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Executive Summary

Between 10 June and 22 July 2019 the Greater Cambridge Partnership (GCP) held a consultation on a scheme to improve access to the Whittlesford Parkway station.

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 agreed with the level of priority given to all of the 'high priority' schemes, most of the 'medium priority' schemes, and most of the 'longer term priority' schemes.
- Respondents were less clear on their agreement with the level of priority given for the following 'medium priority' schemes:
 - 'Reduced speed limit on the A505'
 - 'Signalised crossing on the A505 at Moorfield Road'
 - 'Public realm enhancements on Station Road West'
 - 'Signalisation of the A505 / A1301 McDonalds roundabout'
 - 'Signalisation of the A505 / Moorfield Road junction' schemes

and with the following 'longer term priority' schemes:

- 'Autonomous vehicle link to the Wellcome Genome Campus'
 - 'Contraflow cycle lane along Royston Road' schemes
- More respondents disagreed or were unsure about the level of priority given for the following 'medium priority' schemes:
 - 'cycle hire facility'
 - 'electric bike charging points'

and with the level of priority given to 'Royston Road one-way traffic' 'longer term priority' scheme.

- A great deal of detailed comments were received. From these there were most debate/concerns about:
 - The need for cycling, pedestrian and public transport improvement related schemes to have a higher priority
 - Debate about the signalisation schemes impact on traffic flow/congestion and the need for crossings at these locations
 - Debate about the need for more car parking spaces from redevelopment of the station car park and whether this was at the expense of cycling/pedestrian/public transport improvements
 - The need for the improvements to accessibility that the lift and new footbridge scheme would provide
- Responses were also received on behalf of 17 different groups or organisations. All of the responses from these groups will be made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the widespread distribution of around 850 consultation leaflets.

Three 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 345 complete responses** in total recorded. A large 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 345 responses to the consultation survey and the 55 additional written responses received.

Key findings

Use of Whittlesford Parkway station

Quantitative

- Over a quarter of respondents indicated they use Whittlesford Parkway station 'occasionally (less than once a month)' (32%) or 'monthly' (27%)
 - Just over a fifth indicated they use it 'weekly' (21%)
 - Under a fifth indicated they use it 'daily' (18%)
- The majority of respondents indicated they use the station at 'the start of their journey' (87%)
- The majority of respondents indicated they travel to Whittlesford Parkway station by 'car' (61%)
 - Less than half of respondents who were located 'Close to Whittlesford' indicated they travel by 'car' (47%)

Scheme improvements

Quantitative

- The majority of respondents supported the idea of improvements to the area around Whittlesford Parkway station (90%).
- The majority of respondents indicated they supported the proposed package of measures (65%).

'high priority' schemes

- The majority of respondents agreed with the level of priority given to each of the 'high priority' schemes:
 - Cycle parking (82%)
 - Lift and new footbridge (78%)
 - Bus turning circle (72%)
 - Widening Station Road East and signalisation of the junction (63%)
 - Redevelopment of the main station car park (66%)

'medium priority' schemes

- The majority of respondents agreed with level of priority given to the following 'medium priority' schemes:
 - Station facilities (76%)
 - Public transport information (76%)
 - Continuous footway along Station Road East from Duxford Chapel to the junction with the A505 (70%)
 - Shared use path on London Road, Sawston (69%)
 - Integrated ticketing (68%)
 - Widen the shared path alongside the A505 between Station Road and the A1301 (68%)
 - Improved footways on Royston Road and Station Road West (67%)
 - Shared use path to Duxford Imperial War Museum via M11 J10 (67%)
 - Bus waiting facilities (66%)
 - Implementation of a 20 mph zone on Station Road West (60%)
 - On-street parking restrictions in the surrounding area (58%)
 - Cycle lanes on both sides of Station Road West (57%)
 - Pedestrianisation of Station Road East (54%)
 - Reconfiguration of 'side car park' (54%)
- Respondents were less clear on their agreement with the level of priority given for the following 'medium priority' schemes:
 - 50% agreed with the level of priority given to 'Reduced speed limit on the A505' and 50% disagreed (35%) or were unsure (15%)
 - More respondents who indicated they 'work in the area' agreed with the priority for the 'Reduced speed limit on the A505' scheme than the overall response (57%)
 - 49% agreed with the level of priority given to 'Signalised crossing on the A505 at Moorfield Road' and 52% disagreed (33%) or were unsure (19%)
 - 46% agreed with the level of priority given to 'Public realm enhancements on Station Road West' and 54% disagreed (22%) or were unsure (32%)
 - 45% agreed with the level of priority given to 'Signalisation of the A505 / A1301 McDonalds roundabout' and 55% disagreed (37%) or were unsure (18%)

- 45% agreed with the level of priority given to 'Signalisation of the A505 / Moorfield Road junction' and 55% disagreed (36%) or were unsure (20%) (This discrepancy is due to the rounding of the percentage figures)
- More respondents disagreed or were unsure about the level of priority given for the following 'medium priority' schemes:
 - 69% of respondents disagreed (42%) or were unsure (27%) about the level of priority given for the 'cycle hire facility'. Over a quarter (31%) agreed with this scheme's priority
 - 60% of respondents disagreed (35%) or were unsure (25%) about the level of priority given for 'electric bike charging points'. Two fifths (40%) agreed with this scheme's priority

'longer term priority' schemes

- The majority of respondents agreed with the level of priority given for the following 'longer term priority' schemes:
 - Cycle path between Highways Depot and Mill Farm Lane (63%)
 - Multi modal corridor to the Wellcome Genome Campus (54%)
 - More respondents who indicated they 'work in the area' agreed with the 'Multi modal corridor to the Wellcome Genome Campus' scheme than the overall response (65%)
 - Bollards to restrict verge parking on Duxford Road (52%)
 - Formalise on-street parking on Royston Road (52%)
- Respondents were less clear on their agreement with the level of priority given for the following 'longer term priority' schemes:
 - 49% agreed with the level of priority given to 'Autonomous vehicle link to the Wellcome Genome Campus' and 50% disagreed (21%) or were unsure (29%)
 - More respondents agreed with the priority for the 'Autonomous vehicle link to the Wellcome Genome Campus' scheme than the overall response when they indicated they 'work in the area' (60%)
 - 49% agreed with the level of priority given to 'Contraflow cycle lane along Royston Road' and 51% disagreed (22%) or were unsure (29%)
 - More respondents agreed with the 'Contraflow cycle lane along Royston Road' scheme than the overall response when they indicated they 'work in the area' (56%)
- 69% of respondents disagreed (32%) or were unsure (37%) about the level of priority given to 'Royston Road one-way traffic' 'longer term priority' scheme. Over a quarter (31%) agreed with this scheme's priority

Qualitative

- Question 8 asked respondents if they had any further comment on the proposed priorities. The main themes were:

- That there was a need for the cycling improvement priorities to be higher, particularly those relating to crossing the A505, concerns about the level of priority given to car parking, more cycle/pedestrian options from Duxford, and the cycle path between Highways Depot and Mill Farm Lane
- Debate about the impact on traffic flow/congestion and need for a safe crossing from the signalisation of the A505/Moorfield Road junction
- That there was a need for the pedestrian improvement priorities to be higher, particularly those relating to the footways on Station Road East and Station Road West, more cycle/pedestrian options from Duxford, and those relating to crossing the A505
- Debate about the impact on traffic flow/congestion and need for a safe crossing from the signalisation of the A505/A1301 McDonalds roundabout
- That there was a need for further improvements to public transport access and routes at Whittlesford Parkway station and for the public transport improvement priorities to be higher
- Debate about whether the redevelopment of the station car park was being done at the expense of improving walking/cycling/public transport and the need for more spaces
- About the need for a lift and new footbridge to improve accessibility for those with disabilities and younger/older residents
- That improvements to station facilities (particularly the integrated ticketing, toilets, drop off facilities, and bus waiting facilities) should be a high priority as they would be a 'quick win'
- Concern about the schemes impact on local residents and businesses, particularly the pedestrianisation of Station Road East and the signalisation schemes
- Concerns about the ability to elaborate on their answers to question 7, 'Do you agree with the level of priority given to each scheme?'

Quantitative

- The majority of respondents indicated they would like to see 'toilets' (92%) and under half indicated they would like to see a 'café' (46%) as facilities provided at the station
- The majority of respondents indicated the package of schemes would make them 'more likely' to travel by 'bicycle' (58%), 'bus' (56%), and 'rail' (55%)
 - The majority of respondents indicated the package of schemes would make 'no difference' to their travel by 'other' modes of travel (80%), 'powered two wheeler' (75%), 'walking' (61%), and 'car' (51%)
 - Fewer respondents who indicated they travel to Whittlesford Parkway station by 'car' indicated the package of schemes would make them 'more likely' to travel by 'bicycle' (49%) than the overall response

Qualitative

- Respondents were asked to leave 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:
 - Debate about how the station improvements, outside of the lift and new footbridge scheme, would benefit those with disabilities
 - That the lift and new footbridge would benefit older/younger residents accessing the station
- Question 13 asked respondents if they had any further comments on the project or particular options. The main themes were:
 - That more improvements were needed to the bus and train services to Whittlesford Parkway station and surrounding areas needed expanding
 - That the cycling schemes should be given a higher priority
 - Debate about the need for pedestrian improvements to be given a higher priority and the impact pedestrianisation of Station Road East would have on residents and businesses
 - Debate about the need for the redevelopment of the station car park scheme
 - Concerns about the proposals impact on local residents and businesses
 - Concerns about the ability to elaborate on their answers to question 7, 'Do you agree with the level of priority given to each scheme?' and what the intended difference was between 'bicycle' and 'cycling' in question 10: 'What level of importance do you give to the following ways of getting to and from Whittlesford Parkway station?' was (Please note, this was due to a printing error and only the 'cycling' option should have been listed)

Introduction

Background

Whittlesford Parkway station sits on the route from Cambridge to London Liverpool Street and has been in use for over 150 years.

There are several significant research and employment centres and local communities within a few miles of the station. Duxford Imperial War Museum is also close by and there is currently limited public transport for its visitors.

A feasibility study was published in spring 2018, with recommendations for pilot Rural Travel Hubs in Oakington, Sawston, and Whittlesford. The GCP Executive Board agreed to progress Oakington and Sawston, with Whittlesford undergoing a wider Masterplanning Exercise to understand all local transport issues.

In the summer of 2018 the GCP held a stakeholder workshop for local groups and people to feed into the initial reports. Initial reports were published on the GCP website in autumn 2018 and feedback was sought on the long list and short list of measures.

A public consultation was carried out in the summer of 2019 on a package of 33 measures identified from the Whittlesford Transport Masterplan exercise.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Whittlesford Transport Masterplan 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 commuters who use the current Whittlesford Parkway station and travel in the area, as well as local residents. 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 idea of improvements to the area around Whittlesford Parkway station, how far they supported the proposed package of measures, whether they agreed with the level of priority given to each scheme, and what facilities they would like to see at the station) an eight 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 Whittlesford Transport Masterplan 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 Whittlesford Transport Masterplan 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 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, 339 residents and 6 stakeholders responded to the consultation survey.

Respondent location

Respondents were asked for their postcode during the survey, but were not forced to enter a response. 266 respondents entered recognisable postcodes, while just over a fifth did not (73 respondents). Based on the postcode data provided most respondents resided in Sawston (13%), Whittlesford (12%), and Duxford (12%).

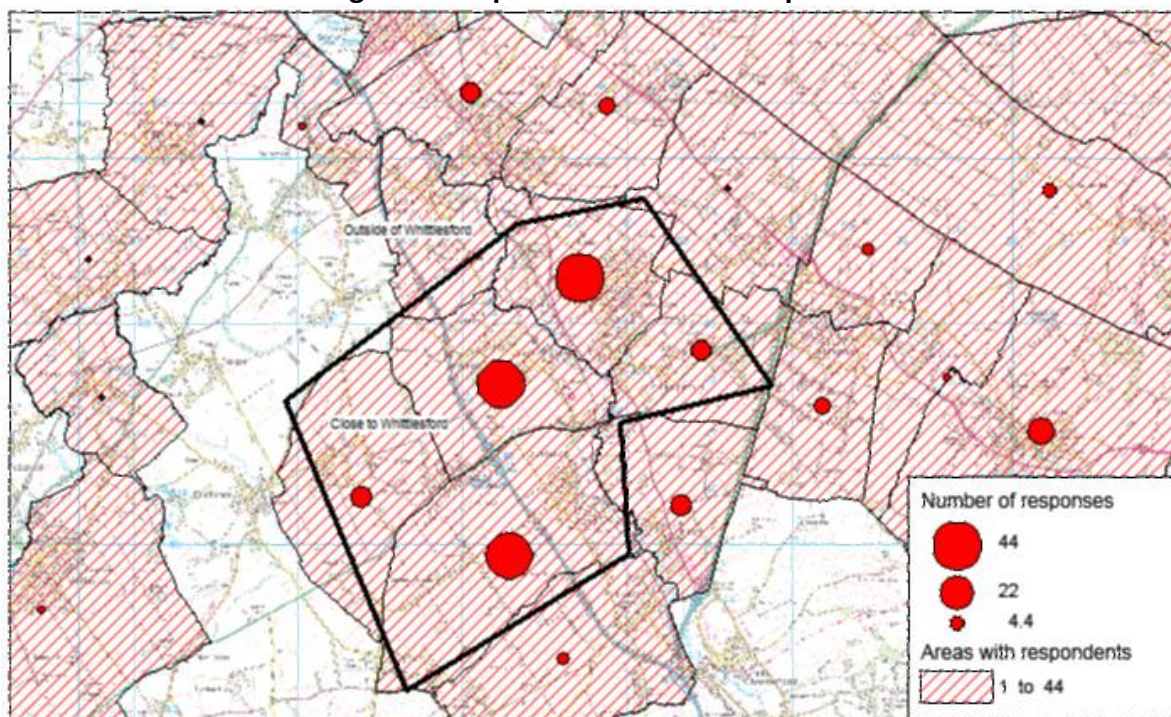
These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories, where significant;

- 'Close to Whittlesford' (covering 41% of respondents). This category covered:
 - Duxford
 - Pampisford
 - Sawston
 - Thriplow
 - Whittlesford
- 'Outside of Whittlesford' (covering 31% of respondents). This category covered:
 - Babraham
 - Balsham
 - Barrington
 - Brinkley
 - Burrough Green
 - Burwell
 - Cheveley
 - Fulbourn
 - Girton
 - Great Abington
 - Great Shelford
 - Haslingfield
 - Hauxton
 - Hildersham
 - Hinxton
 - Horseheath
 - Ickleton
 - Linton
 - Little Abington
 - Little Shelford
 - Littleport
 - Melbourn
 - Orchard Park
 - Shepreth
 - Stapleford
 - Swaffham Bulbeck
 - West Wickham
 - West Wrating
 - Weston Colville
 - Whittlesey
 - Woodditton
 - Abbey
 - Arbury
 - Cherry Hinton
 - East Chesterton
 - Market
 - Newnham
 - Petersfield
 - Romsey
 - Trumpington

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

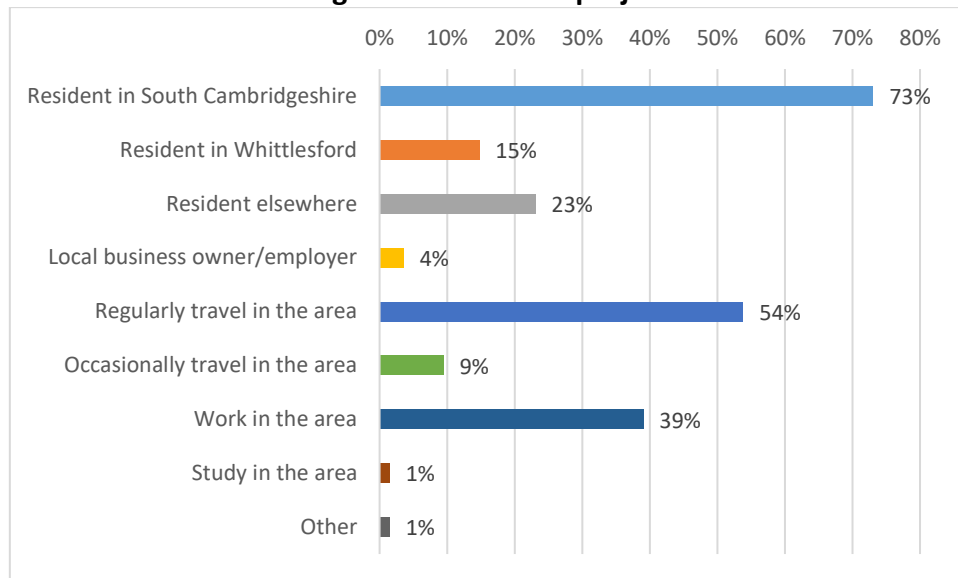


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

[Respondent interest in project](#)

338 respondents answered the question on their interest in the project. Respondents could select multiple answers to this question. The majority of respondents indicated they were a 'resident in South Cambridgeshire' (73%) or 'regularly travel in the area' (54%).

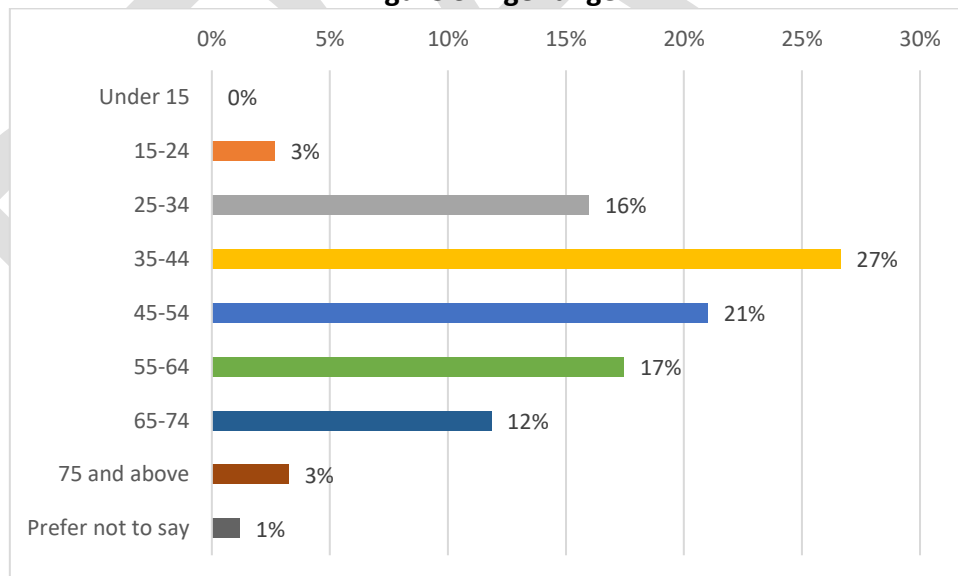
Figure 2: Interest in project



Respondent age range

338 respondents answered the question on their age range. Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population, ages from '15-24' were slightly under represented compared to the general Cambridgeshire population, only accounting for 3% of respondents.

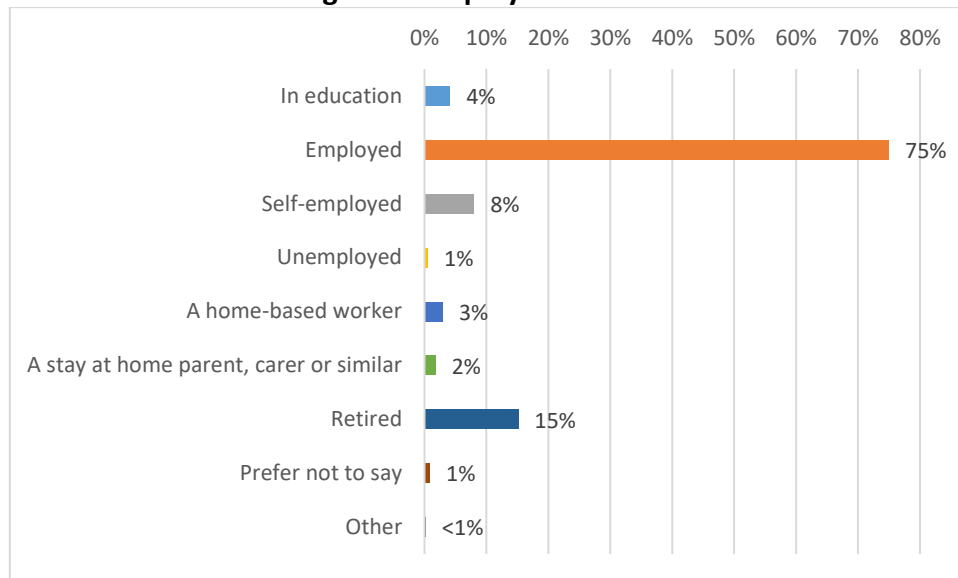
Figure 3: Age range



Respondent employment status

336 respondents answered the question on their employment status. Respondents could select multiple answers to this question. The majority of respondents indicated they were 'employed' (75%).

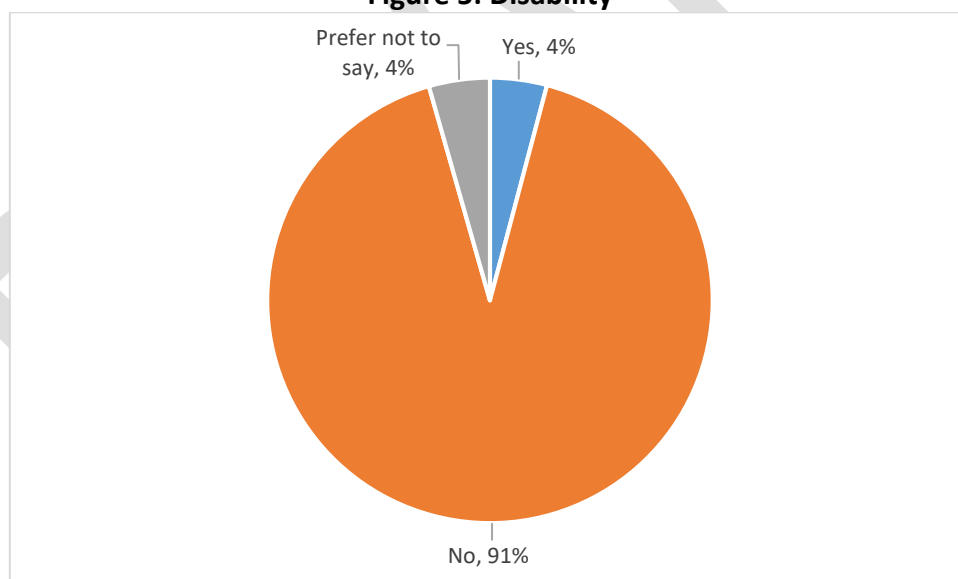
Figure 4: Employment status



Respondent disability status

339 respondents answered the question on whether they had a disability that influences travel decisions, 4% of respondents indicated they did.

Figure 5: Disability

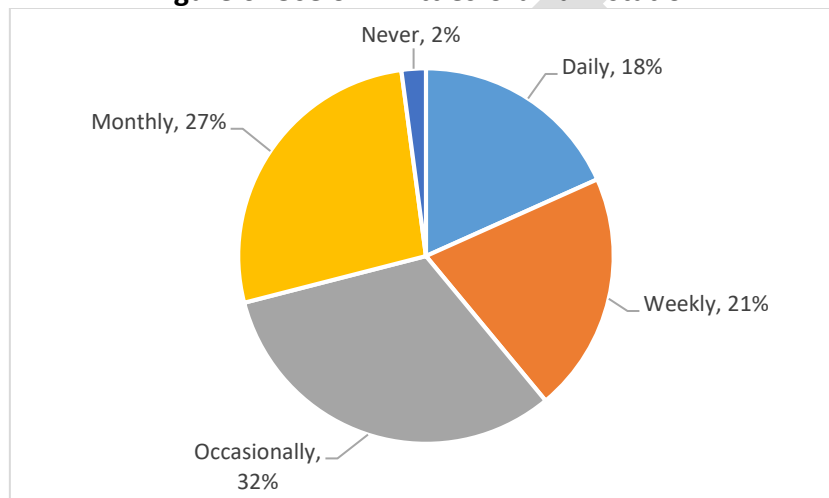


Question 1: How often do you use Whittlesford Parkway station?

338 respondents answered the question on how often they use Whittlesford Parkway station.

- Over a quarter indicated they use the station 'occasionally (less than once a month)' (32%) or
- Over a quarter indicated they use the station 'monthly' (27%)
- Just over a fifth indicated they use it 'weekly' (21%)
- Under a fifth indicated they use it 'daily' (18%)
- Few respondents indicated they 'never' use the station (2%)

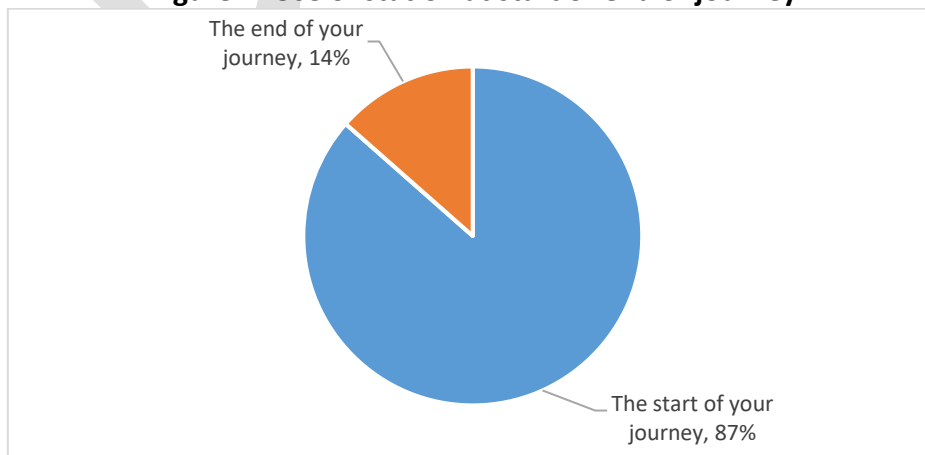
Figure 6: Use of Whittlesford Park station



Question 2: If you do use the station, is Whittlesford Parkway generally:

327 respondents answered the question on whether, if they use the station, Whittlesford Parkway is generally at 'the start of their journey' or 'the end of their journey'. The majority indicated they use the station at 'the start of their journey' (87%).

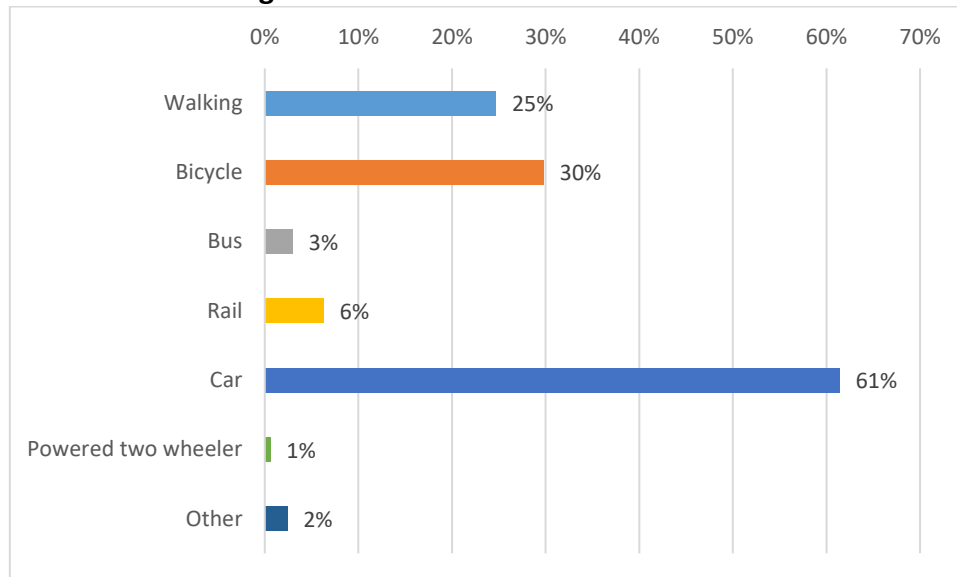
Figure 7: Use of station at start or end of journey



Question 3: How do you travel to the station?

332 respondents answered the question on how they travel to the station. Respondents could select multiple answers to this question. The majority of respondents indicated they travel by 'car' (61%).

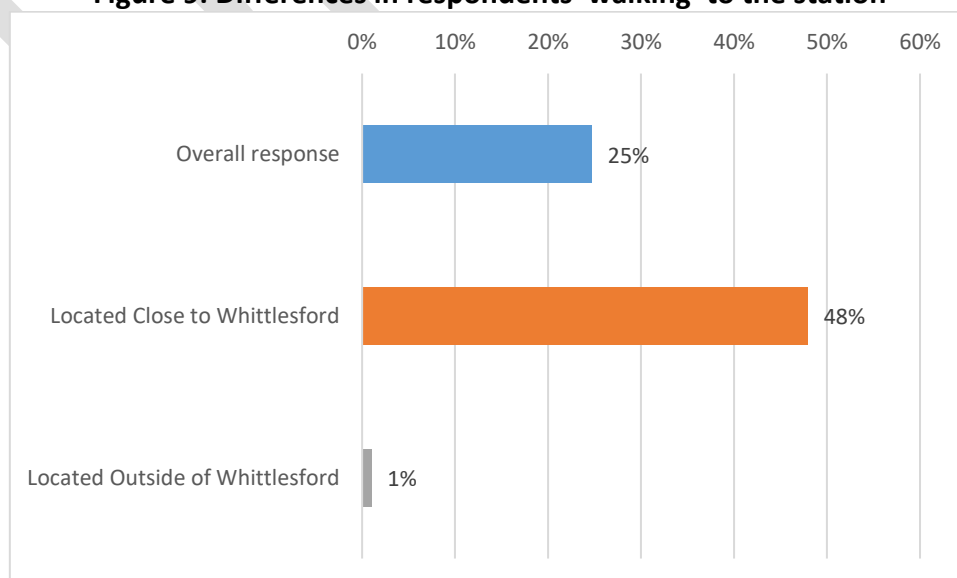
Figure 8: Mode of travel to the station



Walking

Cross-tabulation of the data showed significant differences in the number of respondents 'walking' to the station by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 9.

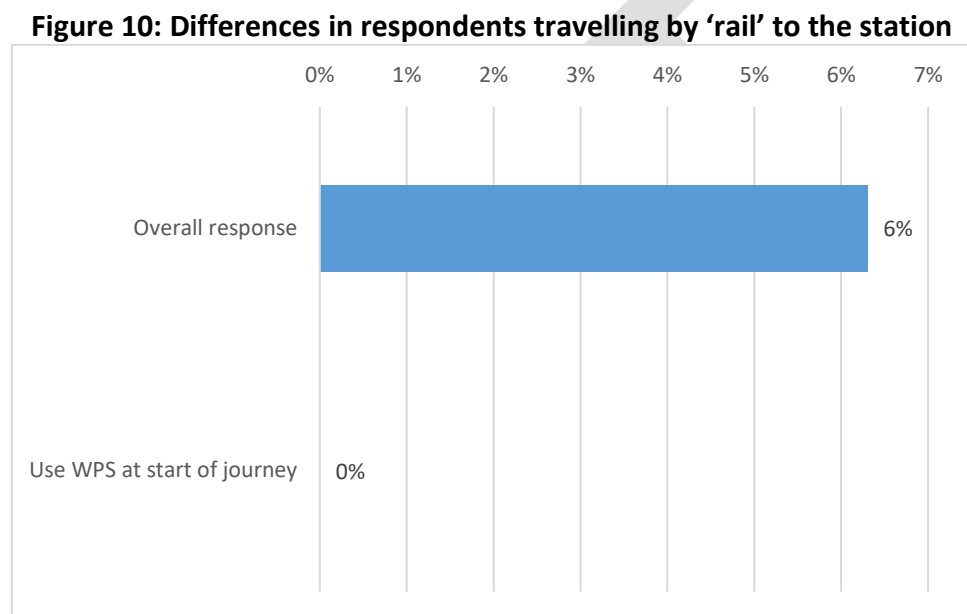
Figure 9: Differences in respondents 'walking' to the station



- More respondents who were located 'Close to Whittlesford' indicated they usually travel to the station by 'walking' (48%) than the overall response
- Fewer respondents who were located 'Outside of Whittlesford' indicated they usually travel to the station by 'walking' (1%) than the overall response

Rail

Cross-tabulation of the data showed significant differences in the number of respondents travelling by 'rail' by those who use Whittlesford Parkway station at 'the start of their journey'. Noticeable differences, when compared with the overall response, are depicted in figure 10.

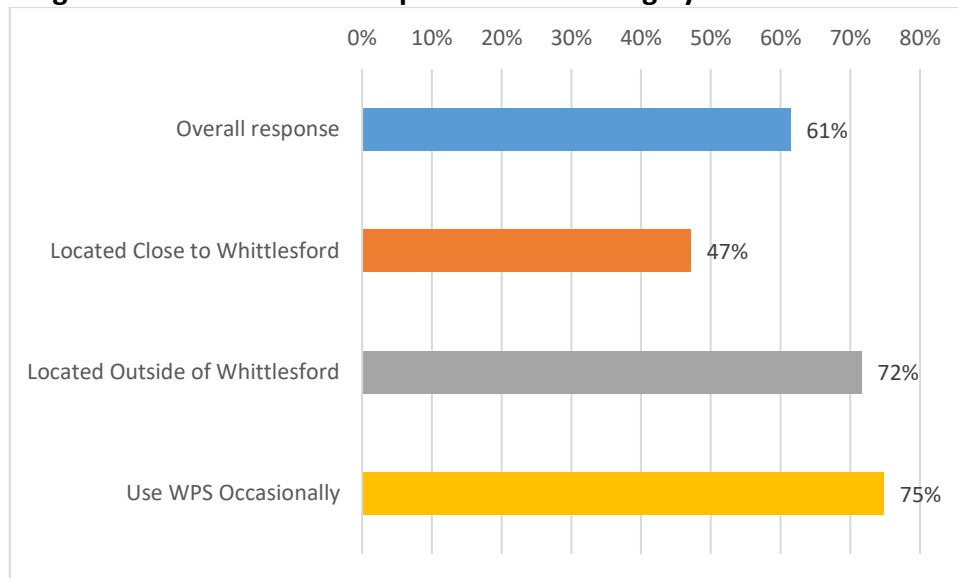


- None of the respondents who use Whittlesford Parkway station at 'the start of their journey' travel to the station by 'rail' (0%)

Car

Cross-tabulation of the data showed significant differences in the number of respondents travelling 'car' by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 11.

Figure 11: Differences in respondents travelling by 'car' to the station

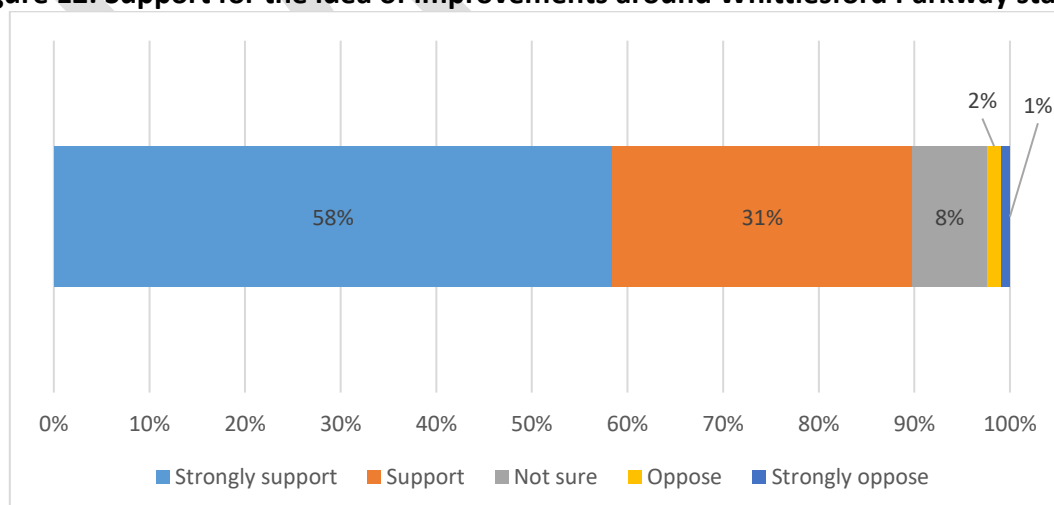


- More respondents who were located 'Outside of Whittlesford' (72%) or indicated they use Whittlesford Parkway station 'occasionally' (75%) indicated they travel to the station by 'car' than the overall response
- Fewer respondents who were located 'Close to Whittlesford' indicated they travel to the station by 'car' (47%) than the overall response

Question 5: How far do you support the idea of improvements to the area around Whittlesford Parkway station?

332 respondents answered the question on whether they supported the idea of improvements to the area around Whittlesford Parkway station. The majority of respondents supported this (90%).

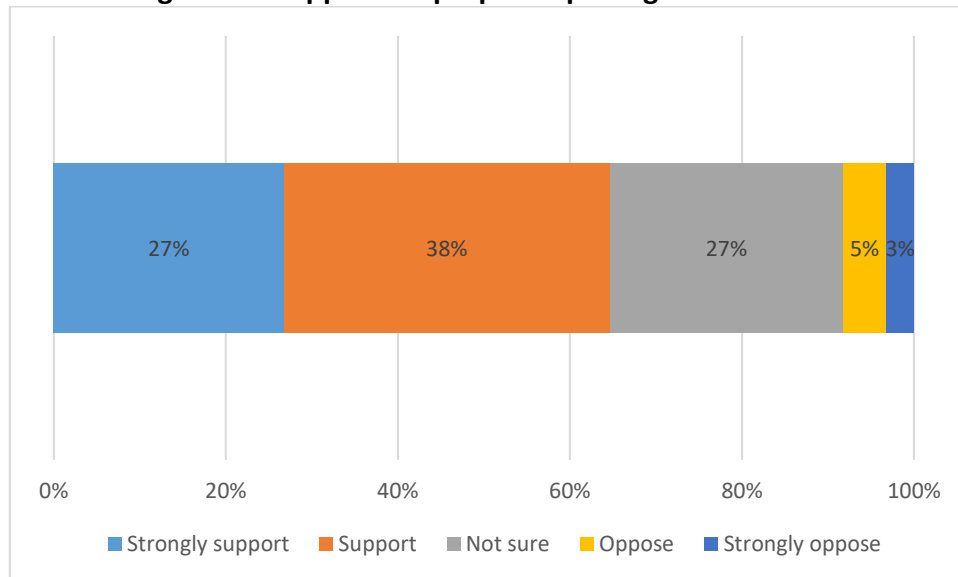
Figure 12: Support for the idea of improvements around Whittlesford Parkway station



Question 6: How far do you support the proposed package of measures?

314 respondents answered the question on how far they supported the proposed package of measures. The majority of respondents indicated they supported the proposed package of measures (65%).

Figure 13: Support for proposed package of measures



Question 7: Do you agree with the level of priority given to each scheme?

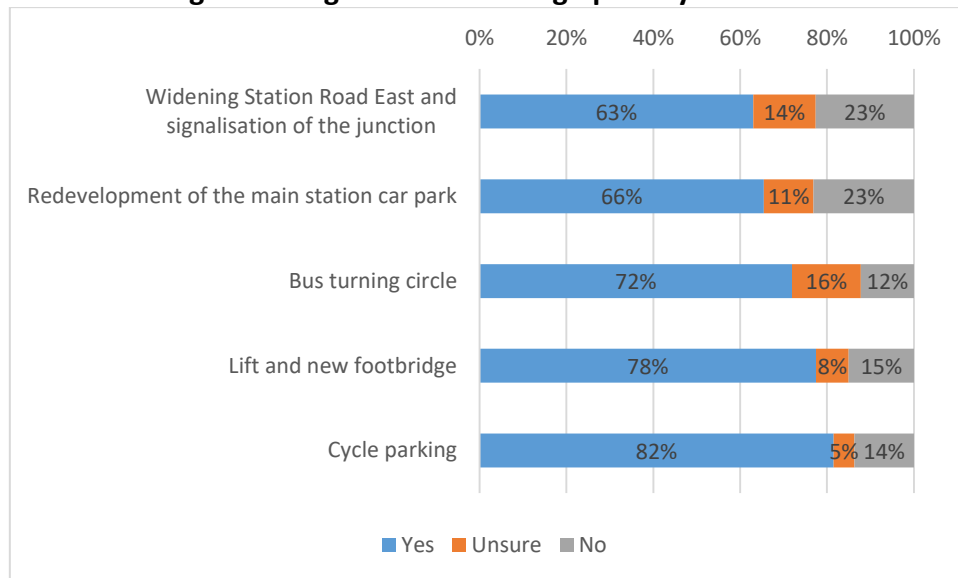
335 respondents answered the question on whether they agreed with the level of priority given to each of the 33 schemes. These have been broken down into the 3 levels of priority given: High priority, Medium priority, and longer term priority.

High priority schemes

The majority of respondents agreed with the level of priority given to each of the 'high priority' schemes.

- Cycle parking (82%)
- Lift and new footbridge (78%)
- Bus turning circle (72%)
- Widening Station Road East and signalisation of the junction (63%)
- Redevelopment of the main station car park (66%)

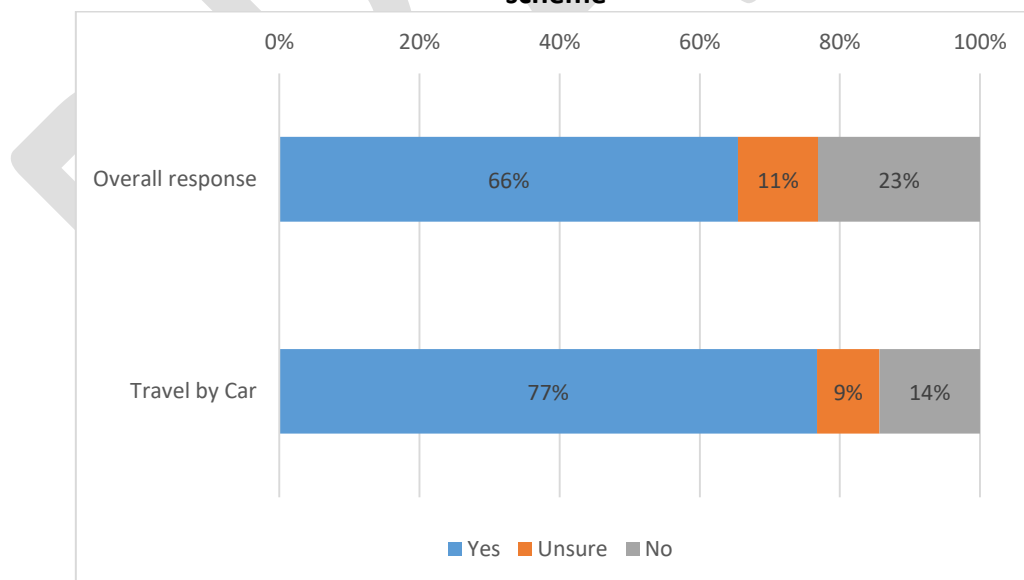
Figure 14: Agreement with high priority schemes



Differences in agreement for the 'redevelopment of the main station car park' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority of the 'redevelopment of the main station car park' scheme by respondents who indicated they travel to the station by 'car'. Noticeable differences, when compared with the overall response, are depicted in figure 15.

Figure 15: Difference in agreement for the 'redevelopment of the main station car park' scheme



- Respondents who indicated they travel to Whittlesford Parkway station by 'car' were more in agreement with the level of priority for the 'redevelopment of the main station car park' scheme (77%) than the overall response

Medium priority schemes

The majority of respondents agreed with level of priority given to the following 'medium priority' schemes:

- Station facilities (76%)
- Public transport information (76%)
- Continuous footway along Station Road East from Duxford Chapel to the junction with the A505 (70%)
- Shared use path on London Road, Sawston (69%)
- Integrated ticketing (68%)
- Widen the shared path alongside the A505 between Station Road and the A1301 (68%)
- Improved footways on Royston Road and Station Road West (67%)
- Shared use path to Duxford Imperial War Museum via M11 J10 (67%)
- Bus waiting facilities (66%)
- Implementation of a 20 mph zone on Station Road West (60%)
- On-street parking restrictions in the surrounding area (58%)
- Cycle lanes on both sides of Station Road West (57%)
- Pedestrianisation of Station Road East (54%)
- Reconfiguration of 'side car park' (54%)

Respondents were less clear on their agreement with the level of priority given for the following 'medium priority' schemes:

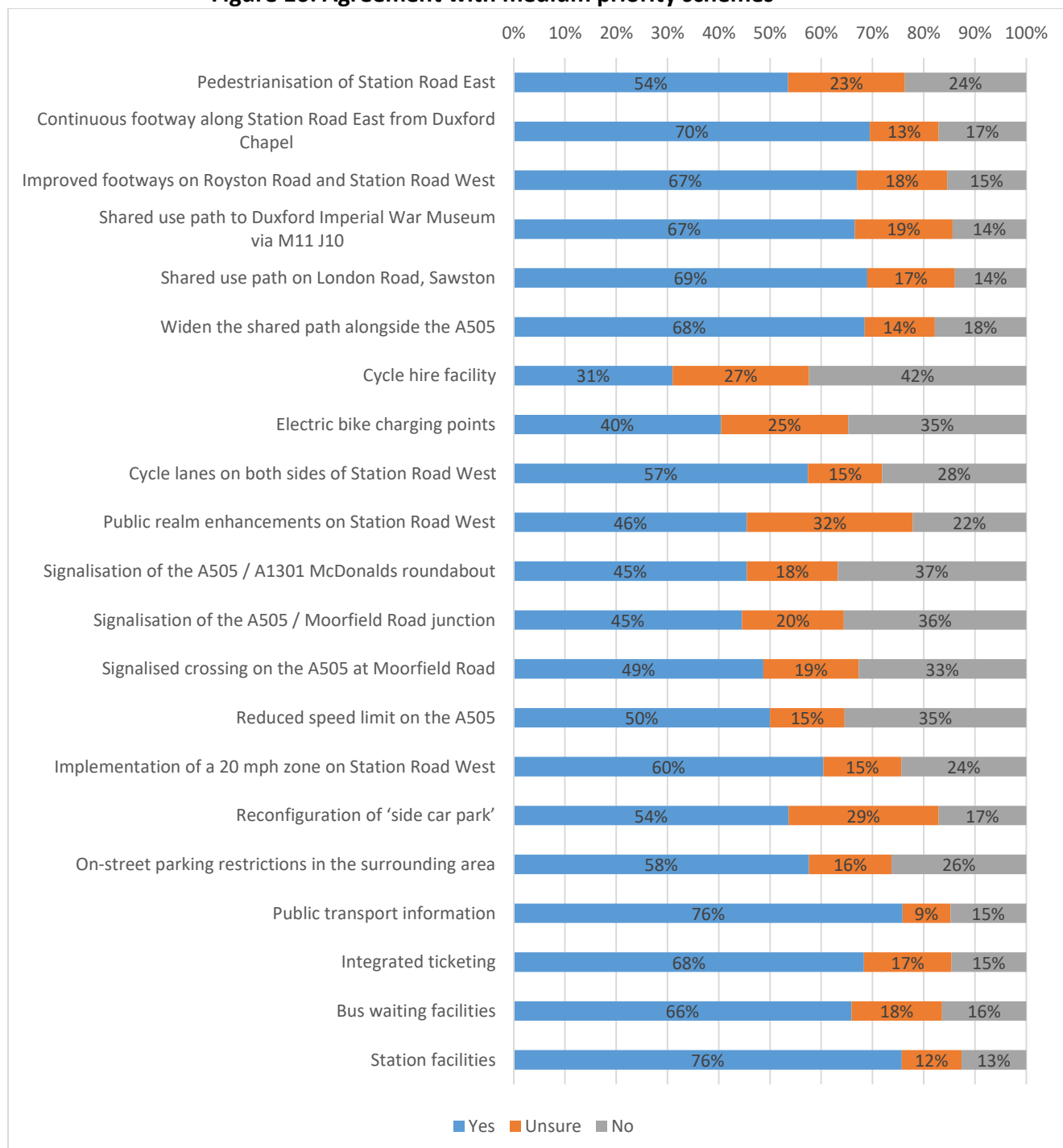
- 50% agreed with the level of priority given to 'Reduced speed limit on the A505' and 50% disagreed (35%) or were unsure (15%)
- 49% agreed with the level of priority given to 'Signalised crossing on the A505 at Moorfield Road' and 52% disagreed (33%) or were unsure (19%)
- 46% agreed with the level of priority given to 'Public realm enhancements on Station Road West' and 54% disagreed (22%) or were unsure (32%)
- 45% agreed with the level of priority given to 'Signalisation of the A505 / A1301 McDonalds roundabout' and 55% disagreed (37%) or were unsure (18%)
- 45% agreed with the level of priority given to 'Signalisation of the A505 / Moorfield Road junction' and 55% disagreed (36%) or were unsure (20%)*

* This discrepancy is due to the rounding of the percentage figures

More respondents disagreed or were unsure about the level of priority given for the following schemes:

- 69% of respondents disagreed (42%) or were unsure (27%) about the level of priority given for the 'cycle hire facility'. Over a quarter (31%) agreed with this scheme's priority
- 60% of respondents disagreed (35%) or were unsure (25%) about the level of priority given for 'electric bike charging points'. Two fifths (40%) agreed with this scheme's priority

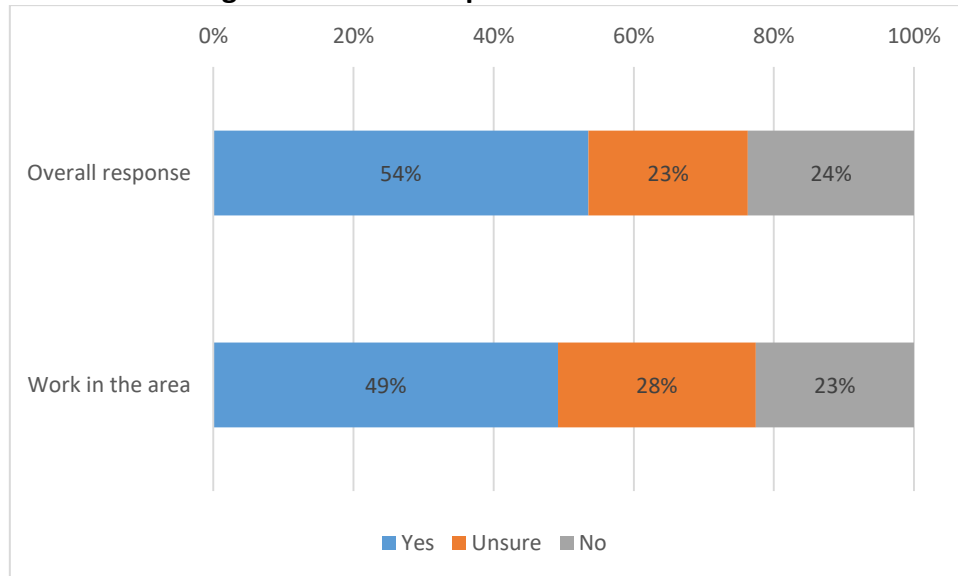
Figure 16: Agreement with medium priority schemes



Differences in agreement for the 'pedestrianisation of Station Road East' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the 'pedestrianisation of Station Road East' scheme by respondents who indicated they 'work in the area'. Noticeable differences, when compared with the overall response, are depicted in figure 17.

Figure 17: Difference in agreement for the ‘pedestrianisation of Station Road East’ scheme

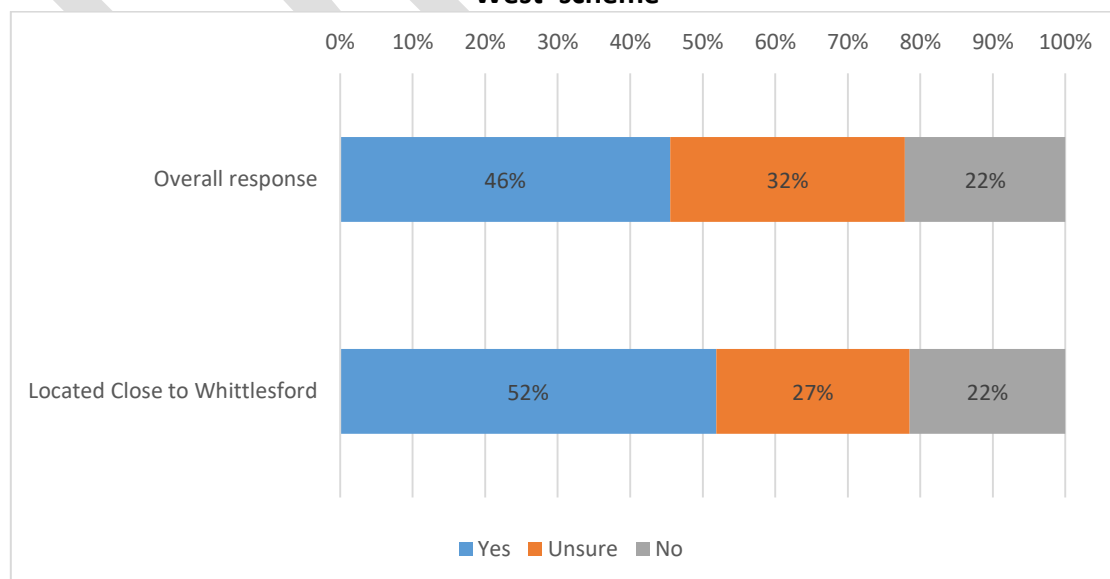


- Fewer respondents who indicated they ‘work in the area’ agreed with the level of priority for the ‘pedestrianisation of Station Road East’ scheme (49%) than the overall response. More of these respondents were ‘unsure’ (28%) on whether they agreed with the level of priority for this scheme than the overall response.

Differences in agreement for the ‘Public realm enhancements on Station Road West’ scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the ‘Public realm enhancements on Station Road West’ scheme by respondents who indicated they were located ‘Close to Whittlesford’. Noticeable differences, when compared with the overall response, are depicted in figure 18.

Figure 18: Difference in agreement for the ‘Public realm enhancements on Station Road West’ scheme

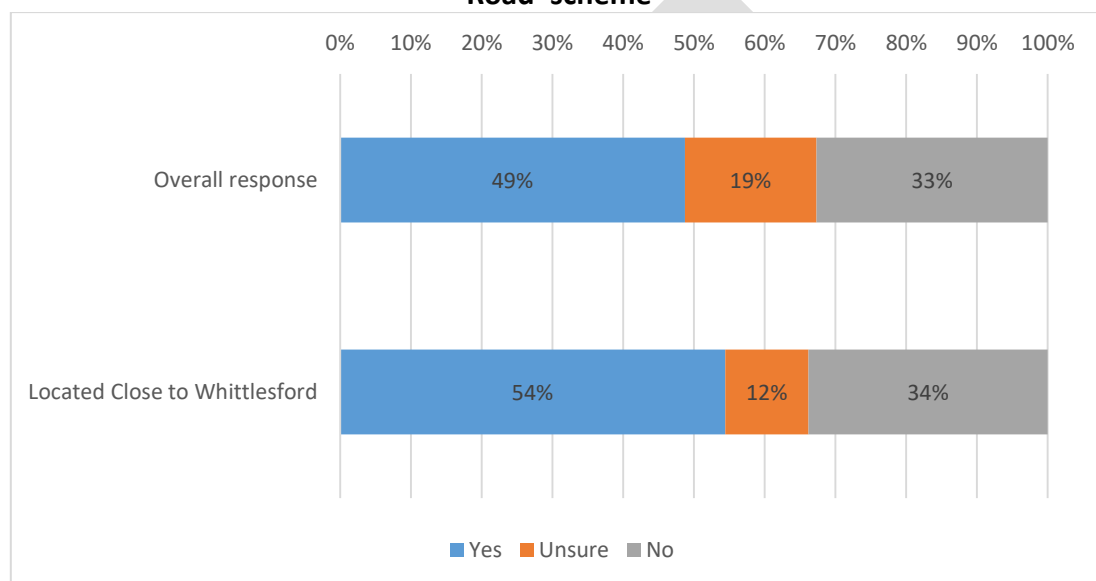


- More respondents who were located 'Close to Whittlesford' agreed with the level of priority for the 'Public realm enhancements on Station Road West' scheme than the overall response (52%)

Differences in agreement for the 'Signalised crossing on the A505 at Moorfield Road' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the 'Signalised crossing on the A505 at Moorfield Road' scheme by respondents who indicated they were located 'Close to Whittlesford'. Noticeable differences, when compared with the overall response, are depicted in figure 19.

Figure 19: Difference in agreement for the 'Signalised crossing on the A505 at Moorfield Road' scheme

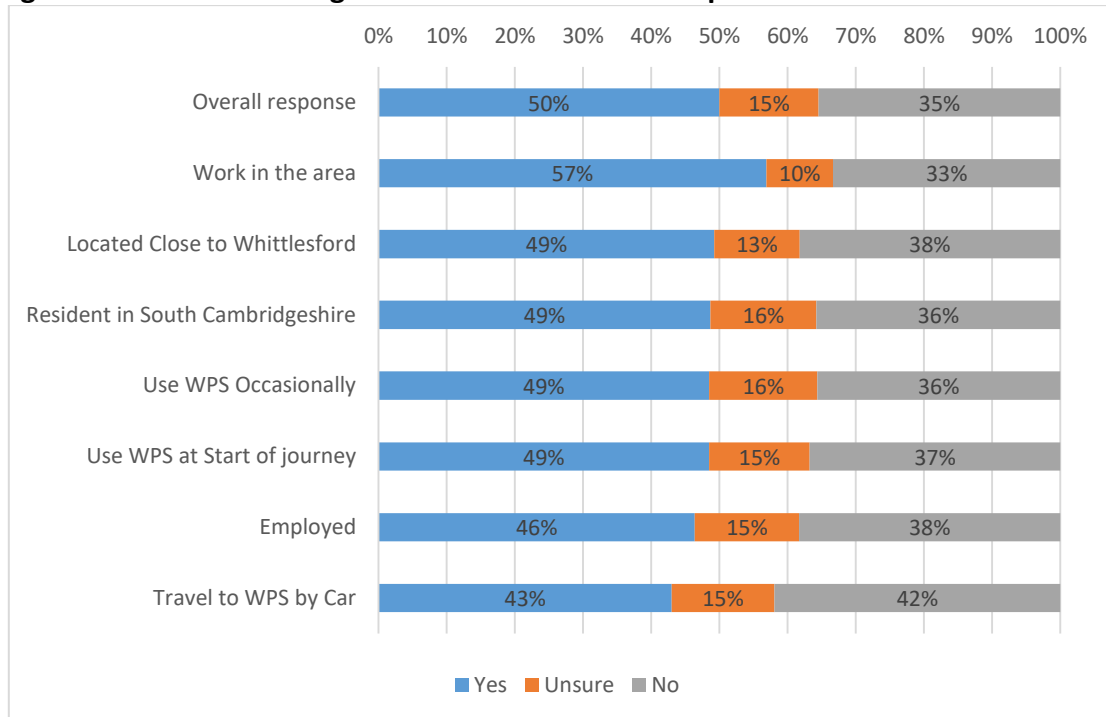


- More respondents who were located 'Close to Whittlesford' agreed with the level of priority for the 'Signalised crossing on the A505 at Moorfield Road' scheme than the overall response (54%)

Differences in agreement for the 'Reduced speed limit on the A505' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the 'Reduced speed limit on the A505' scheme by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 20.

Figure 20: Difference in agreement for the 'Reduced speed limit on the A505' scheme

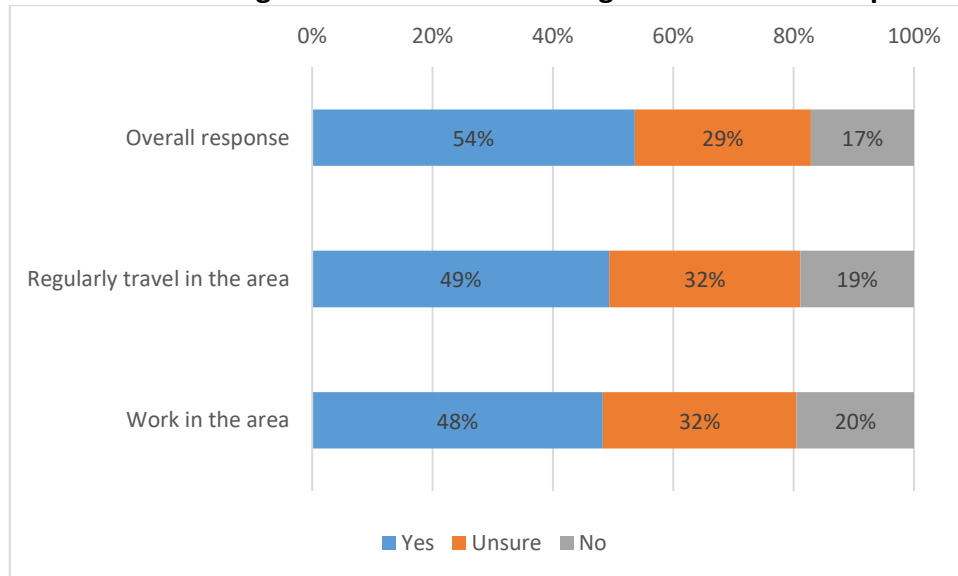


- More respondents who indicated they 'work in the area' agreed with the level of priority for the 'Reduced speed limit on the A505' scheme than the overall response (57%)
- Fewer respondents agreed with level of priority for this scheme than the overall response when they:
 - Were located 'Close to Whittlesford' (49%)
 - Were a 'resident in South Cambridgeshire' (49%)
 - Indicated they use Whittlesford Parkway station 'occasionally' (49%)
 - Indicated they use Whittlesford Parkway station at the 'start of their journey' (49%)
 - Were 'employed' (46%)
 - Indicated they travel to Whittlesford Parkway station by 'car' (43%)

Differences in agreement for the 'Reconfiguration of 'side car park'' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the 'Reconfiguration of 'side car park'' scheme by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 21.

Figure 21: Difference in agreement for the ‘Reconfiguration of ‘side car park’’ scheme



- Fewer respondents agreed with the level of priority for the ‘Reconfiguration of ‘side car park’’ scheme than the overall response when they indicated they ‘regularly travel in the area’ (49%) or ‘work in the area’ (48%)

Longer term priority

The majority of respondents agreed with the level of priority given for the following ‘longer term priority’ schemes:

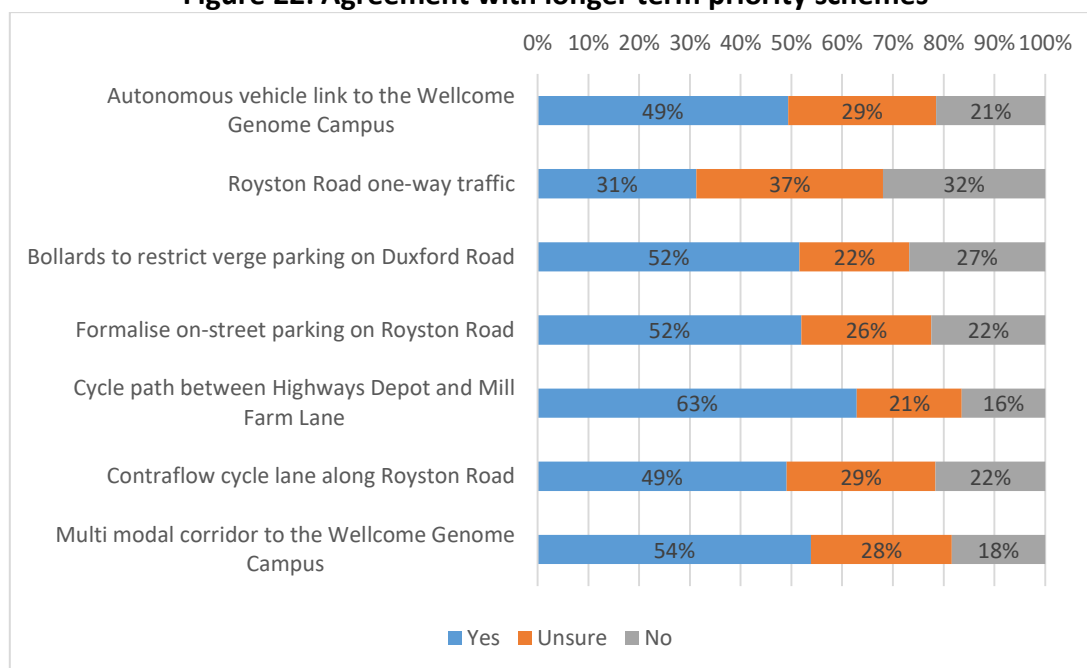
- Cycle path between Highways Depot and Mill Farm Lane (63%)
- Multi modal corridor to the Wellcome Genome Campus (54%)
- Bollards to restrict verge parking on Duxford Road (52%)
- Formalise on-street parking on Royston Road (52%)

Respondents were less clear on their agreement with the level of priority given for the following ‘longer term priority’ schemes:

- 49% agreed with the level of priority given to ‘Autonomous vehicle link to the Wellcome Genome Campus’ and 50% disagreed (21%) or were unsure (29%)
- 49% agreed with the level of priority given to ‘Contraflow cycle lane along Royston Road’ and 51% disagreed (22%) or were unsure (29%)

69% of respondents disagreed (32%) or were unsure (37%) about the level of priority given to ‘Royston Road one-way traffic’. Over a quarter (31%) agreed with this scheme’s priority

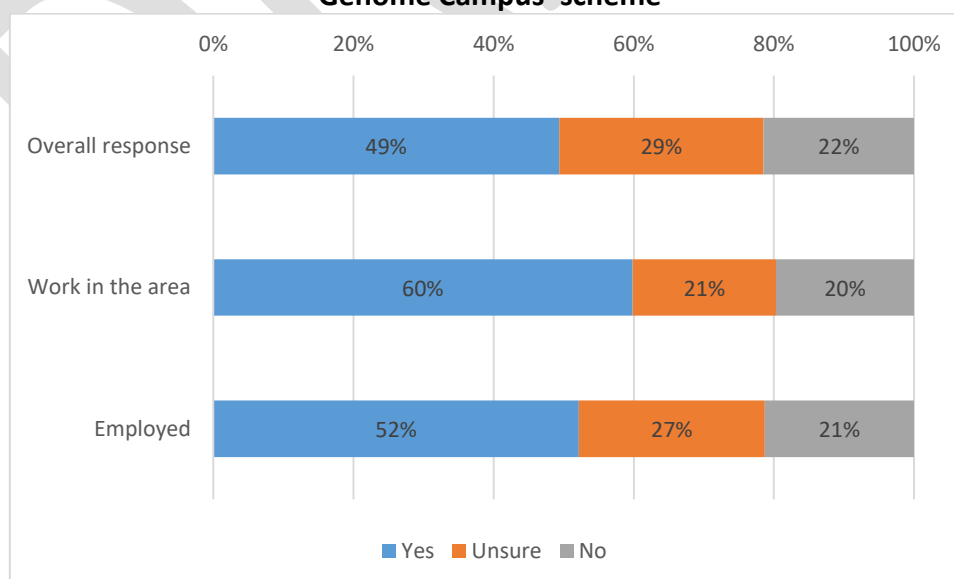
Figure 22: Agreement with longer term priority schemes



Differences in agreement for the 'Autonomous vehicle link to the Wellcome Genome Campus' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the 'Autonomous vehicle link to the Wellcome Genome Campus' scheme by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 23.

Figure 23: Difference in agreement for the 'Autonomous vehicle link to the Wellcome Genome Campus' scheme

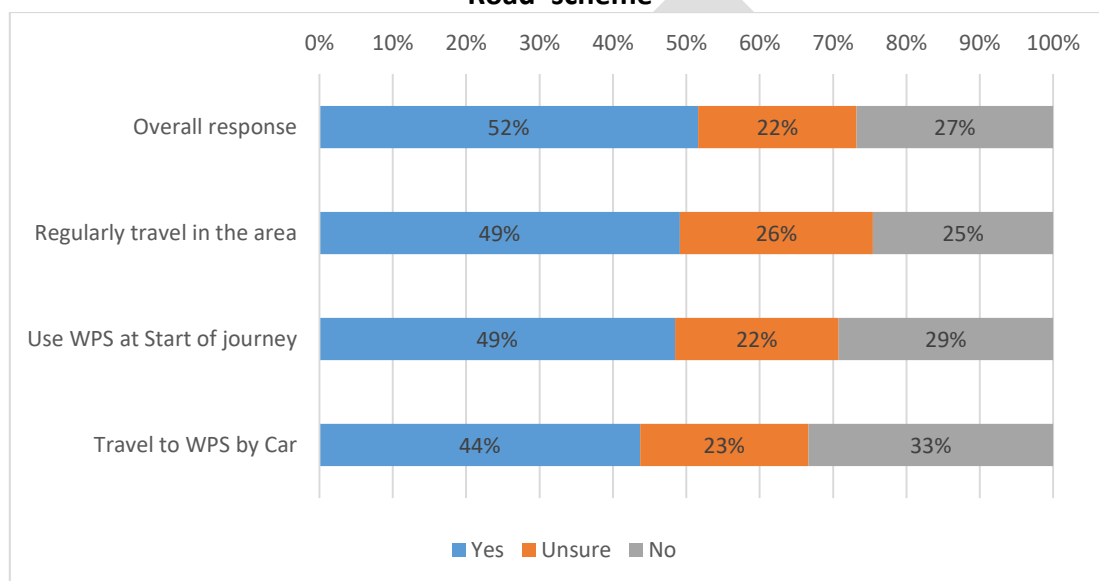


- More respondents agreed with the level of priority for the 'Autonomous vehicle link to the Wellcome Genome Campus' scheme than the overall response when they indicated they 'work in the area' (60%) or were 'employed' (52%)

Differences in agreement for the 'Bollards to restrict verge parking on Duxford Road' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the 'Bollards to restrict verge parking on Duxford Road' scheme by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 24.

Figure 24: Difference in agreement for the 'Bollards to restrict verge parking on Duxford Road' scheme

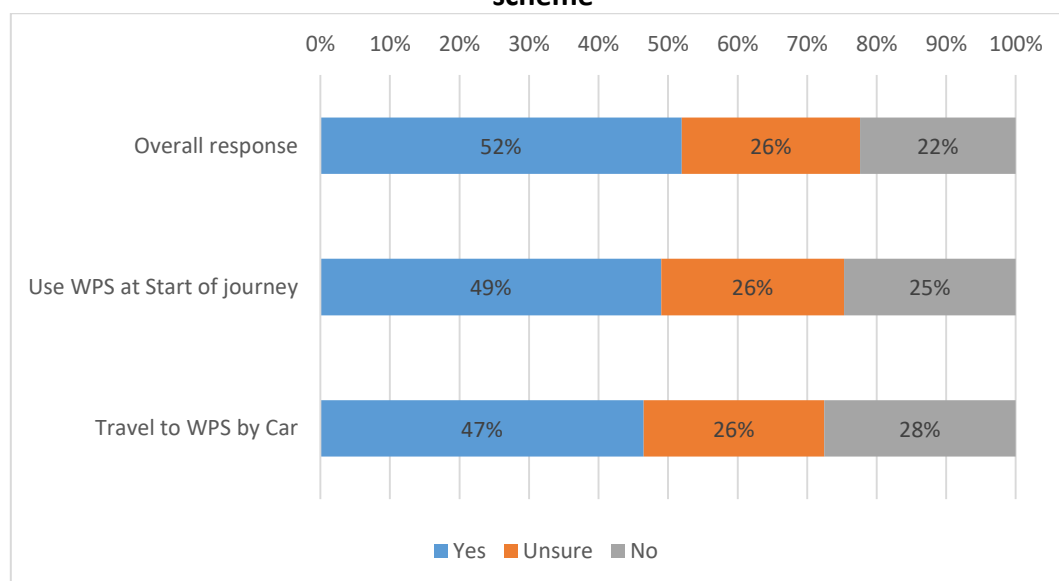


- Fewer respondents agreed with the level of priority for the 'Bollards to restrict verge parking on Duxford Road' scheme than the overall response when they indicated they 'regularly travel in the area' (49%), use Whittlesford Parkway station at the 'start of their journey' (49%), or they travel to Whittlesford Parkway station by 'car' (44%)

Differences in agreement for the 'Formalise on-street parking on Royston Road' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the 'Formalise on-street parking on Royston Road' scheme by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 25.

Figure 25: Difference in agreement for the 'Formalise on-street parking on Royston Road' scheme

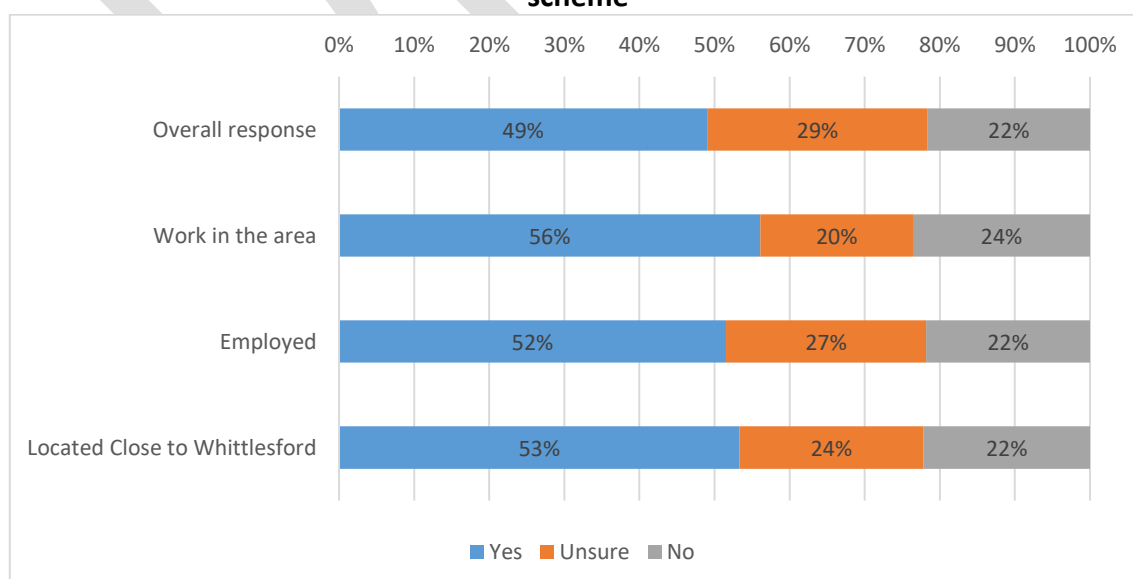


- Fewer respondents agreed with the level of priority for the 'Formalise on-street parking on Royston Road' scheme than the overall response when they indicated they use Whittlesford Parkway station at the 'start of their journey' (49%) or travel to Whittlesford Parkway station by 'car' (47%)

Differences in agreement for the 'Contraflow cycle lane along Royston Road' scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the 'Contraflow cycle lane along Royston Road' scheme by a number of different groups. Noticeable differences, when compared with the overall response, are depicted in figure 26.

Figure 26: Difference in agreement for the 'Contraflow cycle lane along Royston Road' scheme

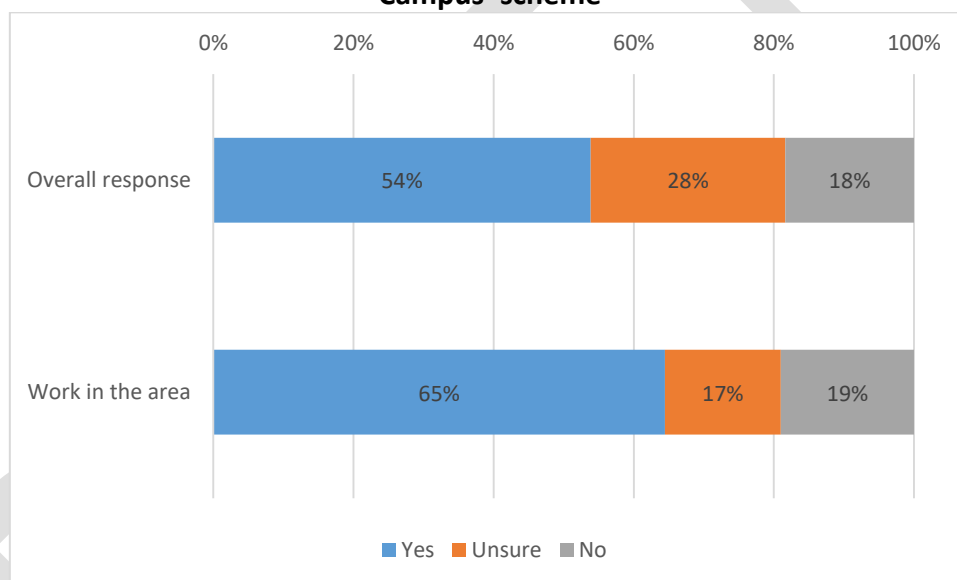


- More respondents agreed with the level of priority for the ‘Contraflow cycle lane along Royston Road’ scheme than the overall response when they indicated they ‘work in the area’ (56%), were located ‘Close to Whittlesford’ (53%), or were ‘employed’ (52%)

Differences in agreement for the ‘Multi modal corridor to the Wellcome Genome Campus’ scheme

Cross-tabulation of the data showed significant differences in agreement with the level of priority for the ‘Multi modal corridor to the Wellcome Genome Campus’ scheme by those who indicated they ‘work in the area’. Noticeable differences, when compared with the overall response, are depicted in figure 27.

Figure 27: Difference in agreement for the ‘Multi modal corridor to the Wellcome Genome Campus’ scheme



- More respondents who indicated they ‘work in the area’ agreed with the level of priority for the ‘Multi modal corridor to the Wellcome Genome Campus’ scheme than the overall response (65%)

Question 8: Please use the space below if you would like to provide further comment on the proposed priorities

184 respondents left comments on question 8, which asked if they had any further comments on the proposed priorities.

Summary of major themes

Comment theme	Respondent comments
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Cycling improvements	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the priorities for cycling improvements needed to be higher <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the safety of crossing the A505 as a cyclist <ul style="list-style-type: none"> ▪ Some of these respondents felt that the signalisation of the A505/A1301 roundabout, the A505/Moorfield Road junction, and a signalised crossing on the A505 at Moorfield Road would improve safety for cyclists and felt these should be a high priority ▪ Some of these respondents felt that other improvements such as a bridge or underpass would be more suitable ▪ A few of these respondents felt that an off-road path to Sawston was needed to allow cyclists to avoid the A505 entirely ○ Some of these respondents felt that improvements for personal vehicles, particularly the expansion to car parking at Whittlesford Parkway station, should be given lower priority than cycling improvements ○ Some of these respondents felt that a cycle path/foot path from Duxford to the proposed shared use paths along the A505 should be included in these proposals ○ Some of these respondents felt that the cycle path between Highways Depot and Mill Farm Lane should be a high priority ○ A few of these respondents felt that cycle parking at the station was needed as a high priority
A505/Moorfield Road junction	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that any signalisation at the A505/Moorfield Road junction would impede traffic flow and cause increased congestion <ul style="list-style-type: none"> ○ Some of these respondents felt that a roundabout or banning right hand turns onto Moorfield Road from Whittlesford would be more beneficial ○ A few of these respondents felt that traffic signals would be more beneficial if they only operated part time • Some of the respondents who discussed this theme felt that the signalised crossing at the A505/Moorfield Road junction should be a higher priority as this was felt to be an unsafe area for cyclists and pedestrians
Pedestrian improvements	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that the priorities for pedestrian improvements needed to be higher <ul style="list-style-type: none"> ○ Some of these respondents felt that improvements to the footways on Station Road East and Station Road West needed to be higher priority as these

	<p>paths were felt to be in poor condition and have issues with limited visibility</p> <ul style="list-style-type: none"> ○ Some of these respondents felt that a cycle path/foot path from Duxford to the proposed shared use paths along the A505 should be included in these proposals ○ Some of these respondents were concerned about the safety of crossing the A505 as a pedestrian <ul style="list-style-type: none"> ▪ Some of these respondents felt that the signalisation of the A505/A1301 roundabout, the A505/Moorfield Road junction, and a signalised crossing on the A505 at Moorfield Road would improve safety for pedestrians and felt these should be a high priority ▪ Some of these respondents felt that other improvements such as a bridge or underpass would be more suitable ▪ A few of these respondents felt that an off-road path to Sawston was needed to allow pedestrians to avoid the A505 entirely
Signalising the A505 / A1301 McDonalds roundabout	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme were concerned about adding traffic signals to the A505/A1301 McDonalds roundabout, feeling it would add to congestion in the area and further up the roads connecting to the roundabout • Some of the respondents who discussed this theme felt that the signalisation of this roundabout would be beneficial to pedestrians and cyclists who needed to cross the road at this location
Public transport improvements	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that there needed to be further improvements to public transport access and routes at Whittlesford Parkway station, with the public transport improvements within the proposals given a high priority <ul style="list-style-type: none"> ○ Some of these respondents discussed the need for more bus services connecting the station to villages in the area, as current provision was too limited in route and times for commuters and other travellers to use ○ A few of these respondents felt that more rail services needed to run from Whittlesford Parkway station • A few of the respondents who discussed this theme felt that schemes aimed at bus based public transport improvements, such as the bus turning circle, were not necessary as the station was not served well enough by the bus services

Redevelopment of the station car park	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that increasing the number of parking spaces was being done at the expense of improving walking, cycling, and public transport access and routes and was not working towards reducing the use of personal vehicles • Some of the respondents who discussed this theme felt that increasing the number of car parking spaces was a high priority <ul style="list-style-type: none"> ○ Some of these respondents felt that the size of car parking spaces needed to be improved, as they were felt to be too small for most vehicles without risking damage ○ Some of these respondents were concerned that, with the restrictions to on-street parking, the overall number of car parking spaces in the area would be reduced • Some of the respondents who discussed this theme felt that more cycle parking needed to be provided and for this parking to be suitable for all types of cycle • A few of the respondents who discussed this theme felt that electric vehicle charging points needed to be included • A few of the respondents who discussed this theme felt that the cost of parking needed to be reduced or made free to encourage modal shift
Lift and new footbridge scheme	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they supported this scheme and its priority, feeling the lift particularly was needed to improve accessibility for those with disabilities and younger/older residents <ul style="list-style-type: none"> ○ Some of these respondents felt that the footbridge needed to be accessible for cycles ○ A few of these respondents felt that the lift needed to be large enough to accommodate cycles • A few of the respondents who discussed this theme felt that, although a lift/footbridge was needed, alternative provision was needed for cyclists trying to go from one side of the track to the other
Station facilities	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that station facilities (particularly the integrated ticketing, toilets, drop off facilities, and bus waiting facilities) should be a high priority as they could be implemented quickly and cheaply while making significant improvements to user experience at Whittlesford Parkway station • A few of the respondents who discussed this theme felt that station facilities were already suitable, so improvements were not essential

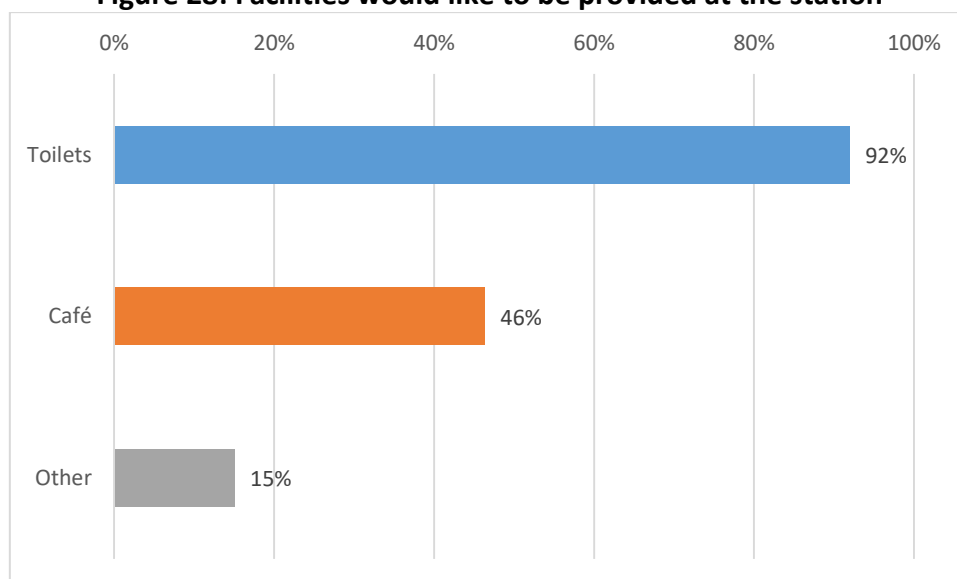
Impact on local residents/business	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the proposals' impact on local residents and businesses <ul style="list-style-type: none"> ○ Some of these respondents felt the pedestrianisation of Station Road East would limit residents' access to homes and negatively impact businesses in the area ○ Some of these respondents felt the signalisation schemes would increase congestion, causing issues for residents living along or near to these areas ○ A few of these respondents were concerned about the on-street parking restrictions, feeling this would impact on residents' parking. These respondents felt that enforcement of current restrictions would be more effective ○ A few of these respondents felt making Royston Road one-way would negatively impact residents there while not effectively improving access to the station
Issues with consultation survey	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that question 7, 'Do you agree with the level of priority given to each scheme?', was limiting respondents' ability to elaborate on their choice. These respondents felt they needed to be able to show whether they felt each scheme should have a higher/lower priority or whether they disagreed with the scheme. Some of these respondents indicated they had selected 'no' when they disagreed with the level of priority given for a scheme, some indicated they had selected 'unsure'

Question 9: What facilities would you like to see provided at the station?

307 respondents answered the question on what facilities they would like to see provided at the station. Respondents could select multiple answers to this question. The majority of respondents indicated they would like to see 'toilets' (92%) and under half indicated they would like to see a 'café' (46%).

Respondents were able to leave a comment to elaborate on what 'Other' improvements they felt were needed. 48 respondents left comments. Suggestions included: Amazon lockers; more car parking and improvements to the car parking; electric vehicle charging points; cycle parking; more and better maintained ticket machines; undercover waiting area and more seating; information boards, including live travel information; increased numbers of staff; shop; cycle hire facilities; lifts; cycle ramp for the footbridge; improvements to public transport serving the station, both bus and train services.

Figure 28: Facilities would like to be provided at the station



Question 10: What level of importance do you give to the following ways of getting to and from Whittlesford Parkway station? Please rank in order from 1 being the most important to 7 being least important:

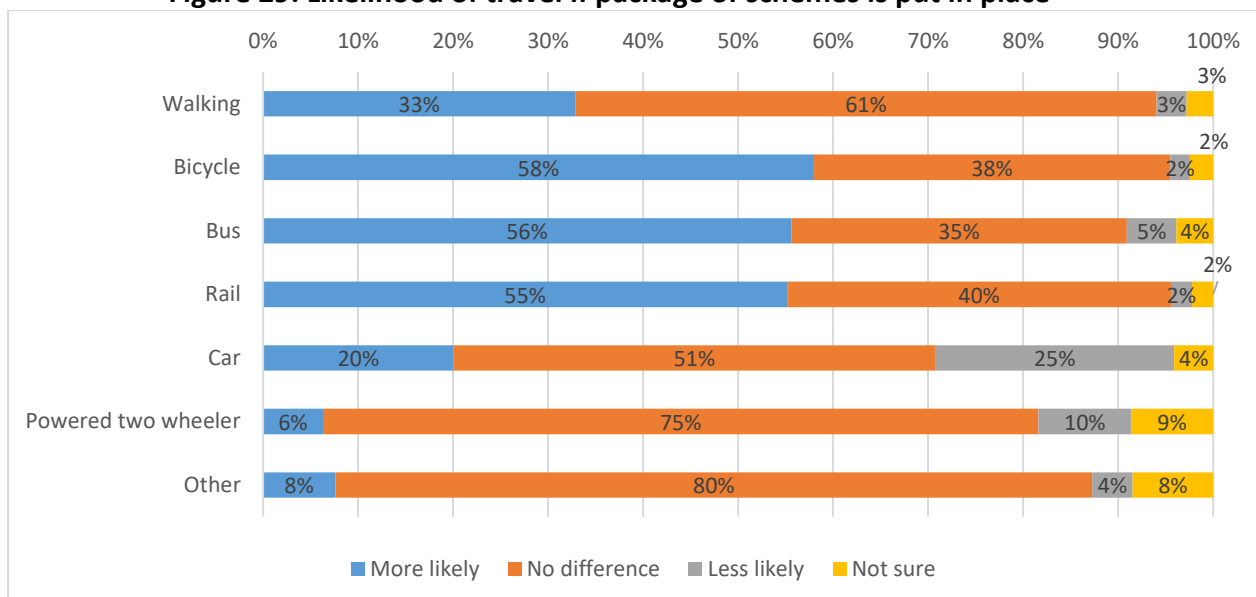
Due to a printing error within the survey materials, this question has been left out of the analysis owing to the impact on the validity of the results and therefore the ability to analyse accurately. A summary of the results can be found in the appendices and the full survey results will be published by GCP.

Question 11: If this package of schemes is put in place, would it make you more likely to travel by the following?

315 respondents answered the question on whether the package of schemes would make them more likely to travel by seven different modes of travel. Respondents could indicate if these options were 'N/A'. These responses have been removed to calculate the following percentages. The 'N/A' figures will be included within the appendices of the main report.

- The majority of respondents indicated they would be 'more likely' to travel by 'bicycle' (58%), 'bus' (56%), and 'rail' (55%).
- The majority of respondents indicated the package of schemes would make 'no difference' to their travel by 'other' modes of travel (80%), 'powered two wheeler' (75%), 'walking' (61%), and 'car' (51%)

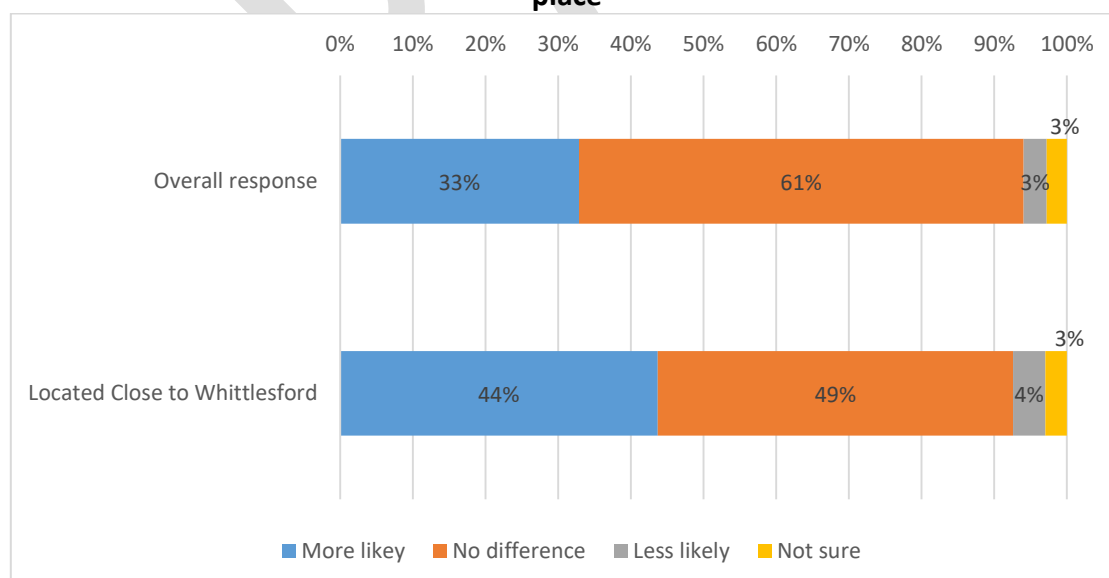
Figure 29: Likelihood of travel if package of schemes is put in place



Differences in likelihood of travel by 'walking' if package of schemes is put in place

Cross-tabulation of the data showed significant differences in the likelihood of travel by 'walking' if the package of schemes is put in place by respondents who were located 'Close to Whittlesford'. Noticeable differences, when compared with the overall response, are depicted in figure 30.

Figure 30: Difference in likelihood of travel by 'walking' if package of schemes is put in place

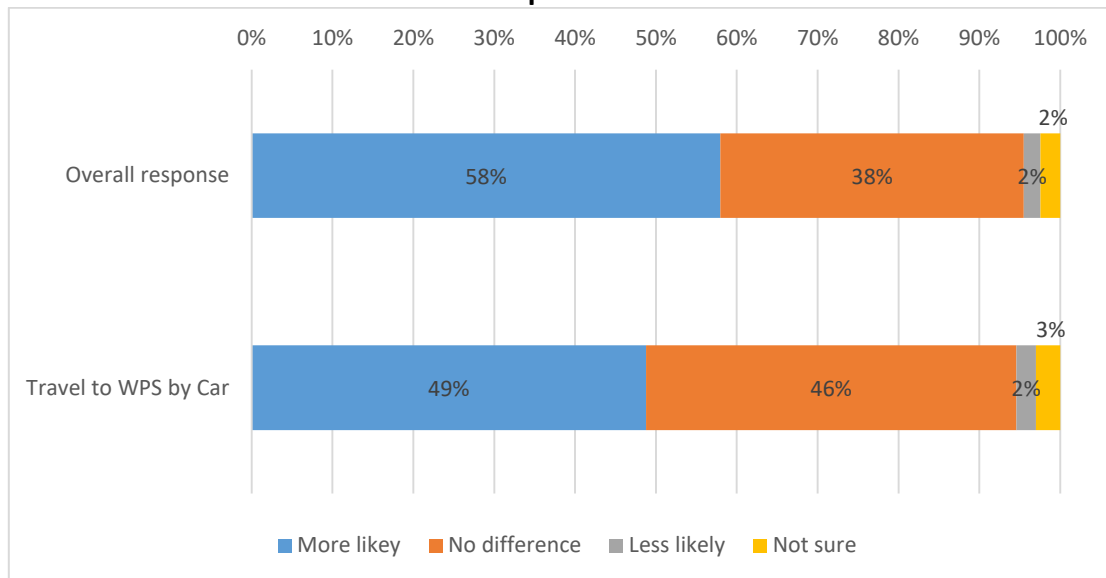


- Fewer respondents who were located 'Close to Whittlesford' indicated the package of schemes would make 'no difference' to their likelihood of travelling by walking (49%) than the overall response. More of these respondents felt they would be 'more likely' to travel by walking (44%)

Differences in likelihood of travel by 'bicycle' if package of schemes is put in place

Cross-tabulation of the data showed significant differences in the likelihood of travel by 'bicycle' if the package of schemes is put in place by respondents who indicated they usually travel to Whittlesford Parkway station by 'car'. Noticeable differences, when compared with the overall response, are depicted in figure 31.

Figure 31: Difference in likelihood of travel by 'bicycle' if package of schemes is put in place



- Fewer respondents who indicated they travel to Whittlesford Parkway station by 'car' indicated the package of schemes would make them 'more likely' to travel by 'bicycle' (49%) than the overall response

Question 12: 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.

56 respondents left comments on question 12, which asked if they had any comments on whether the proposals would positively or negatively affect or impact any person/s or group/s with protected characteristics under the Equality Act 2010.

Comment theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt the new lift and footbridge scheme would be beneficial to those with disabilities, as it would improve station accessibility • Some of the respondents who discussed this theme queried how the station improvements would assist those with disabilities

	<ul style="list-style-type: none"> ○ Some of these respondents felt that the station was currently difficult for those with disabilities to access, particularly the platforms, ticket machines, and the trains themselves • A few of the respondents who discussed this theme felt that improvements to the footpaths and cycle paths were important for those with disabilities, and that the improvements needed to consider disabled users within their designs
Age	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the new lift and footbridge scheme would be beneficial to those with disabilities, as it would improve station accessibility • A few of the respondents who discussed this theme queried how the station improvements would assist those with disabilities as they felt that the station was currently difficult for those with disabilities to access, particularly the platforms, ticket machines, and the trains themselves

Question 13: We welcome your views. If you have any further comments on the project or particular schemes, please add these in the space available below.

122 respondents left comments on question 13, which asked if they had any further comments on the project or particular schemes.

Comment theme	Respondent comments
Public transport improvements	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that more improvements were needed for the bus services to Whittlesford Parkway station and surrounding areas, particularly around the frequency of buses and number of routes served. These respondents felt residents were currently underserved by the bus services, leaving them with no other choice to travel than with a personal vehicle • Some of the respondents who discussed this theme felt that train services needed increasing and improving from Whittlesford Parkway station • A few of the respondents who discussed this theme felt that the bus turning circle scheme was not worth developing due to the low frequency of bus services to the station
Cycling improvements	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that improvements to cycling routes should be a high priority, as the station was currently difficult and unsafe to access by cycle from surrounding areas

	<ul style="list-style-type: none"> ○ Some of these respondents indicated the schemes improving cycling along the A505 were the most important ○ Some of these respondents felt the crossing points along the A505, Moorfield Road, and the A1301 roundabout were the most important ○ A few of these respondents felt that a bridge or underpass would be a safer alternative than signalised crossings, which would also have less of an effect on traffic flow • A few of the respondents who discussed this theme felt that more cycle parking was needed at Whittlesford Parkway station • A few of the respondents who discussed this theme felt that a bridge over the railway line for those travelling from east to west should be explored to improve cycle route connectivity
Pedestrian improvements	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that improvements to cycling routes should be a high priority, as the station was currently difficult and unsafe to access by cycle from surrounding areas <ul style="list-style-type: none"> ○ Some of these respondents indicated the schemes improving cycling along the A505 were the most important ○ Some of these respondents felt the crossing points along the A505, Moorfield Road, and the A1301 roundabout were the most important ○ A few of these respondents felt that a bridge or underpass would be a safer alternative than signalised crossings, which would also have less of an effect on traffic flow • Some of the respondents who discussed this theme indicated they were opposed to the pedestrianisation of Station Road East as they were concerned about the impact it would have on local residents and businesses • Some of the respondents who discussed this theme felt that a bridge over the railway line for those travelling from east to west should be explored to improve cycle route connectivity
Redevelopment of the station car park	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated they supported the scheme to redevelop the station car park <ul style="list-style-type: none"> ○ Some of these respondents were concerned about the cost of parking, feeling it was already prohibitive ○ Some of these respondents felt that the planned increase in spaces was too small when considering

	<p>the planned growth in housing/employment in the area and the restrictions to on-street parking</p> <ul style="list-style-type: none"> ○ Some of these respondents felt the size of the parking spaces needed to be increased, as they were currently too small to fit many personal vehicles in without risking damage • Some of the respondents who discussed this theme indicated they opposed the scheme to redevelop the station car park, as they felt it would encourage more personal vehicle use and that the funding should be spent on improving public/active transport
Impact on local residents and businesses	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the proposals having a negative impact on local residents and businesses <ul style="list-style-type: none"> ○ Some of these respondents felt the proposals would increase traffic and congestion in the area due to the improvements to personal vehicle access ○ Some of these respondents were concerned about the pedestrianisation of Station Road East, the restrictions to on-street parking, and the bollards on Duxford Road. These respondents were concerned they would lose access to property and places to park
Issues with consultation survey	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that question 7, 'Do you agree with the level of priority given to each scheme?', was limiting respondents' ability to elaborate on their choice. These respondents felt they needed to be able to show whether they felt each scheme should have a higher/lower priority or whether they disagreed with the scheme. • Some of the respondents who discussed this theme queried what the intended difference between the 'bicycle' and 'cycling' choices for question 10: 'What level of importance do you give to the following ways of getting to and from Whittlesford Parkway station?' was (Please note, this was due to a printing error and only the 'cycling' option should have been listed)

Stakeholders responses

Background

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

Cambridge Network
CambridgePPF
Cllr Peter Lord
Cllr Peter Topping
FROG IT Services Ltd
Howard Group
ICE East of England
Little Abington Parish Council
MobiHub Ltd

Network Rail
Railfuture East Anglia
SAWRUG
Smarter Cambridge Transport
SmithsonHill
South Cambs District Council
Whittlesford Parish Council
Xenia Leisure Group

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

Summary of major themes

Comment theme	Stakeholder comments
Public transport improvements	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt that bus services to Whittlesford Parkway station and nearby areas needed to be increased to reduce the need for personal vehicle use <ul style="list-style-type: none"> A few of these stakeholders discussed the need for the public transport schemes to be a higher priority
Impact on local residents and businesses	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned about the potential impacts on local residents and business <ul style="list-style-type: none"> Some of these stakeholders were particularly concerned with access arrangements following the pedestrianisation of Station Road East
Redevelopment of the station car park	<ul style="list-style-type: none"> Most of the stakeholders who discussed this theme felt the number of proposed car parking spaces was too small when considering growth in the area, the use of Whittlesford Parkway station as a commuter hub, and the restrictions around on-street parking nearby <ul style="list-style-type: none"> A few of these stakeholders felt that the new car parking site should be located at the Highways Depot site

	<ul style="list-style-type: none"> • A few of the stakeholders who discussed this theme felt that the redevelopment of the station car park was being done at the expense of further improvements to public/active transport and were concerned it would encourage greater personal vehicle usage
Development of the A505	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme were concerned about the schemes involving the A505 and their potential negative impact on congestion. These stakeholders felt that traffic modelling needed to be conducted before advancing these schemes <ul style="list-style-type: none"> ○ A few of these stakeholders felt that M11 junction 9 connecting to the A11 needed expanding to manage increased levels of traffic
Cycling improvements	<ul style="list-style-type: none"> • Stakeholders who discussed this theme felt that improvements to cycling routes connecting to Whittlesford Parkway station needed to be improved <ul style="list-style-type: none"> ○ Some of these stakeholders discussed the need for an increased number of cycle parking spaces
Lift and new footbridge scheme	<ul style="list-style-type: none"> • Stakeholders who discussed this theme indicated they supported the development of a lift between platforms at Whittlesford Parkway station, as they felt it would improve accessibility particularly for those with disabilities and younger/older users

Email, social media, Consult Cambs Forum and consultation event responses

55 responses were received regarding the consultation through email; social media platforms such as Facebook and Twitter; the 'Forum' tool on Consult Cambs; and letters. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

Comment theme	Respondent comments
A505	<ul style="list-style-type: none"> • Respondents who discussed this theme had concerns about the proposals' impact on congestion on the A505, particularly in regards to the signalisation of junctions/crossings, feeling they would have a negative impact without the A505 itself being further developed
Redevelopment of the station car park scheme	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the number of car parking spaces proposed would not be enough to accommodate expected growth in the area or to make Whittlesford Parkway station suitable as a transport hub • A few of the respondents who discussed this theme felt that car parking should be developed on the Highways Depot site instead of expanding the current car park, as they felt it could accommodate more spaces and have less of an impact during construction • A few of the respondents who discussed this theme felt that the costs of the car park needed to be reduced in order to encourage usage
Impact on local residents	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the schemes involving Station Road East, particularly the pedestrianisation, negative impact on local residents' ability to access properties and park vehicles
Growth	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned the proposals had not taken the increasing in housing into consideration within their design <ul style="list-style-type: none"> ○ Some of these respondents discussed the development of housing on Moorfield Road