

Produced by the Cambridgeshire Research Group



# Local Cycling and Walking Infrastructure Plan Consultation: Summary Report of Consultation Findings

V1

December 2021

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## Executive Summary

Between 1st June and 27<sup>th</sup> July 2021 Cambridgeshire County Council (CCC) held a consultation on the Cambridgeshire Local Cycling and Walking Infrastructure Plan. 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 Cambridgeshire County Council has delivered an effective and robust consultation.
- Respondents were generally supportive of the district-specific walking and cycling routes chosen
- A great deal of detailed comments were received. From these it was clear that there were:
  - Concerns about the Plan lacking focus on active travel connectivity in rural areas, discussions about the need for ongoing maintenance of active travel routes, concerns the proposals lacked provision for equestrians, and concerns about the Plan lacking focus on matters for those with mobility issues particularly around width/condition of paths and the use of shared-use paths
- Responses were also received on behalf of a number of different groups and 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, primarily online using ConsultCambs and CCC social media channels. Hard copies of consultation materials were available on request.

Quantitative data was recorded through a formal consultation questionnaire (online) with 809 complete responses in total recorded. A significant amount of qualitative feedback was also gathered via the questionnaire and through emails.

**This report summarises the core 809 online and written responses to the consultation survey, the 24 additional responses received via email, and the 1820 comments received via the Places map tool on Consult Cambs.**

## Key findings

### Support for the Local Cycling and Walking Infrastructure Plan

#### *Quantitative*

- 723 respondents answered the question on how far they supported the Local Cycling and Walking Infrastructure Plan as a method of prioritising funding for strategic walking and cycling routes.
  - The majority of respondents indicated they supported the plan (78%)

### Support for district specific cycling routes

#### *Quantitative*

- 638 respondents answered the question on how far they agreed the chosen cycle routes for the district of Cambridge are the right ones to encourage more people to cycle more often.
  - The majority of respondents 'strongly agreed' or 'somewhat agreed' with the Cambridge cycle routes (57%)
- 568 respondents answered the question on how far they agreed the chosen cycle routes for the district of East Cambridgeshire are the right ones to encourage more people to cycle more often.
  - Half of respondents 'neither agreed or disagreed' with the East Cambridgeshire cycle routes (50%)
  - Just under two fifths 'strongly agreed' or 'somewhat agreed' with them (39%)

- 536 respondents answered the question on how far they agreed the chosen cycle routes for the district of Fenland are the right ones to encourage more people to cycle more often.
  - The majority of respondents 'neither agreed or disagreed' with the Fenland cycle routes (56%)
  - A third of respondents 'strongly agreed' or 'somewhat agreed' with them (33%)
- 547 respondents answered the question on how far they agreed the chosen cycle routes for the district of Huntingdonshire are the right ones to encourage more people to cycle more often.
  - The majority of respondents 'neither agreed or disagreed' with the Huntingdonshire cycle routes (56%)
  - A third of respondents 'strongly agreed' or 'somewhat agreed' with them (33%)
- 608 respondents answered the question on how far they agreed the chosen cycle routes for the district of South Cambridgeshire are the right ones to encourage more people to cycle more often.
  - Over two fifths of respondents 'strongly agreed' or 'somewhat agreed' with them with the South Cambridgeshire cycle routes (44%)
  - Over a quarter of respondents 'somewhat disagreed' or 'strongly disagreed' with them (28%)

### *Qualitative*

- 600 respondents left comments on question 3, which asked respondents if there were any missed an/or alternative cycling routes which would be preferable to the ones chosen. The main themes were:
  - Concerns about the lack of any cycle routes to/from Little Wilbraham, Great Wilbraham, and Six Mile Bottom
  - Discussions about areas, predominantly rural, that needed connections to Cambridge city
  - Concerns about the lack of any cycle routes to/from Willingham
  - Concerns about the lack of provision for equestrians
  - Discussions about the need for better rural connectivity between villages and key sites
  - Discussions about the need for more ongoing maintenance of existing and new cycle routes, footpaths, and roads
  - Concerns about the lack of any cycle routes to/from Cottenham
  - Concerns about the lack of any cycle routes to/from Ely
  - Concerns about the lack of any cycle routes to/from and in Huntingdon
  - Concerns about the lack of any cycle routes to/from St Ives
  - Discussions about the need for cycle improvements to the Milton Road end of Arbury Road

## Support for district specific walking routes

### Quantitative

- 626 respondents answered the question on how far they agreed the chosen walking routes for the district of Cambridge are the right ones to encourage more people to walk more often.
  - Just under half respondents 'strongly agreed' or 'somewhat agreed' with the Cambridge walking routes (49%)
- 555 respondents answered the question on how far they agreed the chosen walking routes for the district of East Cambridgeshire are the right ones to encourage more people to walk more often.
  - Over half respondents 'Neither agreed or disagreed' with the East Cambridgeshire walking routes (54%)
  - Just under two fifths of respondents 'strongly agreed' or 'somewhat agreed' with them (38%)
- 534 respondents answered the question on how far they agreed the chosen walking routes for the district of Fenland are the right ones to encourage more people to walk more often.
  - The majority of respondents 'Neither agreed or disagreed' with the Fenland walking routes (59%)
  - Just over third of respondents 'strongly agreed' or 'somewhat agreed' with them (34%)
- 540 respondents answered the question on how far they agreed the chosen walking routes for the district of Huntingdonshire are the right ones to encourage more people to walk more often.
  - The majority of respondents 'Neither agreed or disagreed' with the Huntingdonshire walking routes (57%)
  - Under two fifths of respondents 'strongly agreed' or 'somewhat agreed' with them (36%)
- 585 respondents answered the question on how far they agreed the chosen walking routes for the district of South Cambridgeshire are the right ones to encourage more people to walk more often.
  - Just over two fifths of respondents 'strongly agreed' or 'somewhat agreed' with the Fenland walking routes (41%)

### Qualitative

- 343 respondents left comments on question 5, which asked respondents if there were any missed an/or alternative walking routes which would be preferable to the ones chosen. The main themes were:

- Concerns about the lack of any walking routes to/from Little Wilbraham, Great Wilbraham, and Six Mile Bottom
- Discussions about the need for better rural connectivity between villages and key sites
- Discussions about the need for more ongoing maintenance of existing and new footpaths, particularly ensuring paths were wide and level enough for those with mobility issues
- Concerns about the lack of provision for equestrians
- Concerns about the lack of any walking routes to/from Willingham
- Discussions about areas, predominantly rural, that needed connections to Cambridge city
- Discussions about the need for pedestrian and cycle improvements to the Milton Road end of Arbury Road
- Concerns about the lack of any walking routes to/from Hilton and the surrounding area
- Concerns about the use of shared-use paths and discussions about the need to keep different modes of active travel segregated from each other
- Concerns about the lack of any walking routes to/from St Ives

#### Other

- 222 respondents left comments on question 6, which asked respondents if they felt the proposals would either positively or negatively affect or impact on person/s or group/s with protected characteristics under the Equality Act 2010. The main themes were:
  - Debate about whether the proposals had enough focus on the needs of disabled residents, whether routes were designed suitably (width/level of paths) for those with disabilities, and how the proposals would improve travel options for those with disabilities
  - Debate about whether the proposals had enough focus on the needs of older/younger residents, whether routes were designed suitably (width/level of paths) for older/younger residents, and how the proposals would improve travel options for older/younger residents
  - Concerns about the lack of equestrian access in the proposals, which was felt to predominately discriminate against women and disabled riders
  - Concerns the proposals would not be of benefit to residents in rural locations due to a lack of improvements in these areas
- Question 7 asked respondents if they had any further comments on the Plan. 379 respondents left comments and/or uploaded a document with feedback. The main themes were:
  - Concerns about the lack of provision for equestrians and the need to avoid all tarmac path surfaces
  - Concerns about the lack of any active travel routes to/from Little Wilbraham, Great Wilbraham, and Six Mile Bottom

- Discussions about the need for more ongoing maintenance of existing and new cycle routes, footpaths, and roads
- Discussions about the need for better rural connectivity between villages and key sites
- Debate about the need to reduce the volume of motorised vehicles on the roads
- Concerns about: a lack of accessible information on the Plan, the methodology for choosing routes in the Plan, and a lack of circulation to residents in areas affected by the Plan
- Concerns about the lack of public transport in rural areas and discussions about the need for improvements to public transport
- Concerns about the use of shared-use paths and discussions about the need to keep different modes of active travel segregated from each other
- Discussions about the proposals for Storey's Way and whether removing parking and adding cycle lanes was beneficial or not
- Discussions about the need for pedestrian and cycle improvements to the Milton Road end of Arbury Road
- Generally positive comments supporting the Plan
- Discussions about the need for cyclist priority at junctions and roundabouts
- Debate about the proposals for Oxford Road, particularly around concerns over the Warwick Road/Oxford Road passageway not being wide enough for extra cycle traffic and whether the modal filter/path widening was beneficial or not
- Discussions about whether the proposals had enough focus on the needs of disabled residents and whether routes were designed suitably (width/level of paths and ongoing maintenance) for those with disabilities
- Discussions about the need for joined-up, continuous routes
- Concerns about the Plan using LTN 1/12 guidance for cycle infrastructure
- Concerns about the lack of any active travel routes to/from Willingham

### *Quantitative*

- 755 respondents answered the question on how often they use walking routes for leisure.
  - Under half of respondents indicated they use walking routes 'daily' for leisure (44%) and under a fifth of respondents indicated 'weekly' (37%)
- 747 respondents answered the question on how often they use walking routes for commuting.
  - Under half of respondents indicated they 'never' use walking routes for commuting (46%)
- 757 respondents answered the question on how often they use cycling routes for leisure.
  - Two-fifths of respondents indicated they use cycling routes for leisure 'weekly' (40%)

- 757 respondents answered the question on how often they use cycling routes for commuting.
  - Over a third of respondents indicated they ‘never’ use cycling routes for commuting (36%) and a third indicated they use them ‘daily’ (33%)

## Introduction

## Background

Between 1st June and 27 July 2021 Cambridgeshire County Council (CCC) held a public consultation on the Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP)

The LCWIP forms part of the Government’s aim to make walking and cycling the natural choice for all short journey or as part of a longer journey. The Department for Transport recommended that all local authorities should develop LCWIPs.

The Cambridgeshire LCWIP covers the whole County and focuses on each district to highlight priority routes for cycling using census data to identify where funding could have the greatest effect in terms of where people live and work. For walking it focuses on Cambridge City and the Market Towns to identify the main routes to school, local shops, employment and train/bus stations.

The consultation asked for views on the Cambridgeshire LCWIP and more particularly on views of the proposed cycle routes for each district and walking routes for Cambridge and the Market Towns. It asked people to tell us about alternative or new routes that should be considered as well as impact on those with protected characteristics such as a disability.

# Consultation and Analysis Methodology

## Background

The consultation strategy for this stage of the Local Cycling and Walking Infrastructure Plan proposals was designed by Cambridgeshire County Council's 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. This included, but was not limited to, members of the public, elected representatives, businesses and campaign groups.

### Design of Consultation Materials

The consultation material included the main LCWIP document plus a number of appendices detailing the proposed routes which included cycling and walking maps for each district. The questions were both general, about the plan as a whole, and specific, related to the proposals for each district. Respondents could add their comments to a map, indicating where additional improvements were needed.

### 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 Cambridgeshire County Council's strategy and the local implications of this.

The first half of the consultation survey focused on questions relating to the proposed routes for each district within the Local Cycling and Walking Infrastructure Plan proposals and asked whether there were any other routes that should be considered. 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 Local Cycling and Walking Infrastructure Plan proposals on different groups.

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

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

#### Diversity and Protected Characteristics

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

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

## Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies was 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 duplicate 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 of responses 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 more than 50% of respondents' comments were applicable, 'some' represents where 25%-49% of responses applied, and 'few' represents where less than 25% of comments applied.

- 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, 772 respondents and 37 stakeholders responded to the consultation survey. These stakeholders were:

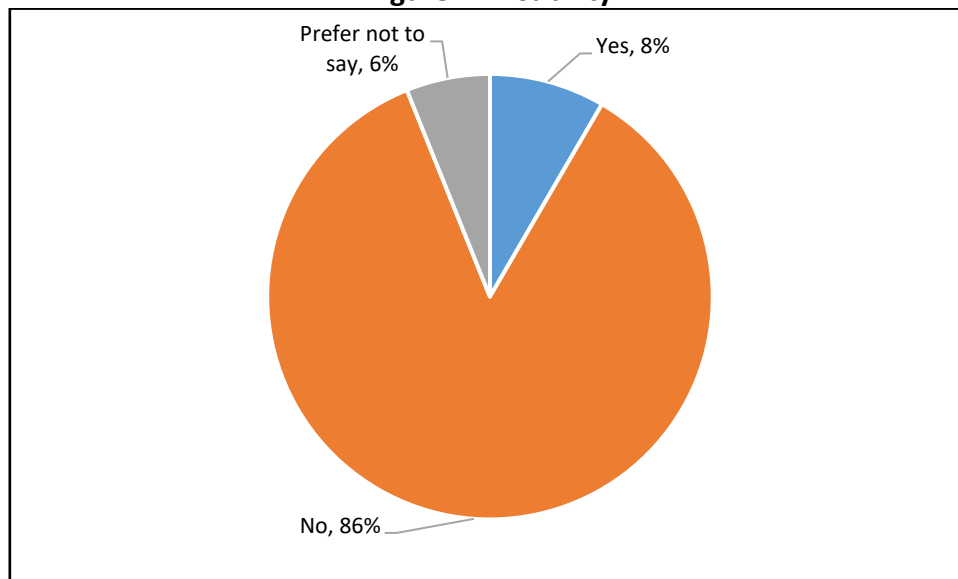
- Bassingbourn Parish Council Active Travel Working Group
- British Horse Society
- Buckden Parish Council
- Burwell Cycle Club
- Cambridge Cycling Campaign
- Cllr Anna Bradnam
- Cllr Claire Jackman
- Cllr David Ambrose Smith
- Cllr Dr. Haq Nawaz
- Cllr Dr. Tumi Hawkins
- Cllr Edna Murphy
- Cllr Peter Hewitt
- Cllr Ros Hathorn
- Cllr Sam Dhaliwal
- Ely Cycling Campaign
- Fenland Bridleways Association
- Fenland Transport and Access Group
- Fowlmere Parish Council
- Foxton Parish Council
- Hilton Parish Council
- Houghton & Wyton Parish Council
- Hunts Shopmobility
- Ickleton Parish Council
- Impington Village College
- Little Abington Parish Council
- Little Gransden Parish Council
- March Bridleways Association
- Milton Cycling, working with Camcycle
- Oakington & Westwick Parish Council
- Oxford Road Residents Association
- Swavesey & District Bridleways Association
- Thriplow Speed Watch
- Transport team at the University of Cambridge
- Whittlesey Town Council
- Willingham Parish Council
- Willingham Wheels / Willingham Community Planning Group
- Windsor Road Residents' Association

## Disability that influences travel decisions

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

- **8% of respondents indicated they had a disability that influences travel decisions**
  - **6% of respondents indicated that they would 'prefer not to say'**

**Figure 1: Disability**

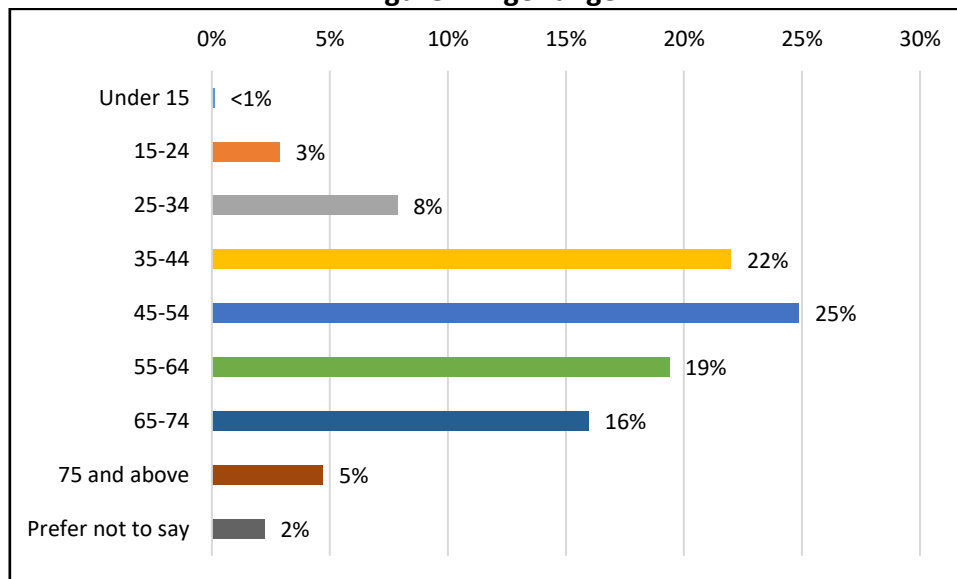


## Age range

764 respondents answered the question on their age range.

Average working ages from '35-44' to '55-64' years were well represented when compared to the general Cambridgeshire population, as were those aged '65-74'. Ages from '15-24' (3%), '25-34' (8%), and '75 years and over' (5%) were slightly under-represented compared to the general Cambridgeshire population.

**Figure 2: Age range**



## Mode of travel

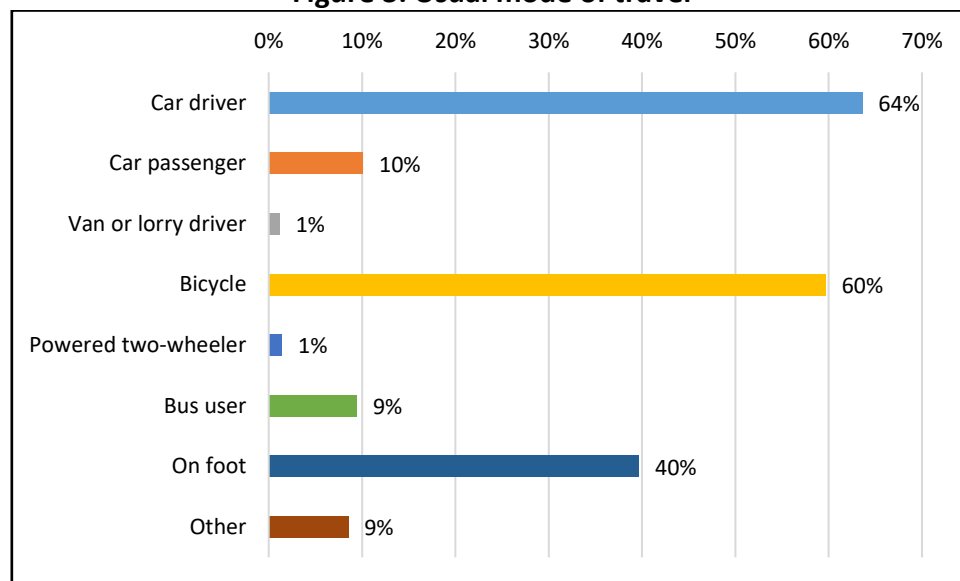
761 respondents answered the question on how they usually travel. Respondents could select multiple answers to this question.

- **The majority of respondents indicated they usually travel as a 'car driver' (64%) or by 'bicycle' (60%)**

Of the 65 respondents who indicated their usual mode of travel was 'other', 63 left comments detailing what this was, 2 left no indication. 37 respondents indicated they usually travel by horse. Other modes included:

- Adapted cycle
- Electric vehicle
- Multiple modes of transport equally (generally car, bike, foot)
- They do not usually travel, as lack of suitable infrastructure
- Train
- Wheelchair or mobility aid

**Figure 3: Usual mode of travel**



## Employment status

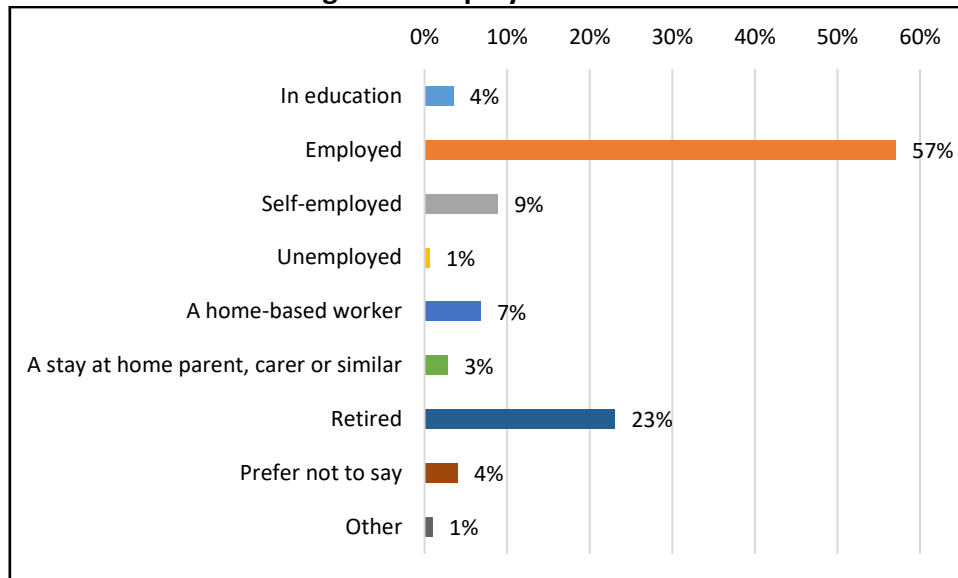
762 respondents answered the question on their employment status. Respondents could select multiple answers to this question.

- **The majority of respondents indicated they were 'employed' (57%).**
  - Just under a quarter of respondents indicated they were 'retired' (23%)

6 respondents who indicated their employment status was 'other' left comments detailing what this was, while a further 2 left no indication. Employment status listed in other included:

- That they volunteer
- That they are a business owner
- That they are 'semi-retired'

**Figure 4: Employment status**



## Location

738 respondents answered the question on their location.

- **Over half of respondents were located in South Cambridgeshire (52%)**
  - A quarter of respondents were located in Cambridge (25%)

**Figure 5: Respondent location by district**

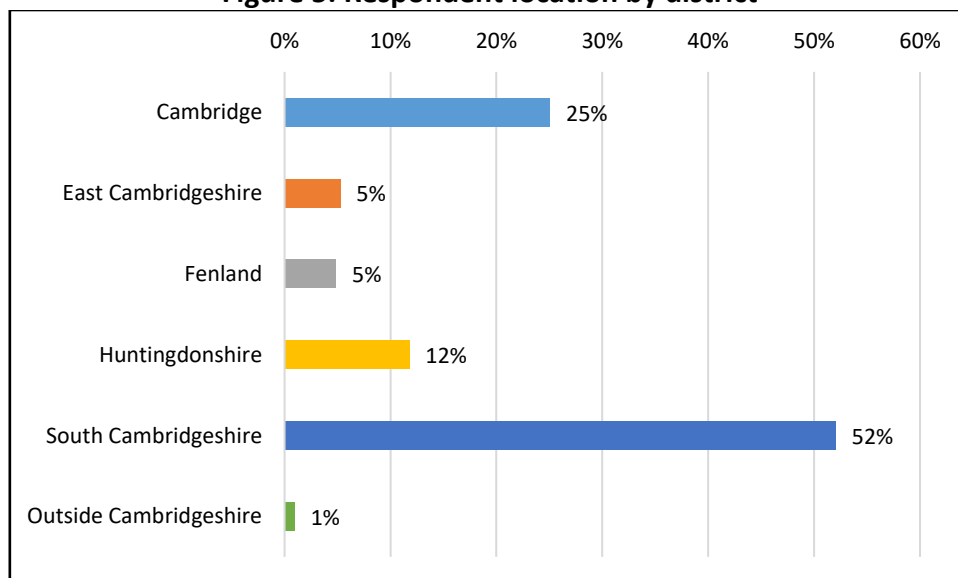
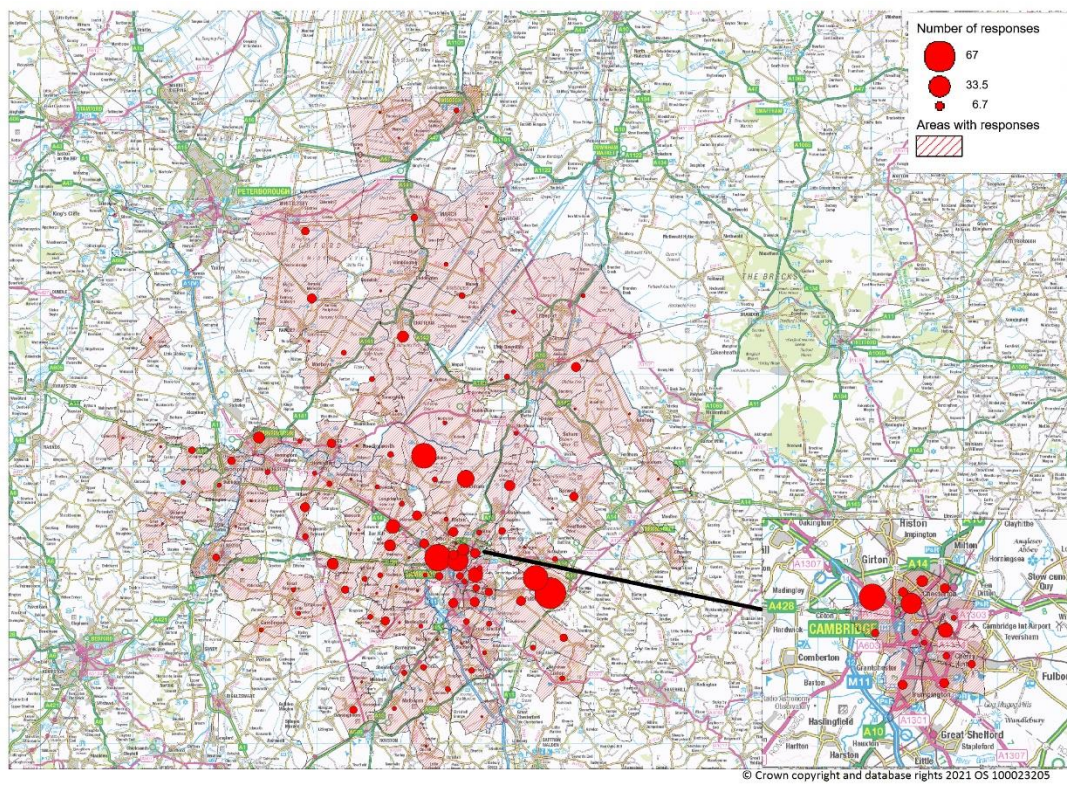


Figure 6: Map of respondent locations

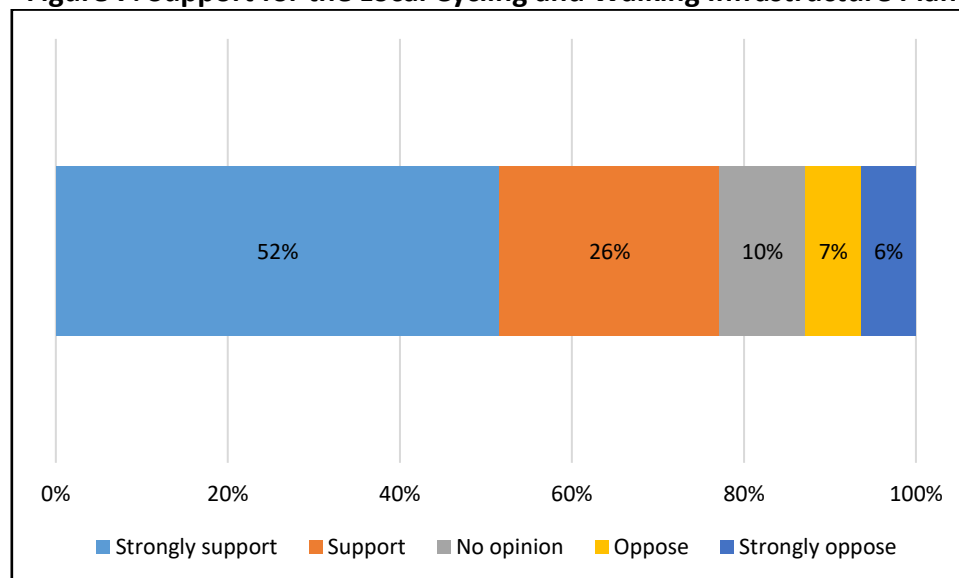


Question 1: Please view our Local Cycling and Walking Infrastructure Plan. How far do you support the plan as a method of prioritising funding for strategic walking and cycling routes

723 respondents answered the question on how far they supported the Local Cycling and Walking Infrastructure Plan as a method of prioritising funding for strategic walking and cycling routes.

- The majority of respondents indicated they supported the plan (78%)

**Figure 7: Support for the Local Cycling and Walking Infrastructure Plan**



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

36 stakeholders responded to this question.

- The majority of stakeholders supported the plan (14 'strongly supported' and 12 'supported')
- Under a quarter of stakeholders opposed the proposal (5 'opposed' and 3 'strongly opposed')
- 2 stakeholders had 'no opinion'

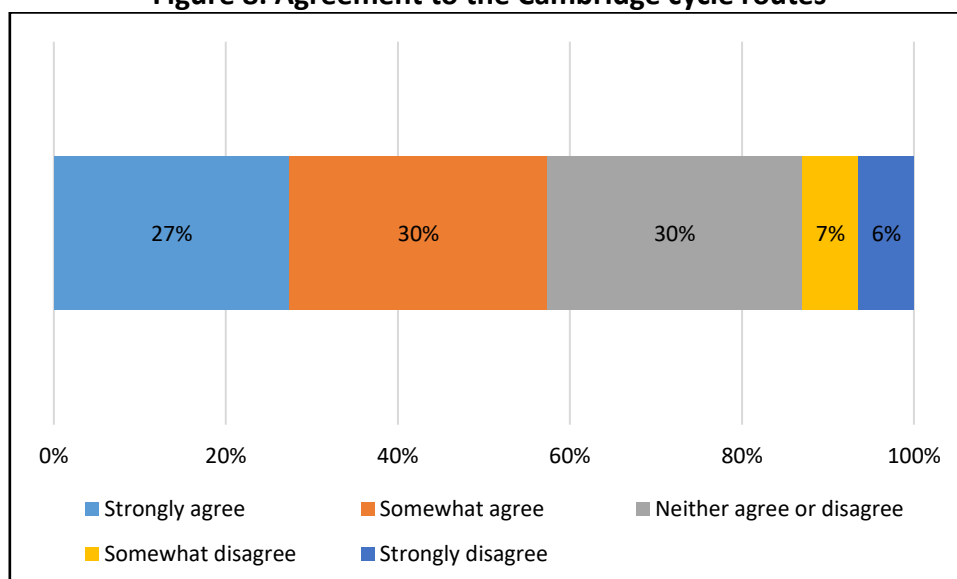
## Question 2: How far do you agree the chosen cycle routes are the right ones to encourage more people to cycle more often?

### Cambridge

638 respondents answered the question on how far they agreed the chosen cycle routes for the district of Cambridge are the right ones to encourage more people to cycle more often.

- The majority of respondents 'strongly agreed' or 'somewhat agreed' with the Cambridge cycle routes (57%)

**Figure 8: Agreement to the Cambridge cycle routes**



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

25 stakeholders answered this question.

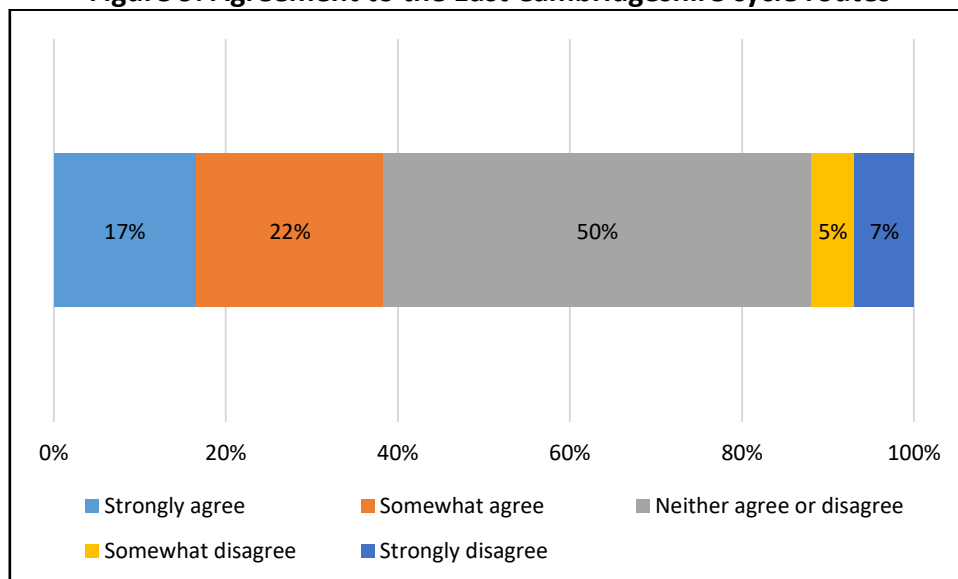
- Just under half of stakeholders 'strongly agreed' (7 stakeholders) or 'somewhat agreed' (5 stakeholders) to the Cambridge cycle routes
- 2 stakeholders 'somewhat disagreed' with them
- Under half of stakeholders 'neither agreed or disagreed' with them (11 stakeholders)

## East Cambridgeshire

568 respondents answered the question on how far they agreed the chosen cycle routes for the district of East Cambridgeshire are the right ones to encourage more people to cycle more often.

- **Half of respondents 'neither agreed or disagreed' with the East Cambridgeshire cycle routes (50%)**
  - Just under two fifths 'strongly agreed' or 'somewhat agreed' with them (39%)

**Figure 9: Agreement to the East Cambridgeshire cycle routes**



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

22 stakeholders answered this question.

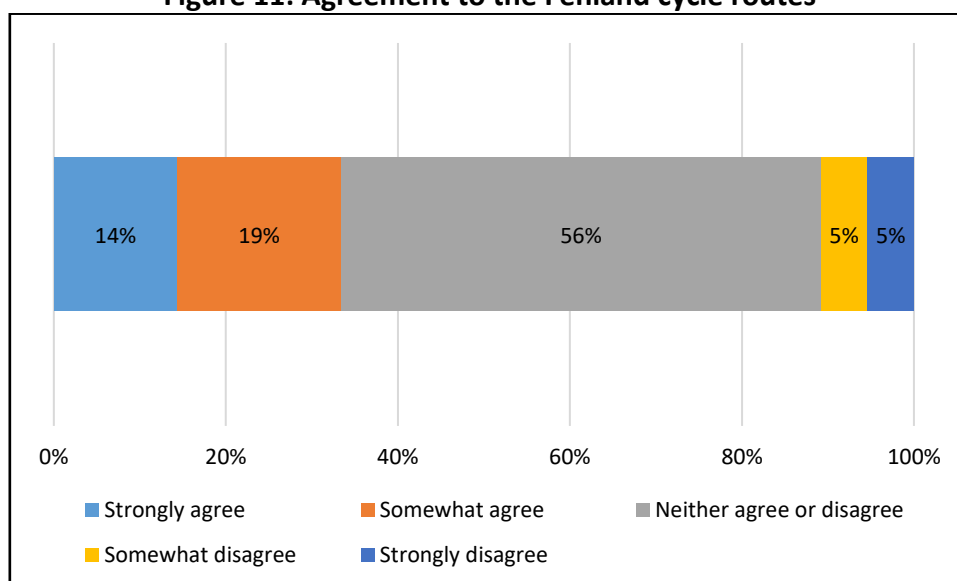
- The majority of stakeholders 'neither agreed or disagreed' with the East Cambridgeshire cycle routes (14 stakeholders)
- Just under a third of stakeholders 'strongly agreed' (4 stakeholders) or 'somewhat agreed' (3 stakeholders) to them
- 1 stakeholder 'somewhat disagreed' with them

## Fenland

536 respondents answered the question on how far they agreed the chosen cycle routes for the district of Fenland are the right ones to encourage more people to cycle more often.

- **The majority of respondents 'neither agreed or disagreed' with the Fenland cycle routes (56%)**
  - A third of respondents 'strongly agreed' or 'somewhat agreed' with them (33%)

**Figure 11: Agreement to the Fenland cycle routes**



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

22 stakeholders answered this question.

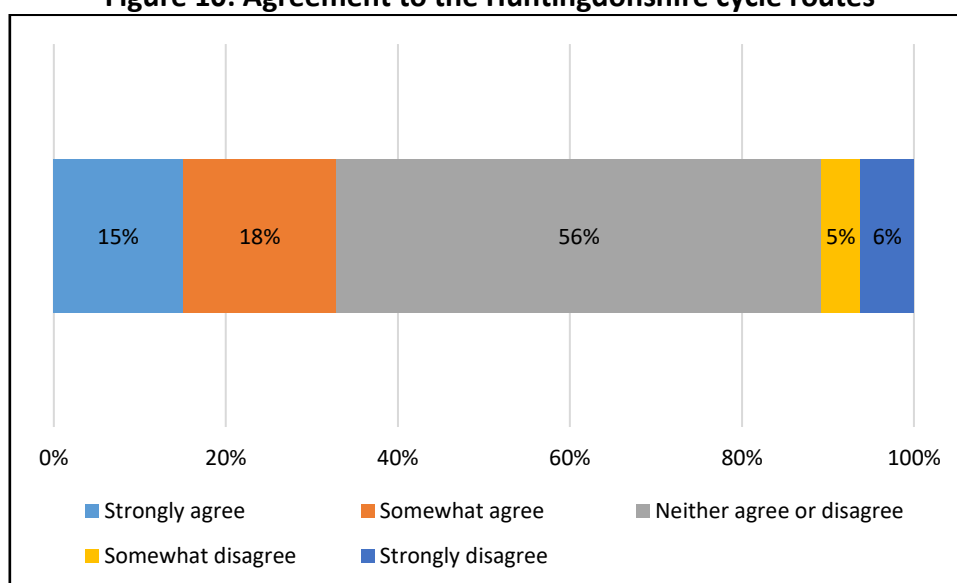
- The majority of stakeholders 'neither agreed or disagreed' with the Fenland cycle routes (13 stakeholders)
- Under a third of stakeholders 'strongly agreed' (3 stakeholders) or 'somewhat agreed' (4 stakeholders) to them
- 1 stakeholder 'somewhat disagreed' and 1 stakeholder 'strongly disagreed' with them

## Huntingdonshire

547 respondents answered the question on how far they agreed the chosen cycle routes for the district of Huntingdonshire are the right ones to encourage more people to cycle more often.

- **The majority of respondents 'neither agreed or disagreed' with the Huntingdonshire cycle routes (56%)**
  - A third of respondents 'strongly agreed' or 'somewhat agreed' with them (33%)

**Figure 10: Agreement to the Huntingdonshire cycle routes**



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

23 stakeholders answered this question.

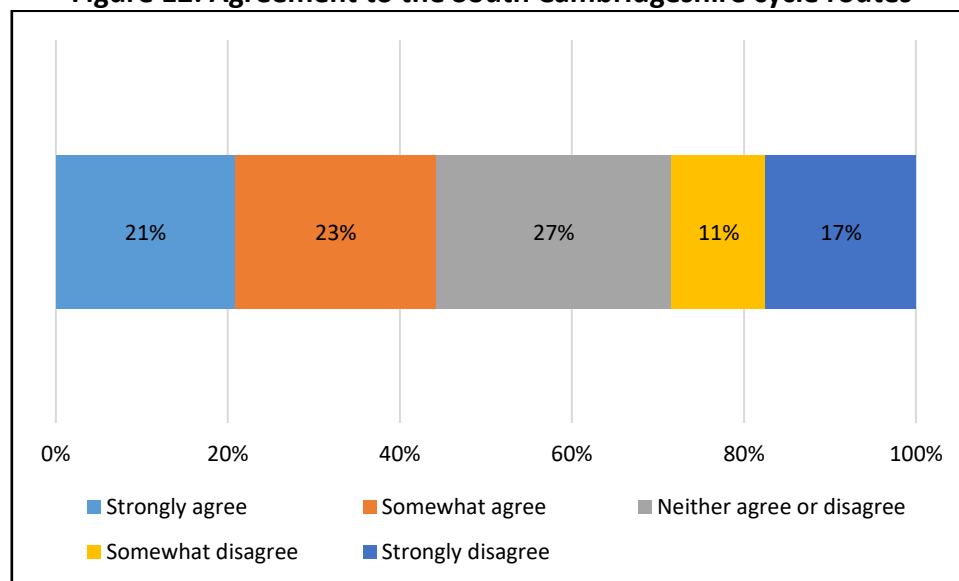
- Just over half of stakeholders 'neither agreed or disagreed' with the Huntingdonshire cycle routes (12 stakeholders)
- Just over a third of stakeholders 'strongly agreed' (3 stakeholders) or 'somewhat agreed' (5 stakeholders) to them
- 2 stakeholders 'somewhat disagreed' and 1 stakeholder 'strongly disagreed' with them

## South Cambridgeshire

608 respondents answered the question on how far they agreed the chosen cycle routes for the district of South Cambridgeshire are the right ones to encourage more people to cycle more often.

- **Over two fifths of respondents ‘strongly agreed’ or ‘somewhat agreed’ with the South Cambridgeshire cycle routes (44%)**
  - Over a quarter of respondents ‘somewhat disagreed’ or ‘strongly disagreed’ with them (28%)

**Figure 12: Agreement to the South Cambridgeshire cycle routes**



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

28 stakeholders answered this question.

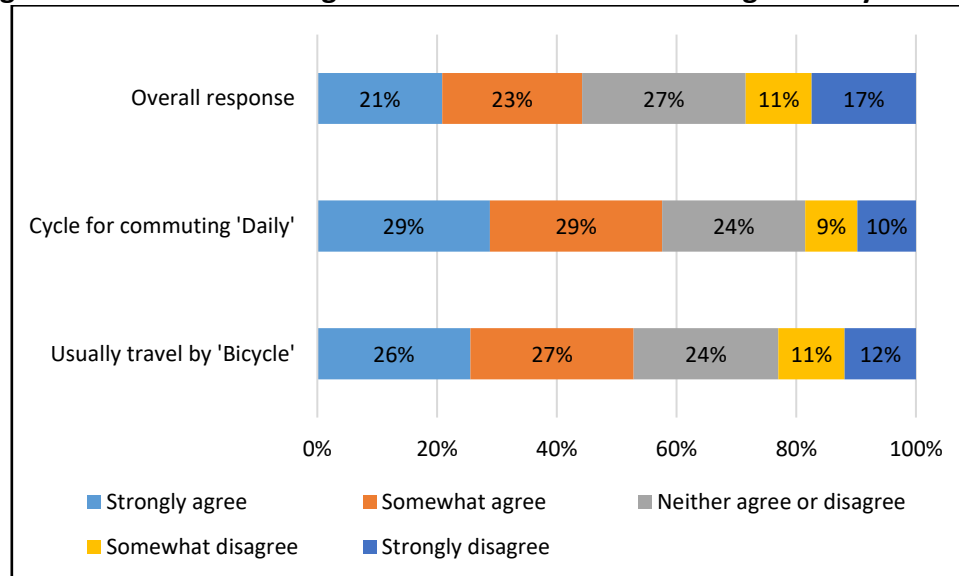
- Just under two fifths of stakeholders ‘neither agreed or disagreed’ with the South Cambridgeshire cycle routes (11 stakeholders)
- Over a third of stakeholders ‘strongly agreed’ (2 stakeholders) or ‘somewhat agreed’ (8 stakeholders) to them
- A quarter of stakeholders ‘somewhat disagreed’ (2 stakeholders) or ‘strongly disagreed’ (5 stakeholders) with them

### Differences in agreement

Respondents who indicated they usually travel by 'bicycle' or answered that they use cycle routes 'daily' for commuting to question 16 were more likely to 'strongly agree' or 'somewhat agree' to the South Cambridgeshire cycle routes.

- Respondents that indicated they usually travel by 'bicycle' (53%)
- Respondents that answered 'daily' to question 16 'How often do you use cycling routes for commuting/as your main mode of transport?' (58%)

**Figure 13: Differences in agreement to the South Cambridgeshire cycle routes**



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

Question 3: Please give details of important cycle links you think we may have missed and/or alternative routes which you believe would be preferable to the one/s chosen.

600 respondents left comments on question 3, which asked respondents if there were any missed an/or alternative routes which would be preferable to the ones chosen.

#### Summary of main themes

Comment Theme	Respondent comments
<b>The Wilbrahams</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that both Little Wilbraham and Great Wilbraham lacked any cycle routes, particularly to Bottisham (where respondents indicated the main commute would be for school age residents) and Fulbourn (to connect to existing cycle routes into Cambridge). Respondents indicated there was a lack of public transport in the area and that the roads were heavily used, particularly by Heavy Goods Vehicles, so wasn't safe to cycle in <ul style="list-style-type: none"> <li>Some of these respondents also discussed the need for the same connectivity for Six Mile Bottom</li> </ul> </li> </ul>
<b>Cambridge connections</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme discussed areas they wished to be connected to Cambridge. These included (in order of number of comments): <ul style="list-style-type: none"> <li>The Wilbrahams</li> <li>Cambourne</li> <li>Ely</li> <li>Needing more rural routes</li> <li>Bourn</li> <li>Dry Drayton</li> <li>Waterbeach</li> <li>Bar Hill</li> <li>Barton</li> <li>Caledecote</li> <li>Comberton</li> <li>The Eversdens</li> <li>Huntingdon</li> <li>Royston</li> <li>Soham</li> <li>Burwell</li> <li>Coton</li> <li>Hardwick</li> <li>Harlton</li> <li>Hinxton</li> <li>Linton</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Little Thetford</li> <li>○ Lode</li> <li>○ Melbourn</li> <li>○ Newmarket</li> <li>○ Newton</li> <li>○ Orwell</li> <li>○ Stow-cum-Quy</li> <li>○ St Ives</li> <li>○ Stretham</li> <li>○ Whittlesford</li> <li>○ Wimpole</li> <li>○ Arrington</li> <li>○ Balsham</li> <li>○ Bartlow</li> <li>○ Bassingbourn</li> <li>○ Chittering</li> <li>○ Clayhithe</li> <li>○ Duxford</li> <li>○ Eddington</li> <li>○ Fen Ditton</li> <li>○ Fordham</li> <li>○ Fowlmere</li> <li>○ Foxton</li> <li>○ Haddeham</li> <li>○ Haslingfield</li> <li>○ Hilton</li> <li>○ Horningsea</li> <li>○ Horseheath</li> <li>○ Isleham</li> <li>○ Longstowe</li> <li>○ Madingley</li> <li>○ Mill Road</li> <li>○ Oakington</li> <li>○ Reach</li> <li>○ Sawston</li> <li>○ The Shelfords</li> <li>○ Stow</li> <li>○ Sutton</li> <li>○ Thriplow</li> <li>○ Toft</li> <li>○ Wicken Fen</li> <li>○ Willingham</li> </ul>
<b>Willingham</b>	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that Willingham needed a cycle route to Rampton (as Rampton has cycle connections to Cottenham where school age residents need to commute to). Other settlements respondents suggested needed a</li> </ul>

	connection included: Northstowe/Longstanton, Bar Hill, Over, Earith, and Reach
<b>Equestrians</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These respondents felt that there needed to be more bridleways or that new cycleways be made as bridleways, as these would allow routes for pedestrians, cyclists, and equestrians</li> </ul>
<b>Rural routes</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme left comments indicating that they felt more rural routes in general were needed between villages, through villages, and to key locations, such as school catchment areas and Cambridge</li> </ul>
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that more on-going maintenance was needed on cycle routes across Cambridgeshire, including cutting back natural growth from paths, clearing detritus, and filling in potholes</li> </ul>
<b>Cottenham</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that there should be more cycle routes to and around Cottenham. Along with the connection to Willingham discussed in the Willingham theme above, these included routes to Westwick/Oakington (for busway access) and to Dry Drayton (for access to the new cycle path on the A14)</li> </ul>
<b>Ely</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that there should be more cycle routes to and around Ely. Particular mention was made of connections to Littleport, Chatteris (via the existing cycle route at Mepal/Sutton), Cambridge (via other places such as Waterbeach, Stretham, and Little Thetford), Cambourne, Witcham Toll, Little Downham, and Soham</li> </ul>
<b>Huntingdon</b>	<ul style="list-style-type: none"> <li>Some of the respondents who discussed this theme felt that Huntingdon needed improvements to its overall cycle infrastructure, feeling that shared-use paths were not wide enough, surfaces were of poor quality/difficult to ride on, and that there was a lack of connected routes to key locations</li> <li>Some of the respondents who discussed this theme felt that there should be more cycle routes to and around Huntingdon. Particular mention was made of connections to Cambridge, St Ives, Ellington, Keyston, Grafham, St Neots, Hilton, Ramsey, March, Godmanchester, Papworth, Brampton, and Papworth Everard</li> </ul>
<b>St Ives</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that there should be more cycle routes to and around St Ives.</li> </ul>

	<p>Along with the above discussed connection to Huntingdon, these included routes to Earith, Somersham, Hilton, Fenstanton, Alconbury, Papworth Everard, Old Hurst/Warboys, Houghton, Ely, Sutton, Papworth, and Cambourne</p>
<b>Arbury Road</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that cycle infrastructure improvements were needed on the Milton Road end of Arbury Road, as it was an important cycle route to many schools, to commuting links, and to the Chisholm Trail. This end of the road was felt to be dangerous due to the small space available for traffic and a lack of visibility due to parked cars</li> </ul>

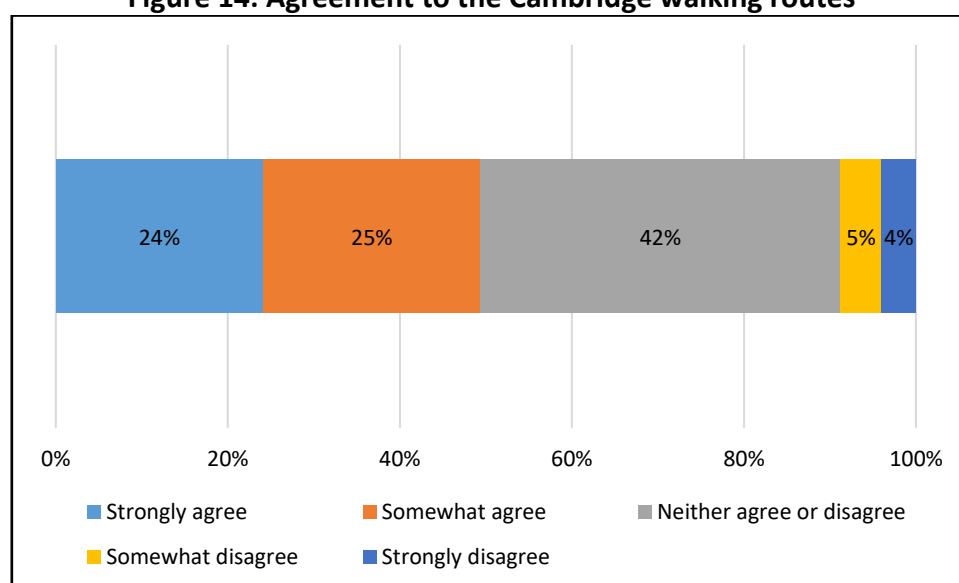
## Question 4: How far do you agree the chosen walking routes are the right ones to encourage more people to walk more often?

### Cambridge

626 respondents answered the question on how far they agreed the chosen walking routes for the district of Cambridge are the right ones to encourage more people to walk more often.

- **Just under half of respondents 'strongly agreed' or 'somewhat agreed' with the Cambridge walking routes (49%)**

**Figure 14: Agreement to the Cambridge walking routes**



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

22 stakeholders answered this question.

- Half of stakeholders 'strongly agreed' (6 stakeholders) or 'somewhat agreed' (5 stakeholders) to the Cambridge walking routes
- Half of stakeholders 'neither agreed or disagreed' with them (11 stakeholders)

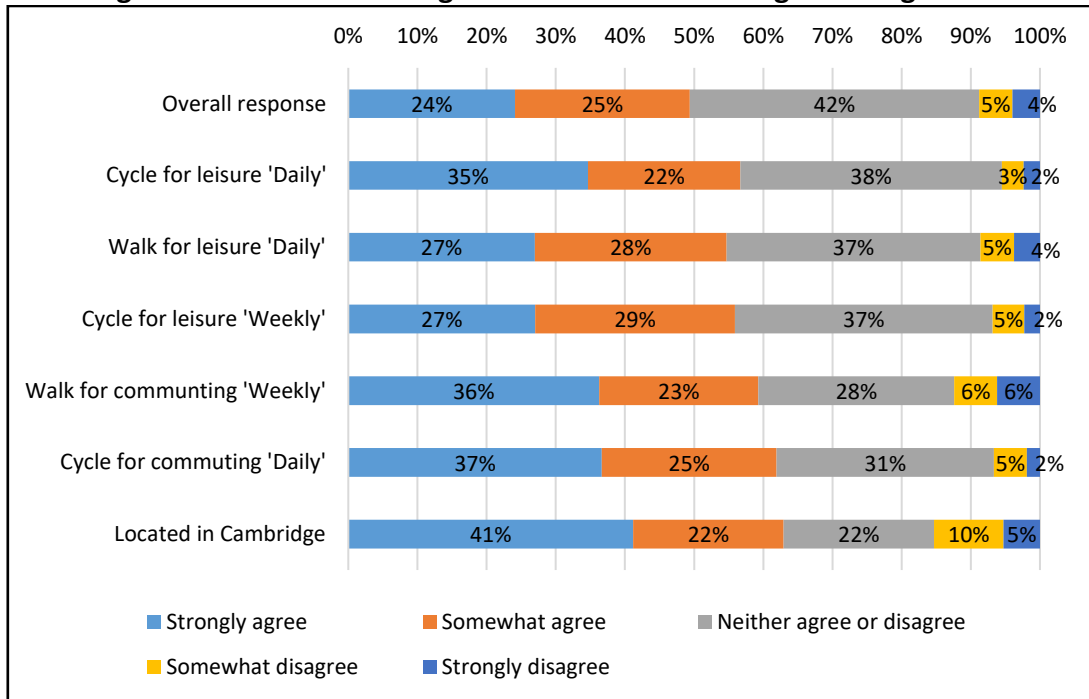
### Differences in agreement

Respondents were more likely to 'strongly agree' or 'somewhat agree' to the Cambridge walking routes when they indicated:

- They were located in Cambridge (63%)
- They answered 'Daily' to question 16 'How often do you use cycling routes for commuting/as your main mode of transport?' (62%)
- They answered 'Weekly' to question 14 'How often do you use walking routes for commuting/as your main mode of transport?' (60%)
- They answered 'Daily' to question 15 'How often do you use cycling routes for leisure?' (57%)

- They answered 'Weekly' to question 15 'How often do you use cycling routes for leisure?' (56%)
- They answered 'Daily' to question 13 'How often do you use walking routes for leisure?' (55%)

**Figure 15: Differences in agreement to the Cambridge walking routes**



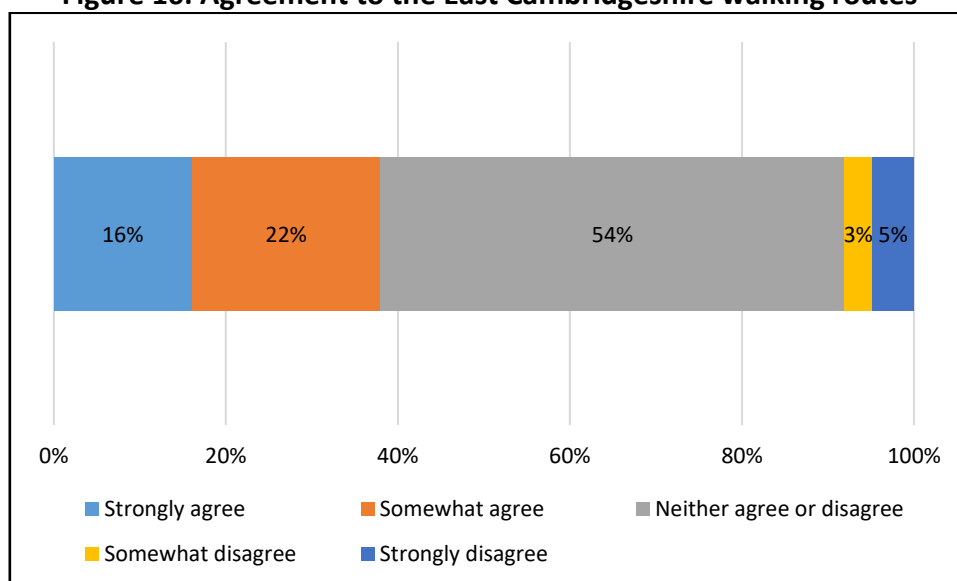
*\*N.B. Figures in the graph may not exactly match the text in the report due to rounding*

## East Cambridgeshire

555 respondents answered the question on how far they agreed the chosen walking routes for the district of East Cambridgeshire are the right ones to encourage more people to walk more often.

- **Over half respondents 'Neither agreed or disagreed' with the East Cambridgeshire walking routes (54%)**
  - Just under two fifths of respondents 'strongly agreed' or 'somewhat agreed' with them (38%)

**Figure 16: Agreement to the East Cambridgeshire walking routes**



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

21 stakeholders answered this question.

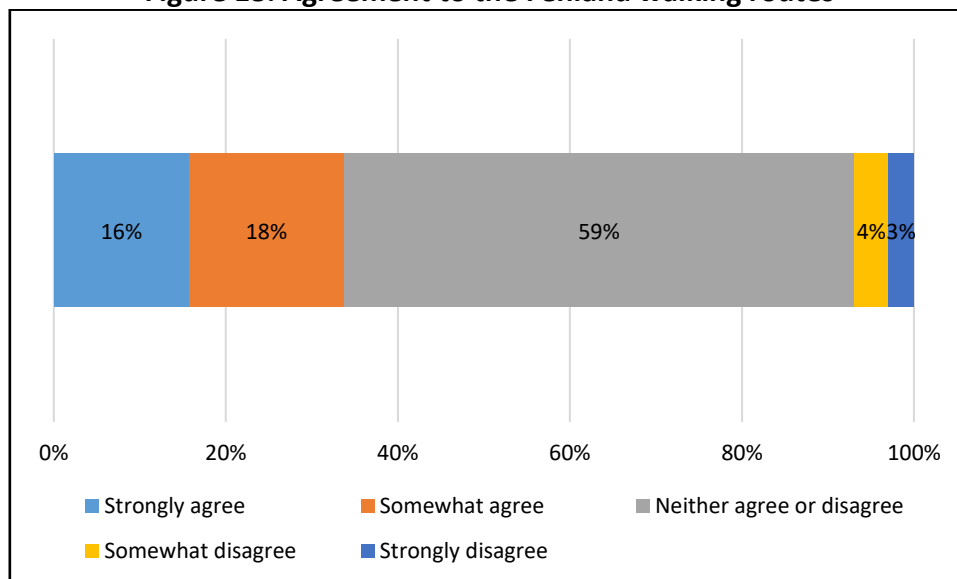
- The majority of stakeholders 'neither agreed or disagreed' with the East Cambridgeshire walking routes (15 stakeholders)
- Under a third of stakeholders 'strongly agreed' (3 stakeholders) or 'somewhat agreed' (3 stakeholders) to them

## Fenland

534 respondents answered the question on how far they agreed the chosen walking routes for the district of Fenland are the right ones to encourage more people to walk more often.

- **The majority of respondents ‘Neither agreed or disagreed’ with the Fenland walking routes (59%)**
  - Just over third of respondents ‘strongly agreed’ or ‘somewhat agreed’ with them (34%)

**Figure 18: Agreement to the Fenland walking routes**



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

23 stakeholders answered this question.

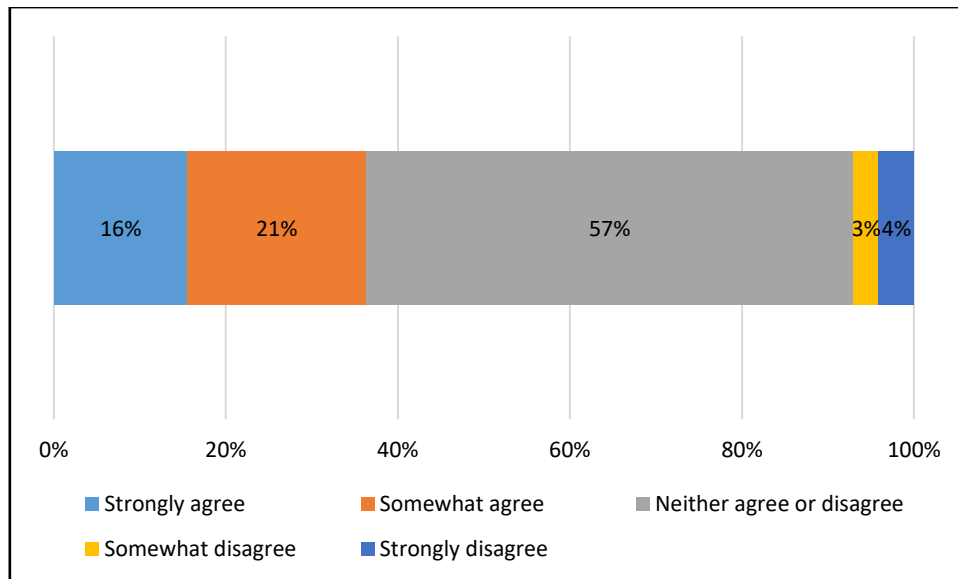
- The majority of stakeholders ‘neither agreed or disagreed’ with the Fenland walking routes (14 stakeholders)
- Just over a quarter of stakeholders ‘strongly agreed’ (3 stakeholders) or ‘somewhat agreed’ (3 stakeholders) to them
- 3 stakeholders ‘somewhat disagreed’ them

## Huntingdonshire

540 respondents answered the question on how far they agreed the chosen walking routes for the district of Huntingdonshire are the right ones to encourage more people to walk more often.

- **The majority of respondents ‘Neither agreed or disagreed’ with the Huntingdonshire walking routes (57%)**
  - Under two fifths of respondents ‘strongly agreed’ or ‘somewhat agreed’ with them (36%)

**Figure 17: Agreement to the Huntingdonshire walking routes**



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

22 stakeholders answered this question.

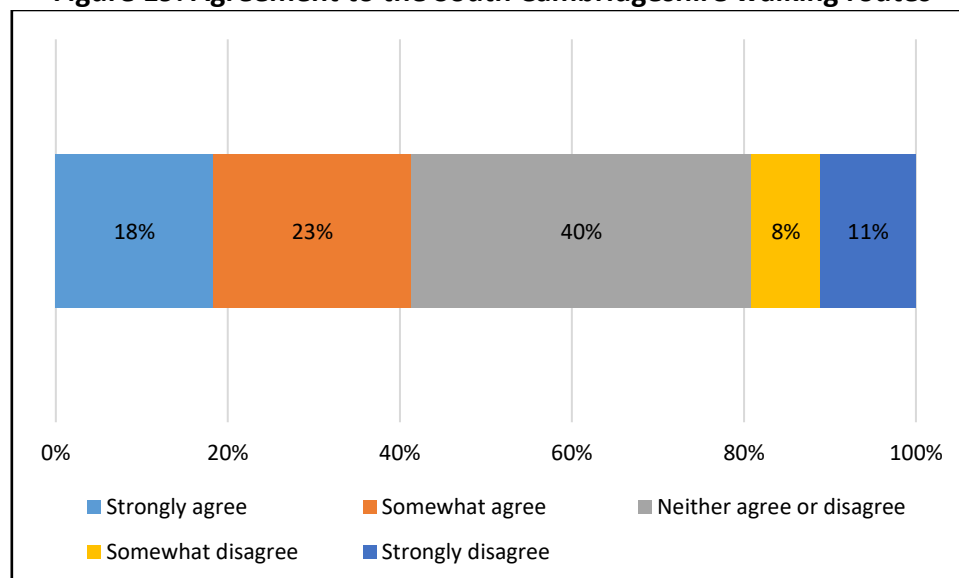
- The majority of stakeholders 'neither agreed or disagreed' with the Huntingdonshire walking routes (14 stakeholders)
- Just under a quarter of stakeholders 'strongly agreed' (2 stakeholders) or 'somewhat agreed' (3 stakeholders) to them
- 2 stakeholders 'somewhat disagreed' and 1 stakeholder 'strongly disagreed' with them

## South Cambridgeshire

585 respondents answered the question on how far they agreed the chosen walking routes for the district of South Cambridgeshire are the right ones to encourage more people to walk more often.

- **Just over two fifths of respondents 'strongly agreed' or 'somewhat agreed' with the Fenland walking routes (41%)**

**Figure 19: Agreement to the South Cambridgeshire walking routes**



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

27 stakeholders answered this question.

- The majority of stakeholders 'neither agreed or disagreed' with the South Cambridgeshire walking routes (17 stakeholders)
- Under a quarter of stakeholders 'strongly agreed' (3 stakeholders) or 'somewhat agreed' (3 stakeholders) to them
- 1 stakeholder 'somewhat disagreed' and 3 stakeholders 'strongly disagreed' them

Question 5: Please give details of important walking links you think we may have missed and/or alternative routes which you believe would be preferable to the one/s chosen.

343 respondents left comments on question 5, which asked respondents if there were any missed an/or alternative routes which would be preferable to the ones chosen.

#### Summary of main themes

Comment Theme	Respondent comments
<b>The Wilbrahams</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that both Little Wilbraham and Great Wilbraham lacked any connected routes, particularly to Bottisham (where respondents indicated the main commute would be for school age residents) and Fulbourn (to connect to existing routes into Cambridge). <ul style="list-style-type: none"> <li>Some of these respondents also discussed the need for the same connectivity for Six Mile Bottom</li> </ul> </li> </ul>
<b>Rural routes</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme left comments indicating that they felt more rural routes in general were needed between villages, through villages, and to key locations, such as school catchment areas and Cambridge</li> </ul>
<b>Surface/maintenance</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that existing and new footpaths needed to be consistently maintained. There were concerns that existing footpath surfaces were not flat or wide enough, particularly for those using mobility aids or for those who had disabilities</li> </ul>
<b>Equestrians</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These respondents felt that there needed to be more bridleways or that new cycleways/footpaths be made as bridleways, as these would allow routes for pedestrians, cyclists, and equestrians</li> </ul>
<b>Willingham</b>	<ul style="list-style-type: none"> <li>Respondents who discussed this theme felt that Willingham needed better connectivity to Rampton (as Rampton has active travel connections to Cottenham where school age residents needed to commute to), Northstowe/Longstanton, Bar Hill, Over, Earith, and Reach</li> </ul>

<b>Cambridge connections</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme discussed areas they wished to be connected to Cambridge. These included: <ul style="list-style-type: none"> <li>○ The Wilbrahams</li> <li>○ Bottisham</li> <li>○ Fulbourn</li> <li>○ Needing more rural routes</li> <li>○ Duxford</li> <li>○ Eddington</li> <li>○ Ely</li> <li>○ Hardwick</li> <li>○ Horningsea</li> <li>○ Impington</li> <li>○ Milton</li> <li>○ Newton</li> <li>○ Shelfords</li> <li>○ Teversham</li> <li>○ Whittlesford</li> </ul> </li> </ul>
<b>Arbury Road</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that pedestrian and cycling infrastructure improvements were needed on the Milton Road end of Arbury Road, as it was an important route to many schools, commuting links, and to the Chisholm Trail. This end of the road was felt to be dangerous due to the small space available for traffic and a lack of visibility due to parked cars</li> </ul>
<b>Hilton and surrounding areas</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that Hilton needed to be better connected to surrounding areas, in particular: Fenstanton, Papworth, St Ives, Huntingdon, and Papworth Everard <ul style="list-style-type: none"> <li>○ These respondents felt the areas mentioned also needed better connectivity to each other</li> </ul> </li> </ul>
<b>Pedestrian segregation</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about the use of shared use paths, feeling there was risk of conflict between differing forms of active travel with these paths often not being wide enough to accommodate all forms. These respondents felt that segregated pedestrian routes/areas would make travel safer</li> </ul>
<b>St Ives</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that St Ives needed improved connectivity to the surrounding area, in particular: Holywell, Houghton, and Hilton</li> </ul>

Question 6: 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.

222 respondents left comments on question 6, which asked respondents if they felt the proposals would either positively or negatively affect or impact on person/s or group/s with protected characteristics under the Equality Act 2010.

#### Summary of main themes

Comment Theme	Respondent comments
<b>Disability</b>	<ul style="list-style-type: none"> <li>Some of the respondents who discussed this theme indicated that cycle and footpaths needed to be wide enough to accommodate adapted cycles/wheelchairs, have a consistent level surface (and dropped kerbs for crossings), be free of barriers, and be maintained on a regular basis to be kept clear of detritus/ensure surfaces remained unbroken. Most of these respondents highlighted that existing paths were difficult to navigate for those with disabilities because of surface damage and/or limited room to navigate <ul style="list-style-type: none"> <li>Some of these respondents indicated that they felt pedestrians and cyclists should be segregated from each other to avoid conflict between users <ul style="list-style-type: none"> <li>A few of these respondents specifically highlighted this issue with the routes planned through Warwick Road and Windsor Road</li> </ul> </li> </ul> </li> <li>Some of the respondents who discussed this theme were concerned the proposals lacked focus on the needs of disabled residents, particularly those unable to cycle <ul style="list-style-type: none"> <li>Some of these respondents were concerned the lack of equestrian access improvements indicated a lack of accessibility for disabled residents</li> </ul> </li> <li>Some of the respondents who discussed this theme felt the proposals would benefit those with disabilities, as it would increase travel options</li> <li>Some of the respondents who discussed this theme indicated there were issues with disabled access to active travel routes in particular areas that needed to</li> </ul>

	be addressed. These included: Arbury Road, Papworth Everard, the Wilbrahams, Basingbourn, and the A11 bridge crossing between Babraham and the Abingtons
<b>Age</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme discussed the same issues for those with disabilities for younger/older residents. <ul style="list-style-type: none"> <li>○ A number of different areas were also mentioned in relation to areas needing access to active travel addressing. These included: access routes from rural locations to schools, Chatteris, Hardwick, and Willingham</li> </ul> </li> </ul>
<b>Equestrians</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These respondents felt that there needed to be more bridleways or that new cycleways/footpaths be made as bridleways, as these would allow routes for pedestrians, cyclists, and equestrians. These respondents also felt that a lack of equestrian access would discriminate against women (due to the high percentage of female horse riders) and disabled riders</li> </ul>
<b>Impact on local residents</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt the proposals would have a negative impact on local residents due to a lack of improvements in certain areas, particularly rural locations. Those who mentioned specific areas discussed: the Wilbrahams, Willingham, Papworth Everard, Balsham, Basingbourn, Dry Drayton Road, Hail Weston, Little Paxton, Littleport, Melbourn, Southoe, and St Ives</li> </ul>

**Question 7: We welcome your views. If you have any other comments on the Plan, please add them in the space below.**

This question asked respondents if they had any comments on the Plan. The following question gave respondents to opportunity to upload a document to feedback on the proposals. 379 respondents provided comments and/or a document to feedback.

#### Summary of main themes

Comment Theme	Respondent comments
<b>Equestrians</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These respondents felt that there needed to be more bridleways or that new cycleways/footpaths be made as bridleways, as these</li> </ul>

	<p>would allow routes for pedestrians, cyclists, and equestrians.</p> <ul style="list-style-type: none"> <li>○ Some of these respondents felt that pathways should avoid being all tarmac, as this would make traversing paths more difficult for equestrians</li> </ul>
<b>The Wilbrahams</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that both Little Wilbraham and Great Wilbraham lacked any connected routes, particularly to Bottisham (where respondents indicated the main commute would be for school age residents) and Fulbourn (to connect to existing routes into Cambridge). These respondents indicated that the roads were dangerous to cycle on because of the amount and speed of traffic, particularly Heavy Goods Vehicles, and lacked public transport options <ul style="list-style-type: none"> <li>○ Some of these respondents also discussed the need for the same connectivity for Six Mile Bottom</li> </ul> </li> </ul>
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that more on-going maintenance was needed on cycle routes across Cambridgeshire, including cutting back natural growth from paths, clearing detritus, and filling in potholes</li> </ul>
<b>Rural routes</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme left comments indicating that they felt more rural routes in general were needed between villages, through villages, and to key locations, such as school catchment areas and Cambridge <ul style="list-style-type: none"> <li>○ Some of these respondents felt there was a lack of public transport connectivity as well, limiting transport modes to personal vehicles</li> </ul> </li> </ul>
<b>Reduce motorised vehicles</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that more should be done to reduce the number of motorised vehicles on the road, particularly in Cambridge city, by allocating more road space to cyclists/pedestrians or creating non-motorised user spaces</li> <li>• A few of the respondents who discussed this theme were concerned about loss of access for residents using motorised vehicles, particularly around Oxford Road</li> </ul>
<b>Consultation issues</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme indicated they had difficulties understanding the Plan due to a lack of summary or specific details</li> <li>• Some of the respondents who discussed this theme felt the Plan's methodology for deciding on areas to focus on was flawed. These respondents felt; the scoring for</li> </ul>

	<p>the current volume of users weighted priorities against rural areas, as a lack of existing active travel infrastructure rurally subsequently resulted in lower volumes of users; that there was a lack of focus on secondary school aged active travel users; and that there was a lack of explanation as to the reasons/evidence for the scoring</p> <ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme felt that there was a lack of circulation/promotion to residents in areas that would be affected by the Plan</li> </ul>
<b>Public transport</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme indicated there was a lack of public transport in rural areas which meant that active travel development was more important in rural areas</li> <li>• A few of the respondents who discussed this theme felt that improvements were also needed to public transport, including lower prices, more routes/running times, and secure cycle parking</li> </ul>
<b>Pedestrian segregation</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that cyclists and pedestrians needed to be segregated from each other due to safety concerns around conflict between these modes of transport <ul style="list-style-type: none"> <li>○ Some of these respondents indicated they were particularly concerned about the small passageway between Warwick Road and Oxford Road. These respondents felt that the removal of the barriers would increase cyclists speed, which would put pedestrians at risk, and that there was not enough space for both modes of transport</li> </ul> </li> </ul>
<b>Storey's Way</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme indicated they were opposed to introducing cycle lanes in place of Residents' Parking if the existing ETRO was to be removed. These respondents felt this would unproportionally negatively impact on residents in Storey's Way who struggle to park motorised vehicles and that there was not enough room for both cycle lanes and motorised traffic <ul style="list-style-type: none"> <li>○ Some of these respondents indicated they supported the ETRO and some indicated they opposed it</li> </ul> </li> <li>• Some of the respondents who discussed this theme indicated they supported the introduction of cycle lanes as properties had driveways and felt it would improve active travel safety</li> </ul>

	<ul style="list-style-type: none"> <li>○ Some of these respondents indicated they supported the ETRO and some indicated they opposed it</li> <li>• A few of the respondents who discussed this theme had queries regarding the Storey's Way proposals. These included; how the proposals intersected with other plans in the area, including the ETRO; whether there was space for motorised vehicles and cycle lanes; and whether it was possible to have a cycle lane on one side of the road while leaving space for Residents' Parking on the other</li> </ul>
<b>Arbury Road</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that pedestrian and cycling infrastructure improvements were needed on the Milton Road end of Arbury Road, as it was an important route to many schools, commuting links, and to the Chisholm Trail. This end of the road was felt to be dangerous due to the small space available for traffic and a lack of visibility due to parked cars</li> </ul>
<b>Positive comments</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme left general positive comments regarding the proposals</li> </ul>
<b>Junctions and roundabouts</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that there should be more priority for cyclists at junctions and roundabouts, as these were felt to be key areas of safety issues for active travel</li> </ul>
<b>Oxford Road</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme indicated that they were opposed to the proposals to prioritise a cycle route through the Warwick Road/Oxford Road passageway. These respondents felt this area was too narrow for increased cycle activity and that it would increase conflict between cyclists and pedestrians while reducing cyclist safety</li> <li>• Some of the respondents who discussed this theme indicated they supported the idea of a modal filter/traffic calming measures/change in priorities at the Windsor Road/Oxford Road junction, as it would make it safer and less polluted for residents and active travel users</li> <li>• Some of the respondents who discussed this theme indicated they opposed widening the pavements as it would be disruptive to local residents and narrow a currently difficult to navigate road for motorised vehicles</li> <li>• A few of the respondents who discussed this theme indicated they were opposed to a modal filter in the area, as it would displace traffic and cause increased congestion elsewhere. These respondents also felt the</li> </ul>

	area was already suitable for active travel users to navigate
<b>Disability</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme indicated that cycle and footpaths needed to be wide enough to accommodate adapted cycles/wheelchairs, have a consistent level surface (and dropped kerbs for crossings), be free of barriers, and be maintained on a regular basis to be kept clear of detritus/ensure surfaces remained unbroken. Most of these respondents highlighted that existing paths were difficult to navigate for those with disabilities because of surface damage and/or limited room to navigate</li> <li>• Some of the respondents who discussed this theme were concerned the proposals lacked focus on the needs of disabled residents</li> </ul>
<b>Continuous routes</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme indicated that the proposals should focus on joining up routes so active travel connections were continuous</li> </ul>
<b>LTN 1/20</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned that the proposals referenced LTN 1/12 guidance for cycle infrastructure instead of LTN 1/20, which these respondents felt all cycle infrastructure should conform to</li> </ul>
<b>Willingham</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that Willingham needed better connectivity to Rampton (as Rampton has active travel connections to Cottenham where school age residents needed to commute to), Northstowe/Longstanton, Bar Hill, Over, Earith, and Reach</li> </ul>

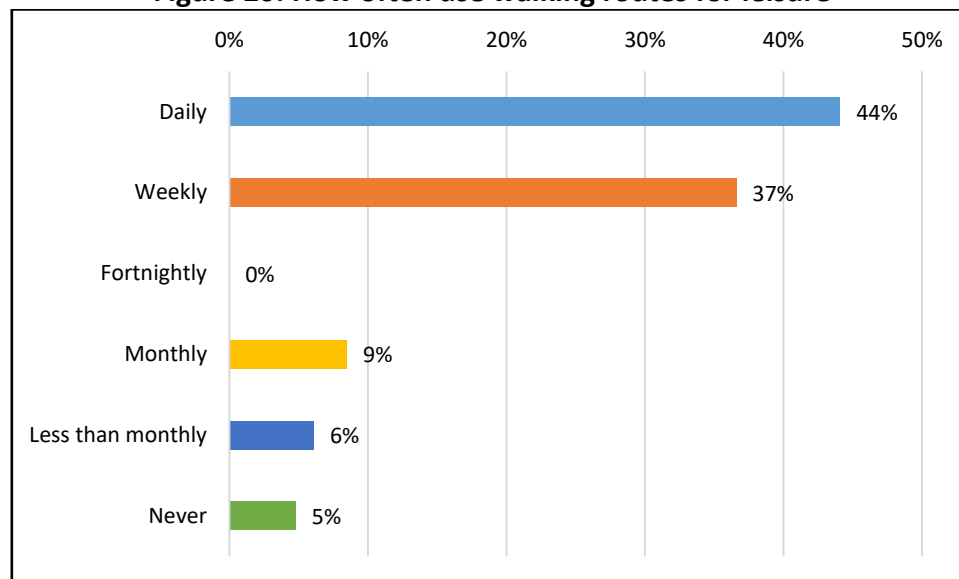
\*Questions 9 through to 12 focused on demographic related questions which are outlined in the [“Respondent Profile”](#)

### Question 13: How often do you use walking routes for leisure?

755 respondents answered the question on how often they use walking routes for leisure.

- **Under half of respondents indicated they use walking routes ‘daily’ for leisure (44%) and under a fifth of respondents indicated ‘weekly’ (37%)**

**Figure 20: How often use walking routes for leisure**

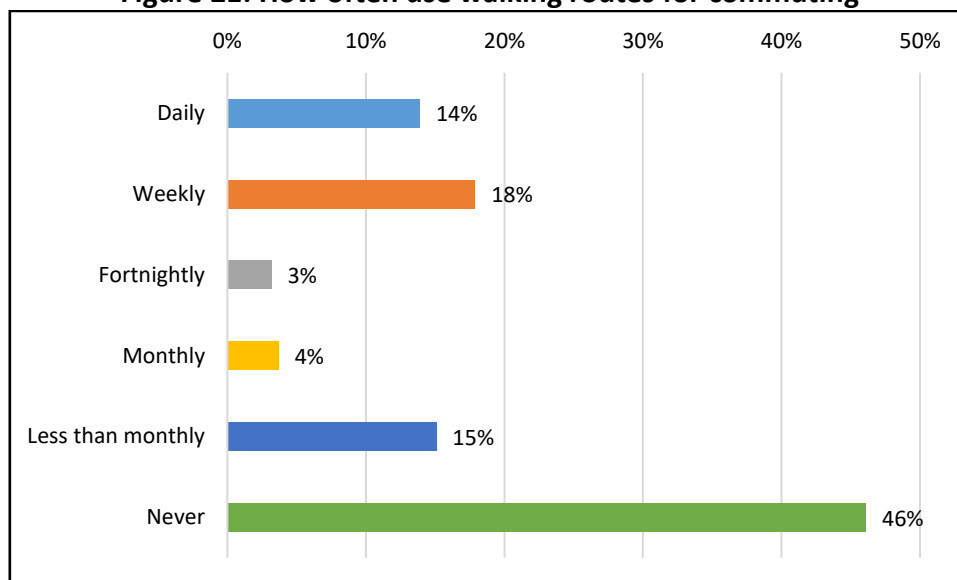


## Question 14: How often do you use walking routes for commuting/as your main mode of transport?

747 respondents answered the question on how often they use walking routes for commuting.

- **Under half of respondents indicated they 'never' use walking routes for commuting (46%)**

**Figure 21: How often use walking routes for commuting**

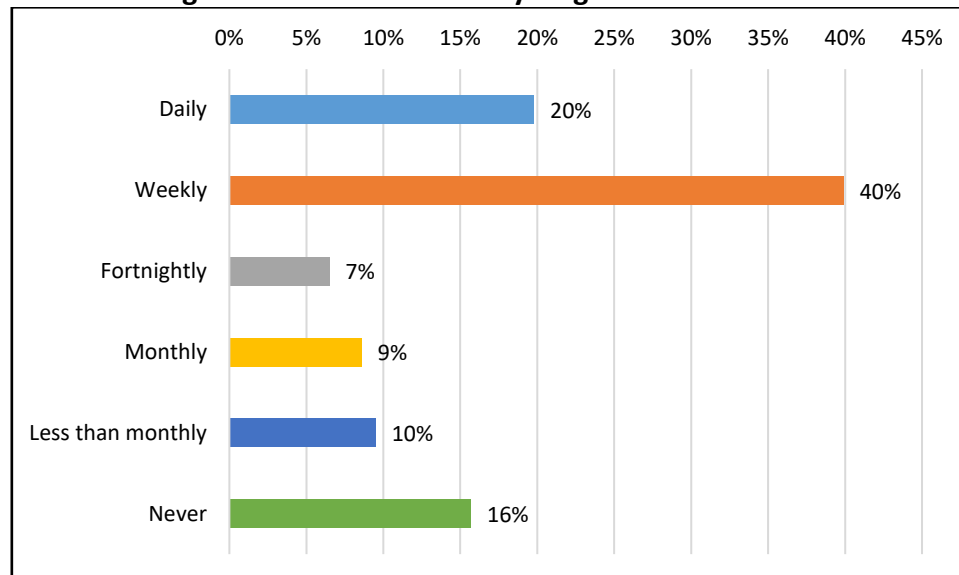


### Question 15: How often do you use cycling routes for leisure?

757 respondents answered the question on how often they use cycling routes for leisure.

- **Two-fifths of respondents indicated they use cycling routes for leisure 'weekly' (40%)**

**Figure 22: How often use cycling routes for leisure**

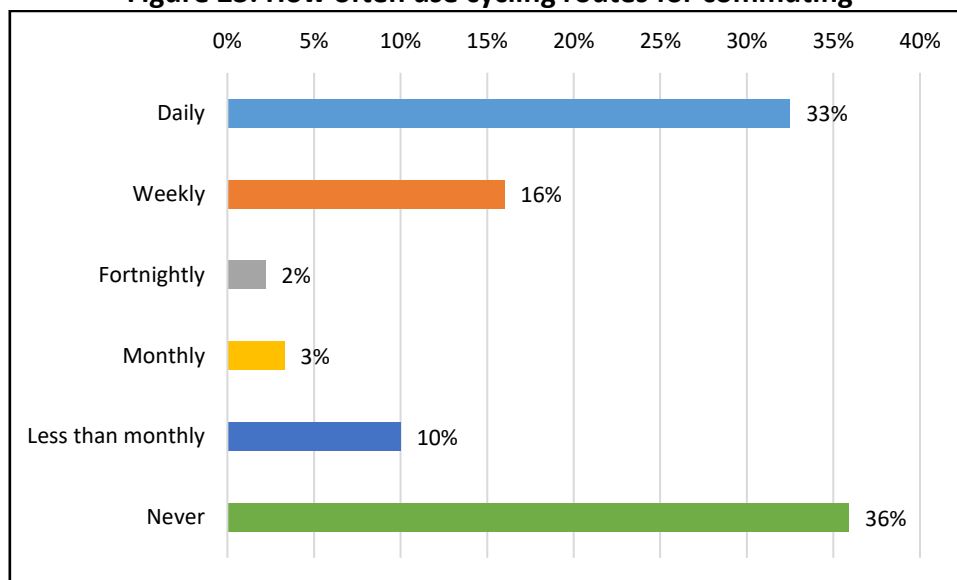


## Question 16: How often do you use cycling routes for commuting/as your main mode of transport?

757 respondents answered the question on how often they use cycling routes for commuting.

- **Over a third of respondents indicated they 'never' use cycling routes for commuting (36%) and a third indicated they use them 'daily' (33%)**

**Figure 23: How often use cycling routes for commuting**



## Stakeholders responses

### Background

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

- Bassingbourn Parish Council Active Travel Working Group
- Bourn Parish Council
- British Horse Society
- Buckden Parish Council
- Burwell Cycle Club
- Cambridge Biomedical Campus
- Cambridge Cycling Campaign
- Cambridge University Hospitals
- Camcycle
- Cllr Adela Costello
- Cllr Anna Bradnam
- Cllr Claire Jackman
- Cllr David Ambrose Smith
- Cllr Dr. Haq Nawaz
- Cllr Dr. Tumi Hawkins
- Cllr Edna Murphy
- Cllr Lorna Dupré
- Cllr Peter Hewitt
- Cllr Ros Hathorn
- Cllr Sam Dhaliwal
- Cllr Steve Count
- CTC Cambridge
- Dry Drayton Parish Council
- Ely Cycling Campaign
- Fenland Bridleways Association
- Fenland Transport and Access Group
- Fowlmere Parish Council
- Foxton Parish Council
- Gamlingay Parish Council
- Hilton Parish Council
- Houghton & Wyton Parish Council
- Huntingdonshire District Council
- Hunts Shopmobility
- Ickleton Parish Council
- Impington Village College
- Little Abington Parish Council
- Little Gransden Parish Council
- Living Streets
- March Bridleways Association
- Milton Cycling, working with Camcycle
- Natural England
- Oakington & Westwick Parish Council
- Oxford Road Residents Association
- South Cambridgeshire District Council and Cambridge City Council
- St Ives EcoAction
- Swavesey & District Bridleways Association
- Thriplow Speed Watch
- Transport team at the University of Cambridge
- Well-brahams' Mental Health and Well-being Group
- Whittlesey Town Council
- Wilbrahams Environment Group
- Willingham Parish Council
- Willingham Wheels / Willingham Community Planning Group
- Windsor Road Residents' Association
- Wisbech St Mary Parish Council Lt

All of the responses from these groups will be published alongside the results of the public consultation survey.

### Summary of main themes

Comment Theme	Stakeholder comments
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<b>Rural routes</b>	<ul style="list-style-type: none"> <li>Stakeholders who discussed this theme left comments indicating that they felt more rural routes in general were needed between villages, through villages, and to key locations, such as school catchment areas and Cambridge</li> </ul>
<b>Consultation issues</b>	<ul style="list-style-type: none"> <li>Stakeholders who discussed this theme felt the Plan's methodology for deciding on areas to focus on was flawed. These stakeholders felt; the scoring for the current volume of users weighted priorities against rural areas, as a lack of existing active travel infrastructure rurally subsequently resulted in lower volumes of users; that there was a lack of focus on secondary school aged active travel users; that it missed exploring leisure-based routes; and that there was a lack of explanation as to the reasons/evidence for the scoring <ul style="list-style-type: none"> <li>Some of these stakeholders were also concerned about the references to LTN 1/12 guidance for cycle infrastructure instead of LTN 1/20, which these stakeholders felt all cycle infrastructure should conform to</li> </ul> </li> </ul>
<b>Equestrians</b>	<ul style="list-style-type: none"> <li>Stakeholders who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These stakeholders felt that there needed to be more bridleways or that new cycleways/footpaths be made as bridleways, as these would allow routes for pedestrians, cyclists, and equestrians</li> </ul>

## Email responses

11 responses from 10 respondents were received regarding the consultation through email. These responses were too disparate to conduct a thematic analysis, however areas of discussion were similar to those in the comments given by respondents to the open comment survey questions.

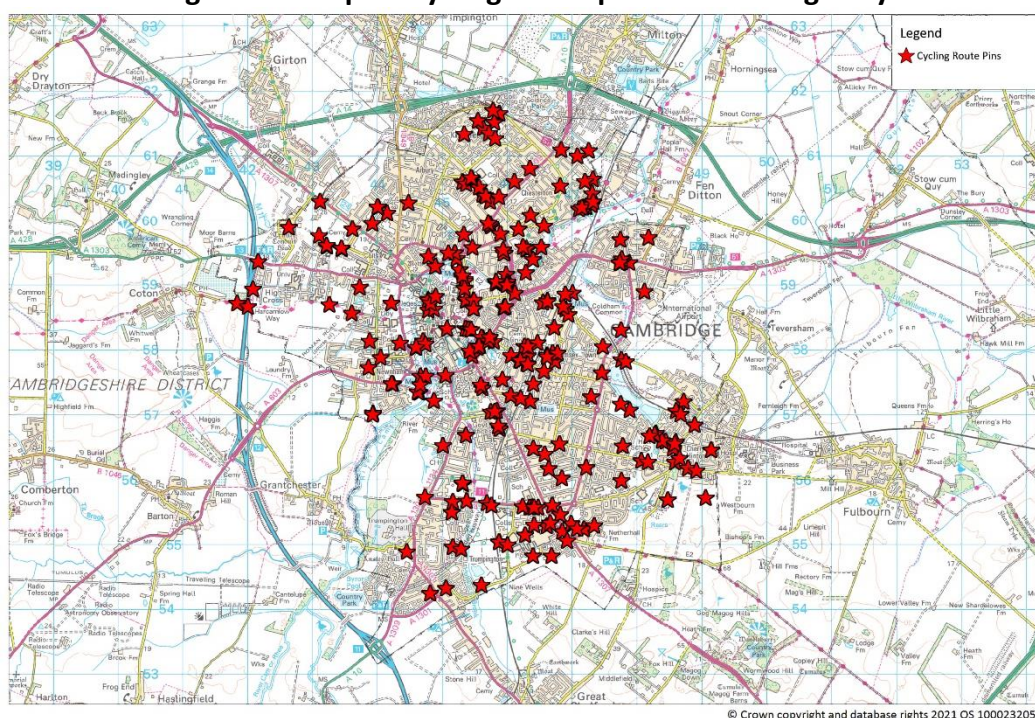
## Comments on 'Places' map tool on Consult Cambs

1820 comments, from 249 respondents, were entered onto the 'Places' map tool on the Local Cycling and Walking Infrastructure Project page on Consult Cambs. Respondents were able to place 'cycling route', 'walking route', and 'safety concern' pins on a map of Cambridgeshire along with a comment. A thematic analysis has been conducted on these comments, taking the type of pin and location into consideration. The following is a summary of the key areas (locations with several pins from differing respondents), ordered by number of pins, and general themes by district and type of pin. The map with all the comments is available on the [Local Cycling and Walking Infrastructure Project page on Consult Cambs](#).

Cambridge city

*Cycling route*

**Figure 24: Map of 'cycling route' pins in Cambridge city**



263 'cycling route' comments from 63 respondents were located in Cambridge city. Key areas were:

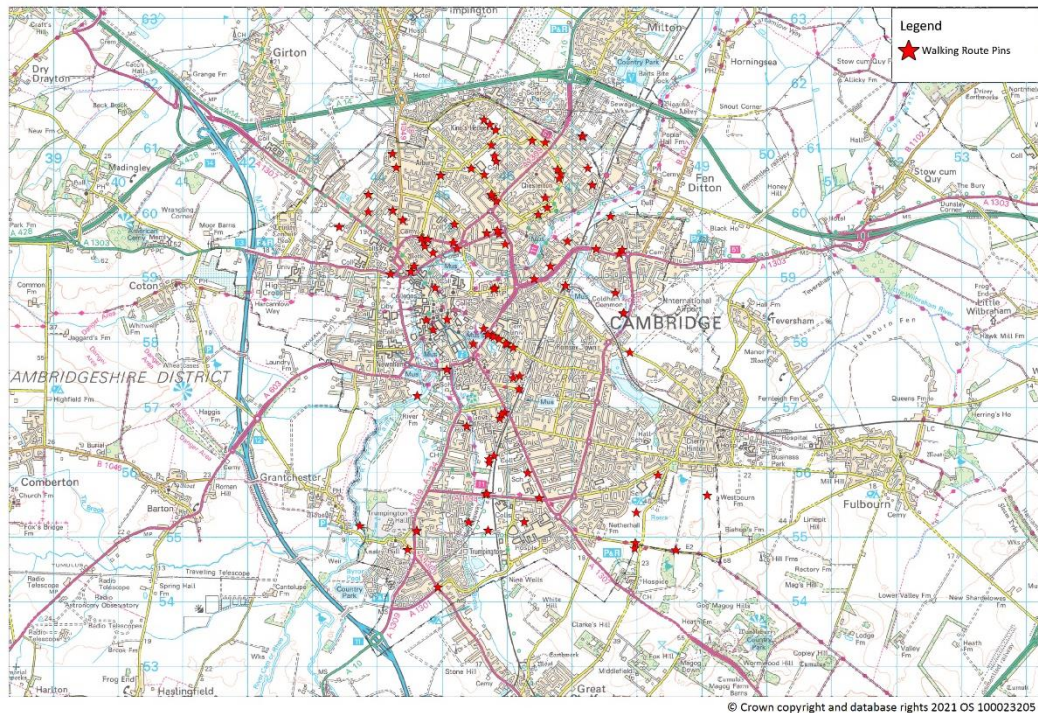
- Mill Road
  - Most of the respondents indicated they supported the bus gate remaining in place as it had made the area safer for non-motorised users. Some of the respondents indicated there was a need for a dropped kerb and crossing point on Mill Road.
- Coldhams Lane
  - Most of the respondents felt that improvements to cycling infrastructure were needed here as the footpath was too narrow to safely accommodate

cyclists with pedestrians and the road was dangerous due to motorised traffic.

- Hills Road
  - Some of the respondents indicated a modal filter would be beneficial here. Some of the respondents felt that wider paths (to avoid conflict while crossing driveways) or wider cycle lanes (to increase cyclist safety and accessibility from connecting streets) would be beneficial.
- Fen Road
  - Some of the respondents felt connectivity to the Chisholm Trail could be improved here, such as creating a non-motorised user bridge/underpass or making a more direct path instead of using the Tow Path. Some of the respondents indicated the road surface was in poor condition and needed maintaining.
- Victoria Street
  - Most of the respondents felt there was enough space to accommodate segregated cycle routes here.
- Arbury Road
  - Most of the respondents felt that cycle improvements were needed along the whole of Arbury Road, particularly as the sections without improvements were narrow and busy with motorised traffic.
- Cambridgeshire Guided Busway
  - Some of the respondents felt that a way of crossing the guided busway was required.
- Newmarket Road
  - Most of the respondents were concerned about cyclists navigating the Barnwell Road/Newmarket Road roundabout, as they felt there was considerable risk of conflict between cyclists and motorised traffic.

The general main themes for the 'cycling route' pins in Cambridge were related to; improving the width of cycle paths, particularly in areas with shared-use paths; maintaining the paths/roads as the current condition made them dangerous; improvements to roundabouts and junctions to allow cyclists to safely navigate them; places where dropped kerbs would aid crossing; and removing bollards, gates, and other obstructions on paths to allow easier navigation.

Figure 25: Map of 'walking route' pins in Cambridge city

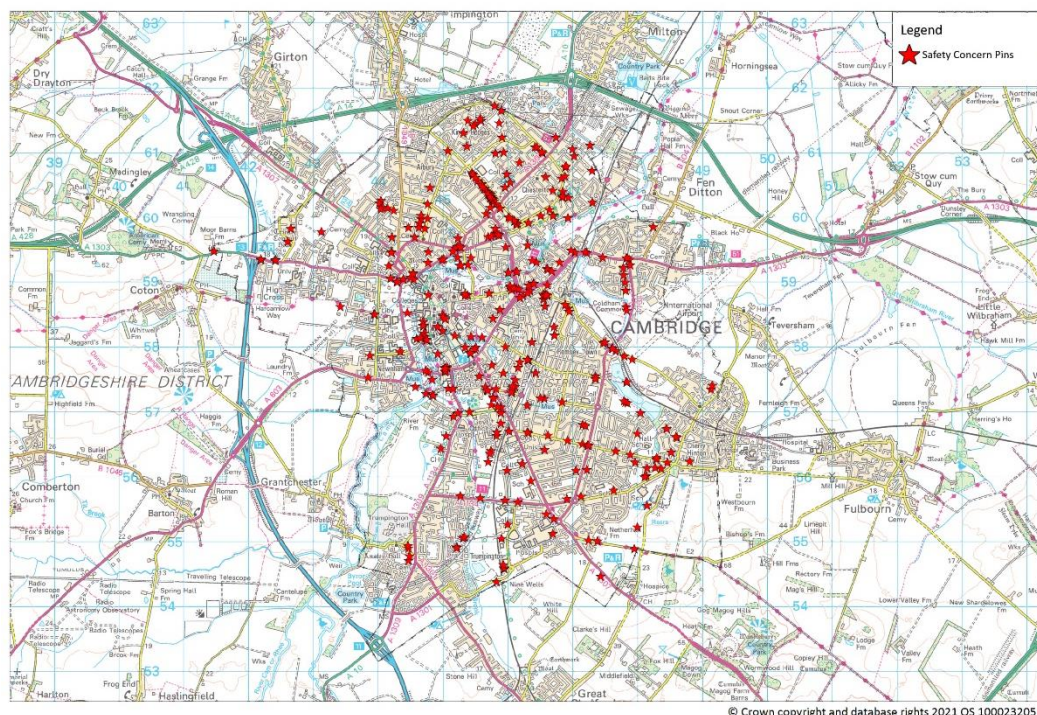


106 'walking route' comments from 31 respondents were located in Cambridge city. Key areas were:

- Newmarket Road
  - Respondents felt that more crossings with pedestrian priority were needed here.

The general main themes for the 'walking route' pins in Cambridge were related to; the need for more dropped kerbs and crossing points; the need to improve the condition and level of footpaths; the need to address pavement parking; the need to take wheelchair/pushchair accessibility into consideration, particularly making sure paths had level surfaces, were wide, and clear of obstructions; and the need for wider paths.

**Figure 26: Map of 'safety concern' pins in Cambridge city**



388 'safety concern' comments from 98 respondents were located in Cambridge city. Key areas were:

- **Arbury Road**
  - Respondents felt that the Milton Road end of Arbury Road was too congested with traffic travelling at high speeds to be safe for non-motorised users. Respondents felt the narrowness of the road and number of parked cars resulted in cyclists mounting the pavement, as the roads were too unsafe to travel on, reducing pedestrian safety. Most of these respondents highlighted the close proximity of several schools and were also concerned about high levels of air pollution.
- **Newmarket Road**
  - Some respondents felt that junctions and roundabouts here were unsafe due to the lack of cycle priority and high levels of traffic. Some of the respondents felt the cycle lanes on the road were too narrow and improvements were needed to the advanced junction boxes to allow cyclist access and room. Some of the respondents felt that shared provision should be segregated. A few of the respondents indicated the path/road was in poor condition and needed to be maintained.
- **Coldhams Lane**
  - Some of the respondents felt the cycle lanes on the road were too narrow and improvements were needed to the advanced junction boxes to allow cyclist access and room. Some respondents felt that junctions and roundabouts here were unsafe due to the lack of cycle priority and high levels of traffic. Some of the respondents felt that a pedestrian crossing was

needed to access the Beehive Centre, as current provision entailed a significant detour.

- Union Lane
  - Most of the respondents felt that the road was too narrow, particularly due to parked cars, to safely navigate by bicycle. Some of the respondents felt that a pedestrian crossing was needed as the amount and speed of traffic meant it was difficult to cross safely.
- Hills Road
  - Some of the respondents indicated that the road cycle path condition was poor with little space given by motorised users to safely navigate potholes etc. Some of the respondents felt the junctions needed improvements to cycling infrastructure so that; motorised traffic did not have to cut across cycle lanes to turn and vice versa, traffic lights were visible from advanced stopping boxes, and cycle lanes were protected to stop vehicles parking in them.
- Elizabeth Way
  - Some of the respondents indicated that the guard rails and traffic islands on the Elizabeth Way roundabout made navigating the area difficult for larger cycles or cyclists travelling across the roundabout, something that was also a concern for the Chesterton Road/High Street roundabout. Some of the respondents were concerned about needing to use the underpass on Elizabeth Way, as they felt it was too secluded and steep to safely navigate.
- A1134/Coldhams Lane/Brooks Road roundabout
  - Respondents felt the roundabout needed to be reconfigured to accommodate safer non-motorised user travel/crossing, as the volume and speed of motorised traffic made it currently unsafe.
- Cherry Hinton Road
  - Some respondents felt the shared-use path near to the Cherry Hinton/Mowbray Road/Perne Road roundabout needed to be wider and clear of obstructions to accommodate the amount of non-motorised user traffic. Some respondents felt the Hills Road end of Cherry Hinton Road needed parking reduced as it made the road too narrow.
- Cambridgeshire Guided Busway
  - Respondents were concerned about the placement of upstands at several crossing areas, as they made navigating the crossings more difficult for non-motorised users and indicated they had resulted in cyclist injuries.
- Trumpington Road
  - Some of the respondents were concerned about the safety of the roundabouts and junctions on Trumpington Road, feeling they needed improvements to visibility for cyclists and a reduced speed limit. Some of the respondents felt the shared-use paths had issues with visibility between non-motorised users and crossed each other unnecessarily.
- Station Road
  - Respondents felt that the amount of traffic and a lack of clear route/priorities resulted in cyclists conflicting with all other modes of transport here.
- Barnwell Road

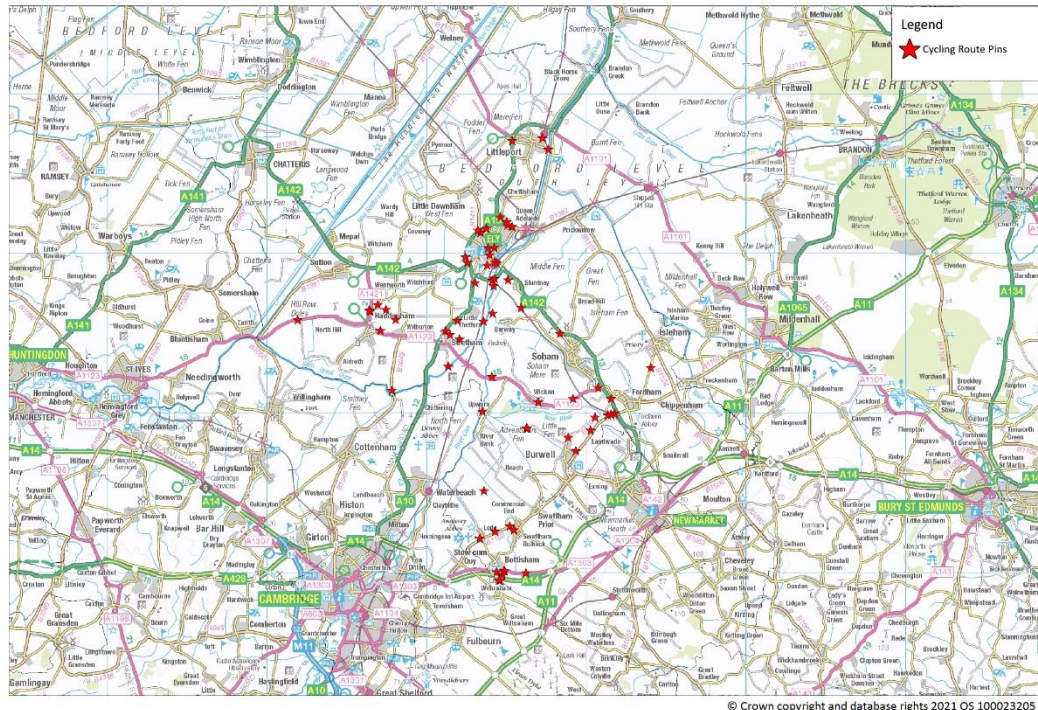
- Most of the respondents felt that the condition of the paths was poor and that vegetation was often overgrown.
- New Street
  - Some of the respondents felt that motorised users ignored/were unaware of the contraflow travel for cyclists, an issue exacerbated by on-street parking. Some of the respondents felt that the area was used as a cut-through by motorised traffic, with debate about whether a modal filter was needed or if restrictions on Newmarket Road would worsen this behaviour.
- Kings Hedges Road
  - Respondents felt the provision for non-motorised users was poor, with narrow shared use paths, cycle lanes going on and off the road, poor visibility/accessibility due to parked cars, and difficult to navigate junctions.
- King's Parade
  - Respondents felt the anti-terror barrier made it difficult to navigate, particularly for those with non-standard bicycles
- Burrell's Walk
  - Most of the respondents felt the paths, particularly across the bridge, were too narrow. Some of the respondents felt visibility needed to be improved on the connection between Burrell's Walk and Grange Road.

The general main themes for the 'safety concern' pins in Cambridge were related to; the need for maintenance of paths/roads, including cutting back vegetation regularly; concerns about motorised vehicle volumes and speeds; concerns about safety in crossing and navigating junctions/roundabouts; the need for wider cycle lanes/footpaths; and concerns about conflict between users on shared-use paths.

## East Cambridgeshire

### Cycling route

**Figure 27: Map of 'cycling route' pins in East Cambridgeshire**

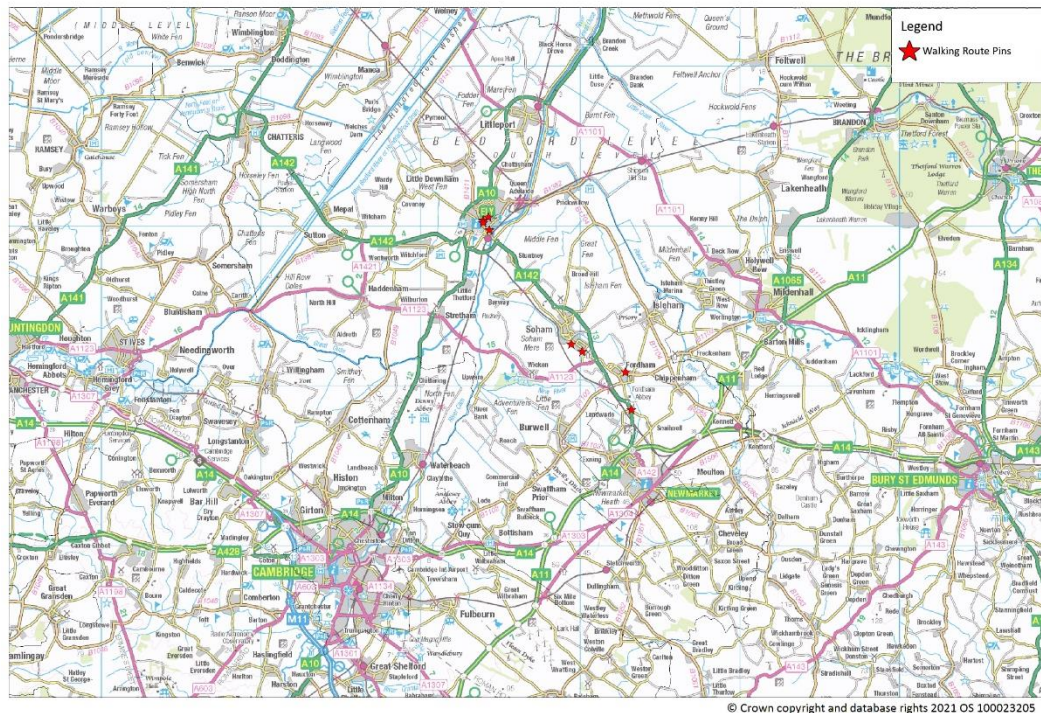


70 'cycling route' comments from 21 respondents were located in East Cambridgeshire. Key areas were:

- Ely
  - Most of the respondents discussed connectivity through Ely and into surrounding areas, including Cambridge (the NCR route was felt to be too much of a detour and unsuitable for some bicycles), Soham, Fordham to Burwell, the Thetfords, Wicken, Witchford.
- Bottisham/the Wilbrahams/Six Mile Bottom
  - Most of the respondents felt that better non-motorised user access was needed between Bottisham, the Wilbrahams and Six Mile Bottom, particularly noting the potential accessibility of Wilbraham Road.

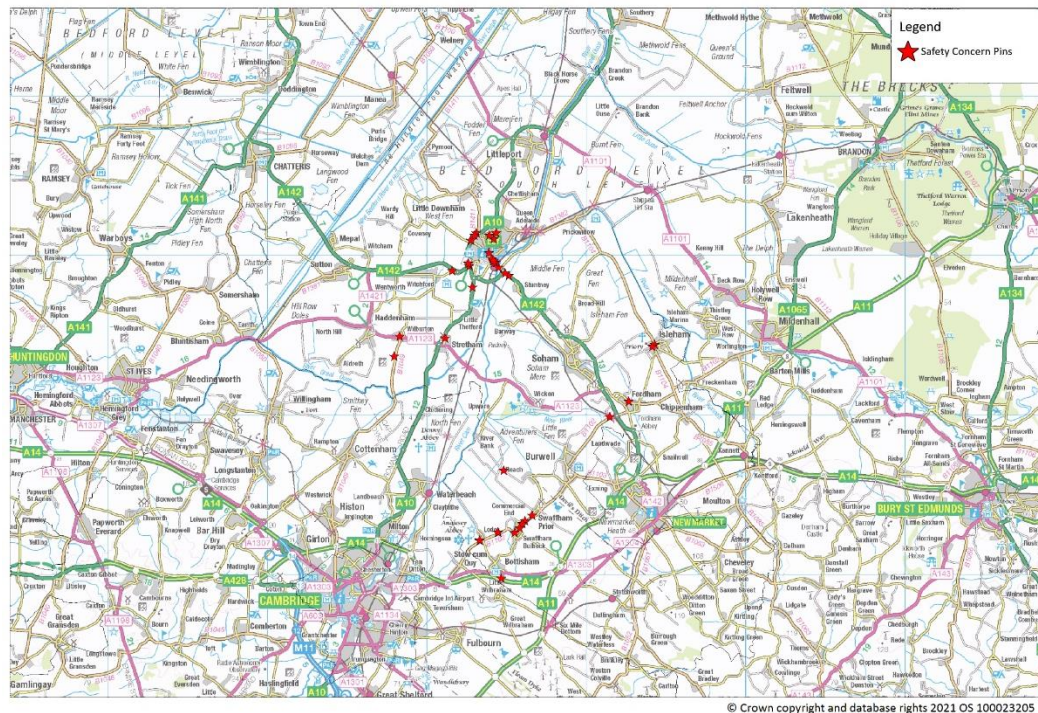
The general main themes for the 'cycling route' pins in East Cambridgeshire were around the need for more connectivity between villages and from villages to urban centres.

**Figure 28: Map of 'walking route' pins in East Cambridgeshire**



8 'walking route' comments from 4 respondents were located in East Cambridgeshire. Comments were too disparate for thematic analysis, however, comments were generally focused around Ely and Soham (although pins were also located in Fordham and Newmarket) and were concerned with road crossings and poor path condition.

Figure 29: Map of 'safety concern' pins in East Cambridgeshire



40 'safety concern' comments from 17 respondents were located in East Cambridgeshire.

Key areas were:

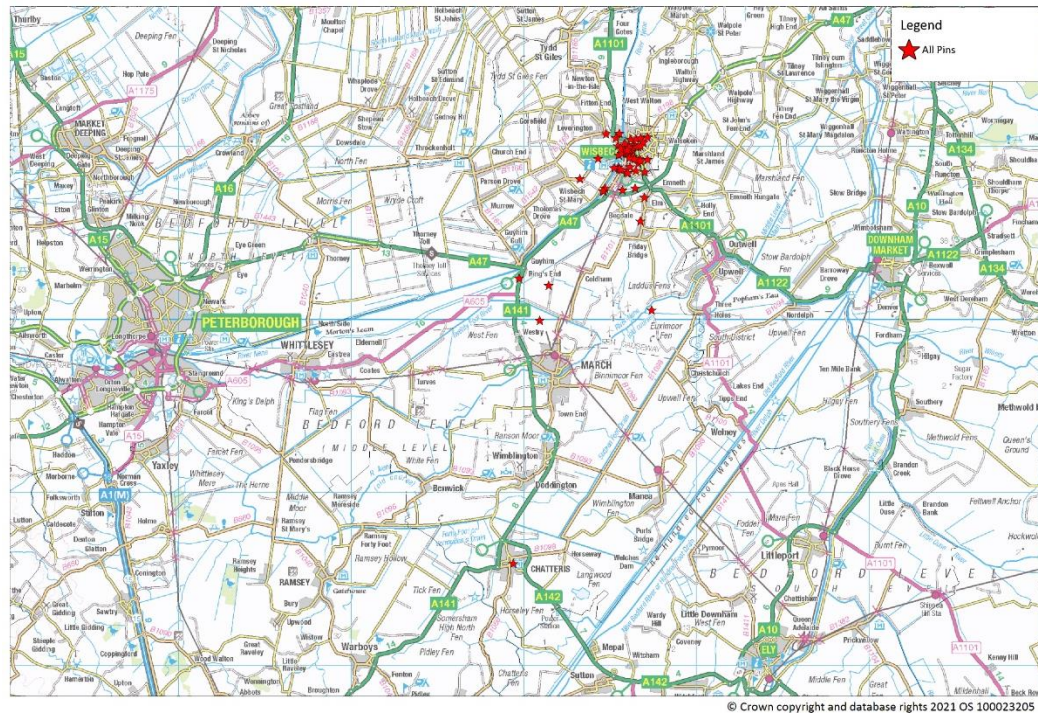
- Ely
  - Respondents were concerned about a lack of non-motorised user infrastructure across Ely and connecting to nearby areas/villages and a lack of suitable crossing points, particularly over the A10.

The general main themes for the 'safety' pins in East Cambridgeshire were similar to those for Ely (lack of non-motorised user infrastructure and crossing points) but located in villages in East Cambridgeshire.

## Fenland

Comments in Fenland were too disparate for thematic analysis, with 58 comments from 4 respondents across the 'cycling route', 'walking route' and 'safety concern' pins. They were, however, mostly located around Wisbech and generally concerned the width of paths/roads and the need for safe crossing points.

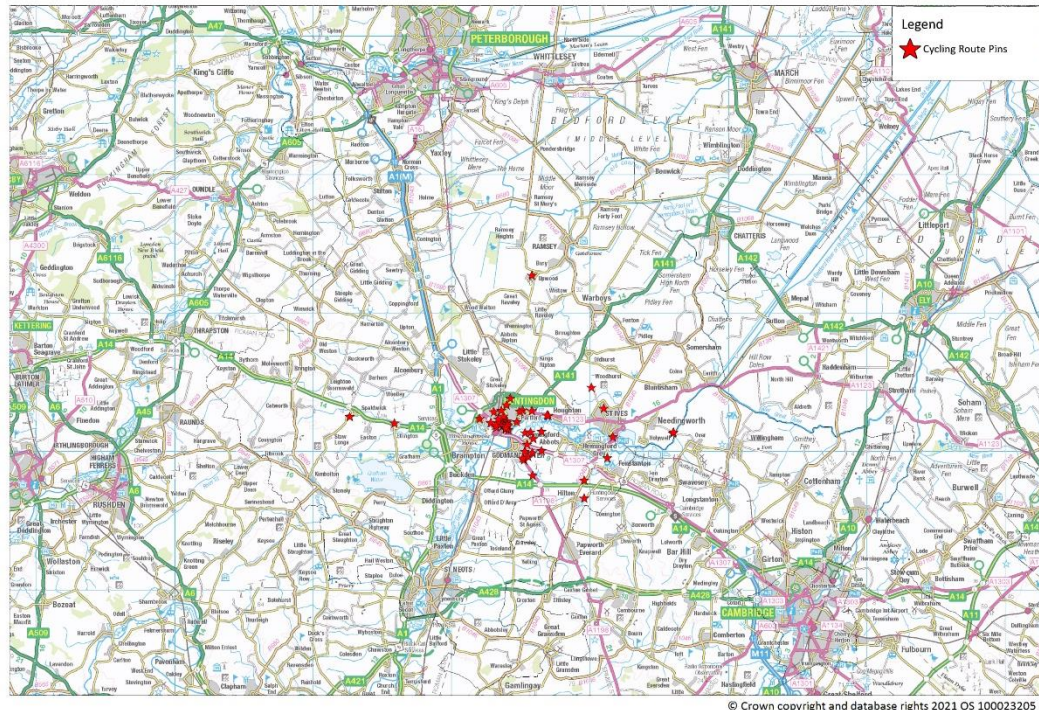
**Figure 30: Map of pins in Fenland**



## Huntingdonshire

### Cycling route

**Figure 31: Map of 'cycling route' pins in Huntingdonshire**

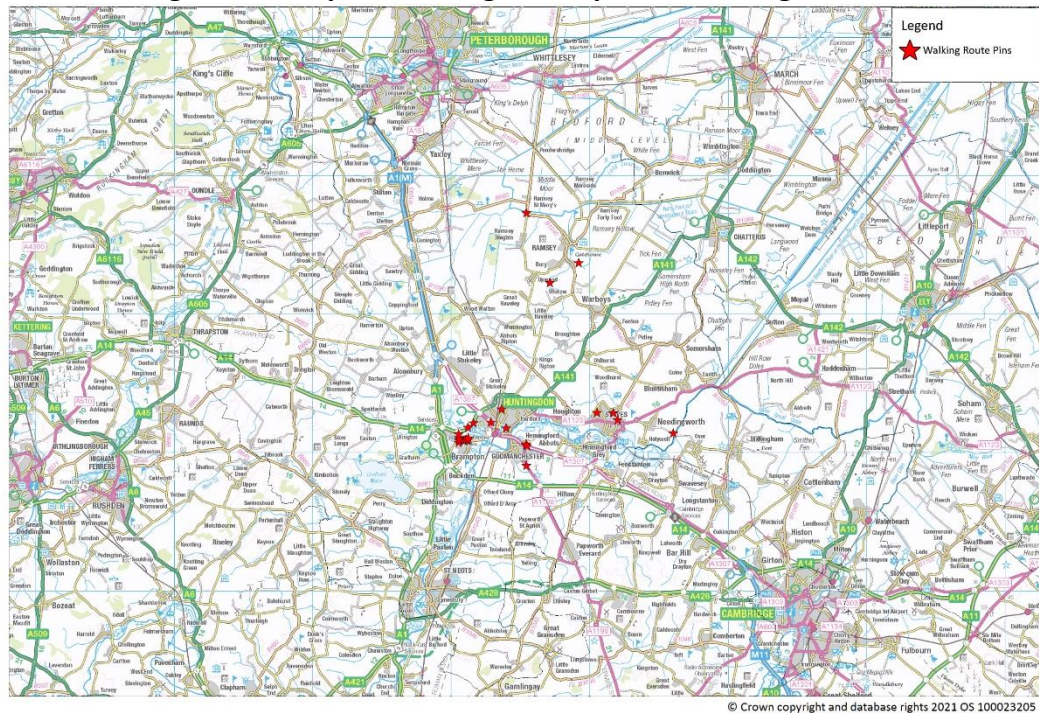


57 'cycling route' comments from 21 respondents were located in Huntingdonshire. Key areas were:

- Huntingdon
  - Most of the respondents discussed connectivity through Huntingdon and into surrounding areas, including to the Guided Busway, Hartford, Oxmoor, Godmanchester, Hemingford, Hilton, and St.Ives.

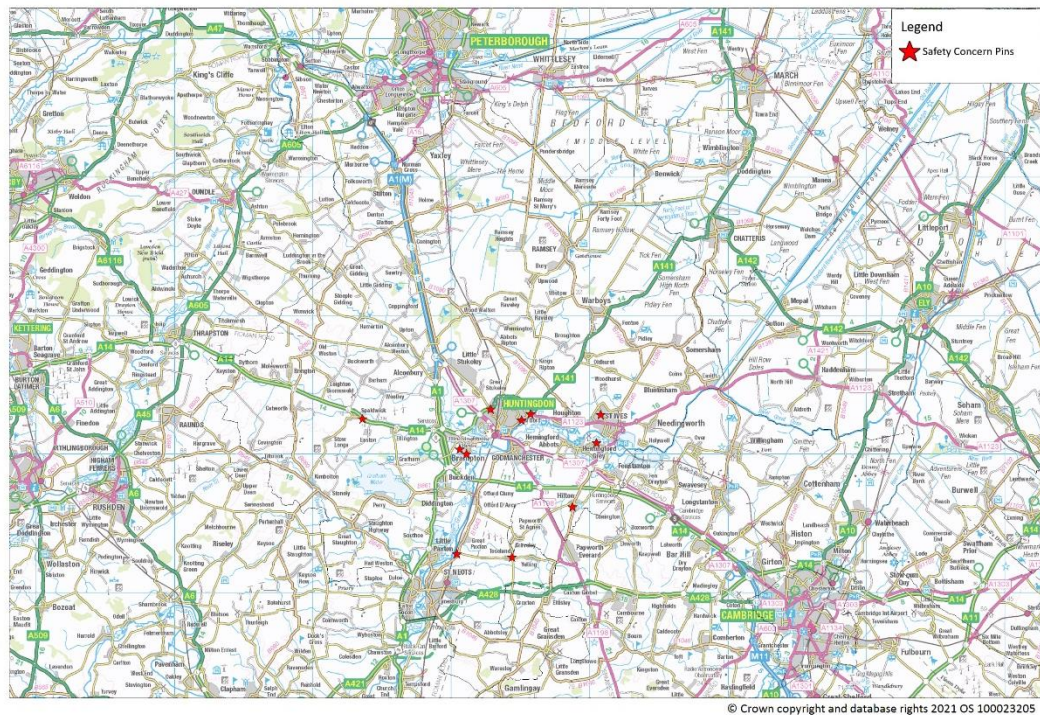
The general main themes for the 'cycling route' pins in Huntingdonshire were around the need for more connectivity between villages/urban centres and from villages to urban centres, particularly St.Ives and Godmanchester.

Figure 32: Map of 'walking route' pins in Huntingdonshire



24 'walking route' comments from 9 respondents were located in Huntingdonshire. Comments were too disparate for thematic analysis, however, comments were generally focused around Brampton, Huntingdon and Godmanchester (although pins were also located in St. Ives and Ramsey St. Mary's) and concerned connectivity between villages/urban centres and poor path conditions (particularly the width of paths and obstructive barriers).

Figure 33: Map of 'safety concern' pins in Huntingdonshire

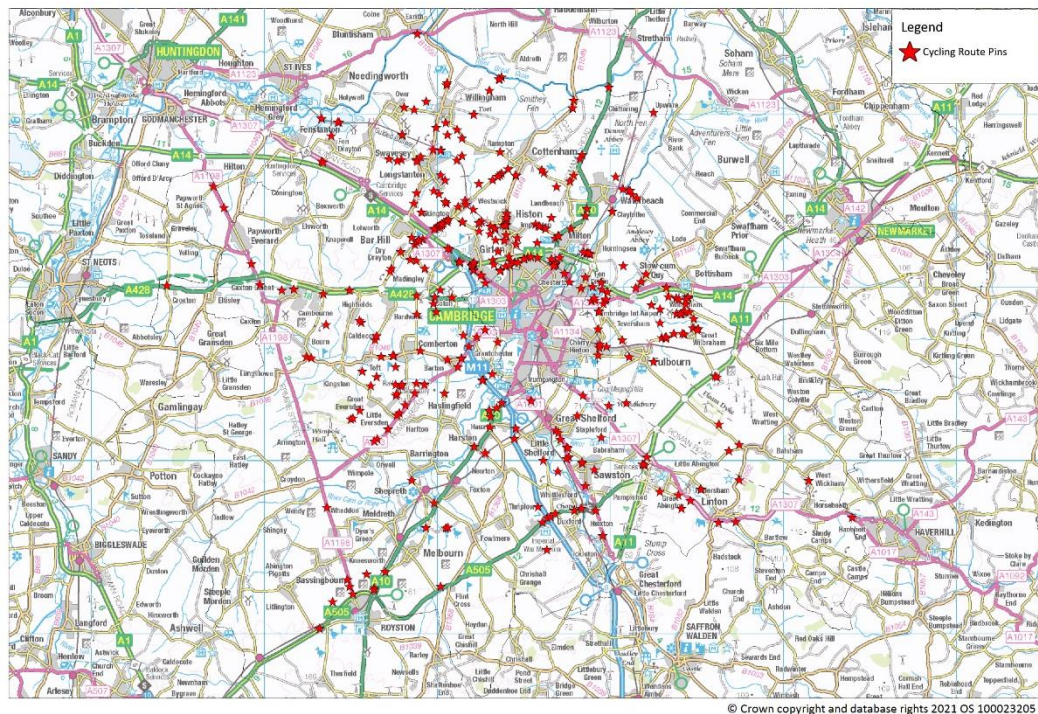


11 'safety concern' comments from 8 respondents were located in Huntingdonshire. Comments were too disparate for thematic analysis, however, comments were generally focused around Huntingdon and St. Neots (although pins were also located in Brampton, Hilton, and Spaldwick) and concerned the width of roads/paths, the need for crossing points, and the amount of motorised traffic (particularly heavy goods vehicles).

## South Cambridgeshire

### Cycling route

**Figure 34: Map of 'cycling route' pins in South Cambridgeshire**



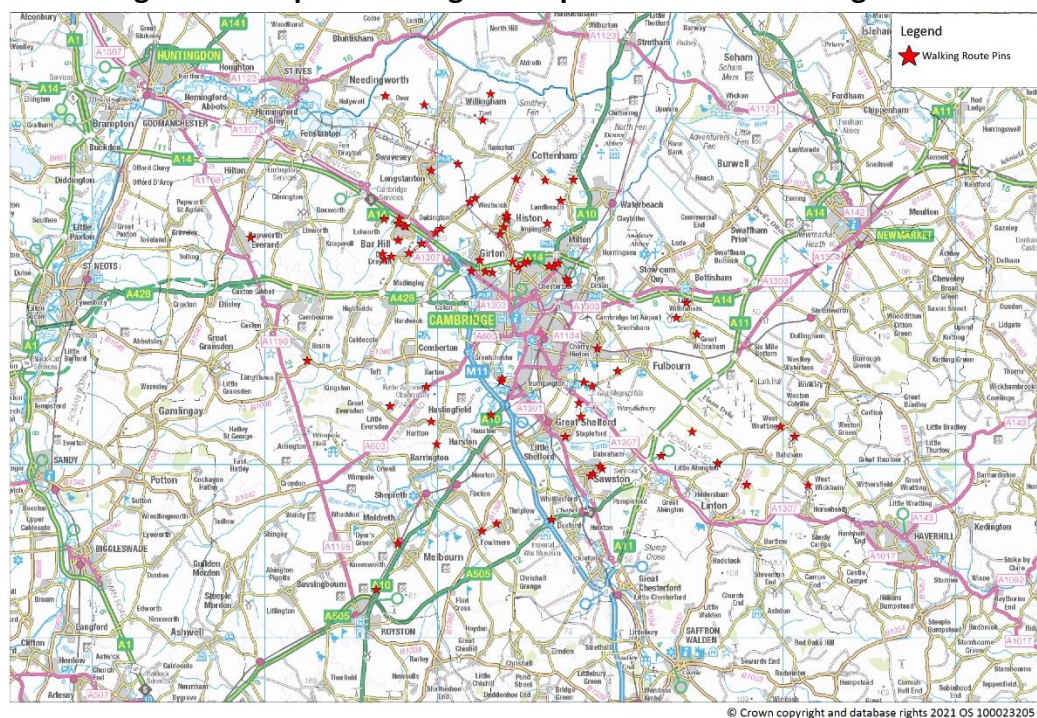
386 'cycling route' comments from 132 respondents were located in South Cambridgeshire. Key areas were:

- Oakington
  - Most respondents discussed the need for links to Dry Drayton, Cottenham, and Bar Hill, particularly along Dry Drayton Road and Oakington Road. These respondents indicated that cycling in these areas was unsafe due to the high speeds of motorised vehicles and the narrow road.
- Girton
  - Most respondents discussed the need for the path connecting Huntingdon Road to the bridge over the A14 to be widened as it was a popular route for non-motorised users and a useful connection to/from Girton, Histon, Eddington. Some respondents also felt the cycle path on Huntingdon Road needed to be continuous as there was a significant gap connecting to this bridge.
- The Wilbrahams
  - Respondents felt a safe cycle route was needed between the Wilbrahams, Cambridge, Bottisham, and Fulbourn. Most of these respondents felt that High Street, Church Road, Wilbraham Road, and Little Wilbraham Road would be good locations for this cycle route.
- Histon

- Most respondents discussed the need for paths to be widened, resurfaced, and made clear of barriers, particularly around New Road, Somerset Road, St Audrey's Close, and Glebe Way.
- Cottenham
  - Some respondents were concerned about the speed and volume of motorised vehicles, particularly heavy goods vehicles, in Cottenham. Some respondents felt that Cottenham needed to be connected to Oakington to allow access to the busway and Bar Hill.
- Longstanton
  - Most respondents felt a safe cycling route was needed to link Longstanton to Over and Swavesey that provided a safe way to cross or avoid the B1050.
- Dry Drayton
  - Most respondents felt that a cycle path was needed along Oakington Road to allow non-motorised users in Dry Drayton access to the new paths along the A1307.
- Over
  - Most respondents felt that formalised access to the Guided Busway was needed from Over that removed the need for people to have to climb the embankment near Gravel Bridge Road to access it.
- Comberton
  - Most respondents felt that cycling access from nearby villages (Highfields Caldecote, Toft, Hardwick, and Barton) to Comberton Village College was needed.
- Little Eversden
  - Respondents indicated that the A603 was too dangerous to cycle on and that a route was needed to connect to Comberton and Barton.
- Horningsea
  - Respondents felt that Fen Road would be a useful direct route for Horningsea but the surface was currently unsuitable through most of the year.

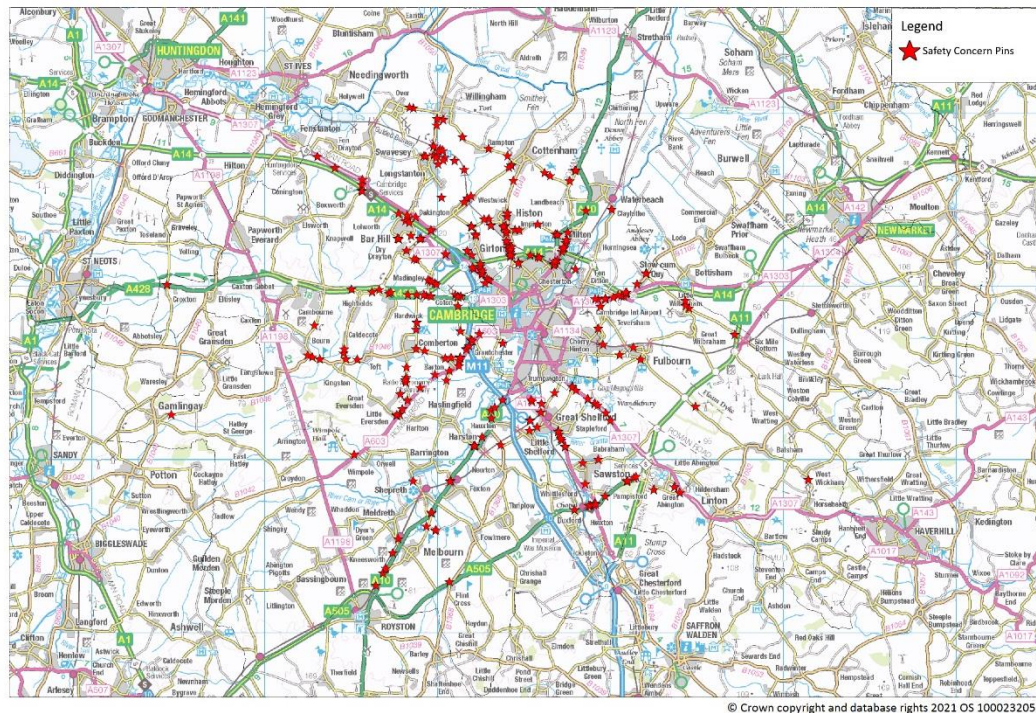
The general main themes for the 'cycling route' pins in South Cambridgeshire were around the need for more connectivity between villages and from villages to urban centres.

**Figure 35: Map of ‘walking route’ pins in South Cambridgeshire**



81 'walking route' comments from 40 respondents were located in South Cambridgeshire. Comments were too disparate for thematic analysis, however, comments were generally focused around the same areas as the 'cycling route' pins and were concerned with road crossings and poor path conditions.

**Figure 36: Map of 'safety concern' pins in South Cambridgeshire**



330 'safety concern' comments from 100 respondents were located in South Cambridgeshire. Key areas were:

- Girton
  - Most respondents felt the lack of cycling provision combined with high motorised vehicle speeds made Girton Road and Huntingdon Road unsafe for cyclists.
- Impington
  - Most respondents felt that cycle paths were too narrow and contained blind or tight corners, particularly around Cambridge Road.
- Little Eversden
  - Some respondents felt there was a lack of a safe crossing point on Hillside, a route often used by schoolchildren. Some respondents felt the motorised traffic travelled too fast on Cambridge Road.
- Milton
  - Most respondents felt that the cycle path on Cambridge Road was too narrow for shared use and that the path was in poor condition.
- Histon
  - Most respondents felt the amount of motorised traffic and on-street parking along Station Road made it dangerous to cycle on.
- Bar Hill
  - Most respondents felt the cycle way near Bar Hill Perimeter Road was in poor condition and contained barriers that were difficult to navigate and see in poor conditions. Some respondents were concerned about the barrier on the bridge over the A14.

- A1301
  - Respondents felt the crossings for the A1301 were overcomplicated and badly timed resulting in difficulty crossing the road. These respondents felt the crossing should not require non-motorised users to wait at three lights.
- Hardwick
  - Most respondents felt the cycle route through Hardwick was too disjointed and narrow to be safely used.
- Northstowe
  - Most respondents felt the busway junction crossing on Station Road was difficult to navigate safely, particularly with non-standard bicycles. Some respondents were also concerned about motorised vehicles parking on the cycle lanes.
- A603/Barton Road roundabout
  - Respondents felt the crossing for non-motorised users was dangerous due to the speed of motorised traffic and poor visibility.
- Stow cum Quy
  - Most respondents felt the cycleway access on Quy Road was difficult, particularly for non-standard bicycles, due to the tight corner and limited visibility.
- Madingley
  - Respondents felt that Cambridge Road had poor sightlines and road surfaces that were in poor condition or dangerous for bicycles, particularly on the roundabout.
- Coton
  - Most respondents felt the junction on Cambridge Road for the A1303 was difficult for non-motorised users to cross due to poor visibility and high speeds.

The general main themes for the 'safety concern' pins in South Cambridgeshire related to; the need for maintenance of paths/roads, including cutting back vegetation regularly; concerns about motorised vehicle volumes and speeds; concerns about safely crossing and navigating junctions/roundabouts; and the need for wider cycle lanes/footpaths.