

## **Appendix A**

Produced by the Cambridgeshire Research Group



# **A142/Lancaster Way roundabout: Summary Report of Consultation Findings**

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## Executive Summary

Between 27 July and 18 September 2020, Cambridgeshire County Council (CCC) held a consultation on a scheme to develop the A142/Lancaster Way roundabout in order to unlock further benefits of the measures from the A10/BP roundabout capacity improvements, supported by funding from the Cambridgeshire and Peterborough Combined Authority (CPCA) and East Cambridgeshire District Council.

The key findings of this piece of work are:

- Over half of respondents opposed the proposals.
- A great deal of detailed comments were received. From these it was clear that; there were concerns about the lack of improvements for cyclists, pedestrians, and equestrians, particularly for crossing the roundabout; and concerns that the proposals offered no improvements to congestion in the area.

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 including through traditional and online paid-for, owned and earned media.

Quantitative data was recorded through a formal consultation questionnaire with 212 complete responses in total recorded. Qualitative feedback was gathered via the questionnaire and via email.

**This report summarises the core 212 online and written responses to the consultation survey and the 2 additional written responses received.**

## Key findings

Support for the proposals

### *Quantitative*

- 198 respondents answered the question on whether they supported the proposals
  - Over half of respondents opposed them (56%)

### *Qualitative*

- Question 4 asked respondents whether they had any additional comments on the proposals. 178 respondents answered this question. The main themes were:
  - Concerns about the lack of improvements for cycling and walking, particularly around crossing the roundabout to access active travel routes
  - Concerns about the impact on equestrian users, particularly due to the lack of improvements for equestrian access and safe crossing of the roundabout
  - Concerns the proposals offered no improvements to congestion in the area
  - Concerns about the potential disruption caused during construction
  - Discussion about the previous roundabout layout
  - About their not being a need for the proposals

# Introduction

## Background

Capacity improvements are currently underway to the A10/BP roundabout, required as part of the approved Lancaster Way Business Park expansion planning application.

This is a vital development to support economic growth within East Cambridgeshire and expected to generate 2,500+ jobs, 75% will be from the local area. Cambridgeshire County Council agreed to carry out a feasibility study encompassing the A10, BP and Lancaster Way roundabouts to assess the current congestion issues limiting future growth which was completed in October 2018.

This study identified that capacity improvements at the Lancaster Way roundabout would also unlock further benefits of the measures now being constructed at the BP roundabout. The County Council has started to look at what improvements could be made to the Lancaster Way roundabout and the Cambridgeshire and Peterborough Combined Authority and East Cambridgeshire District Council have agreed to provide funding.

Improvements were designed to reduce congestion and improve capacity to support additional planned development. The design identified that by increasing the approach lanes from one to two lanes the capacity on the roundabout itself could be increased and therefore see traffic move through the junction more efficiently. These changes include:

- Widening of the road to accommodate two lane entries on the A142 Witchford Road arm of the roundabout.
- On Lancaster Way, the two-lane approach is extended further into the business park.
- Widening the road to accommodate two lane entries on the A142 Witchford Bypass approach.

The consultation was held to share the details with residents and receive feedback, with the public having the chance to offer comments for consideration on the proposed design.

# Consultation and Analysis Methodology

## Background

The consultation strategy for this stage of the A142/Lancaster Way proposals was designed by Cambridgeshire County Council's Major Infrastructure and Delivery Team with input from the County Council's Research and Communications teams. 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;
- 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 were individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups. Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

### Design of Consultation Materials

It was identified that the audience for the consultation required a detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express how far they supported the proposals for the A142/Lancaster Way roundabout design) a 2 page information document was produced and supplemented with additional information available online.

This document explained the proposals and the time-scales to which it was working.

## Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on both the Cambridgeshire County Council's strategy and the local implications of this.

The main tools for gathering comments were an online survey. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

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

## Diversity and Protected Characteristics

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

Free text responses were examined for respondents' feedback on any issues they felt may impact on protected groups.

## Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
  - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
  - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
  - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. 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.

- The final report is then written to provide an objective view of the results of the consultation.

## Quality Assurance

### Data Integrity

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

# Survey Findings

## Respondent Profile

In total, 200 respondents and 12 stakeholders responded to the consultation survey.

Respondent location

191 respondents and 12 stakeholders entered recognisable postcodes.

Based on the postcode data provided most respondents resided in the CB6, Ely, area (52%).

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

The following map shows the rate of response by postcode district:

**Figure 1: Map to show areas of response**



## Question 1: Have you read the supporting documentation for the overarching vision for Lancaster Way?

200 respondents answered the question whether they had read the supporting documentation for the overarching vision for Lancaster Way. All of these respondents indicated they had.

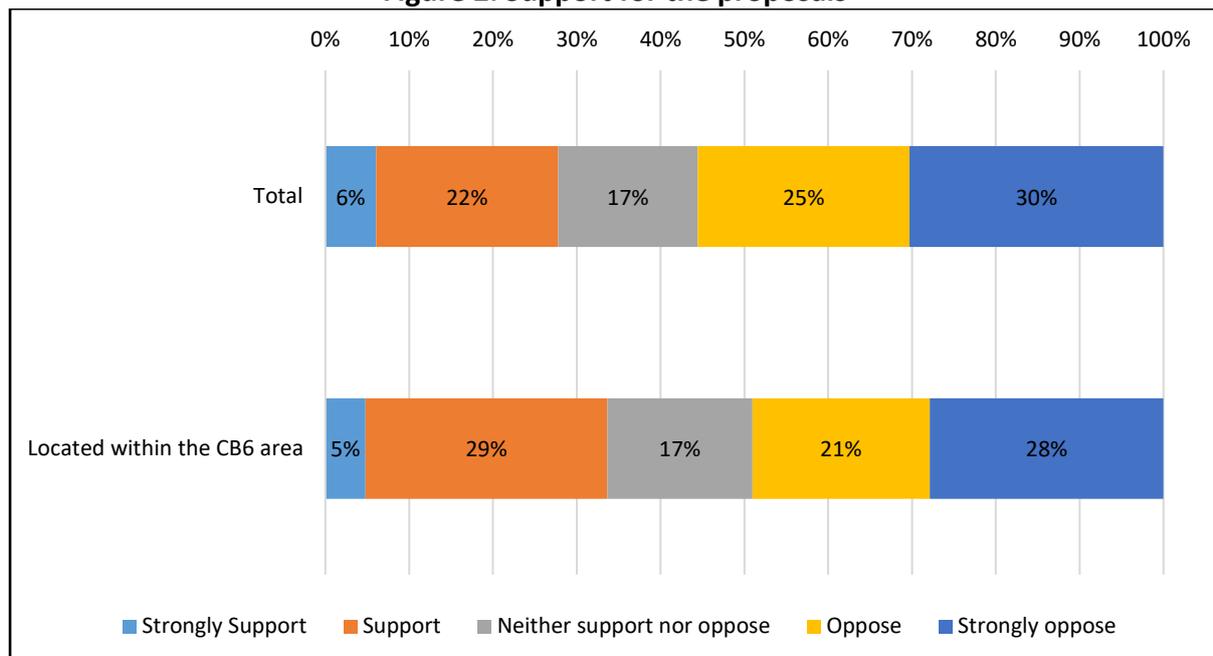
All 12 stakeholders answered this question and indicated they had read the supporting documentation.

## Question 3: Overall, do you support the proposals?

[Note: Question 2 asked respondents whether they were responding as 'an individual' or 'on behalf of a group or business, or as an elected representative' (referred to as a stakeholder). Responses have been detailed in the respondent profile.]

198 respondents answered the question on whether they supported the proposals.

**Figure 2: Support for the proposals**



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

- Over half of respondents indicated they opposed the proposals (56%)
  - Over a quarter of respondents indicated they supported the proposals (28%)
- Just under half of respondents who were located with the 'CB6' area indicated they were opposed to the proposals (49%)
  - Just over a third of these respondents supported the proposals (34%)

All 12 stakeholders answered this question.

- 7 stakeholders indicated they either ‘opposed’ or ‘strongly opposed’ the proposals
  - 5 stakeholders indicated they were ‘strongly opposed’
- 4 stakeholders indicated they either ‘supported’ or ‘strongly supported’ the proposals
  - 2 indicated they ‘supported’ and 2 indicated they ‘strongly supported’
- 1 stakeholder indicated they ‘neither supported nor opposed’ the proposals

**Question 4: Are there any additional points you would like to make regarding the Lancaster Way proposals?**

178 respondents left comments on question 5, which asked if they had any additional comments on the Lancaster Way proposals.

Summary of major themes

Comment Theme	Respondent comments
<p><b>Impact on cycling and walking</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned the proposals would negatively impact on cycling and walking in the area.               <ul style="list-style-type: none"> <li>○ Most of these respondents were concerned about the lack of cycling and walking improvements involved in the proposals, particularly as the roundabout was part of an active travel route from Witchford to Ely.                   <ul style="list-style-type: none"> <li>▪ Some of these respondents felt cycling and walking improvements, if included as part of the proposals, would be beneficial to the business park</li> <li>▪ Some of these respondents felt the design was not compliant with local and government guidelines and plans, including; the Department of Transport’s LTN 1/20 guidance; East Cambridgeshire District Council’s plans to improve cycling and walking infrastructure and Strategic Objective 8 from the April 2015 Local Plan; Cambridgeshire and Peterborough Combined Authority’s Local Transport Plan from February 2020</li> </ul> </li> <li>○ Most of these respondents were concerned the addition of an extra lane entries would make crossing for cycling and pedestrians dangerous as it would reduce visibility and potentially increase</li> </ul> </li> </ul>

	<p>the speeds at which vehicles could enter and exit the roundabout.</p> <ul style="list-style-type: none"> <li>▪ Most of these respondents felt that some form of signal controlled or grade separated crossing would solve this issue</li> <li>○ A few of these respondents indicated that they would support the proposals if walking and cycling improvements were included, particularly around crossing the roundabout</li> </ul>
<b>Impact on equestrians</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the lack of improvements to equestrian access, particularly around being able to safely cross the roundabout, and decrease in safety and access for equestrian users from the addition of extra lane entries <ul style="list-style-type: none"> <li>○ Some of these respondents indicated there are two nearby stables that require users to cross the roundabout in order to access public rights of way</li> <li>○ Some of these respondents felt that a Pegasus crossing was needed as part of the proposals</li> </ul> </li> </ul>
<b>Proposals offered no improvements</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the proposals would not improve congestion in the area <ul style="list-style-type: none"> <li>○ Most of these respondents felt that congestion was an issue further along the A142</li> <li>○ Some of these respondents indicated that rat running through Witchford was an issue that these proposals could exacerbate</li> <li>○ Some of these respondents felt that the lack of improvements to active travel risked increasing the amount of personal vehicle use in the area</li> </ul> </li> </ul>
<b>Construction disruption</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned that there would be increased disruption in the area from constructing the proposals, something some of these respondents indicated was already an issue from the BP roundabout construction <ul style="list-style-type: none"> <li>○ Most of these respondents felt that minimising this should be planned for by only constructing outside of peak times or overnight</li> </ul> </li> </ul>
<b>Historical roundabout design</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated this roundabout had previously had dual lane entries which were removed due to safety concerns</li> </ul>
<b>Not needed</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt these proposals were not needed <ul style="list-style-type: none"> <li>○ Some of the reasons respondents gave indicated this was due to other projects in the area, concerns over the cost of development, and changes in travel habits resulting in lower vehicle usage</li> </ul> </li> </ul>

## Stakeholders responses

### Background

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

Anatec Ltd	Richard Designs Limited (Unit 115
British Horse Society	Lancaster Way Business Park)
Camcycle	Swavesey & District Bridleways
Cllr Lorna Dupré	Association (BHS-affiliated local
Ely Cycling Campaign	bridleway group)
Fen Isles Countryside Access Group	The Stock Shop Ltd
G & J Peck Ltd	Witcham Equestrian Centre
Irvine Knight ICT Solutions Ltd	Witchford Parish Council

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received. Stakeholders' comments on question 5 have been treated separately and have been addressed below, along with all additional stakeholder correspondence received.

### Summary of major themes

<p><b>Impact on cycling and walking</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme were concerned the proposals would negatively impact on cycling and walking in the area. Stakeholders were concerned the addition of an extra lane entries would make crossing for cycling and pedestrians dangerous as it would reduce visibility and potentially increase the speeds at which vehicles could enter and exit the roundabout.               <ul style="list-style-type: none"> <li>○ Some of these stakeholders felt the design was not complaint with local and government guidelines and plans, including; the Department of Transport's LTN 1/20 guidance; East Cambridgeshire District Council's Strategic Objective 8 from the April 2015 Local Plan; Cambridgeshire and Peterborough Combined Authority's Local Transport Plan from February 2020; and the National Planning Policy Framework</li> </ul> </li> </ul>
<p><b>Impact on equestrians</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme were concerned about the lack of improvements to equestrian access, particularly around being able to safely cross the roundabout, and decrease in safety and access for equestrian users from the addition of extra lane entries</li> </ul>

	<p>and potential increase in traffic speeds. These stakeholders indicated there are two nearby streets that require users to cross the roundabout in order to access public rights of way.</p>
<p><b>Proposals offered no improvements</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme felt that the proposals would not improve congestion in the area. <ul style="list-style-type: none"> <li>○ Some stakeholders felt that increasing road capacity and not improving cycling and walking infrastructure would attract more personal vehicle use in the area</li> </ul> </li> </ul>