Cambridgeshire
County Council

Cycling Plus Consultation:
Summary Report of Consultation Findings

V1

September 2021

‘Cambridgeshire Research Group’ is the brand name for Cambridgeshire County Council’s Research function based within the Business Intelligence Service. As well as supporting the County Council we take on a range of work commissioned by other public sector bodies both within Cambridgeshire and beyond.

All the output of the team and that of our partners is published on our dedicated website www.cambridgeshireinsight.org.uk

For more information about the team phone 01223 715300

Document Details	
Title:	Cycling Plus Consultation: Summary Report of Consultation Findings
Date Created:	21/09/21
Description:	
Produced by:	Cambridgeshire County Council Business Intelligence Service
On behalf of:	Greater Cambridgeshire Partnership
Geographic Coverage:	Cambridgeshire
Format:	PDF
Key Contact	Aaron.Rowinski@Cambridgeshire.gov.uk
Status:	V1
Usage Statement:	This product is the property of the Research and Performance Team, Cambridgeshire County Council. If you wish to reproduce this document either in whole, or in part, please acknowledge the source and the author(s).
Disclaimer:	Cambridgeshire County Council, while believing the information in this publication to be correct, does not guarantee its accuracy nor does the County Council accept any liability for any direct or indirect loss or damage or other consequences, however arising from the use of such information supplied.

Contents

Executive Summary

Between 05 July and 16 August 2021 the Greater Cambridge Partnership (GCP) held a consultation on active travel around Cambridge. Coverage included whether and how often people use active travel to get into and around Cambridge, and what the barriers are that might discourage people from using active travel methods. It also covered people's priorities for active travel investment, including the 13 possible corridors identified in the Active Travel Opportunities report, alongside any other possible routes.
The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 6) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.

- The majority of respondents felt that 8 of the 9 priorities were either 'very important' or 'somewhat important'
    - 'Improving junctions'
    - 'Creating a joined-up network'
    - 'Improving the most used routes'
    - 'Providing safe routes to and from the large employment sites'
    - 'Providing safe routes for travel to and from schools'
    - 'Improving routes with the greatest potential for segregation of cyclists from traffic'
    - 'Creating low traffic neighbourhoods'
    - 'Improving areas with lower levels of cycling currently'
- Just under a fifth of respondents indicated 'finding schemes that are quickest to deliver' are 'very important' or 'somewhat important'

- Of the 13 travel corridors:
    - 'Hills Rd Regent St' was selected by over two fifths of respondents
    - 'Cherry Hinton Rd' was selected by a third of respondents
    - 'City North South Lensfield Rd East Rd Elizabeth Way' was selected by over a quarter of respondents
    - 'A1134 East West Long Rd and Queen Ediths Way' was selected by over a quarter of respondents
    - 'North Cambridge Chesterton Rd and Chesterton High St' was selected by a quarter of respondents
    - 'Trumpington Rd' was selected by a quarter of respondents

- A great deal of detailed comments were received. From these it was clear that;

    - There were concerns about a lack of ongoing maintenance of active travel routes and that this was causing safety issues; concerns about the use of shared use paths which were felt to result in conflict between active travel modes; the need for more active travel routes around rural locations and to/from education/employment sites

- Responses were also received on behalf of a number of different groups or organisations. 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.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback. It was held primarily online via ConsultCambs and GCP social media channels and was supported by advertising in print media and press coverage. Hard copies of consultation materials were available on request.

Quantitative data was recorded through a formal consultation questionnaire (online) with 1,009 complete responses in total recorded. A significant amount of qualitative feedback was also gathered via the questionnaire and through social media/emails.

This report summarises the core 1009 online and 72 written responses to the consultation survey.

Key findings

Current active travel usage

Quantitative

- 988 respondents answered the question on the type of journey they make using active travel modes.
    - The majority of respondents indicated that 'leisure' (84%), 'social' (81%), 'exercise' (74%), and 'commuting to work' (70%) as the sort of journeys they make using active travel modes

- 965 respondents answered the question on how often they walk, 978 on how often they cycle, 710 on how often they scoot, 703 on how often they ride a horse, and 614 on 'other' modes of active travel.
    - Over half of the respondents walk on a 'daily' basis (54%). Over a quarter of the respondents walk '2-3 times a week' (28%)
    - Almost half of the respondents cycle 'daily' (48%), and almost a third '2-3 times per week' (30%)
    - Majority of the respondents 'never' ride horses (98%), scoot (89%), or use 'other' modes of active travel (80%)

- 973 respondents answered the question on how often they travel within their local area.
    - The majority of respondents travel within their local area 'daily' (71%), and a further 20% travel within their local area '2-3 times per week'
- 948 respondents answered the question on how often they travel to the city centre.

- o Over a quarter of the respondents indicated they travel to the city centre 'weekly' (28%), a quarter '2-3 times a week' (25%) and just over a fifth monthly (21%)
- 905 respondents answered the question on how often they travel across the city.
  - o One quarter of respondents indicated they travel across the city 'monthly' (25%), just under a quarter 'weekly' (23%) and just over a fifth '2-3 times a week' (22%)
- 896 respondents answered the question on how often they travel to their local high street/town centre.
  - o More than a third of the respondents indicated they travel to their local high street/town centre '2-3 times a week' (35%), just under a quarter 'weekly' (24%), and over a fifth 'daily' (22%)
- 878 respondents answered the question on how often they travel between villages.
  - o Just under two fifths of respondents indicated they 'never' travel between villages (39%) while a quarter indicated 'monthly' (25%) travel between villages
  - o Almost a third travel between villages either '2-3 times a week' (14%) or 'weekly' (16%)
- 897 respondents answered the question on how often they travel between the city and surrounding villages.
  - o Almost a third of respondents indicated that they travel between the city and surrounding villages either '2-3 times a week' (13%) or 'weekly' (19%)
  - o Under a third of the respondents indicated they 'never' travel between the city and surrounding villages (30%) and under a third indicated they travel between the city and surrounding villages 'monthly' (30%)
- 549 respondents answered the question on how often they travel to other places.
  - o The majority of respondents indicated they 'never' travel to any other places (64%)

- 894 respondents answered the question on conditions that would support them walking or using a mobility aid instead of making the journey by car.
  - o The majority of respondents indicated that 'safer routes' (67%) and 'less motorised traffic' (56%) would help them walk or use a mobility aid instead of a car

- 967 respondents answered the question on the conditions that would help them cycle more.
  - o The majority of respondents indicated that 'more segregation' (74%), 'safer junctions' (66%), and 'quieter routes' (56%) would help them cycle more

Individual elements of the proposed scheme

Quantitative

- 993 respondents answered the question on how important 9 different priorities for investment in active travel was for them.
  - The majority of respondents felt that 8 of the 9 priorities were either 'very important' or 'somewhat important'
    - 'Improving junctions' (91%)
    - 'Creating a joined-up network' (89%)
    - 'Improving the most used routes' (86%)
    - 'Providing safe routes to and from the large employment sites' (84%)
    - 'Providing safe routes for travel to and from schools' (82%)
    - 'Improving routes with the greatest potential for segregation of cyclists from traffic' (79%)
    - 'Creating low traffic neighbourhoods' (73%)
    - 'Improving areas with lower levels of cycling currently' (72%)
  - Just under two-fifths of respondents indicated 'finding schemes that are quickest to deliver' are 'very important' (11%) or 'somewhat important' (28%)
    - Over a third of the respondents indicated this priority is 'neither important nor unimportant' (36%)
    - Just under a quarter of respondents indicated this priority is 'somewhat unimportant' (15%) or 'not at all important' (9%)

- 898 respondents answered the question on which corridors would be most likely used for active travel if they were improved. The respondents could select up to three corridors.
  - 'Hills Rd Regent St' was selected by over two fifths of respondents (44%)
  - 'Cherry Hinton Rd' was selected by a third of respondents (33%)
  - 'City North South Lensfield Rd East Rd Elizabeth Way' was selected by over a quarter of respondents (28%)
  - 'A1134 East West Long Rd and Queen Ediths Way' was selected by over a quarter of respondents (27%)
  - 'North Cambridge Chesterton Rd and Chesterton High St' was selected by a quarter of respondents (25%)
  - 'Trumpington Rd' was selected by a quarter of respondents (25%)

Qualitative

- Question 8 asked respondents whether there were any other routes they felt were particularly important to consider now or in the future. 556 respondents answered this question. The main themes were:
  - Concerns about the general safety of active travel routes due to volumes of motorised traffic, lack of maintenance, conflict on shared use paths, and crossing points over major roads

- o Active travel routes that needed connecting to Cambridge, particularly education/employment sites and rural villages/towns
- o The need for more active travel routes to education and employment sites
- o The need for active travel improvements to Mill Road
- o Concerns about a lack of ongoing maintenance of roads/cycle paths/footpaths
- o The need for active travel improvements to Newmarket Road
- o The need for active travel routes connecting rural locations to each other and Cambridge
- o The need for improvements to active travel routes around and connecting to Addenbrookes
- o The need for cycle and footpaths to be widened
- o The need for active travel improvements to Coldhams Lane
- o The need for active travel improvements to Arbury Road
- o The need for active travel improvements to and around the Cambridge railway station
- o The need for active travel improvements to and around Waterbeach
- o The need for active travel improvements to Hills Road
- o The need for active travel improvements to and around Cottenham
- o The need for active travel improvements to the guided busway routes

Other

Qualitative

- 207 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:
    - o Discussion about the impacts and benefits the proposals could have on those with disabilities including: concerns about shared use paths, the need for wider foot and cycle paths, general safety improvements to active travel routes, concerns about the negative impact of Low Traffic Neighbourhoods and modal filters on those needing a car, the need for public transport improvements, and concerns about the potential loss of disabled parking spaces
    - o Discussion about the impacts of reduced access for motorised traffic and whether this would negatively impact on those needing a personal vehicle (due to disability, age, income, or pregnancy) or be beneficial due to lower overall levels of motorised traffic
    - o Discussion about the impacts and benefits of the proposals on younger/older travellers (similar to those discussed for those with disabilities)
    - o General comments that the proposals would have a positive impact
    - o That the proposals would have no impact
    - o That improvements to personal safety (lighting/CCTV/visibility) were needed for the benefit of female travellers

- 319 respondents left comments on the question asking if they had any further comments on the project or the proposed options. The main themes were:
  - Concerns about the safety of active travel routes due to a lack of ongoing maintenance, the need for improvements to junctions/crossings, a lack of safe routes to/from rural locations, the needed for clear segregation from motorised traffic, the need for enforcement of negative/illegal motorist behaviour, the use of shared spaces for active travellers, the increased usage of electric/motorised scooters/bikes, the need for funding cycling proficiency and training
  - Discussions about the need for reducing motorised traffic and concerns potential reductions in personal vehicle access would negatively impact those who couldn't walk or cycle
  - Concerns about the lack of ongoing maintenance to roads/footpaths/cycle paths
  - The need for segregated routes, both from motorised traffic and differing forms of active travel modes
  - Concerns about a lack of active travel routes, particularly to rural locations, the need for more/all of the option proposals, the need to connect up existing active travel routes, the need for new communities to have active travel routes built in, and the need for county wide active travel infrastructure
  - Concerns about the impacts on younger/older travellers and those with disabilities, including: the need for routes connecting to education sites in rural areas, the need for ongoing maintenance, the need for wider cycle/footpaths, the need for public transport improvements for those unable to walk/cycle

Introduction

Background

Between 5 July and 16 August 2021 the Greater Cambridge Partnership (GCP) held a public consultation on whether and how often people use active travel to get into and around Cambridge.

The consultation asked what the barriers are that might discourage people from using active travel methods as well as their priorities for active travel investment and the 13 possible corridors identified in the Active Travel Opportunities report. We also asked people to tell us about other possible routes.

The GCP Executive Board agreed to consult on 13 possible corridors identified in the Active Travel Opportunities report which was published in March 2021 as part of our Future Investment Strategy. The 13 corridors carry a significant amount of cycle traffic and could benefit from improvements as part of creating a joined up active travel network.

The GCP identified an indicative budget of £20million which could be used to fund schemes on two of three of the corridors.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Cycling Plus 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 individuals or organisations that are interested because they might be impacted by the proposals – either because the might use the routes or the live near to them. This included, but was not limited to, members of the public, elected representatives, businesses and campaign groups.

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 what sort of journeys they make using active travel modes, how often they use active travel modes, how often they used active travel modes to make specific journeys, what things would support them to walk/use mobility aids rather than a car, what would help them cycle more, how important 9 different priorities were to them, and which three of the 13 corridors would they most likely use for active travel) a six-page information document was produced and supplemented with additional information and was available online and in hard copy on request.

This information document explained the Greater Cambridge Partnership's strategy and the timescales to which it was working and discussed the reasons for the Cycling Plus consultation. This was supplemented online with maps showing the proposed routes for investment.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral and clear to understand, and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on 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 Cycling Plus 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' personal details, allowing measurement of the impact of the Cycling Plus scheme on various groups.

The main tool for gathering comments was an online survey. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore paper copies of the information document and survey were available on request. A telephone number for the Contact Centre was included in the materials and online so that people could speak to someone to give their responses if they preferred. 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 (sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions are 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, ethnicity, sex/gender, 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 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 limited number of cases - where a substantial response has been made (as opposed to someone just clicking through) - 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 answers) are then analysed using quantitative methods, and these are 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. Characteristics data was 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. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- Finally, the final report is produced to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

- A visual check of the raw data shows 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, 1000 individuals and 9 stakeholders responded to the consultation survey. These stakeholders were:

- Living Streets Cambridge
- A10 Corridor Cycling Campaign
- Milton Cycling Campaign, (working with Camcycle)
- County Councillor Histon & Impington
- District Councillor for Waterbeach and Milton (Paul Bearpark)
- Willingham Parish Councillor
- Cambridge City Councillor
- Parish Councillor
- District Councillor

Disability that influences travel decisions

968 respondents answered the question on whether they had a disability that influences travel decisions.

- **12% of respondents indicated they had a disability that influences travel decisions**
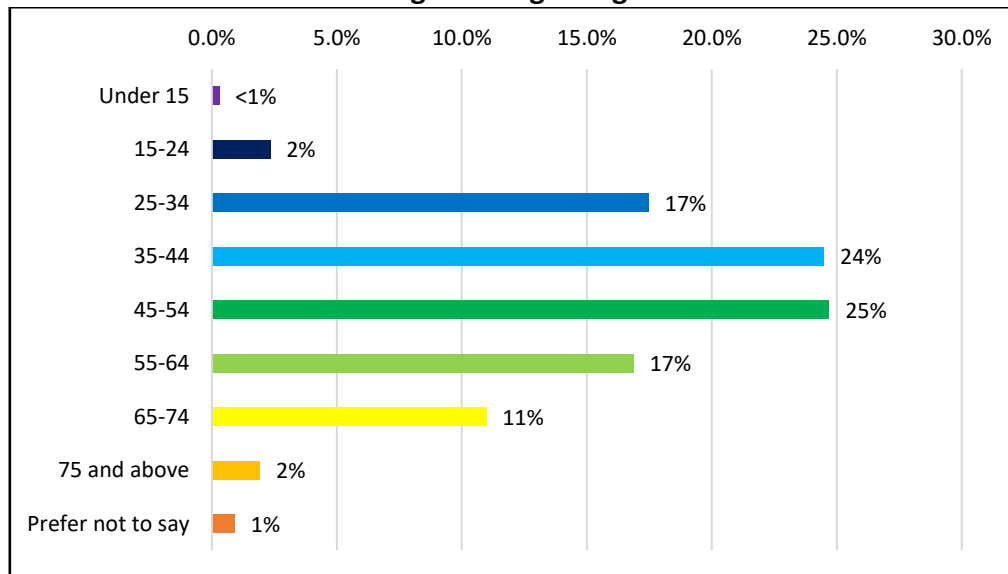
Figure 1: Disability
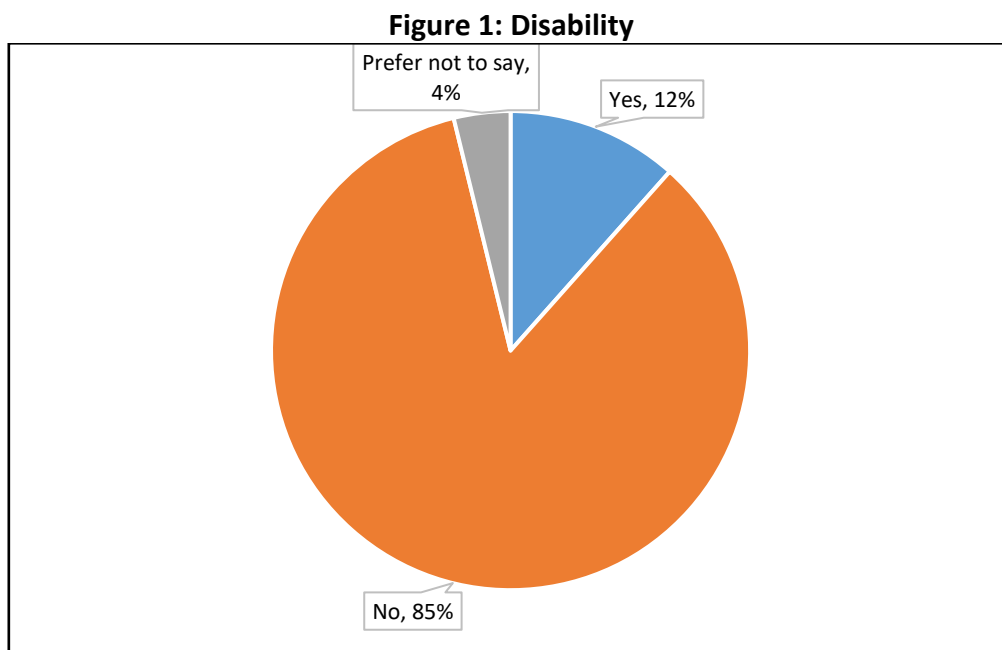
N.B. Figures in the graph may not add up to 100% due to rounding

Age range

984 respondents answered the question on their age range.

All ages from '25-34' to '65-74' years were well represented when compared to the general Cambridgeshire population, whilst the age group from '15-24' years (accounting for just 2% of responses) was under-represented compared to the general Cambridgeshire population.
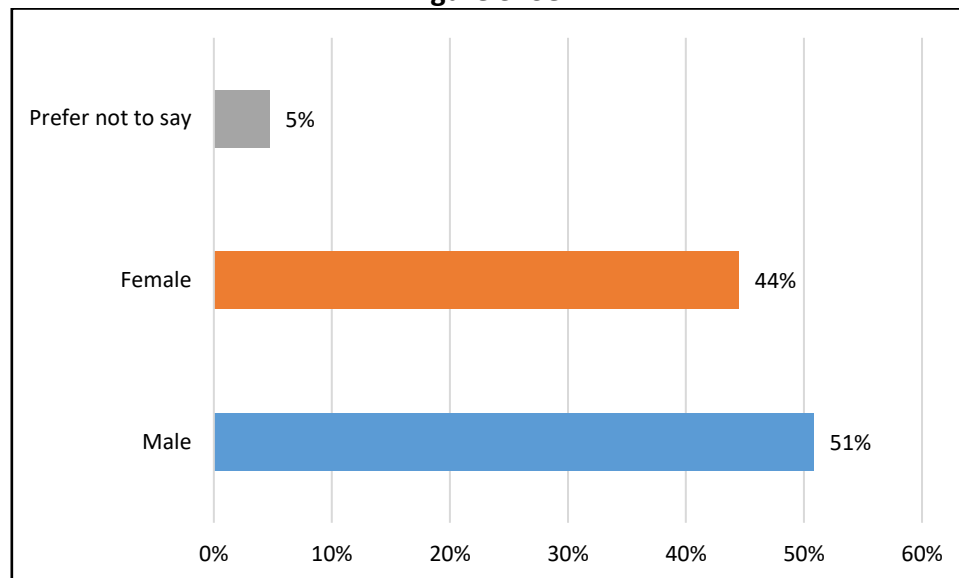
Figure 2: Age range

Age range	Percentage
Under 15	<1%
15-24	2%
25-34	17%
35-44	24%
45-54	25%
55-64	17%
65-74	11%
75 and above	2%
Prefer not to say	1%

Sex and gender

976 respondents answered the question on their sex and 911 answered the question on their gender.

Figure 3: Sex

The majority of the respondents defined their gender same as at birth (93%), 1% of respondents defined their gender as different from their sex registered at birth and 6% 'preferred not say'. Respondents could leave comments to define their gender if it differed from their sex registered at birth. The comments included:
- Non-binary
- Indication that they do not believe in gender constructs
- Indication that they were not happy with the question

Ethnic group

939 respondents answered the question on their ethnicity.

- **The majority of respondents were 'White' (92%).**

Figure 4: Ethnic group
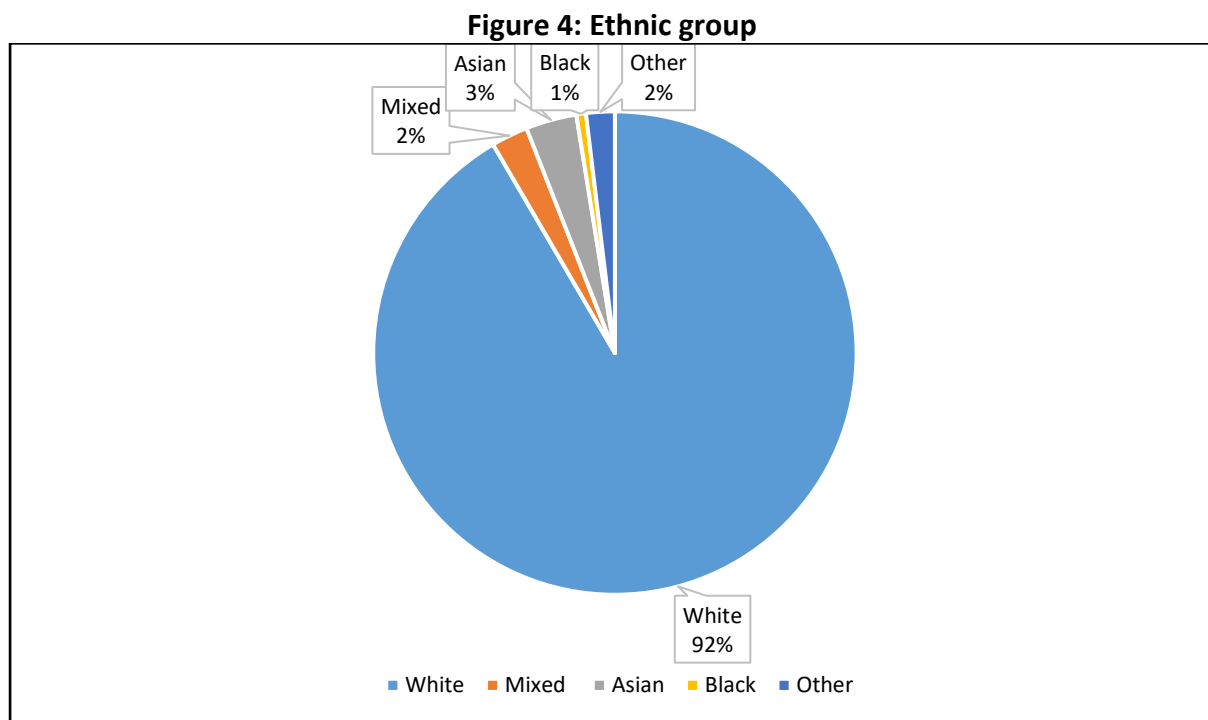
N.B. Figures in the graph may not add up to 100% due to rounding

Ethnic groups were defined as following:

- Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background.
- Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background.
- Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background.
- Other ethnic group includes Arab or any other ethnic group.
- White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background.
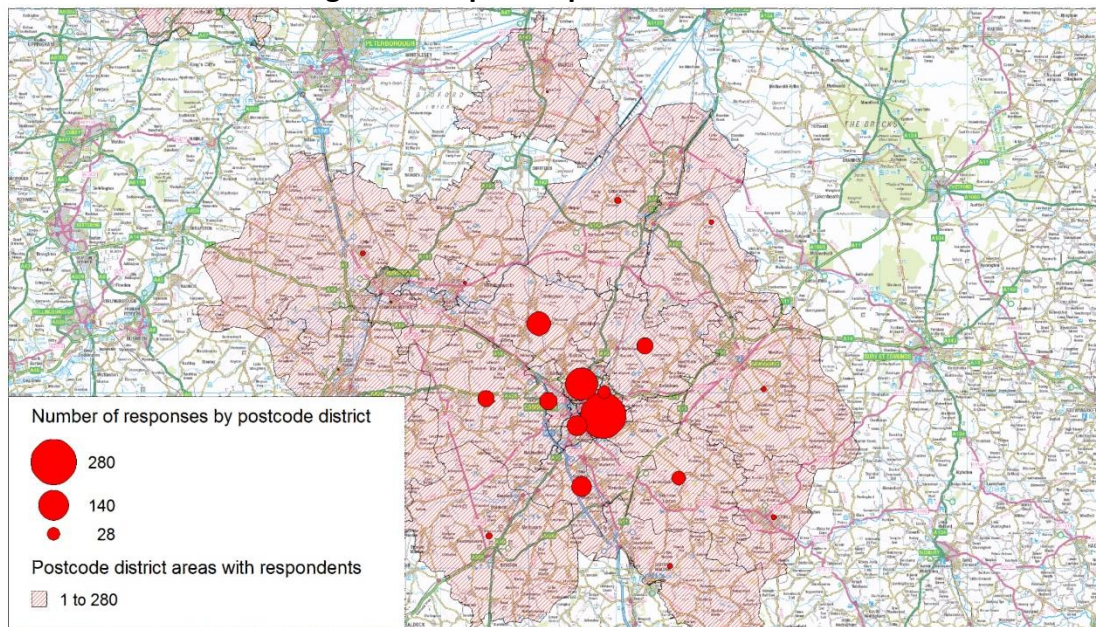
Location

924 respondents answered the question on their location.

- **The majority of respondents were located in Cambridge (60%).**
  - Under a third of respondents were located in South Cambridgeshire (29%)

Figure 5: Respondent location by district
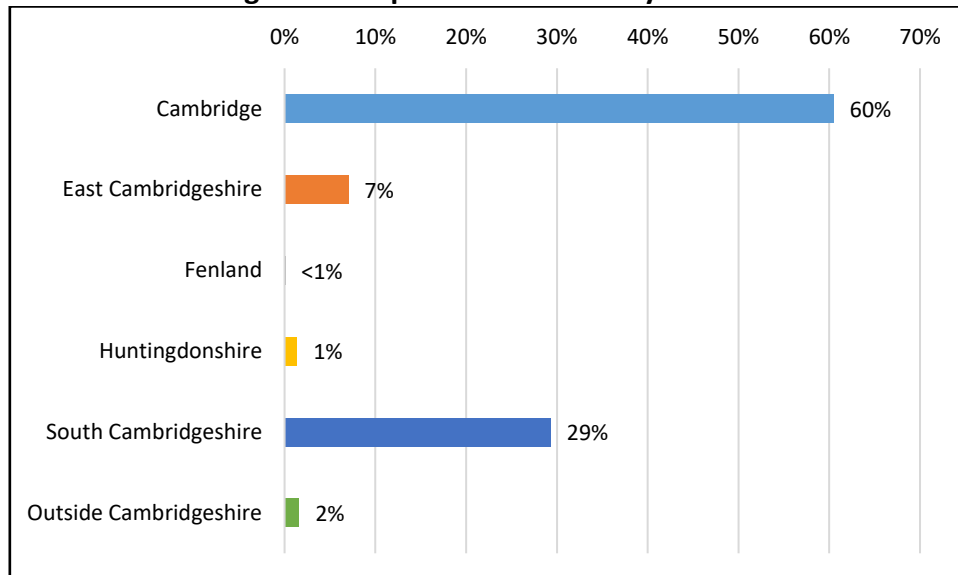
**Figure 6: Map of respondent locations**

Question 1: What sort of journeys do you make using active travel modes?

988 respondents answered the question on the type of journey they make using active travel modes. The respondents could select more than one answer.

- **The majority of respondents indicated that 'leisure' (84%), 'social' (81%), 'exercise' (74%), and 'commuting to work' (70%) are the sort of journeys they make using active travel modes**

Figure 7: Journeys using active travel modes
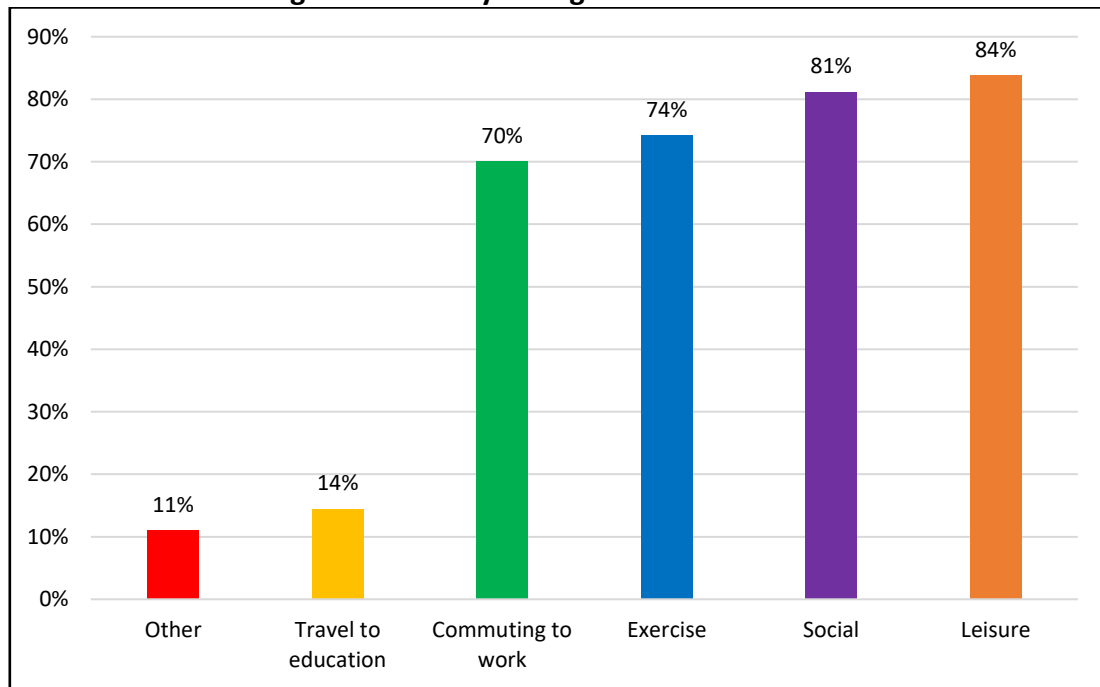
N.B. Figures in the graph may not exactly match the text in the report due to rounding

The category 'other' includes: shopping, care for children or adults, health appointments, dog walking, site-seeing, attending religious places, recycling, and other personal events/hobbies. 5 of the respondents indicated they are unable make active travel journeys due to being disabled.

Question 2: How often do you use the following active modes to make journeys?

965 respondents answered the question on how often they walk, 978 on how often they cycle, 710 on how often they scoot, 703 on how often they ride a horse, and 614 on 'other' modes of active travel.

- **Over half of the respondents walk on a 'daily' basis (54%). Over a quarter of the respondents walk '2-3 times a week' (28%).**
- **Almost half of the respondents cycle 'daily' (48%), and almost a third '2-3 times per week' (30%).**

- **Majority of the respondents 'never' ride horses (98%), scoot (89%), or use 'other' modes of active travel (80%).**

Figure 8: Frequency of activities modes
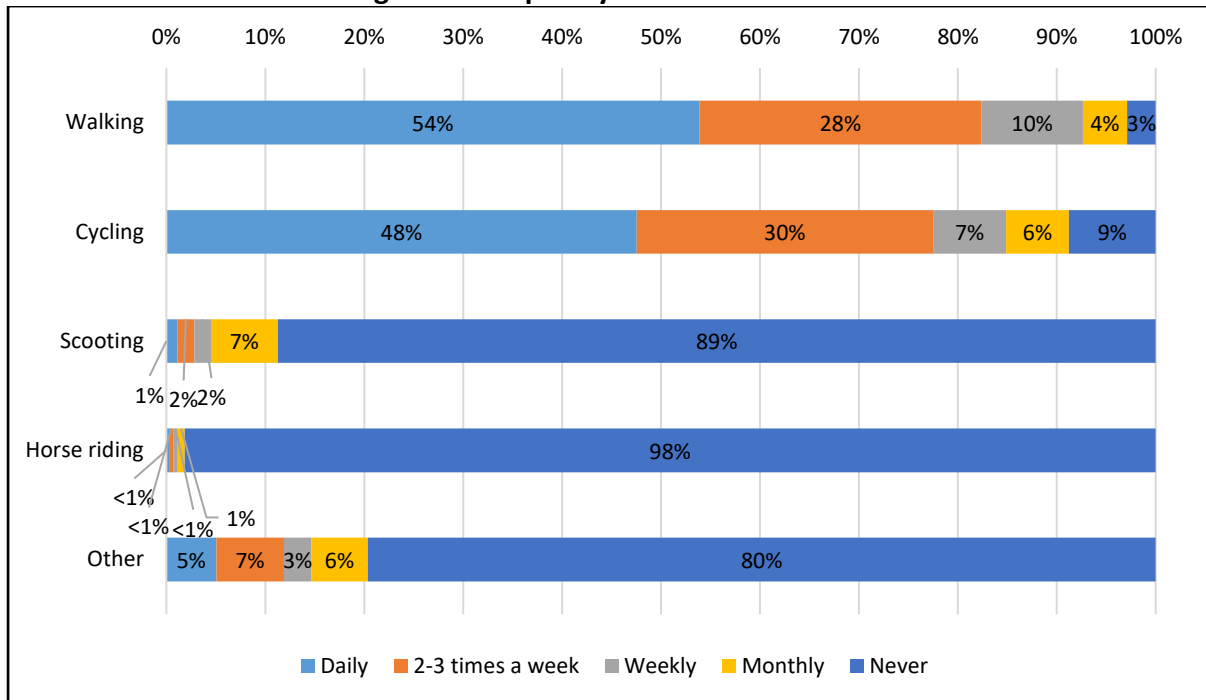
N.B. Figures in the graph may not exactly match the text in the report due to rounding

Differences in response

Respondents who indicated they had a disability that influences travel decisions were more likely to indicate they 'never' walk (11%) or cycle (30%).

Question 3: How often do you make the following journeys using active modes?

973 respondents answered the question on how often they travel within their local area.

- **The majority of respondents travel within their local area 'daily' (71%), and a further 20% travel within their local area '2-3 times per week'.**

Figure 9: Frequency of travel 'within my local area'
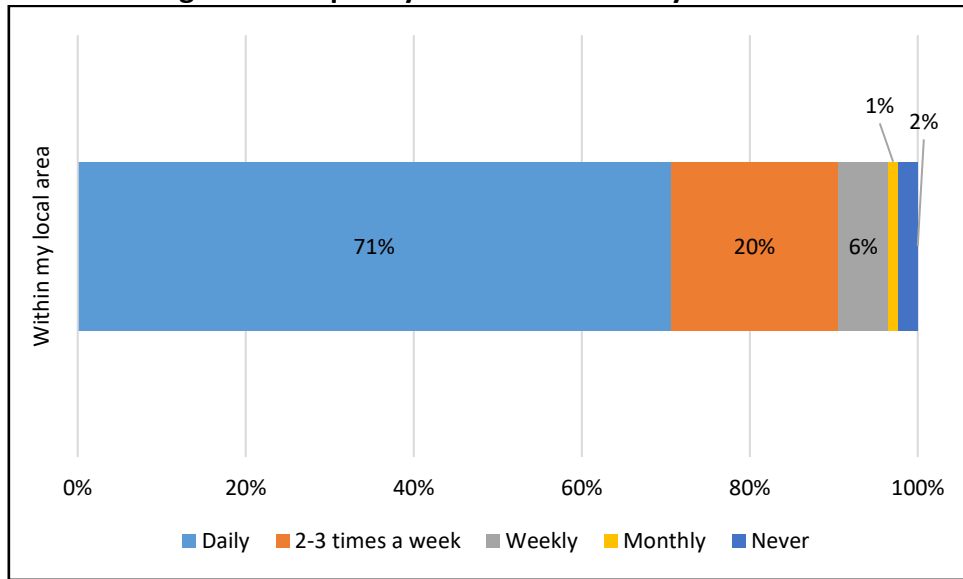
N.B. Figures in the graph may not exactly match the text in the report due to rounding

948 respondents answered the question on how often they travel to the city centre.

- **Over a quarter of the respondents indicated they travel to the city centre 'weekly' (28%), a quarter '2-3 times a week' (25%) and just over a fifth monthly (21%).**

Figure 10: Frequency of travel 'to the city centre'

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

905 respondents answered the question on how often they travel across the city.

- **One quarter of respondents indicated they travel across the city 'monthly' (25%), just under a quarter 'weekly' (23%) and just over a fifth '2-3 times a week' (22%).**

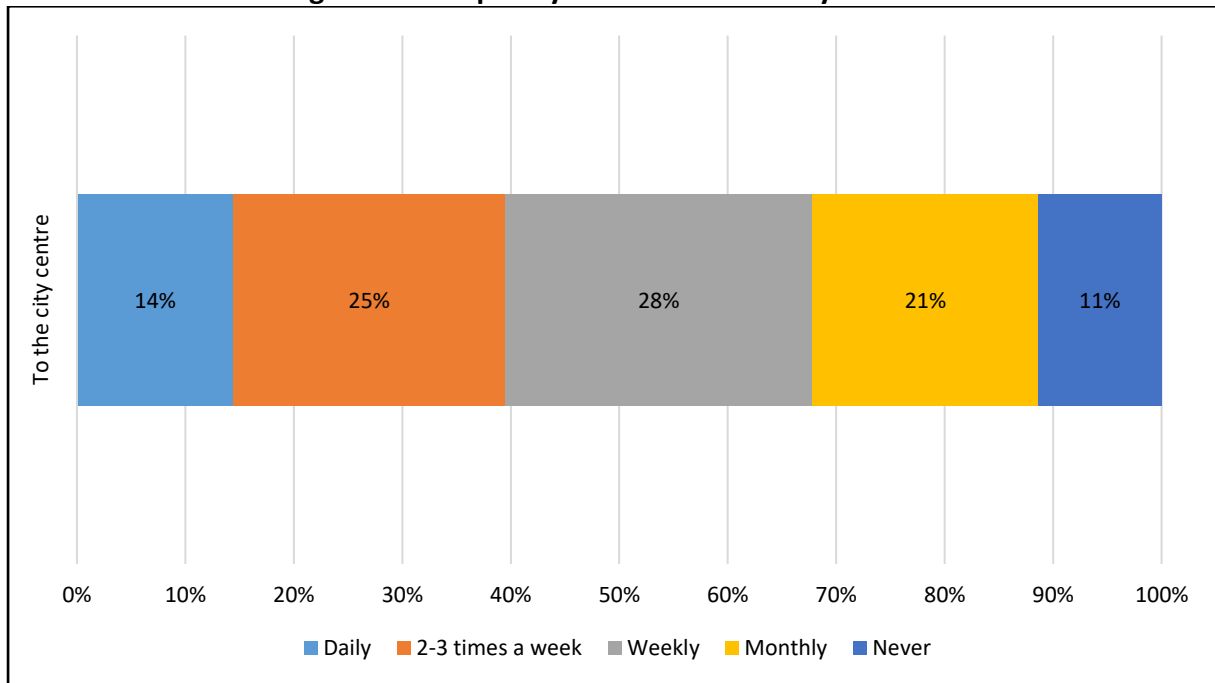**Figure 11: Frequency of travel 'across the city'**

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

896 respondents answered the question on how often they travel to their local high street/town centre.

- **More than a third of the respondents indicated they travel to their local high street/town centre '2-3 times a week' (35%), just under a quarter 'weekly' (24%), and over a fifth 'daily' (22%).**

Figure 12: Frequency of travel 'to my local high street/town centre'
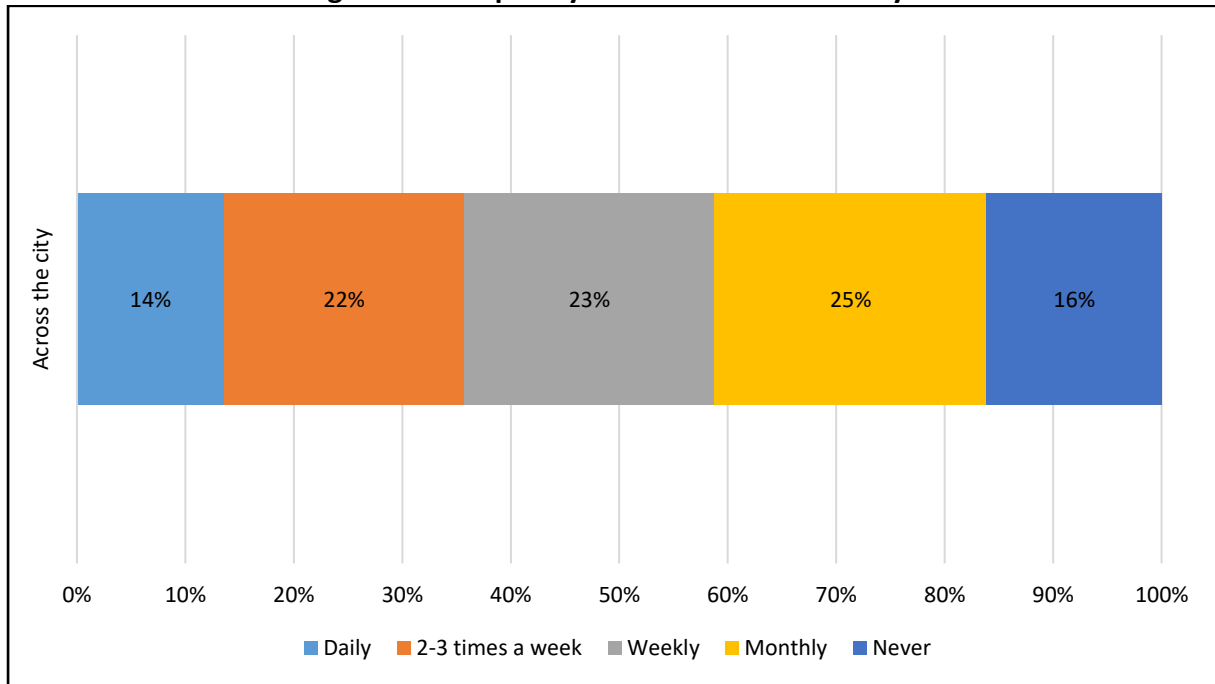

N.B. Figures in the graph may not exactly match the text in the report due to rounding

878 respondents answered the question on how often they travel between villages.

- **Just under two fifths of respondents indicated they 'never' travel between villages (39%) while a quarter indicated 'monthly' (25%) travel between villages.**
- **Almost a third travel between villages either '2-3 times a week' (14%) or 'weekly' (16%).**

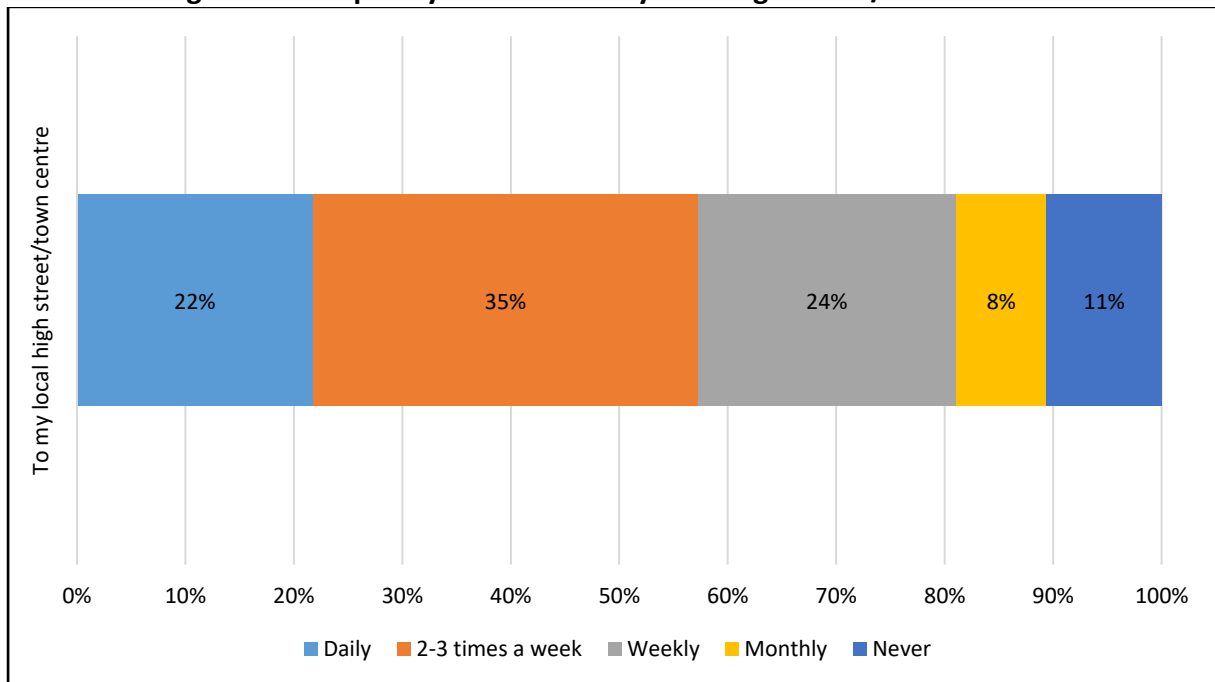**Figure 13: Frequency of travel 'between villages'**

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

897 respondents answered the question on how often they travel between the city and surrounding villages.

- **Almost a third of respondents indicated that they travel between the city and surrounding villages either '2-3 times a week' (13%) or 'weekly' (19%)**
- **Under a third of the respondents indicated they 'never' travel between the city and surrounding villages (30%) and under a third indicated they travel between the city and surrounding villages 'monthly' (30%).**

Figure 14: Frequency of travel 'between the city and surrounding villages'
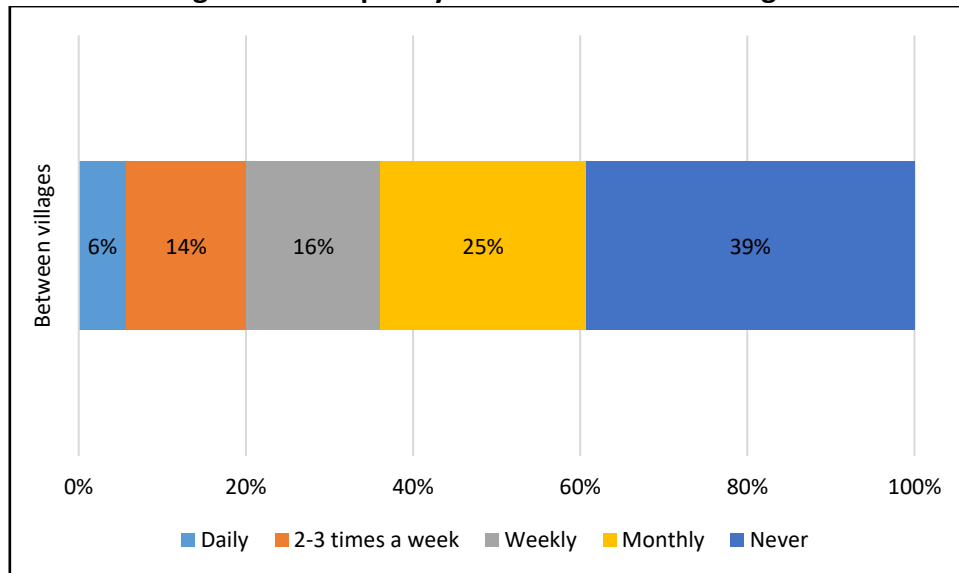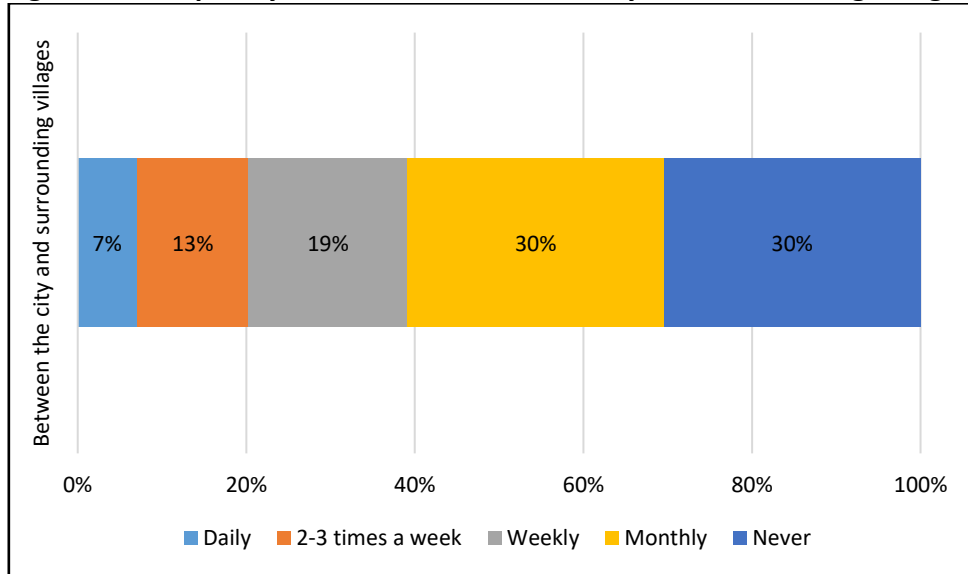

N.B. Figures in the graph may not exactly match the text in the report due to rounding

549 respondents answered the question on how often they travel to other places.

- **The majority of respondents indicated they 'never' travel to any other places (64%).**
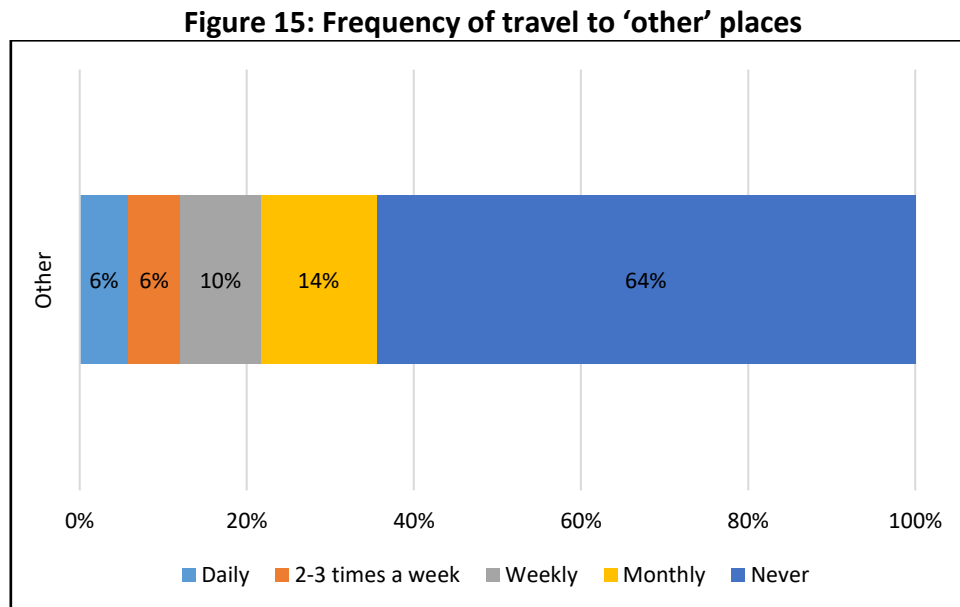
Figure 15: Frequency of travel to 'other' places

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

Differences in response

Respondents who indicated they had a disability that influences travel decisions were more likely to indicate they 'never' travel 'to the city centre' (26%), 'across the city' (31%), 'to my local high street/town centre' (21%), 'between villages' (51%), or 'between the city and surrounding villages' (47%).

Respondents who are located in Cambridge were more likely to indicate they 'never' travel 'between villages' (50%) while respondents located in South Cambridgeshire were more likely to indicate they travel '2-3 times a week' 'between villages' (28%).

Question 4: I would walk more or use a mobility aid for journeys I currently make by car if….Please tick all that apply.

894 respondents answered the question on conditions that would support them walking or using a mobility aid instead of making the journey by car. The respondents could select multiple answers.

- **The majority of respondents indicated that 'safer routes' (67%) and 'less motorised traffic' (56%) would help them walk or use a mobility aid instead of a car.**

Respondents could leave a comment if they selected 'other'. Of the 118 respondents who selected 'other', 3 left no answer. The comments included:

- Being closer to locations they needed to travel to/more time available to travel this way
- Indications they didn't own or use a car
- Routes being better maintained from potholes/natural detritus/vegetation growth
- They weren't making journeys that required transportation of cargo
- Routes were safer
- That they cycle instead
- That they needed to use a car due to work, transporting others to multiple spread-out locations, or due to health/disabilities
- That routes had segregation from traffic and other forms of active travel
- That more cyclists and pedestrians travelled with awareness of potential conflict between these groups
- That the weather is pleasant
- That there were more joined up cycle routes
- There was more secure cycle parking/they weren't concerned about cycle theft

- That they already walk
- There was more pleasant scenery
- Pavement parking was banned or enforced where not allowed
- There were showers/changing facilities/personal storage available at their destinations
- There was better lighting
- That they would walk when they needed/were able to
- The air quality was better
- There was more enforcement of speed limits
- That none of the options would make them walk or use a mobility aid more
- There was better signage indicating routes/distances
- They were healthier
- Traffic signals gave more time for pedestrians to cross
- That there were no constraints on walking/using mobility aids more
- That electric scooters were allowed on pavements
- That electric scooters were banned

Figure 16: Conditions supporting people to walk or use mobility aid instead of car.
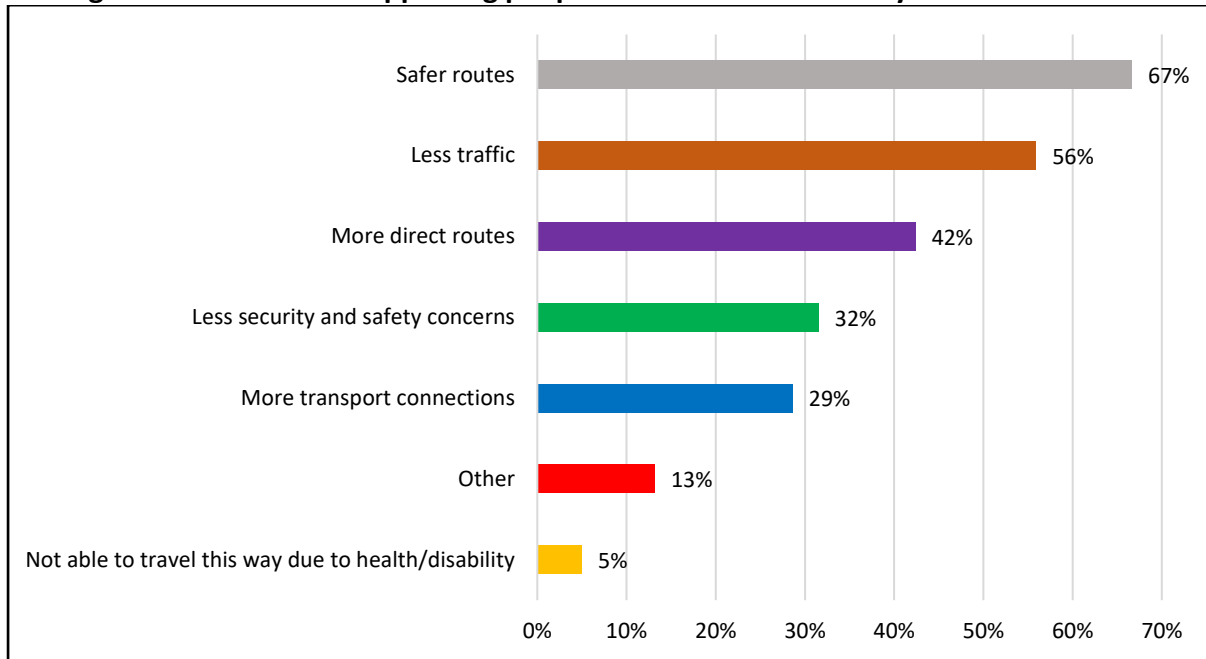
Conditions were phrased as following:

- Safer routes: routes felt safer (e.g. fewer potholes, less traffic).
- Less traffic: routes had less motorised traffic.
- More direct routes: routes to my destination(s) were more direct.
- More transport connections: I could make connections to other forms of transport
- Less security and safety concerns: I was less concerned for my personal security and safety
- Not able to travel this way due to health/disability: I am not able to travel this way due to health issues / disability
- Other: more bike parking, path and cycle lane better maintained for safety and accessibility (e.g. pot holes, kerbs and slabs, grass and trees, separations form traffic, signs and space)

Differences in responses

Respondents who indicated they had a disability that influences travel decisions were more likely to indicate they were 'not able to travel this way due to health issues/disability' (33%).

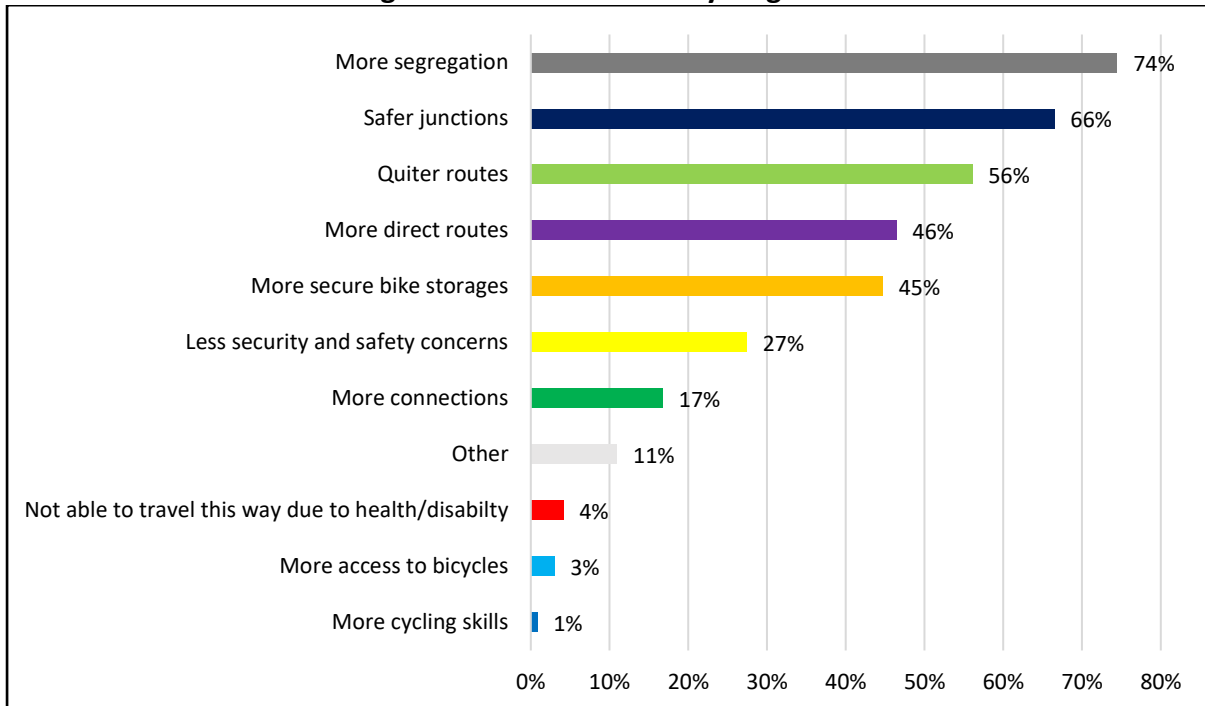## Question 5: I would cycle more if…Please tick all that apply.

967 respondents answered the question on the conditions that would help them cycle more. Respondents could select more than one answer.

- **The majority of respondents indicated that 'more segregation' (74%), 'safer junctions' (66%), and 'quieter routes' (56%) would help them cycle more.**

Respondents could leave a comment if they selected 'other'. Of the 106 respondents who selected 'other', 1 left no answer. The comments included:

- Cycle routes/roads needed to be better maintained (potholes/detritus/vegetation growth) and better surfaced
- Routes needed better segregation from pedestrians and motor vehicles
- Routes and parking locations needed to be safer, particularly for children
- That more cycle routes were needed, joining up existing routes and rural locations
- That they already cycle
- More should be done to prevent and investigate cycle theft
- That some journeys required transporting goods that weren't suitable to do via cycling
- That more secure, safe cycling parking was needed
- More enforcement was needed over dangerous/inconsiderate driving
- Being closer to locations they needed to travel to/more time available to travel this way
- That the weather is pleasant
- Air quality was better
- There were safer ways to navigate junctions/side roads

- Cycle routes were wider
- That they were unable to cycle due to needing to use a car for work or due to health/disabilities/age/pregnancy
- There was better lighting on routes and at parking locations
- That pavement parking was banned or enforced where not allowed
- There were fewer motor vehicles
- There were better signage/maps of cycle routes/distances
- That cyclists/pedestrians/motorists travelled with consideration towards other users
- There were showers at their destination
- There were specialist routes for e-bikes or e-scooters
- There were emergency puncture repair services
- There were less delays at traffic lights/junctions
- Train services were more accessible by bike
- That more cycle routes were not needed
- That they preferred to drive

Figure 17: Conditions for cycling more

Condition	Percentage
More segregation	74%
Safer junctions	66%
Quiter routes	56%
More direct routes	46%
More secure bike storages	45%
Less security and safety concerns	27%
More connections	17%
Other	11%
Not able to travel this way due to health/disabilty	4%
More access to bicycles	3%
More cycling skills	1%

Conditions were phrased as following:

- More segregation: There was more segregation from motor vehicles on my route
- Safer junctions: The junctions on my route were safer
- Quiter routes: Routes were quieter
- More direct routes: Routes to my destination(s) were more direct
- More secure bike storages: There was more secure cycle storage at my destination
- Less security and safety concerns: I was less concerned for my personal security and safety
- More connections: I could make connections to other forms of transport
- More accessible: I am not able to travel this way due to health issues / disability
- More access to bicycles: I had access to a bicycle, e-cycle, or adapted cycle
- More cycling skills: I learnt to cycle
- Other: less pot holes, more time, segregated, safe, intuitive well/signed cycle network, maps, navigation support, bike storage, more sanctions for car parking on cycle lanes/not respecting speed limits.

Differences in responses

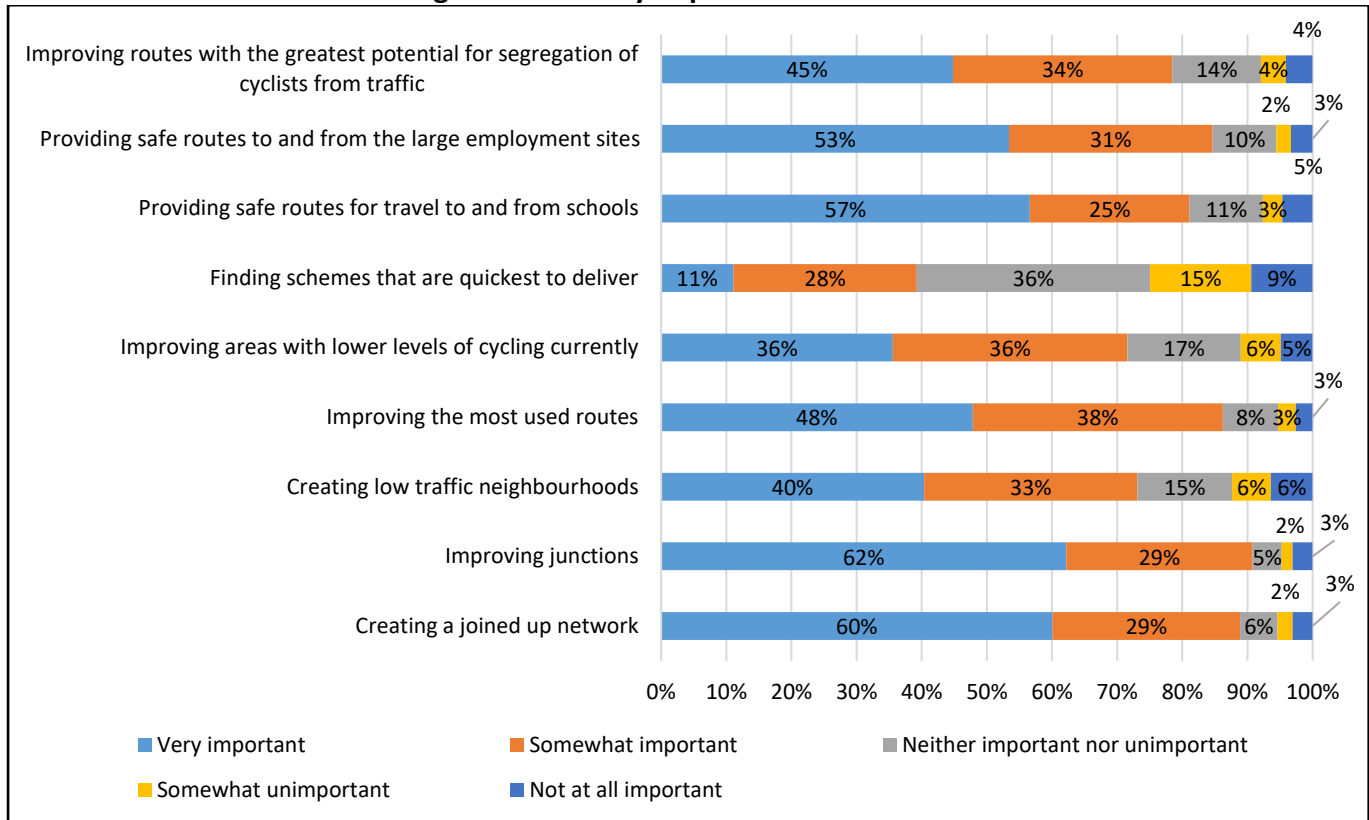Respondents who were located in South Cambridgeshire were more likely to indicate 'More direct routes' (55%).
Respondents who indicated they had a disability that influences travel decisions were more likely to indicate they were 'not able to travel this way due to health issues/disability' (29%).

993 respondents answered the question on how important 9 different priorities for investment in active travel was for them.

- **The majority of respondents felt that 8 of the 9 priorities were either 'very important' or 'somewhat important'**
  - **'Improving junctions' (91%)**
  - **'Creating a joined-up network' (89%)**
  - **'Improving the most used routes' (86%)**
  - **'Providing safe routes to and from the large employment sites' (84%)**
  - **'Providing safe routes for travel to and from schools' (82%)**
  - **'Improving routes with the greatest potential for segregation of cyclists from traffic' (79%)**
  - **'Creating low traffic neighbourhoods' (73%)**
  - **'Improving areas with lower levels of cycling currently' (72%)**

- **Just under two-fifths of respondents indicated 'finding schemes that are quickest to deliver' are 'very important' (11%) or 'somewhat important' (28%)**
  - **Over a third of the respondents indicated this priority is 'neither important nor unimportant' (36%)**
  - **Just under a quarter of respondents indicated this priority is 'somewhat unimportant' (15%) or 'not at all important' (9%)**

Figure 18: Priority importance

Legend:
- Very important (blue)
- Somewhat important (orange)
- Neither important nor unimportant (grey)
- Somewhat unimportant (yellow)
- Not at all important (dark blue)

Priority	Very important	Somewhat important	Neither important nor unimportant	Somewhat unimportant	Not at all important
Improving routes with the greatest potential for segregation of cyclists from traffic	45%	34%	14%	4%	4%
Providing safe routes to and from the large employment sites	53%	31%	10%	2%	3%
Providing safe routes for travel to and from schools	57%	25%	11%	3%	5%
Finding schemes that are quickest to deliver	11%	28%	36%	15%	9%
Improving areas with lower levels of cycling currently	36%	36%	17%	6%	5%
Improving the most used routes	48%	38%	8%	3%	3%
Creating low traffic neighbourhoods	40%	33%	15%	6%	6%
Improving junctions	62%	29%	5%	2%	3%
Creating a joined up network	60%	29%	6%	2%	3%

9 stakeholders answered this question:

- **The majority of the stakeholders consider the same priorities as 'somewhat important' and 'very important'**
  - o 'Creating a joined-up network' (8 stakeholders indicated 'very important' and 1 'somewhat important)
  - o 'Providing safe routes to and from the large employment sites' (8 stakeholders indicated 'very important' and 1 'somewhat important)
  - o 'Providing safe routes for travel to and from schools' (8 stakeholders indicated 'very important' and 1 'somewhat important)
  - o 'Improving the most used routes' (7 stakeholders indicated 'very important' and 2 'somewhat important)
  - o 'Improving areas with lower levels of cycling currently' (7 stakeholders indicated 'very important' and 1 'somewhat important)
    - ▪ 1 stakeholder indicated this was 'neither important nor unimportant'
  - o 'Improving junctions' (6 stakeholders indicated 'very important' and 3 'somewhat important)
  - o 'Improving routes with the greatest potential for segregation of cyclists from traffic' (6 stakeholders indicated 'very important' and 3 'somewhat important)
  - o 'Creating low traffic neighbourhoods' (6 stakeholders indicated 'very important' and 2 'somewhat important)

- **1 stakeholder indicated this was 'neither important nor unimportant'**

- **Although the majority of stakeholders indicated 'finding schemes that are quickest to deliver' was 'very important' (2 stakeholders) or 'somewhat important' (5 stakeholders), 1 stakeholder felt it was 'not at all important', and 1 stakeholder did not leave an answer for this priority**

Question 7: Do you have any additional comments on the proposed route options?

898 respondents answered the question on which corridors would be most likely used for active travel if they were improved. The respondents could select up to three corridors.

- **'Hills Rd Regent St' was selected by over two fifths of respondents (44%)**
- **'Cherry Hinton Rd' was selected by a third of respondents (33%)**
- **'City North South Lensfield Rd East Rd Elizabeth Way' was selected by over a quarter of respondents (28%)**
- **'A1134 East West Long Rd and Queen Ediths Way' was selected by over a quarter of respondents (27%)**
- **'North Cambridge Chesterton Rd and Chesterton High St' was selected by a quarter of respondents (25%)**
- **'Trumpington Rd' was selected by a quarter of respondents (25%)**
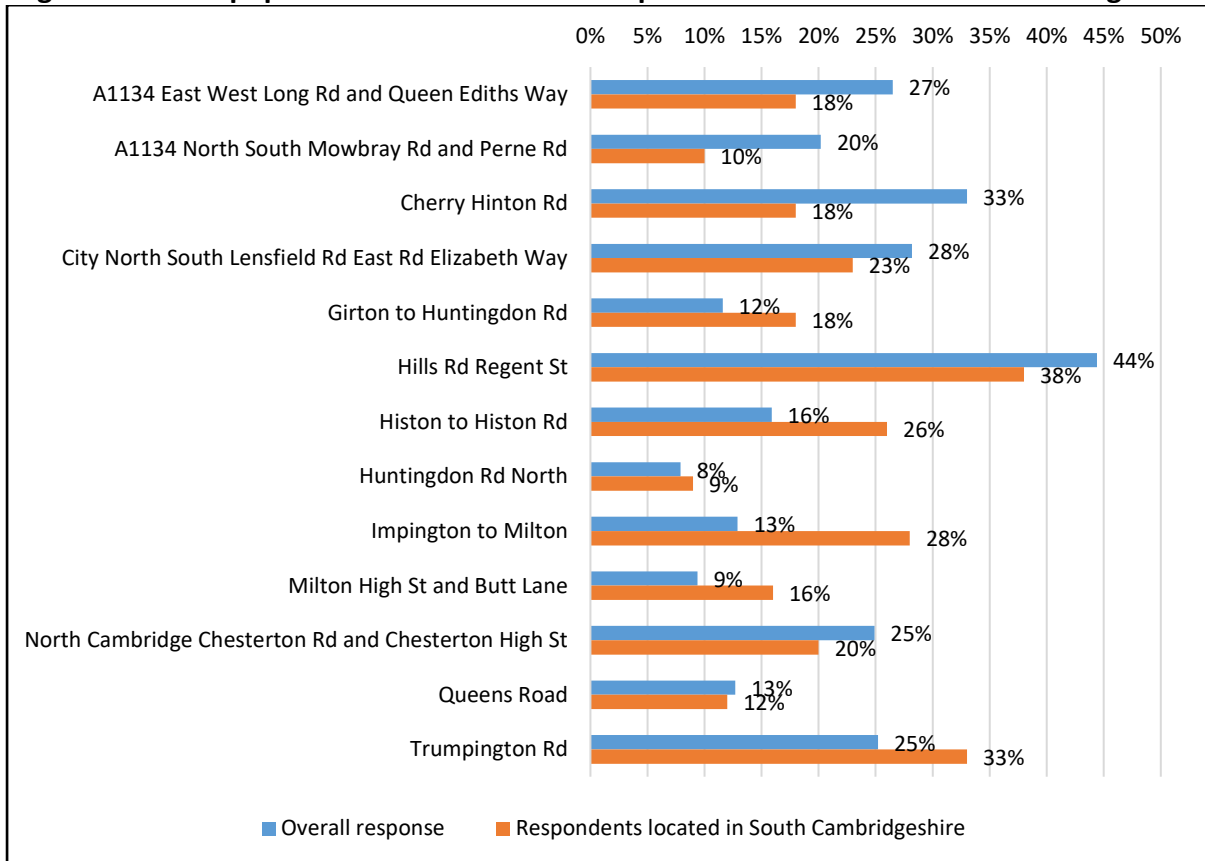
Figure 19: Most popular travel corridors
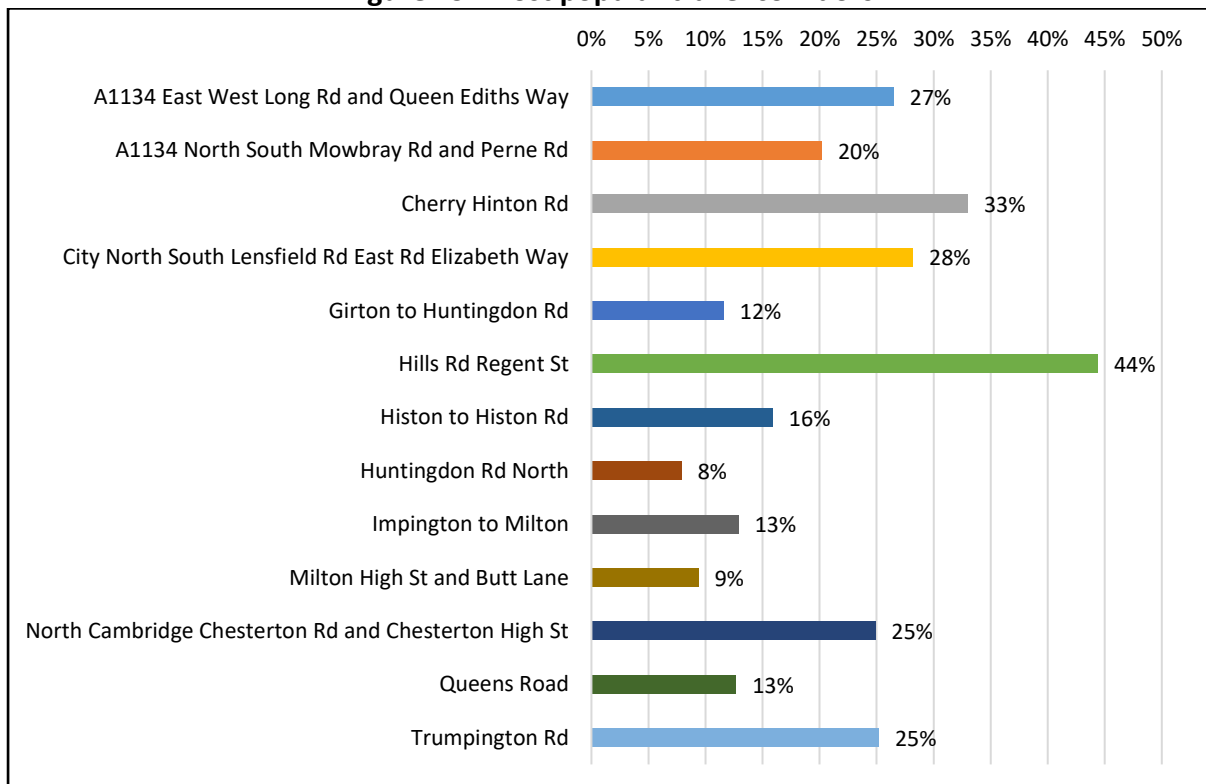
9 stakeholders responded to this question:

- 'Trumpington Rd' was selected by 3 stakeholders
- 'North Cambridge Chesterton Rd and Chesterton High St' was selected by 3 stakeholders
- 'Milton High St and Butt Lane' was selected by 3 stakeholders
- 'City North South Lensfield Rd East Rd Elizabeth Way' was selected by 3 stakeholders
- 'Impington to Milton' was selected by 2 stakeholders
- 'Histon to Histon Rd' was selected by 2 stakeholders
- 'Hills Rd Regent St' was selected by 2 stakeholders
- 'Cherry Hinton Rd' was selected by 2 stakeholders
- 'Huntingdon Rd North' was selected by 1 stakeholder
- 'Girton to Huntingdon Rd' was selected by 1 stakeholder
- 'A1134 East West Long Rd and Queen Ediths Way' was selected by 1 stakeholder

Differences in response

Respondents who were located in South Cambridgeshire were more likely to choose 'Impington to Milton' (28%) or 'Histon to Histon Rd' (26%) and less likely to choose 'A1134 North South Mowbray Rd and Perne Rd' (10%) or 'Cherry Hinton Rd' (18%). 'Hills Rd Regent St' was still the most popular corridor for respondents from South Cambridgeshire (38%), with 'Trumpington Rd' the next most popular (33%).

Figure 20: Most popular travel corridors for respondents located in South Cambridgeshire

Travel Corridor	Overall response	Respondents located in South Cambridgeshire
A1134 East West Long Rd and Queen Ediths Way	27%	18%
A1134 North South Mowbray Rd and Perne Rd	20%	10%
Cherry Hinton Rd	33%	18%
City North South Lensfield Rd East Rd Elizabeth Way	28%	23%
Girton to Huntingdon Rd	12%	18%
Hills Rd Regent St	44%	38%
Histon to Histon Rd	16%	26%
Huntingdon Rd North	8%	9%
Impington to Milton	13%	28%
Milton High St and Butt Lane	9%	16%
North Cambridge Chesterton Rd and Chesterton High St	25%	20%
Queens Road	13%	12%
Trumpington Rd	25%	33%

Question 8: Are there any other routes you feel are particularly important for us to consider now or in the future?

556 respondents left comments on the question asking if there were any other routes that they felt were important to be considered now or in the future.

Summary of main themes

Comment Theme	Respondent comments

Safety	• Respondents who discussed this theme were concerned about the safety of various routes for cyclists and pedestrians
	    ○ Most of the respondents who discussed this theme were concerned about the high volumes of motorised traffic, the close proximity of this traffic, and pavement parking of motorised vehicles
	    ○ Some of the respondents who discussed this theme were concerned that the cycle and footpaths were not well maintained, resulting in

	potholes and overgrown foliage, which made the routes unsafe to use ○ A few of the respondents who discussed this theme were concerned about the shared nature of cycle and footpaths, feeling that fast travelling cyclists endangered pedestrians ○ A few of the respondents who discussed this theme were concerned about the crossing points for cycles and footpaths across A and M roads, particularly the M11 slip roads
Cambridge (general)	• Most of the respondents who discussed this theme discussed routes that needed to connect to Cambridge as a whole. Areas mentioned in order of number of comments were: ○ Links to places of employment/education such as, Addenbrookes, the Science Park, Granta Park, and university campuses ○ Rural routes generally, these respondents felt that Cambridge needed better connections to the surrounding villages ○ Cambourne ○ Ely ○ Barton ○ Waterbeach ○ Royston ○ Milton ○ Linton ○ Haverhill ○ Comberton ○ Babraham ○ Hardwick ○ Coton ○ Trumpington ○ St Neots ○ Newmarket ○ Histon ○ Haslingfield ○ Girton ○ Cherry Hinton ○ Bourn ○ Wimpole ○ Whittlesford ○ Toft ○ Teversham ○ Stapleford ○ Shelford ○ Sawston

	o Quy
	o Northstowe
	o Newnham
	o Madingley
	o Longstowe
	o Landbeach
	o Horningsea
	o Hauxton
	o Harston
	o Halton
	o Grantchester
	o Fulbourn
	o Foxton
	o Fen Ditton
	o Eversden
	o Duxford
	o Dry Drayton
	o Cottenham
	o Caldecote
	o Burwell
	o Bottisham
	o Bar Hill
	o Arrington
	o The Abingtons
	• A few of the respondents who discussed this theme felt city centre footpaths and cycle routes needed improving, particularly by segregating traffic and making the paths wider, due to the busy nature of the area
Education and employment sites	• Respondents who discussed this theme felt that more routes were needed to places of education, particularly primary schools, and employment sites, particularly Addenbrooke's Hospital
Mill Road	• Respondents who discussed this theme felt that Mill Road needed better pedestrian and cycle routes o Some of these respondents went into more detail. These respondents felt that Mill Road was unsafe for cyclists due to the high volumes of motorised traffic and the narrow roads. They felt it was also unsafe for pedestrians, particularly on the northern end, due to the narrow footpaths and amount of parking of motorised vehicles on pavements
Maintenance	• Respondents who discussed this theme felt that roads/footpaths/cycle paths needed better ongoing maintenance

	○ Most of these respondents felt that cycle and footpaths aren't properly maintained, resulting in overgrowing foliage narrowing routes and potholes/poor surfaces resulting in damage to cycles or accidents ○ A few of these respondents felt that general maintenance of roads, cycle and footpaths was needed to improve safety rather than creating more routes
Newmarket Road	- Respondents who discussed this theme felt that Newmarket Road needed improved cycle and pedestrian facilities ○ Some of these respondents provided more detail. These respondents felt that improved cycle and pedestrian facilities on Newmarket Road are needed to improve connectivity to areas east of Cambridge, such as the Wilbrahams, Chesterton, Barnwell, Fen Ditton, Bottisham, and Abbey
Rural routes	- Respondents who discussed this theme felt that rural routes in general needed more attention ○ Some of these respondents felt that rural villages needed better connections to each other ○ Some of these respondents felt that rural villages needed better connections to Cambridge
Addenbrookes	- Respondents who discussed this theme felt better cycle and pedestrian connectivity was needed to Addenbrooke's, particularly to areas/villages south of Cambridge ○ A few of these respondents felt the junctions around and routes into the Addenbrooke's site needed improving as they were busy routes and felt unsafe
Widening cycle/footpaths	Respondents who discussed this theme felt that cycle and footpaths needed widening in general, as active travel options are becoming more popular more space is needed to safely navigate them. This was a particular concern where paths were shared use as there is concern of conflict between users
Coldhams Lane	- Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved on Coldhams Lane ○ Some of these respondents went into more detail. These respondents felt that Coldhams Lane was a key point for connectivity from the

	city centre to Cherry Hinton, the Chisholm Trail, and other active travel routes. These respondents felt the area is a high traffic route.
Arbury Road	• Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved on Arbury Road o Some of these respondents provided more detail. These respondents felt that the final phase of Arbury Road connecting to Union Lane needed to be completed, as this area is felt to be hostile to pedestrians and cyclists
Around Cambridge railway station	• Respondents who discussed this theme felt the area around Cambridge Central Station needed improving for cyclists and pedestrians. These respondents felt that, particularly the forecourt and Station Road are unsafe for cyclists and pedestrians and lack connectivity to routes around the city

Waterbeach	• Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved in and around Waterbeach
	   o Most of these respondents felt Waterbeach needed better connectivity to surrounding villages, such as Landbeach, Horningsea, Milton, Cottenham, Ely, and Histon
	      ▪ The A10 route was mentioned by a few of these respondents as being unsafe due to the amount of motorised traffic
	      ▪ A few of these respondents indicated that children of secondary school age travelled to Cottenham for school
	   o A few of these respondents felt that Waterbeach needed better connectivity to Cambridge and surrounding employment sites

Hills Road	• Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved on Hills Road
	   o Some of these respondents went into more detail. These respondents felt that Hills Road was busy with motorised traffic and that the road/cycle/footpath surfaces are of poor quality, making it unsafe
	   o Some of these respondents made particular mention of connecting Hills Road to Addenbrooke's

Cottenham	• Respondents who discussed this theme felt that cycle and pedestrian facilities needed to be improved in and

	around Cottenham to many of the same areas as those discussed connectivity for Waterbeach ○ The other areas mentioned included Oakington, Rampton, and the Willinghams

Guided bus route	• Respondents who discussed this theme felt that improvements were needed to the cycle and pedestrian facilities on the guided bus routes
	    ○ Some of these respondents felt the routes needed widening and segregating due to how busy they are and that improvements were needed to safety features, such as lighting and CCTV
	    ○ Some of these respondents felt more connections were needed from other cycle/pedestrian routes and villages to the guided bus paths

> Question 9: 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.

207 respondents left comments on the question asking if the proposals would have a positive or negative impact on any person/s or groups/s protected under the Equality Act 2010.

Summary of main themes

Comment Theme	Respondent comments
Disability	• Some of the respondents who discussed this theme felt that shared paths are dangerous for those with disabilities due to potential conflicts with cyclists. These respondents felt that pedestrian routes should be widened to accommodate mobility aids ○ A few of these respondents were concerned about losing pedestrian space if cycle routes were widened • Some of the respondents who discussed this theme felt that cycle routes needed widening and consideration should be placed in their design for adapted/larger cycles, particularly around sharp bends and cycle gates • Some of the respondents who discussed this theme felt that improvements to active travel routes, particularly

	safety improvements, would be beneficial to those with disabilities
	○ A few of these respondents specifically mentioned making more Low Traffic Neighbourhoods and modal filters ▪ Some of these respondents specifically mentioned Mill Road ○ A few of these respondents felt that improving active travel routes would reduce motorised traffic resulting in easier travel for those with disabilities that required motorised transport • Some of the respondents who discussed this theme were concerned that Low Traffic Neighbourhoods and modal filters would negatively impact those with disabilities who needed motorised transport to travel because it would increase journey time and cost ○ Some of these respondents specifically mentioned Mill Road • A few of the respondents who discussed this theme felt that improvements were also needed to public transport routes, particularly connecting rural areas to each other and Cambridge, in order to ensure those with disabilities had a suitable range of travel options • A few of the respondents who discussed this theme were concerned that any potential loss of parking spaces, particularly disabled parking bays, as a result of improving active travel routes would negatively impact those with disabilities
Motorised traffic	• Most of the respondents who discussed this theme were concerned that expanding active travel routes would negatively impact on those needing a motorised vehicle, including delivery drivers, those with disabilities, older/younger travellers, those with lower incomes who cannot afford to live in Cambridge, and those who are pregnant • Some of the respondents who discussed this theme felt that improvements to active travel routes would be beneficial to those needing to use a car, due to lower overall traffic, and those who cannot use a car due to age, disability, or lower incomes
Age	• Respondents who discussed this theme discussed the impacts on older/younger residents in relation to the same issues as those with disabilities
Positive impacts	• Respondents who discussed this theme simply stated that they felt the proposals would have a positive impact

No impacts	• Respondents who discussed this theme simply stated that they felt the proposals would have no impact
Sex	• Respondents who discussed this theme felt that improvements to the safety of active travel routes, particularly improving the space available and lighting, would be beneficial to female travellers

Question 10: We would like to thank you for completing our survey. If you have any further comments on the project or the proposed options, please add these in the space available below.

319 respondents left comments on the question asking if they had any further comments on the project or the proposed options.

Summary of main themes

Comment Theme	Respondent comments

Safety	• Some of the respondents who discussed this theme were concerned about a lack of ongoing maintenance. These respondents felt that potholes, overgrown plants, and natural detritus resulted in unsafe surfaces and narrowed routes so needed to be repaired/trimmed/tidied
	• Some of the respondents who discussed this theme were concerned about the safety at junctions and felt that more improvements/priorities were needed for pedestrians and cyclists. Although a few respondents mentioned specific areas (Fen Causeway, Maris Lane, Long Road, Perne Road, Hills Road, Huntingdon Road, Eddington Avenue, Chaucer Road) there was little consensus to specific areas. Most of these respondents discussed issues with junctions more generally
	    o Some of these respondents felt that clear signage/priority markings were needed
	    o Some of these respondents felt that traffic light timings and priorities needed to benefit cyclists and pedestrians
	• Some of the respondents who discussed this theme were concerned about a lack of improvement to rural routes, particularly where connections to education sites were needed. These respondents felt that current rural routes were unsafe to cycle due to the speed of motorised traffic, narrow roads, and lack of lighting

	• Some of the respondents who discussed this theme were concerned about cycle/pedestrian routes without clear segregation from motorised traffic. These respondents felt that the close passing of motor vehicles, particularly at high speed, made these routes unsafe and difficult to navigate at night due to the blinding nature of vehicle headlights • Some of the respondents who discussed this theme felt that more enforcement was needed on negative motorised traffic behaviour, including speeding and pavement parking along pedestrian/cycle routes • A few of the respondents who discussed this theme were concerned about shared spaces for pedestrians/cyclists. These respondents felt that they resulted in conflict between users and made them particularly unsafe for pedestrians • A few of the respondents who discussed this theme were concerned about the increased use of electric motorbikes and e-scooters using pedestrian and cycle routes. These respondents felt the speed of these vehicles made it unsafe for other users and that some form of enforcement was needed to stop this • A few of the respondents who discussed this theme felt that no cycle routes should be advisory. These respondents felt that all cycle spaces should be protected and safe, with advisory lanes resulting in motorised traffic encroaching on cyclist space • A few of the respondents who discussed this theme felt that more funding was needed for cycling proficiency and training. These respondents were concerned about cyclists not obeying the Highway Code or lacking consideration towards other users o A few of these respondents felt that some form of licensing/plating of bikes would be beneficial to enforcing those who broke the law. These respondents also felt this would help reduce cycle theft and / or aid police in finding stolen bikes
Motorised traffic	• Most of the respondents who discussed this theme felt that more was needed to reduce motorised traffic within Cambridge itself, particularly personal vehicles and heavy goods vehicles. This included pedestrianising the city centre, introducing more Low Traffic Neighbourhoods, reducing speed limits, congestion charging, creating more modal filters, and banning on-pavement/road parking

	- A few of these respondents also felt that improvements to public transport were needed, particularly connections to rural areas, to ensure those who couldn't walk/cycle (due to age or disabilities) weren't discriminated against - Some of the respondents who discussed this theme were concerned that reducing the viability of using personal vehicles, through road closures/modal filters/Low Traffic Neighbourhoods, would negatively impact those who couldn't walk or cycle (due to age or disabilities) - Some of these respondents were concerned that, with certain roads being closed to personal vehicles, more motorised traffic would end up on neighbouring streets which would negatively impact on local residents - Some of the respondents who discussed this theme were concerned about the close proximity of motorised traffic to cyclists and pedestrians in areas where there was no clear segregation of traffic, resulting in reduced safety
Maintenance	- Respondents who discussed this theme were concerned about a lack of ongoing maintenance. These respondents felt that potholes, overgrown plants, and natural detritus resulted in unsafe surfaces and narrowed routes so needed to be repaired/trimmed/tidied - Some of these respondents felt that funding maintenance of existing cycle/pedestrian routes was more important than creating new ones
Segregated routes	- Some of the respondents who discussed this theme were concerned about cycle/pedestrian routes without clear segregation from motorised traffic. These respondents felt that the close passing of motor vehicles, particularly at high speed, made these routes unsafe and difficult to navigate at night due to blinding nature of vehicle headlights - Some of the respondents who discussed this theme were concerned about shared spaces for pedestrians/cyclists. These respondents felt that they resulted in conflict between users and made them particularly unsafe for pedestrians
Lack of cycle/pedestrian routes	Some of the respondents who discussed this theme felt that more cycle and pedestrian routes were needed to connect rural locations to Cambridge and each other

	• Some of the respondents who discussed this theme felt that more of the option proposals should be implemented, particularly for the costs involved • Some of the respondents who discussed this theme felt that new cycle/pedestrian routes should join up with other planned and existing active travel infrastructure, particularly the Greenways projects ○ A few of these respondents were concerned about cycle/pedestrian routes having sudden ends, particularly routes to education sites. These respondents felt this made routes unsafe for cyclists and pedestrians • A few of the respondents who discussed this theme felt that the development of new communities in and around Cambridge had lacked cycle/pedestrian routes being created as part of their development • A few of the respondents who discussed this theme felt that limiting pedestrians and cyclists to predefined routes wasn't going far enough. These respondents felt that the whole infrastructure for travel should accommodate safe active travel, allowing for individuals to choose the best and most direct routes for them
Age and disability	• Some of the respondents who discussed this theme were concerned about a lack of routes for younger residents to safely walk/cycle to education sites, particularly from/to rural areas • Some of the respondents who discussed this theme were concerned about the lack of maintenance of roads and cycle/pedestrian routes. These respondents were concerned about the safety of older/younger/disabled residents having to navigate potholes/overgrown vegetation/natural detritus • Some of the respondents who discussed this theme felt that the width of cycle/pedestrian routes needed to consider the use of buggies/wheelchairs/larger cycles that are often used by families or those with disabilities ○ Some of these respondents were also concerned about shared use paths as the potential conflict between pedestrians and cyclists, particularly those with buggies/wheelchairs/larger cycles made it unsafe for older/younger/disabled travellers • Some of the respondents who discussed this theme were concerned that reducing the accessibility of routes for motor vehicles would negatively impact on older/disabled residents who could not walk or cycle

	• Some of the respondents who discussed this theme felt that improvements were needed to public transport to ensure younger/older/disabled residents who couldn't walk or cycle weren't negatively impacted

Background

22 responses were received on behalf of a number of different groups or organisations.

- A10 Corridor Cycling Campaign
- Cambridge Biomedical Campus
- Cambridge City Councillor
- Cambridge Past, Present & Future
- Cambridge University Hospital
- Cambridgeshire Local Access Forum
- Camcycle
- Cllr Mike Sargeant
- Cllr Paul Bearpark
- Cllr Richard Howitt
- Cllr Robert McCubbin
- County Councillor Histon & Impington
- District Councillor
- Ely Cycling Campaign
- Green Party
- Living Streets Cambridge
- Smarter Cambridge Transport
- Travel Committee of the University of Cambridge Primary School, Eddington
- Trumpington Residents' Association
- Well-brahams' Mental Health and Wellbeing Group
- Wilbrahams Environment Group
- Willingham Parish Councillor

All of the responses from these groups 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 and so no reference to the relative merit or otherwise of the information received is made.

Summary of main themes

Disability	• Some of the stakeholders who discussed this theme were concerned about the use of shared use paths, feeling these led to conflicts between cyclists and pedestrians particularly those with disabilities. These respondents also felt that footpaths needed to be wider and were concerned about the potential loss of safe pedestrian space to other modes of travel • Some of the stakeholders who discussed this theme felt that more consultation should have been directed at groups representing disabled needs to ensure route designs took these needs into account • Some of the stakeholders who discussed this theme felt that path surfaces should be accommodating to those with disabilities or those using mobility aids

	• Some of the stakeholders who discussed this theme felt that more pedestrian crossing points and dropped kerbs were needed, particularly for those with disabilities • A few of the stakeholders who discussed this theme felt that low traffic routes were needed to improve access for those with disabilities
Safety	• Most of the stakeholders who discussed this theme were concerned about the use of shared use paths, feeling these led to conflicts between cyclists and pedestrians, particularly those with disabilities and younger/older travellers. These respondents also felt that footpaths needed to be wider and were concerned about the potential loss of safe pedestrian space to other modes of travel • Some of the stakeholders who discussed this theme felt that improvements were needed in making active travel routes more visible, either by improving fields of view, lighting or use of monitored CCTV, and these were needed to improve the personal safety of active travellers, particularly female travellers • Some of the stakeholders who discussed this theme felt that existing and future routes needed ongoing maintenance, as potholes/overgrown vegetation/poor road surfaces were felt to be unsafe for cyclists and pedestrians • Some of the stakeholders who discussed this theme felt that junction improvements were needed to facilitate safe journeys for cyclists and pedestrians
Connections to other projects	• Stakeholders who discussed this theme wanted to see this project link up to existing active travel infrastructure, particularly the Greenways, and questioned how this project would connect with other active travel consultations running at the same time (Local Cycling and Walking Infrastructure Plan and the Cambridgeshire Active Travel Schemes) ○ Some of these stakeholders were concerned that having multiple active travel focused consultations running at the same time would cause confusion for potential respondents
Segregated routes	• Stakeholders who discussed this theme were concerned about the use of shared use paths, feeling these led to conflicts between cyclists and pedestrians, particularly those with disabilities and younger/older travellers. These respondents also felt that footpaths needed to be wider and were concerned about the potential loss of safe pedestrian space to other modes of travel. These stakeholders felt it was important that all modes of travel

	(cycling, walking, public transport, and motorised travel) were suitably segregated from each other

Pedestrian needs	• Stakeholders who discussed this theme were concerned the proposals were more focused on cyclist needs over pedestrians.
	    ○ Most of these stakeholders were concerned about the focus on shared use spaces, as these put pedestrians at risk, particularly those with disabilities and younger/older travellers
	    ○ Some of these stakeholders were concerned that there would be a loss of pedestrian footpath space to accommodate cycle paths

Rural routes	• Stakeholders who discussed this theme felt the proposals needed to go further to connect rural locations with each other, Cambridge, and existing active travel routes (Greenways). These stakeholders felt that residents in rural locations had fewer safe transport choices and were often unable to travel in anything other than a personal motor vehicle ○ Most of these stakeholders discussed this in relation to the Wilbrahams (Little Wilbraham and Great Wilbraham) and Six Mile Bottom
Maintenance	• Stakeholders who discussed this theme felt that improvements were needed to maintaining existing and future cycle/pedestrian routes and road surfaces. These stakeholders felt that a lack of maintenance caused poor surfaces due to potholes/surface damage/overgrown vegetation, making it unsafe for pedestrians/cyclists, particularly younger/older travellers and those with disabilities
Age	• Most of the stakeholders who discussed this theme were concerned about the use of shared use paths, feeling these led to conflicts between cyclists and pedestrians particularly younger/older travellers. These respondents also felt that footpaths needed to be wider and were concerned about the potential loss of safe pedestrian space to other modes of travel • A few of the stakeholders who discussed this theme felt that more pedestrian crossing points and dropped kerbs were needed, particularly for younger/older travellers • A few of the stakeholders who discussed this theme felt that more consultation should have been directed at groups representing younger/older travellers to ensure route designs took these needs into account • A few of the stakeholders who discussed this theme felt that low traffic routes were needed to improve access for those with disabilities

Environment	• Stakeholders who discussed this theme were concerned about the references to using grass verges to accommodate extra cycle space. These stakeholders felt that these should be preserved as they were important to the natural environment and that road space allocated to make space instead

51 responses from 33 respondents were received regarding the consultation through email and social media platforms, such as Facebook and Twitter. Comments were too singular to be grouped together for analytical purposes but followed the sentiment given within comments in the survey. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

Safety	• Most of the respondents who discussed this theme were concerned with the lack of maintenance of roads/footpaths/cycle paths, feeling that vegetation overgrowth and potholes/surface damage meant road surfaces were dangerous for cyclists/pedestrians, particularly younger/older travellers and those with disabilities • Some of the respondents who discussed this theme were concerned there was not enough segregation of cycle/pedestrian/motorised traffic, particularly cyclists and pedestrians. These respondents felt that cycle/pedestrian routes needed to be wider to avoid conflict between different modes of transport • A few of the respondents who discussed this theme felt that improvements were needed to junction approaches, blind corners, and lighting in order to increase safety for cyclists/pedestrians • A few of the respondents who discussed this theme felt that more enforcement was needed to prevent pavement/cycle lane parking, as this was felt to make travelling unsafe for pedestrians/cyclists
Maintenance	• Respondents who discussed this theme felt that improvements were needed to maintaining existing cycle/pedestrian routes and road surfaces. These respondents felt that these caused poor surfaces due to potholes/surface damage/overgrown vegetation, making it unsafe for pedestrians/cyclists, particularly younger/older travellers and those with disabilities
Lack of routes	• Most of the respondents who discussed this theme felt that there was a lack of joined up cycle/pedestrian routes linking East Cambridgeshire with Cambridge • Some of the respondents who discussed this theme felt that all 13 travel corridors were needed and that more funding was needed to develop these
Age	• Some of the respondents who discussed this theme were concerned a lack of maintenance on existing routes and

	lack of segregation of pedestrian/cycle routes meant routes were dangerous for younger/older travellers • Some of the respondents who discussed this theme were concerned the proposals didn't take the needs of younger/older travellers into consideration, particularly those who couldn't walk/cycle
Disability	• Most of the respondents who discussed this theme were concerned the proposals didn't take the needs of travellers with disabilities into consideration, particularly those who couldn't walk/cycle • Some of the respondents who discussed this theme were concerned a lack of maintenance on existing routes and lack of segregation of pedestrian/cycle routes meant routes were dangerous for travellers with disabilities