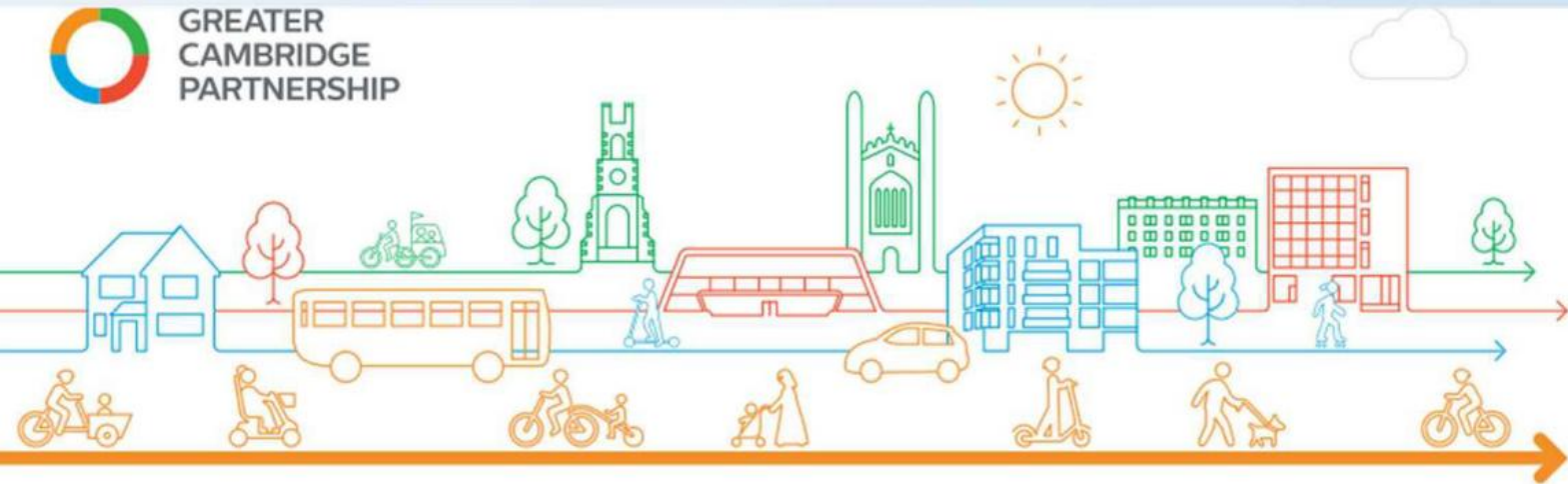




Greater Cambridge Partnership

Madingley Road Public Engagement 2024

Engagement Survey Analysis



Madingley Road walking and cycling project

We want your views on our updated proposal



Greater Cambridge Partnership

Madingley Road Public Engagement 2024

Engagement Survey Analysis

Report (2.0) Confidential

Project no. 70103294

Date: January 2025

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Appendices

Appendix A. Code Frame Summary

1 Introduction

Overview

The Greater Cambridge Partnership (GCP) has been leading a redesign of Madingley Road to provide a high-quality cycling and walking route.

In September 2024 the GCP asked the public for their opinions about the proposed changes via an online survey. The GCP also received comments about the proposals via email.

WSP was appointed to analyse the responses, including responses to the closed questions and the free-text responses to the open questions in the survey, and the comments submitted by email.

About the proposed scheme

The proposed scheme includes:

- One-way segregated cycle tracks on each side of the road, separated from motor vehicles using the 'Cambridge kerb', which is at an intermediate height between the carriageway way and footway.
- New and improved crossing points for pedestrians.
- Continuation of footway and cycle track surfacing across sideroads (also known as Copenhagen crossings) aimed at giving greater priority to people walking and cycling.
- Continuation of the cycle track behind bus stops, creating so-called floating bus stops.
- Opportunities for new landscaping and tree planting.

The scheme would require the relocation or removal of some existing features:

- Relocation of bus stops and traffic calming measures.
- Removal of a tree opposite the turning into Lansdowne Road and the removal of a tree approximately 40m east of the junction with Grange Road on the south side of Madingley Road.
- Removal of right turn refuges on Madingley Road including at the junctions with Storey's Way, Clerk Maxwell Road and Conduit Head Road.

Purpose of this report

This report contains the analysis of responses to the public engagement questionnaire, hosted on the GCP's engagement website in September 2024.

The report is structured as follows:

- Chapter 2 sets out the methods used to analyse the data;
- Chapter 3 includes the profile of survey respondents and closed question analysis; and
- Chapter 4 contains the analysis of the free-text responses.

2 Analysis Method

This chapter sets out the methodology for collecting and analysing engagement responses. There are two ways the data was analysed for this study. Closed questions were analysed in Microsoft Excel and open questions were individually read and assigned to one or more relevant codes within a bespoke code frame, enabling the same or similar sentiments to be categorised and counted.

METHOD

The online engagement survey was designed and hosted by GCP and was live between 2nd September and 30th September 2024 inclusive. The survey included multiple choice questions (closed questions) and the opportunity to provide a free-text statement about the proposals (open question).

A total of 348 responses were received through the online survey and 21 were submitted by email to GCP. The latter have been assessed as free-text responses only, as no other data was provided for inclusion in the closed question analysis.

CLOSED QUESTION ANALYSIS

Charts have been created for each question in the survey to illustrate response frequencies and cross tabulations between respondent groups and different respondent profiles. The findings are reported in Chapter 3.

OPEN QUESTION ANALYSIS

A code frame was prepared by WSP to analyse the open question responses. The code frame consists of a series of codes, each corresponding to a point raised by respondents in their response. This enables the same or very similar points raised by multiple individuals to be categorised in the analysis. From this it is possible to count how many times the same or very similar points have been raised by respondents.

An initial code frame was developed by WSP based on a sample of responses to the survey. The code frame was iterated as more responses were coded so that it was sufficiently comprehensive to cover all the issues raised in the free text responses.

Microsoft Excel was used for manual coding of the open responses. Each comment was read manually and designated a code(s) to produce a frequency count for comments collected through the survey. Each response was thus coded to one or multiple codes, depending on the number and variety of points raised by the respondent.

Checks were undertaken during the coding process to manage the quality of the coding and analysis and review the interpretation of survey responses.

3 Closed Question Analysis

Introduction

This chapter presents the responses to the six closed questions about the Madingley Road proposals included within the engagement survey, as well as the questions about respondents' connection to the area (e.g., if they live, work/study or commute in the area) and demographics to help understand the profile of respondents to the survey. This chapter starts with the profile of respondents (connection to the area, gender, age, disability, ethnicity) and then cross tabulates responses to the proposals with these profile characteristics.

About the respondents

There were 348 responses to the survey, of which two selected that they were responding on behalf of an organisation or business.¹

Respondents' connection to the area

Respondents were asked to select the options that best identifies their connection to the site area. Of the 348 respondents, 153 selected more than one option.

¹ As discussed above, the GCP received a further 21 submissions by email, of which eight were from a stakeholder organisation or business. Submissions by email did not include data for the closed questions presented in this chapter. Submissions by email have been analysed alongside the free-text data collected in the online survey and are included in the analysis presented in the next chapter.



Table 3-1 shows the breakdown of respondents' connections to the area.

The category "other" is an accumulation of those who responded, "I am responding on behalf of a local group or organisation", "None of the above", and "other".

Table 3-1 - Respondent connection to the area

Connection to the Area	Count
I live in the area	205
I work/study in the area	115
I commute through the area	160
Other	32
No response	7

For simplification of closed and open question analysis, the user groups have been refined, assigning each respondent to their strongest link to the area. This refinement follows groups receiving precedent based on the following order:

- I live in the area
- I work/ study in the area
- I commute through the area
- Other
- No response

For example, a respondent who has selected “I work/ study in the area” and “I commute through the area” was categorised into the user group of those working/ studying in the area. Table 3-2 shows the result of these simplification. These grouping are used throughout the remainder of this analysis.

The category of “All respondents” includes an accumulation of all those who responded in the survey, including those who did not respond to the ‘connection to the area’ question.

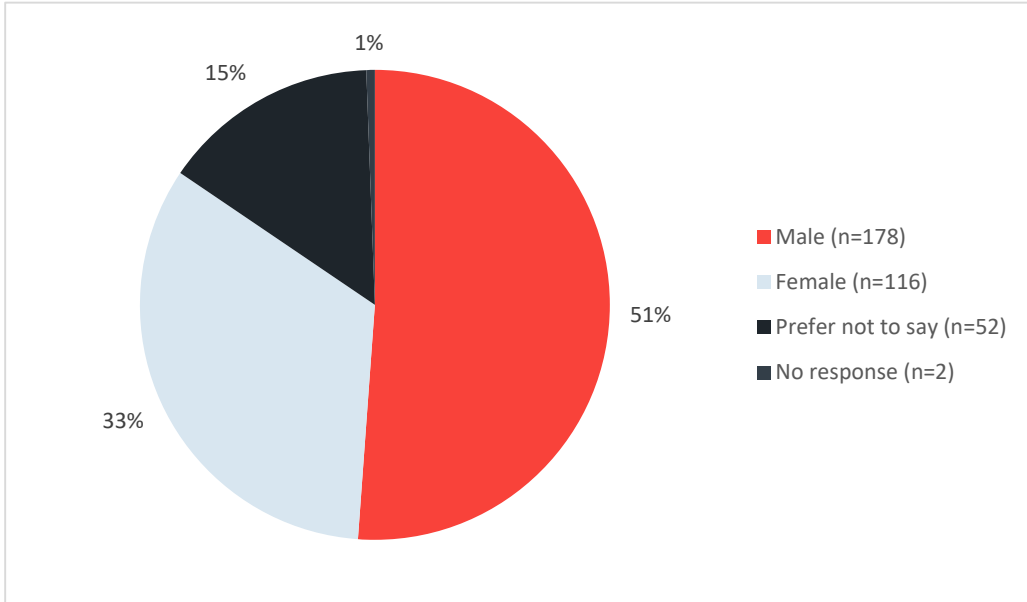
Table 3-2 - Refined respondent connection to the area

Connection to the area	Count	Percent of total
I live in the area	205	59%
I work/study in the area	55	16%
I commute through the area	54	16%
Other	27	8%
All respondents	348	100%

Respondents' sex

Respondents were asked to select their sex. Two respondents chose not to select an option. Of those who did select an option, 51% selected male and 33% selected female. This is visualised in Figure 3-1.

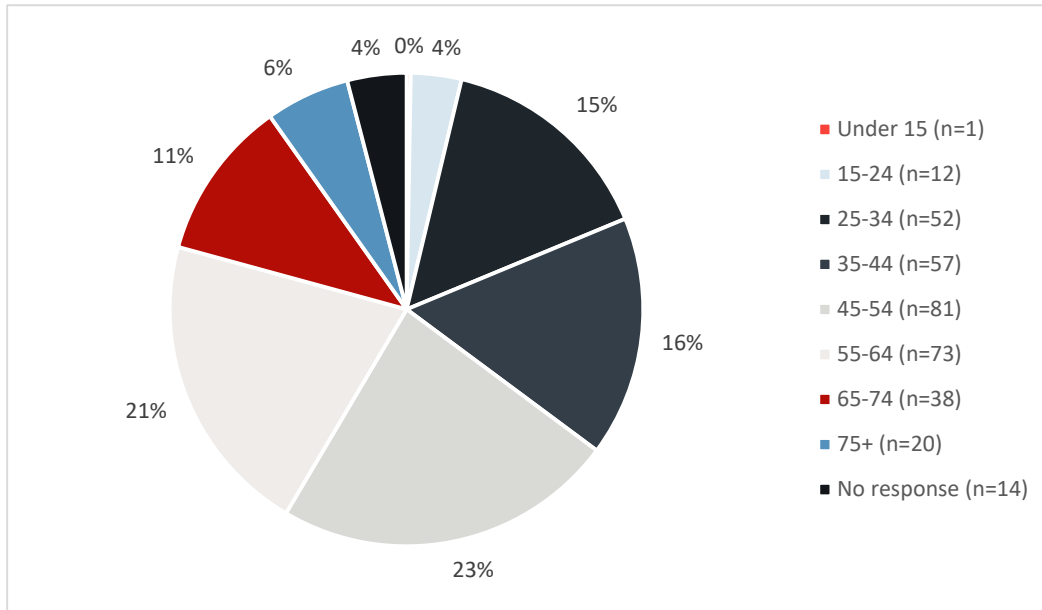
Figure 3-1 - Breakdown of respondents' sex



Respondents' age

96% of respondents have identified their age range. The greatest number of respondents (23%) identified themselves between the ages of 45-54. Those between the ages of 15-24 appear to be underrepresented among respondents, making up 3% of respondents. Only one respondent has identified themselves as under the age of 15. The full breakdown is shown in Figure 3-2.

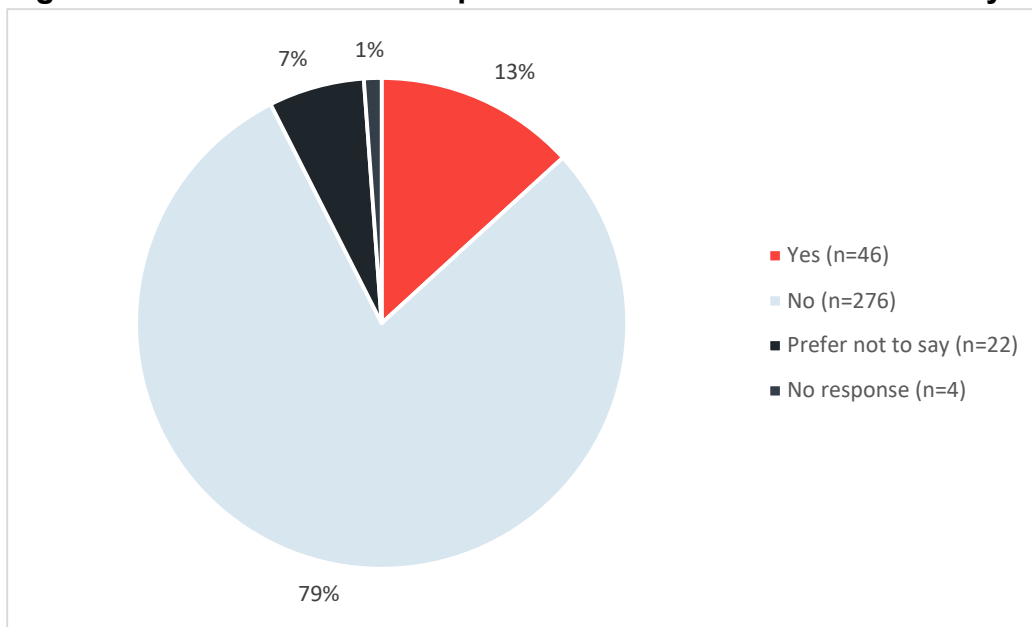
Figure 3-2 - Breakdown of respondents' age groups



Respondent identification of disability

Figure 3-3 below shows the results of respondents' answers to the question "Do you consider yourself to have a disability or health condition which affects the way that you travel?". 13% of respondents have responded "yes" to this question while 7% did not respond or selected "prefer not to say".

Figure 3-3 - Breakdown of respondents' identification of disability

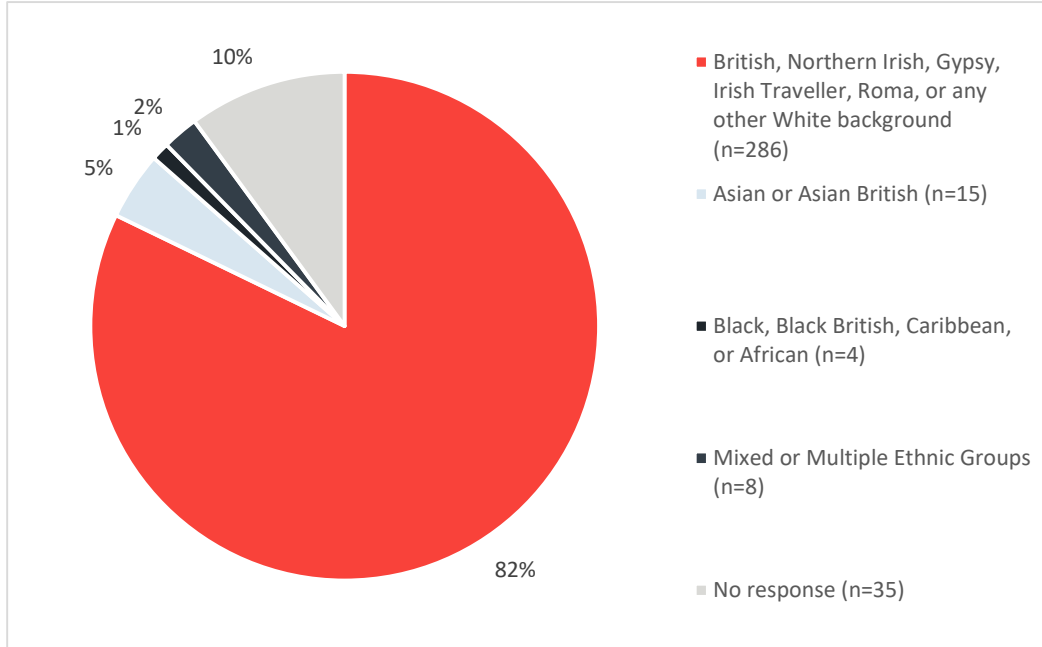


Respondents' ethnicity

Respondents were asked which ethnic group, or groups best described their ethnicity. Figure 3-4 shows the breakdown of responses. Of the 90% who responded to this question,

82% identified themselves as British, Northern Irish, Gypsy, Irish Traveller, Roma, or any other White background.

Figure 3-4 - Respondent breakdown by ethnicity



Analysis of responses to questions about the proposals

The following section contains a breakdown of the responses for each survey question. Five charts were created for each question. These charts show a breakdown of responses by connection to area, sex, age, disability, and ethnicity. There is also a column for ‘all respondents’ in each chart which includes everyone who answered the question.

Each of the closed questions was created to gauge the respondents’ opinions on the proposed aspects of the cycle route.

Responses to Question 1 (segregated footway / one-way cycleways)

The first question asked respondents how far they support or oppose the proposed segregated footway / one-way cycleway on each side of Madingley Road. 99% of respondents answered this question. Figures 3-5 to 3-9 display the respondents’ support or opposition to this proposal by demographic.

Figure 3-5 - Q1 (segregated footway/ one-way cycleways) responses by connection to area

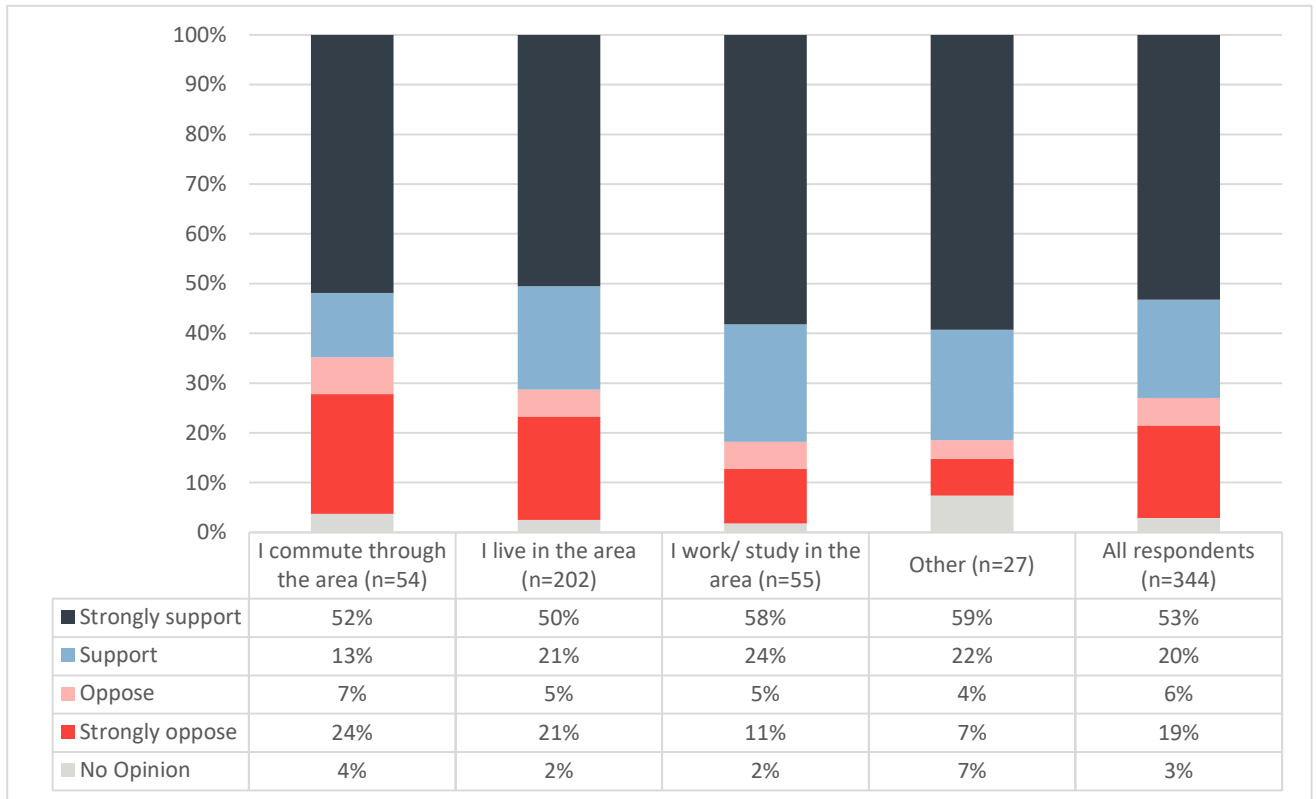
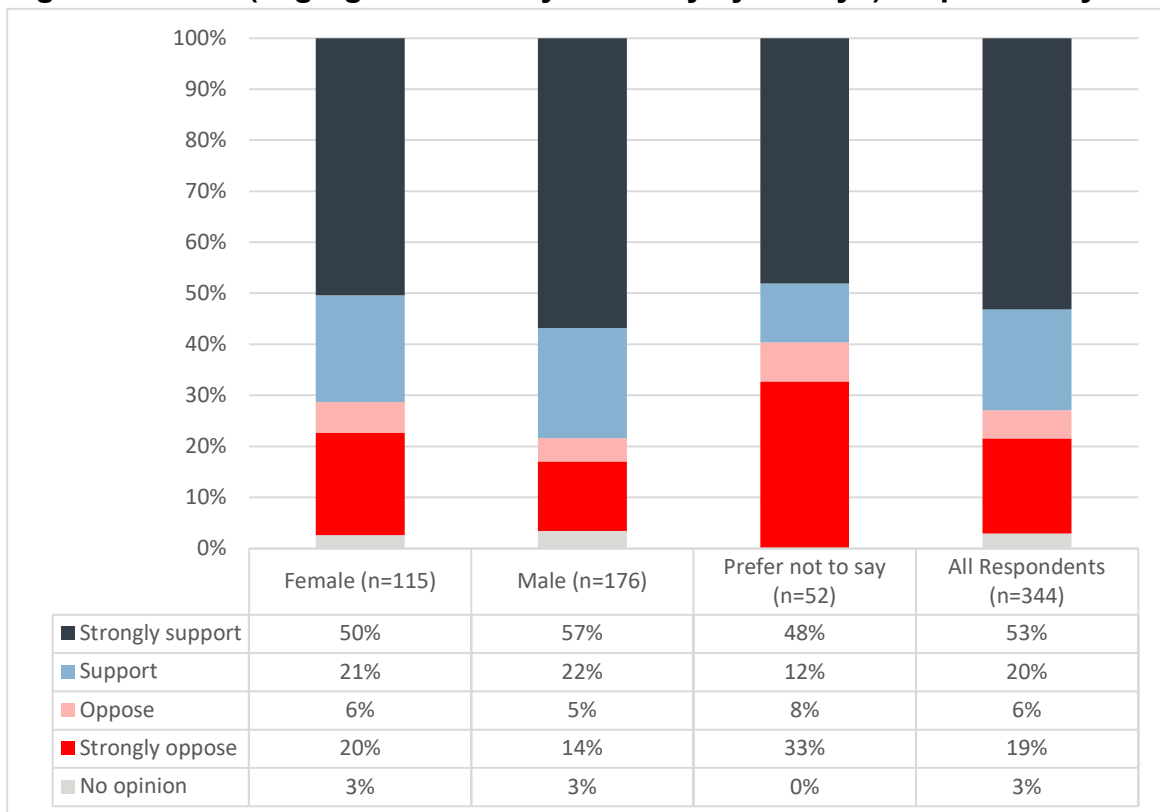
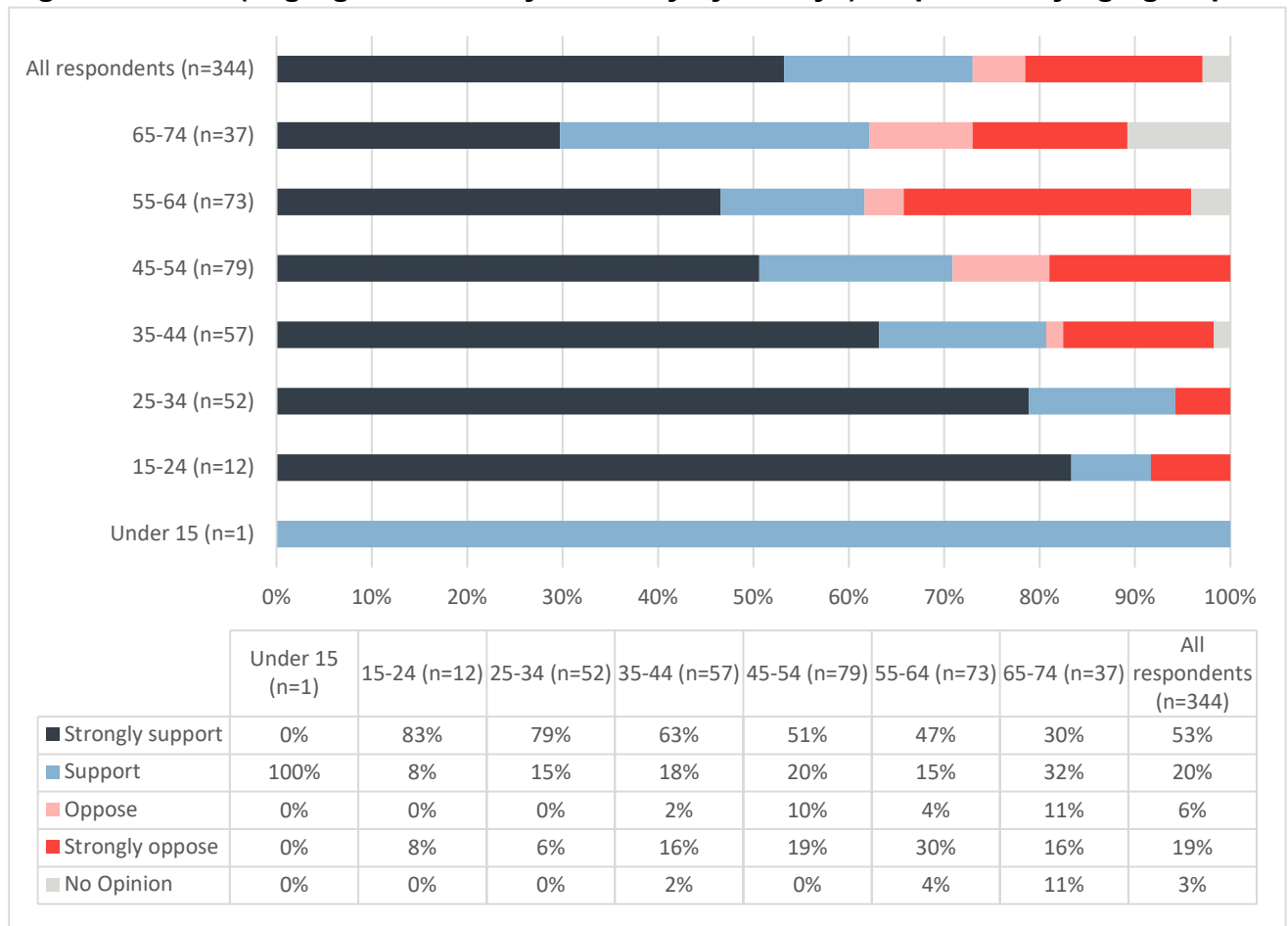


Figure 3-6 – Q1 (segregated footway/ one-way cycleways) responses by sex



Younger respondents were more likely to favour these proposals compared with older respondents as shown in Figure 3-7. The highest level of support comes from 15–24-year-olds with 83% strongly supporting the proposals. Of the 65-74 age group 30% strongly supported these proposals.

Figure 3-7 - Q1 (segregated footway/ one-way cycleways) responses by age group



As shown in **Error! Not a valid bookmark self-reference.**, 40% of respondents who have identified themselves as having a disability affecting the way they travel strongly opposed the segregated footways/ one way cycle ways, whereas 59% of respondents without a disability have strongly supported these proposals.

Figure 3-8 - Q1 (segregated footway/ one-way cycleways) responses by disability

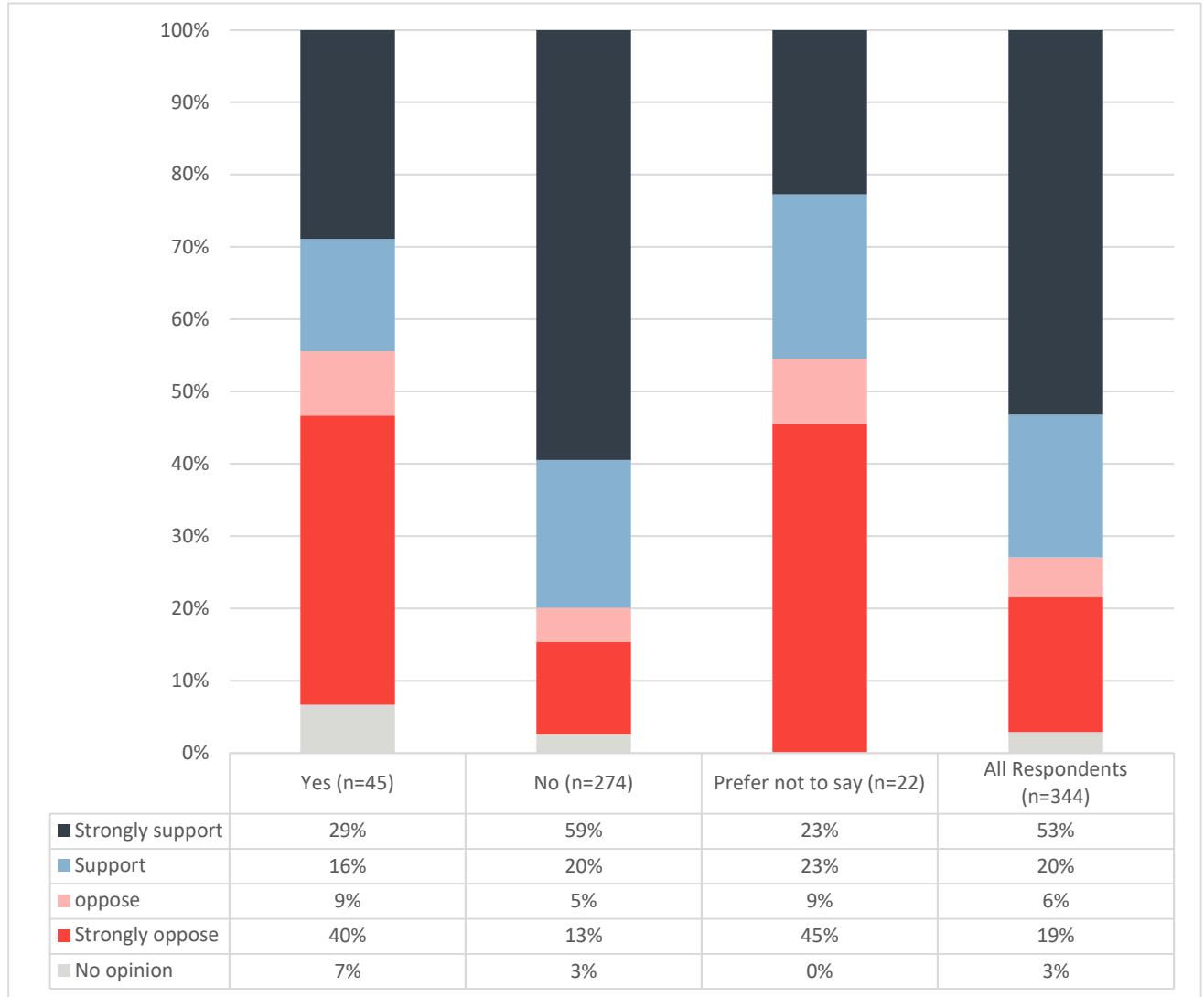
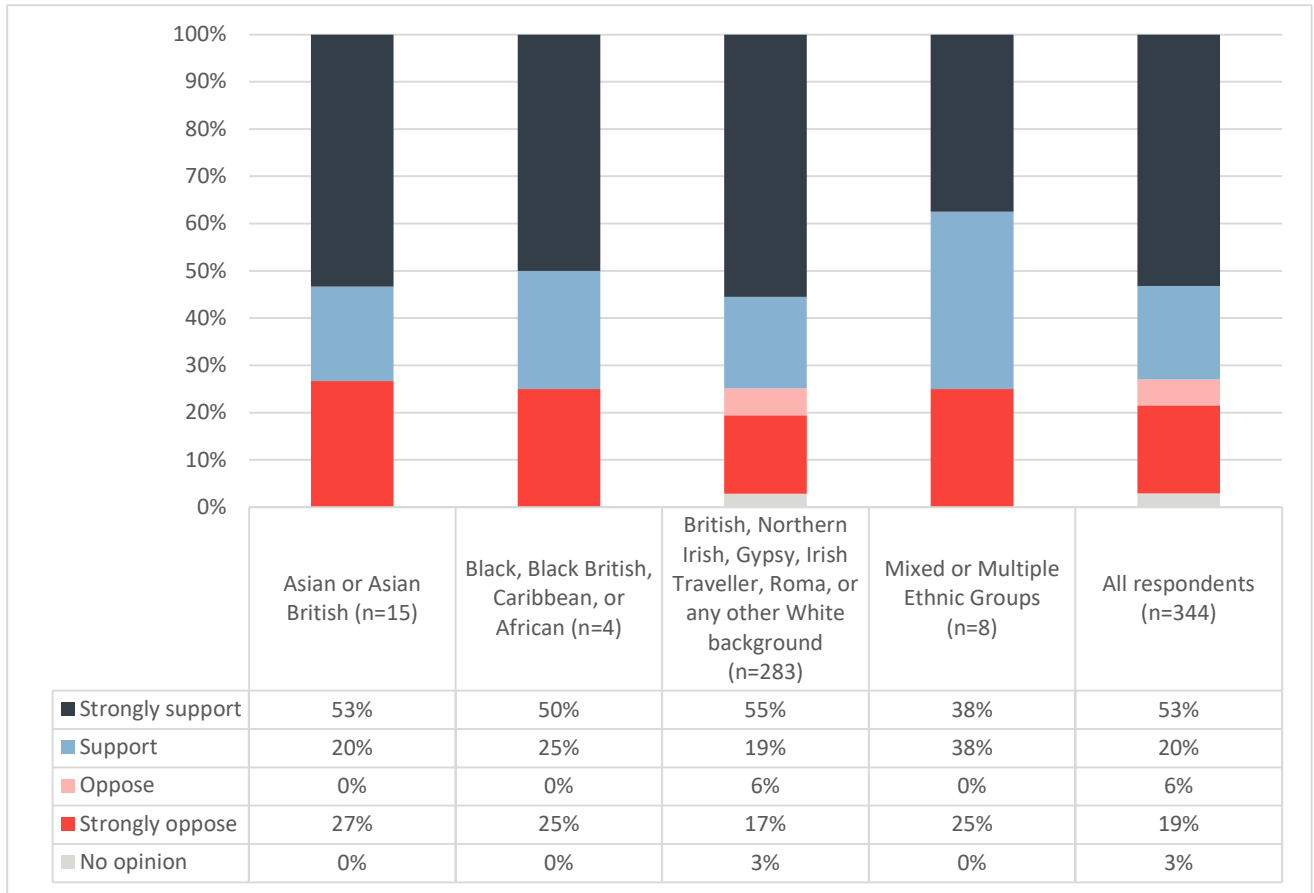


Figure 3-9 - Q1 (segregated footway/ one-way cycleways) responses by ethnicity



Responses to Question 2 (floating bus stops)

Question 2 asked respondents how far they support or oppose the proposed new floating bus stops. 99% of respondents answered this question. Figures 3-10 to 3-14 display the respondents’ support or opposition to this proposal by demographic.

Figure 3-12 shows those between the ages 25-34 were more likely to support the floating bus stops with 68% strongly approving. Opposition to floating bus stops was highest among respondents over the age of 75, with 44% strongly opposing.

Those who identified themselves as being disabled were more likely to strongly oppose the proposals (51%) compared with 19% of non-disabled respondents (Figure 3-13).

Figure 3-10 - Q2 (floating bus stops) responses by connection to area

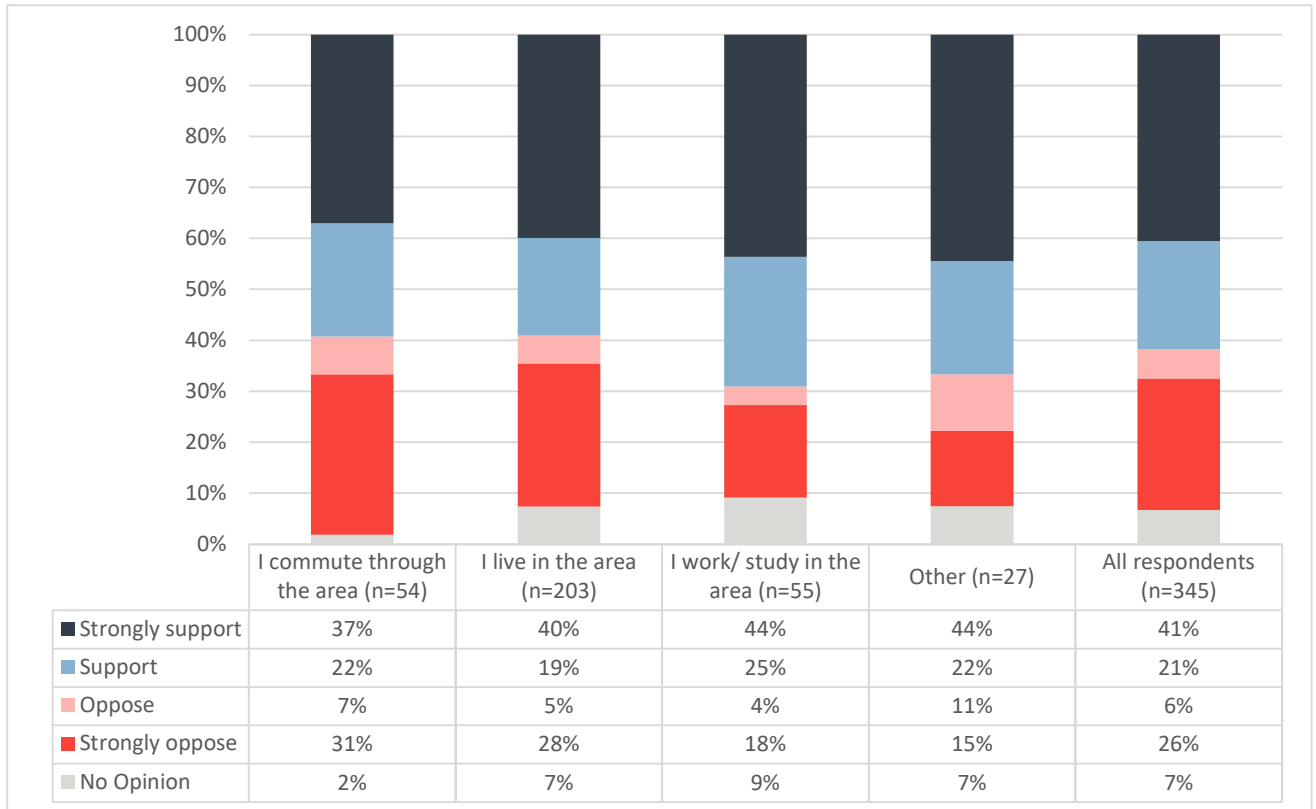


Figure 3-11 – Q2 (floating bus stops) responses by sex

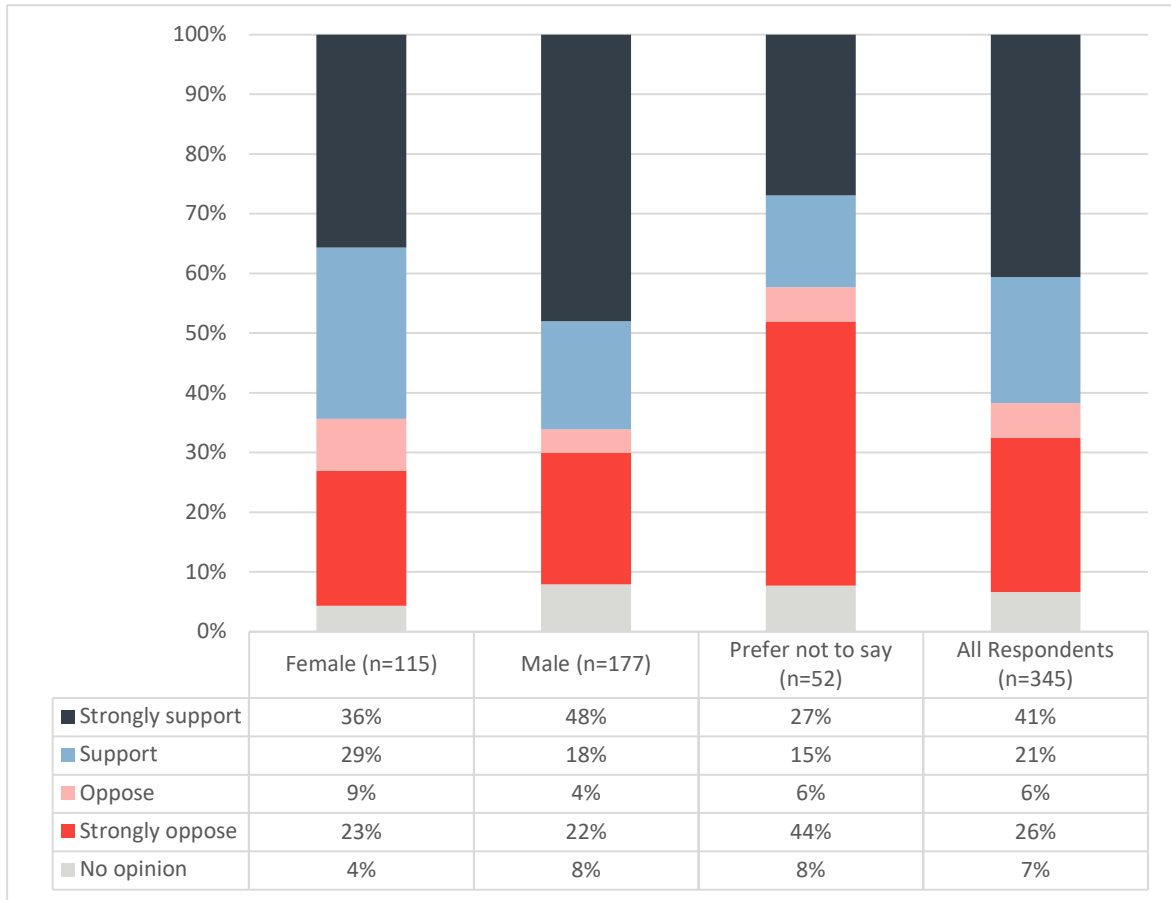


Figure 3-12 – Q2 (floating bus stops) responses by age

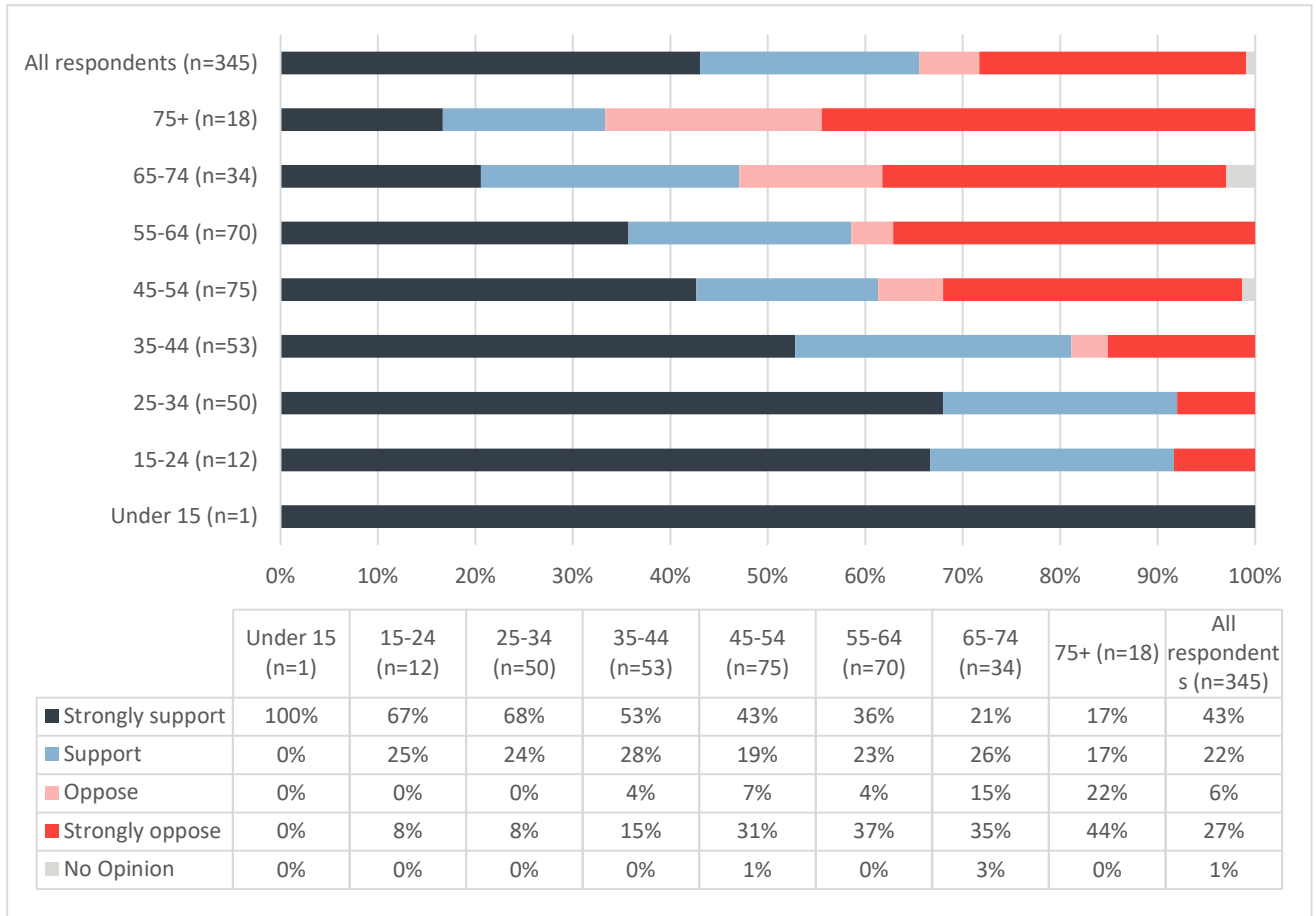


Figure 3-13 - Q2 (floating bus stops) responses by disability

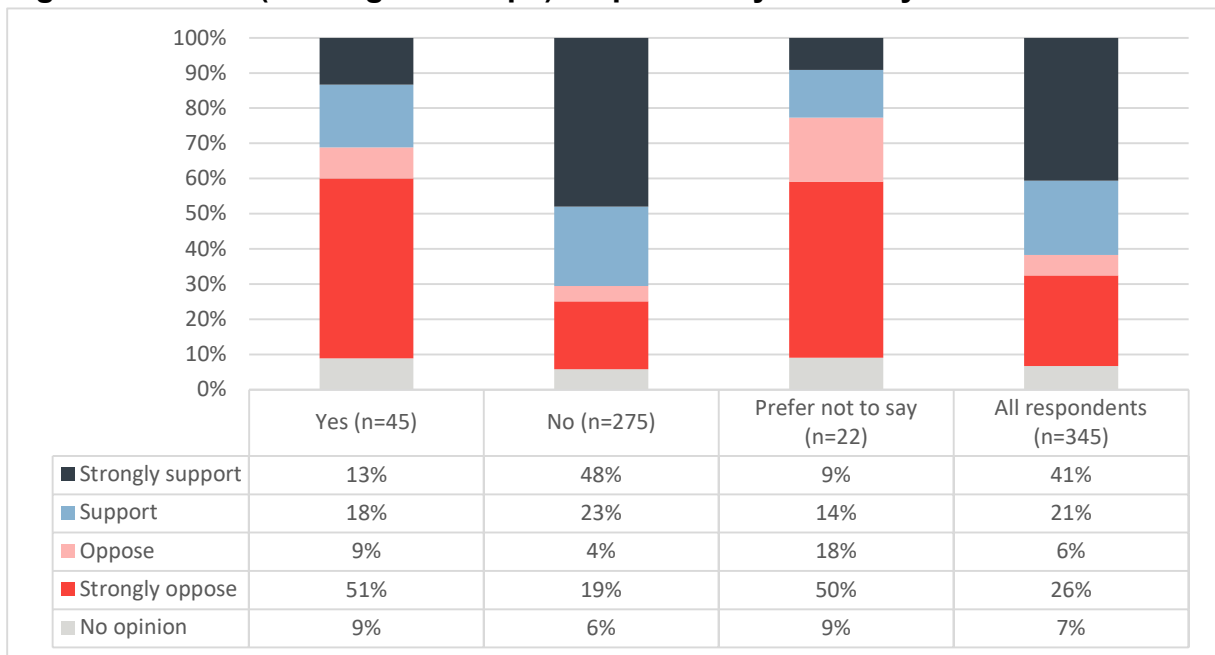
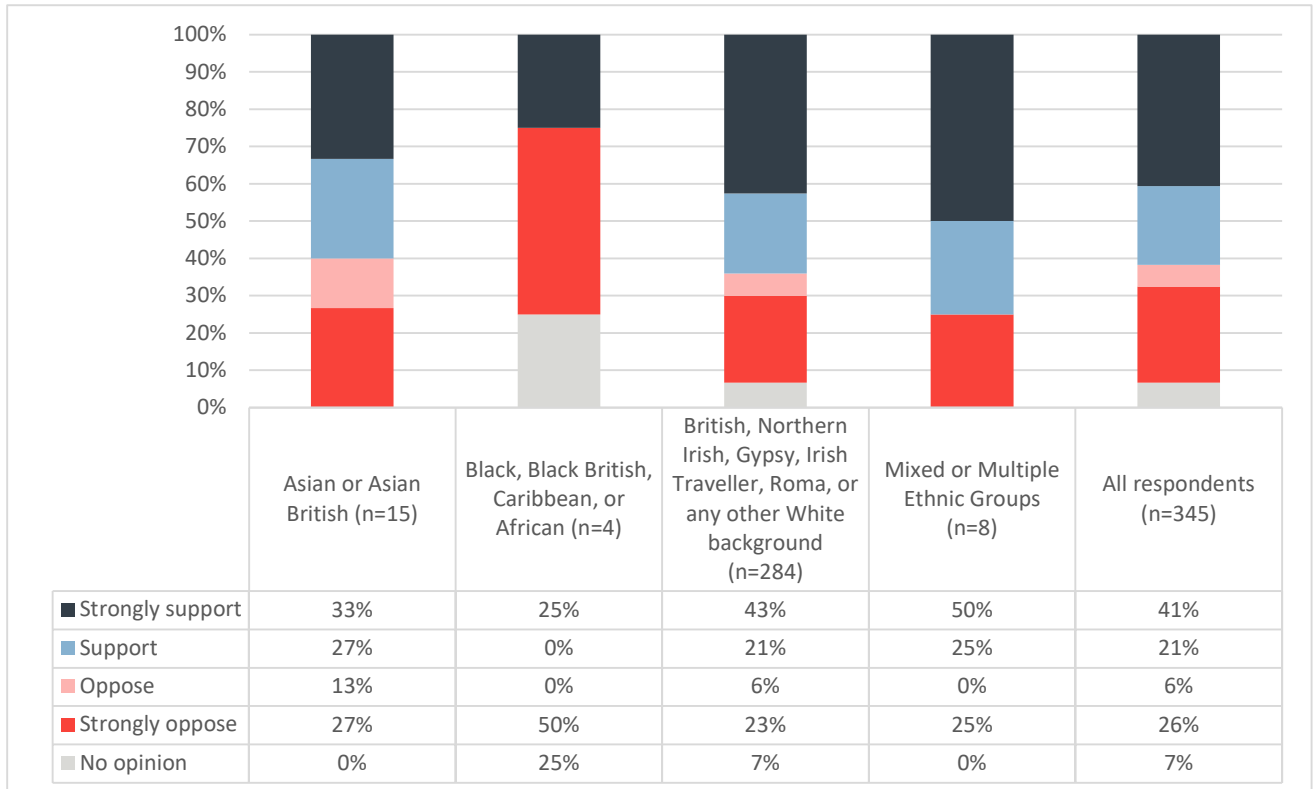


Figure 3-14 - Q2 (floating bus stops) responses by ethnicity



Responses to Question 3 (Copenhagen crossings)

Question 3 asked respondents how far they support or oppose the proposed new Copenhagen crossings. 99% of respondents answered this question. Figures 3-15 to 3-19 display the respondents' support or opposition to this proposal by demographic.

As shown in Figure 3-16, males were slightly more likely to strongly support these proposals at 53% compared with 41% of females strongly supporting them.

Figure 3-17 indicates those between the ages of 25-34 were most likely to strongly support these proposals (79%) whereas, 45% of respondents over the age of 75 strongly opposed or opposed the proposals.

Similarly to the previous questions, 59% of disabled respondents strongly opposed or opposed these proposals compared to 21% of non-disabled respondents opposing or strongly opposing them (Figure 3-18).

Figure 3-15 - Q3 (Copenhagen crossings) responses by connection to area

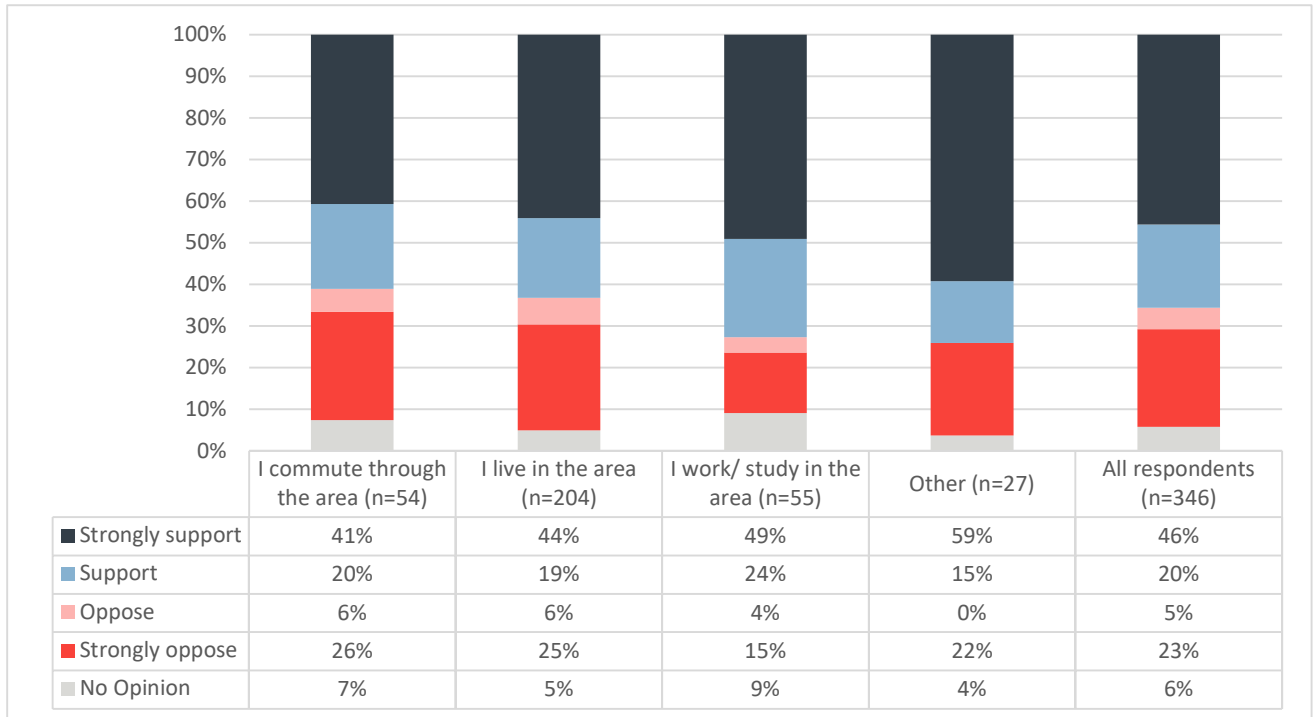


Figure 3-16 - Q3 (Copenhagen crossings) responses by sex

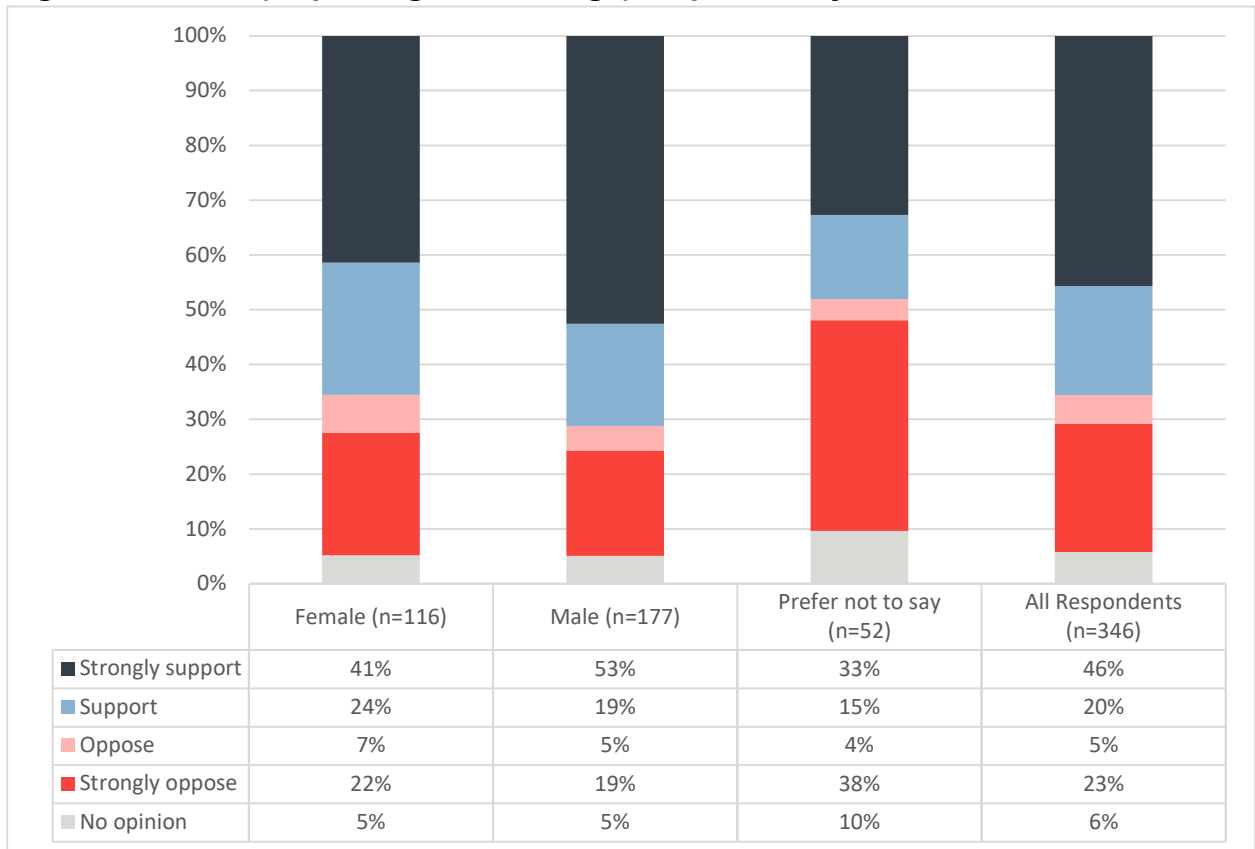


Figure 3-17 - Q3 (Copenhagen crossings) responses by age

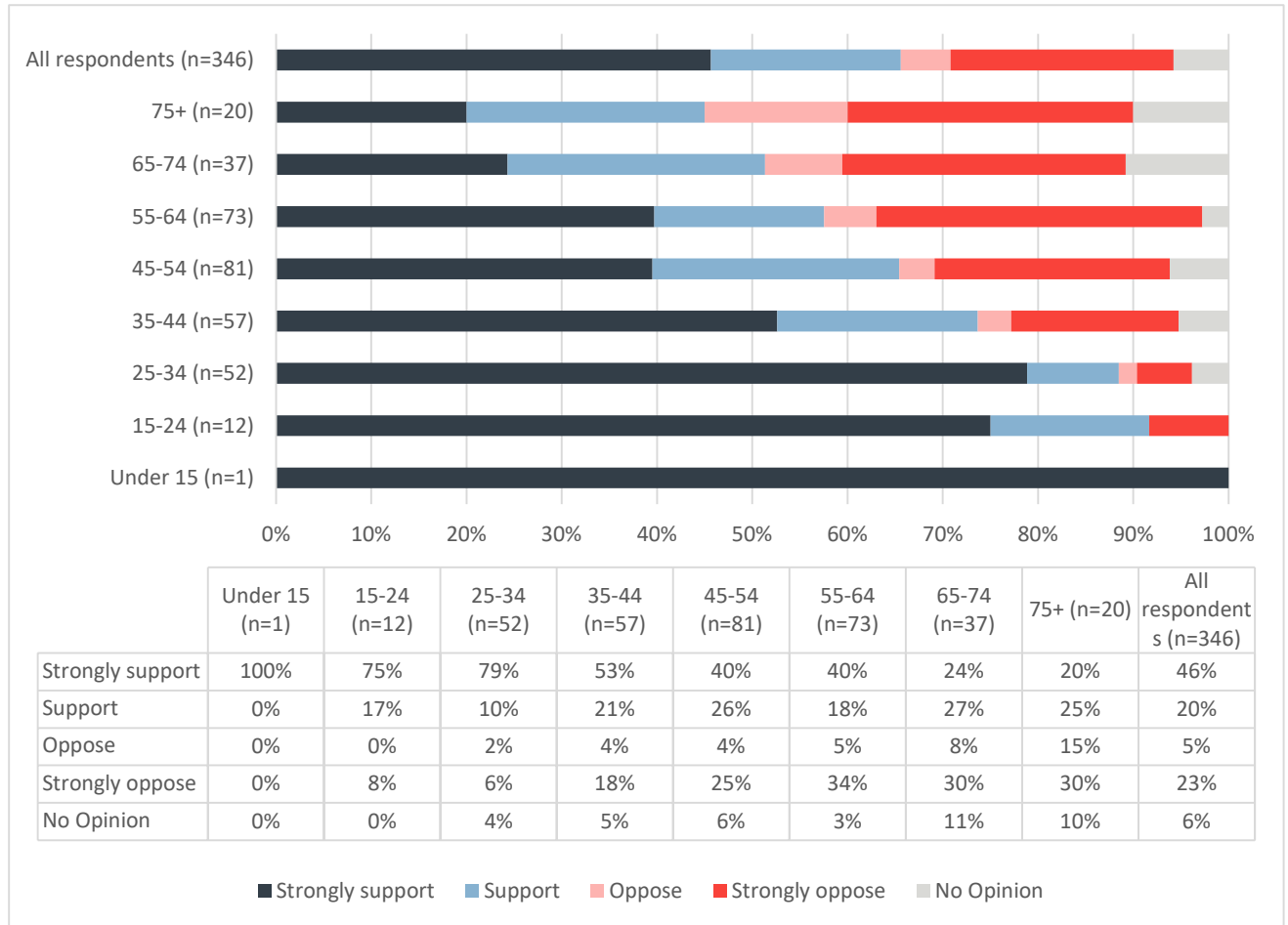


Figure 3-18 - Q3 (Copenhagen crossings) responses by disability

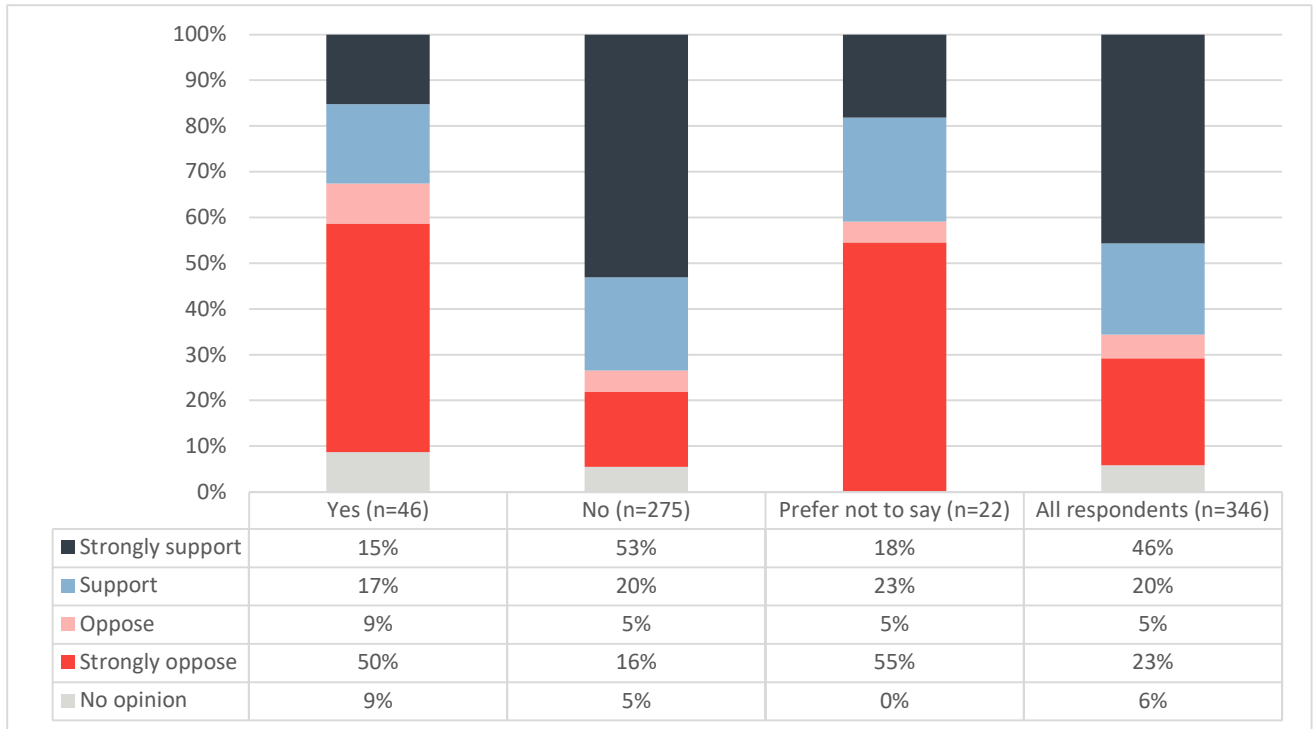
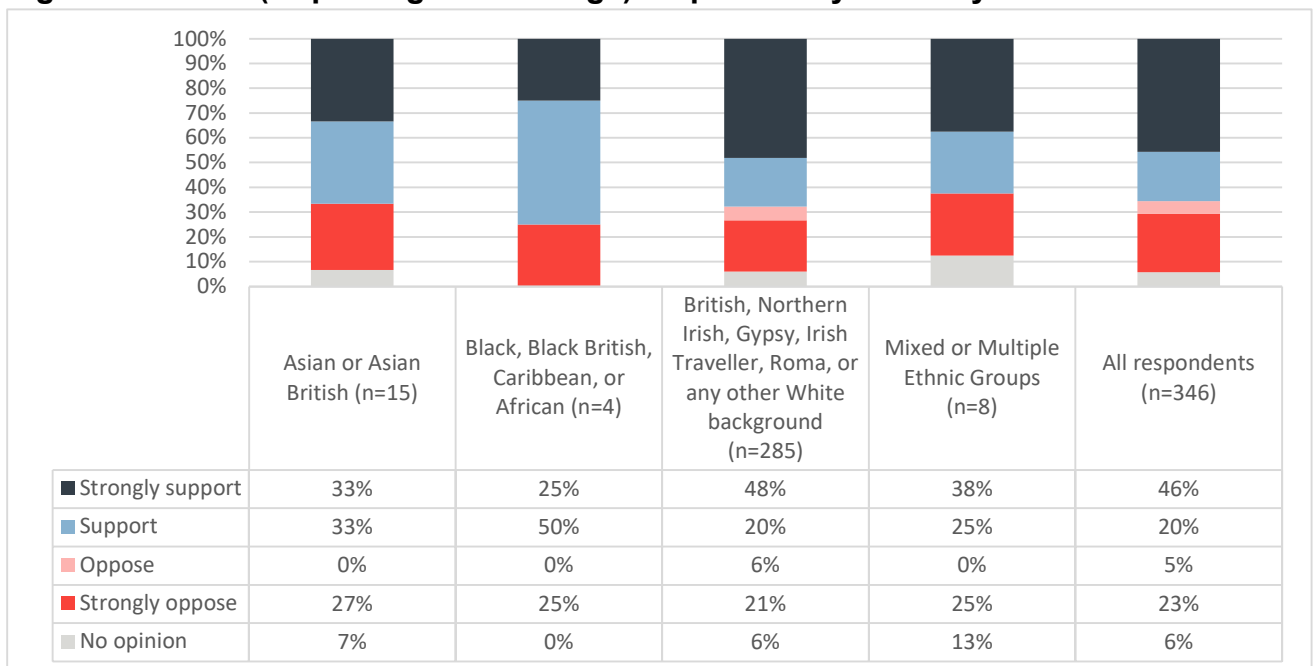


Figure 3-19 - Q3 (Copenhagen crossings) responses by ethnicity



Responses to Question 4 (controlled crossings)

Question 4 asked respondents how far they support or oppose the proposed new controlled crossings. 99% of respondents answered this question. Figures 3-20 to 3-24 display the respondents' support or opposition to this proposal by demographic.

Figure 3-20 shows those working/ studying in the area are the most supportive towards these proposals with 76% either strongly supporting or supporting the controlled crossings

Figure 3-20 - Q4 (controlled crossings) responses by connection to area

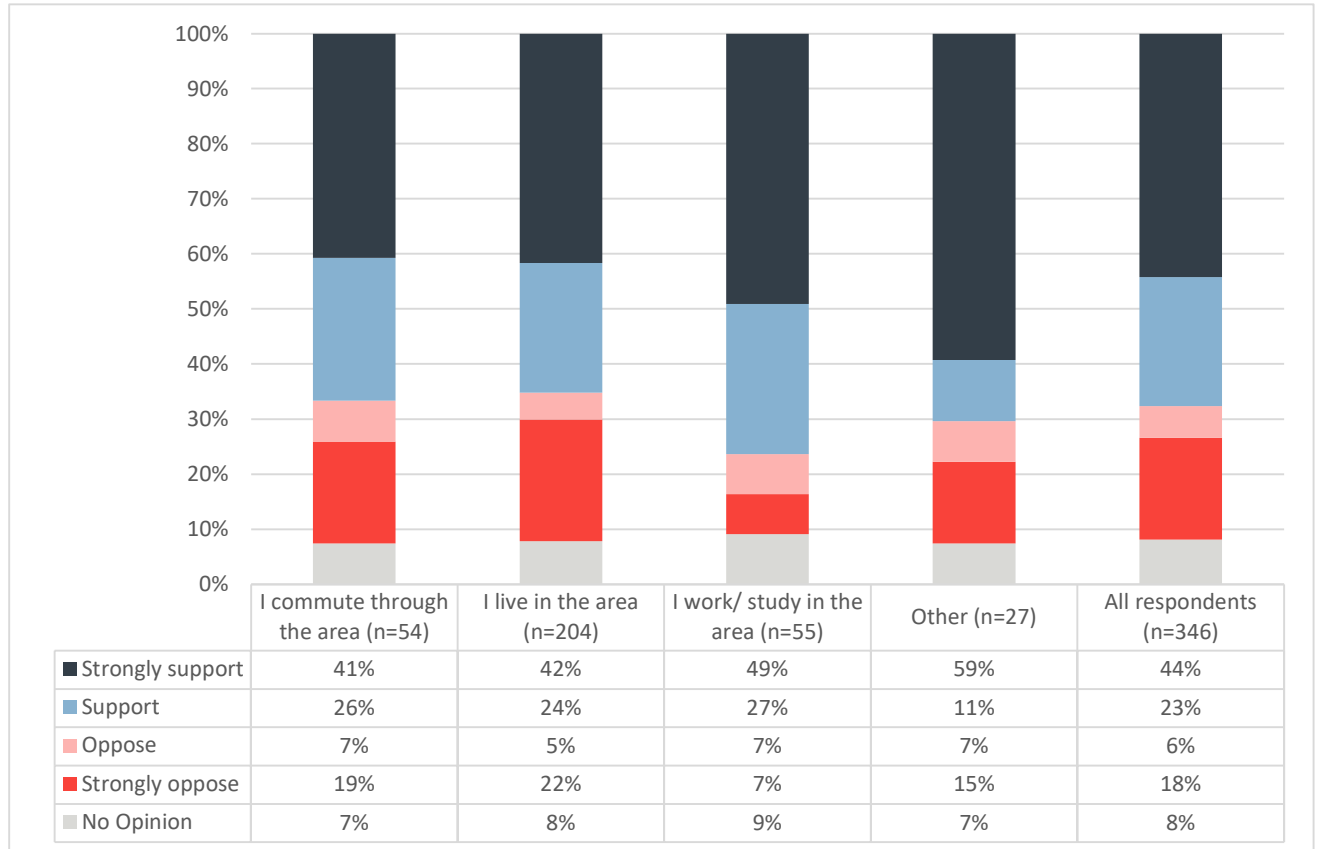
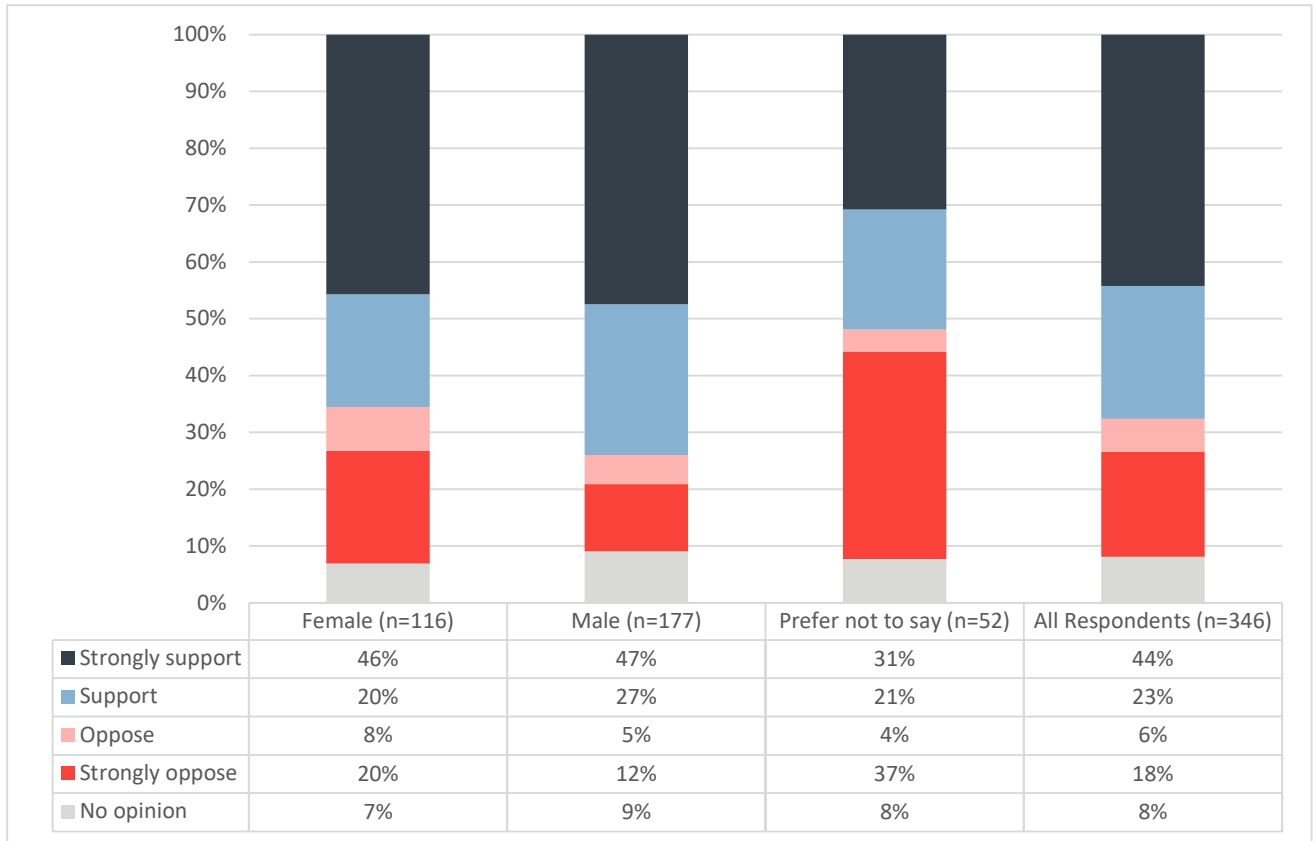
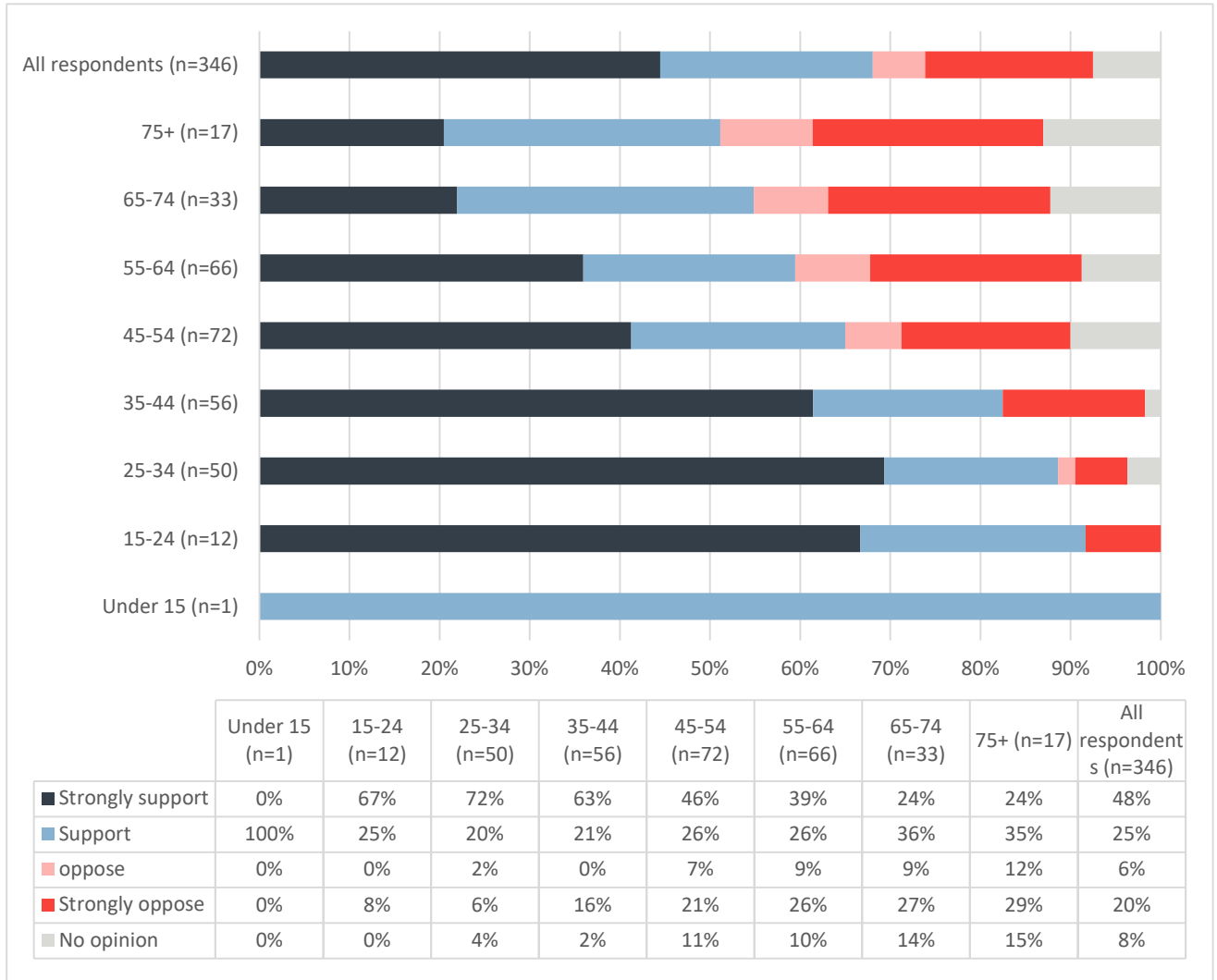


Figure 3-21 - Q4 (controlled crossings) responses by sex



82% of those between the ages of 25-34 support or strongly support the proposals whereas, 59% over the age of 75 support or strongly support the proposals as shown in Figure 3-22.

Figure 3-22 - Q4 (controlled crossings) responses by age group



Non-disabled respondents were more likely to support or strongly support the proposals for controlled crossings at 75% whereas, compared with 39% of disabled respondents as shown in **Error! Not a valid bookmark self-reference.** (35% of disabled respondents strongly opposed the proposals for controlled crossings, higher than the average across all respondents).

Figure 3-23 - Q4 (controlled crossings) responses by disability

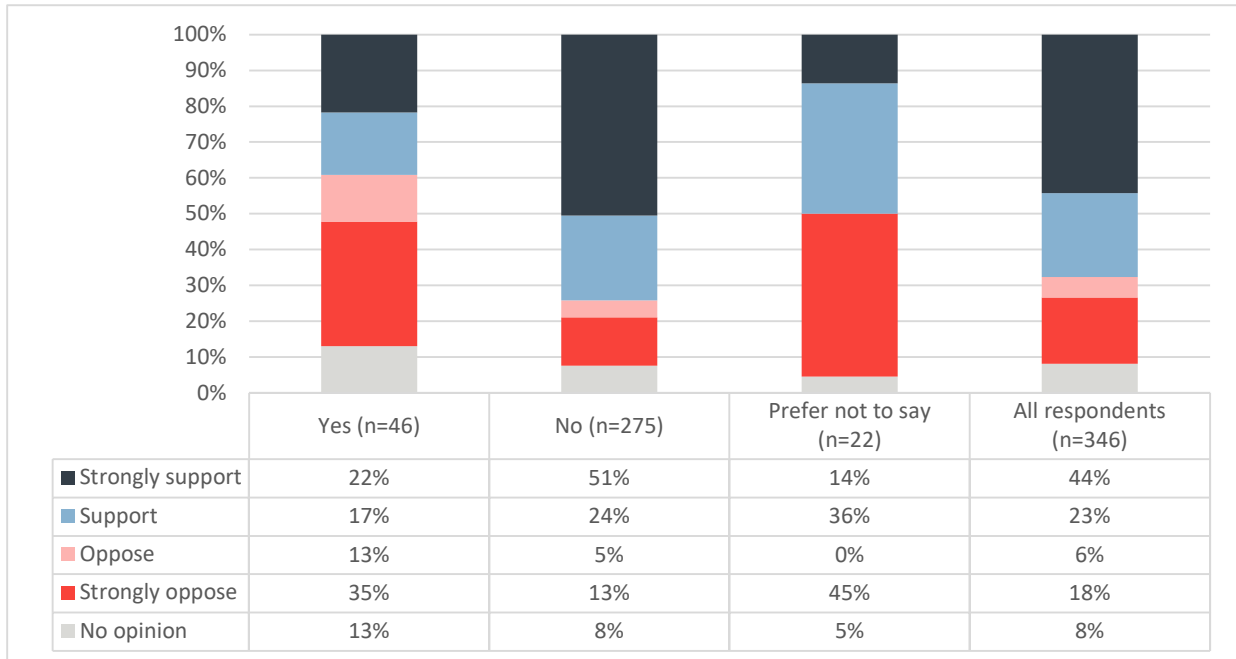
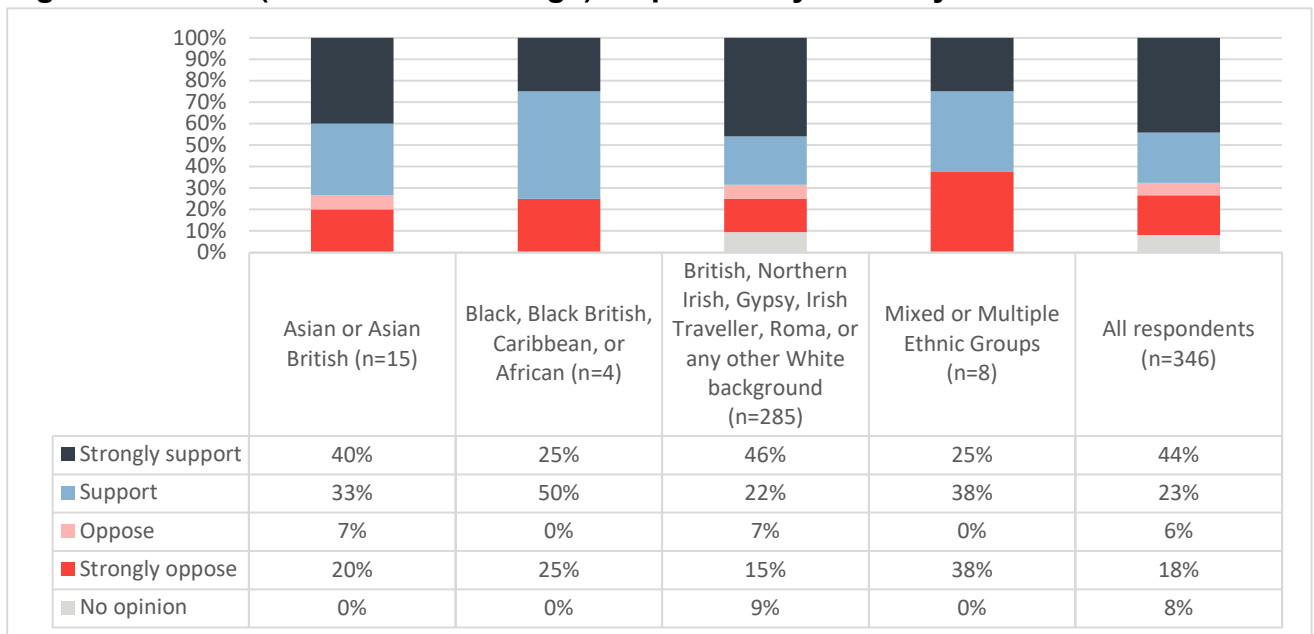


Figure 3-24 - Q4 (controlled crossings) responses by ethnicity

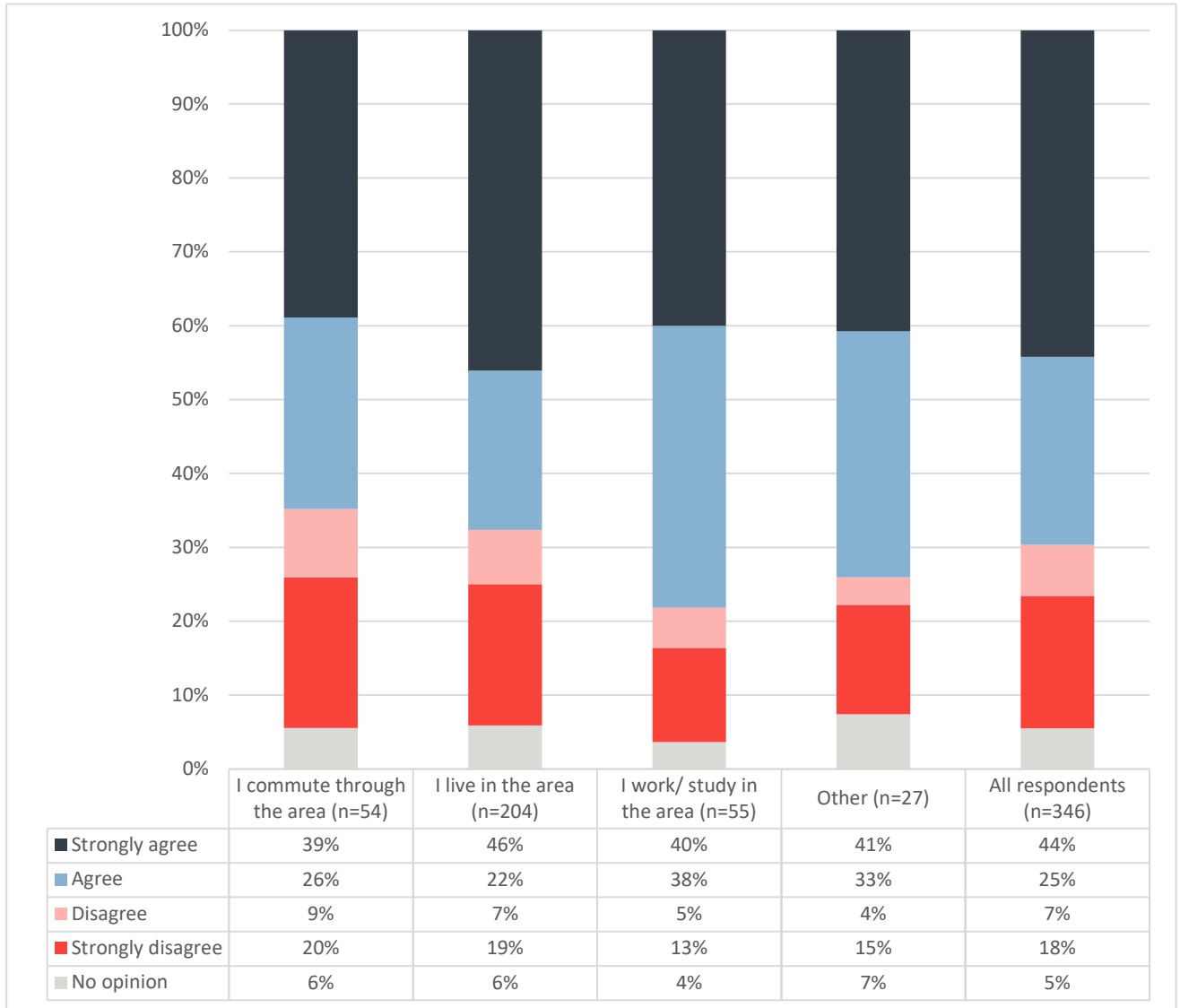


Responses to Question 5 (improved connectivity)

Question 5 asked respondents how far they agreed or disagreed that the proposal will improve connectivity for people walking and cycling along Madingley Road. Figures 3-25 to 3-29 display responses by demographic. 99% of respondents responded to this question.

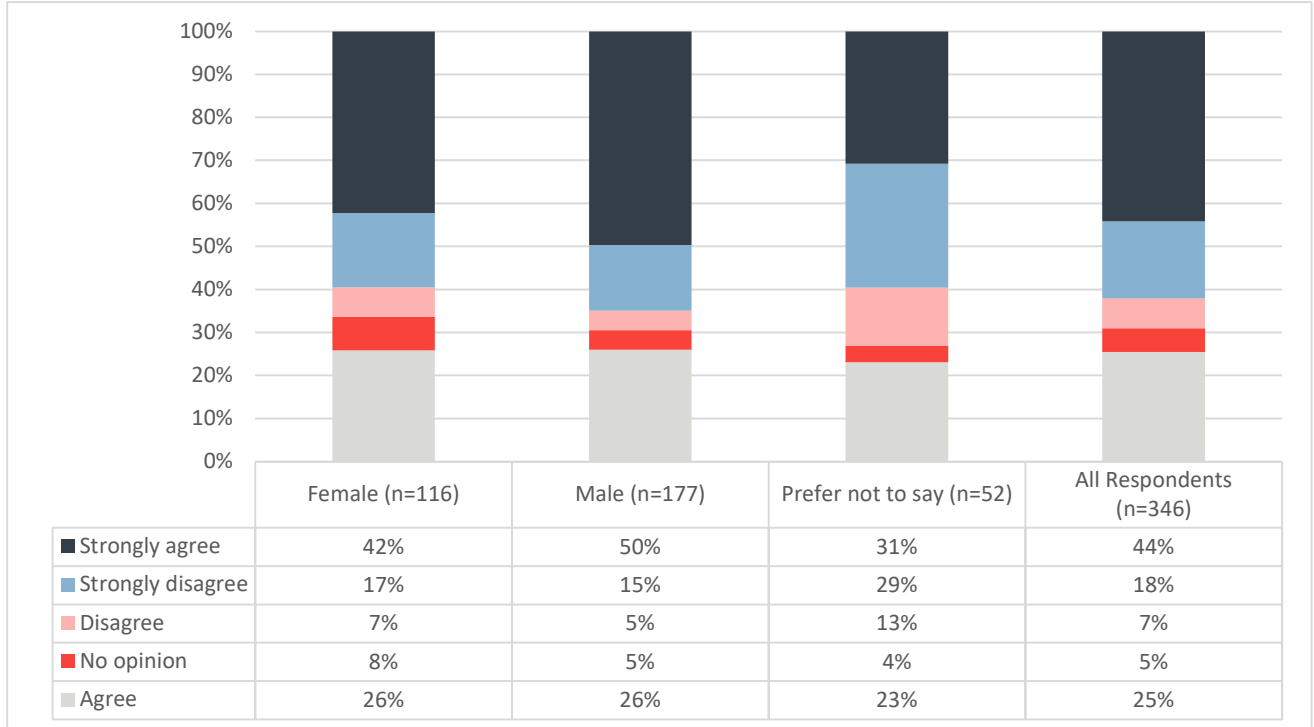
Those who work or study in the area were more likely to agree or strongly agree that connectivity will be improved by the proposals as shown in Figure 3-25.

Figure 3-25 – Q5 (improved connectivity) responses by connection to area



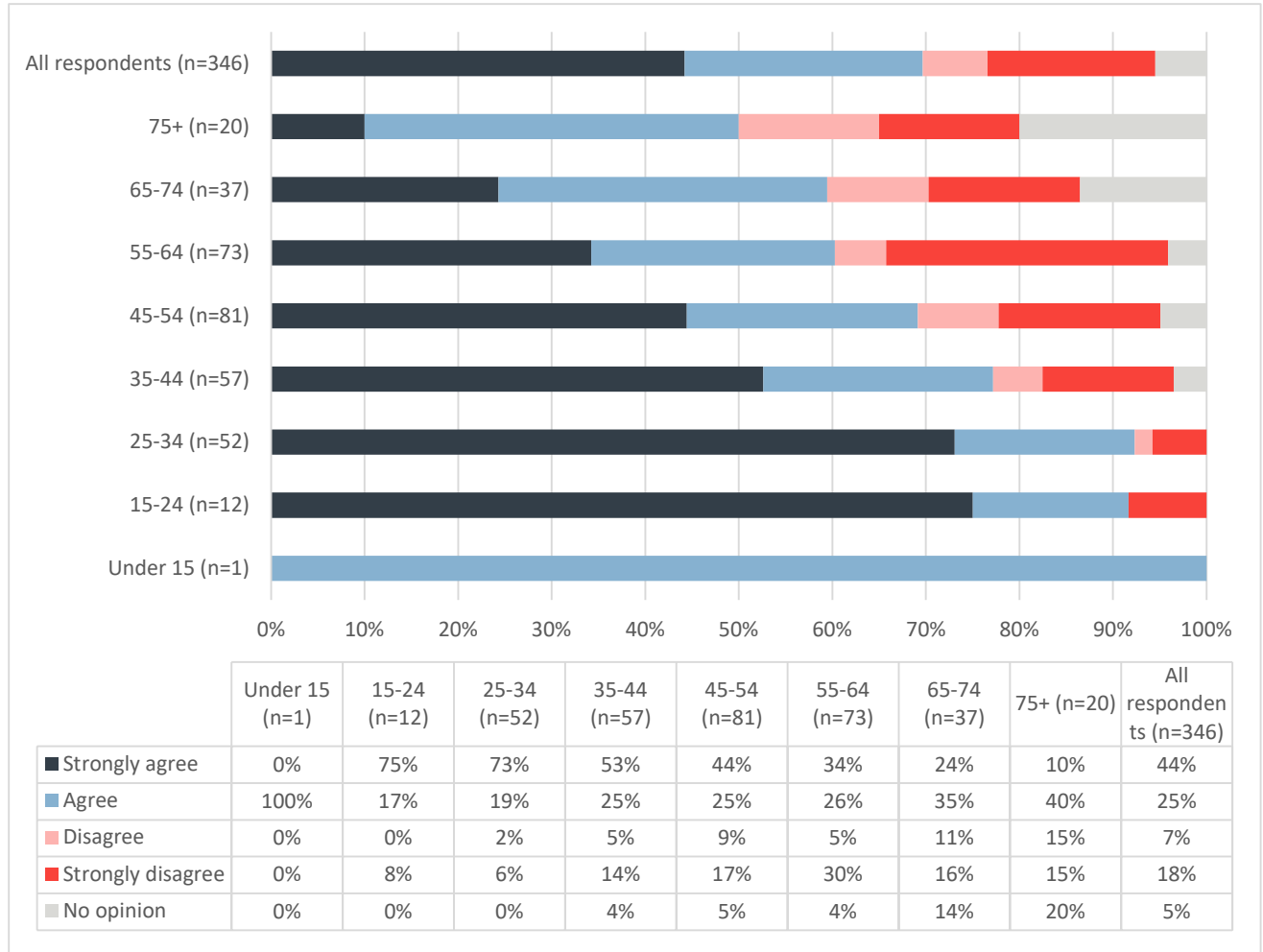
As shown in **Error! Not a valid bookmark self-reference.**, 15% of females disagreed or strongly disagreed with this statement compared with 10% of men.

Figure 3-26 - Q5 (improved connectivity) responses by sex



Agreement with the statement that the proposals would improve connectivity for walking and cycling was lowest among respondents aged over 75, and agreement was highest among younger age groups. **Error! Not a valid bookmark self-reference.** shows 10% of respondents over the age of 75 strongly agreed that connectivity will be improved whereas 75% of those between the ages of 15-24 strongly agreed with this statement.

Figure 3-27 - Q5 (improved connectivity) responses by age group





Among disabled respondents, 43% agreed or strongly agreed with the statement and 33% disagreed or strongly disagreed. This can be seen in

Disabled respondents were more likely to oppose (15%) or strongly oppose (46%) the proposals compared with non-disabled respondents (5% and 15% respectively), as shown in Figure 3-33.

Figure 3-3328.

Figure 3-28 - Q5 (improved connectivity) responses by disability

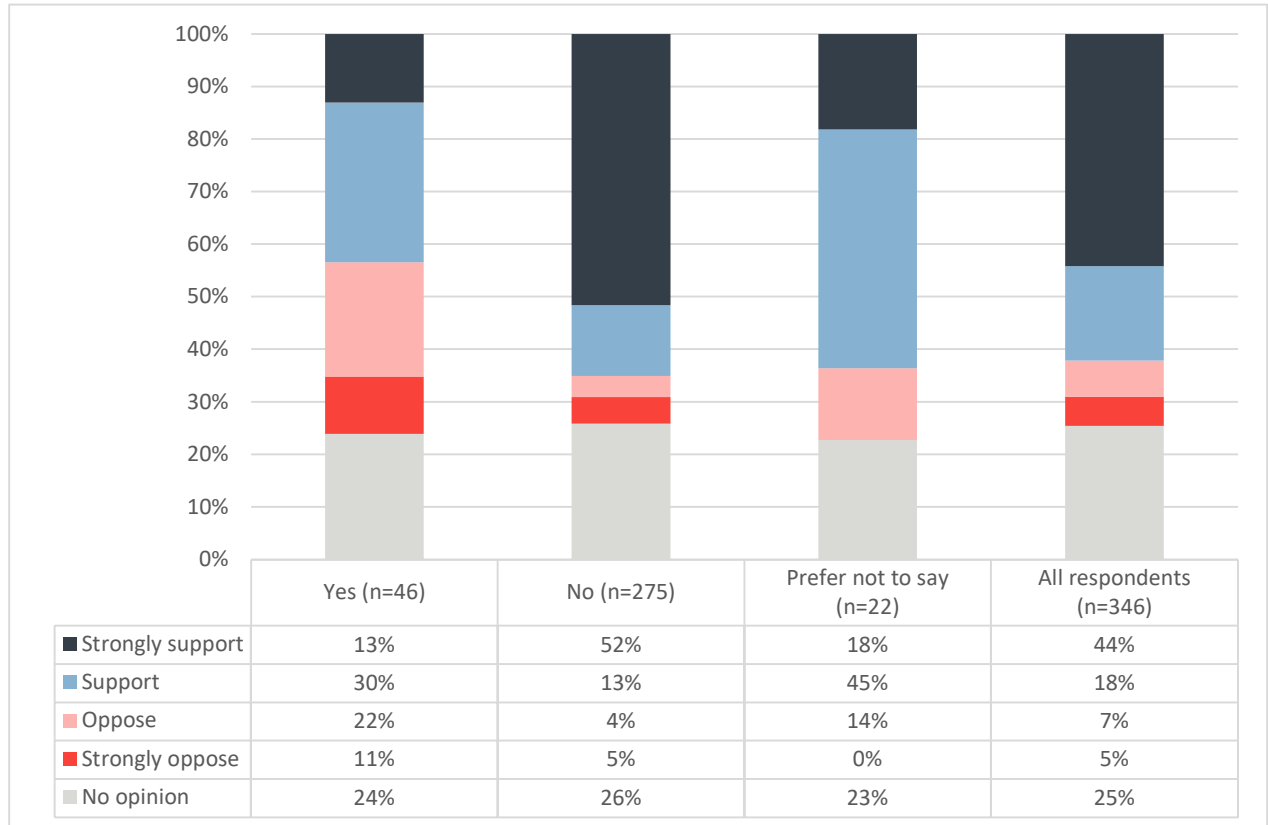
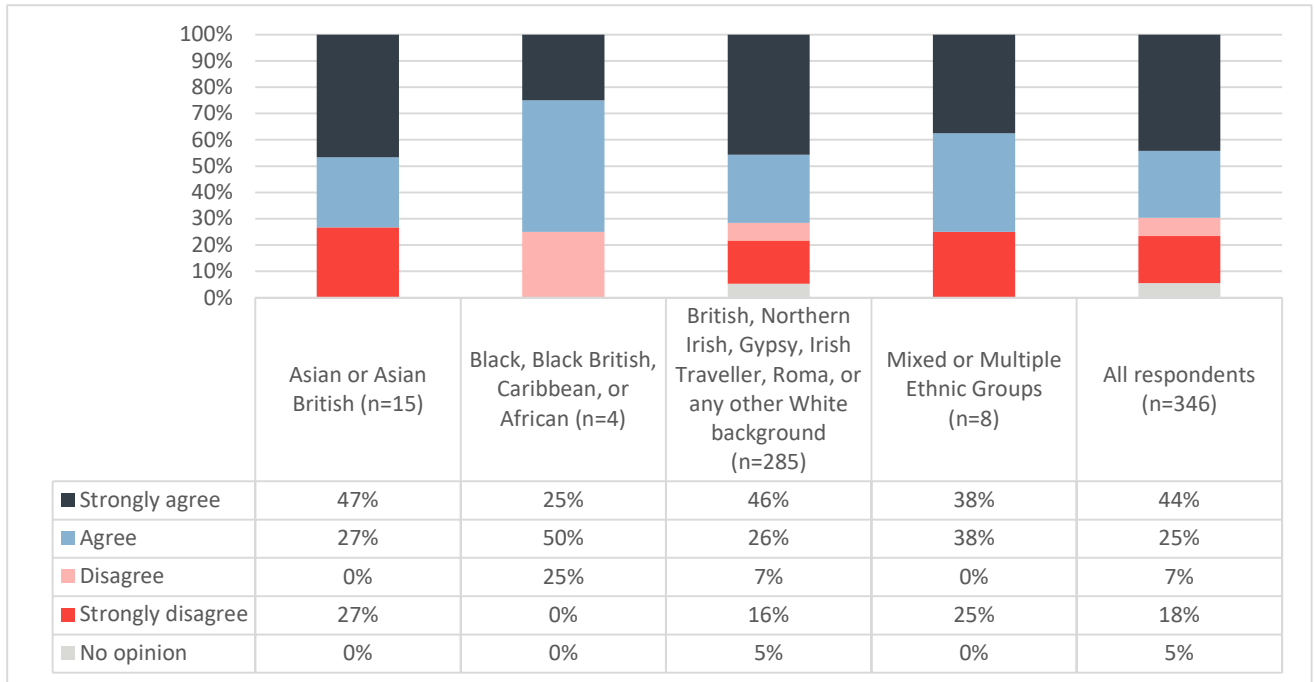


Figure 3-29 - Q5 (improved connectivity) responses by ethnicity



Responses to Question 6 (support for proposed changes)

The final question asked respondents how far they support or oppose the proposed changes along Madingley Road. 99% of respondents answered this question. Figures 3-30 to 3-34 display the respondents’ support or opposition to this proposal by demographic.

Of the connections to the area, 68% of respondents who live in the area supported or strongly supported the proposals (5% opposed and 24% strongly opposed). Support was highest among respondents who worked/studied in the area (77%). Opposition was greatest among respondents who commuted through the area, with 36% opposed or strongly opposed to the proposals as seen in Figure 3-30.

Figure 3-30 - Q6 (support for proposed changes) responses by connection to area

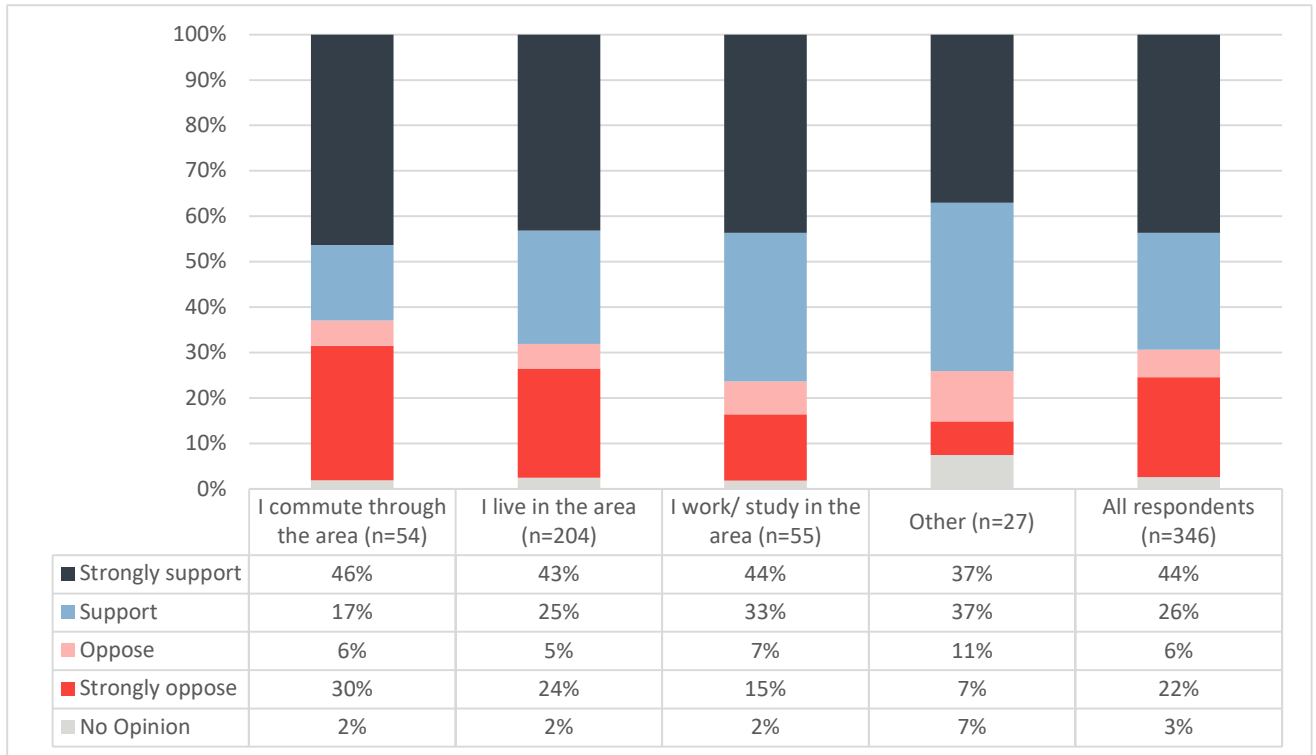
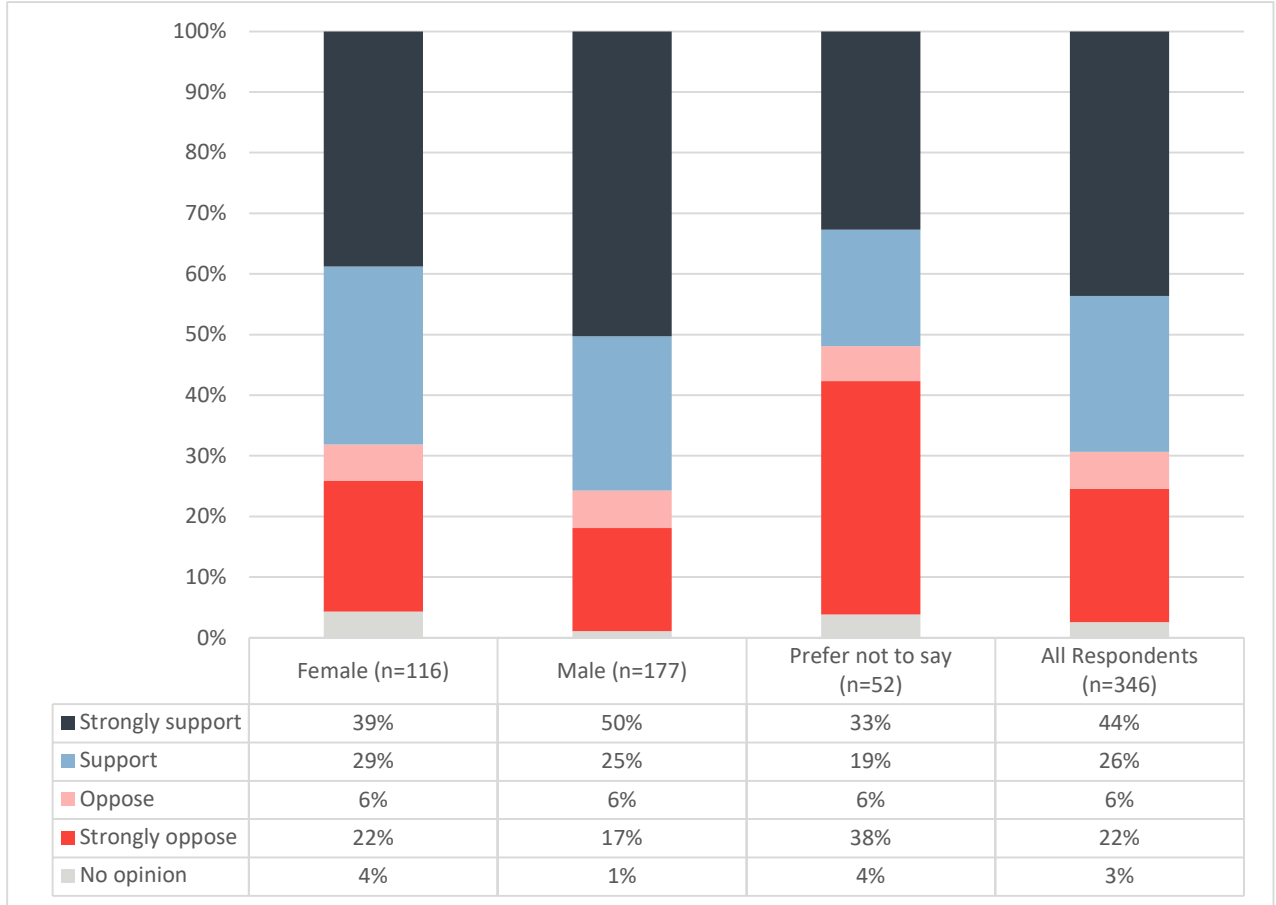


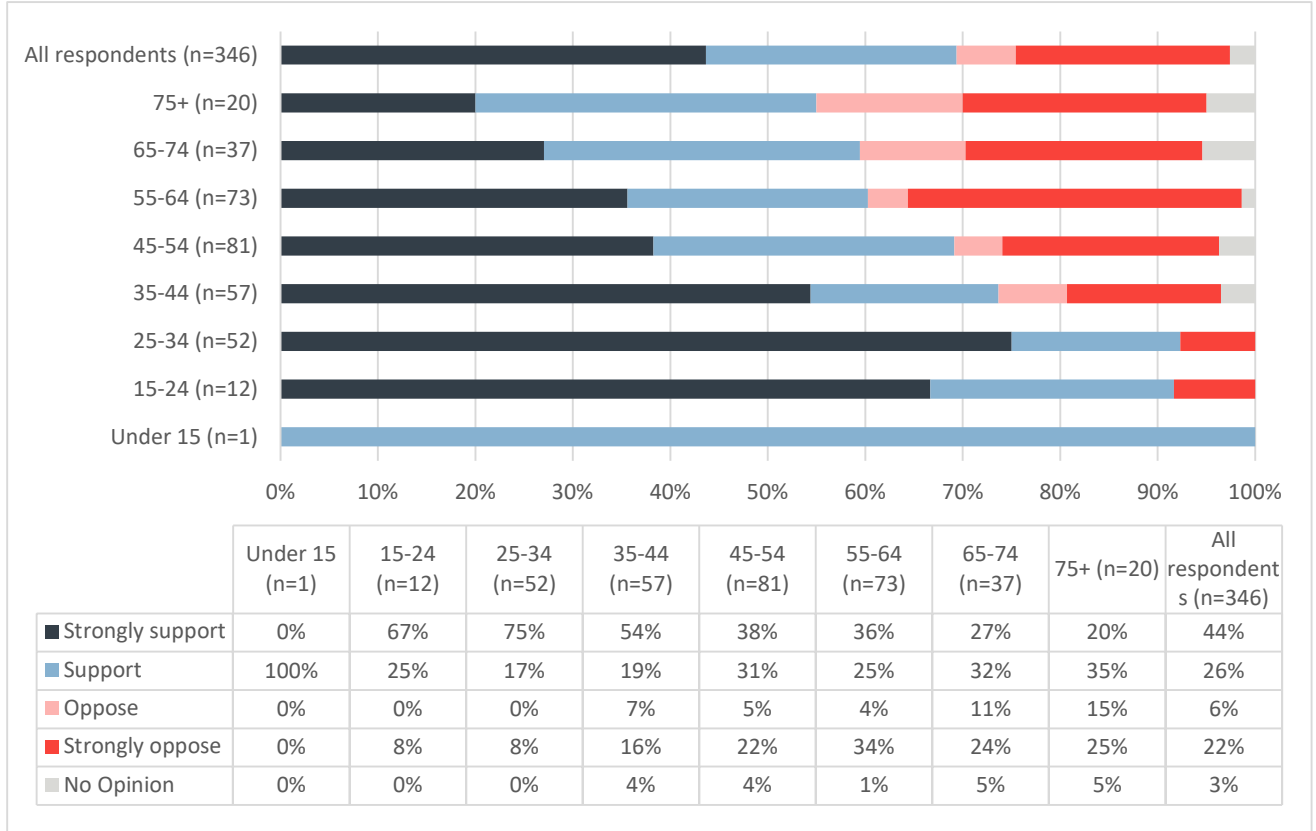
Figure 3-31 shows that males were more likely to support or strongly support the proposal (75%) compared with 68% of females.

Figure 3-31 - Q6 (support for proposed changes) responses by sex



Those between the ages of 25-34 were most likely to support or strongly support the proposals at 75% as shown in **Error! Not a valid bookmark self-reference..**

Figure 3-32 - Q6 (support for proposed changes) responses by age group



Disabled respondents were more likely to oppose (15%) or strongly oppose (46%) the proposals compared with non-disabled respondents (5% and 15% respectively), as shown in Figure 3-33.

Figure 3-33 - Q6 (support for proposed changes) responses by disability

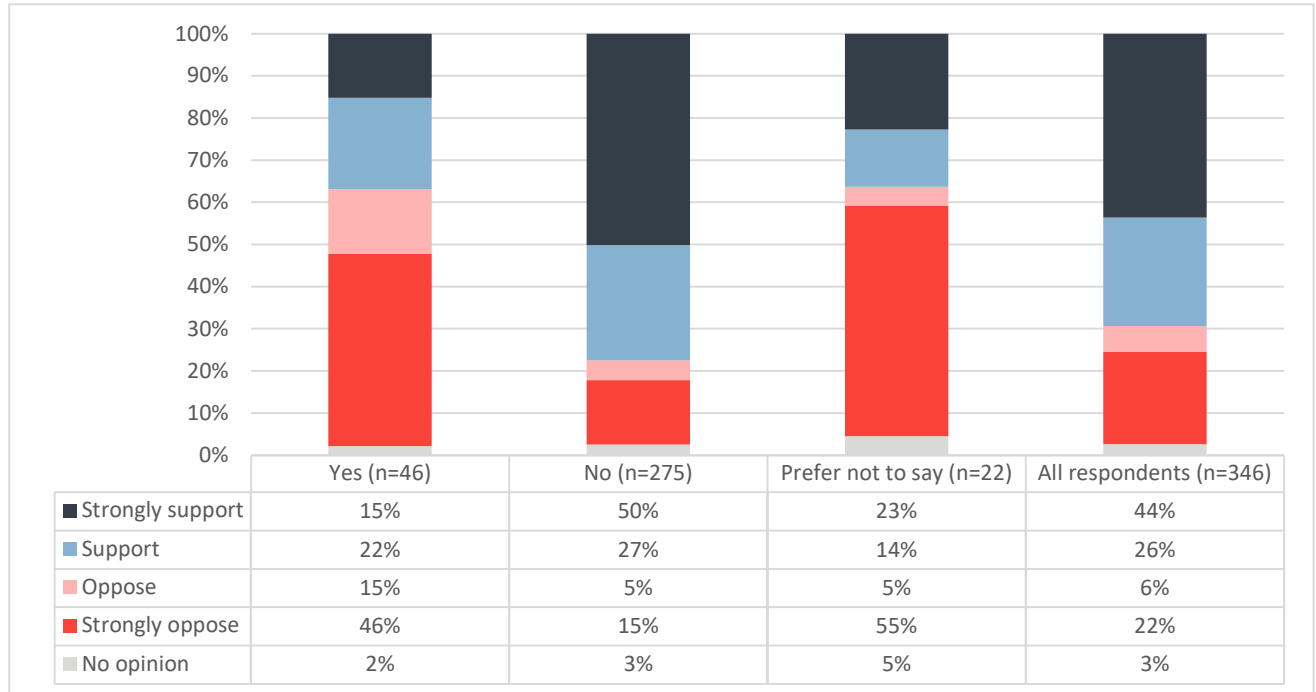
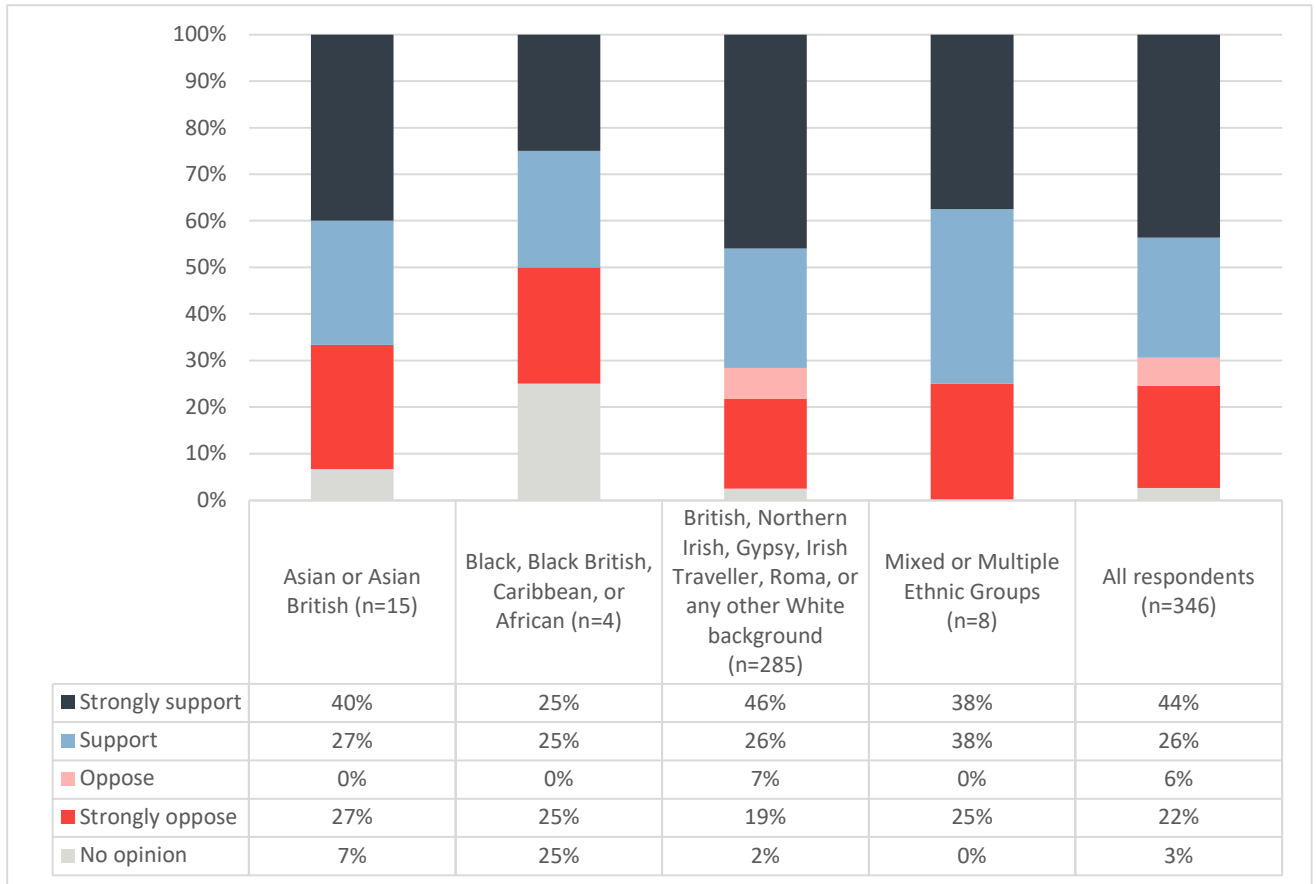


Figure 3-34 - Q6 (support for proposed changes) responses by ethnicity



4 Open Question Analysis

This chapter presents the results of the coding process for Question 10 of the survey:

Do you have any further comments about the proposed improvements along Madingley Road?

Of the 348 respondents to the online survey, 232 provided a free text response to Question 10. An additional 21 respondents emailed the Greater Cambridge Partnership to provide written feedback. Their responses are included in the following analysis.

Each response was read thoroughly and coded using the code frame discussed in Chapter 2 and contained in Appendix A.

Some responses were submitted on behalf of a stakeholder business or organisation.

Responses from stakeholders included:

- Glassworks Health Club, Churchill College
- Madingley Road Focus Group, Madingley Road Area Residents' Association (MRARA)
- Cambridge University Hospitals NHS Foundation Trust (CUH)
- Cambridge University
- CamCycle
- Cambridge Biomedical Campus (CBC)
- A joint submission from the undergraduate bodies of Churchill College, Lucy Cavendish College and Fitzwilliam College.

All stakeholder responses to the survey provided a free-text response to Question 10. Both these and the written responses received from stakeholder organisations are incorporated into the following analysis.

Finally, during the coding process, a check was conducted to identify campaign responses and duplicates. No obvious campaigns, duplicates or resubmissions were detected. However, four respondents expressed support for comments already made by Camcycle, with a further respondent supporting the response from the Madingley Road Residents Association. Due to their low frequency and the additional, unique detail provided in the responses, these responses have not been considered campaign responses and have been analysed as discrete responses to the survey.

Results

Error! Reference source not found. shows the 15 sentiments expressed most frequently by respondents, providing a direct count and percentage of all respondents to question 10 / email respondents.

Table 4-1 - Summary of 15 most frequently expressed sentiments

Theme	Code	Respondent Count (n = 253)	% of Respondents
Geographic Scope	Suggest cycle tracks should extend further west past the junction with Eddington Avenue (e.g. as far as P&R)	35	13.6%
Geographic Scope	Suggest cycle tracks should extend further east past the junction with Lady Margaret Road, better integrate with Northampton Street and Queen's Road	29	11.2%
Impact on Other Traffic	Concern about congestion and emissions impact of the proposals (e.g. too many signalised crossing, additional traffic signals, floating bus stops, removal of right turn filters)	25	9.7%
Other (About the Proposals)	Concern about the condition of the existing road and/or footway surface	24	9.3%
Implementation	Concern scheme is a waste of money	21	8.1%
Safety	Concern about Cambridge kerbs (e.g. too easy for motor vehicles to drive onto the cycle track, greater degree of segregation needed between people walking/cycling and motor vehicles, cycle wheels can catch the kerb)	20	7.8%
Safety	Concern about safety of floating bus stops	19	7.4%
General view	General support for the proposals (no further details provided)	18	7.0%
Geographic Scope	Concern scheme is not necessary (e.g. already some cycling provision on Madingley Road footways; use parallel route through western University site/Coton Path/Adams Road)	17	6.6%
Geographic Scope	Concern about the proposals at Storey's Way e.g. loss of right turn lane, visibility of cycle track, more space for peds needed on southern footway, relocation of bus shelter	16	6.2%
Geographic Scope	Suggest a lower speed limit / enforcement of speed limit is required on Madingley Road	15	5.8%

Theme	Code	Respondent Count (n = 253)	% of Respondents
General view	Support for the proposals because or where they will improve safety	13	5.0%
Impact on Other Traffic	Concern about buses e.g. the proposals could rule out future bus priority on MR, delays to bus services, loss/repositioning of bus stops	13	5.0%
Safety	Concern about safety of Copenhagen crossings (brochure indicates no priority for pedestrians and cyclists; visibility of peds/cyclists to drivers turning out of side road)	13	5.0%
Geographic Scope	Concern about the proposals at Lady Margaret Road e.g. pedestrian crossing needed, cycle track should be continuous,	12	4.7%

As can be seen in Table 4-1 above, the two most common responses related to the geographic scope of the project, with 14% of respondents suggesting that the scheme should extend further west, toward or past Eddington park and ride and 11% of respondents suggesting that it should extend further east to better integrate with Northampton Street and Queen’s Road.

The third most-cited response related to concerns about the congestion and emissions impact of the proposals (for example due to changes to road space for motor vehicles and additional signalised crossings), with 10% of respondents mentioning these concerns.

Some examples of responses coded to the three most frequently used codes are shown below. Please note that in some cases only excerpts have been shown due to the length of responses.

Geographic Scope: Suggest cycle tracks should extend further west past the junction with Eddington Avenue (e.g. as far as the Park & Ride)

- *It’s good as far as it goes but would be better if the scheme went all the way to the park and ride*
- *I’m a regular cyclist on Madingley Road (journey between Cambourne & central Cambridge). I support the proposals as far as they go. But the (remaining) most dangerous section for cyclists is just beyond the boundary of the scheme - i.e. the section west of the park & ride site, where cyclists (heading towards Madingley Hill) need to cross fast moving traffic turning left onto the M11.*
- *Extend support for better infrastructure further up Madingley Road, so residents of Madingley itself can safely make the connection to the edge of the city. The cycle path section past eddington avenue to Cambridge road, is very poorly maintained, unlit, very narrow, and difficult to use. It would also be of big benefit to safely connect to Coton to*

allow village residents access and visitors to the Coton garden centre to safely cycle or walk. Currently that section is very unpleasant.

- *We wish the improvements extended further up Madingley Road all the way up to the junction of Cambridge Road, as that crossing for the cyclists and pedestrians is the most dangerous part of the journey for the adults and school kids.*

Geographic Scope: Suggest cycle tracks should extend further east past the junction with Lady Margaret Road, better integrate with Northampton Street and Queen's Road

- *The cycleways don't seem to extend all the way to the eastern end of the road. The cycleways must be joined up to other existing (or future) cycleways in order to be effective.*
- *The proposals between Lady Margaret Road and Northampton Street are unclear - the cycle lane appear to end suddenly eastbound and provides no way to merge with traffic to turn either left or right at the roundabout. Could something be developed to force vehicles to give way to cyclists who have no choice to merge into the traffic lanes? It's very hard to merge from a standing start, this also happens at busy times at the end of the southbound cycleway in Histon near to the Rose and Crown pub. There are also longstanding issues at the approach to the roundabout from Queen's Road, with vehicles wanting to turn left cutting up cyclists. Could the pavement be made shared use here so that cyclists turning into Madingley Road can leave the carriageway before the roundabout?*
- *Mini roundabout at end of madingley rd and queens road is dangerous for cyclists as cars often do not see you. It does not look as if this will change though which is a shame*

Impact on Other Traffic: Concern about congestion and emissions impact of the proposals (e.g. too many signalised crossing, additional traffic signals, floating bus stops, removal of right turn filters)

- *I cycle on Madingley Road now and again, I also drive on it rarely, cycling have never found it to be dangerous at all, usually pretty empty to be honest apart from peak hours but even then easily used as a cyclist... But as a driver I am completely opposed to floating bus stops, they are dangerous to both cyclist and pedestrians, stopping the flow of traffic and creating more carbon with idling traffic!*
- *Looks like you are wasting taxpayers' money on trying to fix something that is not broke. It is an attack on motorists and designed to make the road into constant traffic jams. It will be bad for the environment as cars will be crawling along the road. It will also make the width of the significantly for car users. Why don't you stick to basics - fix the potholes that affect cyclists and motorists and stop wasting our money. It is absurd to introduce this project, particularly has Madingley Road leads directly to M11.*
- *PLEASE No more pointless & dangerous Floating Bus Stops, as highlighted from lessons learnt along Histon & Milton Roads, as they unnecessarily obstruct & delay traffic, plus divert speeding cyclists directly into pedestrians!*



Appendix A. Code Frame Summary

Theme	Code	Count	Percentage
Geographic Scope	Suggest cycle tracks should extend further west past the junction with Eddington Avenue (e.g. as far as P&R)	35	13.6%
Geographic Scope	Suggest cycle tracks should extend further east past the junction with Lady Margaret Road, better integrate with Northampton Street and Queen's Road	29	11.2%
Impact on Other Traffic	Concern about congestion and emissions impact of the proposals (e.g. too many signalised crossing, additional traffic signals, floating bus stops, removal of right turn filters)	25	9.7%
Other (About the Proposals)	Concern about the condition of the existing road and/or footway surface	24	9.3%
Other (About the Engagement)	Response includes personal data (replaced with XXX)	24	9.3%
Implementation	Concern scheme is a waste of money	21	8.1%
Safety	Concern about Cambridge kerbs (e.g. too easy for motor vehicles to drive onto the cycle track, greater degree of segregation needed between people walking/cycling and motor vehicles, cycle wheels can catch the kerb)	20	7.8%
Safety	Concern about safety of floating bus stops	19	7.4%
General view	General support for the proposals (no further details provided)	18	7.0%
Geographic Scope	Concern scheme is not necessary (e.g. already some cycling provision on Madingley Road footways; use parallel route through western University site/Coton Path/Adams Road)	17	6.6%



Geographic Scope	Concern about the proposals at Storey's Way e.g. loss of right turn lane, visibility of cycle track, more space for peds needed on southern footway, relocation of bus shelter	16	6.2%
Geographic Scope	Suggest a lower speed limit / enforcement of speed limit is required on Madingley Road	15	5.8%
General view	Support for the proposals because or where they will improve safety	13	5.0%
Impact on Other Traffic	Concern about buses e.g. the proposals could rule out future bus priority on MR, delays to bus services, loss/repositioning of bus stops	13	5.0%
Safety	Concern about safety of Copenhagen crossings (brochure indicates no priority for pedestrians and cyclists; visibility of peds/cyclists to drivers turning out of side road)	13	5.0%
Other (About the Engagement)	Need more information / query / request for contact	13	5.0%
Geographic Scope	Concern about the proposals at Lady Margaret Road e.g. pedestrian crossing needed, cycle track should be continuous,	12	4.7%
Safety	Concern about safety of cycle tracks (e.g. harder for cyclists to turn right from the track, collision risk at junctions, users won't respect one-way)	11	4.3%
Implementation	Suggest construction needs to start sooner than 2026; progress needs to be made soon	11	4.3%
Other (About the Proposals)	Suggest cutting back vegetation e.g. it causes obstruction, reduces available space, hinders visibility (current situation)	11	4.3%
Design	Suggest the scheme should use two-way cycle tracks instead	9	3.5%
Geographic Scope	Suggest proposals could align better with pedestrian/cyclist desire lines e.g. entrance to Churchill College, access to Wilberforce Road, Clerk Maxwell Road, Storey's Way	9	3.5%
Impact on Other Traffic	Suggest traffic signal changes e.g. pedestrian sensors, green wave for motor vehicles	8	3.1%



Geographic Scope	Concern about the proposals at JJ Thompson Avenue e.g. recent developments not included in the design, need a single stage crossing, improve signal timings for walking and cycling	8	3.1%
Geographic Scope	Concern about Grange Road design e.g. needs a better cycling connection to MR, advance stop line/signals for cycles,	8	3.1%
Other (About the Proposals)	Concern about impact on Cambridge as a whole (e.g. economy, people won't want to travel into the city)	8	3.1%
Geographic Scope	Concern about the proposals at Clerk Maxwell Road e.g. location of pedestrian crossing point, landscaping must not reduce visibility	7	2.7%
Design	Suggest scheme should include more landscaping e.g. wider verges, rain gardens, play features, wildlife habitats	7	2.7%
Geographic Scope	Concern about the proposals at Conduit Head Road e.g. move ped crossing west of CHR, need a turning lane,	7	2.7%
Other (About the Engagement)	Criticism of Cambridgeshire or the GCP	7	2.7%
Safety	Concern about vehicles parking on the cycle tracks e.g. delivery vehicles	6	2.3%
Design	Suggestion about signs/lines e.g. cycle tracks should be coloured red, direction clearly marked, sign posts not obstructing users	5	1.9%
Safety	Concern about safety of the proposals (no details given)	5	1.9%
Access	Concern about access to property across the cycle track	5	1.9%
Implementation	Suggest scheme should be implemented like on Hills Road and Huntingdon Road, not like on Milton Road	5	1.9%
Other (About the Proposals)	Concern about behaviour of people cycling, more enforcement of rules needed	5	1.9%



Other (About the Engagement)	Non-relevant comment (out of scope)	5	1.9%
General view	General opposition to proposals (no further details provided)	4	1.6%
Geographic Scope	Concern scheme does not deal with the challenging junctions at either end	4	1.6%
Safety	Concern about safety of Copenhagen crossings (vehicle on vehicle collision risk when turning in)	4	1.6%
Geographic Scope	Concern about safety of cyclists turning from Queen's Road into Madingley Road (conflict with motor vehicles)	4	1.6%
Geographic Scope	Concern about safety of proposals at Lansdowne Road junction e.g. indirect route for people for cycling	4	1.6%
Equalities	Concern about impact on disabled people, mobility impairment, people using wheelchairs	4	1.6%
Implementation	Concern about impacts of constructing the scheme (congestion, delays)	4	1.6%
Other (About the Proposals)	Suggest direct connection for motorists between the A428 and M11 to remove motor traffic from Madingley Road	4	1.6%
Other (About the Proposals)	Support for comments already made by Camcycle (e.g. not going to repeat those, no further detail given)	4	1.6%
Other (About the Engagement)	Criticism of engagement materials (e.g. website, brochure)	4	1.6%
Implementation	Concern about maintenance requirements of the scheme (e.g. resurfacing)	3	1.2%
Geographic Scope	Concern about vehicles turning right from MR into Dept of Vet Med at the Conduit Head Road junction	3	1.2%
Geographic Scope	Concern about safety of the access to Hedgerley Close e.g. tree obscures visibility, sideroad is on a slope	3	1.2%



Access	Concern pedestrians have not been considered in the proposals, pedestrians haven't been consulted	3	1.2%
Other (About the Proposals)	Concern about loss of trees required to accommodate proposals; choice of replacement trees requires careful consideration	3	1.2%
Other (About the Engagement)	Criticism of questionnaire / survey	3	1.2%
Design	Suggest floating bus stop islands must be wide enough to accommodate wheelchairs and bus ramp	2	0.8%
Equalities	Concern about impact on people with visual impairment (e.g. floating bus stops)	2	0.8%
Other (About the Engagement)	Concern engagement won't be listened to	2	0.8%
Design	Support use of the Cambridge kerb (e.g. allows flexibility of use among road users - deliveries, emergencies - when needed)	1	0.4%
Geographic Scope	Concern about visibility of pedestrians at the Madingley Rise junction (Institute of Astronomy)	1	0.4%
Other (About the Proposals)	Support for comments made previously by Madingley Road Residents Association (e.g. not going to repeat those, no further detail)	1	0.4%
Other (About the Engagement)	Need for further engagement and engagement	1	0.4%
Design	Concern about existing drainage and flooding e.g. near Lady Margaret Road, in front of Westminster College, between CMR and Hedgerley Close	5	1.9%
Design	Concern about lighting	1	0.4%
Design	Suggest the historic character of Madingley Road should be retained (e.g. traffic signals, street furniture, landscaping should respect character of the road)	2	0.8%



Access	Concern about the proposals at Madingley Rise e.g. better access to the cycle tracks, unnecessary two-way tracks on north side	4	1.6%
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