

Today's Date	Date	ID	O, I, P	Name	Contact information	Form of Delivery	Text	Complete	Attachments	Link to email
Date added to spreadsheet	Of submission to GCP	e.g. 1,2,3	Organisation, Individual, Public Figure			(Twitter, email, letter, event etc; save a copy or screenshot to the drive and provide a link)	Context of issue	Has the action been completed? Date?		
17/01/23	17/01/23	1								
24/01/23	23/01/23	2	I			Email		30/01/23		
		3				Email		24/01/23		
24/01/23	23/01/23		I				> Hi good afternoon > > Another hair Brain project what a waste of taxpayers money it would be better if you concentrated your efforts on repairing the roads and pathways in Cambridge they are in a dreadful state I'm getting worse week by week >			Email
09/02/23	23/01/23	4	I			Phone	Caller has received a letter regarding Cambridge Eastern Access. Customer would like to fill out the survey mentioned on the letter/ leaflet however the link is not working and cannot find on websites. On the letter it is stated that Cambridge Eastern Access 20th March 2023, relating to the consultations. Customer would not like a printed copy but would like the online issue to be resolved and to be working.	10/02/23		Email
09/02/23	23/01/23	5	I			Phone	[REDACTED] has received a flyer regarding the Newmarket road - 23, but can not find it on the website (I was unable to locate ether, he was not happy to give any further details other than his mobile number [REDACTED]. Could you please contact him to discuss	10/02/23		Email
09/02/23	23/01/23	6	I			Email	To whoever if there's anyone in? Is there a workable link to your latest Consultation on the Cambridge Eastern Access? I am concerned that you haven't made any allowance for a Unicorn Stable. Best wishes [REDACTED]	09/02/23		Email
09/02/23	23/02/23	7	I			Email	You are delivering leaflets stating there is a consultation about Cambridge East and Newmarket Road . The link in the leaflet does not work It is greatercambridge.org.uk/newmarket-road-23 The consultation ends March 2023. In the circumstances please may you forward the correct link as soon as possible. Thanks	09/02/23		Email
09/02/23	23/01/23	8	I			Email	customer called as he has received a flyer today relating to the Cambridge eastern access. he has looked online to complete the consultation survey which advises on the flyer ends on the 20/3/23 but he cannot find it. please contact [REDACTED]	09/02/23		Email
09/02/23	24/09/23	9	P			Email	Hi It is not possible to access information about the Eastern Access proposals as the link does not work Kind regards [REDACTED]	09/02/23		Email
09/02/23	24/01/23	10	I			Email	Hi Can you please send me a hard copy of the proposals for Eastern Access including the drawings. Kind regards [REDACTED]			Email
9/2/2023	25/01/23	11	I			Phone	[REDACTED] called in to the contact centre today asking to give feedback on the Cambridge eastern access consultation over the phone. He has lived in [REDACTED] years. Before Barnwell road was built. Since Addenbrookes was built you have never been able to get a bus direct to Addenbrookes. You have to get a connecting bus. There is an underpass to get to the bus but this is always filthy or flooded - it needs filling in and a proper crossing put in to make it accessible. [REDACTED] has to drive to Addenbrookes as the bus route is not accessible to him. Park and ride not available and the buses do not come regularly enough. [REDACTED] would like the abbey ward to be better connected to Addenbrookes.			
9/2/2023	25/01/23	12	I			Phone	Could you please forward a copy of the consultation brochure. [REDACTED]	9/2/2023		Email
9/2/2023	25/01/23	13	I			Email	Hi Can I please have a hard copy of the Options report about the proposed relocation of the Newmarket Road Park and Ride site. My address is [REDACTED]	10/2/2023		Email

13/02/2023	25/01/23	14				Email	Please put a document containing the consultation survey onto the website. The only way to currently even view the survey is to log in and then scroll through questions one at a time. I asked this to be done for the so-called Making Connections survey (both by email and at one of the in-person sessions) and nothing ever happened. If you cannot be bothered to put the survey online (in a single document, where you don't have to log in to view it), then please email me a version. If you cannot be bothered to do that, then please mail me a paper version at [REDACTED] (which would be a waste of taxpayer's money relative to the other two options). [REDACTED]	9/1/2023		Email
13/01/2023	25/01/23	15				Email	I've just been on your website to find this. please can you confirm how you will be publicising the proposals and what they are? I live in the area but found out through a friend who keeps up with these issues as she is a driver. How are you going to ensure the majority of people who are not users of social media etc are aware and understand the proposals? (no dates given for " events" in your brochure). I read proposals and plans for a living . I have skimmed most of yours and have no idea where to start. Is it possible to rename them so it's clear what each document is? The summary tells you nothing. You surely have a duty to ensure your materials are easily understood and accessible? [REDACTED]	13/01/23		Email
13/01/2023	25/01/23	16				Email	Hi Can I just query this statement about the P&R on Newmarket Road in the FAQs: The existing Park & Ride site is leased to Cambridgeshire County Council from Marshalls and allocated for redevelopment as part of Cambridge East development on Cambridge Airport. My understanding is that the existing P&R location was part of the rationale for Marleigh being granted permission as visitors were expected, indeed even required, to park at P& R and walk past school to access Marleigh. If you remove or even relocate the P&R you cause a problem for Marleigh as the ratio of parking spaces to dwellings was calculated and approved by planning with the current site being part of the parking provision. I am not aware of any of the P and R site being allocated for redevelopment as part of Cambridge East development. Marshalls also at several public meetings when asked have been surprised by similar statements. Are you able to provide evidence that this statement is factually correct? Best wishes [REDACTED] Chair Teversham PC	8/2/2023		Email
13/01/23	26/01/23	17				Email	Please send me a hard copy: [REDACTED] Thank you	9/2/2023		Email
13/02/23	26/01/23	18				Email	Hi, Could I please request a hard copy of the plans [REDACTED] Thank you	10/2/2023		Email
13/02/23	26/01/23	19				Email	Details of enquiry: Customer requested a paper copy of the consultation please	9/2/2023		Email
13/02/23	30/01/23	20				Email	Please forward dates of any public meetings re this Consultation. Thank you. [REDACTED]	9/2/2023		Email
2/13/2023	31/01/23	21				Email	Would you kindly forward a hard copy of the report to me at [REDACTED] Thanks [REDACTED]			Email
13/02/23	2/1/2023	22				Email	Customer would like to request a paper copy please	9/2/2023		Email
13/02/23	2/2/2023	23				Email	Would you please send me a hard copy of the consultation document as unable to load a copy and copies of other documents are unreadable. [REDACTED]	9/2/2023		Email
13/02/23	10/2/2023	24				Phone	Customer phoned to ask When are the works going to take place? Where will the new car park be sited? Will it be close proximity to the existing one? Advised that it is still in consultation period - so may be a little soon to ask - if it is she will call back on the 27th march.			Email
14/02/23	13/02/23	25				Phone	Customer got a leaflet through his door about Cambridge eastern Access about improvement to Newmarket Road area. he would like more information sent to him by post.	28/2/2023		Email
2/21/2023	2/21/2023	26				Email	Please can you send me the hard copy of the brochure and documents concerning this consultation as I cannot view them comfortably on my phone. [REDACTED] Thanks	28/02/2023		Email

						Please can a hard copy of the Newmarket rd consultation be sent out and a survey to [REDACTED]			
22/02/2023	22/02/2023	27	P			Email		28/02/2023	Email
27/02/2023	27/02/2023	28	I			Phone	[REDACTED] called as she would like a pack of information in relation Newmarket road. she has looked online but would like it in large print. if there are any issues please contact via phone number [REDACTED]	28/02/2023	Email
6/3/2023	3/6/2023	29	I			Email	That you want to turn the roundabout into a non-grade separated roundabout for pedestrians and cyclists is complete madness. Deliberately throwing these user groups under the bus / fuel tanker / truck / BMW is inexcusable. [REDACTED]		Email
6/3/2023	4/3/2023	30	I			Email	I have a question about the GCP Newmarket Road improvements proposal. I cannot find any data on how the Elizabeth Way roundabout changes will impact road capacity and vehicle congestion. Has this been studied – can you tell me where the data is provided on this major junction? I have the same question for the proposed changes to Newmarket Road. Thanks Regards [REDACTED]		Email
6/3/2023	5/3/2023	31	I			Email	Please send a copy of the consultation documents to me at [REDACTED] (preferably with proper maps not simplistic drawings). I am very concerned that you appear to be removing the pelican crossing near the Elizabeth Way roundabout because this is heavily used. I know [REDACTED]. The underpass is not safe particularly at night and I do not use it then or when fallen leaves make it slippery. The steps for pedestrians are poorly maintained and the sharp angles make the slopes tricky for cyclists who cannot see that a dog (or another cyclist) is round the corner. I do not have a car and do not drive. Please add this comment to your consultation. Thank you. [REDACTED]		Email
6/3/2023	6/3/2023	32	I			Email	Hello, Please find attached the consultation response from [REDACTED] Best wishes,		Attachment Email
10/3/2023	8/3/2023	33	I			Email	Hello, I went to the event at E Barnwell but now have more questions. Please can you explain page 7 1.From 35 to 45 - cemetery side - will the existing cycle path be broken up? 2.A new path laid with cycle path beside it? 3.Will this cycle path be outbound only? Or for both ways as of now? 4.Will there still be a grass verge? 1.From 35 to 45 - houses side - will the existing path be broken up? 2.A new path laid with cycle path beside it? 3.Will this cycle path be inbound only? Or for both ways as of now? 4.Will there still be a grass verge? 5.All the trees will be cut down, 4 to never be replaced? Where will they be planted?-on the path? -not clear in brochure Kind regards, [REDACTED]		Email
10/3/2023	8/3/2023	34	I			Phone	Customer has been unable to complete the online form for the consultation. Customer has the following comments for the consultation in relation to Newmarket road * Customer supports all the changes that are proposed that make it easier for pedestrians and cyclists - especially segregated cycle tracks and making it easier for buses * The biodiversity also sounds very good. * Customer would like to have more clarification as to the relocation of the Newmarket road park and ride, she would like to know if this is because of the proposed housing to be built on the airport. Please contact via phone		Email
13/03/2023	12/3/2023	35	I			Email	I just wanted to add to what I said in the survey because I don't think it asked about it - the relocation of the park and ride... Was there a question about it? If so, I don't remember it. Just wanted to comment that I still really don't want it to relocate - don't want to lose more green belt. Think this is crucially important. With food shortages etc coming up with the climate emergency, we really need all the land we can get to put to agriculture! Best wishes [REDACTED]		Email

13/3/23	12/3/2023	36	I			<p>And one more thing that I forgot (sorry!):</p> <p>The roundabouts - I think you could achieve all you want by having some additional crossings near(ish) to the roundabouts that could be used by cyclists and pedestrians. We currently have traffic light crossings on both newmarket road and barnwell road (Barnwell road roundabout). If we had two more - one on wadloes road and one on the other side of newmarket road, that would really cover it for bicycles and pedestrians while leaving the roundabout free for the cars to use and not slowing up the traffic as much as a cross roads would do. Much cheaper option, quicker and just as effective (from my perspective).</p> <p>The other issue to watch for and I forgot to put in the consultation survey response is the number of lanes going into roads from roundabouts. E.g. it seems as though the plan is for only one lane leading into wadloes road from barnwell road roundabout. This is a disaster because of McDonalds - the traffic to McDs queues in one lane currently, leaving the other free for residents to use to get into Wadloes. If you reduce to one lane then what happens to the residents or others who need to use Wadloes road?</p> <p>I noticed that the same issue is happening at the Elizabeth way roundabout - you are reducing the exit into Elizabeth Way to one lane from two - not sure what impact that will have?? Definitely needs considering.</p> <p>Thank you! [REDACTED]</p>			Email
13/3/23	13/3/23	37 (previous ref.: 33)	I			<p>Hello [REDACTED], Thanks for reply. Sorry about this but it's still not clear to me.</p> <p>On house side[REDACTED]the footpath is only slightly more than 2m wide - with very poor drainage.(rain water runs off the high road surface) Then there is wide grass verge with trees in and then more grass beside road. If the cycle path went next to road rather than the footpath could the trees stay?</p> <p>Along by the cemetery you say the hedge will go - the railings also?</p> <p>2 more points 1 - 43 crossing is used by many people to connect to doctors, shops on Ditton Lane, to use buses - it is needed! 2 - Moving P & R bus stop is OK for Marleigh but not for The Westering estate residents as it will be further to go to catch bus into town. Kind regards, [REDACTED]</p>			Email
15/03/23	15/03/23	38	I			<p>Hi,</p> <p>I just recently learned about plans to get rid of underpass in the Elizabeth Way roundabout and wanted to register my strong objection.</p> <p>This roundabout is a part of [REDACTED]. I strongly feel that introducing the signal-controlled crossroads will significantly deteriorate the walking and running experience - now all parties (pedestrian/cyclists/cars) will have a new introduced delay in their way, waiting for the lights to change. The current system allows pedestrians and cyclists to proceed without any delays or pauses and to easily cross the road in any direction (ether at a jog or at a leisurely walking pace) without worrying about car traffic at all, which is a big and important advantage.</p> <p>The proposed approach keeps talking how it improves the life for pedestrians and cyclists, but if anything, it will discourage people from walking/cycling. It will now involve waiting for the traffic to change while inhaling exhaust.</p> <p>I agree the underground passage could use a bit of modernization (it can look a bit sketchy/run-down and could use a mirror on the corners so that pedestrians/cyclists can see the people coming round the bend), but just pouring concrete over it is NOT a solution. Getting rid of the green area/trees in the middle and the cool artwork would also strip Cambridge of some truly unique features.</p> <p>PLEASE reconsider getting rid of this truly unique Cambridge landmark and introducing long delays for everyone's commute.</p> <p>Thanks, [REDACTED]</p>			Email

15/03/23	14/03/23	39	P			<p>Hi,</p> <p>I would like to respond to the 'GCP Newmarket Road improvements and Park & Ride relocation' survey on behalf of Little Wilbraham & Six Mile Bottom Parish Council. I've submitted a survey online but here are the details in case it didn't come through.</p> <p>We support the Park & Ride location for P1.</p> <p>We propose an additional Park & Cycle at location P11 (car parking to enable people who can bring a bike on their car to cycle the remainder of the journey. Ideally this would have bike storage/ racks and a crossing across the A1303 road to access the existing cycle path leading to Quy Mill and the existing tunnel under the A14. This will alleviate congestion before reaching Quy roundabout and minimise sitting in traffic congestion at peak times, just to reach the Park & Ride site.</p> <p>We propose the extension of the 2 lanes on the A1303 that currently feed off the Quy Roundabout to the roundabout at Airport Way. Ideally this would be done within the existing road footprint or with minimal widening and impact. This would help alleviate the traffic congestion caused in peak morning travel times when the 2 lanes consolidate to 1, causing traffic to back up passed Quy roundabout and up both the A1303 towards Newmarket and the B1102 to Quy.</p> <p>Thanks, [REDACTED]</p>			Email
22/03/23	20/03/23	40	P			<p>Dear [REDACTED]</p> <p>Further to our meeting at the exhibition at ARU about the proposed changes to Newmarket Road, here is the comment I made in the survey.</p> <p>18. Do you have any comments on the proposed landscape strategy?</p> <p>I live on [REDACTED] between [REDACTED] and [REDACTED] 15 residents park. There is little parking available on the side roads because most properties in this area do not have a driveway or front garden and there are several houses of multiple occupation. The council ([REDACTED]) so they are well aware that this is used as a parking space. My husband is a [REDACTED] and uses the space outside our house to pull onto each morning and evening [REDACTED]. There is no way he could do this if the area outside our house was turned into a green grass verge with no parking. We have [REDACTED]. He would not be able to transport [REDACTED] safely and practically from a side street – which would likely be several streets away given the fact that parking is already hard to find in the surrounding streets. This would have a huge impact on his ability to work – he is [REDACTED] man and cannot reasonably be expected to carry [REDACTED] over such a distance. I currently use the space outside our house to pull over and load/unload our weekly shop – I would not be able to easily manage this from several streets away either.</p> <p>We have lived in this property since [REDACTED] and have seen a lot of changes but none that would impact our lives in this way. Cambridge is becoming unaffordable for a lot of people and making it more difficult for us to work is worrying and upsetting to say the least... we have both been extremely stressed about his proposed change and how it may affect our lives.</p> <p>We have spoken about our concerns to [REDACTED] at one of the exhibition events. [REDACTED] has informed us that a survey of the area outside our house will be undertaken which is much appreciated. We have no update as yet.</p>			Email - see end of chain
3/4/2023	20/03/24	41	P			<p>Dear [REDACTED],</p> <p>This is the lady who spoke to us all at the ARU drop in. I have now heard from 3 of the 15 households affected and all express similar concerns. I am working on my own consultation response as I know that the deadline is today but residents keep trying to add extra bits ...</p> <p>Best wishes</p> <p>[REDACTED]</p>			Email

27/03/23	12/3/2023	42			Email	<p>Good afternoon,</p> <p>I have looked at your proposal. I am pleased to see that we finally might see an improvement on Newmarket Road. We live on [REDACTED] from the dreadful Newmarket Road.</p> <p>My main comment is that overall I am not certain which specific issue the proposal is addressing for Cambridge.</p> <p>I accept that you are trying to reduce the number of cars in Cambridge, but the harsh reality is that people will still travel in and out for work and other commitments (or will leave Cambridge). However, making it harder than required only creates more traffic jams and therefore pollution. This is counterproductive. All the cities who did bet that making life harder for drivers would see a reduction in the number of cars only saw the pollution getting worse. I would therefore suggest that any bus stop which stops the traffic just a problem and not a solution (bus stop 6 for instance). Bus stops can and should be located on the bus lanes. It is very different for Histon Road (picture included in the brochure) as the traffic is very different by nature.</p> <p>I also feel that space is given to bikes and buses but pedestrians are forgotten. The stretch between the Elizabeth way / Newmarket road junction on the river side is just dangerous and this is not addressed. Living in Cambridge and near Newmarket I can safely say that very, very few bikes use Newmarket road on that stretch simply because they go down to the river and use the much better cycle routes there. I would strongly advice that you consider this in the plan and improve the path close the river.</p> <p>Finally Cambridge seems to be one of the rare city which shies away from the simple reality that trees are wonderful. They reduce the heat tremendously in the hot summers we are now experiencing (up to 8C on the road and 4C in the air). Why is it not possible to plant the whole road with trees? This is so simple and would provide a safe heaven for wildlife, would capture CO2, reduce the heat and damper some of the noise from the road. The trees are currently on the north facing side i.e. not where the sun has the worse effect. I really feel that planning trees on the river side of Newmarket Road would improve the lives of those leaving in the area.</p> <p>I am very happy to discuss this with you by phone or in person. [REDACTED]</p>			Email
28/03/23	18/03/23	43			Email	<p>Dear GCP</p> <p>I am responding to your consultation on the Newmarket Road park & ride.</p> <p>I object to the building of a new park & ride site in Green Belt land or open countryside: P&R encourages car journeys and competes with public transport. Please don't cover the countryside with tarmac.</p> <p>The existing site is better for cyclists to park & cycle.</p> <p>If you insist on a new site, make it north of the A14, to reduce traffic on the A1303 and keep the development closer to existing transport infrastructure.</p> <p>With kind regards [REDACTED]</p>			Email
28/03/23	20/03/23	44			Email	<p>I have already filled in and submitted the survey about the planned improvements to Newmarket Road, but would like to make a few more points. As a pedestrian with limited mobility, these improvements will be very welcome, especially those around the Newmarket Road/Barnwell Road Junction, which will give me quicker, safer, and more direct pedestrian access to Wadloes Road [REDACTED]. At present, I have to go the long way round [REDACTED]. However, notwithstanding these improvements, the traffic generated by McDonald's on the East corner of the junction, especially at the weekend and evenings, will continue to negatively affect the smooth flow of vehicles around this junction, even after the redesign. And pedestrians and cyclists passing McDonald's on the Wadloes Road foot and cycle paths will still be hindered by cars going in and out, sometimes at high speed.</p> <p>Currently, the presence of 'Papa John's' pizzeria near this junction is a hazard to pedestrians crossing the Newmarket Road. Cars suddenly back out from the forecourt onto the crossing while the lights are still green for pedestrians, which is very dangerous. This has happened to me on four occasions recently. It is not clear from the brochure, but it looks as if both the pedestrian and cycle paths here may be affected in this way. Though the road crossing has been removed, what happens to traffic generated by the pizzeria? How will cars and motorbikes have ingress from and access to the Newmarket Road?</p> <p>It is a pity that the existing fine trees in the centre of the Elizabeth Way Junction will need to be removed.</p> <p>Finally, it would be very helpful if it was technically possible to have an extra button at light-controlled crossings, so that elderly, disabled and blind people could have a bit of extra time to cross. Such a button would not be used frequently, so the traffic flow would not be significantly affected. At present, I can only just make it across the Newmarket Road near the Barnwell Junction before the lights change, even with the traffic island.</p> <p>Thank you for arranging this public consultation – I also attended the meeting at the Church of Christ the Redeemer where all the experts were very helpful. Yours sincerely [REDACTED]</p>			Email

28/03/23	20/03/23	45	P			<p>Council (copied below for your convenience). I would be most grateful for an acknowledgement.</p> <p>20th March 2023</p> <p>Dear Sirs,</p> <p>Greater Cambridge Partnership: Eastern Access Consultation</p> <p>I would like to make the following comments on behalf of Great Wilbraham Parish Council.</p> <p>Thank you for providing a Question and Answer session for local Parish Councillors in the Wilbrahams on 28 February. We note and approve of your general aims for the development and improvement of the Eastern Access to Cambridge via Newmarket Road. Many of our village residents use this access to Cambridge City for work, school and other uses.</p> <p>Our concerns are mainly regarding the siting of the Park and Ride service. Ideally, we would have liked this to be on the Quy village side of the Quy roundabout. You will realise that our villagers need this interchange to be kept as free as possible because, as well as access to the City, this is also our main access to the North, for example to the Science Park, via the A14. We currently experience long vehicle delays at peak time as traffic backs up along the A1303 and B1102 through Quy village. We would thus ask that, if site P1 is chosen, due consideration is given to how free flow of high volumes of traffic can be maintained</p>			Email - see end of chain
28/03/23	20/03/23	46 (previous ref.: 45)	O			<p>Thanks [REDACTED] for copying us in on your response.</p> <p>I had not seen an opportunity to respond by letter so simply filled in the Survey on behalf of WEG.</p> <p>I stressed the point , as made during the Q & A session, that queuing traffic off the Quy roundabout (and indeed onto it from the Missing Sock, Quy et al) will surely get worse unless the GCP sorts out a slip land from Quy Waters where the dual carriageway ends - it seems mad to spend so much money but leave the P & R, and access to Airport Way and onwards, choked at peak times.</p> <p>Secondly I asked that money be ring - fenced now for maintenance of the facilities and the landscaping etc down Newmarket Road, to try to anticipate and prevent the inevitable neglect which will follow completion of the initial works</p> <p>I think [REDACTED] should be copied in to your letter</p> <p>[REDACTED]</p> <p>for WEG</p>			Email
28/03/23	20/03/23	47	I			<p>Once the work has started the whole thing will be a nightmare for those accessing the Quy roundabout from 7.00 am in the morning. This will result in more cars driving through the Wilbraham's in order to work their way around Cambridge. I understand that only working during the day is to protect the quality of life for local residents living on or close to Newmarket Road, but the programme of work is going to take a very long time if work is restricted to daytime hours.</p> <p>[REDACTED]</p>			Email

28/03/23	20/03/23	48	I			<p>In my survey response submitted earlier today I indicated that I would send an email with some further comments, so I would appreciate it if you could add the following points to your consultation responses. Many Thanks.</p> <p>[REDACTED]</p> <p>Newmarket Road</p> <p>In general I support the rebalancing of road space along Newmarket Road to better support walking, cycling, and public transport, including the principle of introducing continuous footways, bus stop islands, and full segregation at junctions.</p> <p>However, the proposals do not yet fully capitalise on the opportunity that this investment could bring simultaneously, and without additional cost, in improving the corridor in placemaking terms - providing greater overall economic and social benefit. There also appear to be details of the junctions, crossings and road profiles that could be further improved as part of integrated design approach. The current landscape proposals are not sufficiently described or convincing, and appear to be largely about colouring in the left over space once the highway engineering drawings have been completed. Taking the above points together, I would like to encourage the GCP to undertake an integrated urban/landscape/sustainable transport design review to identify these opportunities – independent of the current design team – like a Road Safety Assessment for spatial/landscape design quality.</p> <p>There is one particular location that I have looked at in greater detail: The East Road/Newmarket Rd/Elizabeth Way junction - which as well as being important in itself, is also illustrative of the general points made above, that might equally apply in other locations along the corridor (e.g. East Banwell: McDonalds - Ditton Lane stretch).</p> <p>The East Road/Newmarket Rd/Elizabeth Way Comments: Following a number of earlier conversations I have had a go at sketching out a potential alternative for the junction to hopefully foster a broader conversation about what a project here could achieve beyond purely transport outcomes. At the very least I think this sketch proposal shows that there are alternatives (even just in transport engineering terms) that don't appear to have been considered yet (a peninsular, rather than roundabout or cross-road solution). I hope it also helps illustrate, without claiming to be a complete design, some of</p>			Email
28/03/23	20/03/23	49	O			<p>Hi,</p> <p>This consultation has just been brought to my attention – unfortunately too late to digest and respond.</p> <p>Since last November we have operated bus service 12 (Cambridge – Newmarket fast) on a commercial basis, and 11 (Cambridge – Newmarket via Burwell and Quy/Lode) under contract to CPCA.</p> <p>I note that some sections of bus lane have been removed in the proposed scheme, but new bits added. As an opening question, please can you advise what the overall impact on bus journey times is expected to be, over the length of the proposed scheme, both at peak and off-peak? In other words, current journey time and proposed journey time? I assume that has been modelled?</p> <p>Regards,</p> <p>[REDACTED]</p> <p>Stephensons of Essex Ltd NIBS buses Ltd</p>			Email
28/03/23	20/03/23	50	I			<p>[REDACTED] called as she thinks she is too late to make comments on the Newmarket road plans to make traffic lights. This is where there is currently the roundabout and underpass.</p> <p>She would like to comment to says he regularly uses the underpass and finds it much safer and quicker and much better than being at road level breathing in the car fumes.</p> <p>Feels it needs better lighting and cameras to prevent vandals and it is safer not being at traffic level.</p> <p>Caller said it would not make the traffic better with the lights as there would be hold ups by the traffic lights and cycle lanes</p> <p>Money would be better spent on the deep potholes around the city.</p> <p>Has said the cost of filling in the underpass would be enormous.</p>			Email
28/03/23	20/03/23	51	P			<p>Good afternoon</p> <p>Please find attached our response to the above consultation. Please let me know if you require any further information.</p> <p>regards [REDACTED]</p>		Attachment	Email
28/03/23	1/3/2023	52	I			<p>Are you able to share any modelling data RE change in traffic throughput capacity across the proposed junction "improvements" - most critically the East Road roundabout?</p>			Tweet
28/03/23	1/3/2023	53	I			<p>Indeed, have you actually modelled it - or are you simply not interested in vehicular movements?</p>			Tweet
28/03/23	1/3/2023	53	I			<p>So, another excessively wide bike path with some dangerous bus islands in the works? Perhaps another idiotic £2.5 million roundabout?</p>			Tweet

28/02/23	3/3/2023	54	I			Twitter	Shut mill road. Close half the roads , Why do the @GreaterCams keep messing with the roads in our city ! [REDACTED] [REDACTED]			Tweet
28/03/23	3/3/2023	55	I			Twitter	Good to hear. The only time my family cycled there a bus driver pulled in while overtaking us. [REDACTED] was so upset as she thought she would see her family crushed before her eyes. Stagecoach East handled it well, using bus CCTV.			Tweet
28/03/23	4/3/2023	56	I			Twitter	But new design is welcome. Anothe classic example of pandering to the Cambridge city elite again. All the GCP plans are at the expense of hard working people of Cambridgeshire who need their "old fangled" motor vehicles to go about their daily lives			Tweet
28/03/23	16/03/23	57	O			Email	Please find attached our representation to your consultation on Cambridge Eastern Access. Kind regards [REDACTED]	Attachment		Email
28/03/23	17/03/23	58	O			Email	Good afternoon, Please find attached Natural England's response to the below consultation. Please send any further correspondence to the consultation hub at consultations@naturalengland.org.uk Kind regards, [REDACTED]	Attachment		Email
28/03/23	3/3/2023	59	I			Twitter	Does it matter what people think ? Thousands of people have said no to the charge but no doubt you will go ahead regardless !			Tweet
28/03/23	4/3/2023	60	I			Twitter	Stop changing things for no reason and just to spend the money you want to take from central government Another ridiculous fix for something that doesn't need fixing			
28/03/23	4/3/2023	61	I			Twitter	Rather than making the rd better for cyclists at the expense of everyone else and increasing congestion, perhaps create a new cycle path. It could run next to the river			Tweet
28/03/23	6/3/2023	62	I			Twitter	Whatever you suggest is disastrous. How about sprucing up the underpass with top of the range CCTV for safe passage and deterrent for other things illegal? Your suggestion is millions into the purse for what. Filling a hole. Spend a million on bringing the underpass up to date			
28/03/23	16/03/23	63	I			Twitter	I presume that by "one of" you mean it is your 'proposal' - or should that read 'intention'? It is clear that your intention is to disrupt traffic in any way that you can, yet hide your true objectives behind a wall of silence.			Tweet
28/03/23	6/3/2023	64	I			Twitter	Cyclist don't use the under pass from what I see whenever I'm at that roundabout!!			Tweet
28/03/23	7/3/2023	65	I			Twitter	So walk away from all traffic or walk through it? I know which one I would prefer. There is another answer. Maybe the underpass better. Clean, safe, put a cafe in there maybe. Put some proper signage up, make it ramps on all sides not steps even.			Tweet
28/03/23	6/3/2023	66	I			Twitter	I don't see anything wrong with the underpasses, and I quite like the sunken space in the middle of the roundabout; if the junction were currently a crossroads between such busy roads I'd be strongly in favour of a project to replace it with a roundabout!			Tweet
28/03/23	7/3/2023	67	I			Twitter	I agree only if it doesn't take several years to complete unlike Histon road Milton road utter disaster!!!			Tweet
29/03/23	26/02/23	68	I			Twitter	The giant shopping area should have been built at the other end of Newmarket Rd near the round about at the A14. This would've prevented 5/6 of Cambridgeshire needing to drive into Cambridge to access it but only been a long walk/short cycle or bus ride to the edge of the city.			
29/03/23	25/02/23	69	I			Twitter	Half of the consultation brochure seems to be missing from the download?!			Tweet
29/03/23	25/02/23	70	I			Twitter	LoI changed the survey to one you have to log into, complete bunch of scam artists you are. You will likely be looking at court cases against you soon!			Tweet
29/03/23	7/2/2023	71	I			Twitter	I no longer live in the area but know that is a very busy junction used by lorries, vans and other vehicles as well as cyclists and I don't think it would be safe to have a cyclops junction there.			
29/03/23	7/2/2023	72	I			Twitter	Great...but that's not going to help when the McDonalds queue stretches back around the roundabout is it? How to you plan on fixing that gridlock?			
29/03/23	12/2/2023	73	I			Twitter	Dangerous for pedestrians particularly the vulnerable. If you don't think so, try navigating it in a sleep mask! Pedestrians first is the rule from DMURS.			
29/03/23	8/2/2023	74	I			Twitter	Why waste money on this? Wouldn't it be better just to refurbish the steps and cycle ramps down to the underpasses here and put the rest of the money towards something people actually want for levelling up, like a railway station in Wisbech?			Tweet
29/03/23	1/3/2023	75	I			Twitter	Are you able to share any modelling data RE change in traffic throughput capacity across the proposed junction "improvements" - most critically the East Road roundabout? Indeed, have you actually modelled it - or are you simply not interested in vehicular movements?			Tweet

30/03/23	27/03/23	76	P			<p>Hi [REDACTED],</p> <p>I received the following resident question, do you know if there are any considerations on this if that design option goes ahead?</p> <p>"My question to you relates the murals that are in the subway. These are beautiful and in my opinion important pieces of public art - both because they are attractive and because they show scenes from the history of Cambridge. Do you know if there are any plans for their relocation, should the infilling go ahead?"</p> <p>Many thanks, [REDACTED]</p> <p>---</p> <p>Clr Alex Bulat</p>			Email
30/03/23	28/03/23	77 (previous ref. 76)	P			<p>Hi [REDACTED],</p> <p>Thank you for the response. I can reassure residents that in case the decision goes ahead there will be consideration of whether there is something that could be done with the murals but I won't say anything specific as of course it depends on advice and whether it is practical.</p> <p>Best wishes, [REDACTED]</p>			Email
30/03/23	27/03/23	78 (previous ref. 40)	P			<p>Dear team,</p> <p>Thank you very much for your prompt and detailed response. The pavement is divided into two sections with cars parking on the outer section using dropped curbs. The inner section is wide enough for large prams, cargo bikes and mobility scooters.</p> <p>It is just before the narrow section of Newmarket Road just west of the railway crossing . I don't normally go in to bat for resident parking places but we are talking about a [REDACTED] and have two very strong reasons to need to park outside their house.</p> <p>With kind regards</p> <p>Clr Naomi Bennett Home office [REDACTED]</p>			Email
30/03/23	24/03/23	79	O			<p>Please find attached Stow cum Quy Parish Councils response to the Newmarket Road Access</p> <p>With Kind Regards [REDACTED]</p>			Email
30/03/23	19/03/23	80	P			<p>Dear [REDACTED] and Greater Cambridge Consultations team,</p> <p>I attach my formal consultation response to the GCP Eastern Access Consultation in role as ward councillor for Abbey. Please do get in touch should further clarification be helpful or anything is ambiguous.</p> <p>I would be grateful to receive confirmation of receipt.</p> <p>Many thanks for your help, Kind regards, [REDACTED]</p>	Attachment		Email

30/03/23	20/02/23	81	P			<p>Hi [REDACTED],</p> <p>I should have noticed this earlier, but it has come to my attention from both residents and other councillors writing to me that both in-person Eastern Access drop-in events are on the Barnwell side of Abbey and there is no similar event on the other end of Newmarket Road, closer to Riverside/Petersfield and the Elizabeth Way roundabout. While some will attend the Barnwell events and they were advertised through the Riverside Residents Association for example, I am thinking if for some people going more than one mile towards Barnwell would be too far to attend.</p> <p>I was wondering if anything could still be arranged for the residents in Riverside and Petersfield who may have more views about the Elizabeth Way roundabout? Perhaps a smaller scale meeting if a drop in could not be organised? I copy in two of the Petersfield councillors as well in this email so they can express their view on what would work for their residents living near the roundabout.</p> <p>Best wishes, [REDACTED]</p> <p>---</p> <p>Clr Alex Bulat Labour County Councillor for Abbey division</p>			Attachment
30/03/23	20/03/23	82	O			<p>Dear GCP</p> <p>Please find attached the University of Cambridge's response to the Newmarket Road consultation. Any queries please get in touch.</p> <p>Best wishes [REDACTED]</p>			Email
31/03/23	20/03/23	83	O			<p>Hello,</p> <p>Please find attached the response from East Cambridgeshire District Council to the GCP Newmarket Road improvements and Park and Ride relocation consultation.</p> <p>I would be grateful if you would acknowledge receipt.</p> <p>Kind regards, [REDACTED]</p>			Email
31/03/23	20/03/23	84	O			<p>Dear Sir,</p> <p>Please see attached the consultation response on behalf of the CBC in relation to the consultations:</p> <ol style="list-style-type: none"> 1. Waterbeach to Cambridge 2. Newmarket Road improvements and Park and Ride relocation <p>There is one letter responding to both consultations as from the campus perspective they are intrinsically linked. Please can you confirm that the response has been received.</p> <p>Kind regards, [REDACTED]</p>			Email
31/03/23	20/03/23	85	O			<p>Dear Sir,</p> <p>Please see attached the consultation response on behalf of Cambridge University Hospitals in relation to the consultations:</p> <ol style="list-style-type: none"> 1. Waterbeach to Cambridge 2. Newmarket Road improvements and Park and Ride relocation <p>There is one letter responding to both consultations as from the hospital perspective they are intrinsically linked. Please can you confirm that the response has been received.</p> <p>Kind regards, [REDACTED]</p>			Email
31/03/23	20/02/23	86 (previous ref.: 81)	P			<p>Dear [REDACTED]</p> <p>I can see that we really do need a consultation in the vicinity of the Newmarket Rd/Elizabeth Way roundabout. Having both the planned consultations up at Barnwell is not at all helpful to residents in the vicinity of this roundabout.</p> <p>Thanks</p> <p>Clr Richard Robertson Petersfield ward Cambridge City Council</p>			

31/03/23	22/02/23	87 (previous ref.: 86)	P				<p>Thanks [REDACTED] but we really need to offer a face to face event and not too far from the roundabout. I will make some enquiries tomorrow and see if a venue can be found . It would be two hours from 5.30 to 7.30 I assume.</p> <p>Best regards</p> <p>Richard Clr Richard Robertson Petersfield ward Cambridge City Council</p>			
31/03/23	23/02/23	88 (previous ref.: 87)	P				<p>Thanks [REDACTED] I'm on the case but have not found anything in the usual places. However ARU have several parts of their Cambridge campus close to the roundabout and I'm chasing up with their rooms booking department to see what they can offer. I will write again tomorrow.</p> <p>best regards</p> <p>Richard Clr Richard Robertson Petersfield ward Cambridge City Council</p>			
31/03/23	24/02/23	89 (previous ref.: 88)	P				<p>Dear [REDACTED] ARU conference office tell me they have two options on their East Road site for this drop in event on the evening of the 7th of March. Either the Ashcroft conference centre in Broad Street is slightly closer to the roundabout, or there is a lecture room behind the main reception of ARU. There is parking in the nearby Adam and Eve St car park but of course most people will be local and will arrive on foot or bicycle.</p> <p>Please contact [REDACTED] their e-mail is conferences@aru.ac.uk</p> <p>Richard Clr Richard Robertson Petersfield ward Cambridge City Council</p>			
31/03/23	19/03/23	90 (previous ref.: 89)	P				<p>Dear [REDACTED] I have submitted a response to this consultation this evening and in it I referred to an alternative design for the Elizabeth Way roundabout. As there was no facility in the consultation to upload this plan I am now attaching it . Could you please pass this on to the person in charge of the project and let me know who that is.</p> <p>Thanks</p> <p>Richard Clr Richard Robertson Petersfield ward Cambridge City Council</p>			
31/03/23	20/03/23	91	O				<p>Dear Sirs</p> <p>We are writing on behalf of the A to B1102 Transport Group, a group bringing together the communities along the B1102 from Fordham to Stow-cum-Quy to explore the transport issues which affect us all. Our group has membership of the Parish Councils in our area along with people who have specialist expertise and interests in the area of transport and infrastructure. We keep in regular dialogue with our local, district and county councillors. See https://atob1102.org/about/ for more information.</p> <p>This email builds on our previous correspondence on 28th February 2023 outlining our proposal for a fast bus route concept (please see below and attached). This now has significant support on our Facebook page and through public meetings since Christmas. We are keen to move this concept forward with the County Council, and as part of ongoing proposals from the GCP.</p> <p>To this end we have serious concerns over the location of the proposed New Newmarket Road Park and Ride site and would, having considered the options, far prefer a park and ride site in, a location to-be-confirmed, north of the A14 at Quy.</p> <p>We find it hard to consider how the location on Airport Way would benefit any community and we strongly believe that a park and ride to the north of A14 would also provide a valuable transport hub for our B1102 communities, as seen in part at the existing site (drive through blood testing and vaccinations), at Trumpington with other medical facilities and would work well with our proposed bus network. We believe that in the proposed favoured location it is the worst of all worlds, not being close enough for any current community to benefit from the added benefits a transport hub can bring.</p> <p>The Park and Ride will be the point at which the proposed congestion charge is likely to start. We genuinely do not believe that the proposed capacity is enough to accommodate the level of traffic, in particular cars that pass through our villages. This will see significant overflow of informal parking, especially in villages such as Teversham and Quy.</p>	Attachment	Email	

31/03/23	20/03/23	92	P			Email	<p>Dear GCP,</p> <p>Please find attached my response to your Eastern Access Consultation.</p> <p>Kind regards,</p> <p>Charlotte (she/her) Councillor for Bottisham Ward (Bottisham, Brinkley, Lode, Reach, Swaffham Bulbeck, Swaffham Prior and Westley Waterless)</p>		Attachment	Email
31/03/23	20/03/23	93	P			Email	<p>Dear GCP,</p> <p>Please find attached Reach Parish Council's response to your consultation on Eastern Access.</p> <p>Kind regards,</p> <p>Charlotte (she/her) Chair, Reach Parish Council</p>		Attachment	Email
6/4/2023	5/4/2023	94	I			Email	<p>I am writing to express my disappointment and concern regarding the lack of posters in the car park to publicize the proposal to relocate Newmarket Road Park and Ride in Cambridge. As a cyclist who frequently uses this facility, I am deeply concerned about the proposed relocation and feel that the lack of public awareness about the proposal is unacceptable. The lack of posters or any other form of public notification in the car park has left many users of the facility, including myself, completely unaware of the proposed relocation. This is particularly concerning given the potential impact that the relocation could have on the local community and the environment.</p> <p>As a cyclist, I am also deeply concerned about the potential impact that the proposed relocation could have on cycling routes in the area. The current location of the park and ride facility provides easy access to the city centre for cyclists, and any relocation could disrupt this vital link. It is essential that the potential impact on cycling routes is considered carefully in any proposed relocation. Furthermore, as a regular user of the facility, I am also concerned about the impact that the proposed relocation could have on the availability of parking spaces. The current facility is often at capacity, and any relocation could result in a significant reduction in available spaces. This could lead to increased congestion on the roads, which would have a negative impact on both cyclists and motorists. I believe that the proposed relocation has not been adequately thought through, and that the relevant authorities have not taken into account the needs of local residents and the wider community. The lack of public notification and consultation is particularly worrying, as it suggests that the authorities are not taking the concerns of the community seriously.</p> <p>In light of these concerns, I urge the relevant authorities to ensure that adequate public notification and consultation is undertaken before any decisions are made regarding the relocation of Newmarket Road Park and Ride. This should include a thorough assessment of the potential impact on cycling routes, the availability of parking spaces, and the wider community. It is essential that any proposed relocation is carefully considered and that the needs of all stakeholders are taken into account. I hope that the authorities will take these concerns seriously and work to ensure that any proposed relocation is sustainable, environmentally friendly, and meets the needs of all members of the community.</p> <p>Public consultation is an essential aspect of good governance and decision-making. It allows government agencies, businesses, and organizations to engage with the public and gather their opinions and feedback on proposed policies, projects, or initiatives. One effective way to publicize public consultations is through the use of posters. Posters are a powerful tool for reaching out to the public and</p>	14/04/23 reply	Email	
12/4/2023	12/4/2023	95	I			Email	<p>Dear Sir/Madam,</p> <p>I hope this email finds you well. I am writing to follow up on my previous email expressing my disappointment and concern regarding the lack of posters in the car park to publicize the proposal to relocate Newmarket Road Park and Ride in Cambridge.</p> <p>As a concerned cyclist and regular user of the facility, I am eager to know when I can expect a reply or any updates on the proposal. It is essential that the relevant authorities take into account the concerns of the community and conduct adequate public notification and consultation before any decisions are made.</p> <p>I believe that using posters to publicize public consultation is a powerful tool for engaging with the community and gathering their opinions and feedback. It is crucial that the relevant authorities take this into account and make efforts to ensure that the community is adequately informed and involved in the decision-making process.</p> <p>I would appreciate it if you could provide me with any updates or information on the proposal and the consultation process. I am eager to contribute my thoughts and feedback to ensure that any proposed relocation is sustainable, environmentally friendly, and meets the needs of all members of the community.</p> <p>Thank you for your attention to this matter, and I look forward to hearing from you soon. Sincerely, [REDACTED]</p>		Email	

							Hi, This consultation has just been brought to my attention – unfortunately too late to digest and respond. Since last November we have operated bus service 12 (Cambridge – Newmarket fast) on a commercial basis, and 11 (Cambridge – Newmarket via Burwell and Quy/Lode) under contract to CPCA. I note that some sections of bus lane have been removed in the proposed scheme, but new bits added. As an opening question, please can you advise what the overall impact on bus journey times is expected to be, over the length of the proposed scheme, both at peak and off-peak? In other words, current journey time and proposed journey time? I assume that has been modelled? Regards, [REDACTED] Stephensons of Essex Ltd NIBS buses Ltd			
14/04/23	20/03/23	96	O		Email			14/04/23	Email	
						[REDACTED] Thanks for this detailed response. I think in summary you are saying, though, that bus journey times are likely to worsen in the first instance, since my reading is that the Airport masterplan and any associated development will be some way behind the Newmarket Road scheme? Regards, [REDACTED] Stephensons of Essex Ltd NIBS Buses Ltd				
14/04/23	14/04/23	97	O		Email				Email	
						Separate to our East Barnwell discussions, we are currently engaging with residents on Ekin Road while we review options for the future of their estate. A resident led group has sent us a long list of recommendations which include general estate improvements. This also includes some suggestions to the public transport in the area, see below. I note that the Eastern Access consultation has closed, but I wondered how they might log these recommendations? See at the bottom of this email my suggested response. I need to send this on Tuesday and I appreciate the bank holiday weekend, so any response at your closest convenience would be greatly appreciated! The removal of routes 11 and 12 from the Stagecoach network has made travel between the estate and the city centre more difficult. We now have only the citi3 bus to use. The Newmarket Rd Park and Ride bus (PR2) is an excellent service, but the nearest stop (at the end of Ditton Walk) is simply too far for some residents to reach. Sadly, the citi3 can be quite unreliable, as it is a very long bus route that journeys into the city centre, and then out again to the rail station and Cherry Hinton. We would like the Council to add a stop on the PR2 route that is accessible by residents of the estate. <ul style="list-style-type: none"> • The sheltered bus stop on Wadloes Rd at the end of Ekin Walk is heavily used. However, it has neither a seat, nor a digital tracking screen. We would like a seat, and tracking screen, to be installed at this stop. • On match days at Cambridge United, the parking is so bad in the streets near the stadium that the citi3 bus (the only bus serving the estate on weekends) often needs to run a disrupted ad-hoc route bypassing many stops in the East Barnwell area, including those closest to the estate. We would like this parking situation to be addressed, as it is becoming so severe that essential public transport is being heavily disrupted. My suggested response to these points: The Greater Cambridge Partnership are reviewing the bus routes through their 'Vision for a Future Network' and linked to that is the Cambridge Eastern Access Project. The formal consultation for this is now closed, however I would suggest logging your recommendations				
2/5/2023	29/04/23	98	O		Email				Email	
4/5/2023	14 weeks ago	99	i		Facebook	How does this make things easier? Please forward the cost/benefit analysis for assessment.			Screenshot	
4/5/2023	14 weeks ago	100	i		Facebook	[REDACTED] The GCP claim Newmarket Road is gridlocked with very slow moving traffic, which poses no danger to the very few cyclists along this route. Public funds are at an all time low. There are better more important projects than creating cycle lanes where they are not needed.			Screenshot	
4/5/2023	14 weeks ago	101	i		Facebook	[REDACTED] The traffic is very hostile. Have you ever cycled here? And the funds were already given by government for this scheme. The money can't be used to knock down houses to make the road wider as it seems you possibly are asking for?			Screenshot	
4/5/2023	14 weeks ago	102	i		Facebook	As a cyclist and a car driver id just like smooth, pot hole free roads to travel on. Stop messing with our Cambridge			Screenshot	
4/5/2023	14 weeks ago	103	i		Facebook	Please ensure this main ROAD in and out of the city allows free flowing traffic. Consider dualling it for its full length.			Screenshot	
4/5/2023	14 weeks ago	104	i		Facebook	Your proposals do not offer easier, safer nor better options. Just another costly scheme wasting money. Don't fix what isn't actually broken. Asking people to register before they can reply is certainly a way of trying to keep your responses down though.			Screenshot	
4/5/2023	14 weeks ago	105	i		Facebook	[REDACTED] It has clear safety improvements, which are well overdue in what is a pretty ugly 1970s style part of the city. And still absolutely masses of space for driving with no restrictions. What's the problem exactly?			Screenshot	
4/4/2023	14 weeks ago	106	i		Facebook	[REDACTED] As we both agree, there's minimal cyclists using Newmarket Road, as it's a major route for visitors & workers living in Newmarket & surrounding villages who need to commute into & out of Cambridge using their cars, work vans & delivery lorries have a higher demand on this public highway. Motorists need better roads, easier access and better flowing traffic management, more so along Newmarket Toad which is unused by cyclists			Screenshot	

5/5/2023	14 weeks ago	107			Facebook	[REDACTED] the very best way to improve traffic flow is simply to have fewer vehicles on the road. Hence anything that encourages more people to switch to cycling or using the bus will automatically improve the flow for you in your car or van. So how about welcoming these proposals?			Screenshot
5/5/2023	14 weeks ago	108			Facebook	"Enable people to change to walking, cycling and public transport rather than using private cars" Those things do not do door to door especially when people are coming from well outside Cambridge. We are not all just tourists in for the shopping. As the university said about the congestion charge improve the bus provision and system in Cambridge and then maybe we'll be happy with change. Until that point you are just spouting nonsense. Make public transport quicker, more direct and able to move what you can move in a car and then it's comparable. And remember you are relying on that car traffic to pay for all the public transport provision! Interesting new P&R site. So what would you do with the old one? Explains the issue with the congestion zoning now. And for the future growth? Where would that go?			Screenshot
5/5/2023	14 weeks ago	109			Facebook	I totally agree with Cllr Elisa Meschini, Chair of the GCP's Executive Board, who says: "This is a vital transport route and with lots of development to the east of the city – such as at Cherry Hinton and East Barnwell – it is only going to get busier, which is why our projects are needed to help people get to where they need to go". HOWEVER, I fail to understand how this plan solves the problem of a vital transport route? Please explain!			Screenshot
5/5/2023	14 weeks ago	110			Facebook	The GCP claim Cambridge is gridlocked with Congestion. How does this plan for Newmarket Road & Round-about help alleviate congestion on this busy arterial road & public highway ?			Screenshot
5/5/2023	14 weeks ago	111			Facebook	[REDACTED], ah and here we have more plans to pander to part of Cambridge's elite society whilst alienating many more.			Screenshot
5/5/2023	14 weeks ago	112			Facebook	[REDACTED] I wonder how many cyclists versus how many motor vehicles use this main road into & out of the city in a daily basis? Maybe then the priority of spend be in favour of the highest volume of traffic			Screenshot
5/5/2023	14 weeks ago	113			Facebook	[REDACTED] Absolutely! Seems to me there is a lot of money being spent on promoting this niche viewpoint. Not everyone lives in Cambridge and not everyone can walk or cycle. Big brother controlling people's lives when there are better things to be spending money on - like maintaining existing roads and fixing potholes. Just [REDACTED] replacing a 6th month old tyre due to pot hole damage. Not only are they causing damage to people's cars but they are highly dangerous to cyclists and motorbikes. Time to stop forcing this woke Utopian agenda on Cambridge and local residents. Cyclists are only one group of many who need to use the roads and they should not be prioritised over the needs of everyone else.			Screenshot
5/5/2023	14 weeks ago	114			Facebook	Very welcome and long overdue scheme. Still will be a huge wide road for drivers without restriction, just with the space moved about a bit to replace the unused central reservation with cycle tracks to keep people safe. The area is a pretty ugly 1970s style area of the city that has long needed upgrading. And the removal of the dingy and unsafe underpass for pedestrians is a massive improvement. Win-win for everyone clearly.			Screenshot
5/5/2023	14 weeks ago	115			Facebook	[REDACTED] What do you see as the problem exactly? It'll still be a massive great big road for driving through, without restrictions. I'm struggling to see what the objection is. Moving the P&R site though I'm not clear of the pros and cons.			Screenshot
5/5/2023	14 weeks ago	116			Facebook	[REDACTED] main thing is you can't restrict road traffic without having an alternative and it's an alternative in the form of buses that could be actioned without changing the roads first. Then you'll get more people that want to use buses using them and those that don't or can't can use the roads and then change can be made based on actual changes. I actually think the best thing would be putting some actual road law enforcement, box grids in many junctions, CCTV for bad drivers and cyclists and enforcement of things like electric scooters. Might as well deal with many things that should be happening anyway. The P&R issue is partially the congestion zone as mentioned, it would now be outside it. The council would be able to sell the land (that Stagecoach once demanded in return for cheap bus tickets), probably for housing. And it's the future implications of the housing on the airport site as well. Although the major pinch point is the 2 into 1 lane road coming off the A14/Stow. And remember that theoretically under a new scheme that would/should include even more buses. Might want to think about redoing the whole road from the A14 to the Airport way roundabout first to allow clear flow of traffic into the P&R site whichever way they eventually choose, it's the only way people will be coming in to use it post congestion zone of course so they need to get it right before that comes in. Cyclepath on one side but it needs to be on both sides eventually.			Screenshot
5/5/2023	14 weeks ago	117			Facebook	[REDACTED] further you only have to look at Hills Road to see how floating bus stops simply hold up the traffic.			Screenshot
5/5/2023	14 weeks ago	118			Facebook	[REDACTED] I'm confused. You seem to be replying about their proposals for a congestion charge. But this posting is not about that. It's a separate scheme about adding cycle tracks and other changes to Newmarket Road, while still retaining masses of car access without restriction.			Screenshot
5/5/2023	14 weeks ago	119			Facebook	[REDACTED] nope saying that these things should be waiting until the implementation of the better bus service that comes before that. I think there are issues with that and also the provision of the new (and redevelopment of the old) P&R site and the whole airport site development that means these changes need need to wait. Might need to do even more things on those stretches of road before all that is finished. Nice ideas but if you have to do something only want to do it once. Plenty of issues with the bus expectations to be solved before we can gauge the actual impacts and hence what needs to be done on these roads			Screenshot
5/5/2023	14 weeks ago	120			Facebook	[REDACTED] No, they still reach the junction and wait for the lights, which is the actual constraint on capacity, as any transport modeller knows. Are you really advocating going back to the days when schoolkids and hospital workers had to play leapfrog with buses and had a painted lane with fast traffic passing at 20cm next to them?			Screenshot
5/5/2023	14 weeks ago	121			Facebook	[REDACTED] the biggest constraint on buses is having to drop off/pick up. It's also the reason that cars are still quicker even in massive congestion. Lots of the new buses will need to be non stopping ones to provide the speed of journeys from P&R sites in the future, just end to end ones in places.			Screenshot
5/5/2023	14 weeks ago	122			Facebook	[REDACTED] And then they both reach the lights where they would have been anyway. As I said, junction capacity is always the constraining factor in a road network. In any case, as I said, are you really advocating the old days of children and hospital workers doing leapfrog with large buses? Cycling has increased on that route, a clear sign of improved safety for children and workers.			Screenshot
5/5/2023	14 weeks ago	123			Facebook	[REDACTED] The GCP claim Newmarket Road is gridlocked with very slow moving traffic, which poses no danger to the very few cyclists along this route. Public funds are at an all time low. There are better more important projects than creating cycle lanes where they are not needed.			Screenshot

5/5/2023	14 weeks ago	124			Facebook	[REDACTED] The traffic is very hostile. Have you ever cycled here? And the funds were already given by government for this scheme. The money can't be used to knock down houses to make the road wider as it seems you possibly are asking for?			Screenshot
5/5/2023	14 weeks ago	125			Facebook	[REDACTED] https://road.cc/content/news/dutch-research-cyclists-increasingly-risk-roundabouts-293043?amp&fbclid=IwAR3vsOAXyUZHdjcboV2R6z0_YlCa-kpqluZ1SMkFgWWh2c2c5tByCUkk			Screenshot
5/5/2023	14 weeks ago	126			Facebook	[REDACTED] The priority for Newmarket Road should be to improve traffic flow. Do you know how many cyclists currently use Newmarket Road? and how many would use it if it had dedicated cycle lanes? The increase would be minimal and unjustified wasted expenditure. This is proven along Histon Road, massive expense with no additional cyclists using a major road into & out of Cambridge City			Screenshot
5/5/2023	13 weeks ago	127			Facebook	Ridiculous and an unnecessary waste of public funds. The underpass separates cyclists, pedestrians and motor traffic safely now. I know as I use all three modes here regularly.			Screenshot
5/5/2023	14 weeks ago	128			Facebook	[REDACTED] As you suggest, the volume of cyclists along Newmarket Road is significant low, hence there's no need for dedicated cycle lanes. My concern is wasting millions £££ on improving cycling, when the motorist has much more of a demand on better, easier flowing traffic management along this arterial road and major public highway			Screenshot
5/5/2023	14 weeks ago	128			Facebook	[REDACTED] as a motorist who drives along Newmarket Road regularly, I think enhancing public transport and active travel is a really important step. It's very dominated by motorists like me and a better cycling and pedestrian environment will encourage us to change modes - surely a win win for everyone			Screenshot
5/5/2023	5/5/2023	129			Email	I have looked at your proposals The problem getting into Cambridge via Newmarket road is not the Elizabeth way roundabout where queues are very short. The problem is traffic flow at the airport roundabout which backs up to the A14, down the slip roads and onto the A14 Don't waste money at the city end , sort out the A14 end!!!! [REDACTED] Sent from my iPhone			Email
11/5/2023	11/5/2023	130 (previous ref.: 94)			Email	Thank you for your response regarding the Newmarket Road Improvements. I appreciate the information you have provided and would like to address a few points. Firstly, I understand that the consultation period is now closed, and I'm glad to hear that my comments will be included in the collated data. It's reassuring to know that you value public input and take it into consideration during the decision-making process. However, I would like to strongly emphasize my disappointment with the absence of posters publicizing the proposed changes in the car park. As someone who frequently uses the Park and Ride facility, I was completely unaware of the consultation process and, consequently, was unable to contribute my thoughts and concerns. The lack of poster notifications significantly limited the opportunity for individuals like myself, who rely on the car park, to have their voices heard. While I understand that other methods of notification were employed, such as leaflet drops, newspaper advertisements, in-person and online events, as well as social media and website updates, it is essential to acknowledge that not everyone accesses information through these channels. Posters placed in the car park itself would have been an effective means of reaching a broad audience, ensuring that regular users like myself were informed and had the chance to contribute to the consultation process. I believe that public engagement is crucial for projects of this nature, as it allows for a more comprehensive understanding of the community's needs and concerns. It ensures that decisions made reflect the diverse perspectives and considerations of those directly affected. Unfortunately, the lack of poster notifications prevented me from participating in the consultation and providing valuable input. In light of this, I kindly request that in future projects, particularly those that impact widely used facilities like the Park and Ride, greater efforts be made to utilize various communication channels, including prominently displayed posters, to ensure that information reaches all stakeholders effectively. This will foster a more inclusive and representative consultation process. Thank you for considering my feedback. I appreciate the information you have provided, and it has helped me gain a better understanding of the project and the steps taken during the consultation phase. I hope that my concerns regarding the absence of poster notifications can be taken into account for future engagements, to ensure that all members of the community have equal opportunities to contribute to the decision-making process. If there are any further updates or opportunities for public input in the future, please do not hesitate to reach out. Thank you for your time			Email
8/7/2023	7/6/2023	131 (previous ref.: 130)			Email	Dear [REDACTED], I hope this email finds you well. I wanted to follow up on my previous email regarding the Newmarket Road Improvements and the concerns I raised about the absence of posters publicizing the proposed changes in the car park. Given the significance of the issue for regular users of the Park and Ride facility, I would greatly appreciate a response addressing my concerns. I understand that the consultation period has closed, but I believe it is essential to discuss the impact of the lack of poster notifications on the overall consultation process and the opportunities for public input. I look forward to hearing from you and engaging in further dialogue on this matter. Thank you for your attention and assistance. Regards, [REDACTED]			Email

22/6/23	22/6/23	132 (previous ref.: 131)	I			Email	<p>Dear Greater Cambridge,</p> <p>I hope this email finds you well. I am writing to express my concerns regarding the Newmarket Road Improvements and the handling of the consultation process. I previously corresponded with [REDACTED], regarding these matters. However, as I suspect that [REDACTED] may no longer be with Greater Cambridge, I kindly request that this email be processed through your organization's official complaints procedure.</p> <p>My primary concern relates to the absence of posters publicizing the proposed changes in the car park. As a regular user of the Park and Ride facility, I was not made aware of the consultation process and, as a result, was unable to contribute my thoughts and concerns. I firmly believe that public engagement is crucial for projects of this nature, and the lack of poster notifications significantly limited the opportunity for individuals like myself to have their voices heard.</p> <p>While I understand that other methods of notification were employed, such as leaflet drops, newspaper advertisements, in-person and online events, as well as social media and website updates, it is important to recognize that not everyone accesses information through these channels. Posters placed in the car park itself would have been a highly visible means of communication, ensuring that all users were informed and given the opportunity to participate in the consultation process.</p> <p>I kindly request that my concerns be acknowledged and thoroughly addressed through your official complaints procedure. It is crucial to review the effectiveness of the communication methods used during the consultation and consider improvements that would ensure a more inclusive and representative process in future projects.</p> <p>I appreciate your attention to this matter and your commitment to addressing public concerns. Please provide me with the necessary information or guidance on how to proceed with my formal complaint.</p> <p>Thank you for your time and consideration.</p> <p>Regards, [REDACTED]</p>			Email
23/06/23	22/06/23	133	P			Email	<p>[REDACTED],</p> <p>At last night's Community East Forum which took place on Marleigh, a Newmarket Road resident asked about bus services along the road and about bus stops. She indicated that with the changes about to be put into effect on Eastern Access the number of bus stops would be reduced significantly thus disincentivising local residents to use the buses.</p> <p>She had been to two of the local consultations. She cycles and uses buses. I had a good chat with her.</p> <p>I was puzzled about the remarks over the bus stops. Could you clarify the numbers of them and where they will be.</p> <p>Thanks,</p> <p>[REDACTED]</p>			Email
7/7/2023	6/7/2023	134	O			Email	<p>Good morning,</p> <p>[REDACTED]</p> <p>Installation of a 15m H3G street pole and additional equipment cabinets.</p> <p>I am the planning officer in charge of the above prior approval application for a proposed phone mast development. For ease, I have attached the relevant plans as PDFs.</p> <p>The development would be located on a grass verge on Barnwell Road, close to the roundabout at the junctions with Newmarket Road and Wadloes Road.</p> <p>I believe the siting of the development falls in/close to an area that has recently been subject of the Cambridge Eastern Access consultation.</p> <p>Please could I ask if you wish to make any comments on the proposal? I'm afraid this is a matter of urgency. I would be grateful if any comments could be made by Monday 10th July. Alternatively, should you wish to discuss the matter over a Teams call, I am happy to do so.</p> <p>Kind regards</p> <p>[REDACTED]</p>			Attachments (3)