

Produced by the Cambridgeshire Research Group



Milton Road: Summary Report of Consultation Findings

V1

January 2019

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Contents

Executive Summary.....	5
Methodology Summary	6
Key findings.....	6
Individual elements of the proposed scheme	6
Other	9
Introduction	10
Background	10
Consultation and Analysis Methodology	11
Background	11
Consultation Strategy	11
Identification of the Audience	11
Design of Consultation Materials.....	11
Design of Consultation Questions.....	12
Diversity and Protected Characteristics.....	12
Analysis	12
Quality Assurance	14
Data Integrity	14
Survey Findings	15
Respondent Profile	15
Respondent location	15
Respondents usual mode of travel	16
Respondents usual workplace destination if commuting in the area	17
Respondents age range	18
Respondent employment status.....	19
Respondents disability status	20
Question 1: How far do you support the individual elements of the proposed scheme? ..	21
Element 11: ‘New outbound bus lane approaching Elizabeth Way roundabout’	24
Element 12: Elizabeth Way roundabout redesign	25
Question 2: Do you have any comments on any of these elements?	26
Summary of major themes	26
Question 3: How far do you support the design of the new segregated cycleways and Copenhagen style priority crossings for cyclists at sideroads in the Milton Road scheme?	32

Question 4: As part of the plans for Milton Road, a new avenue of semi-mature trees will be planted. It is proposed that the wider section of Milton Road between the Guided Busway intersection and Arbury Road will be planted with larger growing species such as Limes and Tulip trees. The narrower section between Arbury Road and Mitchams Corner will include smaller growing species such as Flowering Cherry, Flowering Pear, and Birch. How far do you support this concept for tree planting on Milton Road?	33
Question 5: Would you prefer the pavement on the outbound side of Milton Road between Ascham Road and Ramsden Square to be designated as shared use (for cyclists and pedestrians) or for pedestrians only? A shared use path would enable people (including school children) to cycle inbound without having to cross Milton Road.	34
Question 6: How far do you support the implementation of a Traffic Regulation Order to prevent parking on grass verges along the length of Milton Road?	35
Question 7: How far do you support the possibility of time-limited loading and unloading within the bus lanes on Milton Road during off-peak times, generally to cater for deliveries and business use?	36
Question 8: Would you prefer a new crossing point at 4A or 4B?	37
Question 9: Would you prefer a new crossing point at 19A or 19B?	38
Question 10: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.....	39
Summary of major themes	39
Question 11: We welcome your views, if you have any further comments on the project or particular options, please add these in the space available below.	40
Summary of major themes	40
Map comments	43
Buses pins.....	43
Car parking comments	44
Cars/motorbikes comments	45
Cycling comments	46
Free comments	47
Stakeholders responses	48
Background	48
Summary of major themes	48
Email, social media and letter responses	49
Summary of major themes	49

Executive Summary

Between 17 September and 5 November 2018 the Greater Cambridge Partnership (GCP) held an extensive consultation on a scheme to improve sustainable transport along Milton Road.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses from different groups demonstrates that the Greater Cambridge Partnership has delivered a sufficiently robust consultation.
- The majority of respondents supported almost all of the elements of the proposed scheme, with the exception of element 11: 'New outbound bus lane approaching Elizabeth Way roundabout' which was supported by less than half of respondents.
- Of the two crossing points (4A: 'Pedestrian/cycle crossing near Westbrook Drive' or 4B: 'Pedestrian/cycle crossing on southern arm of Gilbert Road'), 4B a 'pedestrian/cycle crossing on southern arm of Gilbert Road' was preferred by slightly more respondents however, more respondents had 'no preference'
- Of the two crossing points (19A: 'Pedestrian/cycle crossing near Downhams Lane' or at point 19B 'Pedestrian/cycle crossing near Fraser Road'), 19A a 'pedestrian/cycle crossing near Downhams Lane' was supported by more respondents however, the majority had 'no preference'
- A great deal of detailed comments were received. From these there were most debate/concerns about:
 - about element 12: 'Elizabeth Way roundabout redesign' and the use of shared use paths in the scheme
 - the placement and use of the floating bus stops
 - the use of bus lanes on Milton Road
- Responses were also received on behalf of 8 different groups or organisations. All of the responses from these groups will be made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 19,500 consultation leaflets.

3 drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers and consultants.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) **with 870 complete responses** in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

This report summarises the core 870 responses to the consultation survey and the 195 additional written responses received.

Key findings

Individual elements of the proposed scheme

Quantitative

- 870 respondents answered the question about how far they agreed with the individual elements of the proposed scheme
 - The majority of respondents supported the following elements of the proposed scheme:
 - Element 8: 'Retained pedestrian/cycle crossing near Ascham Road' (84%)
 - Element 23: 'Retained pedestrian/cycle crossing near Woodhead Drive' (81%)
 - Element 29: 'Retained pedestrian/cycle crossing near Lovell Road' (79%)
 - Element 5: 'Gilbert Road junction redesign' (75%)
 - Element 15: 'Arbury Road junction redesign' (74%)
 - Element 27: 'Kings Hedges Road junction redesign' (72%)
 - Element 22: 'Landscaping area at Woodhead Drive' (71%)
 - Element 7: 'Landscaping area opposite Ascham Road' (69%)
 - Element 2: 'Floating bus stop near Westbrook Drive (outbound)' (65%)
 - Element 3: 'Floating bus stop near Westbrook Drive (inbound)' (65%)

- Element 1: 'Retained parking bays interspersed with trees' (63%)
 - Element 13: 'Floating bus stop near Oak Tree Avenue (outbound)' (63%)
 - Element 14: 'Floating bus stop near Oak Tree Avenue (inbound)' (63%)
 - Element 10: 'Floating bus stop near Ascham Road (outbound)' (62%)
 - Element 28: 'Floating bus stop near Lovell Road (inbound)' (62%)
 - Element 24: 'Floating bus stop near Kendal Way (outbound)' (62%)
 - Element 9: 'Floating bus stop near Ascham Road (inbound)' (61%)
 - Element 25: 'Floating bus stop near Kendal Way (inbound)' (61%)
 - Element 21: 'Floating bus stop near Fraser Road (inbound)' (60%)
 - Element 17: 'Floating bus stop near Birch Close (inbound)' (60%)
 - Element 20: 'Floating bus stop near Fraser Road (outbound)' (60%)
 - Element 16: 'Floating bus stop near Birch Close (outbound)' (59%)
 - Element 18: 'Retain inbound bus lane approaching Arbury Road junction' (59%)
 - Element 6: 'Shortening of the existing inbound bus lane between Ascham Road and Mitcham's Corner' (59%)
 - Element 12: 'Elizabeth Way roundabout redesign' (55%)
 - Element 26: 'New outbound bus lane approaching Kings Hedges Road junction' (55%)
- Although just under half of respondents supported element 11: 'New outbound bus lane approaching Elizabeth Way roundabout' (47%), nearly a third opposed it (31%).

Qualitative

- Question 2 asked respondents whether they had any additional comments on the proposed elements. 499 respondents answered this question. The main themes were:
 - Concerns about element 12: 'Elizabeth Way roundabout redesign'
 - Concerns about the placement and use of floating bus stops
 - Discussion about further improvements for element 15: 'Arbury Road junction redesign'
 - Concerns about element 11: 'new outbound bus lane approaching Elizabeth Way roundabout'
 - Debate about the environment and landscaping choices
 - Concerns about the bus lanes
 - Concerns about element 5: 'Gilbert Road junction redesign'
 - Concerns about element 18: 'retain inbound bus lane approaching Arbury Road junction'
 - Debate about element 27: 'Kings Hedges Road junction redesign'
 - Concerns about the proposals around shared use paths
 - Debate about the use of Copenhagen crossings
 - Approval of the use of segregated cycle routes
 - About the need for bus service improvements

- Debate about element 1: 'retained parking bays interspersed with trees'
- Concerns about the cost of development
- Concerns about the impact on residents and businesses on Milton Road
- Concerns about element 7: 'landscaping area opposite Ascham Road'

Quantitative

- 835 respondents answered the question on how far they supported the design of the new cycleways and Copenhagen style priority crossings for cyclists at sideroads in the Milton Road scheme
 - The majority of respondents supported 'segregated cycleways and Copenhagen style priority crossings' (81%)
- 823 respondents answered the question on how far they supported the concept for tree planting on Milton Road
 - The majority of respondents supported the concept for 'tree planting on Milton Road (83%)
- 826 respondents answered the question on their preference for a shared use or pedestrians only path designation on the outbound side of Milton Road between Ascham Road and Ramsden Square
 - The majority of respondents preferred the path to be designated 'shared use' (59%)
- 826 respondents answered the question on how far they supported the implementation of a Traffic Regulation Order to prevent parking on grass verges along the length of Milton Road
 - The majority of respondents supported the implementation of a Traffic Regulation Order (76%)
- 826 respondents answered the question on how far they supported the possibility of time-limited loading and unloading within the bus lanes on Milton Road during off-peak times
 - The majority of respondents supported time-limited loading and unloading within bus lanes on Milton Road during off-peak times (69%)

- 811 respondents answered the question on whether they would prefer a crossing point at 4A: 'Pedestrian/cycle crossing near Westbrook Drive' or 4B: 'Pedestrian/cycle crossing on southern arm of Gilbert Road'
 - Of the two points, 4B 'Pedestrian/cycle crossing on southern arm of Gilbert Road' was supported by slightly more respondents (34%) however, more respondents had 'no preference' (36%)
- 795 respondents answered the question on whether they preferred a new crossing point at 19A: 'Pedestrian/cycle crossing near Downhams Lane' or at point 19B 'Pedestrian/cycle crossing near Fraser Road'
 - Of the two crossing points, more respondents supported point 19A: 'Pedestrian/cycle crossing near Downhams Lane' (24%) however, the majority of respondents had 'no preference' (62%)

Other

Qualitative

- 173 respondents left comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. The main themes were:
 - Concerns about the negative impact the schemes would have for those with disabilities and younger/older residents/users, due to the use of floating bus stops, the limited available space on shared use paths, and the changes to parking
- Question 11 asked respondents if they had any further comments on the project or particular options. 431 respondents answered this question. The main themes were:
 - Concerns about the shared use paths in the scheme
 - Debate about the changes to the environment in the proposals
 - About the need for bus service improvements
 - About the need for both crossing points 4A and 4B as well as 19A and 19B
 - Concerns about changes to parking for residents on Milton Road
 - Debate about the use of Copenhagen crossings
 - Debate about the use of bus lanes
 - Concerns about the proposals impact on local residents
 - Debate about the use of floating bus stops
 - Concerns about the cost of development

Introduction

Background

Milton Road is a well-known and busy residential area in Cambridge which also acts as a key route between the city centre, the A14 and A10, as well as the nearby villages of Milton and Waterbeach.

As a key arterial route, Milton Road has been identified as vital to the local economy. However, growing levels of peak-time traffic congestion threaten the continued economic growth of the local area. With the population of Cambridge and South Cambridgeshire expected to grow by around 28% over the next 15 years, improvements to Milton Road will need to be made now, to accommodate the increasing number of journeys in the future.

The Milton Road project aims to improve public transport, cycle and walking infrastructure to make these sustainable travel options a more attractive alternative to the car, and to encourage the continued economic growth of Greater Cambridge, without harming existing communities, and the environment.

An initial consultation was held in the winter of 2015/16 which considered bus priority, cycling and walking measures along Milton Road. The results of this previous consultation, plus further engagement work with the local community, such as Local Liaison Forum meetings and design workshops, have helped the GCP develop the Milton Road proposals which were put forward for consultation in Autumn 2018.

The Greater Cambridge Partnership ran the public consultation between 17 September 2018 and 5 November 2018 to gather and record the public's views on the route. This consultation was promoted via online advertising, paid for advertising including radio, poster sites and local magazines, social media promotion, posters in key locations, emails, engagement events and consultation leaflets to over 19,500 households.

Public consultation is undertaken as part of wider stakeholder engagement in advance of any decisions on final options to consider and facilitate necessary input in the development of the scheme. The main stakeholders for this consultation were:

Individuals or organisations that are interested because they live, work or study in the community the scheme may affect, local resident associations, interested parties, potential users of the scheme, local businesses, bus operators, developers, and local action/campaign groups.

Consultation and Analysis Methodology

Background

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

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

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience was identified as being residents of Milton Road and commuters who use Milton Road including bus users and cyclists. Councillors and nearby Parish Councils were also specifically targeted. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express how far they supported the 27 elements of the strategy, how far they supported the cycleways and Copenhagen style crossing designs, how far they supported the tree planting concept, whether they preferred a shared use or pedestrian only path, how far they supported the implementation of a Traffic Regulation Order, how far they supported the possibility of time-limited load and unloading at off-peak times along Milton Road, and which signalised crossing points they preferred) a six page information document was produced and supplemented with additional information available online and at key locations.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. Helping people to understand and comment on both the Greater Cambridge Partnership's strategy and the local implications of this.

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

The main tool for gathering comments was an online survey and also a paper return survey attached to the consultation document. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore the paper copies of the questions were widely distributed with road-shows held to collect responses face to face. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

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

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

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

Analysis

The strategy for analysis of the consultation was as follows:

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

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

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

Quality Assurance

Data Integrity

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

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

Survey Findings

Respondent Profile

In total, 870 residents responded to the consultation survey.

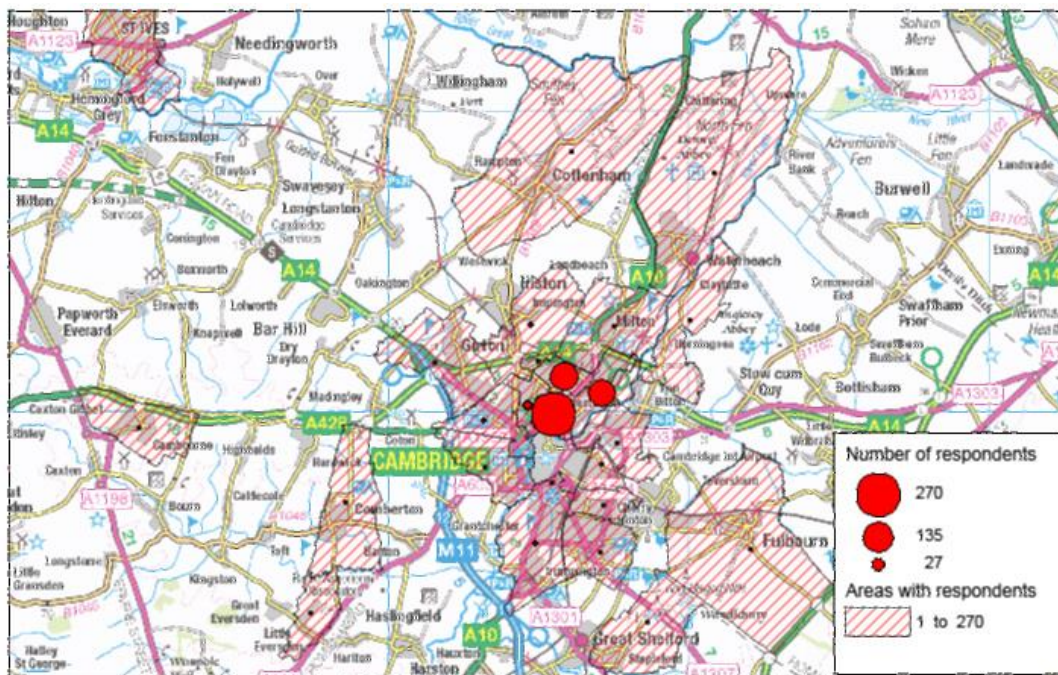
Respondent location

Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 639 respondents entered recognisable postcodes. Based on the postcode data provided most respondents resided in West Chesterton (31%), King's Hedges (15%), East Chesterton (13%), and Milton (8%).

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

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

Figure 1: Map to show areas of response

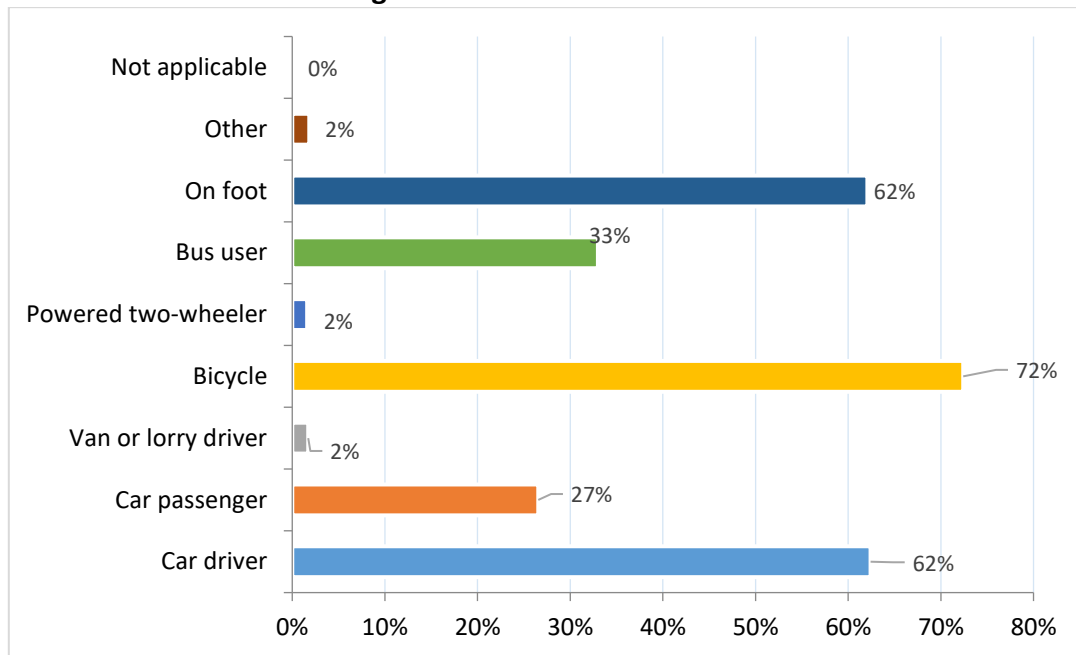


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

Respondents usual mode of travel

846 respondents answered the question on their usual mode of travel in the area. Respondents could select multiple answers for this question.

Figure 2: Usual mode of travel

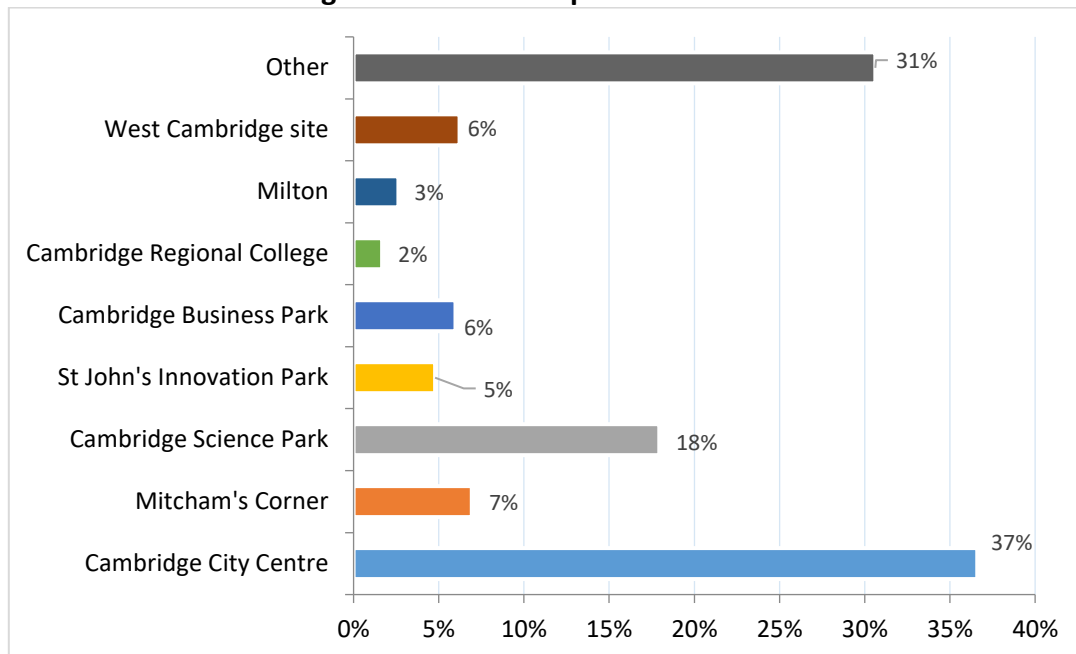


- The majority of respondents indicated:
 - They travelled by 'bicycle' (72%)
 - They were a 'car driver' (62%)
 - They travelled 'on foot' (62%)
- Over a quarter indicated:
 - They were a 'bus user' (33%)
 - They were a 'car passenger' (27%)
- Few respondents indicated their usual mode of travel was:
 - 'Other' (2%)
 - As a 'Van or lorry driver' (2%)
 - A 'powered two-wheeler' (2%)
- No respondents indicated that their usual mode of travel was 'not applicable' (0%).

Respondents usual workplace destination if commuting in the area

418 respondents answered the question on their usual workplace destination if they commuted in the area. Respondents could select multiple answers for this question.

Figure 3: Usual workplace destination

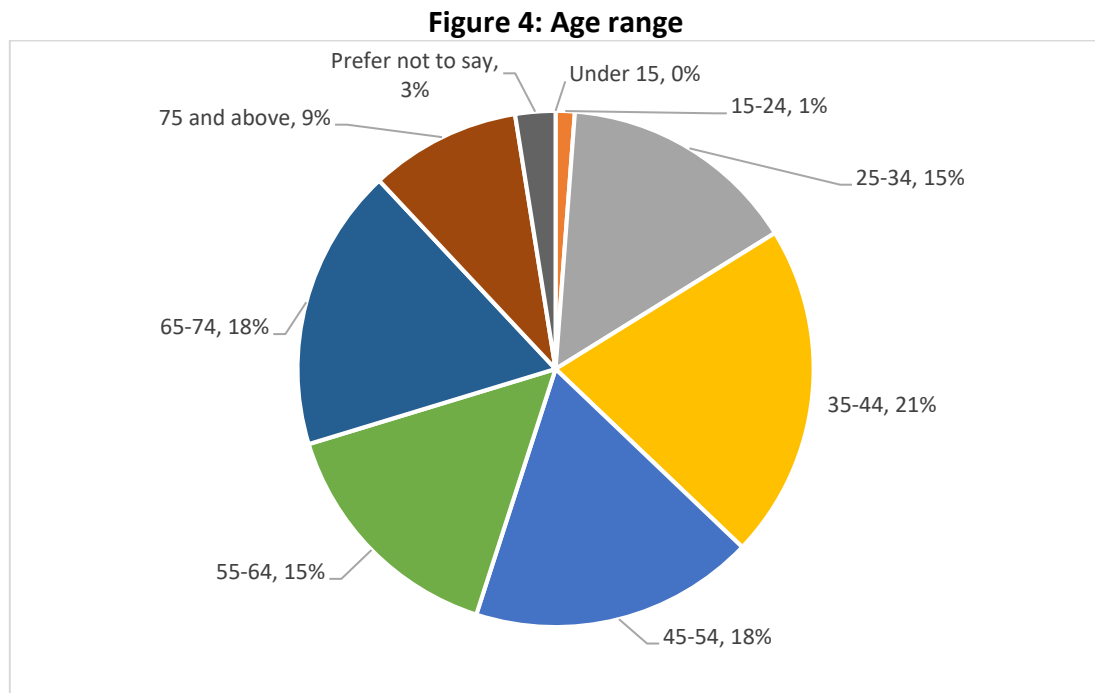


- Just under two fifths indicated their usual workplace destination was 'Cambridge City Centre' (37%)
- Over a quarter indicated it was 'other' (31%)
- Just under a fifth indicated it was 'Cambridge Science Park' (18%)
- Few respondents indicated they usually travel to:
 - 'Mitcham's Corner' (7%)
 - 'West Cambridge site' (6%)
 - 'Cambridge Business Park' (6%)
 - 'St John's Innovation Park' (5%)
 - 'Milton' (3%)
 - 'Cambridge Regional College' (2%)

80 respondents who indicated their usual workplace destination was 'other' left information indicating their destination. These locations included: Balsham, Central Cambridge, Stevenage, Histon, Chittering, Comberton, Melbourn, Peterborough, Granta Park, Newmarket, St Ives, Cottenham, Waterbeach, London, Nottingham, Thetford, and South Cambridge.

Respondents age range

835 respondents answered the question on their age range.

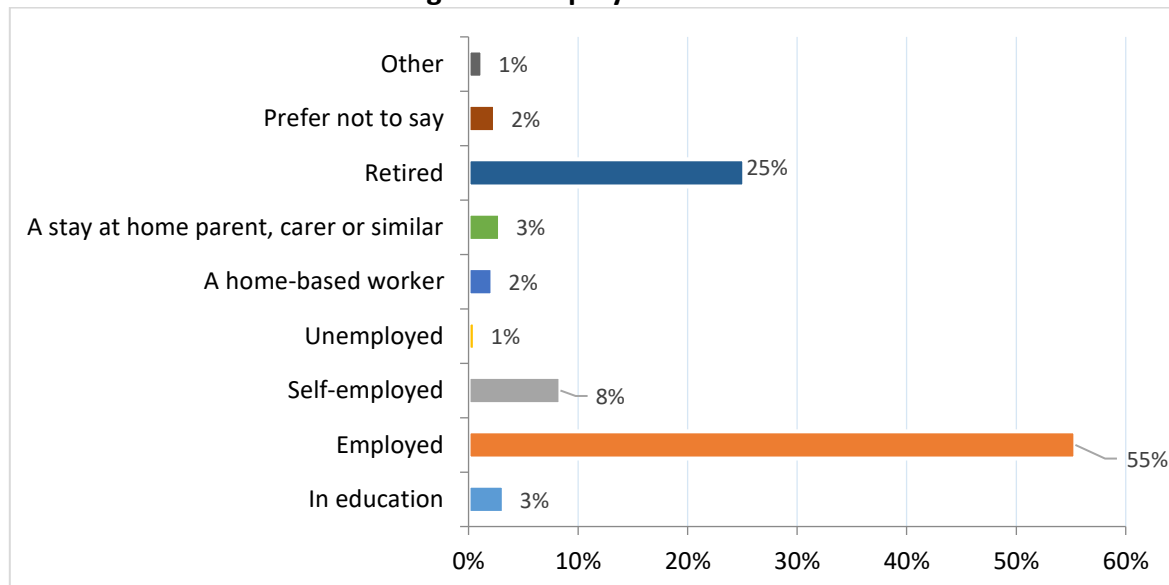


- Average working ages from '25-34' to '55-64' were well represented
- Working ages from '15-24' were slightly under represented

Respondent employment status

842 respondents answered the question on their employment status. Respondents could select multiple answers to this question.

Figure 5: Employment status

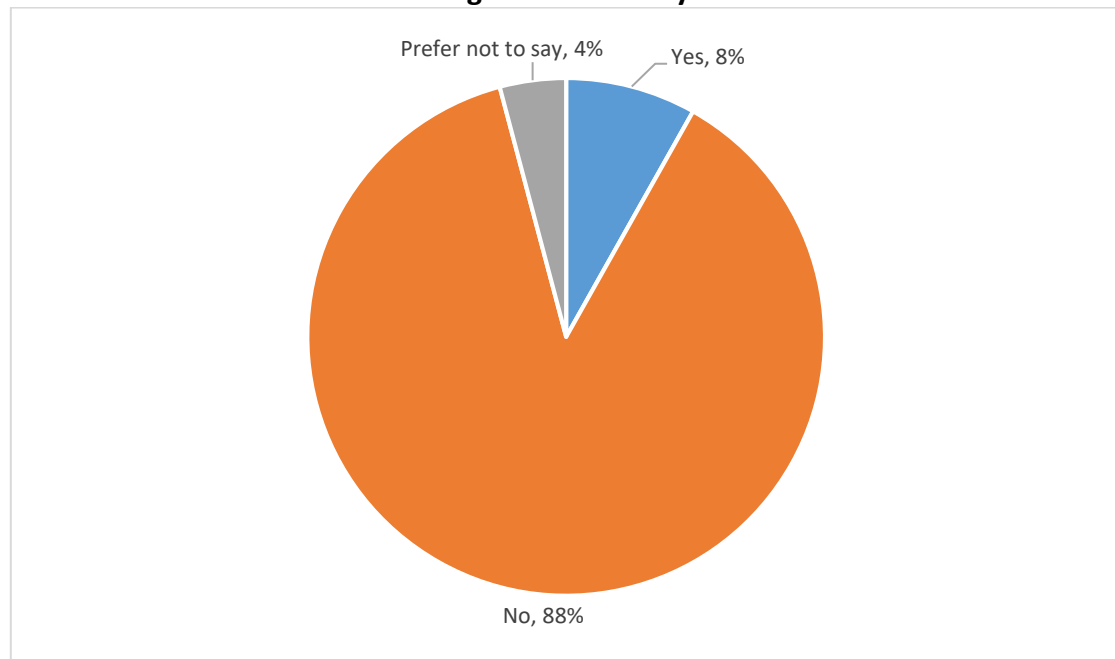


- The majority of respondents indicated they were 'employed' (55%)
- A quarter indicated they were 'retired' (25%)
- Few respondents indicated:
 - They were 'Self-employed' (8%)
 - They were 'In education' (3%)
 - They were 'A stay at home parent, carer, or similar' (3%)
 - That they would 'prefer not to say' (2%)
 - They were 'a home-based worker' (2%)
 - They were 'other' (1%)
 - They were 'unemployed' (1%)

Respondents disability status

870 respondents answered the question on whether they had a disability that influences the way they travel.

Figure 6: Disability



- 8% of respondents indicated that they did.

Question 1: How far do you support the individual elements of the proposed scheme?

870 respondents answered the question on how far they supported the individual elements of the proposed scheme.

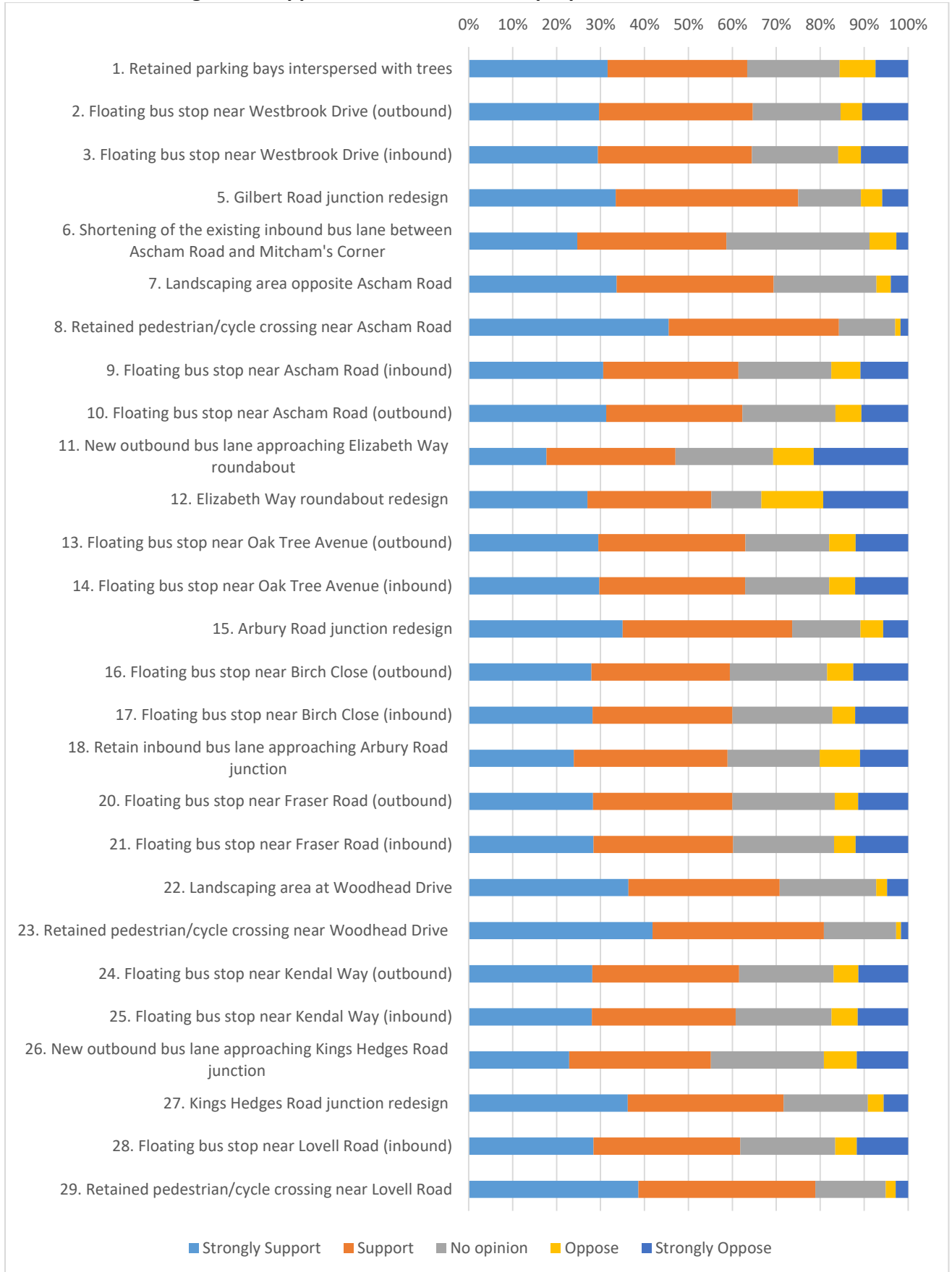
The majority of respondents supported the following elements of the proposed Milton Road scheme:

- Element 8: 'Retained pedestrian/cycle crossing near Ascham Road' (84%)
- Element 23: 'Retained pedestrian/cycle crossing near Woodhead Drive' (81%)
- Element 29: 'Retained pedestrian/cycle crossing near Lovell Road' (79%)
- Element 5: 'Gilbert Road junction redesign' (75%)
- Element 15: 'Arbury Road junction redesign' (74%)
- Element 27: 'Kings Hedges Road junction redesign' (72%)
- Element 22: 'Landscaping area at Woodhead Drive' (71%)
- Element 7: 'Landscaping area opposite Ascham Road' (69%)
- Element 2: 'Floating bus stop near Westbrook Drive (outbound)' (65%)
- Element 3: 'Floating bus stop near Westbrook Drive (inbound)' (65%)
- Element 1: 'Retained parking bays interspersed with trees' (63%)
- Element 13: 'Floating bus stop near Oak Tree Avenue (outbound)' (63%)
- Element 14: 'Floating bus stop near Oak Tree Avenue (inbound)' (63%)
- Element 10: 'Floating bus stop near Ascham Road (outbound)' (62%)
- Element 28: 'Floating bus stop near Lovell Road (inbound)' (62%)
- Element 24: 'Floating bus stop near Kendal Way (outbound)' (62%)
- Element 9: 'Floating bus stop near Ascham Road (inbound)' (61%)
- Element 25: 'Floating bus stop near Kendal Way (inbound)' (61%)
- Element 21: 'Floating bus stop near Fraser Road (inbound)' (60%)

- Element 17: 'Floating bus stop near Birch Close (inbound)' (60%)
- Element 20: 'Floating bus stop near Fraser Road (outbound)' (60%)
- Element 16: 'Floating bus stop near Birch Close (outbound)' (59%)
- Element 18: 'Retain inbound bus lane approaching Arbury Road junction' (59%)
- Element 6: 'Shortening of the existing inbound bus lane between Ascham Road and Mitcham's Corner' (59%)
- Element 12: 'Elizabeth Way roundabout redesign' (55%)
- Element 26: 'New outbound bus lane approaching Kings Hedges Road junction' (55%)

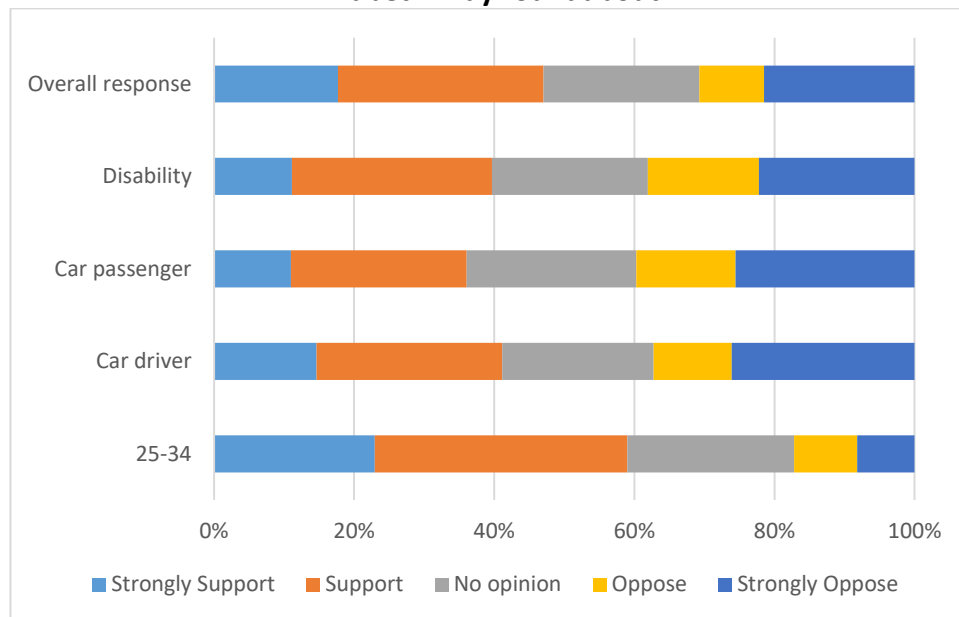
Although just under half of respondents supported element 11: 'New outbound bus lane approaching Elizabeth Way roundabout' (47%), nearly a third opposed it (31%).

Figure 7: Support for elements of the proposed scheme



Element 11: 'New outbound bus lane approaching Elizabeth Way roundabout'

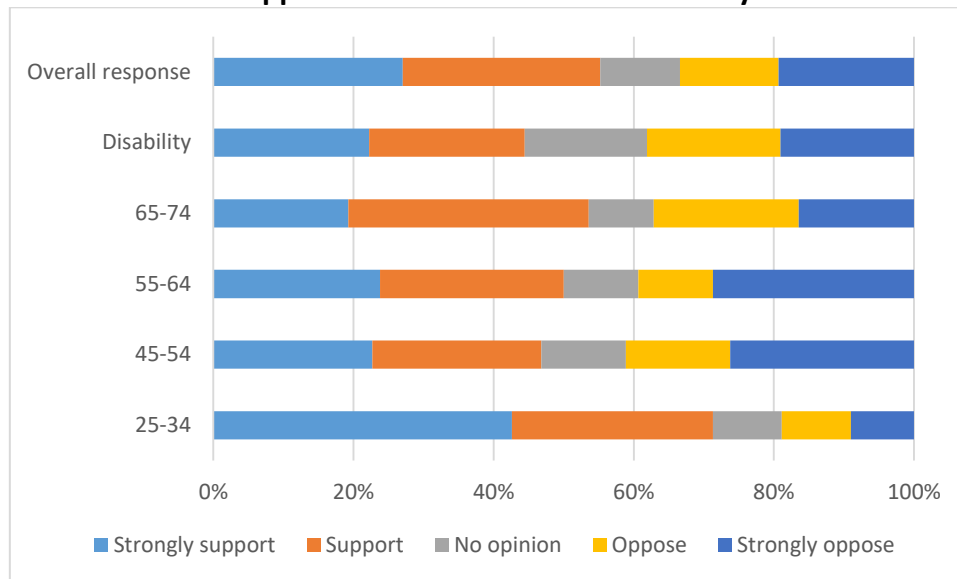
Figure 8: Difference in support for element 11: 'New outbound bus lane approaching Elizabeth Way roundabout'



- Respondents were more opposed to element 11: 'New outbound bus lane approaching Elizabeth Way roundabout' than the overall response when they indicated they:
 - Had a 'disability that influences travel decisions' (35%)
 - Were a 'car passenger' (40%)
- More respondents who indicated they were a 'car driver' were opposed to this element (37%) than the overall response. However, more 'car drivers' supported (41%) than opposed.
- Respondents were more supportive to element 11: 'New outbound bus lane approaching Elizabeth Way roundabout' when they indicated they:
 - Were aged '25-34' (59%)

Element 12: Elizabeth Way roundabout redesign

Figure 9: Difference in support for element 12: 'Elizabeth Way roundabout redesign'



- Respondents were more opposed to element 12: 'Elizabeth Way roundabout redesign' when they indicated they:
 - Were aged '45-54' (41%)
 - Were aged '55-64' (38%)
 - Had a 'disability that influences travel decisions' (38%)
 - Were aged '65-74' (37%)
- Respondents were more supportive of element 12: 'Elizabeth Way roundabout redesign' when they indicated they:
 - Were aged '25-34' (71%)

Question 2: Do you have any comments on any of these elements?

Of the 870 respondents, 499 left comments on question 2, which asked if they had any additional comments on the proposed elements.

Summary of major themes

Comment Theme	Respondent comments
Element 12: Elizabeth Way roundabout redesign	<ul style="list-style-type: none"> • Most of the respondents that discussed this theme felt that too much room was given to motorised traffic. These respondents were concerned that the shared use paths would not be wide enough to accommodate both pedestrians and cycles and felt that the size of the roundabout should be reduced to accommodate the shared use path. <ul style="list-style-type: none"> ○ Some of these respondents indicated this would be a particular issue for inbound cyclists • Some of the respondents that discussed this theme had concerns about the use of traffic signals, feeling they would increase congestion <ul style="list-style-type: none"> ○ A few of these respondents felt that the signals should only operate during peak times ○ A few of these respondents felt that the timings of the crossings would result in cyclists using the road rather than the shared use path • A few respondents felt that the traffic signals would benefit pedestrians and cyclists.
Floating bus stops	<ul style="list-style-type: none"> • Most of the respondents that discussed this theme discussed the reasons they opposed floating bus stops. These included: <ul style="list-style-type: none"> ○ Feeling they could be dangerous for both children and elderly pedestrians, and particularly those with mobility issues ○ Feeling they caused increased congestion while buses were at the stops ○ Feeling they were a costly development that would have limited use due to current bus schedules and cyclist concerns about passing the inside of a bus

	<ul style="list-style-type: none"> • A few of the respondents that discussed this theme indicated their support for floating bus stops <ul style="list-style-type: none"> ○ A few of these respondents felt that zebra crossings should also be used at the stops to indicate pedestrian priority
<p>Element 15: Arbury Road junction redesign</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that there should be no right turn from Milton Road to Arbury Road, to improve traffic flow • Some of the respondents who discussed this theme felt that Union Lane should be closed to traffic from Milton Road and made one way • Some of the respondents who discussed this theme felt there should be improved right hand turns for cyclists at all arms of the junction and priority cyclist lights <ul style="list-style-type: none"> ○ A few of these respondents felt that these lights should allow for cyclists to cross diagonally • Some of the respondents who discussed this theme felt that this redesign would be an improvement as long as the crossing lights changed often enough to reduce waiting times for cycle and pedestrian traffic • A few of the respondents who discussed this theme felt that there needed to be more improvements for cyclists wishing to turn right from Union Lane on to Milton Road
<p>Element 11: New outbound bus lane approaching Elizabeth Way roundabout</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that this bus lane was unnecessary as: <ul style="list-style-type: none"> ○ It was too short to offer any significant saving on bus journey times ○ Took space away that could be used for improved cycling and pedestrian routes, including a bidirectional cycle path rather than the shared use path, as well as more landscaping opportunities ○ That the bus lane would limit the amount of space available on the Elizabeth Way roundabout for expanded pedestrian and cycle provision

<p>Environment and landscaping</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the existing trees should be kept along the route and disliked the change from mature trees to semi-mature • Some of the respondents who discussed this theme indicated they felt positively about the landscaping of the proposals <ul style="list-style-type: none"> ○ Some of these respondents felt that more trees and greenery could be planted
<p>Bus lanes</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated the reasons they opposed the proposal's bus lanes. This was because: <ul style="list-style-type: none"> ○ They felt that intermittent bus lanes would not improve transport times, as buses would be required to re-join traffic too often ○ They felt that bus lanes were not effective at improving bus journey times ○ They felt the space could be better used for improved cycle lanes or verges ○ They felt that they would be unused most of the time due to limited bus routes/timetables in the area • A few respondents indicated their approval for bus lanes but felt that they needed to cover inbound and outbound for the whole route or that the lane should be inbound in the morning and outbound in the evening
<p>Element 5: Gilbert Road junction redesign</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they had concerns about the redesign. These included: <ul style="list-style-type: none"> ○ Concerns about turning into and off from Gilbert Road for cyclists, as they felt the on road route would result in conflict in traffic and the dropped curb would not be wide enough to accommodate usage. <ul style="list-style-type: none"> ▪ A few of these respondents felt that advanced cycle lights or cycle filter lanes would be beneficial to these issues ○ Concerns about conflict between cyclists and pedestrians during crossing periods <ul style="list-style-type: none"> ▪ A few of these respondents felt that the traffic signals needed to be

	<p>responsive to pedestrian traffic and allow enough time for crossing</p> <ul style="list-style-type: none"> ○ Concerns about motor vehicles blocking the junction when crossing traffic
Element 18: Retain inbound bus lane approaching Arbury Road junction	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that this bus lane was too long and could instead be used for improvements to cycling and walking provision as well as landscaping opportunities ● A few of the respondents who discussed this theme felt the bus lane was needed here, as it was a key point of congestion
Element 27: Kings Hedges Road junction redesign	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated their support for this element <ul style="list-style-type: none"> ○ A few of these respondents indicated they supported this element as long as the crossing timings gave enough time for pedestrians to cross safely and often ● Some of the respondents who discussed this theme had concerns about the redesign, particularly turning right at junctions for cyclists <ul style="list-style-type: none"> ○ Some of these respondents felt that advanced cycle lights or cycle filter lanes would solve this issue
Shared use paths	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme indicated they were opposed to shared use paths as they felt they increased conflict between pedestrians and cyclists <ul style="list-style-type: none"> ○ A few of these respondents felt this was due to the paths being too narrow to accommodate both ● Some of the respondents who discussed this theme felt shared use paths could work if: <ul style="list-style-type: none"> ○ The paths were wide enough to accommodate both types of users, including those in larger cycles such as cargo bikes and wheelchairs at the same time ○ The paths were clearly marked with segregation for cyclists and pedestrians

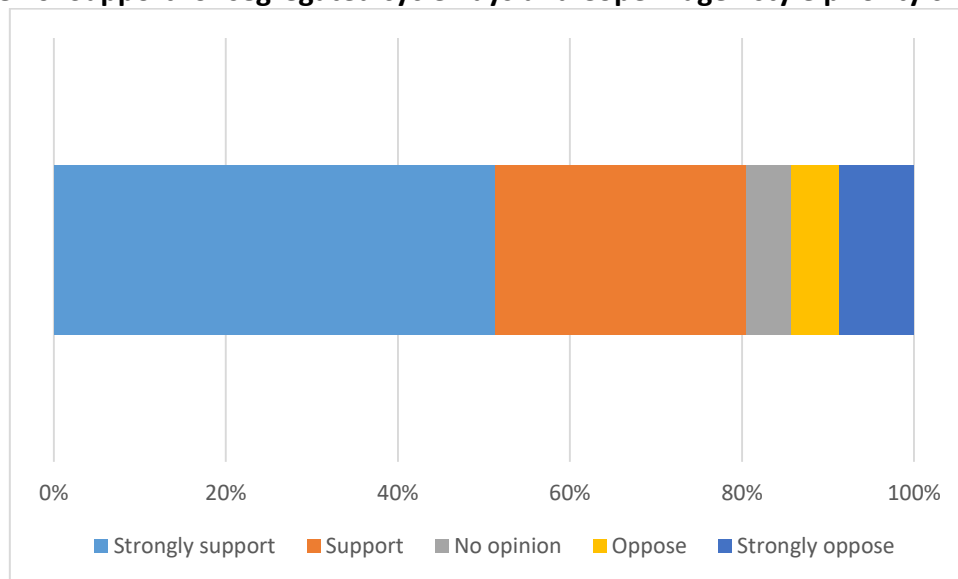
<p>Copenhagen crossings</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated they approved of Copenhagen crossings, feeling they would improve safety and travel times on cycleways • Some of the respondents who discussed this theme indicated they opposed Copenhagen crossings, as they felt road users were not aware of who has priority and limited visibility would result in accidents
<p>Segregated cycle routes</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they approved of the use of segregated cycle routes in the proposals <ul style="list-style-type: none"> ○ Some of these respondents felt that there should be more segregated routes in the area
<p>Bus service improvements</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that improvements needed to be made to the bus service in order for the proposals improvements to work. These included: <ul style="list-style-type: none"> ○ Increasing the number of destinations bus routes served, particularly to work place destinations ○ Increasing the regularity of buses in the area, including earlier/later running buses ○ Decreasing the cost of tickets for passengers
<p>Element 1: Retained parking bays interspersed with trees</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated their approval for this element <ul style="list-style-type: none"> ○ A few of these respondents felt that the placing of the spaces and trees should be carefully considered to avoid cars opening doors into the cycle path • Some of the respondents who discussed this theme were concerned that the placement of trees would reduce the number of parking spaces available and felt this would negatively impact on residents and nearby businesses • A few of the respondents who discussed this theme felt that cycle parking should also be included in the area for access to the nearby businesses

<p>Cost of development</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the costs involved with the proposals <ul style="list-style-type: none"> ○ Some of these respondents felt that the improvements to bus provision, such as the bus lanes and floating bus stops, would not have enough usage to warrant the costs involved
<p>Impact on residents/businesses</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the impact these proposals would have on local residents and businesses, particularly in regards to parking which was indicated to already be an issue in the area. <ul style="list-style-type: none"> ○ A few of these respondents were also concerned about the placement of floating bus stops outside their homes
<p>Element 7: Landscaping area opposite Ascham Road</p>	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned the landscaping may limit space and visibility at the nearby crossing, particularly as this crossing was heavily used during school terms • Some of the respondents who discussed this theme felt that the existing tree in the area should be retained <ul style="list-style-type: none"> ○ A few of these respondents felt that further landscaping would not be needed if the tree was kept

Question 3: How far do you support the design of the new segregated cycleways and Copenhagen style priority crossings for cyclists at sideroads in the Milton Road scheme?

835 respondents answered question 3, which asked respondents how far they supported the design of the new cycleways and Copenhagen style priority crossings for cyclists at sideroads in the Milton Road scheme.

Figure 10: Support for segregated cycleways and Copenhagen style priority crossings

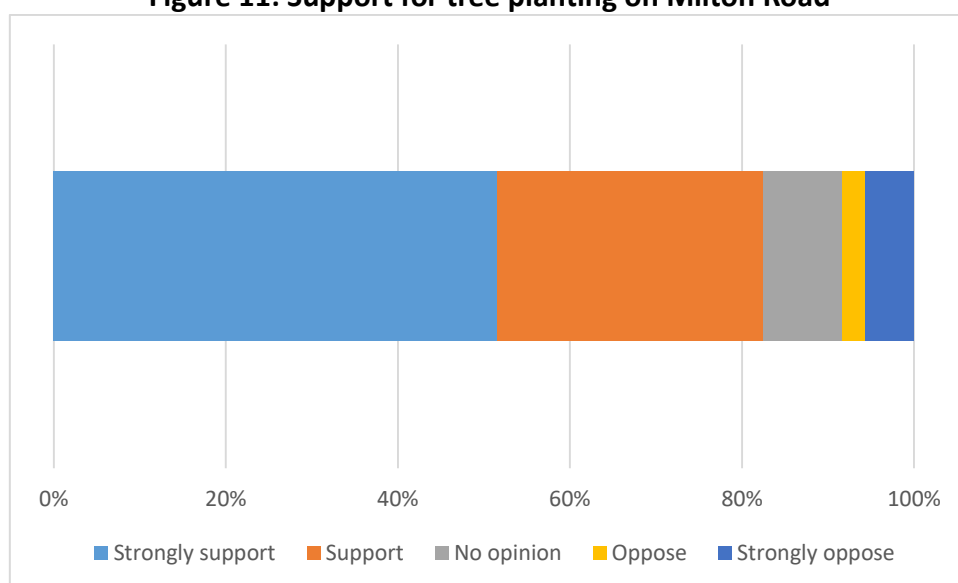


- The majority of respondents supported ‘segregated cycleways and Copenhagen style priority crossings’ (81%).

Question 4: As part of the plans for Milton Road, a new avenue of semi-mature trees will be planted. It is proposed that the wider section of Milton Road between the Guided Busway intersection and Arbury Road will be planted with larger growing species such as Limes and Tulip trees. The narrower section between Arbury Road and Mitchams Corner will include smaller growing species such as Flowering Cherry, Flowering Pear, and Birch. How far do you support this concept for tree planting on Milton Road?

823 respondents answered question 4, which asked how far they supported the concept for tree planting on Milton Road.

Figure 11: Support for tree planting on Milton Road

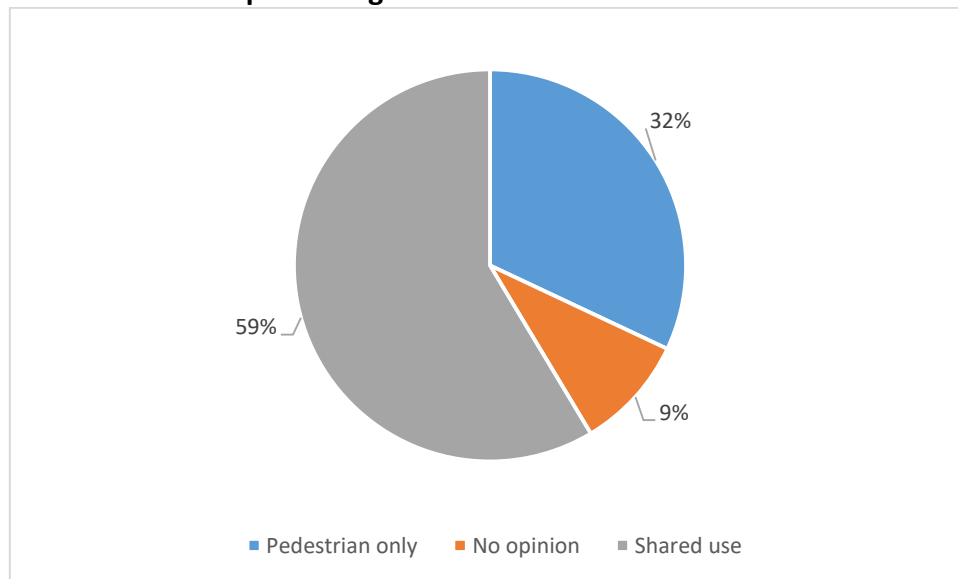


- The majority of respondents supported the concept for 'tree planting on Milton Road' (83%).

Question 5: Would you prefer the pavement on the outbound side of Milton Road between Ascham Road and Ramsden Square to be designated as shared use (for cyclists and pedestrians) or for pedestrians only? A shared use path would enable people (including school children) to cycle inbound without having to cross Milton Road.

826 respondents answered question 5, which asked respondents if they preferred the outbound side of Milton Road between Ascham Road and Ramsden Square to be designated shared use or for pedestrians only.

Figure 12: Preference for path designation between Ascham Road and Ramsden Square

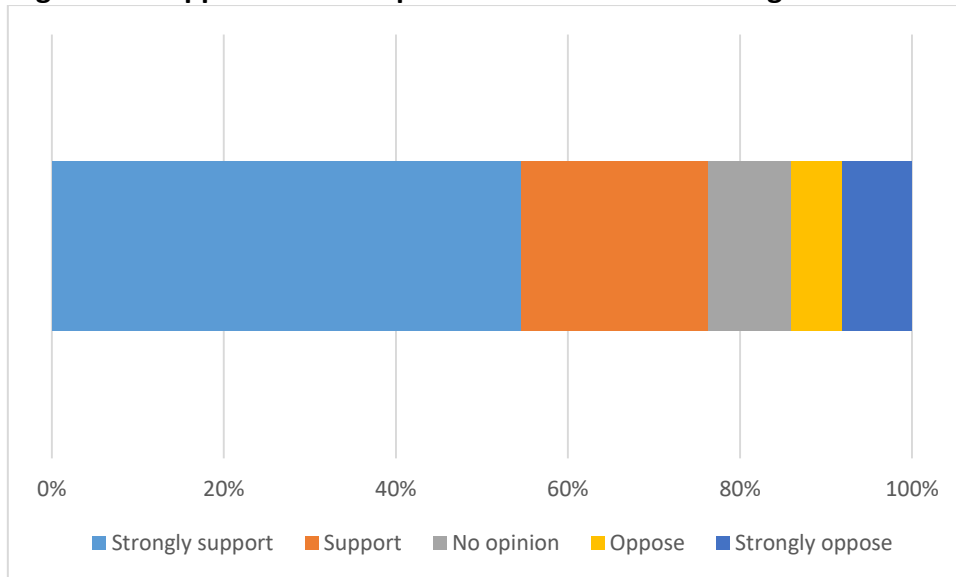


- The majority of respondents preferred the path to be designated 'shared use' (59%)
- Over a quarter of respondents preferred the path to be designated 'pedestrian only' (32%)
- Few respondents had 'no opinion' (9%)

Question 6: How far do you support the implementation of a Traffic Regulation Order to prevent parking on grass verges along the length of Milton Road?

826 respondents answered question 6, which asked how far they supported the implementation of a Traffic Regulation Order to prevent parking on grass verges along the length of Milton Road.

Figure 13: Support for the implementation of a Traffic Regulation Order

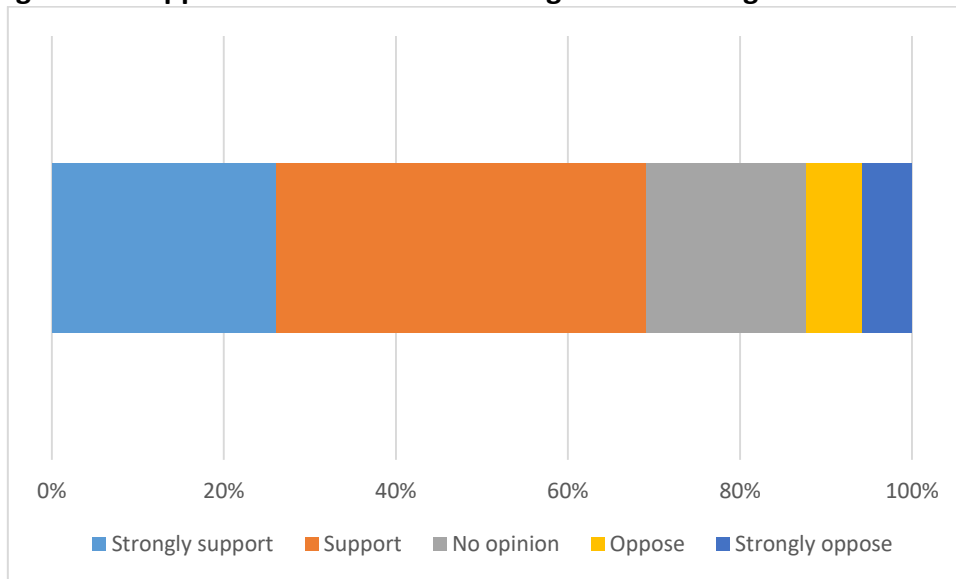


- The majority of respondents supported the implementation of a Traffic Regulation Order (76%).

Question 7: How far do you support the possibility of time-limited loading and unloading within the bus lanes on Milton Road during off-peak times, generally to cater for deliveries and business use?

826 respondents answered question 7, which asked how far they supported the possibility of time-limited loading and unloading within the bus lanes on Milton Road during off-peak times.

Figure 14: Support for time-limited loading and unloading within bus lanes

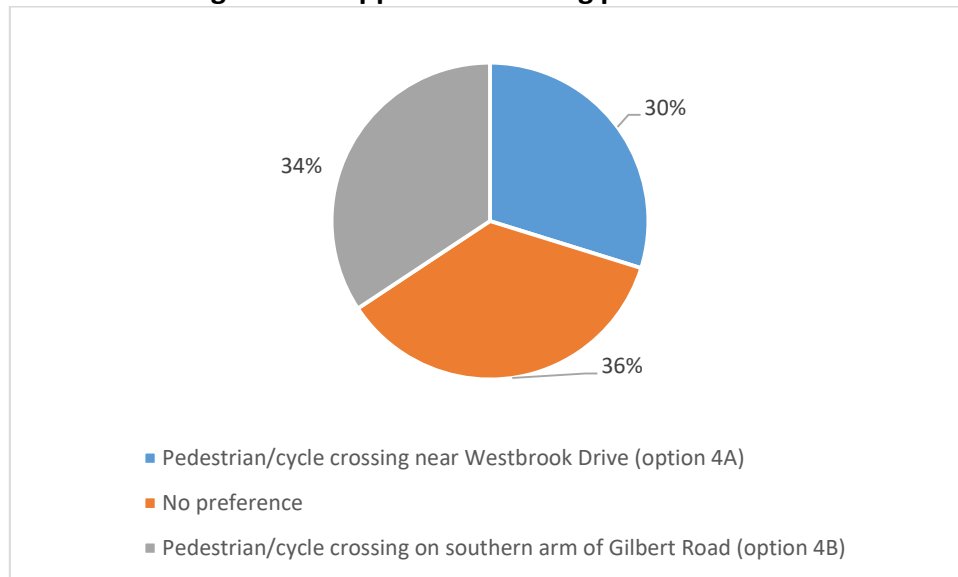


- The majority of respondents supported time-limited loading and unloading within bus lanes on Milton Road during off-peak times (69%).

Question 8: Would you prefer a new crossing point at 4A or 4B?

811 respondents answered question 8, which asked respondents whether they would prefer a crossing point at 4A: 'Pedestrian/cycle crossing near Westbrook Drive' or 4B: 'Pedestrian/cycle crossing on southern arm of Gilbert Road'.

Figure 15: Support for crossing point 4A or 4B

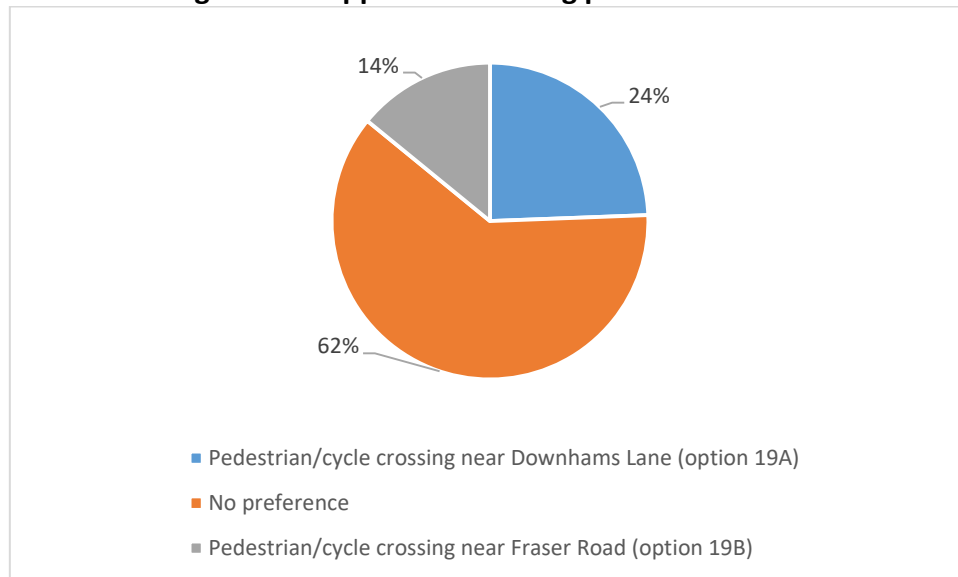


- Just over a third of respondents had 'no preference' (36%)
- Of the two points, crossing point 4B: 'Pedestrian/cycle crossing on southern arm of Gilbert Road' was supported by slightly more respondents with, just over a third of respondents supporting it (34%).
- Just under a third supported crossing point 4A: 'Pedestrian/cycle crossing near Westbrook' (30%).

Question 9: Would you prefer a new crossing point at 19A or 19B?

795 respondents answered question 9, which asked respondents whether they preferred a new crossing point at 19A: 'Pedestrian/cycle crossing near Downhams Lane' or at point 19B 'Pedestrian/cycle crossing near Fraser Road'.

Figure 16: Support for crossing point 19A or 19B



- The majority of respondents had 'no preference' between the two points (62%)
- Of the two crossing points, more respondents supported point 19A: 'Pedestrian/cycle crossing near Downhams Lane', with just under a quarter of respondents supporting it (24%)
- Under a fifth of respondents supported point 19B: 'Pedestrian/cycle crossing near Fraser Road' (14%)

Question 10: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s

173 respondents left comments on question 10, which asked respondents whether they felt any of the proposals would either positively or negatively affect or impact any person/s or group/s with protected characteristics under the Equality Act 2010.

Summary of major themes

Comment Theme	Summary of respondents comments
Disability (negative)	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned some of the proposals would negatively impact on those with disabilities. These included: <ul style="list-style-type: none"> ○ Concerns that floating bus stops would be less accessible for those with visual or physical disabilities ○ Concerns that the paths, particularly those near junctions and on shared use paths, would not be wide enough to accommodate mobility aids ○ Concerns about the shared use paths leading to increased conflict between cyclists and pedestrians with disabilities ○ Concerns that changes to and loss of parking would result in less accessible parking
Age (negative)	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned some of the proposals would negatively impact on younger and older residents. These included: <ul style="list-style-type: none"> ○ Concerns that the floating bus stops would be less accessible to those with pushchairs and that they could be dangerous for older and younger bus users ○ Concerns that the paths and cycleways would not be wide enough to accommodate pushchairs and different types of bicycle, such as a cargo bike ○ Concerns about the shared use paths leading to increased conflict between cyclists and younger/older pedestrians ○ Concerns that changes to and loss of parking would result in less parking for families and older residents who may need carers

Question 11: We welcome your views, if you have any further comments on the project or particular options, please add these in the space available below.

431 respondents left comments on question 11, which asked respondents if they had any further comments on the project or options.

Summary of major themes

Comment Theme	Summary of respondents comments
Shared use paths	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme discussed the reason they opposed the use of shared use paths. These respondents were concerned that they were dangerous as they increased conflict between cyclists and pedestrians <ul style="list-style-type: none"> ○ A few respondents felt that children should be allowed to cycle on these paths but not adults • A few of the respondents who discussed this theme felt that shared use could be acceptable as long as the paths were clearly designated, kept well maintained, and there was enough space for larger cycles and mobility aids <ul style="list-style-type: none"> ○ Some of these respondents indicated they approved of shared use paths as this area was a well-used cycle route for school children
Environment	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme left positive comments in regards to the landscaping in the proposals <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the types of trees used however, feeling that lime trees were prone to leaving sticky sap on the pavement and they had damaged the pavements in other areas of Cambridge. • Some of the respondents who discussed this theme were against the removal of the existing mature trees to be replaced with semi-mature trees, feeling these should be left as is
Bus service improvements	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the bus service needed improvements. These improvements included: <ul style="list-style-type: none"> ○ A reduction in ticket costs ○ More regularity in service, particularly along Milton Road

	<ul style="list-style-type: none"> ○ More operating hours, particularly early morning and late evening ○ More bus routes to work locations outside of Cambridge city centre ○ Greener buses
Crossing points 4A and 4B, and Crossing points 19A and 19B	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that both crossing points should be installed for points 4 and 19, particularly for point 19. <ul style="list-style-type: none"> ○ A few of these respondents indicated they selected 'no preference' in questions 8 and 9 to show this
Parking	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme were concerned about the loss of parking for local residents and wanted to ensure current provision remained ● Some of the respondents who discussed this theme felt that parking in the area should be residents only, with exception of parking near to the shops <ul style="list-style-type: none"> ○ Some of these respondents felt this would need to extend to neighbouring streets to avoid commuters using those areas instead
Copenhagen crossings	<ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated their support for the use of Copenhagen crossings in the proposals <ul style="list-style-type: none"> ○ A few of these respondents felt that some form of education or signage should be in place to inform motorists of their use ● Some of the respondents who discussed this theme indicated they were opposed to Copenhagen crossings, as they felt visibility would be too poor for them to be safely used which could result in accidents
Bus lanes	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme indicated they were opposed to the bus lanes, as they felt they were too intermittent to offer significant improvements to bus journey times, that the space could be used for other improvements, and that the number of buses using Milton Road was too low to warrant the cost ● Some of the respondents who discussed this theme indicated their support for the bus lanes, feeling this was a step in the right direction for encouraging bus use

<p>Impact on local residents</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme discussed the reasons they felt that the proposals would have a negative impact on residents local to Milton Road. These included: <ul style="list-style-type: none"> ○ The loss of parking for residents ○ The impact on the environment from the landscaping proposals ○ The impact from the construction work ○ The increased risk of accidents for residents leaving their driveways, crossing multiple lanes of vulnerable traffic ○ The impact of the floating bus stops outside homes
<p>Floating bus stops</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they were opposed to floating bus stops because: <ul style="list-style-type: none"> ○ They were concerned the placement would cause an increase in congestion when buses were at the stop ○ They were concerned about the safety of bus users and cyclists crossing each other's path ○ They felt there were not enough buses accommodating Milton Road to justify the cost and use of them • A few respondents indicated they approved of floating bus stops, as long as there was enough space to accommodate all forms of traffic
<p>Cost of development</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the costs involved with development were too high, particularly in relation to the bus route improvements

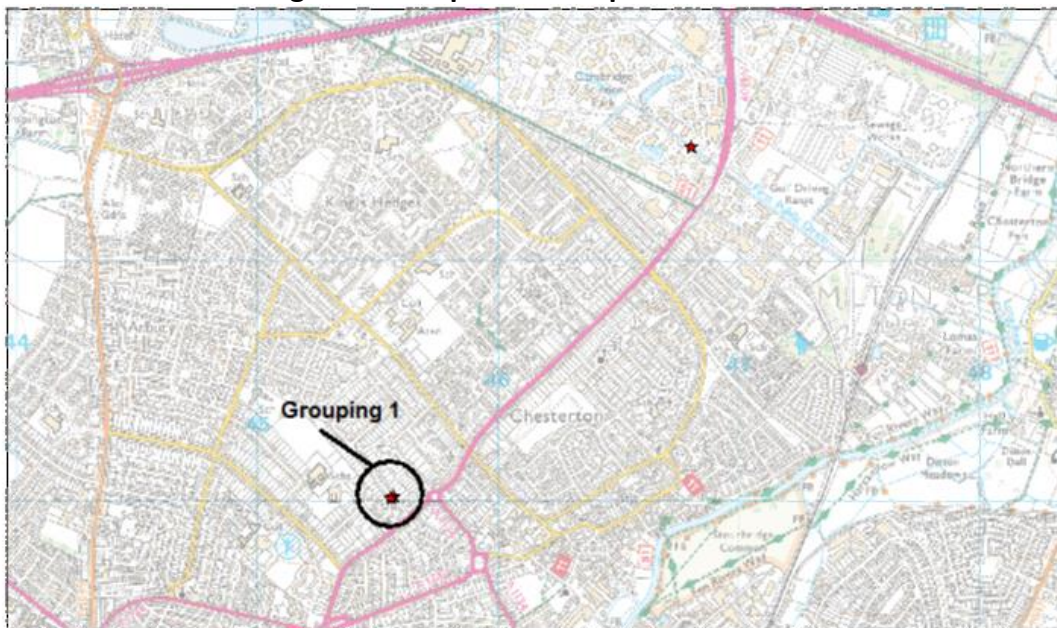
Map comments

76 comments from 19 respondents were left on the 'places' interactive map. Responses are broken down by the different themed 'pins' respondents could place. These included: 'Buses', 'Car Parking', 'Cars/Motorbikes', 'Cycling', 'Free Comment', 'Trees', and 'Walking'.

'Trees' and 'Walking' responses were too isolated to be commented on but can be viewed at <https://consultcambs.uk.engagementhq.com/milton-road/maps/MiltonRoadarea>

Buses pins

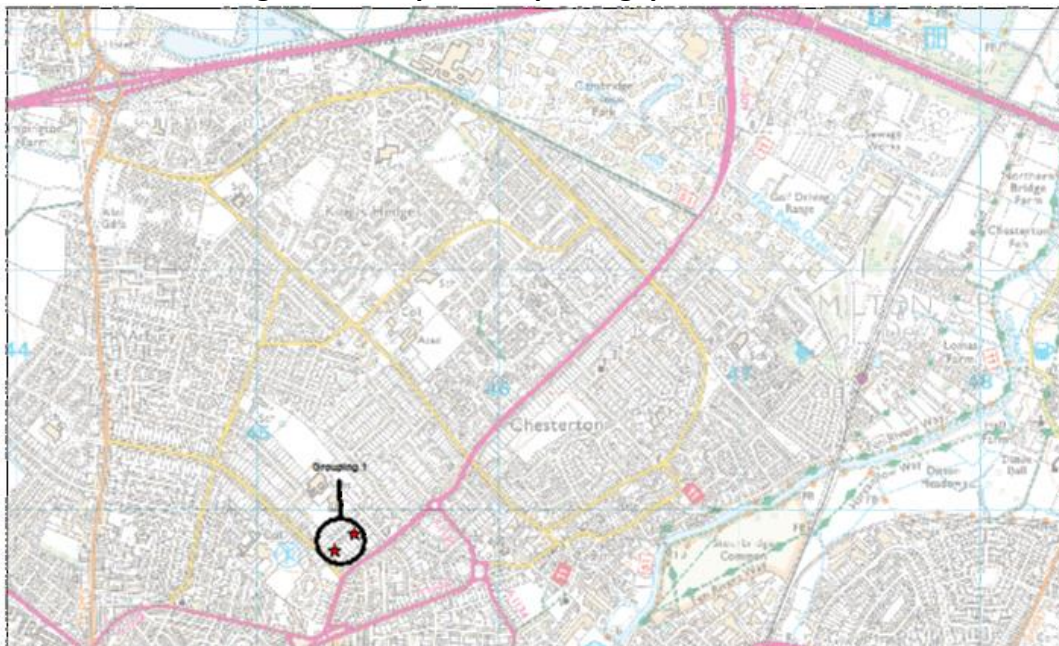
Figure 19: Map of 'Buses' pin comments



Grouping 1 – Milton Road, south of Elizabeth Way roundabout. These respondents felt the bus lane was not needed here and could be better used for cycling and pedestrian provision.

Other responses were too singular to be grouped together for analytical purposes but can be viewed at <https://consultcambs.uk.engagementhq.com/milton-road/maps/MiltonRoadarea>

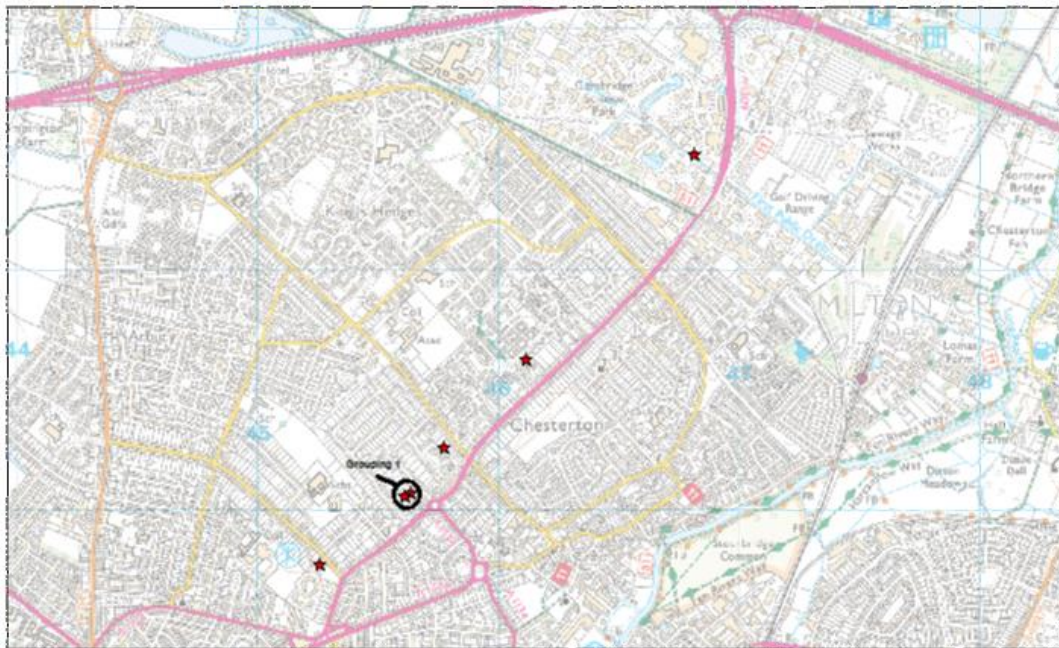
Figure 20: Map of 'Car parking' pin comments



Grouping 1 – Milton Road, between Gilbert Road and Ascham Road. These respondents felt that car parking spaces were needed here due to new residential developments in the area.

Other responses were too singular to be grouped together for analytical purposes but can be viewed at <https://consultcambs.uk/engagementhq.com/milton-road/maps/MiltonRoadarea>

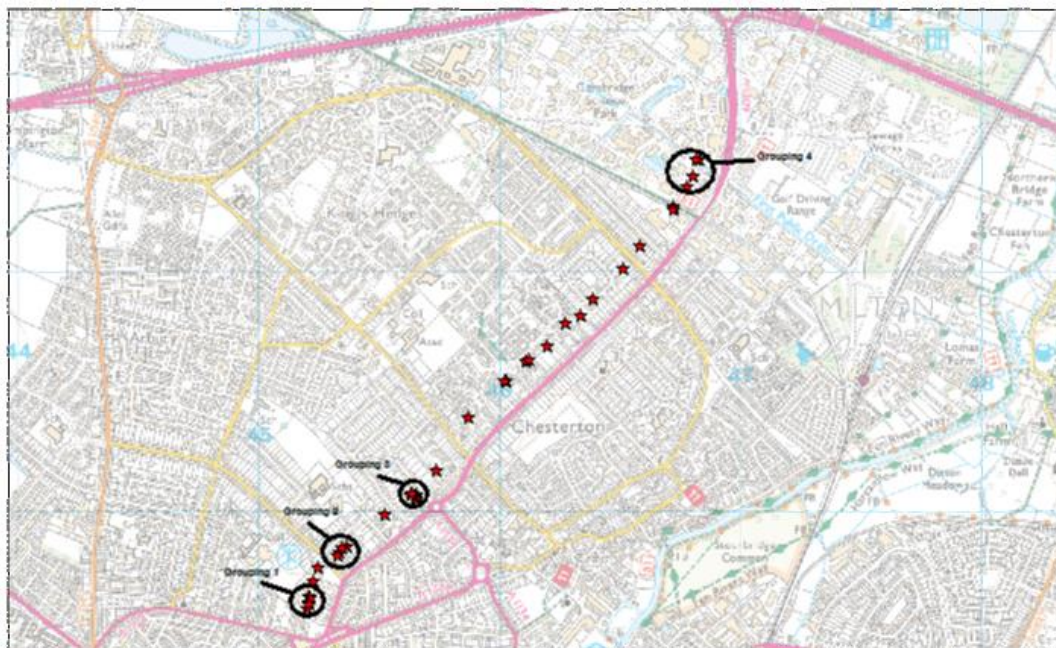
Figure 21: Map of 'Cars/motorbikes' pin comments



Grouping 1 – Milton Road, Elizabeth Way roundabout. These respondents felt that the lanes for motor vehicles on the roundabout were too large, resulting in less space for pedestrian and cyclists.

Other responses were too singular to be grouped together for analytical purposes but can be viewed at <https://consultcambs.uk/engagementhq.com/milton-road/maps/MiltonRoadarea>

Figure 22: Map of 'Cycling' pin comments



Grouping 1 – Milton Road, Westbrook Drive. These respondents felt that cyclists attempting to get onto Westbrook Drive would still have difficulty performing this manoeuvre with the proposals and this was a popular cycling route. They also felt that the shops needed more cycle parking.

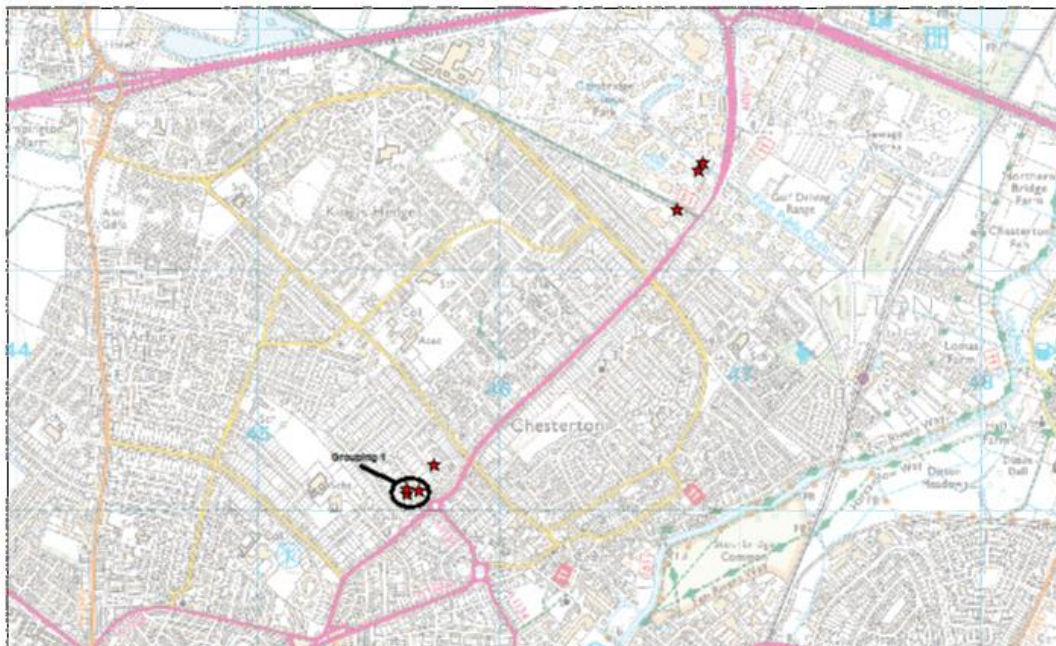
Grouping 2 – Milton Road, Herbert Street. These respondents felt that an improved link from Milton Road to Herbert Street was needed, as this was a popular route for cyclists avoiding Mitcham's Corner and was difficult to enter and exit.

Grouping 3 – Elizabeth Way roundabout. These respondents felt there was too little space for cyclists around the roundabout and that the shared use paths would increase conflict between cyclists and pedestrians.

Grouping 4 – Milton Road, Crowley Road/Cambridge Science Park. These respondents felt this area of road was difficult to navigate for cyclists, requiring crossing multiple lanes of traffic and managing a narrow shared use path. These respondents felt this needed addressing.

Other responses were too singular to be grouped together for analytical purposes but can be viewed at <https://consultcambs.uk.engagemthq.com/milton-road/maps/MiltonRoadarea>

Figure 23: Map of 'Free comment' pin comments



Grouping 1 – Elizabeth Way roundabout. These respondents felt that this roundabout should be replaced with a traffic light controlled junction to improve the space available for landscaping and cycling/pedestrian provision.

Other responses were too singular to be grouped together for analytical purposes but can be viewed at <https://consultcambs.uk/engagementhq.com/milton-road/maps/MiltonRoadarea>

Stakeholders responses

Background

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

Camcycle	Milton Road Alliance
Stagecoach East	Cambridge Area Bus Users
Nuclera Nucleics Ltd	West Chesterton Councillor
Milton Road Residents' Association	
Milton Road Primary School	

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

Summary of major themes

Comment theme	Respondent comments
Disability (negative)	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned the proposals would negatively impact on those with disabilities, particularly pedestrians usage of floating bus stops and shared use paths
Element 12: Elizabeth Way roundabout redesign	<ul style="list-style-type: none"> Stakeholders who discussed this theme indicated they were opposed to the Elizabeth Way roundabout redesign as they felt pedestrian and cycle usage had not been appropriately considered. It was felt there was too many pinch points for non-motorised traffic and the shared use paths would create conflict between cyclists and pedestrians
Age (negative)	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned the proposals would negatively impact on younger and older individuals for the same reasons as 'disability (negative)'
Element 11: New outbound bus lane approaching Elizabeth Way roundabout	<ul style="list-style-type: none"> Stakeholders who discussed this theme indicated they were opposed to this element, feeling that the space would be better used to provide improved cycle and pedestrian routes
Crossing points 19A & 19B	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt that both the crossing points at 19A and 19B should be installed to improve access to the bus stops and cycleway

Email, social media and letter responses

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

Summary of major themes

Comment theme	Respondent comments
Leaflet distribution and consultation advertising	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the leaflets for the consultation responses were not sent to the correct areas and quickly enough <ul style="list-style-type: none"> ○ Some of these respondents were also concerned they had not seen any non-online advertising of the consultation, particularly at bus stops and cycleways
Elizabeth Way roundabout redesign	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to the Elizabeth Way roundabout redesign. These respondents felt that too much space was given to motorised traffic, leading to pinch points for cyclists and pedestrians, and that the traffic lights would increase congestion in the area
Shared use paths	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that shared use paths would lead to increased conflict between cyclists and pedestrians and felt cycleways and footpaths should be kept segregated
Car parking	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the loss of parking in the area, feeling this would have a negative impact on local residents, particularly those with disabilities, and businesses in the area
Landscaping	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme were concerned about the potential choices in trees for the landscaping on Milton Road, particularly the loss of mature trees or the planting of varieties of tree that would impact on traffic in the area • A few of the respondents who discussed this theme indicated they felt positively about the landscaping in the proposals

<p>Bus lanes</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the bus lanes were too costly and not necessary with the number of buses running in the area <ul style="list-style-type: none"> ○ Some of these respondents felt that the bus lanes could be better used to improve cycling and walking facilities • A few of the respondents who discussed this theme felt that the bus lanes were needed to improve journey times and could be used by other forms of traffic, such as coaches
<p>Copenhagen crossings</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme discussed the potential improvements these crossings could bring for pedestrian and cycle journeys but were concerned about motorists knowledge of rights of way and visibility
<p>Floating bus stops</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they were opposed to floating bus stops, feeling they were dangerous for pedestrians, particularly those with disabilities, and could be dangerous for cyclists in bad weather <ul style="list-style-type: none"> ○ A few of these respondents were also concerned about the placement of the stops outside their homes • A few of the respondents who discussed this theme indicated they supported floating bus stops
<p>Bus service improvements</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that modal shift to bus use would not occur without improvements to the bus service. This included: <ul style="list-style-type: none"> ○ Reducing the cost of use ○ Increasing the number of buses in the area ○ Improving reliability ○ Making the buses more environmentally friendly
<p>Cycle lane and footpath widths</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the cycle lanes and footpaths needed to be wider