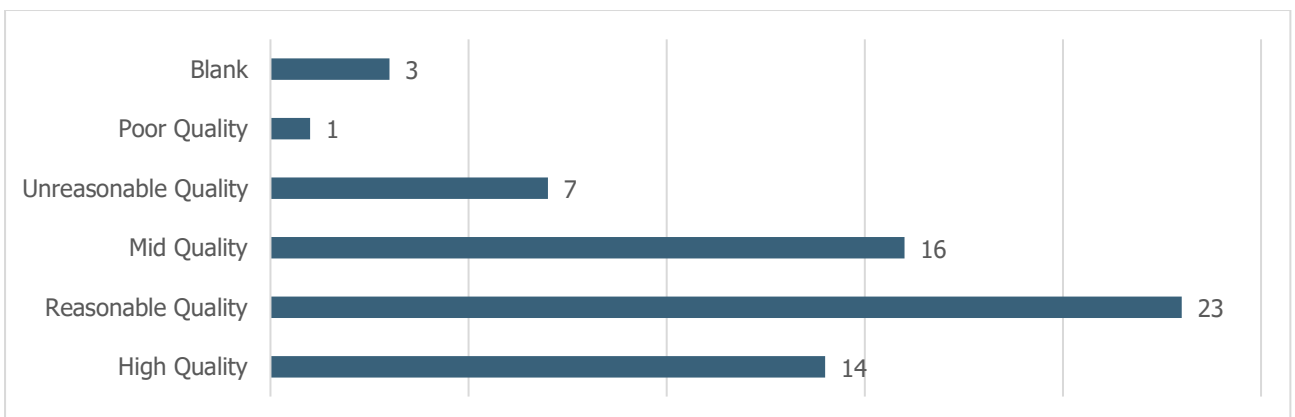
Figure 5.1: Newmarket Road Park & Ride User Satisfaction (by number of respondents)



5.3 Service Frequency

5.3.1 In terms of service frequency, respondents were also broadly supportive of the levels of provision as indicated in [Figure 5.2](#). However, with only 14 of the 64 respondents suggesting it was 'high quality' there appears to be room for improvement in the eyes of current users.

Figure 5.2: Perceptions of Service Frequency (by number of respondents)

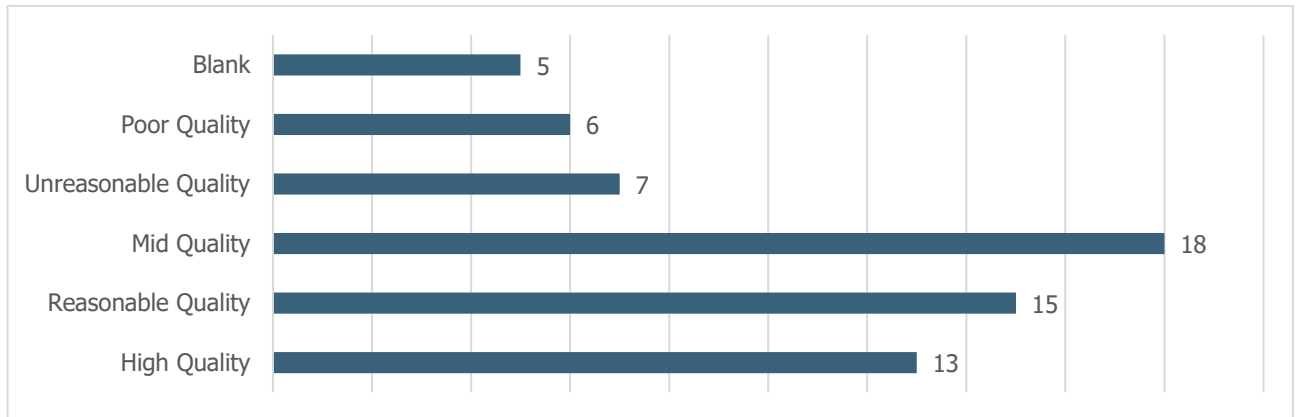




5.4 Reliability

5.4.1 With regard to the reliability of service provision, it was clear that there was concern amongst users. Whilst [Figure 5.3](#) highlights broad satisfaction with reliability, conversations with respondents drew out large differences in terms of inbound trips in the morning peak and the return outbound trips in the evening peak, with the latter being the cause of significant levels of dissatisfaction.

Figure 5.3: Perceptions of Service Reliability (by number of respondents)

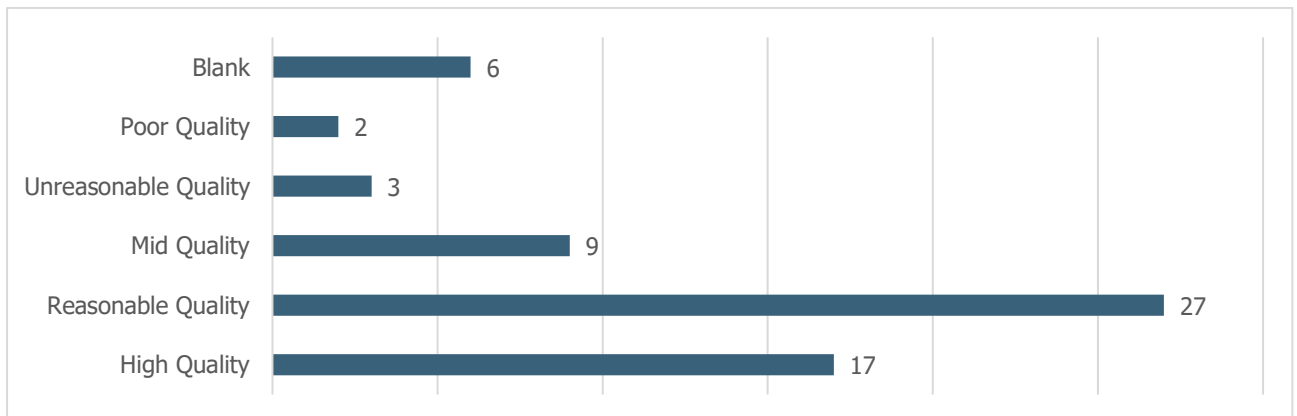


5.5 Journey Times

5.5.1 The journey times from the Park & Ride site to the city centre are generally seen as reasonable by users as shown in [Figure 5.4](#) with 46 of the 66 responses to the question considering it to be of reasonable or high quality.

5.5.2 The qualitative feedback received in response to this question however, again highlighted differences in the inbound and outbound journey experience, with return trips to the Park & Ride site in the evening peak considered to be longer and subject to more delays.

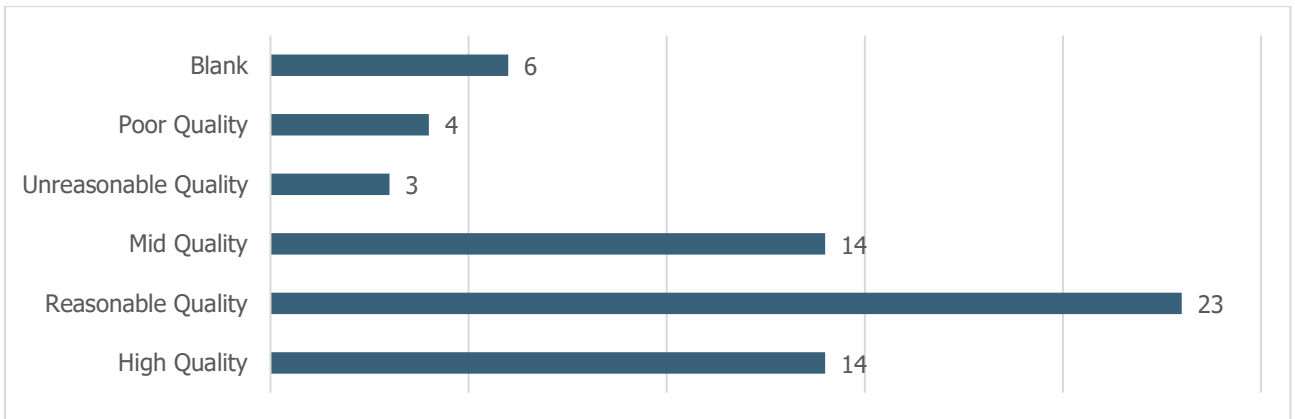
Figure 5.4: Perceptions of Journey Times (by number of respondents)



5.6 Effectiveness of Bus Lanes

- 5.6.1 Users were broadly of the view that the bus lanes in place were effective as shown in [Figure 5.4](#). However, the qualitative feedback received suggested that the lack of continuous bus lanes impacted upon their effectiveness, particularly in terms of outbound trips in the evening peak.
- 5.6.2 Conversely it was also stated that outside of the peak periods the bus lanes were largely redundant, with buses preferring to remain in the general traffic lanes, creating doubt in the minds of users in terms of their overall suitability.

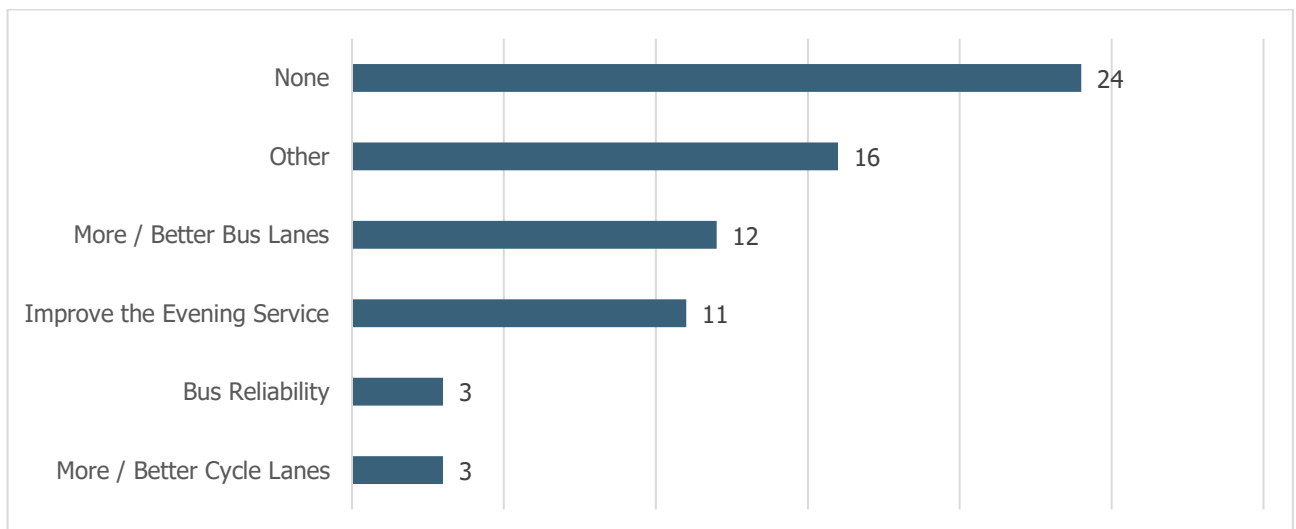
Figure 5.4: Perceptions of Bus Lanes (by number of respondents)



5.7 Areas of Improvement

- 5.7.1 At the conclusion of the survey, respondents were asked an open question in terms of how they thought the Park & Ride provision along Newmarket Road could be improved. The lack of options to pick was intended to enable individuals to think for themselves and not be led to conclusions.
- 5.7.2 However, it became apparent that many felt that authorities had done everything possible to provide an efficient service. Whilst noting the discontinuous bus lane provision, many realised that this was as a result of the nature of the corridor. Where improvements could be made, improvements to the evening service and the quality of the bus lanes were the most popular suggestions.

Figure 5.5: Areas of Improvement (by number of respondents)





5.8 Summary

- 5.8.1 The survey of existing Park & Ride users provides a snapshot of the views of those who use the service despite the small sample size. Unsurprisingly, given the fact that those questioned are current users, the general feedback was positive.
- 5.8.2 Notwithstanding this, there are clear areas for improvement with qualitative responses consistently highlighting different users' experiences between the morning peak period trips into the city centre, which were broadly seen as very efficient, and the return trips in the evening peak, which were often highlighted as being slow and unreliable.
- 5.8.3 When pressed in terms of how the service could be improved however, many respondents struggled to suggest a solution with a feeling that the authorities had done 'all they could' given the nature of the corridor. Where ideas were offered, improvements to the bus lanes and the evening service provision were those which emerged as the most popular.



6 | Conclusions



6.0 Conclusions

- 6.1.1 The four-week informal engagement process between 6 July and 3 August 2020 forms the first part of an ongoing conversation with stakeholders and the general public through which to understand the issues and opportunities for sustainable transport improvements in the study area.
- 6.1.2 Despite the diversity of perspectives and interests, one of the most striking findings from the feedback has been the consensus and shared view that the Cambridge Eastern Access study area is in need of investment, that sustainable transport should be prioritised and that the potential is there to make things better, but that there will be a number of challenges and constraints through which such aspirations can be achieved.
- 6.1.3 The next stage of the process will see the generation of a long list of options based upon the feedback from the engagement process and analysis of current provision and practice. The options will then be assessed and reduced to a short list of measures to be included in alternative packages of intervention that present distinctly different approaches to delivering sustainable transport improvements.
- 6.1.4 Subject to GCP Executive Board approval to proceed, the packages will go out to public consultation in October 2020.



| Appendices

Appendix A – Zoom Workshops Feedback

Wednesday 1 July
6pm-7.30pm
Notes of meeting

Buses

- The P&R, Citi 3, 11 and 12 bus services use Newmarket Rd; c14 buses per hour. It's really hard for buses to run on time.
- P&R – because of congestion on Newmarket Rd the service isn't 6 buses an hour. That tells you we need a better service to the east. Due to unreliability of the service the facilities at the P&R hub are insufficient, especially in winter. Congestion makes the service unreliable. Traffic backs up to Quy junction roundabout. Most difficult route into Cambridge.
- Recognise all the comments and the unreliability of services. There is lots of space and a good opportunity to have a really good service on Newmarket Rd which could be really special. This is a good project to look at that. Carriageway gets very tight and bus priority is piecemeal.
- Agree with points about reliability. In order to combat congestion, make it attractive to travel by bus i.e. fares, improve reliability. It's a vicious cycle because you can't have one without the other.
- It's a fair point. The trouble is that the majority of the services in Cambridge are run commercially; operators have to make a commercial decision based on whether there will be future growth in the area where passenger numbers are currently low. They will invest but it's a challenge.
- For the Milton Road project bus lanes were on the wrong side of the road i.e. not where they were needed to get maximum benefit. The scheme now is making sure that the bus lanes lead up to the junctions with the hope that buses can go in ordinary traffic until they get near traffic lights and then can move into the bus lane.
- When you're thinking about the buses, think about cyclists alongside. Doing so without thinking about cyclists is unhelpful. Some feel very exposed. Sharing road space is a big issue. You need bus lanes alongside cycle lanes; think multi-modal options.
- Cyclists on Newmarket Road sometimes hold the buses up because the buses can't overtake. There's green space on the other side of the busway that's totally unutilised. If you want to speed up traffic, we should encourage more modal shift from cars to unclog the road and have bus/cycle lanes that aren't shared. If you look at the front of Marleigh where the cycle lanes are segregated that works quite well.

Rail

- It's tricky trying to connect rail to everyone else. Trains are quite unreliable and often congested in the carriages themselves. Looked at CAM proposals and thought they'd help to join everything up but they're a long way away. It's about connecting up rail with other modes.
- What's the timing of EWR from Cambridge east to Ipswich and how does it fit with Eastern Access schemes?
- Agree about connectivity. The photographs make clear that it can only be a single-track service because of the nature of it. The crossings, including at Cherry Hinton, gum up the traffic. Doing something with the crossings is important.
- There's an issue around capacity. We've all seen the trains completely full. Any proposal that doesn't link up with trains/provide an interchange is a missed opportunity. That line suffers problems all the way out to Bury St Edmunds with no way for people to access it unless they

live right near the train line. Consider where new stations could be put or where existing stations could be moved to.

- Frequency is an issue. Can we learn lessons from the Exeter to Exmouth line? They call it the 'Devon Metro' and have added stations; they've been able to do it because the frequency of trains into Exeter station is less than in Cambridge. It's not clear what the study means in terms of increasing capacity. If we put extra track in we still need to get it in and out of Cambridge; dualling of the track is not necessary.
- In Truro there's a well-used single track line to Falmouth. Capacity has been increased by making passing places; you don't need to dual the line to increase capacity. Rail is a good green form of transport and we need to make it as much of a priority as we can.
- Perhaps that's what we need rather than a grandiose scheme next to Cambridge. The cost is likely to be higher at Cambridge than further along the line.

Active travel

- Barnwell Rd roundabout to Ditton Lane is challenging for cyclists and where some feel most vulnerable on Newmarket Rd.
- Queen Elizabeth Way is bad for cyclists and condition of carriageway is poor. Connectivity is poor. There's a quite good segregated cycleway up to Teversham. Segregated cycleways are needed for safety, especially for children/vulnerable cyclists. Also need to think about how to make the Barnwell Rd area permeable to pedestrians too.
- There's a sign on your photo that says it's 2/3 miles to Bottisham but that's only the first turning. It would be helpful to improve that cycleway all the way to Newmarket. There's no cycle route at the moment.
- Support what *name* said – improved cycle infrastructure further out would make a difference, even if people don't use it everyday. It's important to remember you don't have to get far off Newmarket Rd to find nice places to cycle. It would be good to make those places more accessible from Newmarket Rd. At the moment it's not easy to find those routes; make it obvious what those routes up and down are. The junction to the river near Tesco doesn't make it easy for cyclists.
- What's already being done is bitty (like near Marleigh development); it's a compromise situation where you'll have two-way cycling on one side of Coldham's Lane towards the railway bridge and people then having to deviate to get past the railway line. You've also got the greenway coming along. Agree the need to look at segregated solutions away from the road but if we're not putting the money in we're not using this big opportunity. People won't want to cycle up Coldham's Lane towards town. There needs to be a co-ordinated approach.
- There's been talk about greenways for a long time. Let's get started on them i.e. the one between Fulbourn and the city. Local residents say they like some parts of the cycleway, but decide to drive in to Cambridge because it's safer in some parts. You can't start linking up the smaller villages until the Greenways are in i.e. Wilbrahams could link to Fulbourn greenway. Need to get on and deliver.
- A lot of residents cycle along Newmarket Rd to work. Desire lines are important: going along a major road is quicker than the prettier routes. It feeds into the notion that cycling is a leisure activity and that real travel is to go by car. Pedestrians: in Petersfield there's a lot of traffic across from the riverside area into the Petersfield area. It's pretty awful for pedestrians. There are railings around and not many places to cross. That's one of the tensions there are going to be – encouraging pedestrians or is it a bus priority route? It'll be important to consult with local residents from along different parts of Newmarket Road as they'll have different requirements etc. Wilbrahams – small connecting routes required to make a big difference.
- It's important to provide small connecting routes to villages. They'll make a huge difference in joining up the bigger routes.

- I cycle along the river into town from Fen Ditton. It's my main mode of transport. It would be great if more people cycled along the river rather than getting in their cars. Even along the river there can be tensions between pedestrians and cyclists. That could be a problem that gets worse along the route.
- Been doing some work round Newmarket Rd/Barnwell Rd junction, there's been a lot of feedback about how hard it is for cyclists and pedestrians. It's a hostile environment for both and it has a big impact on the area.
- We've got this opportunity now at the planning stage. I'd like to see in the approach to planning for active travel a 'no compromise' approach to make it beneficial for cyclists and pedestrians. Why don't we be bolder now that we've got this opportunity to start on the eastern corridor planning rather than fitting in improvements in a piecemeal way. Is it possible to step back and move up the active travellers ahead of the other road users?
- This is an opportunity to start from scratch. Appreciate that Newmarket Rd isn't the only area we're talking about. Publicly owned land along Newmarket Road is extensive and there's an opportunity to start from one end of the road and work to the other.

General traffic

- This highlights the opportunity for really good interchanges. Airport Way is effectively the ring road for Cambridge and the only access to Addenbrooke's from the east side. We need to recognise and build that in and use influence on highways people to make sure we create a proper ring road round the east side of Cambridge.
- Quy roundabout is another very congested area. Traffic goes into a single lane at one point. If we're looking at the bigger picture we need to do something about the roundabout and the roads leading off it. We also need to do something about the P&R – move it further out.
- Support the point about moving the P&R out as far as possible. Re *name* point about making car the last resort: make it less attractive and get people into other modes of transport as far out of the city as possible otherwise it'll continue to be dominated by car traffic.
- Milton Rd – some residents were very against the plans and some of their feeling was around them feeling that it was a residential road and not a traffic corridor, which is how it was being described. We got the residents on side by i.e. planting trees, public realm. Whatever we do we have to make it a nicer entrance to Cambridge and better for local residents in particular.

Other modes

- Absolutely should be part of the study. Aligning with other schemes such as CAM and possibly lightrail is important.
- There have been some crazy notions about electric cars being really good and electric vehicles being able to go in bus lanes. Studies have shown that if you have a 10 min bus service and fares are low, people will use it. That's the kind of service we need along this road. Don't need other transport clogging up the road on the grounds that it's environmentally friendly.
- Agree that while we need to take account of the all the possible things that might happen in the future we need to get on with making space for the technologies we have now and that we know people are going to use. Agree with *name* about electric cars – they are still cars and will still cause problems. We need to prioritise active travel and buses and we need to get on with it as quickly as possible.
- In Australia there are lots of electric scooters and it seems to work well.
- Could buses be replaced with electric buses?
- Autonomous vehicles, like electric vehicles, don't cut congestion. If the airport is developed for housing and employment it could make a big difference to the requirements. How are you



factoring it into your plans? Is there a danger we don't look for the big picture and deliver short and medium term solutions that then need to be replaced?

- Agree with what said about electric vehicles. Air quality would improve but we'd still have congestion.

Any other business

- Could we have a timeline for the longer term and the shorter term schemes? What could be done in the short term to improve things?
- At the start there was a map of the area/where the focus was going to be. The conversation points were mainly made around Newmarket Road but the map included Coldham's Lane and Mill Road. In future sessions it would be good to have the conversation about other roads. Some residents are concerned about Coldham's Lane and what could happen there. It would be useful to bring in the other main routes as well.
- Building on point and the original purpose of City Deal being connectivity; connections between home and work as well as between places of work. No-one knows what will happen post-Covid but connecting people will still be a big part of what Cambridge does. Asking for consideration to be given to destinations to i.e. sixth form students from the east, Cambridge Lakes, Cherry Hinton Hall, Science/business parks. Journeys people want to make aren't necessarily into the centre of Cambridge. Potential developments will enhance the number of people who want to move to different destinations.



Thursday 2 July

6pm-7.30pm

Notes

Agenda

- Welcome
- Introduction to project – aims and objectives, the stage and what follows
- Summary of ideas and issues to date
- Open floor to questions and comments
- Wrap up and reminder of next steps, including engagement period opening on Monday 6 July
- Thank you and close

Welcome

- Start of pre-consultation, states that workshops will be via digital avenues and not in person. Normal rules apply. Technical issues may arise.
- Asks attendees to raise hand if they have a question when we get to that section.
- 'Aims of project – to identify options which will improve transport connections, improvement connectivity with rest of Cambridge.
- Why do we need to act? Congestion is getting worse.
- Transport projects in consideration and development: Greenways, Chisholm Trail, Coldham's lane improvements, Newmarket – Cambridge railway.
- Shows initial thinking of study area, and we recognise that access to centre are primary objectives but areas further out are important.
- We welcome comments.
- Short to medium term measures – Tackle gridlock, help to recover from Covid.
- Improve public transport, walking and cycling routes, reduce pollution.
- Medium to long term – Develop dedicated transport route for east Cambridge. Contribute to CAM.
- Potential features we are looking at, although nothing is on the table officially atm. Public transport routes, travel hubs, active travel improvements.
- Next steps are engagement period. Leave your views at Consultcamb. Survey and map on there. Members are very welcome to contribute.
- May lead to wider consultation later in the year.'
- WYG commissioned by GCP at the end of last year.
- Overarching objective of study - how can we improve connectivity, capacity and what we can do for active travel users?
- Process – Understand issues and produce baseline report, generate list of options of how the issues can be addresses, undertake assessment of ideas and producing a package to be assessed in transport model. Finally a business case will be generated by March next year.
- We will produce a baseline report to discover the key issues – using policy, provision, practice, proposals and perceptions.
- The conversation is planned to be mode by mode, but we can interchange between.
- Topics of conversation from presentation - Modes are bus, rail, active travel, general travel and other.
- What are people's thoughts on buses – services, infrastructure, and journey times P&R, information, and ticketing/fares.'
- No mention in the priorities of decarbonisation or the environment. That's quite a major thing and one of the stated objectives of the GCP. It needs to be said.

Bus

- There's a regular service for P&R which is well supported. The issue for us and Stagecoach is lack of bus priority. It's patchy; there are parts of bus lane but it's a very busy commuter route and there are big issues with sticking to timetable there. Current site is c900 spaces which is ok for the present – it doesn't get full – but re future development i.e. Wing being built at the moment, in the near future the site will need to be bigger and probably further out but with combined bus priority measures to make up the distance and stick to timetable.
- Newmarket Rd P&R – there's congestion in the morning peak and it's not predictable. It doesn't take a lot to cause delays and a bad service for the public. Agree re patchy bus priority. Key to providing a decent bus service is having reliable journey times. Active and public transport should be viewed as the same thing; they need to be viewed as compatible. (He undertook a study about a year ago) each site has different characteristics which impacts reliability. Need smart technology so buses don't get caught in traffic at roundabouts then you can consider moving the site closer to the A14.
- People travelling from the east – the city centre isn't the only location people want to go to. Do we have an idea of what the demand is to travel to and through the city especially as we start to close off routes through the city? What impact does that have on a good public transport offer and what does a good public transport offer look like. If we were to achieve current journey times in the future compared to pre-Covid how do we go about achieving that?
- Worry that we talk too much about P&R as the public transport solution; it isn't because people need a car to get to the site to catch the bus. We have to be looking at end to end active and public transport, not just the last few miles. East of the city is relatively poorly served by public transport i.e. Burwell, Wilbrahams don't have frequency or hours of service to allow people to use them as an alternative to driving. It's not enough to get a modal shift there. P&R is an interim solution and we shouldn't be looking to expand it. Need high quality services for the villages.
- Newmarket Rd has a lot of attractors i.e. retail parks. Anything we do has to look at that; it has free parking which inevitably will attract a lot of traffic. If we're only looking at putting in bits of bus lane we're tackling the symptoms of the problem, not the root cause. And the P&R doesn't serve the retail parks.
- Agree with points. Local bus service is key and helps people who don't have cars. Looking at the photo with the queues: enable people to get on buses more quickly – buses with more doors, off bus ticketing - will help services to be more reliable
- P&R: there's a major block at A14 roundabout. Will consideration be given to moving the P&R or establishing a new one to the east of the A14? Not sure if it should replace or be in complement to existing services. Current service is ok but it's so slow it's not great for people who value their time.
- Want to echo point about the P&R and the free parking on Newmarket Rd at the retail parks. If there's a restriction/charge for traffic going into the centre there would be an impact on levels of traffic entering the city. Bus priority lights: there's a set of lights near B&Q but I've seen buses there stopped as the lights there change if there's no traffic – it does the opposite of what it's supposed to achieve.
- There is a need for greater services from the outlying villages but they'll still need bus priority when they get to Cambridge so would still benefit from any measures installed. Moving the P&R probably will be required but would need to look carefully at which side of the A14 you put it – would need A14 traffic to be able to access it quickly.

Rail

- With a more frequent service on that line there'll be more patronage from Bury St Edmunds and Newmarket. Also more potential for services at Kennett and Dullingham. Some upgrade work will be done as part of EWR but need to also look at local opportunities; obvious one is a station for Fulbourn, Cherry Hinton at Fulbourn Old Drift (for business parks, ARM). Further opportunity to intercept longer distance traffic with P&R at Six Mile Bottom – believe it's on the Mayor's radar and possible site for housing – also a link between A11 and



A14 to go west; if that junction was put in that would be an accessible site to get to the rail line assuming there's a high quality service. Tie in with airport development site and opportunity to reroute the railway line out of Cambridge through the airport site with a station of its own, that line could reconnect to the existing line to east of Fulbourn. Would release the existing line for i.e. light rail or some other form of transport on a segregated route.

- Clarification please: any significant rail comments would be fed into the appropriate organisation? It's not a GCP project. Need for good interchange and integrated multi modal ticketing (pick up *name* points re boarding times and reliability). Says there is a need for a good interchange and improving ticketing.
- Newmarket: people would use the train but don't because the service is too infrequent. One of the problems with drawing a boundary around Cambridge is it doesn't solve problems further out that prevent people making journeys sustainably. Include people further out in your consultation. Maybe GCP should consult with Newmarket residents. *name* integrated transport and ticketing: we have an opportunity and are lucky to have a railway line here at all. It might require realignment to the airport site. With railways you have to think 100 years ahead; don't know if GCP is prepared to do that but they should. That's the way the Dutch think about it. So railway needs to be double tracked, integrated and connected to surrounding services.

Active Travel

- High level view: the idea of a network is missing. With all active travel modes you have to think about 'what's the network you're trying to design?' That guides your investment, planning etc.
- How does this fit with the wider strategy for the city? It has to link with the wider city, homes to jobs, it needs to be integrated and not a piecemeal approach. What's the vision of Cambridge as an excellent place for cycling?
- Please remember that active travel includes equestrians. People are going to want to access the countryside. Please remember us.
- Some cyclists going past the P&R aren't aware of some of the safer and more pleasurable routes that go down Newmarket Rd. Maybe an issue about people understanding some of the quieter routes they could use as an alternative.
- With walking, infrastructure is pretty bad. Crossing the road at Elizabeth Way is not great for pedestrians or general traffic. There's a high footfall of walking in the area and provision is poor.
- Think we can all agree Newmarket Rd is a hideous road to walk along – highly polluted, hard to cross. But there's lots of space to create a boulevard i.e. develop Elizabeth Way roundabout to be an attractive space. A trade off we have to keep in mind when creating dedicated bus lanes means taking some of that space; there needs to be some green space/human space. Need to think carefully about balance of use – bus priority or public realm. There needs to be an honest debate.
- Agree that there are some wide areas of that road; it looks great for bus lanes but I like the idea of public space. It's more a trade off with getting the cars out of the area and looking at greener forms of transport to reduce carbon footprint. There's a major cycling route at the back of the P&R; agree with *name* that people don't know it's there. Part of the issue for cyclists and buses is that we put a bus lane in and say it's a bus lane buses and cyclists don't want to share it because it's inconvenient for both groups. Need take the chance for separation – it's a priority for me.
- Marshall has a lot of sympathy and is a strong advocate of a boulevard into Cambridge. A lot of existing parts of get taken out by transport engineers because they just want to get planning permission for the scheme. You end up not getting the greening you could have with a scheme. How do we get County to have those conversations that greening is also important in transport schemes?
- People have been saying great things. If we could get County to think about place like that it would be great! The cycle route is inconvenient because the underpass is closed at the moment. There will always be a network for active travel modes in the vicinity of Newmarket Rd.

General traffic

- Point is very valid. If we dealt with all the other modes we wouldn't have to deal with general traffic because there wouldn't be any. How that's dealt with at planning is probably the issue; it seems to be about how much traffic you can get through each junction and not how many people you can move in a sustainable way.
- What *name* says is right: look at moving people not vehicles. We have lots of data on vehicles but little data on the people in those vehicles – where they're coming from, why they're coming by car, why they choose certain routes etc. More fundamentally we need to abandon the planning process of looking at where we are and projecting forward to accommodate future growth. Future developments needn't increase congestion; need to start with a vision of what the road and use of the road will create rather than what gets forced upon us. Get the public involved in designing what they want rather than foisting on them what they don't want. Free parking needs to be phased out on Newmarket Rd; Workplace Parking Levy: tools and levers we need to use but we have no justification for using them at the moment. We need to start with a zero carbon future and work backwards.
- Agree with *name* and others. Issue is the type of retail that's been allowed to develop on Newmarket Rd. In a post-Covid world that could change. Have seen signs of change recently: hotels there have little parking but that educates people using those hotels that there are other ways of getting here. People will still come if other modes are provided even if obvious ways like driving aren't there. Agree with *name* re Workplace Parking Levy and road pricing. At Christmas it's quicker to walk along Newmarket Rd to the P&R than it is to wait for the P&R bus because of the volumes of traffic from the retail parks.
- Reiterate *name* point about active travel and creating a network. Also need to deal with residual traffic in the city. There will be residents in these areas that want to own a private car into the future. Need to design Cambridge so that through traffic is prevented and that as much traffic is directed out of the city on radial routes and only sustainable modes are able to travel through the city.
- We haven't talked about freight and deliveries. Given the concentration of detail it seems sensible to plan in some kind of delivery hub in that location. Covid has enabled some shops to explore making deliveries by i.e. cargo bike in the city. It could reduce people's need to bring a car into the city if there's a delivery system.
- Everything people have said is great. Dutch principles of sustainable safety deal with road traffic too. Stop planning for more traffic and start planning for the future we want. The Transport for New Homes report on garden villages and garden towns includes how land is being turned into big car parks and is damning of the planning system.
- Residual traffic: do we know what traffic would have no impact on buses or other modes. We must be collecting data that would help to inform that so we can understand how much traffic we could allow in.
- Residents wouldn't sensibly try to take their car through town; they would go out and round. People in the Beehive regularly drive from one end of the car park to other to get to shops at either end. That's the degree of car dependency we're up against.

Other modes:

- When you talk about light rail there's an interesting scheme being developed in Coventry. Look at it – it's so light it's compatible with existing schemes and is cheaper to implement.
- E-scooters: seen them going down Newmarket Rd at night with no lights. There's currently a health and safety issue.
- What are *name*'s views on e-scooters and their use on cycle routes? It's for road use only, not footpaths. Does it include road?
- It includes road. Camcycle wrote a response to the consultation last month and are accepting that they're going to be there; we have electrically assisted pedal cycles and see no problem with them using cycleways. Don't want to mix them with heavy traffic – they have the same footprint as cycles. Basically, we are accepting of them being there, we already have electric assisted bikes, as long they are the same



characteristics as them, I see no problem in people using them. They shouldn't be mixed with heavy traffic. Concerns me that they have legalized 500 watt bikes.

- Use of e-scooter a significant issues for pedestrians and is one of concern especially if they're on routes that are pedestrian and cyclist shared.
- It would be great if we could get some of the basics in place first – innovation for Cambridge might mean getting the basics in place before i.e. e-scooters
- We're very concerned re e-scooters being used on paths and wouldn't want to see that. Many shared use paths are not well designed even for cycling and that needs to be fixed first. Scooters can be a mobility aid in the same way as cycles. *name* had the idea of light rail on Birdwood Road; if there's CAM or light rail provisions it might pop up in the east of Cambridge near the airport or Birdwood Road.
- Deliveries: provision for the different types of cycles especially if freight becomes more prevalent. How they can move with ease.

Appendix B – Map Based Comments

Note: Duplicate entries have been removed.

- Mill Road railway bridge MUST remain open to all traffic. Closing it to cars will kill off the local shops and businesses and just move any traffic to other routes making it even worse elsewhere.
- A proper cycle path should be put on this part of Coldham's Lane but by using the verge, not narrowing the road in any way shape or form.
- Remove these traffic lights, they are completely unnecessary and cause hours of pointless delays, possible replace with a mini roundabout.
- Remove these traffic lights, they are completely unnecessary and cause pointless delays.
- Change the timings on these traffic lights, they always turn to green on Langdale Close even when nothing is waiting to come out, the amount of traffic that uses this is minimal (1 car an hour) yet every time the lights change everyone is held up for 15 seconds longer than necessary adding to unnecessary delays.
- Improve the cycle paths on both sides of the road so that cyclists actually use them occasionally but do so by using some of the verge, do not narrow the road under any circumstances.
- Scrap the "Dutch" roundabout, this will be a death trap for cyclists and cause numerous accidents involving both cyclists and cars. The whole concept is ill thought out and a waste of money, it should be scrapped before you have blood on your hands. And finish the work...
- Please accept that some people have no choice but to use a car and therefore put proper vehicle access in and improve the surrounding roads as they struggle already with the amount of traffic and traffic lights.
- The ramp between the cycle path and the road here needs to be significantly wider and ideally further away from the roundabout. At the moment you need to check for traffic coming from the bridge behind you and traffic on the roundabout while aiming for a ramp which is about 60cm wide.
- The existing station square is a disaster for cycling (and not great for pedestrians or vehicles either). There needs to be a clear cycle route between the cycle park, across the square and into the bus station and onwards to the guided busway to the south.
- The transition from the Tins path to the road here is awkward as you turn left and immediately end up on a roundabout where you move left again, so are effectively doing a U turn. A bit more tarmac would ease this.
- The existing bridge over the railway is dangerous to both cycles and pedestrians as it is narrow, has sharp bends, poor sightlines and steep ramps.
- The tunnel under the A14 here is adequate (and any improvements would not be cost effective), but has sharp turns either side that could be opened out. There are bollards at the ends of the tunnel that also make turning into it difficult.
- This junction has poor sightlines, and it can be difficult to be sure that it is safe to cross even when stopped.
- There is a disused railway line here that is used as an informal walking and cycling path. With improved access at each end and a little tidying up it could be a useful alternative to the path which now goes through the Marleigh development, e.g connecting to High Ditch Road and the Low Fen Drove Way bridge over the A14 to provide an alternative route towards Stow (place name censored by dumb computer) Quay.
- There is a wide verge along this side of Barnwell Road with a tree line between the path and the road that could easily be designated as a Bridleway and could give access to Coldham's Common.
- Chisholm Trail needs to be opened up to equestrians - this would give access to Coldham's Common and Ditton Meadows.
- Equestrians to be given "walk only" access to Wadloes Footpath.
- Equestrians to be given "walk only" access to this footpath, which will connect to the new footpath due to be created around the edge of the Marleigh Development.
- this is due to become a bridleway as part of the Marleigh Development. I'd be grateful if someone could contact me with the timeline for this.
- Mounting block on each side of bridge over A14 - parapet is too low to be safe to ride over - riders need safe place to remount after leading across.
- Possible to make this footpath into a bridleway?
- If the footpath directly North is deemed to narrow for walk-only equestrian access, make this little cut-through accessible to equestrians, to connect horse riders from Fen Ditton to the Marleigh bridleway.
- A bridleway around Coldham's Common, please, with a surface suitable for cantering. Or... here's a novel idea... how about a community arena 20 x 40m - doesn't need to be fenced, just an area with drainage and an all-weather surface. Like a community tennis court, but for horse-riders.
- I don't know what this green space is - could it have a bridleway across it, to connect the city and Fen Ditton with Teversham?
- New railway station serving adjacent business parks and hospitals, Peterhouse Technology Park (home to ARM), Fulbourn, Cherry Hinton and Teversham.
- Longer-term idea as part of airport redevelopment: re-route the railway line to the north, through the airport site to re-join existing line east of Fulbourn. This could avoid four level crossings and allow for faster running of trains. The existing line would then be released for a light rail service, running more frequently with more stops.
- The Chisholm Trail may cross Coldham's Lane here. Perhaps a Dutch Roundabout should be considered?
- "Bridge clearance is 4.2m (13'9") Scania Enviro 400 MMCs are 4.2m (13' 9") to 4.3m (14'1") Not sure if (eg) Stagecoach's 15291 YN170NA 2017 76-seater vehicle would fit.
- Could the road be excavated to give the necessary clearance for a high-capacity bus route?"
- Coldham's Lane could provide a fast, direct bus service to the city centre. This will be needed with the LNCH development. It currently has a minimal service.

- Use New Square as a terminus for guided and P&R buses from all directions, forget about the using the Backs except for tourist coaches.
- "Could a rail station be built at this point, with a bus interchange?
- (Without felling the trees.)"
- "Could a bus pull-in, for services in both directions, be created at this point?
- This would reduce service times by approximately 8 mins."
- Could the dual-carriageway from the railway line to East Road be re-purposed with the current city-bound side assigned to two-way bus operation with adjacent segregated cycle provision and the current out-bound side carrying all other traffic?
- Make Mill Rd Bridge closure to cars permanent - cycling over the bridge feels much safer and has a knock-on effect of making Mill Road quieter and more pleasant to walk and shop on.
- Cycle lanes here too narrow and not properly segregated. There is space to install a Hills Road type lane here, which would improve safety and enable more people to cycle.
- Agree entrances to underpass (and the approach path from the south) need improving. Also the lighting in the tunnel needs to be brighter.
- Why has the rising bollard that was here been removed? Needed to stop rat-running between Newmarket Rd and Coldham's Lane
- Cycling provision along the Newmarket Road between East Rd and Airport Way is patchy and inconsistent. The development of housing on the Marshalls site will mean 100s of people travelling along this road; a safe and segregated cycleway along it will enable far more people to use it than just the minority of cyclists currently able and confident enough to battle through the traffic.
- The east-bound provision for cycling here is awful - cyclists are directed to a lane squeezed between cars or HGVs. It's not safe for children or other vulnerable cyclists.
- Even as a confident cyclist I find heading westbound here difficult - there are no cycle lanes and you need to move to the centre of the road to avoid being hooked by traffic turning left into Barnwell Rd. This junction is a major obstacle to safe cycling provision in this part of Cambridge.
- Cycle provision southbound along East Road between here and Mil Road is inconsistent and patchy. A mix of mandatory and advisory cycle lanes (both far too narrow and unsafe) and no lanes where motor traffic is given priority. It is not a safe environment for cycling and needs to be improved.
- The cycle lane here ends and places cyclists in the path of left-turning cars here. The junction would be improved if the path was more clearly marked and/or raised to give cyclists clear priority and make cars slow down.
- Very few cyclists use the underpasses here. Perhaps this is because of the barriers that make getting started up the slopes difficult; perhaps because it takes much longer than risking riding on the roads; perhaps because people feel unsafe using it. It would be better to have safe cycling provision at surface level to get round in the same time as you would if driving a car.
- The mini-roundabout here is often blocked by cars and taxis in all directions; it's a danger to cyclists coming to or from the cycle park.
- There is no safe or clear cycle route for those riding from the south via the Guided busway to get to the cycle park. The whole layout of the station square is a mess.
- Cycle crossing facilities needed here from the cycle path on the west side of Airport Way to Church Road. At present, cyclists coming southbound have a crossing about 200 m north of here to a narrower pathway on the west of the road, but it turns into Church Lane on the pavement and into a double-fenced barrier; cyclists coming from the south are expected to join a 60mph road and move across it to a right hand filter lane (photo). Not safe for children or vulnerable riders.
- The chicane barriers on this cycle path make it hard for non-standard cycles (cargo bikes, trailers, tricycles etc) to use this cycle path. It is unnecessary and should be removed.
- This roundabout is totally unsuitable for cyclists. There are many ways in which it could be improved - picture illustrates proposed new Lea Bridge Rd Roundabout in east London which is a similar size.
- The speed cushions along Cromwell road are not protecting cyclists from traffic. There isn't a designated cycling lane, vehicles swerve into cyclists in order to straddle the speed cushions.
- The speed bumps are very unpleasant to cycle over. This street as well as Catherine street have the raised brick type of speed bump across the whole street which causes a teeth jarring impact for cyclists plus all your shopping gets thrown out of your basket of panniers. The rat running motorists who use these roads to cut through have suspension in their cars and vans. Maybe some kind of flat space in the centre for cyclists?
- Close Mill road to all traffic except bus and cycles. It's so much better now. I don't feel anxious crossing this bridge anymore.
- After negotiating the width barriers cars and vans accelerate wildly down Cromwell road before encountering the first set of speed bumps which are 100 metres down from the roundabout. Can we have some extra traffic calming here? A big slow sign, speed bump or a 20mph that isn't the size of a saucer.
- A segregated cycle lane along Cromwell road would be beneficial. Maybe some trees in an avenue along here too. It's wide enough, Ridgeons have gone now is there any reason to have such a wide road just for just cars and lorries? It's on the Chisholm trail but this road is so poorly laid out for cyclists.
- This is just awful for cyclists. This is an embarrassment for any visitors to our city arriving by train. No idea where to go and no marked cycle paths anywhere to be seen. Good luck negotiating the taxi rank and half finished car park if you need to go north. The cycle park would be great if there was a functioning security system and the racks weren't easily dismantled by thieves.
- Surface here is very poor - please consider re-surfacing
- Very narrow cycle path, barely wide enough for two cycles to pass, especially if either one is a cargo bike. Needs widening!
- This is dual carriageway, yet the inside lane could easily be a cyclepath
- Wouldn't it be nice to have a cycleway through Stow-cum-Quy, to link up the existing cycleways?
- Cycleway should have priority over side access to garden centre, but oddly doesn't.
- Ridiculously narrow cycleway here, without even enough width for cycle symbol. Need joined-up full-width cycleways along Newmarket Road.
- Dual carriageway here, yet cars soon hit the pinch-point just before Burleigh St, so why not make the inner lane a cyclepath?

- Gonville Place needs cycleways on both sides of the road for the whole length. Set a speed limit of 20mph for motorised vehicles and reduce lane-width to get more room for cycleways
- The Carter Bridge is a disgrace. It looks awful, and is likely a health hazard. The Perspex covering should be removed.
- The turn from the path to Ditton Meadows towards Ditton Walk is tight, has a badly profiled ramp and no visibility. Moving the path between Howard Road and Ditton Walk a metre or two to the south would help.
- There is a disused railway line here with part of the track still in situ. This could be used to provide a link between the existing paths to the east and the Chisholm Trail.
- Add a 20 mile an hour limit, traffic regularly speeds on this residential road which has a park and school (not to mention homes).
- Prevent lorries/heavy goods vehicles from using Coldham's Lane as a shortcut (there is a turning circle here for this purpose).
- Encourage use of the ring road, Coldham's Lane is currently used as a cut through by large quantities of traffic (cars and heavy goods vehicles), for example the proposed filter. Reducing traffic would allow better for a better bus service, more cyclist/pedestrian use and improved accessibility for residents who need to use cars. It would also improve air quality/pollution levels.
- Widening the road to two lanes for traffic approaching Newmarket Road will significantly improve traffic flow at the junction and reduce congestion.
- Add cycling path along Ditton Lane.
- While the footpath/cycling path was improved recently, it is not wide enough for safe walking or cycling, especially at rush hour or when children go to and from school.
- "Make Park & Ride / park and cycle free in order to further encourage visitors to Cambridge city centre to use public transport or cycle.
- Move the Park & Ride closer to A14 and link as much as possible via bus lane (most Newmarket Rd is) to improve traffic into town."
- "Perceived safety is equally important if we want to encourage more people to cycle. Directing cyclist along a narrow cycle lane squeezed between to fast moving car lanes feels very unsafe.
- Some cyclist actually stay in the car lane when turning left either because they don't know or because they don't feel safe having a car at speed on their left."
- "Segregate the direction of traffic to prevent cars from Barnwell Rd heading North towards the Newmarket Rd roundabout to turn right to get to the shops there.
- It is not safe"
- Indeed, this roundabout is dangerous to cyclist and no provisions are made for them
- "Coldham's Lane railway bridge is too narrow.
- Building an adjacent bridge of the same dimensions to handle one direction of traffic would allow the necessary width for safe provisions for pedestrians and cyclists"
- "This bridge is too narrow to feel safe as a cyclist or pedestrian.
- Closing Mill Road to cars would be ideal. Alternatively introduce wide segregated cycle lanes and make the road for cars narrower by introducing traffic lights on each end of the bridge."
- Link the guided busway to Clifton Way via a bridge
- Ending the cycle path from the bridge here at a T junction after a seriously steep decline means you must really trust your brakes.
- "Prevent cars from parking on the green space. Some nearby businesses use this patch of grass as their personal parking lot.
- Plant more trees if you must"
- I agree with [redacted], very few people use the underpass. I don't
- "Discourage through traffic on Mill Road, but add cheap or free short stay parking on adjacent roads to serve clients visiting the shops there.
- Mill Road is a beautiful lively place that would be even nicer if it had wider pedestrian areas.
- Restricting all traffic except cyclist wouldn't be a bad idea"
- "Widen the approach to the roundabout sooner and make two full-width lanes.
- Most cars go straight or turn left at the roundabout, very few turn right, so making the left lane left-turn only would improve the flow of traffic."
- Cycle path surface is in disarray: full of cracks and terribly bumpy to ride on, which is why some cyclists prefer to ride on the road despite the dangers from the fast moving traffic
- "Why are cyclists forced to take this awkward detour around this narrow path along a brick wall?"
- Remove the fencing and create a direct cycle path crossing over Peverel Rd."
- Could we widen the road in order to introduce a buss lane on this section to continue the existing bus lane west bound?
- Allow the use of these parking bays to motorcycles for unlimited time period.
- Direct incoming P&R buses along Newmarket Road instead of East Road and use the current car parking area as a dropping off point.
- I work at the Railway Station and have to cross Mill Road here every day - please please please keep the bridge closure permanent! It's so much safer for pedestrians and cyclists, the buses can run more reliably, and I'm much more inclined to use the shops here now that the traffic isn't so atrocious!
- The two retail parks create an obscene amount of road traffic - perhaps a bus route linking Newmarket P&R with Addenbrookes, calling at Coldham's Lane and Brooks Rd could be looked at?
- Zebra crossing needed at the entrance to ALDI - this side of Newmarket Rd would be a good candidate to have segregated bus and cycle lanes, with all other traffic using the other carriageway in both directions
- Residents parking zone failed here, but maybe consider double yellowing a longer stretch of the road leading up to the traffic lights?
- The cycle route east of here seems to be fairly decent, but to the west it's very poor. Keep the cyclists segregated from everybody else, and everyone wins!
- Great that there's a cycle-only entrance to New Street facing west, but what's the point if you immediately face a line of parked cars and have to ride into oncoming traffic?
- Turn the zebra crossing into a pelican crossing - I've nearly been run over here on several occasions!

- Counter point to [redacted] - the evidence from the previous closure is clear that the effect on traffic elsewhere is marginal at best. Pedestrianisation is generally good for businesses, and people who live along Mill Road who don't have a car have suffered for far too long with the Citi2's traffic-induced poor timekeeping.
- The proportion of journeys to this area by taxi must be tiny in comparison to every other mode - so why does the taxi rank have such prominence? Why should it be allowed to take up so much space? Why couldn't this be a cycle park, or even just a nice plaza space?
- Mill road bridge closure is killing mill road and all the eclectic shops, FACT!. Last year the traders were down 20% on revenue and that was just 6 weeks. The traffic went to other roads thus moving the pollution and not addressing it FACT. The stats that the council hold are not fit for purpose and these cannot be used to judge what will happen this year. Coldham's Lane now has 3 x times the traffic it had before the bridge closure. Complete madness!
- The current location of Newmarket Road Park & Ride is bringing cars into the city. Locating it further out and close to a junction will help ease the traffic continuing to use the A1303. More people would be likely to use the Park & Ride here as it would be more effective.
- Cycle route needed through Quy to join up with cycle path to Lode at the end of the village. Road is very busy at peak times, and turning right to get onto cycle path not pleasant
- Junction improvement urgently needed to let buses through at peak. Buses from Burwell and Newmarket get stuck here for ages in the morning so no one uses them.
- Park & Ride needs to be here not near airport, but junction MUST be improved to let buses through. Would massively speed up getting into town at peak times
- Bike tunnel is good but needs better lighting and entrances straightening out. Surface is in a bad way and needs repairing as far as the T with the main road
- Reopen the station and improve the service from Newmarket. It is hopelessly infrequent during peak hours
- Improve cycle route from here to Tins cycle path and avoid right turn at traffic lights.
- Need frequent direct busses to the station and on to Addenbrookes
- This roundabout is dangerous for cyclists crossing from east to west or vice versa. I avoid it! Improvement needed.
- Create Park & Ride in this area (quicker access from A14 West bound)
- Tunnel regularly floods and approach from south surface is terrible.
- No formal cycle paths through Quy village to link up with the network either side. Particularly difficult in rush hour as queuing traffic makes on road use dangerous
- Improve traffic flow (bus priority please) through this roundabout. Rush hour queue bad and getting much worse. Including the A14 slip three busy roads into Cambridge merge here.
- Another call for a much wider bridge separating cyclists from pedestrians, widening the approach path, and clearing back the vegetation while providing proper street lighting so that it is more accessible and feels safer for cyclists and pedestrians.
- Re-route the existing very narrow path round the back and onto Railway Street and High St (as per red line)
- Another call for a rail stop - heavy or light, at Fulbourn/Capital Park. Invite firms to contribute.
- Rail/Light Rail stop assuming the Lakes are opened and the Airport site becomes available for development/urban country park
- Add cycle bridge over Newmarket Road so pedestrians and cyclists coming from Teversham & Cherry Hinton can access the ice rink without disrupting traffic. Far safer for children.
- Segregated footpath and separate cycleway a safe gap from motor traffic linking Teversham & Cherry Hinton to the Ice Rink.
- Reroute the Citi3 bus route so it stops outside Tesco supermarket - more accessible for people with mobility limitations.
- Improve and landscape the footpath & cycle path towards the CamTechMuseum & Bar. Esp given completion of Lottery-funded £1m upgrade.
- Once Chisholm Bridge is complete, cycle and walking signs to the Abbey Stadium (Cambridge United) & Abbey Pools/Leisure Centre.
- Once Chisholm Trail is complete, cycling/walking signs to Cambridge United FC/Abbey Stadium and Abbey Pool/Leisure Centre
- Electric bus shuttle on match days for Cambridge United football matches from P&R Newmarket Rd.
- When the airport moves, a large portion of land needs to be an urban country park - keeping open one of Cambridge's green lungs. On tree planting, plant bee-friendly trees, not wind-pollenating ones. (Hay fever!)
- New pedestrian & cycle bridge linking the two new housing developments and their community facilities (Ridgeons & the Iron Works).
- Make taxis all electric, 2) bury the taxi rank under ground, and pedestrianise the station square.
- If/when Travis Perkins move out, set up a car pool/share service. Then ban car parking on Devonshire Road.
- Rename Rustat Road - Rustat of Jesus College made his fortune from the Slave Trade.
- Add an Eastern Entrance to the railway station - first proposed as early as 1906
- Footbridge from student accommodation to Coleridge Rec - deals with complaints about ball games.
- Footbridge/cycle bridge plan from Cambridge Development Plan 1950.
- Repurpose and redesign site of pub and Lichfield Hall, and upgrade the very narrow passage to Perne Rd from Lichfield Rd. Create a bigger community hall and pub building, and bigger green space.
- Upgrade, improve cycle path from Burnside & Cherry Hinton to the Carter Bridge/Railway Station.
- Removing the pram arms here and replacing them with a gate would make it easier for walking.
- There are no crossings for pedestrians at this roundabout, meaning they have to make long detours to cross any of these roads. Could pedestrian crossings be added?
- As others said, both lanes should be better defined earlier as we approach the roundabout from the north. They also need to be correctly marked, as most people respect that left lane either turns or goes straight and tight lane turns west on Coldham's lane, but various don't respect that. As a result of cars on the right lane trying to go straight, there is an accrual at the roundabout as the second exit gets busy due to both traffic and the pedestrian crossing in front of Sainsbury's.
- Stop the use of the greenspace here as a match day car park for the football
- Somewhere between Rayson Way & Whitehill Road, restrict [private motor traffic to remove the use of the estate as a cut through
- Change the junction from a roundabout to a signalised crossroads- adding in separated cycle lanes and pedestrian crossings on every arm on the desire lines. A "Cyclops" type junction could help to regulate traffic in all directions

- replace the junction with a "Cyclops" type cross roads
- The Park & Ride should not be put near here. It is too close to the city centre. This location would not be practical as service users would be coming this far into Cambridge when they may as well continue and park at the retail park for free. This location would not help solve the serious congestion problem.
- "Proper segregation of cycle and motor traffic is needed in both directions.
- Through cycling needs to have priority across side streets."
- A modal filter from here to Sainsbury's roundabout to restrict through traffic would make this residential section of road a safer healthier place to live.
- A Modal Filter from here to Asda Roundabout to restrict through traffic would make this residential section of Coldhams Lane a safer place to live.
- Provide a clearly segregated cycle lane and move back stop line to reduce cycle/ car conflicts here
- I support the 40mph introduction on this section of the road but it is almost universally ignored. Speed camera opportunity?
- Provide a clearly segregated cycle lane and move back stop line to reduce cycle/ car conflicts here
- Provide a safe cycle route here to avoid conflicts with cars and pedestrians
- Adding a crossing here would make this junction easier to negotiate for pedestrians, and would avoid having to detour to use the crossing on the other side of the roundabout
- Visibility on this roundabout is bad, as the roundabout and the greenery planted on top of it make it impossible to see traffic entering the roundabout from the opposite side. Clearing off the greenery and making the roundabout flatter would improve visibility and give cyclists more confidence in using this junction.
- Many cyclists use the footpath down Ditton Lane from/to the cycle path on Newmarket Road. Could wide Ditton Lane path be turned into an off-road shared cycle path (particularly as Ditton Lane is so narrow in places)?
- This triangular area - between footpaths - feels very much like a dead-space with a sad-looking bench. Potential for improvement through planting etc.
- Make Devonshire Road one-way. It is so narrow in places that it is a one-way street masquerading as a main thoroughfare.
- Many problems with this roundabout. The entrance here from Coldham's Lane (East) is awful - far too close to entering traffic from Barnwell Road *and* trees/bushes on roundabout island obscure view of traffic coming round from Coldham's Lane (West).
- This cycle/pedestrian interchange creates lots of conflict between users with cycle markings often ignored by cyclists coming off the bridge and continuing along Newmarket Road towards Tesco.
- Possibility for sunken lights in footpath/cyclepath to gently illuminate the route across the Meadows in the dark? This is done well on nearby Wadloes Footpath. Issue of navigating in dark likely to increase with new bridge to Cambridge North station.
- Crossing Newmarket Road as a pedestrian is very difficult here, with no options between Starbucks entrance to Retail Park and cross opp. Abbey Lane. Many just dash across the carriageway. Possibility of creating pedestrian crossing opportunities in the River Lane junction area?
- There needs to be a clearer end/start to the cycle lane here. Bikes often come down the slope from the railway bridge at speed and continue around the corner to Cromwell Road on the pavement, coming into conflict with pedestrians.
- The pavement on the northbound side of Ditton Lane is so narrow that a pram barely fits down the pavement, and it is impassable as a pedestrian when bins are out for collection.
- Provide a clearly segregated cycle lane and move back stop line to reduce cycle/ car conflicts here
- Clearer signposting for cars exiting the junction would be helpful here as many swerve across to avoid entering the bus lane on Elizabeth Way bridge.
- No regular/semi-regular bus route down A1134. The 'hub and spoke' model of taking routes into Emmanuel Street (via Newmarket Road, Coldham's Lane, Mill Road) means connections between eastern areas are minimal. A route from East Barnwell to Addenbrookes would be helpful and unlock travel options in this growing part of the city.
- Bridge across Brook is not smoothly connected to road surface, creating substantial 'step' up and down when crossing the bridge. Imagine it is a noticeable bump for a car too.
- The bridge under the railway is very narrow, if it is to be part of the Chisholm Trail it needs to be wider so 2 bikes can pass
- The proposed exit from the Chisholm Trail bridge is a tight u turn back onto the level crossing. Could it be safer/better?
- Needs an improved safe cycle crossing for accessing Teversham primary. Existing pedestrian refuge won't accommodate tandems/cargo bikes etc. Toucan crossing would be good.
- Cycle path joining mill drive here is entirely blind for bikes and cars on the drive way. A short section of railing and path parallel to the drive along its edge (say 20') would make this junction much safer.
- Very unclear that this is actually a road not a cycle way where traffic on the driveway has priority as you come out of the tunnel on to the mill drive. Having just come out of a dark tunnel in to the light, if you don't know the route, it's really easy to miss the very fade give way on the ground. Some sort of eyelevel signage on the fence opposite would be good.
- Please change the light phasing and/or add a sign that cyclists can cross straight over. Car drivers turning right from St Barnabas Road usually don't realise that people cycling are allowed to ride ahead out of Gwydir Street. I have had several near misses here and have seen people being forced off their bikes by drivers.
- We need a segregated cycle lane here. This stretch is currently horrendous.
- We couldn't use the underpass with the Cargobike and are struggling with the tandem because of the barriers. Also the sight lines are poor and it is not woman-friendly at night.
- The pedestrian crossing phasing needs to change to allow a swift crossing in one movement.
- This junction needs improving, allowing segregated space for people walking or cycling. The shared use path is very narrow and hence people often walk in the cycle lane.
- The cycle lane needs to continue onto the roundabout to allow smooth continuous movement. There is plenty of space in the verge. The existing merge point is dangerous. People have to join from a right angle into two lanes of moving car traffic.

- I know it is outside the remit of this consultation, but This road is in urgent need to become cycling (and walking)-friendly. To start, please reduce the speed limit.
- "This junction needs massive improvement. We need a traffic light phase for Northbound cyclist turning right onto Stourbridge Common, and as stipulated by other commenters more space is needed to avoid conflict with other road users.
- Secondly, there needs to be a clear uninterrupted movement onto the cycling bridge. If you don't know it is there, it is easily missed."
- Minor issue, but additional signage would help here, and/or improved entrances to the underpass.
- Add signage for drivers to indicate the road is two-way for cycling. I have had numerous drivers trying to intimidate me, or even shouting at me for legally cycling contraflow.
- Improve facilities for cyclists going straight ahead towards Barnwell Road.
- Improve facilities for cyclists going straight ahead.
- This cycle lane needs moved so it starts right at the exit of the roundabout. On a bicycle you need to approach the dropped kerb at the right angle to avoid skimming, so you need to move out a bit, but cars are speeding up (it is a 40mph lane) as they leave the roundabout, hence this creates a conflict.
- Reduce turning radius and slip way into petrol station. It's a huge expanse to cross on foot/bike and encourages high speed turns into petrol station.
- Houses here treat pavement as personal driveway, forcing pedestrians into cycle path and increasing risks for all.
- "Cars and delivery vans continually double park on yellow lines and cycle lane on this section. Forcing cyclists into conflict with main traffic flow. Complete lack of enforcement.
- (outside KFC/kebab shop/tesco)"
- Cycle lane needs repainting at a minimum on the bend after pedestrian crossing. It is driven over so frequently that you can no longer see paint. Segregated path all down East Rd would be feasible and desirable.
- Shape of roundabout encourages high speed traffic making it worth avoiding in a car or on a cycle.
- Trimming greenery back from bridge would make for less conflict when crossing. Currently, pedestrian side is usually overgrown.
- Disallow parking on forecourt of Papa John's. Delivery drivers frequently reversing onto pedestrian crossing and using pedestrian phase to enter traffic.
- Build out/protect cycle lane on this exit corner. Cars always cut the corner, and drive over cycle lane. Very uncomfortable as a cyclist.
- Trim vegetation along this shared path or widen area around trees and reduce parking. Very narrow for number of users - cycles and pedestrians.
- During the temporary partial bridge closure to help social distancing and before considering making it permanent for different reasons, enforce 20mph speed limits but allow electric powered vehicles to cross the bridge to encourage cleaner vehicles. Remove the build-outs until permanent ones are democratically considered after the emergency.
- Could the cycle route to Bottisham VC cut across the fields at the Missing Sock junction? It would be much better if it avoided Bell Road and the tight junction with the High Street.
- This path would be safer with a properly segregated cycle lane. Cars accessing Quay Mill Hotel can be travelling at speed and the path is quite narrow near the tunnel.
- Coldham's Lane is only going to get busier with the new development north of CH. Getting an off-road cycle lane (if need widen the road) so important here
- Repair barbed wire fence that's bowing into cycle cut through
- Provide cycle/pedestrian access into council units from Peveral road to avoid the need to use busy Barnwell Drive
- Provide link across Coldham's common between Barnwell Rd (near Barnwell Dr) and the Chisholm trail. This would connect the employment centre at Cambridge airport and nearby offices to the traffic free routes to Cambridge North
- Add controlled crossing on Barnwell Rd, for cyclists and pedestrians to ease access from Barnwell Dr to Coldham's Common
- Resurface cycleway along Barnwell Rd give priority over Rayson Way
- Have cycle route bypass roundabout and smoothly connect Barnwell Road to Newmarket Rd
- Instead of running a national cycle route across a car park, through a heavily pedestrianised zone, along a narrow pavement and with a sharp blind bend before having to give way at several intersections, run this along the edge of the fields all the way to Newmarket Road.
- This needs a sane controlled pedestrian/cycle crossing.
- Pedestrians should not have to stop twice to cross one road.
- "Move the crossing to where it might actually get used.
- Remove the silly railing - install some bollards if you want to pretend something is needed to protect pedestrians."
- Give priority for crossing.
- Give priority for pedestrian/cycle crossing,
- "Since vegetation along this side is not being maintained, about half the width of the existing shared cycle/pedestrian route is lost.
- Clear all trees/shrubs 3m back from path."
- Priority should be for pedestrian/cycle crossing, not hotel visitors.
- Give priority to pedestrian/cycle crossing.
- The Dutch roundabout is long overdue - very glad to see the county finishing this, which is a considerable improvement on safety, and will enable traffic to flow just as easily as before.
- "Mill Road is *SO* much safer now. The bridge closure really needs to stay.
- The backwards view of the two other commenters, that Mill Road could only survive with vast amounts of polluting traffic, is ridiculous.
- The County Council should now be investing in the street, e.g. adding planting areas, parklet seating, delivery bays, parking, cycle parking, etc. There is no reason the street cannot thrive."
- Segregated cycle route needed in Quay to link with NCN 51 and Quay-Lode cycleway
- Surface improvement needed
- Fix drainage problems N end of underpass
- Surface improvements needed

- Too narrow, overgrown on bend and poor drainage
- 2-way cycling on narrow path with blind bend by P&R entrance rather dangerous
- Cycle route through parking area crosses traffic streams with visibility blocked by planting in places; better to route cyclists around a perimeter path.
- Needs surface repairs here; path humps and cracks from tree root heave
- Hazardous crossing for cyclists and pedestrians with no phase in the traffic lights; needs a full signalised crossing.
- The cycle lane between vehicle lanes approaching the roundabout here is potentially deadly-I know, I was once sandwiched between a bus and an HGV and I will NEVER cycle through here again.
- Barnwell Road needs a continuous dedicated cycle lane or path on its eastern side to facilitate access to key destinations such as Rutland cycles or Sainsbury's without having to cross a busy road twice. Resurfacing needed on existing cycle paths especially approaching Coldham's Lane roundabout.
- Cycle link between Tins path and Airport Way missing. Possible cycle way through 'LNCH development' from Rosemary Lane?
- This (photo) is an all too common example of why many cyclists don't use so-called cycle paths; it's narrow and shared with pedestrians, so unsuitable for anyone riding at more than about 10mph, and does not have priority over even a small side-road. If you want to encourage and enable more cycling, cycleways need to be segregated from pedestrians and have priority over side roads.
- Great need for proposed new bridge; wider track, shallower ramps and elimination of blind bends.
- Surface repairs to path needed; humps and cracks from tree roots
- Difficult to cross from Barnwell Road cycle path to Brookes Road path to get to Sainsbury's or Mill Road through fast / heavy traffic; needs a signalised crossing.
- On-road cycle lane in bad condition; coloured tarmac always seems to break up prematurely. Repair with something more durable?
- Suggest upgrade to Retail Park access here to permit both pedestrians and cyclists to use it, rather than cyclists sharing space with motor traffic at main access.
- Provide a signalised crossing for cyclists to pass from Mill Road to Parkside and vice versa using off road paths, to avoid the busy junction.
- Unnecessary width restriction.
- Barriers on island just pointless and push users to wait on the road beside the island when crossing.
- There should be a segregated two way cycle route across the full length of the retail park by the shops to allow safe access by bike
- There should be a segregated two way cycle route across the full length of the retail park by the shops to allow safe access by bike
- Junction needs fully protected cycle lanes at surface level e.g. Dutch roundabout or cyclops style.
- Rat runs through Harvest Way / New Street need closing.
- Please make sure any new cycle infrastructure connects with Abbey Road (links to popular riverside cycle route)
- Add cycle lanes to Gonville Place.
- Remove barriers on cycle path on Tesco site which are difficult to use on a cargo bike or other non-standard cycle.
- It would be really useful if Swann's Road could allow counterflow cycle journeys. It's an incredibly wide one-way street and it would connect up with the path over the bridge better
- The shared use path over the bridge is very narrow for several tens of metres and there's often lots of stopping to wait here. There's loads of road space that could be given to widening it
- It's not fun trying to ride through the middle of the Park & Ride. It's busy, the path is narrow, there are blind corners and people don't expect bikes. I usually take the road to get out of here, but then there's no easy way to connect back to the Newmarket Road cycleway
- This is not a nice crossing on a bike. The traffic is very fast. There must be a better solution to the current on-grade crossing
- The cycleway along here would be fantastic if it were a bit wider. There is space for this
- This link is very useful, but the path is too narrow and very accurate cycling is required for two people to pass.
- This path is useful, but the surface is breaking up with tree routes in places and width could be better.
- This section of Newmarket Road is one of the worst places to cycle in the city. The road is busy, but cycle provision is unhelpful and poor quality
- The link from Coldham's Lane to York Street is really useful, but very poor, particularly toward the roundabout. It needs to be much wider and have a much better start and interface with the roundabout
- Cycling along Mill Road is much more stressful than it used to be. I've avoided it for ages for this reason. It now make using Snakey Path etc. a nicer way from Cambridge to Cherry Hinton
- This cut through has no dropped kerb and also has chicanes, making it useless as a way of making the logical connection from Teversham Drift to the cycleway
- The crossing from Burleigh St to Norfolk St can be busy and it mixes up pedestrians and cyclists. Needs to be widened (particularly access crossing into Norfolk St) and cyclists and pedestrians segregated.
- Coldham's lane needs good quality cycling provision in view of the increased housing developments here. A good cycle lane is likely to generate high demand and should not be shared with pedestrians, who should have separate provision. Any new walking and cycling facilities should follow the design principles of the Dept of Transport's new LTN1/20 and avoid "shared use" provision along this major road.
- Convert the width restriction filters here (and either side at Cromwell Rd & Ross St) into full modal filters to prevent cars rat-running between Mill Rd and Coldham's Lane
- I work at the Railway Station and have to cross Mill Road here every day - please please please keep the bridge closure permanent! It's so much safer for pedestrians and cyclists, the buses can run more reliably, and I'm much more inclined to use the shops here now that the traffic isn't so atrocious!
- There is a need for some control of taxis. Tenison Road and Mill Road have become a rat run for Taxis.
- If there is no traffic (except buses) over the bridge, this junction with the Ironworks may not be a problem. Other wise it may become dangerous, especially with westbound traffic turning right

- I hope there is going to be a decent link between Mill Road and the Chisholm Trail, in particular for east bound cycles wanting to get to the station
- There is conflict between pedestrians coming from the Beehive site, pedestrians at the crossing and cycles trying to use the new bridge. More space is needed.
- It is difficult for cyclists to cross from the cycle path on the west of the Beehive access road and the path over the new cycle bridge
- The cycle lane between the two lanes of traffic is particularly horrible due to the pot holes in the red tarmac. Improving access to the foot path would be a better option.
- This junction could be improved for cyclist moving between the path to the Fen Estate and Fison Way
- Junction here is narrow and tortuous for cyclists and there is conflict between pedestrians and cyclist in the opposite direction
- Ensure new development includes a good cycle link to Low Fen Drove Way
- This could be part of a brilliant route from Cambridge to the Loades Way.
- Consider changing speed limit from 40 to 30 here as encourages speeding near edges of a residential area and makes active travel more dangerous for this stretch.
- Existing tarmacked paths are narrow and crumbling, and very well used by pedestrians and cyclists. Assume these will be widened and segregated as part of the Chisholm trail?
- Lots of pot holes here and gravel need paving.
- Crumbling pavements need resurfacing
- Need a dropped pavement here so can cross the road to access the park with a pushchair
- Anti-pedestrian railing makes it difficult to cross here without a long detour down the road. Please remove the railing and move the crossing to the junction.
- Roundabout is designed for cars, discouraging active travel and making active travel dangerous. A complete redesign is essential here and needs careful thought and discussion with stakeholders.
- This path is boxed in and narrow, making it dangerous for pedestrians and bicycles to navigate. Needs widening and made segregated
- This turn is very difficult with a cargo bicycle, especially with the bollard. Need more space for turning here any removal of the bollard
- The eastbound lane here has a central cycle feeder lane. According to the new LTN1/20 [10.6.47] such a lane is "not usually considered safe by less confident riders and people with younger children" and if one is to be used it should be "at least 2.0m wide". Any improvements to this junction should aim to avoid the central lane, e.g., by a cycle lane that has priority (possibly signalled) over the left turn or if the central feeder lane is retained it should be widened to 2.0m.
- The bridge is so much safer closed to car and taxi traffic. Keep it like this!
- Improvements to make cycling safer across this roundabout should be in accordance with new LTN 1/20, section 10.7.6, taking account of the relatively high traffic flows across here (i.e, a "compact roundabout" is unlikely to be an appropriate solution.
- The grade separation provided under this roundabout miserably fails to meet any of the requirements of the new DoT's LTN 1/20 (see 10.8 in particular). It is not coherent (the entrances to the ramps are poorly sited and don't join clear cycle paths); not direct (the total travel distance is much further than using the road); safe, & it is not safe nor attractive. The use of chicane barriers at the foot of the ramps is another major failing (see LTN 1/20- Summary principles, 1.6 (16)). The roundabout should be improved in accordance with the principles of LTN 1/20.
- I can only assume the sign here is some sort of joke.
- The mouth of the junction into a minor dead end side road should be remodelled to be narrower and provide safe passage for cyclists and pedestrians using the cycle path, in accordance with the criteria of LTN 1/20, 10.5.7 - "In urban areas, where protected space separate from the carriageway is provided for cycling, it is important to design priority junctions so that wherever possible cyclists can cross the minor arms of junctions in a safe manner without losing priority. This enables cyclists to maintain momentum safely, meeting the core design outcomes of safety, directness and comfort."
- "No cycle lanes and no cycling boxes at the junction makes it very unfriendly for cycling. Junction needs redesign to facilitate cycling help pedestrians have space to cross"
- Cycling west down Newmarket Road, you need to cross traffic from the leftmost bus lane to the middle car lane to continue travelling west down Newmarket road. Is a tricky and dangerous manoeuvre. Junction needs redesign to make space for cycling

For more information contact:

Telephone: 01223 699906

Email: contactus@greatercambridge.org.uk