



Greater Cambridge Partnership

Barton Greenway

Engagement Summary Report





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Type of document (version) Public

Project no. 70088647

Our Ref. No. 01

Date: January 2023

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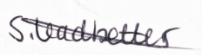
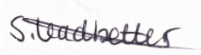
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Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft	Final		
Date	23/01/23	24/01/23		
Prepared by	AR / HI	SL		
Signature				
Checked by	SL	SL		
Signature				
Authorised by	AS / TB			
Signature				
Project number	70088647			
Report number				
File reference	\\uk.wspgroup.com\central data\Projects\70088xxx\70088647 - Cambs JPSF - Barton Greenway Preliminary Design\03 WIP\TP Transport Planning\05 Reports\Engagement			



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1 Introduction

1.1 Context

- 1.1.1. WSP have been commissioned by the Greater Cambridge Partnership (GCP) to develop proposals for the Barton Greenway scheme and provide public engagement support.
- 1.1.2. A four-week engagement period originally commenced from 7 November 2022 to 2 December 2022 and was extended for two weeks up to 16 December 2022. The engagement was undertaken to provide an update on the proposals and understand views from the local community, wider stakeholders and other interested parties.
- 1.1.3. This report documents the process by which the engagement was completed, and presents the feedback received during the engagement period. The feedback will be used to review and develop the scheme design and inform GCP's decision on how the scheme should be progressed.

1.2 The Scheme

- 1.2.1. The Barton Greenway is one of twelve proposed Greenway routes which aim to make local walking, cycling and, where appropriate, horse-riding journeys easier, connecting villages along the route to each other and Cambridge.
- 1.2.2. The scheme aims to deliver positive impacts by enhancing routes and facilities for active travel, to support more people to make greener, cheaper, healthier journeys as part of the vision for Greater Cambridge.
- 1.2.3. The proposed Barton Greenway links Barton to Cambridge with a spur to Grantchester. The route follows existing quiet roads, off-road paths and busier roads, with the aim of providing a high-quality route to improve and enhance walking, cycling and where appropriate, horse riding in the area.
- 1.2.4. It is proposed that existing shared-use paths are upgraded to provide safer and more direct routes for pedestrians and cyclists. Traffic calming measures including raised tables are proposed at side roads with safer crossings to prioritise pedestrians and cyclists.

1.3 Background

- 1.3.1. A previous consultation was undertaken in 2018 which was used to inform the route alignment and design options. Responses to the consultation shaped the proposals that were presented in this round of engagement.
- 1.3.2. The objectives of the Greenways are to:
 - Help to provide alternatives to the private car to reduce traffic congestion, improve air quality and public health
 - Improve access to the countryside

- Implement high standards of infrastructure, in line with national, regional and local policy, including LTN 1/20, for walking, cycling and other non-motorised modes.
- Ensuring active travel routes are as direct as possible
- Create an active travel network with sufficient capacity to meet additional demand for walking, cycling and horse-riding journeys, as a result of employment and housing growth in Cambridgeshire
- Support the Local Plan for Cambridgeshire by providing better sustainable transport links to Cambridge city centre and the rural fringes

1.3.3. The feedback received in 2018 was supportive of the Barton Greenway. Key findings from the 2018 consultation included:

- The majority of respondents being supportive of resurfacing and widening the existing path along Barton Road.
- Support for improvements to Barton Road, with the cycle path widened and the junctions reconfigured.
- Support for changes to the carriageway and widening the path between the two roundabouts and across the M11 Bridge on Barton Road.
- Support for the installation of solar studs.

1.3.4. However, there were also concerns regarding:

- The cost of the scheme.
- The impact the schemes may have for those with disabilities and younger/older residents/travellers, due to the potential increase in cycle speeds on shared use paths.

1.3.5. The report summarising the findings of the consultation in 2018 can be viewed online: <https://www.greatercambridge.org.uk/sustainable-transport-programme/active-travel-projects/greater-cambridge-greenways/barton-greenway>

1.3.6. As a result of the findings from the 2018 consultation, the alignment was agreed by the GCP Executive Board in October 2020.

2 Engagement process

2.1.1. This chapter outlines the process, activities and documentation used to deliver and support the most recent engagement process in 2022, for the Barton Greenway.

2.2 Engagement objectives

2.2.1. The key objectives for the most recent engagement exercises undertaken for the Barton Greenway are as outlined below. These priorities were considered in all engagement communications and materials.

- Provide all relevant stakeholders with clear and well-structured details on the GCP vision, project objectives and possible options, as well as being clear about what this project does and does not cover.
- Create opportunities for stakeholders to express their opinions and encourage the opportunity to share their views on the development of the design and any options, freely and openly.
- Use an appropriate methodology for collecting stakeholder responses and analysing these.
- Build upon the feedback received during the previous public consultation period.
- Create a consistent message across all Greenways projects to ensure stakeholders are aware that the Greenways are part of a wider vision set forward by GCP.
- Ensure the benefits and impacts of the project are clearly presented to all stakeholders.
- Identify advocates for the project.
- Manage any reputational risks associated with the project.
- Raise the profile of GCP and its work.
- Ensure all engagement and communication is recorded and reported, as necessary.

2.3 Engagement activities

2.3.1. Between July and December 2022, a range of key stakeholders associated with the Barton Greenway were engaged with, and will continue to be engaged with as the project progresses. Key stakeholders identified include partner authorities, council members, parish councils, representatives of walking, cycling and equestrian groups, and owners of land where access agreements are needed to operate or construct the route.

2.3.2. Further details of key stakeholders groups engaged with to date are detailed in Section 2.4.

2.4 Who was engaged with and when?

2.4.1. Table 2-1 summarises key stakeholders and groups engaged with to date, and when.

Table 2-1 – Engagement Summary

Timeline	Group or Organisation / Event	Date
Pre-Public Engagement	Cambridgeshire County Council Planning Workshop	September 2022
	Non-Motorised User Group workshop: <ul style="list-style-type: none"> British Horse Society District Bridleways Cam Cycle Cambridge Past, Present and Future CTC Cambridge – part of Cycling UK Cambridgeshire Local Access Forum 	September 2022
	Barton Parish Council	July 2022 onwards
	Cambridge County Council and National Highways	October 2022 onwards
	Major Landowners	October 2022 onwards
	Grantchester Parish Council	October 2022 onwards
During Public Engagement	Local County, Cambridge City and South Cambridgeshire District Council members and Parish Chairs' Briefing	November 2022
	Public Drop-in Event	November 2022
	Online Public Event	November 2022
	Newnham Residents Association	December 2022

2.5 Engagement materials and promotion

- 2.5.1. Supporting engagement materials were produced to inform and invite feedback on the proposals from key stakeholders and members of the public. Materials included a brochure, postcard, visualisations and a survey.
- 2.5.2. The brochure, technical drawings and a word version of the survey were uploaded to the ConsultCambs online engagement platform along with a Frequently Asked Questions document and information about event dates:
<https://consultcambs.uk.engagementhq.com/gcp-greenways-comberton-2022>
- 2.5.3. Alternative formats and hard copies of the materials were available upon request, with details provided in the brochure on how to obtain these, to ensure accessibility for all.
- 2.5.4. In terms of dissemination of engagement materials and promotion of the engagement event dates, the following was undertaken:
- Hard copies of the postcard were delivered to approximately 3,200 properties advertising the consultation and inviting residents to provide feedback on the proposals.
 - Postcards were delivered to properties in the Barton, Grantchester Parish Council areas, as well as properties in areas adjacent to the route in Comberton, Coton and Hardwick and adjacent streets in Newnham Ward, Cambridge.
 - Further promotion was conducted through social media platforms, with multiple posts being made on GCP’s Facebook and Twitter pages.
 - A press release was sent out by GCP to promote the events in the media.
- 2.5.5. A copy of the engagement brochure, the promotional postcard, the survey and a breakdown of the coding framework are provided as Appendices A to D of this report.

2.6 Online engagement

- 2.6.1. A total of 1,400 people visited at least one Barton engagement webpage during the engagement period. Table 2-2 provides a breakdown of the downloaded figures for the documents on the engagement webpage.

Table 2-2 – Website Figure Downloads

Engagement Tool Name	Visitors	Downloads/Views
Barton Greenway Brochure_2022	352	438
Section 1 Barton Road to Cambridge (PDF)	183	213
Section 3 Barton Coton Road Roundabout (PDF)	117	131
Section 2 Barton Road (PDF)	117	151



Engagement Tool Name	Visitors	Downloads/Views
Section 9 The Baulk Path (PDF)	112	129
Section 4 The M11 Bridge (PDF)	96	103
Section 8 Barton to Grantchester (PDF)	95	107
Section 7 Barton Village (PDF)	92	104
Section 5 Roundabout Leading to M11N Slip (PDF)	86	98
Section 6 Cambridge Rd New Rd Junction (PDF)	85	94
Barton Greenway Survey Plain Text (PDF)	42	47
Frequently asked questions document	37	39

3 Analysis and methodology

3.1.1. This chapter summarises the methodology for data collation and analysis.

3.2 Data collation

3.2.1. The primary means of providing feedback was via a survey, which was hosted online. Hard copies were also made available upon request. The survey contained a combination of closed questions (where respondents select their answers from a defined list), and open questions (where respondents provide a free text answer). This allowed respondents the opportunity to explain the reasons for their choices in more detail. Further written responses were also accepted via email and post.

3.2.2. The Barton Greenway route was divided into nine different sections as part of the survey. This allowed respondents to provide direct comments relating to a specific section and for ease of analysis. Each section was outlined in the survey and the specific proposals for that part of the route explained in detail. Each section also had one open question for respondents to provide feedback.

3.3 Closed question analysis

3.3.1. Survey respondents were also asked a number of closed questions in relation to different elements of the scheme. Closed questions also included standard demographic-related questions.

3.3.2. Please note that the decimal figures have been rounded to whole numbers and may mean that some percentages may not add up to 100%.

3.4 Open question analysis

3.4.1. Free-text responses provided in response to the open questions can be complex to analyse and interpret. However, detailed free text answers provide valuable insight into respondents' opinions. To ensure comprehensive analysis for open questions, all free-text responses were 'coded' to identify common themes. These codes were then analysed to identify the most frequently recurring areas commented on.

3.4.2. The following stages were taken to develop a coding framework for analysis of the free text answers:

1. A coding framework was created by reviewing a large sample of the responses and identifying common themes and areas of comment.
2. Each common theme and area were then given a unique reference number.
3. Answers relating to each common theme were then quantified and analysed to provide key headline findings.
4. The coding framework underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated.

5. The coding of responses was also subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

3.4.3. An analysis of the open / free text questions is provided in Section 5 below. It should be noted the total number of coded comments might differ from the total number of responses given, as some respondents may have mentioned more than one theme in their comments.

3.5 Written responses

3.5.1. Other forms of response (e.g., detailed written submissions) were also received. These have been analysed by summarising each of the responses and noting the respondents' overall view of the scheme.

3.6 Quality assurance

Data integrity

3.6.1. A visual check of the raw data also showed there to be no unusual patterns. For example, there were no large blocks of identical answers submitted at a similar time to indicate that any respondents or answers received were not authentic.

3.6.2. Date and time stamp of submissions also showed no unusual patterns.

3.6.3. Text analysis showed duplicated were found and all duplicates were excluded from the results to avoid double counting.

4 Respondents

4.1.1. This chapter summarises the number of responses received throughout the engagement period, respondent demographics and the capacity in which they responded.

4.2 Level of response

4.2.1. A total 191 responses were received, to both the online (189) and hard copy versions (2) of the survey. Hard copies of the survey were manually inputted into the system by a member of the team and have been included in the analysis below.

4.2.2. Survey responses were received from individuals, representatives of business groups and elected representatives. Responses comprised of:

- 180 individuals (94%)
- 6 representatives of a business group (3%)
- 4 elected representatives (2%)
- 1 'other' (0.6%) this individual described themselves as a 'resident of the Bridleway'

4.2.3. Table 4-1 below summarises the breakdown by respondent type. This is based on question 14 where respondents were asked to indicate their interest in the project. Although this question received a total 283 contributions it should be noted that this was a multiple-choice question. This means that most of 177 respondents answered with more than one option resulting in a higher total frequency.

Table 4-1 – Respondent Types (177 respondents)

Type of Respondent	Frequency	Percentage
Resident elsewhere in Cambridge	91	32%
Regularly travels in the area	74	26%
Resident in Barton	30	11%
Other	26	9%
Resident in Grantchester	25	9%
Resident elsewhere	11	4%
Occasionally travels in the area	11	4%
Local business owner/employer	6	2%

Type of Respondent	Frequency	Percentage
Resident in Trumpington	3	1%
Resident in Haslingfield	2	<1%
Resident in Hardwick	2	<1%
Resident in Harston	1	<1%
Resident in Great Shelford	1	<1%

4.2.4. The results indicate that the highest level of interest in the Barton Greenway proposals was from residents elsewhere in Cambridge (32%, 91 responses). The second highest respondent type was from people who regularly travel in the area (26%, 74 responses), followed by Barton residents themselves (11%, 30 responses).

Business and organisations

4.2.5. A total of six businesses and organisations responded to the survey. Businesses or organisations that have responded to the survey are included below:

- Blue Ball Inn
- Carbon Neutral Cambridge
- Cocks and Hens Lawn Tennis Club
- The Barton and District Bridleway Group Barton
- The South Newnham Neighbourhood Forum
- The Trails Trust, Registered Charity (No. 1094139)

Public bodies represented

4.2.6. A total of four elected representatives responded to the survey. All elected representatives identified the relevant public body they represented. These are listed below:

- Barton Parish Council (Traffic, Travel and Transport working group)
- Cambridge City Council
- Comberton Parish Council
- Grantchester Parish Council

4.2.7. Many respondents who answered 'Other (please specify)' indicated they were interested in the scheme for the following reasons:

- Residents in Comberton
- Regular ramblers in the area
- Several equestrian riders
- Residents from Fowlmere, Newnham and Gough Way
- Trustees of Cocks and Hens Tennis Club
- Representative from Barton and District Bridleway Group.

4.3 Respondent profile

- 4.3.1. This section details respondent demographics. Data was collected using the 'More about you' questions in the survey (Q15-Q18). These were optional.
- 4.3.2. Respondents were asked to indicate their age and employment status. The results can be seen in Figure 4-1 and Figure 4-2 overleaf.
- 4.3.3. A total of 185 respondents disclosed their age. The largest proportion of respondents were in the 55-64 age bracket (24%, 45 respondents), closely followed by the 65-74 age bracket (22%, 41 respondents). The third highest proportion of respondents was the 45-54 age bracket (19%, 34 respondents). Both the 75 and above age bracket (18 respondents) and 25-44 age bracket (19 respondents) made up 10% of respondents, followed by the 25-34 age bracket with 6% of respondents (11 respondents). The smallest proportion of respondents was the 15-24 age bracket with 1% (2 respondents). 15 respondents (8%) preferred not to say their age for the survey.
- 4.3.4. A total of 192 respondents provided their employment status, although 13 of these respondents (7%) selected 'Prefer not to say'. The largest proportion of respondents are employed (46%, 89 respondents). Being retired is the second largest category with 27% (52 respondents). 20 respondents are self-employed (10%), 8 respondents selected 'Other' (4%) and 'In education' and 'Stay-at-home parents, carer or similar' each received five responses respectively (3%).
- 4.3.5. Of the eight respondents (4%) who stated 'Other' three respondents specified their employment status as:
- Homemaker and resident in Cambridge
 - Retired but working as a Parish Councillor
 - The Barton and District Bridleway Group.

Figure 4-1 - Age Profile of Respondents (185 reponses received)

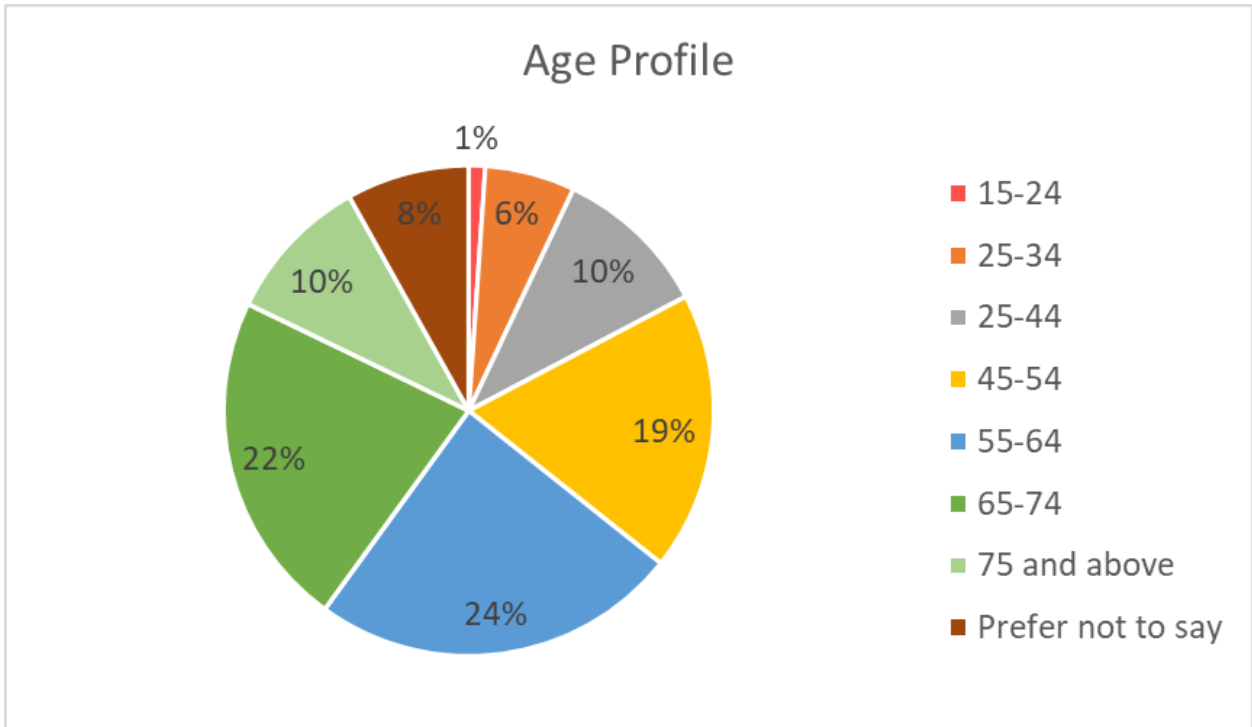
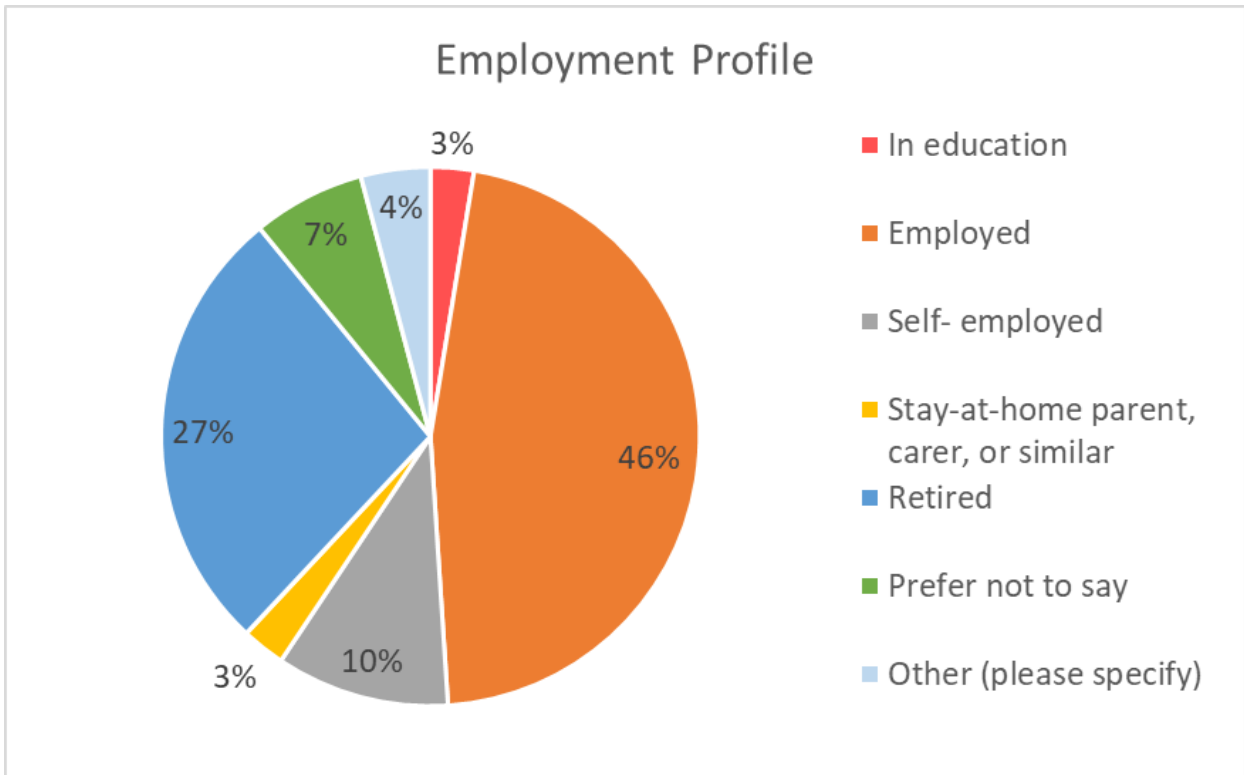


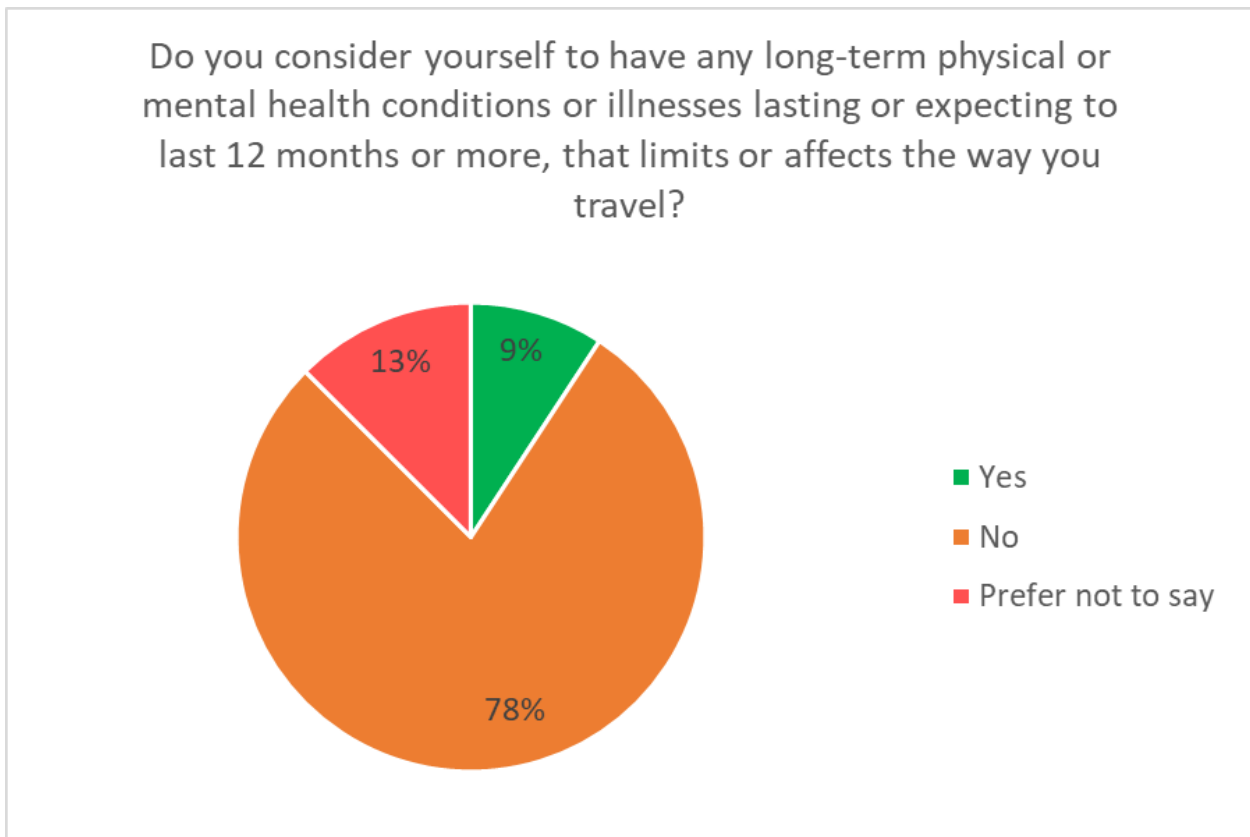
Figure 4-2 - Employment Profile of Respondents (192 responses received)



4.3.6. Respondents were also asked if they consider themselves to have any long-term physical or mental health conditions or illnesses, lasting or expecting to last 12 months or more, that limits or affects the way in which they travel. A total of 184 respondents answered this question however 23 of these selected 'Prefer not to say'.

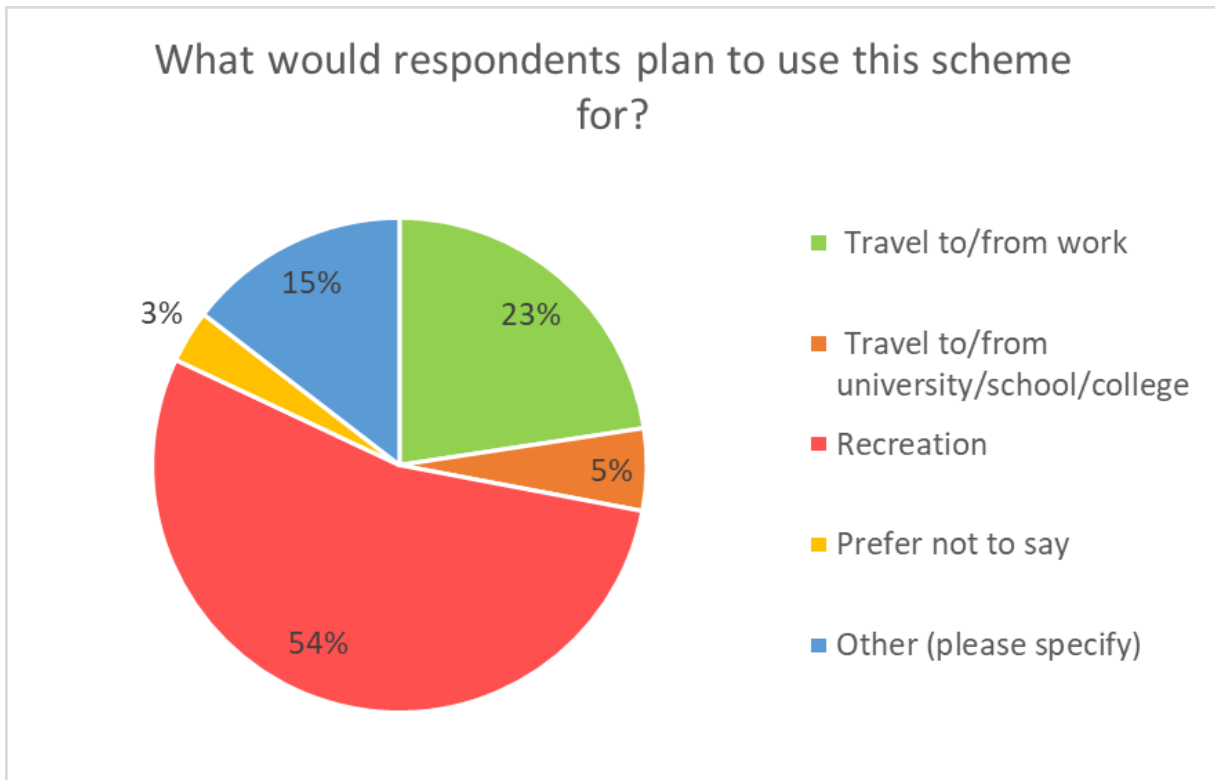
4.3.7. Figure 4-3 illustrates that the large majority of respondents (78%, 144 respondents) do not consider themselves to have a long-term physical or mental health condition or illness that they expect to limit or affect their travel choices. 17 respondents (9%) do consider themselves to have long-term physical or mental health conditions or illnesses, lasting or expecting to last 12 months or more, that limits or affects the way in which they travel. The remaining 13% (23 respondents) preferred not to say.

Figure 4-3 - Health Limitations to Travel (184 responses received)



4.3.8. The 'More about you' questions also asked respondents whether they would use this scheme to travel for work, education, recreational travel, or other trip purposes. It should be noted that this was a multiple-choice question, therefore the total number of responses are higher than the total number of survey respondents. This means the percentages do not total to 100% of respondents. Figure 4-4 illustrates the responses to this question.

Figure 4-4 - How respondents plan to use this scheme (261 responses received)



4.3.9. As shown in Figure 4-4

- Over half of responses (54%, 141 respondents) indicated their greatest use of the Greenway would be for recreational purposes.
- Travel to/from work was indicated as a planned use of the Greenway by 59 respondents (23%) and 14 respondents (5%) indicated they planned to use it for travel to education including university, school or college.
- A total of 9 respondents (3%) indicated they would prefer not to say how they plan to use the route and;
- 38 respondents (15%) answered the ‘Other’ option. Some uses specified by these respondents are outlined below.
 - Shopping
 - Horse riding
 - To use more sustainable / active modes of transport

4.3.10. Finally, respondents were also asked for the first four or five characters of their postcode to provide a geographical representation of respondents.

4.3.11. In total 18 respondents disclosed their postcode. Table 4-2 summarises the geographical representations of respondents and the number of respondents per postcode area.

Table 4-2 - Postcode Areas

Postcode Areas	Number of Respondents
CB1	8
CB22	4
CB23	56
CB24	2
CB27	1
CB28	4
CB29	2
CB3	6
CB30	4
CB37	1
CB39	84
CB4	8
CB5	2
Other	6
Did not disclose	3

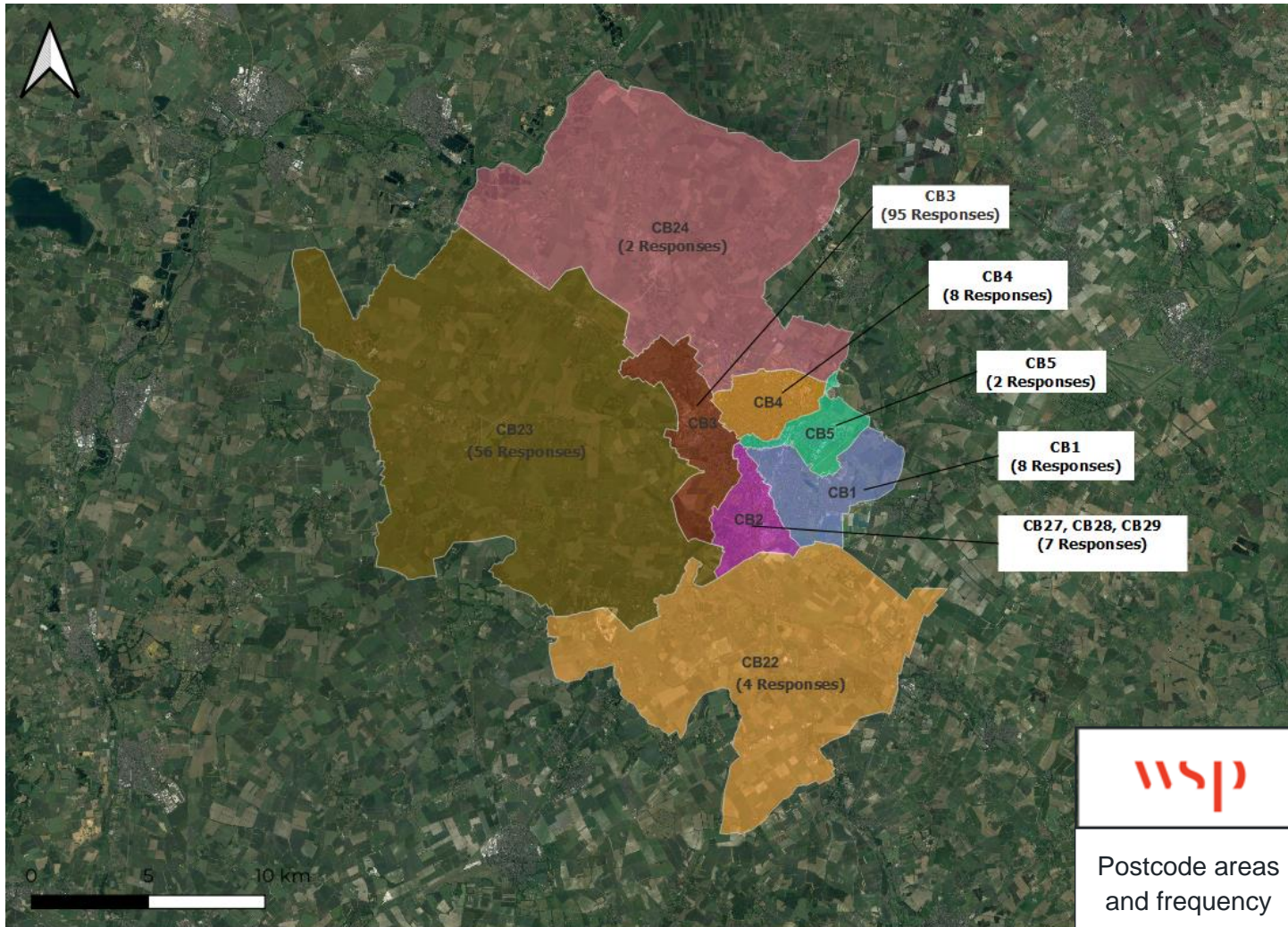
- 4.3.12. As shown in Table 4-2, 98% of respondents disclosed the first four digits of their postcode for the survey. The largest majority of respondents (44%) reside in the CB39 area encompassing areas to the West of Cambridge from Newnham to the east and Grantchester to the South.
- 4.3.13. Following this, 29% of respondents reside in the CB23 postcode area, this encompasses multiple settlements further West of Cambridge from Conington to the north, Haslingfield in the south, Madingley to the east and Caxton to the west.
- 4.3.14. Figure 4-5, shown overleaf, provides a map of the postcodes and their respective number of responses which shows that:

- 95 responses were received in CB3. This is inclusive of CB3, CB30, CB37 and CB39.
- 56 responses were received in CB23
- 8 responses were received in CB4
- 8 responses were received in CB1
- 7 responses were received in CB2. This is inclusive of CB27, CB28 and CB29.
- 4 responses were received in CB22
- 2 responses were received in CB24
- 2 responses were received in CB5.

4.3.15. Postcodes identified in the 'Other' category included four from Royston to the southwest of Cambridge, one from Peterborough and one from Ipswich, who enjoys horse riding in this area.

4.3.16. Three respondents did not disclose their postcode as part of the survey.

Figure 4-5 – Postcode areas and frequency



4.4 How respondents found out about the engagement

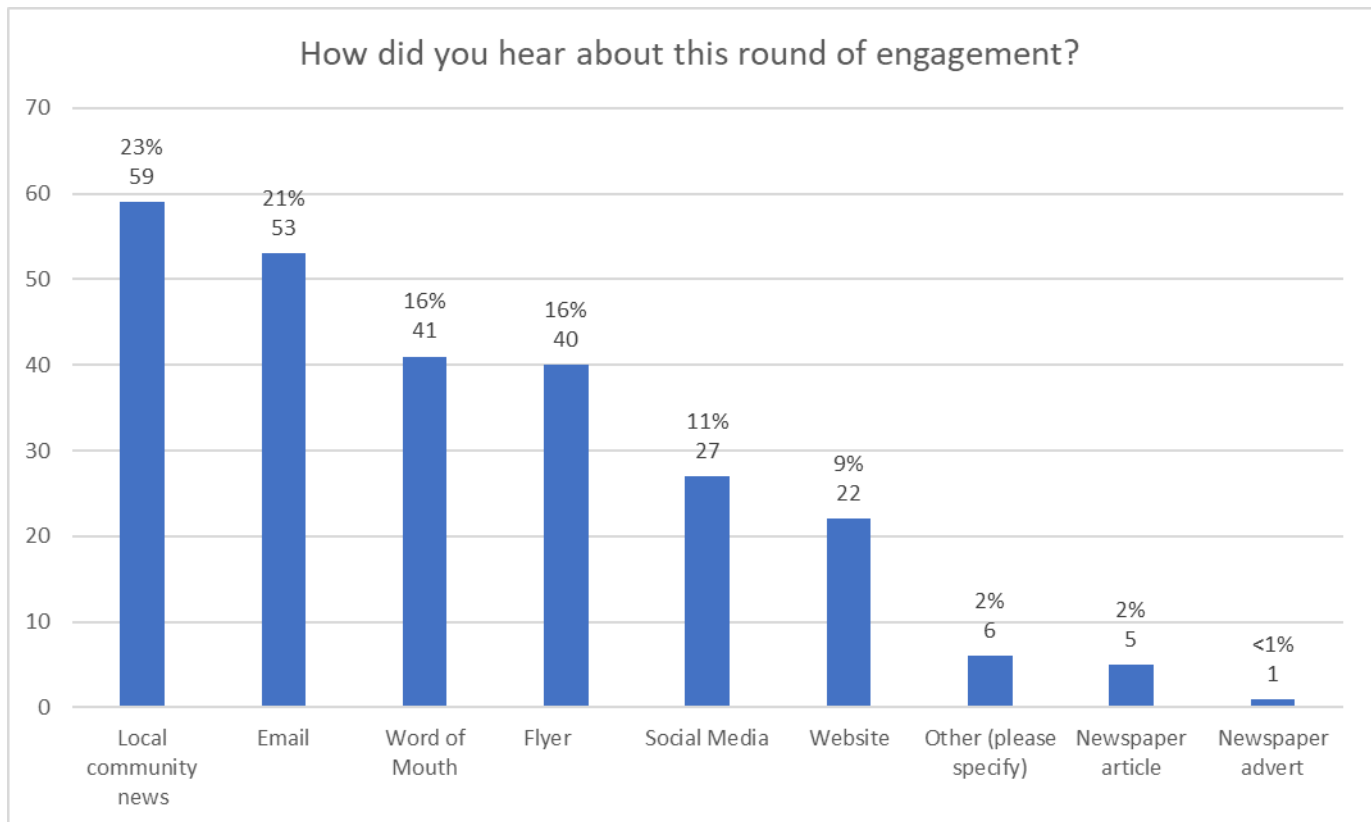
4.4.1. Figure 4-6 provides a breakdown of how respondents found out about the engagement. The survey received responses from 191 people however 254 options have been selected due to this question being multiple choice. This indicates that people who participated in the survey found out about the engagement through multiple sources.

4.4.2. As shown, 23% (59 respondents) found out about the engagement from local community news. This was followed by email communications (21%, 53 respondents). Word of mouth informed 41 respondents (16%) while flyers were also effective at informing another 16% (40 respondents). Social media followed, informing 27 respondents (11%). A further 22 respondents (9%) were informed by a website, 6 respondents (2%) by another source, 5 (2%) by a newspaper article and 1 respondent (<1%) was informed by a newspaper advert.

4.4.3. Of the six respondents (2%) that were informed about the engagement from another source, two respondents specified they were informed by:

- Greater Cambridge Partnership email list subscription
- British Horse Society

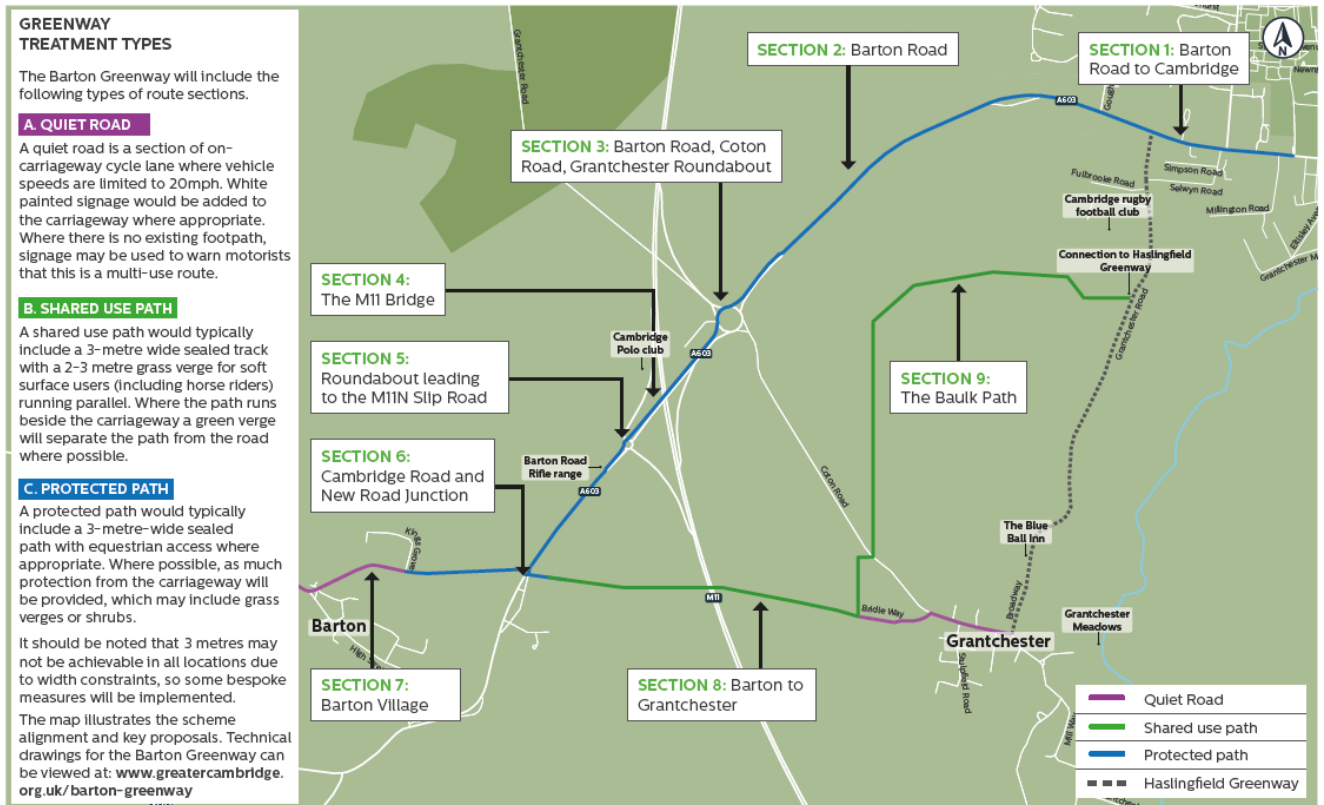
Figure 4-6 - How respondents found out about the engagement (191 respondents)



5 Feedback on the proposals

- 5.1.1. This chapter summarises the feedback received on the proposals for the scheme. It should be noted that not all respondents provided feedback on all eight sections of the route. Therefore, the number of respondents vary between 82 and 129 for each section.
- 5.1.2. This chapter also summarises the feedback received at the community engagement event that took place in November 2022, in addition to the letters and emails received.
- 5.1.3. The insert of the Barton Greenway survey map has also been provided overleaf in **Error! Reference source not found.** This map accompanied the survey and outlines the different sections of the route.

Figure 5-1 - Barton Greenway Section Breakdown



5.2 Section 1: Barton Road to Cambridge

- 5.2.1. There was a total of 129 responses to the question regarding the improvements proposed on the section along Barton Road to Cambridge.
- 5.2.2. It should be noted that the proposed changes at the Newnham Road / Barton Road junction (Shown on drawing 5020499/MIN/HGN/ZZ/DR/CH/0001 on the engagement website) are being developed by Cambridge County Council (CCC) in parallel with the Greenways. The relevant feedback has been passed onto CCC to develop their proposals and is also summarised below.
- 5.2.3. Table 5-1 highlights the top five themes assigned to the responses for Section 1 of the route.

Table 5-1 – Top 5 Codes for Section 1

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests new location for a crossing / to not have a crossing / consideration for a crossing	36	28%
In favour of proposals (generally)	20	16%
Concerns around equestrian users	20	16%
Opposition based on concerns for safety (generally)	19	15%
Suggests footway / cycleway widening /	18	14%

Theme 1: Suggests new location for a crossing / to not have a crossing / consideration for a crossing

- 5.2.4. A total of 28% of comments (36 responses) felt that the proposed crossing improvements were not suitable or do not address the safety concerns. Areas of concern included the crossings on Barton Road (14 mentions), the Driftway (13 mentions), Newnham Road (8 mentions) and Grange Road (7 mentions).
- 5.2.5. Safety concerns related to Grange Road noted that there are often near misses in this location and there is poor visibility of the signals where the lights are sometimes missed by

drivers. Some respondents highlighted that a petition for the crossing on Grange Road has been published online: <https://www.change.org/p/a-safer-barton-road-crossing-near-grange-road>

- 5.2.6. Comments relating to the Newnham Road and Barton Road crossing felt that the crossing points should provide better connections to the Driftway and Lammas Land. Two respondents commented that this section of the route does not need any additional crossings, raising concern that upgrading the signalised crossings and introducing new crossings may lead to congestion.

Theme 2: In favour of proposals (generally)

- 5.2.7. A total of 16% of comments (20 responses) were coded as generally being in favour of the proposals. Feedback received was mostly positive with many people welcoming the improvements to pedestrian, cyclist, and motorist segregation. 13 of the comments indicated they were happy with the proposals. However, five respondents who expressed support for the proposals overall also expressed opposition to some aspects, for example the widening of the footway and removal of biodiversity and made further recommendations to make it more favourable.

Theme 3: Concerns around equestrian users

- 5.2.8. 16% of comments also expressed concerns for equestrian users in this section. 18 responses felt that the proposals do not cater for equestrian users, particularly the shared-use path on Barton Road.
- 5.2.9. Another concern relates to the lack of provision to segregate horses from cyclists and motor vehicles. Feedback suggested re-positioning the grass verge for horses on the end furthest from the carriageway, so horses are not as close to vehicles. They also mention that horses require more space and this should be considered through provision of wider lanes.

Theme 4: Opposition based on concerns for safety (generally)

- 5.2.10. Safety concerns were expressed in 15% of comments on Section 1. Respondents were particularly concerned about safety of pedestrians and cyclists. The Driftway (13 mentions) was raised as an area of concern as respondents felt that the proposed design does not consider access to/from the Driftway from Barton Road.

Theme 5: Suggests footway / cycleway widening

- 5.2.11. 14% of comments suggested that footway and cycle path should be widened along Barton Road. Concerns were raised regarding the pinch points and some respondents felt that the existing cycleway is too narrow and should be wider to meet national government guidance (Department for Transport LTN 1/20) .
- 5.2.12. Seven comments opposed the footway/cycleway as there is already a shared-use path along Barton Road and they felt the improvements are not necessary. Some concerns were also raised in relation to footway widening and the potential for loss of greenspace/trees.

5.3 Section 2: Barton Road

- 5.3.1. The survey received 106 responses to the proposals for the Barton Road section. This includes proposals for a shared use path along Barton Road, up to the Grantchester Road / Barton Road / Coton Road Roundabout.
- 5.3.2. Traffic calming measures along Barton Road between the University of Cambridge Laundry Farm entrance and the access to the sports grounds are also proposed in this section of the scheme.
- 5.3.3. Table 5-1 highlights the top five themes assigned to the responses for Section 2 of the route.

Table 5-2 – Top 5 Codes for Section 2

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests greenery / planting	22	21%
Concerns around equestrian users	18	17%
Suggests footway / cycleway widening / narrowing	18	17%
Suggests further segregation between cyclists / motorists / pedestrians / equestrians	18	17%
Suggests lighting / removal of lighting / types of lighting	15	14%

Theme 1: Suggests greenery / planting

- 5.3.4. Suggestions for maintaining and/or preserving greenery or planting were present in 21% of comments for Section 2. Concerns that the Greenway may damage or lead to a reduction in trees were the most common. 11 comments request that no mature or existing trees are removed while four comments also mention that new trees and planting would be appreciated throughout this section of the route.
- 5.3.5. Two comments mentioned that there is often overgrown shrubbery along this section of the route which encroaches onto the shared use path and noted that this should be maintained. However, the majority of feedback related to preserving and planting new trees. Comments also expressed that there should be minimal impacts on wildlife.

- 5.3.6. Four comments suggested that segregation between pedestrians, cyclists and vehicles should be achieved by using trees, grass verges or shrubs as they felt that this would preserve the landscape of the area whilst also providing improvement to safety for Greenway users.

Theme 2: Concerns around equestrian users

- 5.3.7. 17% of the 106 responses expressed concerns for equestrian users. All of the 18 comments mention that the proposals do not consider horse riders on the shared-use path and mention that horse riders are also vulnerable.
- 5.3.8. Two comments suggested that the shared use path should include nonslip surface, a wide sandy / gravel path or a grass verge to improve safety for equestrian users. One comment also suggests that equestrians should be included in the walking and cycling signage for this section of the Greenway.

Theme 3: Suggests footway / cycleway widening

- 5.3.9. 17% of comments were concerned with the width of the existing path on Barton Road and the proposed shared use path. Of the 18 comments received, 16 noted that the proposed shared use path is not wide enough and suggested that it should be widened for both safety reasons and for an improved user experience.
- 5.3.10. In addition to this, the space between the shared-use path and the carriageway was raised as a concern as vehicles travel fast and there is no segregation proposed.
- 5.3.11. Two respondents expressed that they did not want a wider path in this location due to concerns that this may result in the loss of mature trees and wildlife in the area.
- 5.3.12. One respondent suggested that the path is widened to accommodate two cyclists riding side by side.

Theme 4: Suggests further segregation between cyclists/ motorists/ pedestrians/ equestrians

- 5.3.13. Comments were raised regarding the segregation along this section, in which 17% of comments (18 in total) highlighted this as an area of concern. The proximity of the shared use path to the road was mentioned by 13 of the 18 respondents. Most of which suggested that that there should be a grass verge or buffer between the shared use path and the carriageway, or that the shared use path is set back further from the road.
- 5.3.14. Eight respondents were also worried about a shared-use path in this section of the route, and suggested that cyclists, pedestrians and equestrian users should be separated.

Theme 5: Suggests lighting/ removal of lighting/ types of lighting

- 5.3.15. Lighting was mentioned in 14% (15) of comments. The majority of which highlighted that there it is very dark and there is minimal lighting along this section of the route.
- 5.3.16. Respondents mentioned that they are concerned about cyclist safety at night / when it's dark, and seven comments mentioned that vehicle headlights often blind or dazzle cyclists heading towards oncoming traffic.
- 5.3.17. Some comments highlighted that it is hard for cyclists to navigate the shared-use path at night/when it's dark, so they cycle in the carriageway where vehicles travel fast. Solar stud lighting to guide cyclists and improve visibility was raised in four of the comments.
- 5.3.18. One respondent also highlighted a pinch point on this section where the houses are located and noted that there is poor visibility for cyclists.

5.4 Section 3: Barton Road, Coton Road, and Grantchester Road Roundabout

- 5.4.1. There was a total of 110 comments about Section 3. These proposals included a two-stage signalised crossing on the northern arm of the Grantchester Road / Barton Road / Coton Road Roundabout, along with speed limit reductions on all four roads approaching the roundabout.
- 5.4.2. Table 5-3 shows the top five themes highlighted by responses for Section 3 of the route.

Table 5-3 – Top 5 Codes for Section 3

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests new location for a crossing / consideration for crossing points	42	38%
Concerns around equestrian users	19	17%
In favour of proposals (generally)	17	15%
Opposition based on concerns for safety (generally)	12	11%
Will improve walking and/or cycling facilities	11	10%

Theme 1: Suggests new location for a crossing/ to not have a crossing/ considerations for crossing points

- 5.4.3. The most frequent concern regarding this section of the proposals regarded the signalised crossing proposed at the roundabout. 38% of comments (42 people) expressed concerns about the proposed two-stage crossing. Three of whom preferred the previous options (including the underpass) that were consulted on.
- 5.4.4. Six comments suggested that the two-stage signalised crossing should be a single stage to improve user experience and reduce waiting times for cyclists. Five of the comments felt that whilst the two-stage stage crossing may be safer for less confident cyclists, it is likely to encourage more confident cyclists to cycle in the carriageway to avoid waiting at the crossing.

- 5.4.5. Three comments also proposed for automatic sensors to be used on the crossing to prevent cyclists from needing to dismount and press the button at the crossing, increasing journey times.

Theme 2: Concerns around equestrian users

- 5.4.6. 19% of respondents expressed concern for equestrian users in this section. 18 of the comments questioned the inclusion of horse riders in the shared use path and another discussed safety issues around sandwiching horses on a grass verge between cyclists and pedestrians and the road.
- 5.4.7. Three of the comments also requested signage that included equestrians.

Theme 3: In favour of proposals (generally)

- 5.4.8. Whilst there were some concerns regarding the two-stage crossing, 15% of comments (17) were in favour of the proposals and expressed that the proposal will improve safety for cyclists and make cycling more accessible.
- 5.4.9. Four comments were very much in support of the proposals responding with 'No perfect', 'Positive', 'Good' and 'I support it', whilst a further six expressed the proposals are a considerable improvement to the current situation which has been described as 'hazardous'.
- 5.4.10. Two respondents who expressed support for the signalised crossing, also recommended automatic sensors to reduce waiting times at the crossing for Greenway users. One additional respondent also mentioned an automatic sensor but suggested that it is only in use at peak times to reduce minimal impacts on traffic flow.

Theme 4: Opposition based on concerns for safety

- 5.4.11. 11% of comments expressed did not support the proposals for a two-stage crossing, as they felt it was not safe. 11 of the 12 comments expressed concerns for cycle users navigating the roundabout while one was concerned about the safety of equestrian users.
- 5.4.12. One of the comments also suggested having signals installed ahead on the approach to the roundabout on the A603.

Theme 5: Will improve walking and / or cycling facilities

- 5.4.13. A further 10% of comments were in support of the proposals in this section, noting that the proposals are a vast improvement from the existing infrastructure for both pedestrians and cyclists, with speed reductions being especially desired among respondents.
- 5.4.14. Six of the 11 comments also propose improving the signage to give a clear indication of the Greenway itself so that cyclists and pedestrians have priority.

5.5 Section 4: The M11 Bridge

- 5.5.1. The survey received a total of 110 comments in response to the question in Section 4.
- 5.5.2. The proposals are to widen the path on the northern side of the carriageway and provide a new grass verge between the shared-use path the carriageway to separate the Greenway users from motor traffic.
- 5.5.3. The proposals also include narrowing the carriageway, reducing the speed limit to 30 mph and extending the heights of the parapets on the bridge.
- 5.5.4. Table 5-4 shows the top five themes assigned to this section of the route.

Table 5-4 – Top 5 Codes for Section 4

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals	28	25%
Concerns around equestrian users	18	16%
Suggests types of material surfacing or no surfacing	15	14%
Suggests footway/ cycleway widening/ narrowing	14	13%
Suggests further segregation between cyclists/ motorists	12	11%

Theme 1: In favour of proposals

- 5.5.5. 25% of the comments (28 in total) highlighted that respondent were generally in favour of the proposals. Nine comments use positive words like ‘Good’, ‘I support it’ and ‘Positive’ while five additional respondents felt that the proposals will improve safety.
- 5.5.6. Three comments welcome the extension of the parapet’s heights with one requesting that they are increased further to 1.6m or 1.8m. However, one comment is concerned increasing the parapets may make the cycle path feel narrower and less safe.
- 5.5.7. A further eight comments welcome the widening of the shared-use path nothing that the existing bridge is unsafe for cyclists and are happy with the proposals.
- 5.5.8. Two comments raised the subsidence on the path leading to the M11 bridge; noting that this is a regular occurrence and can cause problems for current users and suggested that this is considered within the proposals.

Theme 2: Concerns around equestrian users

- 5.5.9. 18 responses (16%) felt that equestrian users are not considered within the proposals. Six of the comments refer to providing suitable crossings on the approach to the roundabout i.e. Pegasus crossings. Whilst five comments suggested to extend the parapet heights so that they are tall enough for horse riders.

Theme 3: Suggests types of material surfacing

- 5.5.10. 14% of comments note that the surfacing on the M11 Bridge is poorly maintained, with 11 of the 15 comments referring to the existing bumps and cracks on the surface that is formed by subsidence on the ramp leading up to the bridge. Another comment suggested that there should be a suitable non-slip surface to cater for horse riders.

Theme 4: Suggests footway / cycleway widening

- 5.5.11. 13% of survey responses referred to the width of both the carriageway and the proposed shared-use path. All of these 14 comments would like to see a wider pathway provision for cyclists and pedestrians, with two comments saying 3m should be the minimum width of the shared-use path.
- 5.5.12. Six comments requested the dual carriageway be reduced to a single carriageway over the bridge to provide accommodate a wider path and allow for cyclists to pass each other safely.

Theme 5: Suggests further segregation between cyclists/ motorists

- 5.5.13. 11% of comments discuss cyclist and motorist segregation on the M11 bridge. Eight of the 12 comments dislike this existing layout and agree with the proposals as they feel it will improve safety and help to reduce vehicle speeds.
- 5.5.14. Four of the comments also discuss the parapet height, which should be high enough to accommodate all users including horse riders, and this will help safe segregation of users.

5.6 Section 5: Roundabout leading to the M11N Slip Road

- 5.6.1. A total of 95 comments were received about the proposals for Section 5.
- 5.6.2. The proposals include a signalised street level crossing on the M11N slip road. The shared use path will continue along the northern side of Barton Road and up to the Cambridge Road / New Road Junction. Speed limit reductions are also being considered as part of these proposals.
- 5.6.3. Table 5-5 highlights the top five themes that were assigned to responses on this section of the route.

Table 5-5 – Top 5 Codes for Section 5

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggest new location for a crossing / consideration for crossing points	39	41%
Concerns around equestrian users	17	18%
In favour of proposals (generally)	14	15%
Nothing to add/ not applicable/ no comment	11	12%
Will improve safety (generally)	9	9%

Theme 1: Suggest new location for a crossing / consideration for crossing points

- 5.6.4. 41% of all coded comments (39 in total) related to the signalised crossing proposals. The majority of which highlighted that this location is dangerous section of the route and feel that an improved crossing is needed.
- 5.6.5. However, eight respondents felt that a signalised crossing may increase queuing on the M11 and increase congestion for those travelling towards Cambridge. Some comments from respondents who identified themselves as confident cyclists, felt that the crossing point may increase journey times as they will have to queue at the lights.
- 5.6.6. Three respondents said they preferred the previous option of an underpass in this location.
- 5.6.7. In addition, eight comments suggested that the crossing should automatically detect cyclists on the approach to the crossing to reduce waiting times, and a further four comments recommended an advanced detection loop crossing.

- 5.6.8. Three comments proposed advanced warning signage is installed to warn cyclists that it is a motorway slip road to cycleway users, as the existing sign is only visible to drivers and cannot be seen when travelling from Barton.
- 5.6.9. Queries around how horse riders will access and navigate the crossing was also raised by seven respondents.

Theme 2: Concerns around equestrian users

- 5.6.10. 18% of comments for this question express concern about the inclusion of horse riders in along the crossing. 10 of the 17 comments raised that the Polo Club is nearby, and horse riders should be included within the design.

Theme 3: In favour of proposals (generally)

- 5.6.11. 15% of comments are happy with the proposals for a signalised crossing at the roundabout. The changes are welcomed by 14 people with four comments highlighting a signalised crossing significantly improve safety compared to the current situation.
- 5.6.12. One further comment request high visibility across roundabout and lower speed limit on the roundabout to increase safety.
- 5.6.13. Two further comments expressed support for the crossing, noting that it is a vast improvement to the previous proposal (underpass) as they felt it was dangerous for pedestrians and cyclists in remote locations such as this.

Theme 4: Nothing to add / not applicable / no comment

- 5.6.14. 12% of comments (11 in total) had no further comments to add to the proposals for Section 5, indicating they were happy with the signalised crossing.

Theme 5: Will improve safety (generally)

- 5.6.15. 9% of the comments (9 in total) referred to the safety improvements that a signalised crossing will bring to this route. Respondents noted that this location is dangerous and felt that a signalised crossing will be an effective way to reduce traffic speeds and improve safety.

5.7 Section 6: Cambridge Road and New Road Junction

- 5.7.1. There was a total of 81 comments relating to section 6 of the route. The proposals included reconfiguring the junction to provide improved crossing points with signals, as well as providing safer access for residents along Cambridge Road. The proposals also include the relocation of the bus stop.
- 5.7.2. Table 5-6 highlights the top five themes assigned to the responses for Section 6 of the route.

Table 5-6 – Top 5 Codes for Section 6

Theme	Number of Coded Comments	Percentage of Coded Comments
Concerns around equestrian users	20	25%
Suggests new location for a crossing / consideration for crossing points	17	21%
In favour of proposal (generally)	15	19%
Criticism of engagement materials (e.g. website, leaflet, maps and info)	8	10%
Comments relating to signage / road markings	7	9%

Theme 1: Concerns around equestrian users

- 5.7.3. A total of 25% of the coded comments raised concerns around the consideration of equestrian users within this section, as this section of the route links to the bridleway. Feedback suggested improving the crossing points to accommodate equine users i.e. Pegasus crossings.

Theme 2: Suggests new location for a crossing / consideration for crossing points

- 5.7.4. 21% of the coded comments suggested altering the crossing, three of which related to accommodating equestrian users through the use of Pegasus crossings as the junction leads onto a bridleway.

- 5.7.5. Other suggestions for the crossings include making the junction a “continental roundabout” and suggest reviewing the signal timings to ensure that there are minimal impacts on traffic.

Theme 3: In favour of proposal (generally)

- 5.7.6. Despite concerns raised within this section a total of 19% of coded comments were generally in favour of the proposals and welcomed them. Six respondents commented that the proposals will improve the walking and cycling facilities and a further five respondents felt that it would make it easier and safer to navigate across the junction.

Theme 4: Criticism of engagement materials (e.g. website, leaflet, maps and info)

- 5.7.7. However, 10% of the coded comments criticised the engagement materials. All of these described how the leaflet showed part of the existing bridleway incorrectly on the mapping.

Theme 5: Comments relating to signage / road markings

- 5.7.8. 9% of the coded comments related to wayfinding and signage. Comments mentioned that it was already a busy junction with various street signage and highlighted that it can be overbearing and/or confusing for drivers at time. As such, respondents suggested reviewing and de-cluttering to existing street signage to make it safer.
- 5.7.9. Two comments noted that signals are not necessary at this junction and give-way markings were deemed sufficient.
- 5.7.10. The implementation of solar studs was suggested for this location by six respondents, due to the lack of street lighting and the lessened environmental impact.

5.8 Section 7: Barton Village

- 5.8.1. There was a total of 87 comments regarding the proposals within Barton Village.
- 5.8.2. East of Barton Village, a widened shared use path is proposed from Kings Grove to the Cambridge Road / New Road junction. With reduced speed limits and traffic calming measures to slow down vehicles.
- 5.8.3. The proposals also included the re-allocation of carriageway space on the link road between High Street and School Lane on the triangle junction, to provide additional footway space and Greenery.
- 5.8.4. Table 5-7 highlights the top five themes assigned to the responses for Section 7 the route.

Table 5-7 – Top 5 Codes for Section 7

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests providing alternative routes / extending route	21	24%
Concerns around equestrian users	15	17%
In favour of proposal (generally)	15	17%
Suggests new location for a crossing / to not have a crossing / consideration for crossing points	12	14%
Opposition based on concerns for safety (generally)	10	11%

Theme 1: Suggests providing alternative routes / extending route / new route

- 5.8.5. A total of 24% of the coded comments related to extending the route alignment. 16 of the 21 comments suggested extending the route to tie in with the existing shared use path within the Village on Comberton Road. Respondents noted that it is difficult for cyclists travelling

west exiting the village (towards Comberton Road) to join the existing shared use path, expressing that the current manoeuvre is unsafe for cyclists. Eight of the comments specifically mentioned widening the path adjacent to the village pond and changing this to shared use, so cyclists have a more coherent route.

Theme 2: Concerns around equestrian users

- 5.8.6. 17% of the coded comments related to equestrian users, six of these comments refer to the traffic calming measures and the suitability of speed humps for equestrian users.
- 5.8.7. The remaining 11 comments suggested that equestrian users have not been considered within the village and noted that equestrian users should be into account.

Theme 3: In favour of proposal (generally)

- 5.8.8. Despite concerns raised for the proposals within the village, a total of 17% of all coded comments were generally in favour of the proposals and welcomed them noting that it will improve safety and slow down vehicle speeds.
- 5.8.9. Some respondents highlighted existing safety concerns for school children which they felt would be addressed through the changes on the triangle junction, which would provide an opportunity for greenery and landscaping.
- 5.8.10. Others felt that the speed reduction measures were insufficient if cyclists are still required to cycle on the carriageway. Although they welcome the reduction in speed, they were concerned with how the speed limit will be enforced/adhered to.

Theme 4: Suggests new location for a crossing / consideration for crossing points

- 5.8.11. 14% of the coded comments offered suggestions for the crossing points as it was considered unsafe to have to cross over the road twice, with five of these comments raising concern for both children and elderly pedestrians.
- 5.8.12. Three respondents disliked the proposals on the triangle junction and suggested that instead of removing the link road, improvements should be implemented on Comberton Road to provide safer crossing points. Suggestions also included a raised table between the bus stop on the south side of the road and the path opposite on the north side.

Theme 5: Opposition based on concerns for safety (generally)

- 5.8.13. A total of 11% of the coded comments opposed the proposals within the village, raising concerns for safety. Five of which noted that it is unsafe for cyclists on Comberton Road and felt that the proposals do not address this and suggest extending the route so that there is not a missing link.
- 5.8.14. Three of the comments suggested a new crossing on Comberton Road, as well as a continuation of traffic calming measures, with clearer signage when the cycle path re-joins the pavement.

5.9 Section 8: Barton to Grantchester

- 5.9.1. There was a total of 106 comments left in relation to the section from Barton to Grantchester.
- 5.9.2. The proposals include a new sealed shared use path with a wide grass verge alongside it for soft surface users. As well as minor improvements to the M11 accommodation bridge and speed limit reductions through Grantchester Village.
- 5.9.3. Table 5-8 highlights the top five themes assigned to the responses for Section 8 the route.

Table 5-8 – Top 5 Codes for Section 8

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests types of material surfacing	29	27%
In favour of proposals (Generally)	19	18%
Suggests providing alternative routes / extending route	16	15%
Concerns around equestrian users	14	13%
Suggests footway / cycle widening / narrowing	14	13%

Theme 1: Suggests types of material surfacing

- 5.9.4. 27% of all coded comments related to surface materials. 10 comments mentioned that red thermoplastic surfacing would be out of place in the context of a rural area such as Grantchester and would prefer normal asphalt.
- 5.9.5. Three respondents noted that they were in favour of a sealed path, however other respondents highlighted that the bridleway is at risk of flooding so a sealed path may make this worse.
- 5.9.6. Two respondents mentioned width constraints along the bridleway noting that it is narrow and suggested leaving the surface materials as they are.
- 5.9.7. In addition to this, two respondents felt that the surface proposed may encourage cyclists to travel at a higher speed increasing the risk of conflicts between Greenway users.

Theme 2: In favour of proposals (Generally)

- 5.9.8. 18% of comments stated they were generally in favour of the proposals but raised one or two concerns/areas of improvement. For example, the red thermoplastic surfacing was deemed unnecessary by three respondents noting this was the only thing they dislike about the proposals. Five of the comments reinforced the importance of keeping this route as rural as possible one suggesting that no trees or hedgerows should be removed.
- 5.9.9. Other comments mentioned that there are blind spots on the approach to the M11 accommodation bridge and suggested that this could be improved by altering the alignment on the approach to the bridge.
- 5.9.10. Most of the 19 comments felt that the proposals would make active travel more accessible and believed that it would improve safety due to wider paths, and more space for cyclists to pass pedestrians.

Theme 3: Suggests providing alternative routes / extending route

- 5.9.11. A total of 15% of the coded comments related to the current route and suggested alterations that could be made.
- 5.9.12. Six comments suggested that the Bridleway is fine as it is, and no changes are required.
- 5.9.13. The following suggestions were also made:
- Grantchester to Newnham Road free of car traffic so safer for cycles (2 respondents)
 - An additional spur across the fields linking the Haslingfield route to the Baton route on the footpath north of Bridle Way (2 respondents)
 - A new cycle path along Grantchester Road (3 respondents)

Theme 4: Concerns around equestrian users

- 5.9.14. 13% of the comments received on this section also raised concerns for equestrian users most of which expressed opposition to any changes to the existing bridleway. Three comments suggested to have the new cycle path alongside the bridleway, and other comments included queries about the width of the pathway to ensure it can accommodate both cyclist and equestrian users.
- 5.9.15. Two comments stated how hard surfaces are not suitable for equestrian users and should be avoided, one of which suggested making the grass verge wider and narrowing the hard surface. The suggestion for signage to alert users of equestrian users was also recommended.

Theme 5: Suggests footway / cycle widening / narrowing

- 5.9.16. 13% of comments made suggestions for changing the width of the path, seven of these comments suggested widening the path to allow for safe passing of cyclists, pedestrians and equestrian users.



5.9.17. Three comments believed that the path isn't wide enough for the inclusion of both a hard and a soft surface and three comments believed that the path should be narrower as it is not used enough to justify the proposals.

5.10 Section 9: The Baulk Path

- 5.10.1. There was a total of 112 comments to the proposals along the Baulk Path.
- 5.10.2. Proposals included a new sealed shared-use path with a wide grass verge alongside it for soft surface users, and signage at regular intervals to guide users and highlight present of greenways which join up to Grantchester as part of the Haslingfield Greenway.
- 5.10.3. Table 5-9 highlights the top five themes assigned to the responses for Section 9 the route.

Table 5-9 - Top 5 codes for Section 9

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	21	19%
Environmental concerns	20	18%
Concerns around equestrian users	19	17%
The scheme (or part of it) is unnecessary / not needed	17	15%
Suggests types of material surfacing or no surfacing	13	12%

Theme 1: In favour of proposals (generally)

- 5.10.4. 19% of comments regarding the Baulk Path were in favour of the proposals noting that it would be a nice route for Greenway users, which would encourage active travel.
- 5.10.5. Most of the comments for the Baulk Path welcomed new lighting as part of the proposals, mentioning that this section of the route is very dark, and users will be discouraged to use it if lighting is not provided. Five respondents suggested the use of solar studs.
- 5.10.6. Two comments suggested the idea of a cycle friendly roundabout where the route joins at the junction on Coton Road.

Theme 2: Environmental concerns

- 5.10.7. 18% of comments mentioned environmental concerns for this section. 14 of which would like the route to remain rural and expressed opposition to the removal of trees or

greenspace. Two comments also stated that lighting would not be appropriate for this section as it may impact wildlife.

- 5.10.8. Generally, there was a concern that the proposals along the Baulk Path may have a negative impact on the environment.

Theme 3: Concerns around equestrian users

- 5.10.9. 17% of the comments related to equestrian users, most of which expressed emphasis on ensuring that equine users are catered for along the Baulk Path as horse riders use it regularly. Four of these comments would welcome the proposals if the grass verge is well maintained and of a suitable width it for equestrians. Two respondents felt the current surface is fine as it is for equestrian users and no resurfacing improvements are required. Other comments raised concerns for potential conflicts between equine users and cyclists, and farm vehicles.

Theme 4: The scheme (or part of it) is unnecessary / not needed

15% of comments believed that this is an unnecessary investment with five comments saying going with this proposal would be detrimental to the environment in the area and that the Baulk Path is fine how it is.

Four comments stated that there are already alternative routes for pedestrians and cyclists that are safer, with a further two respondents suggesting that the path isn't used enough to justify the improvements.

Other respondents also highlighted that this route is used regularly by walkers/dog walkers and there was a concern for potential conflicts between walkers and cyclists.

Theme 5: Suggests types of material surfacing or no surfacing

A further 15% of coded comments related to surface materials. Four of which felt that hard surfacing on this route is inappropriate for this path.

Four respondents were in favour of the grass verge as it was deemed suitable for equestrian users, and one respondent suggested ecological sustainable surfacing as opposed to surfaces such as asphalt.

5.11 Written feedback and social media

5.11.1. Respondents were able to provide additional feedback via email, letter and on social media (via Twitter and Facebook). A summary of feedback received has been outlined in the following sections.

Emails

5.11.2. 19 emails were received throughout the engagement period, all of which have been reviewed and are summarised in Table 5-10. One email was from a public figure, five emails were from organisations (Natural England, Cambridge Past, Present and Future (CPPF), Federation of Cambridge Residents' Associations, Sustrans Cambridge and Living Streets Cambridge) and 13 emails were received from individuals.

Table 5-10 - Overview of emails received

View on proposals	Total number of responses received
Negative feedback	3
Neutral feedback	5
Request for information	2
Paper survey request	3
Design considerations	5
General criticism	1
Total:	19

5.11.3. The emails received were generally brief. Two of the design considerations were generally in favour of the scheme. Positive feedback and negative feedback received have been outlined below.

Positive

- In favour of a scheme that encourages more active travel

Negative

- Concerns of conflicts between pedestrians and cyclists on sections of shared use path
- Concerns relating to the removal of mature trees, the impacts on the environment and the reduction in natural shade for people walking/cycling along Barton Road
- Concerns of possibly encroaching on resident's land on Barton Road
- Concerns that the proposal will reduce the enjoyment of walking, particularly on the Baulk Path

- Concerns of flood risk, specifically on the Bridleway
- Comments relating to general maintenance i.e., vegetation and surfacing

Design considerations

- Concerns regarding the pinch points along Barton Road
- Suggestion to re-purpose some of the carriageway along Barton Road, as a 2.5m bidirectional cycleway is deemed insufficient
- Concerns that the proposals for the Newnham Road / Barton Road crossing fail to give pedestrians priority
- Safety concerns raised regarding Grange Road,

Letters

5.11.4. Three letters were received, two from Cambridge Past, Present & Future (one letter was originally received, which was later followed by an addendum letter with additional feedback) and one from and an individual. The feedback has been anonymised and summarised below:

Design suggestions

- The need to retain rural features i.e., avoid using red asphalt surfacing
- A need to retain trees and green space as much as possible to achieve a biodiversity net gain of at least 20%

Concerns

- Concerns over encouraging cyclists to use the Baulk Path
- Concerns over the width and surfacing materials along the Bridle Way

5.12 Events

5.12.1. As part of the engagement process, both in person and online events were held to provide an opportunity for stakeholders, residents and the wider public to hear more about the proposals, meet the project team and ask any questions. The details of both the in person and online events are outlined below, summarising the feedback received.

5.12.2. An in-person event was held on Thursday 24 November 2022 at Barton Village Hall from 14:00pm to 19:00pm. Approximately 70 attendees were present.

5.12.3. Two online events were held:

- Thursday 17 November with 10 attendees
- Tuesday 13 December with 10 attendees

5.12.4. The purpose of the event was to provide an update to stakeholders, residents and the wider public on progress for the Barton Greenway and understand the designs in detail. It was also an opportunity for people to meet the project team and ask any questions

Event feedback

5.12.5. Whilst the proposals were generally well received and support at the events, a summary of the key concerns has been outlined below:

- Concerns raised regarding removal of trees throughout the scheme
- Comments that suggested providing a bi-directional cycle lane on both the north and south side of Barton Road
- Queries around the Baulk Path, including lighting and surface materials
- Concerns that the proposals are not ambitious enough i.e., Barton Road already has cycling facilities and funding could be better spent elsewhere
- Concerns that equestrian users have not been catered for within the Barton Greenway
- Suggestion of extending the route to link with the shared use path on Comberton Road, as well as widening the existing path next to the pond in Barton Village
- Comments relating to the signals on the Coton Road / Barton Road / Grantchester Road roundabout i.e. single stage crossing vs two stage crossing and automatic sensors
- Discussions with a business landowner to ensure access to their property is retained and deliveries remain unaffected.

6 Equality analysis feedback

6.1.1. A separate section of the survey asked two additional questions to capture views on equality and diversity. This is to ensure that the proposals do not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. These questions were:

- “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”; and
- “We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below”.

Question 12: 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

6.1.2. 62 comments were provided on whether the proposals affect or impact on any such person/s or group/s. 13 of which stated that they had nothing to add.

6.1.3. There were three common themes relating to EQIA identified in the comments. These are highlighted in Table 6-1 below.

Table 6-1 – Question 12 Key Themes

Key Themes	Number of Coded Comments	Percentage
Comments related to those with mobility and accessibility issues	18	29%
Comments relating to age	14	23%
Comments relating to horse riders	14	23%

Theme 1: Comments related to those with mobility and accessibility issues

6.1.4. A total of 29% of comments received for this question related to concerns about users with mobility and accessibility issues. Of the 18 comments received, four expressed concern the proposed Greenway may cause problems for those with visual or hearing impairments. The comments request that the pathways are kept clear to aid accessibility. Comments also discuss the lack of segregation between pedestrians and cyclists on the shared use paths,

which may negatively impact these vulnerable groups who may struggle to identify and avoid approaching cyclists.

- 6.1.5. Two comments thought that wheelchair accessibility will improve as part of the scheme, whilst one negative impact was identified in the planned bus stop at the corner of Barton Close and Barton Road. The respondent is concerned this may become a pinch point as passengers could obstruct the bus stop, reducing the accessibility for wheelchair users.

Theme 2: Comments relating to age

- 6.1.6. A total of 23% of coded comments related to age concerns.
- 6.1.7. Eight of the 14 total coded comments expressed concern that the proposed scheme will have adverse effects on the elderly, both using the Greenway or using their car to get around.
- 6.1.8. Two comments refer to the proposals not being accessible to those of all ages, exclusively serving young, fit and confident people while children, older people and anxious cyclists may feel excluded.

Theme 3: Comments relating to horse riders

- 6.1.9. As above, 23% of coded comments also related to EQIA concerns for horse riders, who are described by many respondents as vulnerable road users that should be included in the scheme.
- 6.1.10. Six of these comments refer to the proposals being discriminatory in nature, as they perceive the majority of horse riders are female.

Question 13: We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below

6.1.11. The survey received a total of 108 responses to Question 13. There were five key themes identified from this question, these are outlined in Table 6-2.

Table 6-2 - Question 13 Key Themes

Key Themes	Number of Coded Comments	Percentage
In favour of proposals (generally)	18	17%
Concerns around equestrian users	16	15%
Environmental concerns	14	13%
Suggests providing alternative routes / extending route	13	12%
Suggests greenery / planting	12	11%
Suggests further segregation between cyclists / motorists / pedestrians / equestrians	11	10%

Theme 1: In favour of proposals (generally)

6.1.12. A total of 17% of coded comments were generally in favour of the scheme proposals in terms of inclusion. Those who expressed support the scheme welcome the improvements that it will provide in terms of safety and active transport provision.

Theme 2: Concerns around equestrian users

6.1.13. There were 16 coded comments (15%) that expressed concerns for equestrian users. Concerns for equestrian users were related to the surface of the scheme, with opposition to hard surfaces for bridleways and opposition to the loss of grass bridleways. The segregation of horse riders from cyclists and motorists was another repeated concern. Respondents were particularly concerned about equestrian users being sandwiched in between cyclists and motor vehicles.

6.1.14. It was also commented that horse riders should be treated as vulnerable road users and there should be provision for them.

Theme 3: Suggests providing alternative routes / extending route / new route

6.1.15. 12% of coded comments suggested providing alternative routes / extending the route. Comments suggest design considerations be made for the Baulk Path, and the route between Grantchester and Newnham. They also requested for more villages be connected such as Trumpington and Wimpole.

Theme 4: Suggests greenery/ planting

6.1.16. A total of 11% of coded comments provided suggestions on greenery and/or planting. Most of these comments are strongly against any removal of vegetation and trees as part of these proposals. It is requested that materials are sensitive to the locality and that grass verges are used as natural buffers where possible.

Theme 5: Suggests further segregation between cyclists/ motorists/ pedestrians/ equestrians

6.1.17. There was a total of 11 coded comments (10%) that suggested further segregation between cyclists, motorists, pedestrians and equestrians. This was deemed an important factor to ensure the safety of vulnerable road users including the elderly, children, mothers with pushchairs, wheelchair users and equestrian users.

6.1.18. One comment even suggests that making the scheme entirely off road will encourage more people to switch to active transportation.

7 Conclusions and next steps

7.1 Engagement summary

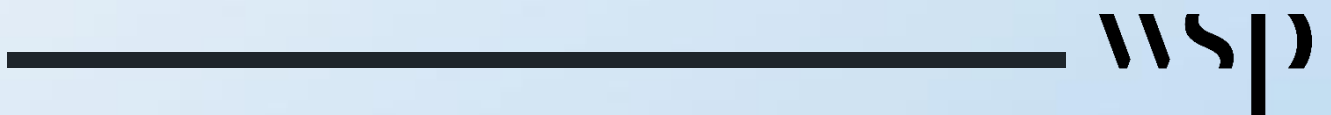
- 7.1.1. In total, there were 191 responses received to the survey throughout the engagement process, in addition to 19 emails and three letters.
- 7.1.2. Overall, the feedback received was generally supportive of the proposals and recognised the need for improvements, with several suggestions raised to consider as the design progresses.
- 7.1.3. There were a number of general recurring comments including lighting (160 mentions in total), material surfacing (158 mentions in total), and signage (222 mentions in total). Whilst many respondents welcomed lighting, particularly in darker areas such as the Baulk Path and along sections of Barton Road, respondents were also mindful of the impacts on the environment and mostly suggested implementing solar stud lighting.
- 7.1.4. Feedback regarding surface materials also varied, but soft surfacing was mostly well received. However, the feedback received in relation to the red asphalt surfacing was mixed. Some respondents welcomed the proposals, others felt that red surfacing may lead to the urbanisation of the rural areas of the route.
- 7.1.5. In terms of signage, feedback requested tri-signage to include equine users, and more general comments to indicate pedestrian/cyclist priority. Other comments relating to signage included removing any unnecessary signage to avoid confusion for drivers.
- 7.1.6. Concerns for the inclusion of horse riders was also prevalent across the feedback received and was highlighted as a key concern for the entirety of the route. Comments included the lack of inclusion for equestrians, suggestions to the shared-use path on Barton Road, and Pegasus crossing suggestions at the Cambridge Road / New Road junction.

7.2 Next steps

- 7.2.1. The development of the scheme and how it will move forward is to be determined by GCP and CCC following a review of the engagement feedback. The results will be presented to the Executive Board Committee in March 2023. Following this, a decision will be made on how to proceed with detailed design and construction. A separate 'You said, we did' document will be published at a later date, providing an update on how the scheme is to be progressed, and the design changes as a result of the feedback received.
- 7.2.2. If the decision is taken to proceed, construction would be due to commence on some early works highway sections such as Barton Road in late 2023, with the whole scheme anticipated to be completed in 2025.

Appendix A

Engagement Brochure



What is a Greenway?

Greenways will be new or improved walking, cycling and, where appropriate, horse riding routes. They will follow off-road paths, along quiet streets or with improved facilities on busier roads. They will help more people reach more of Greater Cambridge with safer, easier and more direct journeys.

The Challenge

The Greater Cambridge Partnership (GCP) is investing to secure sustainable economic growth and improve the quality of life for everyone in our area through a series of ambitious projects and programmes. Although a thriving centre for education, high-tech business and world-leading healthcare, there are severe transport challenges the area needs to address, including:

Continued growth of traffic and congestion

Limited public transport choices and lack of attractive walking and cycling routes

Toxic air pollution and high carbon emissions as a result of limited alternatives to the car

To meet these challenges, the GCP was awarded £500million to make vital improvements to our transport networks.

With this money, we are developing more affordable and greener travel options for our region. The Greenways aim to provide safe and attractive walking, cycling and where appropriate horse riding routes between the city and its surrounding communities.

Improving our region through Greenways, to:



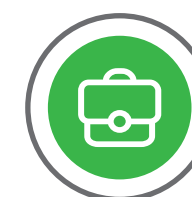
Provide better cycling and walking routes



Enhance public spaces where possible



Reduce the impact of traffic congestion and growing traffic levels



Support access to jobs and opportunities



Reduce air pollution and improve our health

Barton Greenway Project

The Barton Greenway is one of twelve proposed Greenways, which aim to make local walking and cycling journeys easier connecting villages along the route to each other and to enable a direct connection with Cambridge.

Previous public consultation was held in 2018 with supportive feedback for the Barton route. Further design work on the route was approved by the GCP Executive Board in December 2020.

Your views, ideas and experiences are important to us, and we are now providing an update of the design proposals and seeking your feedback for the Barton Greenway.

The Route

The proposals involve upgrading the existing shared-use path on the northern side of Barton Road to provide a safer and more direct two-way cycle track with a separate footway for pedestrians. Raised tables are proposed at side roads with safer crossings to prioritise pedestrians and cyclists.

We propose a safer route across two roundabouts, including enhancements to the Barton Road, Coton Road and Grantchester Road roundabout and the M11N slip road roundabout.

Over the M11 bridge, we are proposing a widened shared-use path with a grass verge and higher parapets to provide more space for Greenway users.

Through Barton village and other sections along the route, we are proposing traffic calming measures including raised tables to improve safety as part of a 20mph speed limit throughout the village.

There will also be a safer, off-road route to Grantchester via the bridleway from New Road / Cambridge Road to Bridle Way, as well as an off-road route north along the Baulk Path to Cambridge Rugby Club.

Roundabout Proposals

In 2018, we presented options for the two roundabouts on the route. We are now proposing safer, more accessible signalised crossings at street level. Previous options included underpasses. We have undertaken feasibility work that revealed significant challenges to deliver them, such as utilities, flood risk and land acquisition. Concerns were also raised about the safety of underpasses in these areas which are isolated for use by pedestrians. Underpasses would therefore represent poor value for money.

Barton Road, Coton Road and Grantchester Road Roundabout

A high-pressure gas main has been identified where the proposed underpass was located. As such, we are now proposing a two-stage signalised crossing on the northern arm of the roundabout to provide a safer crossing. This will be complemented with new 40mph speed limits on all four roads leading into the roundabout with speed reduction measures on the roads approaching the crossing.

M11N slip Road Roundabout

To enable greenway users to cross safely here, we are now proposing a single stage signalised crossing to stop vehicle traffic while users cross the northbound slip road.

We want to hear what local people, organisations, and businesses think about these proposals.

Visualisations of the scheme

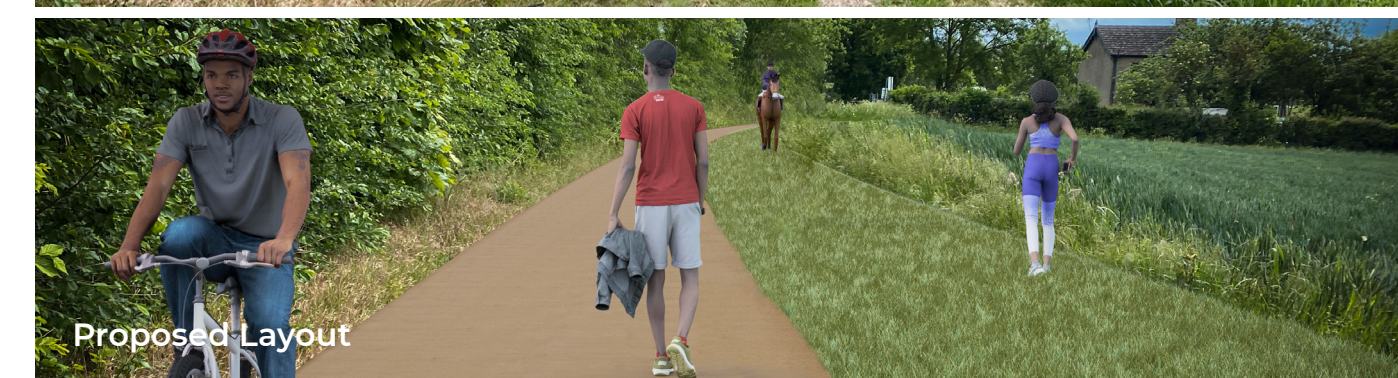
Typical Urban Setting

Our proposals include a 'quiet road' treatment type in some locations, where people cycling will use the road. This typically includes reducing speed limits, often to 20mph, and using speed humps as well as signs to highlight the presence of cyclists.



Typical Rural Setting

Our proposals include shared use paths where the route runs off-road. This typically includes a 3-metre wide sealed track with a 2-3 metre grass verge for Greenway users (including horse riders) running parallel. Surface materials are still to be confirmed.



Next stages

The next stages to progress the design of the Barton Greenway will include undertaking the following tasks:

1 Engagement with landowners

We continue to talk to the various private landowners along the route to gain their consent before the scheme is progressed.

2 Traffic modelling

We will model and assess traffic flows at key junctions to understand the potential impact proposals may have on journey times. This includes the Barton Road, Coton Road and Grantchester Road Roundabout, and the M11N slip road roundabout.

3 Environmental & ecology impacts

We are considering the environmental constraints and assessing the possible effects of the proposals on the environment and local ecology, to be incorporated into the next stage of scheme design. This will consist of arboricultural and ecological surveys and hedgerow assessments, to minimise the impacts and enhance biodiversity overall (biodiversity net gain).

4 Planning consent

Under the Town and Country Planning Act 1990, planning consent may be required for the Barton Greenway, subject to final preliminary designs, prior to construction.

5 Parking surveys

We will undertake surveys, where necessary, to understand on-street parking demand at locations where changes may need to be made to improve safety for walking and cycling which could impact parking. Any survey data collected will be inform the preliminary design process.

Barton
greenway

**GREATER
CAMBRIDGE
PARTNERSHIP**
Growing and sharing prosperity

BARTON GREENWAY

Barton - Grantchester - Cambridge

Have your say on a new walking, cycling and, where appropriate, horse riding route linking Barton and Cambridge, with a spur to Grantchester



Greenway treatment types

The Barton Greenway will include the following types of route sections.

A. Quiet Road

A quiet road is a section of on-carriageway cycle lane where vehicle speeds are limited to 20mph. White painted signage would be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route.

B. Shared Use Path

A shared use path would typically include a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Where the path runs beside the carriageway, a green verge will separate the path from the road where possible.

C. Protected Path

A protected path would typically include a 3-metre-wide sealed path with equestrian access where appropriate. Where possible, as much protection from the carriageway will be provided, which may include grass verges or shrubs.

It should be noted that 3 metres may not be achievable in all locations due to width constraints, so some bespoke measures will be implemented.

The map illustrates the scheme alignment and key proposals. Technical drawings for the Barton Greenway can be viewed at: www.greatercambridge.org.uk/barton-greenway

4. The M11 Bridge

- Reduce carriageway width to widen the shared-use footway on northern side
- New grass verge between the shared-use path and carriageway to separate Greenway users and motor traffic
- Increased height of existing parapets to improve the level of protection to Greenway users

5. Roundabout Leading to the M11N Slip Road

- Proposed one-stage signalised crossing to provide safe and direct crossing facilities for Greenway users
- Speed reduction measures on the approach to the roundabout to slow down vehicles and make it safer

7. Barton Village

- Cambridge County Council will introduce a speed a 20mph speed limit within the village from Kings Grove in early 2023
- Traffic calming measures throughout the village to complement 20mph speed reduction, i.e. speed humps
- Tightened junction geometry to reduce vehicle speeds at the High Street / New Road junction
- Removal of the link road between the High Street and School Lane to accommodate additional footway space and more greenery, improving safety around Barton C of E Primary School

6. Cambridge Road and New Road Junction

- Junction improvements to provide signalised crossings on each arm of the junction to improve safety for Greenway users when crossing the road
- New signage at the junction to guide users and highlight the Greenway and start of the bridleway
- Re-location of the bus stop alongside a footway to provide a safe space for passengers to board, alight and wait for the bus

3. Barton Road / Coton Road / Grantchester Road roundabout

- Proposed two-stage signalised crossing on the northern arm of the roundabout
- The size of the existing roundabout is to be retained to minimise impacts on the road network during construction
- Introduce a 40mph speed limit on all four arms to slow down vehicles as they approach the roundabout
- Speed reduction measures on the approach to the new crossing on the northern arm

2. Barton Road

- Improvements to the existing shared-use path, including widening
- New signage to guide users and highlight the Greenway
- Grass verge buffers, where possible, to separate users from vehicles
- Traffic calming measures on Barton Road between the University of Cambridge and the college sports ground

1. Barton Road To Cambridge

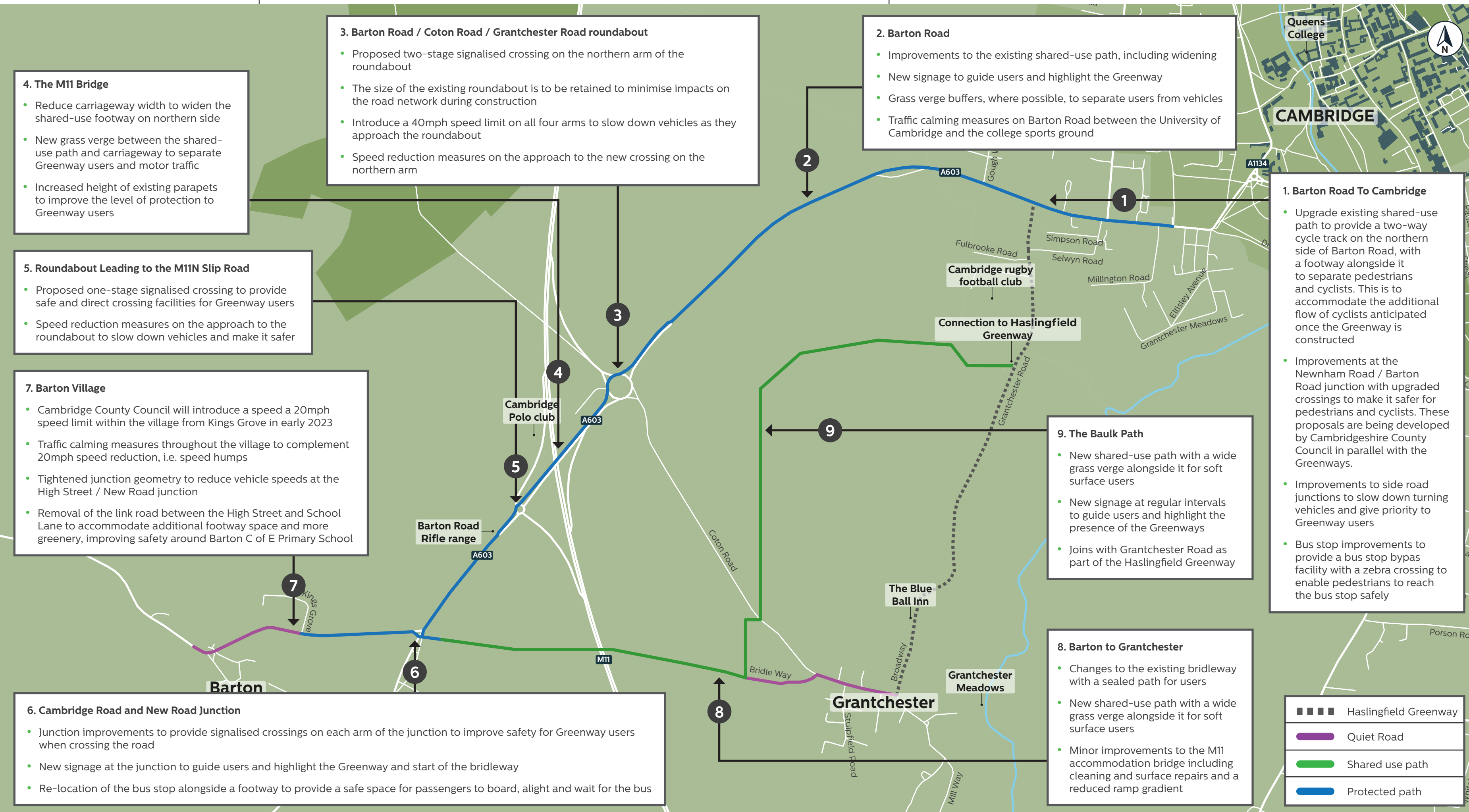
- Upgrade existing shared-use path to provide a two-way cycle track on the northern side of Barton Road, with a footway alongside it to separate pedestrians and cyclists. This is to accommodate the additional flow of cyclists anticipated once the Greenway is constructed
- Improvements at the Newnham Road / Barton Road junction with upgraded crossings to make it safer for pedestrians and cyclists. These proposals are being developed by Cambridgeshire County Council in parallel with the Greenways.
- Improvements to side road junctions to slow down turning vehicles and give priority to Greenway users
- Bus stop improvements to provide a bus stop bypass facility with a zebra crossing to enable pedestrians to reach the bus stop safely

9. The Baulk Path

- New shared-use path with a wide grass verge alongside it for soft surface users
- New signage at regular intervals to guide users and highlight the presence of the Greenways
- Joins with Grantchester Road as part of the Haslingfield Greenway

8. Barton to Grantchester

- Changes to the existing bridleway with a sealed path for users
- New shared-use path with a wide grass verge alongside it for soft surface users
- Minor improvements to the M11 accommodation bridge including cleaning and surface repairs and a reduced ramp gradient



Potential impacts and mitigations

The scheme aims to deliver positive impacts by enhancing routes and facilities for walking, cycling and, where appropriate, horse riding, to support more people to make greener, cheaper and healthier journeys as part of our vision for Greater Cambridge.

The routes are being designed to be fully accessible for wheelchairs, opening up more of our greenspace to more people.

Proposals for on-road sections of the route will feature measures to improve safety for all, including traffic calming and safer crossing points. We are reviewing car parking on the route to ensure it does not create excess risk to people cycling.

Materials and surfacing

Generally, routes will be made from a hard, smooth surface such as asphalt. In more rural locations, including bridleways we will introduce appropriate surface treatment that is sensitive to the local environment. We are also looking at lighting options for all of the routes as part of the next stage of design.



Visual impact

The visual impact of the route will be minimised through measures such as landscaping (including mounds) on the sides of paths where required, which will also include pollinator friendly planting.

Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we are preparing an Equality Impact Assessment (EqIA) for the proposals put forward in this engagement exercise.

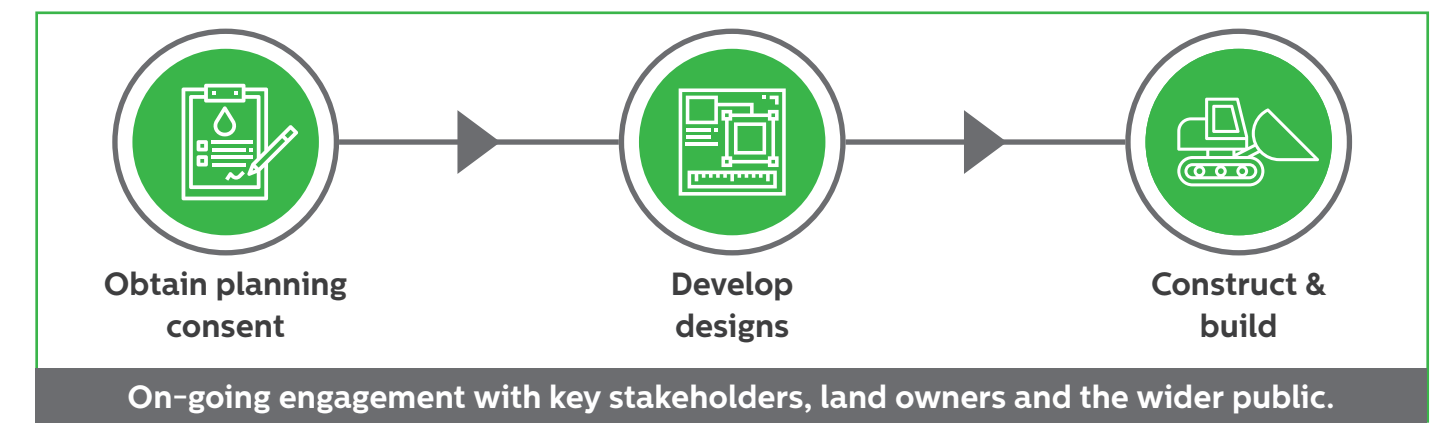
An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and carer's responsibilities.

Construct and build

For some sections of the route, construction is anticipated to begin as early next year. This includes the section from the Barton Road, Grantchester Road, Coton Road roundabout into Cambridge, as well as Barton Village. Construction for the remaining sections are likely to follow later in 2024.

Timeline

Final routes options were presented to the public and the Executive Board in 2020, and we are now presenting the technical design. The next stages are outlined below:



Have Your Say

We want to continue to understand the views of local communities and other interested parties on our proposals and use this feedback to develop the design for this scheme.

The engagement period will run for four weeks from 7 November to midday on 2 December 2022. There are a number of ways to respond and provide feedback:

- Fill out the online questionnaire at: www.greatercambridge.org.uk/barton-greenway
- Download or request a paper questionnaire and return to: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR**

We will be holding an in-person event in November. Details below:
Venue: Barton Village Hall
Date: Thursday 24 November
Time: 14:00pm – 19:00pm
Address: School Lane, Barton, Cambridge CB23 7BD

Next Steps

Your feedback will be analysed once the engagement period ends. The findings will then be compiled into a summary report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the GCP Executive Board.

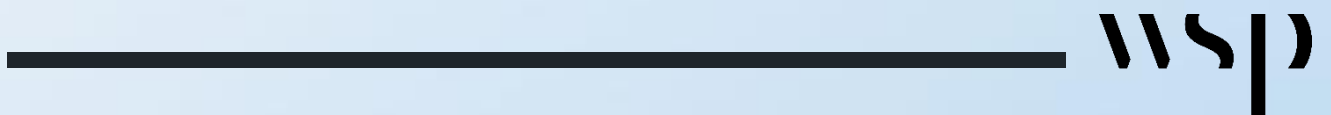
Get In Touch

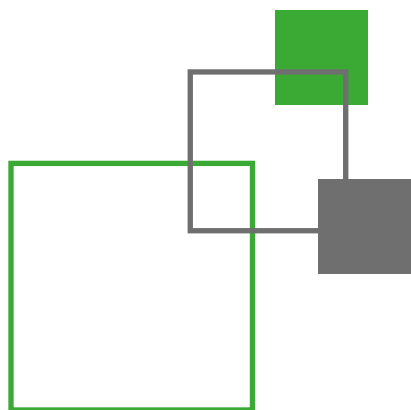
- consultations@greatercambridge.org.uk
- 01223 699906
- @GreaterCambs #CambsGreenways
- www.facebook.com/GreaterCam

Alternative Formats: If you require any of the material in an alternative format or language, please email: consultations@greatercambridge.org.uk or call 01223 699906.

Appendix B

Post card





Have your say on a new Greenway route linking Barton and Cambridge, with a spur to Grantchester

The Greater Cambridge Partnership would like to hear your views on a new Greenway that will improve facilities for walking, cycling and, where appropriate, horse riding.

An online survey will run from midday on Monday 7 November until midday on Friday 2 December.



HAVE YOUR SAY

Please visit our website below or attend one of our public events where you can view our designs and provide your feedback. Details for the events can be seen overleaf.

www.greatercambridge.org.uk/barton-greenway

The engagement period ends on Friday 2 December at midday, so please submit your feedback by then.





What are the proposals?

Please visit our website where you can find out more and provide feedback:
www.greatercambridge.org.uk/barton-greenway

They include:

- New off-road, all weather, shared paths between Barton, Grantchester and Cambridge
- Safer cycling and walking facilities along Barton Road from Cambridge to Barton
- Safer streets with traffic speed reduction measures, including raised tables and reduced speed limits where the Greenway runs on road
- New and upgraded walking and cycling crossings, including the two M11 interchange roundabouts on Barton Road (A603)
- Localised road repairs and surface improvements
- Easier to follow signs to guide people along the Barton Greenway route

There are a range of ways in which you can share your views with us:



Fill out the online survey at:
www.greatercambridge.org.uk/barton-greenway



You can request a printed survey by contacting us on the details above and we will send one to you.



Email us: consultations@greatercambridge.org.uk



We will be holding a live event online with the project team. To register, please visit:

www.greatercambridge.org.uk/barton-greenway



Contact us on Facebook:
[Facebook.com/GreaterCambs](https://www.facebook.com/GreaterCambs)



Contact us on Twitter:
[@GreaterCambs](https://twitter.com/GreaterCambs) #CambsGreenways



We will be holding an in-person event in November. Details below:

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Date: Thursday 24 November

Time: 14:00pm – 19:00pm

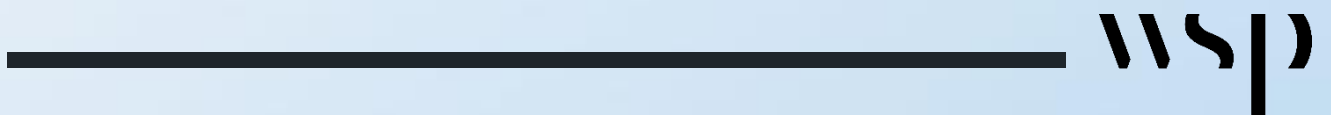
Address: School Lane, Barton, Cambridge CB23 7BD



Telephone us: 01223 699906

Appendix C

Engagement Survey



Greater Cambridge Greenways Barton Greenway Public Engagement Survey

Introduction

The Barton Greenway is one of twelve proposed Greenways, which aim to make local walking, cycling and, where appropriate, horse riding journeys safer and easier – connecting villages along the route to each other and Cambridge.

The feedback received from residents has informed the choice of route and shaped the proposals being presented in our accompanying brochure. We have provided this survey for you to give your views on our design proposals.

Your feedback is essential in helping us refine our designs and ensure they best suit the needs of your local community.

What information do you need before completing the survey?

We encourage you to read the brochure: 'Barton Greenway Leaflet' before completing this survey. You can download this from the Document section of the Barton Greenway on the righthand side of the engagement webpage. If using a phone, this will be below the survey.

Please read the brochure carefully before starting. Questions will refer you to specific sections of the brochure (text, diagrams, tables and plans).

The technical drawings are also published on the website and can be downloaded from the Document section of the webpage.

This questionnaire can be completed online at [Barton Greenway Survey 2022](#). If you are unable to complete the form online, fill in this Word version and return to:

Greater Cambridge Partnership,
PO Box 1493, Mandela House,
4 Regent Street, Cambridge,
CB1 0YR

Please ensure your response reaches us by midday Friday 2 December 2022.

Alternative formats: If you require any of the material in an alternative format or language, please email: consultations@greatercambridge.org.uk or call 01223 699906.

Section 1 – About you

Q1. Are you responding as...?

Please select the option from the list below that most closely represents how you will be responding. *Please select **one** option.*

An individual

A representative of a business or group

An elected representative

Other, please specify:

Q1a. If you are responding on behalf of a group or business, please state its name. We will publish the names of businesses, groups and representatives alongside their response in our public reports.

Q2. Please tell us the first four or five characters of your postcode e.g. CB3 7 or CB21 6

Section 2 – About the scheme

The proposed Barton Greenway would link Cambridge to Barton with safer facilities on roads as well as off-road routes past Grantchester. The route has a mix of on-road and off-road paths as well as limited sections on quiet roads, with the aim to provide a high-quality route to improve and enhance walking, cycling and, where appropriate, horse riding in the area.

The proposals include shared use paths along most of the route, and wider footways in some locations. Existing shared use paths are also being enhanced with upgraded drainage facilities to reduce flooding. Traffic calming measures, such as speed humps and raised tables, are proposed on some sections of the route, including in Barton Village to provide a safer environment.

Landscaping and ecological enhancements are also proposed for the scheme, which includes planting to make the route more attractive and support a wide range of wildlife. We welcome feedback on specific features and considerations that the design team should consider for the next stage of design.

The Greenways objectives are to:

- Provide better walking, cycling and, where appropriate, horse-riding routes
- Enhance public spaces where possible
- Reduce the impact of traffic congestion and growing traffic levels
- Support access to jobs and opportunities
- Reduce air pollution and improve our health

The route alignment has been finalised as part of the previous public consultation. We're now seeking feedback on the proposed design of the Barton Greenway.

We want to hear what you think about the proposed designs, and the look and feel of the Barton Greenway.

Full details can be found in the Barton Greenway brochure. The technical drawings are also published on the website and can be downloaded from the Document section on the right-hand side of the webpage.

Please note that discussions with landowners are currently ongoing regarding the proposed designs.

The Barton route has been split into the following nine sections. A map is provided for each section overleaf.

Section 1: Barton Road to Cambridge

Section 2: Barton Road

Section 3: Barton Road, Coton Road, and Grantchester Road roundabout

Section 4: The M11 Bridge

Section 5: Roundabout leading to the M11N Slip Road

Section 6: Cambridge Road and New Road Junction

Section 7: Barton Village

Section 8: Barton to Grantchester

Section 9: The Baulk Path

**GREENWAY
TREATMENT TYPES**

The Barton Greenway will include the following types of route sections.

A. QUIET ROAD

A quiet road is a section of on-carriageway cycle lane where vehicle speeds are limited to 20mph. White painted signage would be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route.

B. SHARED USE PATH

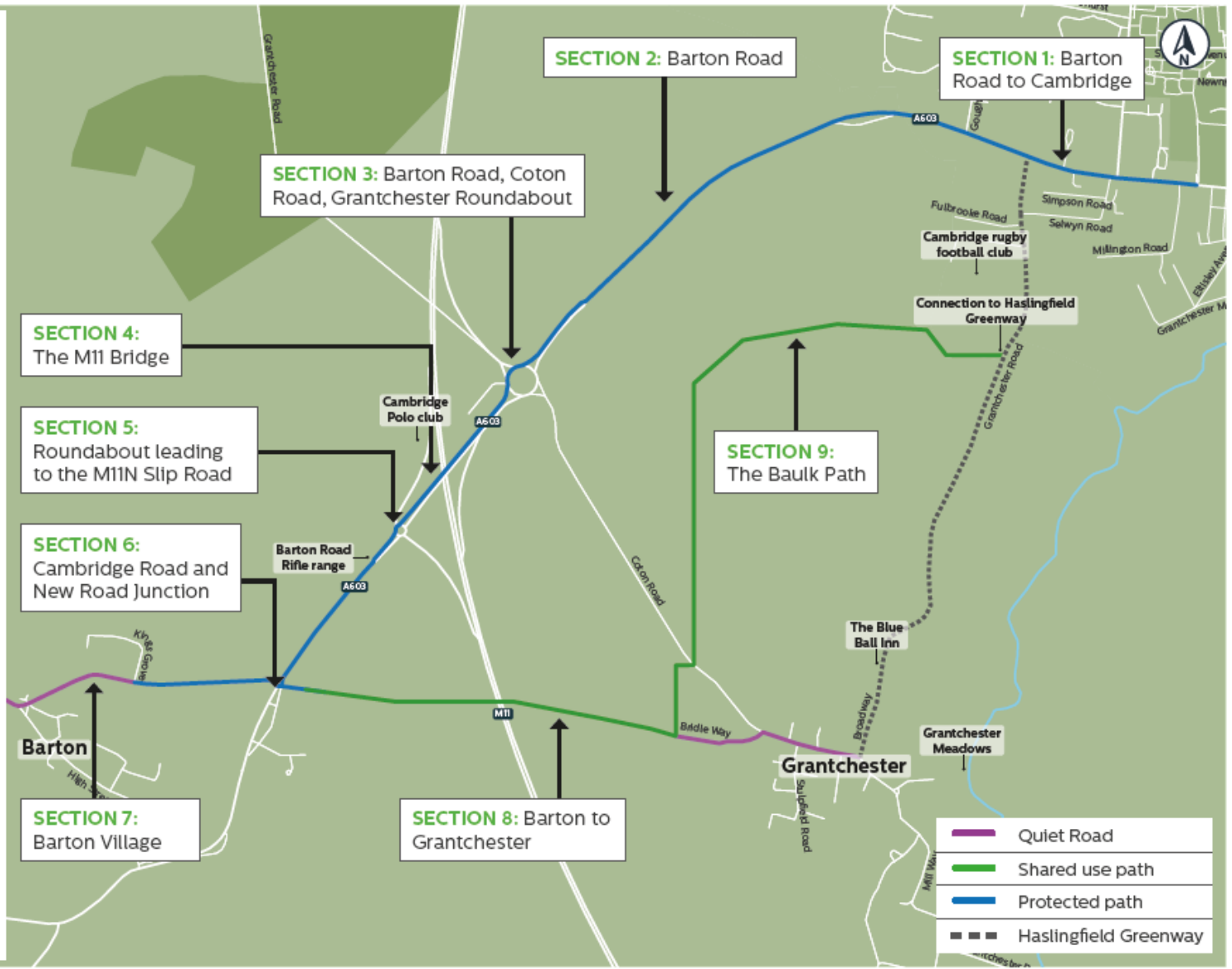
A shared use path would typically include a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Where the path runs beside the carriageway a green verge will separate the path from the road where possible.

C. PROTECTED PATH

A protected path would typically include a 3-metre-wide sealed path with equestrian access where appropriate. Where possible, as much protection from the carriageway will be provided, which may include grass verges or shrubs.

It should be noted that 3 metres may not be achievable in all locations due to width constraints, so some bespoke measures will be implemented.

The map illustrates the scheme alignment and key proposals. Technical drawings for the Barton Greenway can be viewed at: www.greatercambridge.org.uk/barton-greenway



Section 1: Barton Road to Cambridge

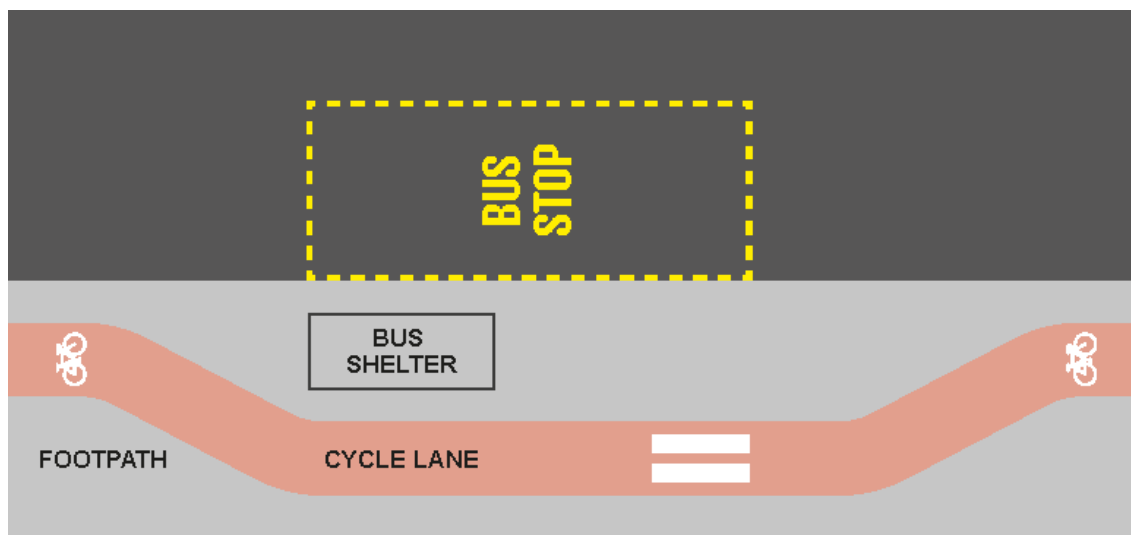
Improvements are proposed to be made at the Newnham Road and Barton Road junction, by Cambridgeshire County Council, including upgraded signals and improved pedestrian and cyclist crossings connecting into Sheep's Green / Lammas Land Park. A new signalised pedestrian crossing on Barton Road will also be provided between Hardwick Street and Derby Street.

Although this will be delivered separately to the Barton Greenway, we still welcome any comments on these proposals (Shown on drawing 5020499/MIN/HGN/ZZ/DR/CH/0001)

The remaining section of the route, delivered by GCP, we are proposing to upgrade the existing shared use path on the northern side of Barton Road to provide a two-way cycle track from the junction of Barton Road / Newnham Road to the Gough Way bus stop, with a footway alongside it to safely separate pedestrians and cyclists due to high flows at this location. The pavement would be widened in some locations to accommodate the new cycle-track, however there are also pinch points where footway space is constrained in some locations. Footway widths vary from 1.5-3.8m, with localised pinch points of 1.1m along this section. Grass verges would be retained wherever possible.

Where the two-way cycle track crosses side road junctions (Gough Way, Barton Close, St Marks Court, Clare Road), raised tables are proposed to slow down vehicle speeds. Additionally, red surfacing materials are proposed to highlight the presence of pedestrians and cyclists to make it safer when crossing.

A bus stop bypass is proposed at the bus stop between the junctions of Grange Road and St Marks Court, with a zebra crossing to enable pedestrians to safely get to and from the bus stop over the cycle track. An indicative illustration of a similar bus stop design can be seen below.



The technical drawings of the proposals for this section can be viewed at [Section 1: Barton Road to Cambridge](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q3. Do you have any comments and suggestions on the proposed design and different features for Section 1? (Barton Road to Cambridge)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Section 2: Barton Road

From the end point of the two-way cycle track at the Gough Way bus stop, the route continues westwards along Barton Road as a shared use path to the Grantchester Road / Barton Road / Coton Road Roundabout. The proposals along this section of Barton Road include widening the existing shared use path, new signage to indicate the presence of the Greenway route, and grass verge buffers where possible to separate Greenway users from road traffic.

Traffic calming measures to slowdown vehicles are also proposed along Barton Road between the University of Cambridge Laundry Farm entrance (north) and the access to the colleges' sports grounds (south).

The technical drawings of the proposals for this section can be viewed at [Section 2: Barton Road](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q4. Do you have any comments and suggestions on the proposed design and different features for Section 2? (Barton Road)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Section 3: Barton Road, Coton Road, and Grantchester Road roundabout

In our previous consultation, we consulted on several options including an underpass for the Barton Road, Coton Road and Grantchester Road roundabout. Since then, surveys have been undertaken which identified that the underpass may be prone to flooding. In addition to this, a high-pressure gas main was also identified along the eastern side of the Grantchester Road arm of the junction, which would require major land and utilities works to enable this. As such, we are proposing a signalised crossing at street level and welcome views.

For the Grantchester Road / Barton Road / Coton Road Roundabout, we are proposing a two-stage signalised crossing on the northern arm of the roundabout to provide a safer crossing. This will be complemented with new 40mph speed limits on all four roads leading into the roundabout with speed reduction measures on the roads approaching the crossing to improve safety for users

The technical drawings of the proposals for this section can be viewed at [Section 3: Barton Road, Coton Road and Grantchester Road roundabout](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q4. Do you have any comments and suggestions on the proposed design and different features for Section 3? (Barton Road, Coton Road, and Grantchester Road roundabout)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Section 4: M11 Bridge

For this section of the route, we are proposing widening the path on the northern side of the carriageway and a new grass verge between the shared-use path and carriageway to separate Greenway users and motor traffic. To accommodate the widened shared use path, we would narrow the carriageway slightly for a short section over the M11 bridge.

The height of the existing parapets on the bridge will also be increased to improve the level of protection, and the speed limit along this section of Barton Road would be reduced to 30mph to further improve safety.

The technical drawings of the proposals for this section can be viewed at [Section 4: M11 Bridge](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q5. Do you have any comments and suggestions on the proposed design and different features for Section 4? (M11 Bridge)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Section 5: Roundabout leading to the M11N Slip Road

In our previous consultation, we consulted on a number of options including an underpass for the M11N Slip Road roundabout. Since then, surveys have been undertaken which identified that major land works and potential land take will be required to accommodate the underpass. We are therefore proposing a street level crossing which would allow greenway users to cross safely and deliver great benefits.

The street level crossing is proposed to be a signalised, so that it would hold traffic while Greenway users safely cross the road. The shared use path would continue along the northern side of Barton Road. Speed reduction measures are also being considered on the approach to roundabout to slow down vehicles and make it safer.

The shared use path then continues along Cambridge Road, to the Cambridge Road / New Road Junction. Along this section of the route, we would widen the existing path on Cambridge Road, with new signage highlighting the Greenway route and its status as a shared use facility. As part of the proposals, grass verge buffers have been retained and proposed wherever possible to separate Greenway users from motor traffic.

The technical drawings of the proposals for this section can be viewed at [Section 5: Roundabout leading to the M11N Slip Road](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q6. Do you have any comments and suggestions on the proposed design and different features for Section 5? (Roundabout leading to the M11N Slip Road)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Section 6: Cambridge Road and New Road Junction

For this section of the route, we are proposing safety upgrades to the junction to include traffic signals and new signalised crossings for pedestrians and cyclists on each of the three arms of the junction.

New signage is proposed at the junction to guide users and highlight the Greenway. It is also proposed to relocate the existing bus stop on the east side of the junction approximately 15m to the west to provide footway space for passengers to board, alight and wait for the bus.

Safety improvements to this junction are a key element of the Barton Greenway as it facilitates safer connections between Barton, Barton Road and Grantchester. It also connects to the off-road route towards the Baulk Path and Haslingfield.

The technical drawings of the proposals for this section can be viewed at [Section 6: Cambridge Road and New Road Junction Sheets](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q8. Do you have any comments and suggestions on the proposed design and different features for Section 6? (Cambridge Road and New Road Junction)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Section 7: Barton Village

East of Barton Village, a widened shared use path is proposed from Kings Grove to the Cambridge Road / New Road junction. A reduced speed limit of 30mph is proposed along this section of New Road, with a reduction in carriageway width to improve safety for all users. To enable Greenway users to safely join the shared use path from Barton Village, a new raised pedestrian and cycle crossing to the east of the Kings Grove junction is included in the proposals.

Within Barton Village, a 20mph speed limit will be introduced by Cambridge County Council in early 2023. Traffic calming measures, including speed humps, are proposed within the village to complement the reduced speed limit, as well as tightened junction geometries to slow down vehicles where possible.

We are also proposing to re-allocate the carriageway space on the link road between High Street and School Lane on the triangle junction, to provide additional footway space and Greenery. This will aim to decrease vehicle speeds and improve safety around Barton C of E Primary School.

The technical drawings of the proposals for this section can be viewed at [Section 7: Barton Village](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q7. Do you have any comments and suggestions on the proposed design and different features for Section 7? (Barton Village)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Section 8: Barton to Grantchester

For this section of the route, we are proposing changes to the existing bridleway. We are proposing a new sealed shared use path with a wide grass verge alongside it for soft surface users.

Minor improvements are proposed to the M11 accommodation bridge consisting of cleaning and surface repairs. We are also proposing to reduce the gradients on the ramp, so it is less steep making it safer and easier for Greenway users. The shared use path then continues to Bridle Way in the east, connecting to Coton Road in Grantchester. From here, an on-carriageway cycle route is proposed.

Through Grantchester village the proposals seek to provide a safer quiet road for motor vehicles and cyclists. This would involve implementing a reduced speed limit of 20mph and speed reduction measures, including raised tables at junctions and speed humps.

New signage and road markings would indicate the presence of the Greenway route along Bridle Way and Coton Road. The Barton Greenway is proposed to connect to the Haslingfield Greenway to the east of Coton Road.

The technical drawings of the proposals for this section can be viewed at [Section 8: Barton to Grantchester](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q9. Do you have any comments and suggestions on the proposed design and different features for Section 8? (Barton to Grantchester)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Section 9: The Baulk Path

For this section of the route, we are proposing a new sealed shared-use path with a wide grass verge alongside it for soft surface users. This would provide an alternative 'off-road' route to the Barton Greenway and a connection to the Haslingfield Greenway.

New signage is proposed at regular intervals to guide users and highlight the presence of the Greenways. New timber fencing is shown indicatively on the drawings and is being considered in some locations alongside the river but will only be placed where a need is demonstrated. Where the path crosses Coton Road, traffic calming road surfacing is proposed and new signage to indicate the presence of the Greenway route and the upcoming crossing.

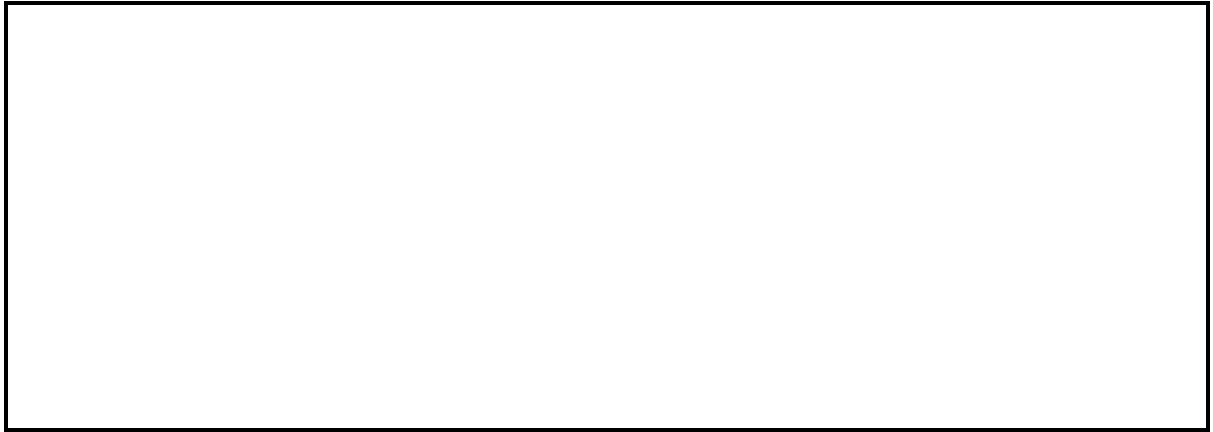
The Baulk Path then continues and connects to Grantchester Road, providing a link to the Haslingfield Greenway.

The technical drawings of the proposals for this section can be viewed at [Section 9: The Baulk Path](#). They can also be downloaded from the Document section of the Barton Greenway engagement homepage.

Q10. Do you have any other comments and suggestions on the proposed design and different features for Section 9? (The Baulk Path)

For example, specific mitigation measures that you would like to see in this area or specific changes. This could include planting and greenery, signage, lighting, road surfacing and footway materials etc

Q11. Do you have any other comments, queries or concerns you'd like us to consider for the next stages of design?



Section 3 – Equality analysis

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.

Q12. 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.

Q13. We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below.

Section 3 – More about you

The following information will help us better evaluate the feedback received.

Q14. Please indicate your interest in the project (please tick all that apply).

<input type="checkbox"/>	Resident in Haslingfield
<input type="checkbox"/>	Resident in Hauxton
<input type="checkbox"/>	Resident in Grantchester
<input type="checkbox"/>	Resident in Hardwick
<input type="checkbox"/>	Resident in Toft
<input type="checkbox"/>	Resident in Trumpington
<input type="checkbox"/>	Resident in Highfields
<input type="checkbox"/>	Resident in Harlton
<input type="checkbox"/>	Resident in Harston
<input type="checkbox"/>	Resident in Great Shelford
<input type="checkbox"/>	Resident in Barton
<input type="checkbox"/>	Resident elsewhere in Cambridge
<input type="checkbox"/>	Resident elsewhere
<input type="checkbox"/>	Local business owner/employer
<input type="checkbox"/>	I regularly travel in the area
<input type="checkbox"/>	I occasionally travel in the area
<input type="checkbox"/>	Other (please specify)

Q15. Please indicate your age

<input type="checkbox"/>	Under 15
<input type="checkbox"/>	15-24
<input type="checkbox"/>	25-34
<input type="checkbox"/>	35-44
<input type="checkbox"/>	45-54
<input type="checkbox"/>	55-64
<input type="checkbox"/>	65-74
<input type="checkbox"/>	75 and above
<input type="checkbox"/>	Prefer not to say

Q16. Are you?:

<input type="checkbox"/>	In education
<input type="checkbox"/>	Employed
<input type="checkbox"/>	Self-employed
<input type="checkbox"/>	Unemployed
<input type="checkbox"/>	Stay-at-home parent, carer, or similar
<input type="checkbox"/>	Retired
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other (please specify)

Q17. Would you plan to use this scheme for:

- Travel to/from work
- Travel to/from university/school/college
- Recreation
- Prefer not to say
- Other (please specify)

Q18. Do you have a disability that affects the way you travel?

- Yes
- No
- Prefer not to say

Q19. How did you hear about this round of engagement? (Please tick all that apply).

- Flyer
- At Park and Ride
- Newspaper advert
- Newspaper article
- Website
- Local community news
- Email
- Social media
- Word of mouth
- Other (please specify)

Contact details

The information you provide will be used to help the decision-making in this scheme and wider active travel schemes. We may share your information with our consultants and with the County Council's Business Intelligence Service. We will not publish your personal details but may publish your response with personal details removed. If you have consented to be added to our mailing list, we may send you details of the feedback received and information about other consultations. You retain the right to opt out of the mailing list at all times. We will not sell your personal details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses.

You can find further details of our privacy policy at:

www.greatercambridge.org.uk/privacy

You can find further details about our use of mailing lists at:

www.greatercambridge.org.uk/maillinglists

Q20. Name

Q21. Email address

Q22. Post code (to identify concerns by location)

Q23. Would you like to be added to our mailing list?

Yes

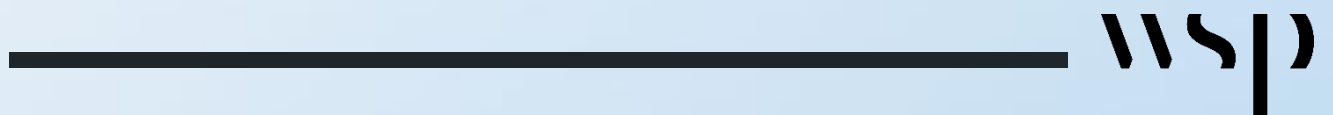
No

Q24. Are you happy for the Greater Cambridge Partnership to contact you via email to find out more about your views?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Appendix D

Overview of coding framework





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