



Greater Cambridge Partnership

Haslingfield Greenway

Engagement Summary Report





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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 Haslingfield Greenway scheme and provide public engagement support.
- 1.1.2. A four-week engagement period commenced on 11 July 2022 and ran until 5 August 2022. The engagement was undertaken to provide an update on design 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 Haslingfield Greenway is one of twelve proposed Greenways 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 Haslingfield Greenway links Cambridge to Haslingfield (to the southwest). The route follows existing quiet roads, off-road paths and busier roads, with the aim to provide a high-quality route to improve active travel in the area.
- 1.2.4. The Haslingfield Greenway proposes to improve links between Cambridge, Grantchester, Haslingfield and Hauxton. In total, the route covers around 6km, starting at Haslingfield and linking to Hauxton on the Melbourn Greenway by following the existing bridleway route.
- 1.2.5. The route proceeds past Cantelupe Farm where it divides. The main route links to Grantchester, and then enters Cambridge via the Cambridge Rugby Club and ends at Barton Road opposite the Grange Road junction. The secondary route from Cantelupe Farm follows a northerly direction to join the Barton Greenway not far from Roman Hill.

1.3 Background

- 1.3.1. A previous public 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 further 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, including making routes as direct as possible.
- Create sufficient active transport capacity to meet the additional demand for travel due to employment and housing growth.
- Support the local plan for Cambridgeshire, providing better sustainable transport links to Cambridge city centre and the rural fringes.

2 Engagement process

- 2.1.1. This chapter outlines the process, activities and documentation used to deliver and support the engagement process for the Haslingfield Greenway.
- 2.1.2. The priorities for communications and engagement during the development of the design of the Greenways are to:
 - Provide all relevant stakeholders with clear, well-structured details of 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 options freely and openly.
 - Use an appropriate methodology for collecting stakeholder responses and analyse them.
 - 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 the 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 the GCP and its work.
 - Ensure all engagement and communication is recorded and reported where necessary.

2.2 Engagement activities

- 2.2.1. Between January and August 2022, a range of key stakeholders along the Haslingfield Greenway were engaged and continue to be engaged as the project progresses. These 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 Who was engaged with and when?

- 2.3.1. Table 2-1 summarises who was engaged with and when they were engaged with during the engagement process.

Table 2-1 - Engagement Summary

Phase	Stakeholder, Organisation or event	Date
Pre-Public Engagement	British Horse Society	January 2022
	Cambridgeshire County Council Planning Workshop	March 2022

	Non-Motorised User Group: <ul style="list-style-type: none"> • British Horse Society • District Bridleways • Cambridge Past, Present and Future • CTC Cambridge – part of Cycling UK • Cambridgeshire Local Access Forum 	March 2022
	Cambridge Rugby Football Club	May 2022
	Grantchester Parish Council	June 2022
	Major Landowners, including University Colleges	June 2022 onwards
	Local County, Cambridge City and South Cambridgeshire District Council members and Parish Chairs' Briefing	July 2022
During Public Engagement	Grantchester Public Drop-in Event	12 July 2022
	Haslingfield Public Drop-in Event	12 July 2022
	Online Public Event	18 July 2022
	CamCycle (as unable to attend March session)	July 2022
	Grantchester Parish Council	August 2022

2.4 Engagement materials and promotion

- 2.4.1. 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.
- 2.4.2. The brochure, technical drawings and a word version of the survey were uploaded to the ConsultCams online platform along with Frequently Asked Questions and information about event dates: <https://consultcambus.uk/engagementhq.com/gcp-greenways-haslingfield-2022>.

- 2.4.3. 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.
- 2.4.4. 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 3,500 properties advertising the consultation and inviting residents and businesses to provide feedback on the proposals.
 - Postcards were delivered to properties along and adjacent to the route as well as within the wider parishes of Haslingfield, Harston and Grantchester as well as an area in the southern part of Newnham Ward in Cambridge City.
 - 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.
- 2.4.5. 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.

2.5 Online engagement

- 2.5.1. A total of 1,880 people visited at least one Haslingfield 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
Haslingfield Leaflet 2022	375	437
Haslingfield Greenway Section 1 – Hauxton to Haslingfield, from Cambridge Road to Cantelupe Road (PDF)	72	85
Haslingfield Greenway Section 2 – Cantelupe Road to Cantelupe Farm (PDF)	53	62
Haslingfield Greenway Section 3 – Cantelupe Farm to M11 Bridge, including crossing Bourn Brook (PDF)	57	69

Engagement Tool Name	Visitors	Downloads/Views
Haslingfield Greenway Section 4 – North of M11 Bridge (PDF)	46	54
Haslingfield Greenway Section 5 – Link to Barton Greenway (PDF)	38	42
Haslingfield Greenway Section 6 – M11 Bridge to Burnt Close (Grantchester) (PDF)	53	60
Haslingfield Greenway Section 7 – Burnt Close, Coton Road, and Broadway (PDF)	69	94
Haslingfield Greenway Section 8 – Grantchester Road to Cambridge Rugby Club (PDF)	71	83
Haslingfield Greenway Section 9 – Cambridge Rugby Club to Barton Road (PDF)	50	63
Haslingfield Greenway Section 10 – Barton Road incl. Grantchester Road junction and Barton Road (PDF)	43	52
Haslingfield Greenway Survey (Word version 2022)	54	83
FAQs	5	5
Key Dates	37	39

2.5.46. A breakdown of the statistics from the web page are summarised in Table 2-3.

Table 2-3 - Engagement on webpage

Type of Engagement	Frequency
Aware Visits	1,326

Informed Visits	694
Engaged Visits	225

- 2.5.47. An 'aware visitor', or a visitor considered to be 'aware', has made at least one single visit to the site or project. The methodology suggests that a visitor who has not taken any further action (i.e. has not clicked on anything), can be considered to be aware that the project or site exists.
- 2.5.48. An informed visitor takes the 'next step' from being aware and clicked on something. That might be another project, a news article, a photo, etc. This visitor is now considered to be informed about the project or site. This is done because a click suggests interest in the project.
- 2.5.49. Any of the following actions need to be taken for a visitor to be considered 'informed':
- Viewed a video
 - Viewed a photo
 - Downloaded a document
 - Visited the Key Dates page
 - Visited a FAQ list page
 - Visited multiple project pages (that means clicking from one project into the next or clicking on pages within the project, for example into a forum discussion).
 - Contributed to a tool (in other words, become 'engaged')
- 2.5.50. An engaged visitor is one that contributes to a tool, meaning that a participant has performed one or several of the following actions:
- Contributed to Forums
 - Participated in Surveys
 - Contributed to News Articles
 - Participated in Quick Polls
 - Posted a comment on the guestbook
 - Contributed to Stories
 - Asked Questions
 - Placed Pins on Maps
 - Contributed to Ideas
- 2.5.51. An engaged or informed participant are a subset of aware. That means that every engaged visitor is also always informed and aware. In other words, a visitor cannot be engaged without also being informed and aware. At the same time, an informed visitor is also always aware.
- 2.5.52. Typically, the number of contributors may vary when compared to the number of submissions as an administration account will have entered several paper copies into the survey. Therefore, one contributor may have made multiple submissions.

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 the survey, which was hosted online with hard copies available upon request. The survey contained a combination of closed questions, where respondents select their answers from a defined list, and open (free text) questions so that respondents had the opportunity to explain the reasons for their choices in more detail. Other written responses were also accepted via email and post.

3.2.2. The Haslingfield route was divided into ten different sections which outlined the specific proposals for that part of the route, with an open question for respondents to provide feedback.

3.3 Closed question analysis

3.3.1. Questionnaire respondents were asked a number of closed questions in relation to different elements of the scheme as well as a number of demographic related closed questions.

3.3.2. Please note that the decimal figures have been rounded to whole numbers so 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 but provide valuable insight into respondents' opinions. Free-text responses were 'coded' to identify common themes. The codes were then analysed to identify the most frequently recurring areas of comment.

3.4.2. A coding framework is created by reviewing a large sample of the responses and identifying common themes and areas of comment, each of which is given a unique number.

3.4.3. The coding framework underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.

3.4.4. Please note that the total number of coded comments might differ from the total number of responses as some respondents may have mentioned more than one theme in their comments.

3.5 Written responses

3.5.1. Written responses submitted via email or post were 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 showed no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- 3.6.2. Date / time stamp of submissions showed no unusual patterns.
- 3.6.3. Text analysis showed some duplicates were found. Although as part of the coding process, 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. It should be noted that the decimal figures have been rounded to whole numbers so percentages may not add up to 100%.

4.2 Level of response

4.2.1. The survey was available online and hard copies were available upon request. A total of 242 responses were received.

4.2.2. Survey responses have been reviewed from individuals, representatives of business groups and elected representatives comprising of:

- 231 individuals (96%)
- 6 representatives of a business group (3%)
- 2 elected representatives (1%)
- 3 'other' (1%) including:
 - A non-elected member of a Parish Council's Environment Working Group.
 - A family.
 - One respondent did not specify.

4.2.3. Table 4-1 illustrates the breakdown of respondent type, based on the question asking respondents why they are interested in the project. A total of 233 respondents answered this question, but it should be noted that this was a multiple-choice question and therefore many respondents answered with more than one type, resulting in a higher total frequency.

Table 4-1 - Respondent Types

Type of Respondent	Frequency	Percentage
Residents in Haslingfield	88	26%
I regularly travel in the area	74	15%
Resident elsewhere in Cambridge	56	16%
Resident in Grantchester	46	14%
Resident elsewhere	16	5%
Other (please specify)	15	4%
Resident in Harlton	12	4%

Type of Respondent	Frequency	Percentage
I occasionally travel to the area	8	2%
Resident in Barton	7	2%
Local business owner/employer	6	2%
Resident in Hauxton	4	1%
Resident in Harston	4	1%
Resident in Great Shelford	3	1%
Resident in Toft	1	0%

4.2.4. Most respondents were interested because they are residents in Haslingfield (26%, 88 responses), regularly travel in the area (15%, 74 responses) or are residents of elsewhere in Cambridge (16%, 56 responses).

Business and organisations

4.2.5. A total of six businesses and organisations responded to the survey. Those that identified their business / organisation they were representing are included below:

- Cambridge Group of Ramblers Association
- British Horse Society
- Cambridge Cycling Campaign (CamCycle)
- Cambridge Past, Present and Future
- South Newnham Neighbourhood Forum
- Cocks and Hens Lawn Tennis Club.

Public bodies represented

4.2.6. Two self-identified elected representatives responded to the survey. One a Councillor for Harston and Comberton ward, and the other Cambridge Rugby Club.

4.2.7. Respondents who answered 'Other (please specify)' were interested in the scheme for the following reasons:

- Regular walker and walk leader covering this area
- Regularly travel to the area
- Resident in Grantchester
- Resident elsewhere in Cambridge

4.3 Respondent profile

- 4.3.1. This section details the respondent demographics. Data was collected using the 'More about you' questions in the survey (Q15 – Q18). These questions were optional.
- 4.3.2. Respondents were asked to identify 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 224 respondents disclosed their age, with 13 respondents (5%) preferring not to say. The largest proportion of respondents were in the 55-64 bracket (24%, 56 respondents) followed by the 65-74 (21%, 49 respondents). Both the 35-44 (37 respondents) and 45-54 (38 respondents) age bracket made up 16% of respondents, followed by the 75 and above age bracket (10%, 25 respondents) and the 25-34 age bracket (6%, 14 respondents). The smallest proportion of respondents were in the 15-24 age bracket (2%, 5 respondents).
- 4.3.4. A total of 229 respondents identified their employment status, with 16 respondents (7%) preferring not to say. The largest proportion of respondents are employed (45%, 110 respondents), followed by those who are retired (27%, 66 respondents) and self-employed (15%, 36 respondents). Roughly 2% of respondents are stay at home parents, carers or similar (4 respondents), and 2% are in education (6 respondents). A total of 3% stated other (7 respondents).
- 4.3.5. The 3% who states other specified their employment status as:
- Retired but working part-time
 - Academic/Clare Hall Life Member
 - Retired from teaching, now undertaking voluntary employment
 - Retired disabled
 - A club official
 - Two respondents did not specify.

Figure 4-1 - Age Profile of Respondents (237 responses received)

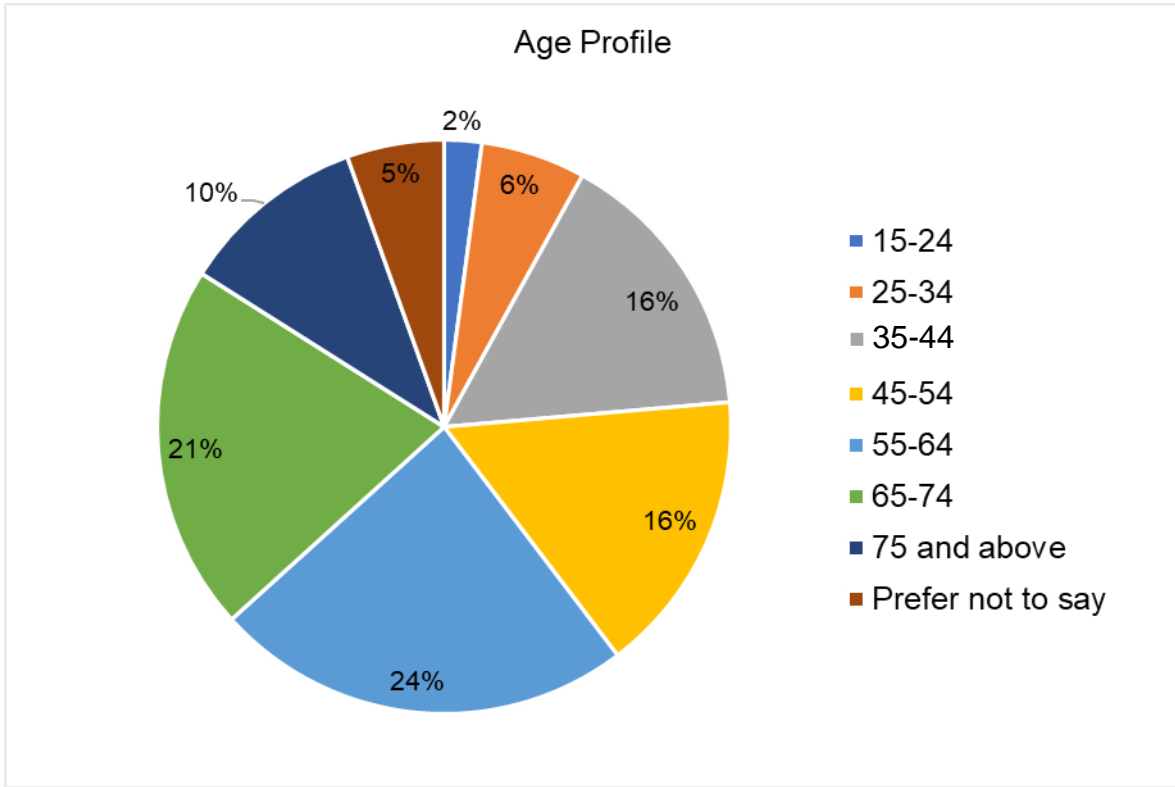
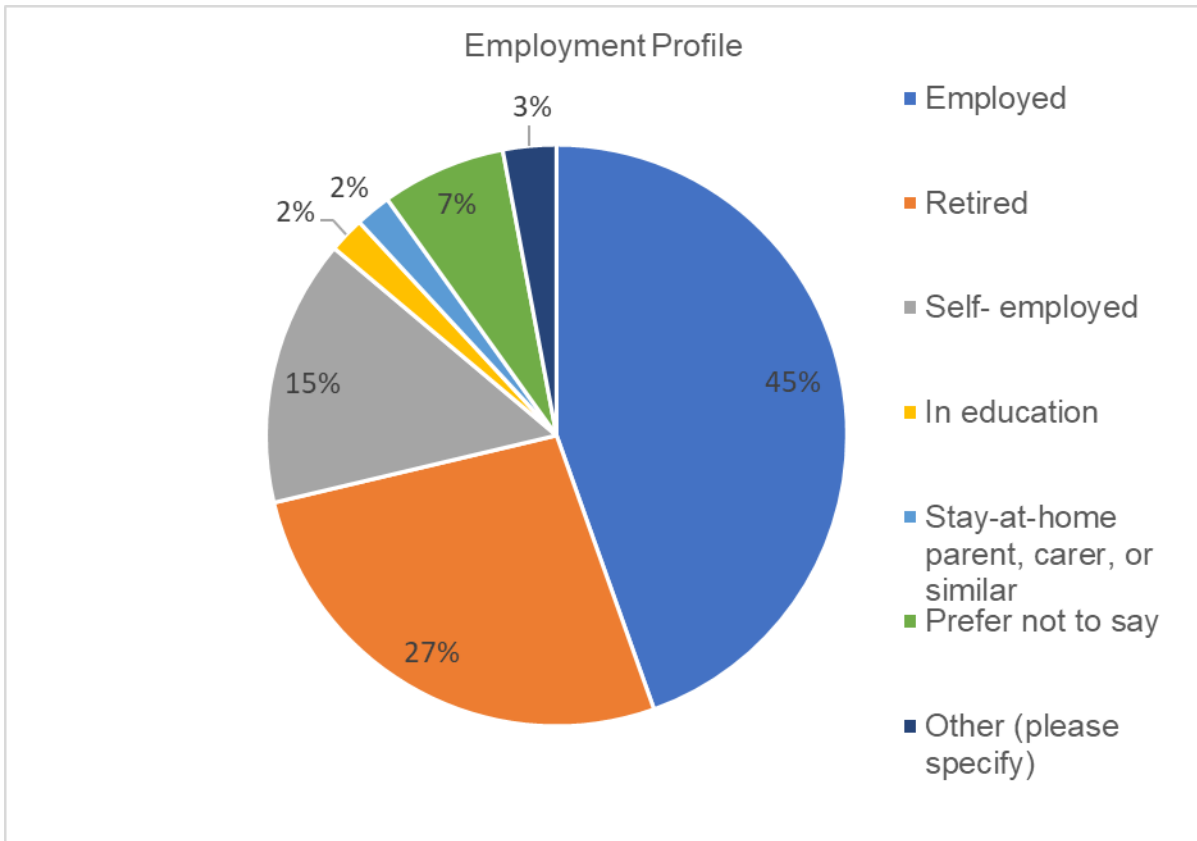


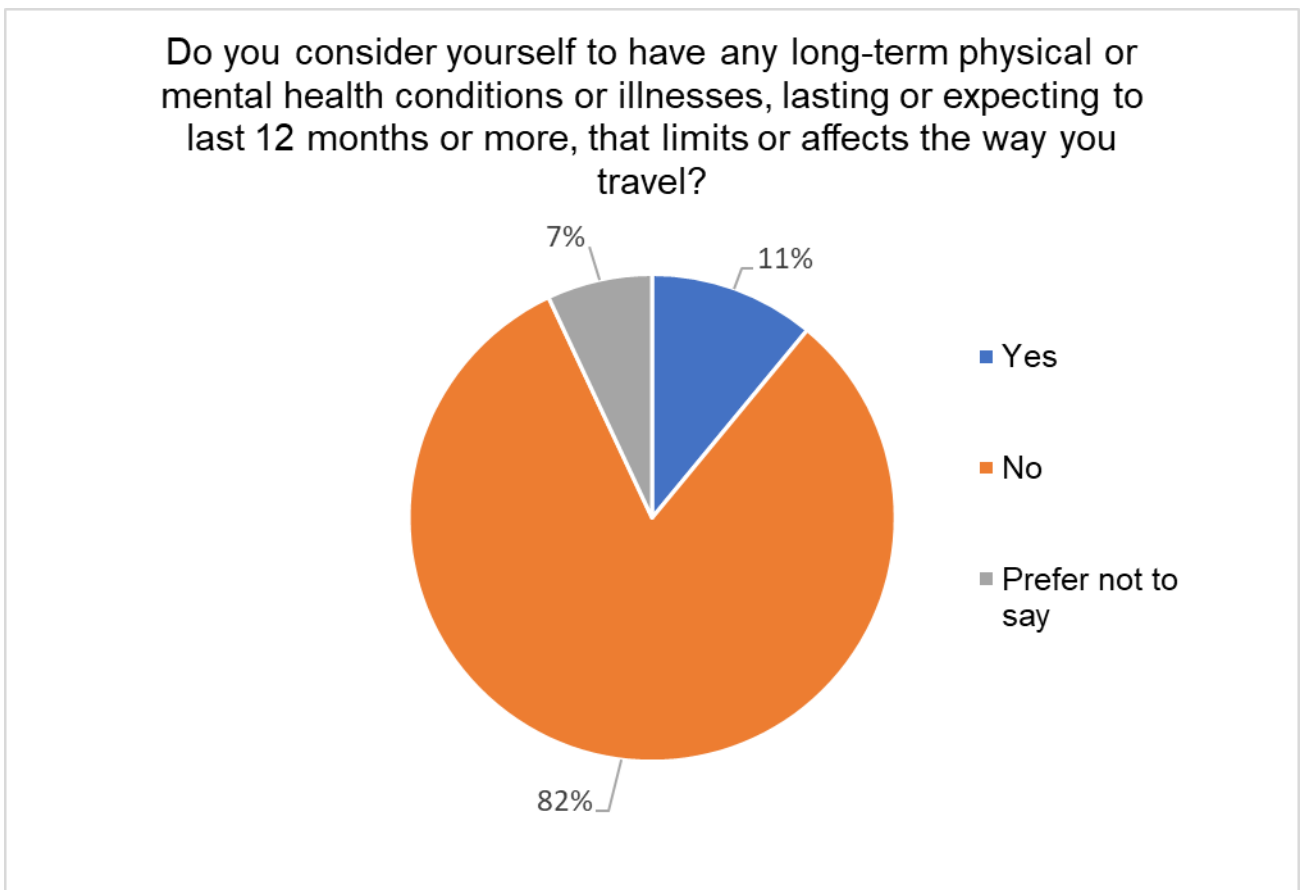
Figure 4-2 - Employment Profile of Respondents (245 responses received)



4.3.6. Respondents were 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 234 respondents answered this question.

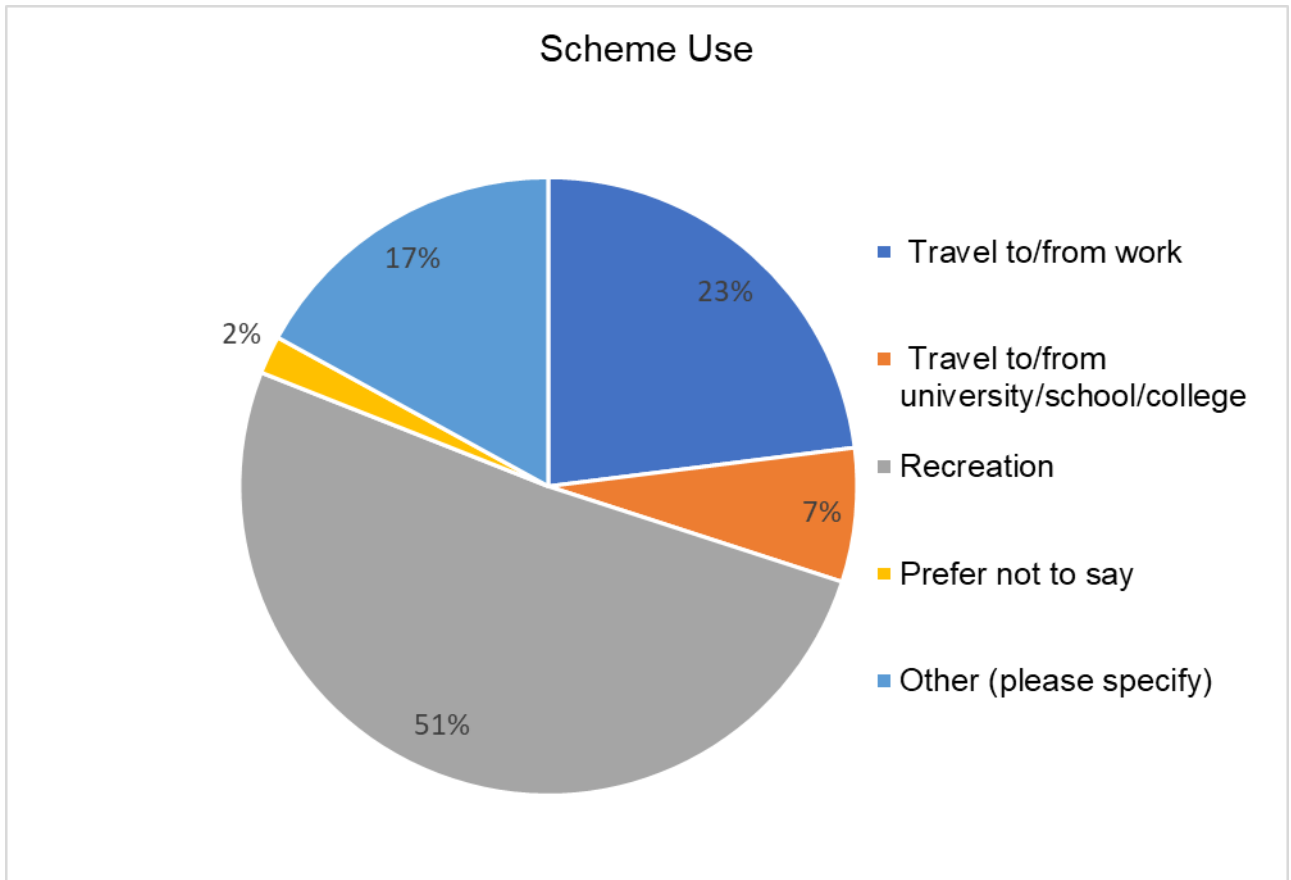
4.3.1. Figure 4-3 illustrates that the majority of respondents (192 respondents, 82%) answered ‘no’, while 26 respondents (11%) answered ‘yes’. The remaining 7% (16 respondents) preferred not to say.

Figure 4-3 - Health Limitations to Travel (234 responses received)



4.3.2. The ‘More about you’ questions also asked what respondents would use this scheme for such as travel for work, travel for education, recreation or other. As this question provided the opportunity for multiple uses to be ticked, the total number of responses will be higher than the number of survey respondents and therefore the percentages do not equate to 100% of respondents.

Figure 4-4 - What Would Respondents Use this Scheme for? (332 responses received)



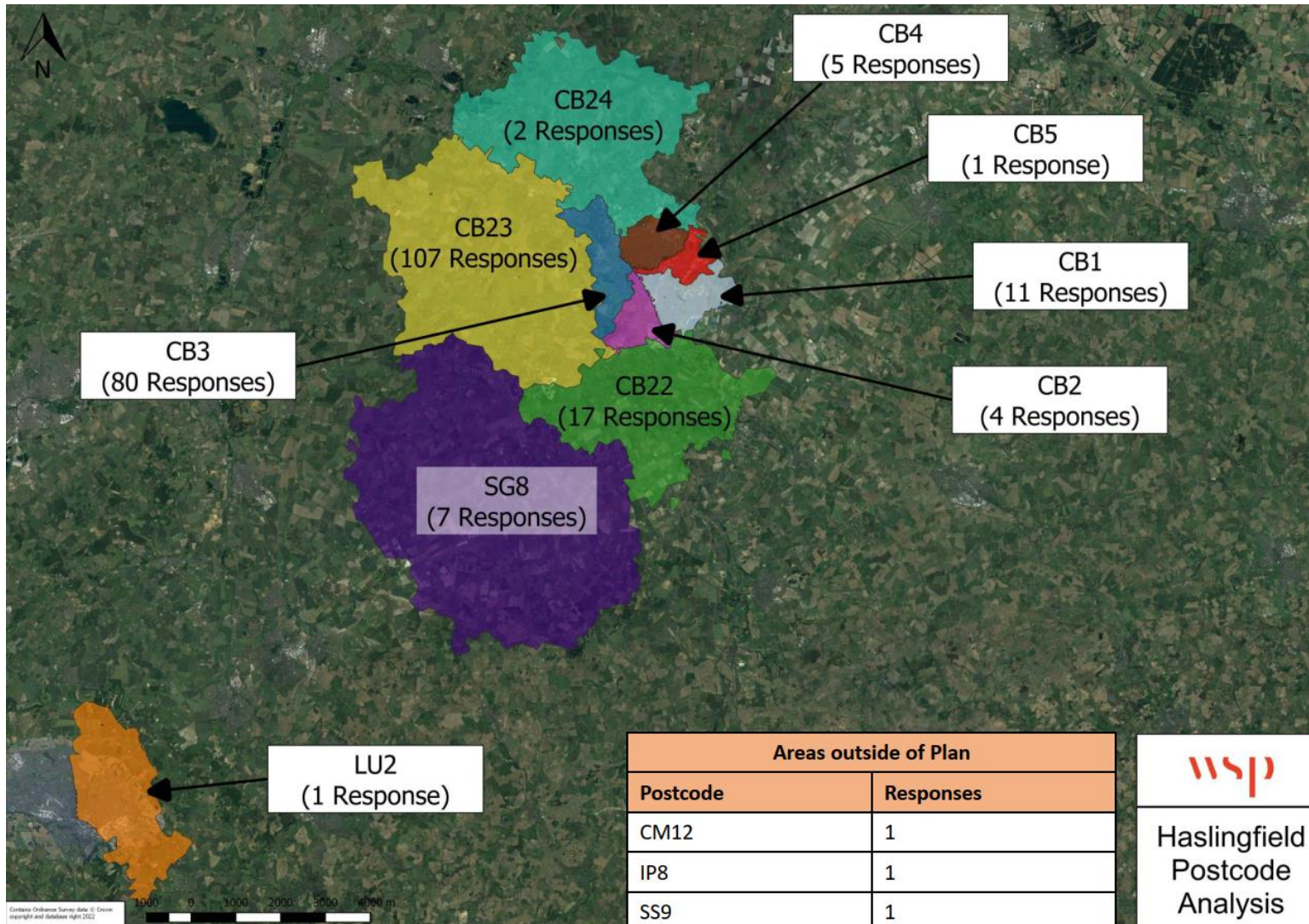
- 4.3.3. Over half of responses (51%, 168 respondents) indicated recreation would be the greatest use of the greenway. Travel to/from work was identified as a planned use for 76 respondents (23%) and travel to education (university/school/college) was identified by 23 respondents (7%).
- 4.3.4. There were 7 respondents (2%) who preferred not to disclose how they plan to use the route and 58 respondents (17%) who answered 'other'. Some uses identified from the 'other' category are outlined below.
- Travel between villages and between villages and Cambridge
 - Travel to access services i.e., GP/doctors surgery, places of worship, sports clubs, local shops
 - Exercising.
- 4.3.5. Finally, respondents were also asked for the first four of five characters of their postcode to provide a geographical representation of respondents.
- 4.3.6. Table 4-2 identifies the first 3-4 characters of postcodes provided and the number of respondents per postcode area. In total, 238 respondents disclosed their postcode.

Table 4-2 – Postcode Areas

Postcode	Number of Respondents
CB23	107
CB3	80
CB22	17
CB1	11
SG8	7
CB4	5
CB2	4
CB24	2
CB5	1
CM12	1
IP8	1
LU2	1
SS9	1
Did not disclose	4

- 4.3.7. As shown in Table 4-2, the majority of respondents reside in the CB23 postcode area, which encompasses multiple settlements to the West of Cambridge from Conington to the north to Haslingfield in the south, and Madingley to the east and Caxton to the west.
- 4.3.8. Figure 4-5 shown overleaf, provides a map of the postcodes and their respective number of responses.

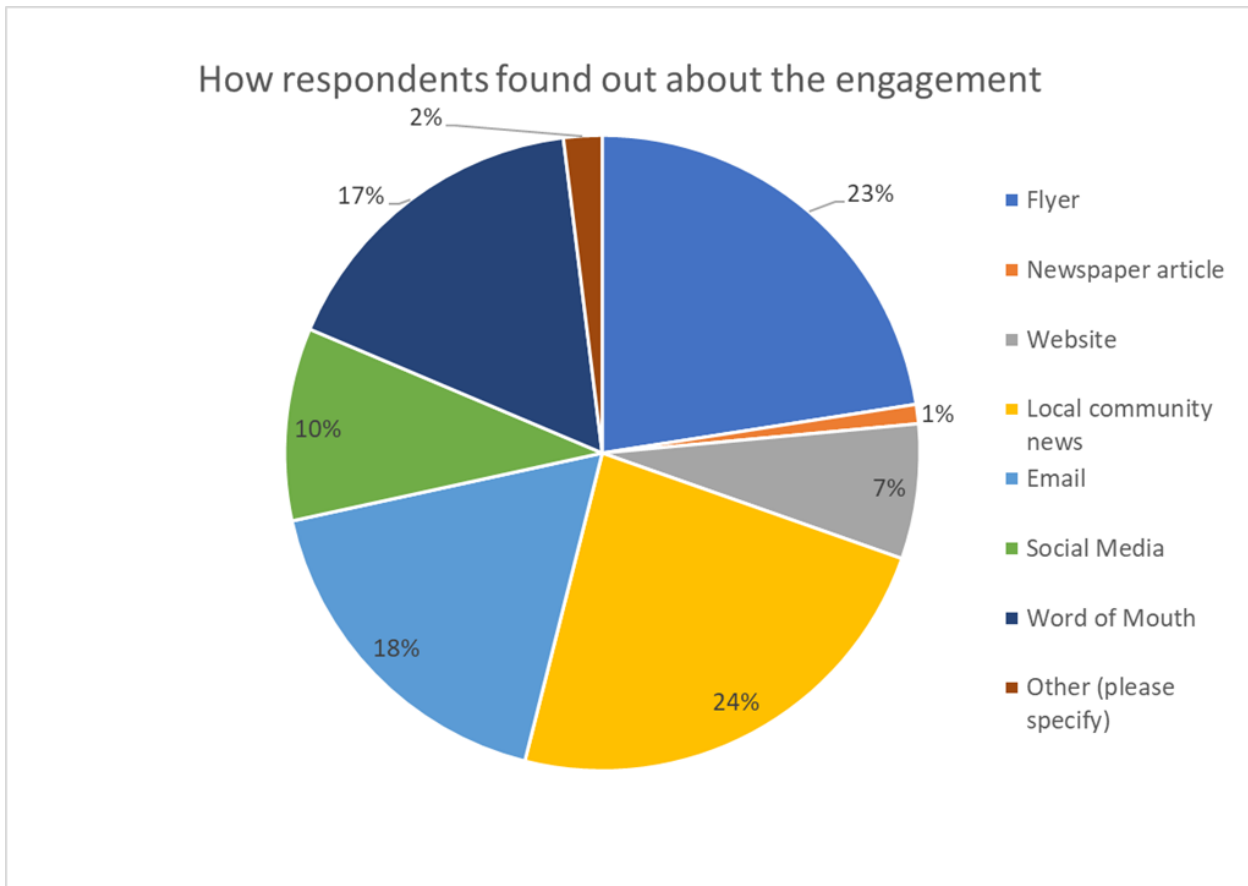
Figure 4-5 – Postcode areas and frequency



4.4 How respondents found out about the engagement

- 4.4.1. Nearly a quarter of respondents (24%, 78 respondents) found out about the engagement from the local community news, followed by a flyer (23%, 75 respondents) and email (18%, 58 respondents). Word of mouth informed 55 respondents (17%), social media informed 32 respondents (10%), and the website informed 24 respondents (7%).
- 4.4.2. Only two respondents (1%) were informed by a newspaper article and five respondents (2%) found out about the engagement from another source. Other sources include:
- Local Facebook group
 - Representative of a statutory consultee (The Ramblers Association)
 - Collected the Haslingfield Greenway brochure from the Central Library
- 4.4.3. Figure 4-6 provides a breakdown of how respondents found out about the engagement.

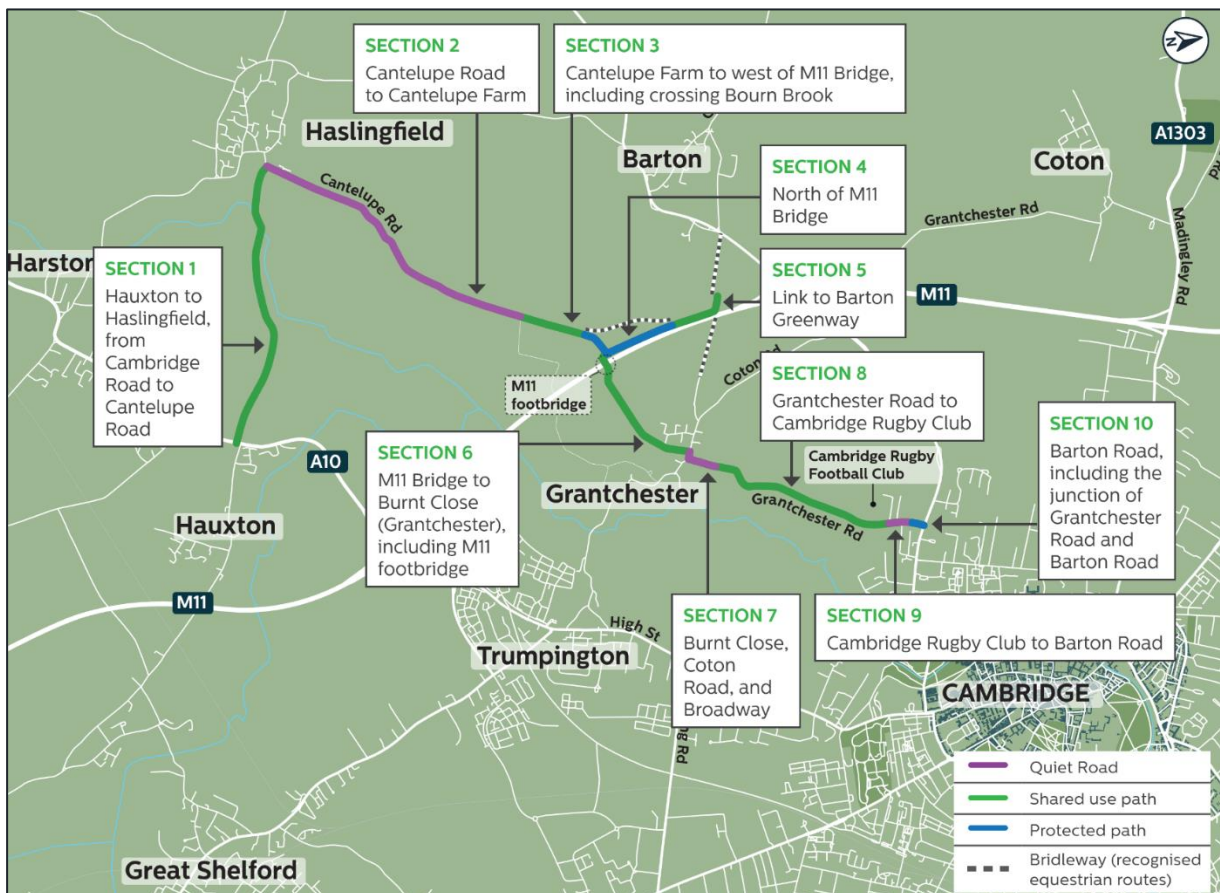
Figure 4-6 - Breakdown of how respondents found out about the engagement



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 ten sections of the route, therefore the number of respondents varying between 96 and 157 for each section.
- 5.1.2. This chapter also summarises the feedback received at the community engagement events that took place in July 2022, in addition to the letters and emails received.
- 5.1.3. The Haslingfield map which was included within the brochure and survey displays a breakdown of the different sections. This is shown in Figure 5-1 overleaf.

Figure 5-1 - Haslingfield Greenway Section Breakdown



5.2 Section 1: Hauxton to Haslingfield, from Cambridge Road to Cantelupe Road

- 5.2.1. There was a total of 157 responses (65% of total survey responses) to the question regarding Section 1 of the proposed route which includes Hauxton to Haslingfield, from Cambridge Road to Cantelupe Road.
- 5.2.2. These have been coded resulting in 362 coded comments. The top five comments identified in the open text response for this section of the route are shown in Table 5-1.

Table 5-1 - Top 5 Coded Comments for Section 1

Theme	Number of coded comments (total)	Percentage of coded comments
Suggests types of material surfacing	48	13%
Environmental concerns	32	9%
In favour of proposals (generally)	26	7%
Concerns around equestrian users	23	6%
Concerns of negative impact on historical routes and / or urbanisation	23	6%

Theme 1: Suggests types of material surfacing

- 5.2.3. A total of 13% of coded comments suggest types of material surfacing for this section of the route, specifically the proposed shared use path along the existing bridleway.
- 5.2.4. Respondents commented that the proposals should avoid or limit the use of hard surfacing or tarmac as these are not suitable for equestrian users (10 comments) and that sufficient grass verges are provided along the proposed shared-use path to accommodate equestrian users (2 comments). Respondents also expressed concern about damage to the existing bridleway provision whilst the scheme is being implemented (3 comments).

- 5.2.5. Some opposed the use of red tarmac (9 comments), suggesting that it is not needed at the corner of River Lane as this is already a low traffic route (2 comments) and more generally, that this is not suitable for a rural setting (7 comments). Alternative suggestions include black tarmac (2 comments), an alternative green material (2 comments). Other respondents felt that the materials should be natural or environmentally friendly (2 comments), whilst others suggested leaving the existing surfacing as it is and avoid tarmacking the bridleway altogether (10 comments).
- 5.2.6. Others acknowledged that the existing surface needs upgrading due to it being slippery in wet and icy conditions (6 comments) and if the path is designed to be used by cyclists, all weather surfacing will be required to support and encourage cycling on this route all year round (2 comments).
- 5.2.7. Some highlighted the need for the proposed shared use path along the existing bridleway to be appropriate for use by farm and construction vehicles and be able to withstand their weight (2 comments), whilst others were opposed as they regularly use this as a running route and explained that harder surfaces are bad for their joints (3 comments).

Theme 2: Environmental concerns

- 5.2.8. A total of 9% of coded comments highlighted environmental concerns associated with this section of the route. Some expressed concerns regarding the potential impact on wildlife (9 comments). More specifically respondents were concerned about the impact the new bridge between Burnt Mill Weir and the existing bridge would have on the red listed species (2 comments), whilst others suggested that the proposed path and fencing along the existing bridleway could disrupt the wildlife living in the verges and hedges (3 comments).
- 5.2.9. Some respondents underlined concerns regarding the proposed lighting, suggesting that it may lead to light pollution and disrupt wildlife (3 comments).
- 5.2.10. Further to this, respondents suggested that this area is frequently used by equestrian users and walkers, and has a natural meadow feel therefore the proposals should avoid altering the existing, rural environment as much as possible (10 comments).
- 5.2.11. Others suggested that the proposed fencing along this section of the route is not necessary and with concerns that it may restrict access to the river (7 comments). Respondents also highlighted that the area is susceptible to flooding, which could render this route obsolete if the proposals do not incorporate appropriate measures to prevent this (9 comments). Suggested measures to tackle this include embankment (2 comments).

Theme 3: In favour of proposals

- 5.2.12. Contrary to these concerns, 7% of coded comments favoured the proposals for this section of the route. Those who expressed support suggested that the proposals would provide benefits for cyclists along the route in the form of safety and accessibility (7 comments).

- 5.2.13. More specifically, one respondent asked if there were plans to make the road through Hauxton safer, suggesting measures such as wider and more natural verges as well as lighting. One of the respondents expressed support for the concept of the route but did not support the significant changes proposed (1 comment) and would like to ensure that the route construction does not lead to the removal of the Jubilee Wood (1 comment).

Theme 4: Concerns around equestrian users

- 5.2.14. A total of 6% of coded responses highlighted concerns around equestrian users for this section of the route. These included concerns regarding potential changes to the existing bridleway provision, emphasising the need to retain 3 meters of bridleway for horse riders (3 comments) and to avoid the use of hard surfacing and tarmac (12 comments). One respondent suggested that if a new surface path is constructed, it should be alongside the existing bridleway.
- 5.2.15. Further to this, some respondents highlighted potential safety concerns associated with a shared use facility used by both horse riders and cyclists (6 comments). Others emphasised the need for the bridge to be wide enough to accommodate all users (4 comments), including horse riders. One respondent would like to see the proposals accommodate equestrian users who use carriages.

Theme 5: Concerns of negative impact on historical routes and / or urbanisation

- 5.2.16. 6% of coded comments suggested that the proposals for this section of the route will urbanise and interfere with the rural character of the local area.
- 5.2.17. As mentioned under theme 1, the main concerns were around the introduction of a paved path and fencing, highlighting that the proposed red asphalt is incongruous with the rural surroundings (9 comments) and that the fencing would restrict access to the river which is a popular route for walkers (7 comments).
- 5.2.18. More generally, respondents opposed the use of tarmac as they believe that this is not appropriate for a rural setting and would urbanise it (7 comments).
- 5.2.19. Another respondent suggested that the proposed raised tables at the junction of Cantelupe Road and River Lane are not needed given the low traffic counts here. Further to this, another respondent suggested that the bridge needs to be carefully planned to ensure it is in keeping with the surrounding area.

5.3 Section 2: Cantelupe Road to Cantelupe Farm

- 5.3.1. There was a total of 146 responses (60% of total survey responses) to the question regarding Section 2 of the proposed route which includes Cantelupe Road to Cantelupe Farm.
- 5.3.2. These have been coded resulting in 251 coded comments. The top five comments identified in the open text response for this section of the route are shown in Table 5-2.

5.3.3. 16% of the coded comments highlighted that the respondents had nothing to add or no further comments (23 comments). These have therefore been excluded from the analysis.

Table 5-2 - Top 5 Coded Comments for Section 2

Theme	Number of coded comments (total)	Percentage of coded comments
Suggests traffic calming measures / changes to traffic calming measures	33	23%
Concerns of negative impact on historical routes and / or urbanisation	27	18%
In favour of proposals (generally)	25	17%
Concerns around equestrian users	16	11%
Suggests lighting / types of lighting	15	10%

Theme 1: Suggests traffic calming measures / changes to proposed traffic calming measures

- 5.3.4. A total of 23% of coded comments provided suggestions around traffic calming measures. Some respondents believe that the low traffic volumes do not justify implementing traffic calming measures along this section of the route (10 comments), with some suggesting that raised tables are not suitable for the rural setting (6 comments).
- 5.3.5. One respondent raised concerns that traffic calming measures (i.e. speed bumps) may have an impact on journey times for emergency vehicles. Whilst another suggested that raised tables are unsafe for cyclists if approached at the wrong angle or at speed. Others expressed concern around the lack of raised table maintenance (2 mentions).
- 5.3.6. Some respondents who live on Cantelupe Road fear that raised tables will lead to noise pollution in a quiet village caused by large agricultural and commercial vehicles which often use this route (7 comments).
- 5.3.7. In contrast, some highlighted their support for the proposed traffic calming measures in general, with some emphasis on speed bumps and raised tables (6 comments).

- 5.3.8. Others suggested alternatives to the proposals, including a Dutch-style rural road, with a single-with carriage way for motor traffic (1 comment), or additional signage or electronic displays to encourage drivers to slow down (2 comments).

Theme 2: Concerns of negative impact on historical routes and / or urbanisation

- 5.3.9. A total of 18% of coded comments raised concern of the impact on historical routes and risk of urbanising a rural town, with some agreeing with formalising the existing route but keeping interventions to a minimum (2 comments).
- 5.3.10. Others suggested that even minimum changes are unwelcome and fear that the proposals, particularly the introduction of additional signage and raised tables, will clutter and urbanise the area (10 comments). Some respondents were concerned about the use of red tarmac, suggesting that this will be in view of the listed properties bordering the route (2 comments).

Theme 3: In favour of proposals (generally)

- 5.3.11. Contrary to these points, 17% of coded comments expressed support for the proposals along this section of the route. Respondents supported the proposals to improve surface quality and mending potholes (1 comment) and suggested that this route will be a safe and pollution free alternative from the dangerous Barton Road leading out of Haslingfield (1 comment). Another respondent commented that these proposals would improve the route for cyclists.
- 5.3.12. Whilst some respondents expressed their support, they urged that interventions were kept to a minimum (2 comments), with one respondent suggesting that the traffic calming was not necessary for a lightly trafficked road but encouraging slower speeds is a positive and will improve road safety. One respondent underlined that the route is unable to start at River Lane without encroaching into front gardens, suggesting the start of the route should be where the 30mph signs are positioned.

Theme 4: Concerns around equestrian users

- 5.3.13. A total of 11% of coded comments highlighted concerns around equestrian users.
- 5.3.14. Some respondents requested adequate provision and consideration for horse riders in the proposals, including appropriate surfacing (4 comments) and multiuser paths (2 comments) which ensure equestrian access and safe crossings (2 comments).
- 5.3.15. Others suggested raising awareness of horses (1 comment), especially at the Cantelupe Road River Lane junction and to ensure cyclists do not endanger horses (1 comment).

Theme 5: Suggests need for lighting / types of lighting

- 5.3.16. A total of 10% of coded comments related to lighting along this section of the route. Some suggested that the route requires lighting (6 comments). Reasons for this include the need for cyclists to feel safe (5 comments) and to encourage more people to cycle (1 comment).

- 5.3.17. One comment suggested LED cat eyes would be beneficial for the entire route, whilst another suggested solar power way markers as seen on the A10 cycle way as the area has limited lighting (1 comment).
- 5.3.18. Contrastingly, a small proportion of responses suggested that lighting shouldn't be used because it will disturb nocturnal wildlife and the environment (2 comments) and the perception that it may lead to light pollution (1 comment).

5.4 Section 3: Cantelupe Farm to M11 Bridge, including crossing Bourn Brook

- 5.4.1. There was a total of 136 responses (56% of total survey responses) for Section 3 of the proposed route which includes Cantelupe Farm to the M11 bridge, including the crossing at Bourn Brook.
- 5.4.2. All feedback was coded and resulted in a total of 203 coded comments. The top five themes identified in the open text response for this section of the route are shown in Table 5-3.

Table 5-3 - Top 5 Coded Comments for Section 3

Theme	Number of coded comments (total)	Percentage of coded comments
In favour of proposals (generally)	32	24%
Concerns of negative impact on historical routes and / or urbanisation	27	20%
Suggests types of material surfacing	17	13%
Concerns around equestrian users	15	11%
Suggests lighting / types of lighting	15	11%

Theme 1: In favour of proposals (generally)

- 5.4.3. A total of 24% of the coded comments were in favour of the proposals, with one respondent asking for the measures to be installed as soon as possible.
- 5.4.4. Some respondents favoured the new bridge, suggesting that the improvements are needed (3 comments), particularly the introduction of a ramp (3 comments), and will enable the public to cycle this route (5 comments).

- 5.4.5. Respondents invited these improvements suggesting that the existing bridge is too narrow (3 comments) and would provide a shorter route compared to the existing bridleway route (1 comment). One respondent was happy to see that the proposals accommodated equestrian users.
- 5.4.6. Another respondent suggested that the existing cycle way is impassable and would cycle more often into Cambridge if there was an off-road route as proposed.

Theme 2: Concerns of negative impact on historical routes and / or urbanisation

- 5.4.7. A total of 20% of the coded comments felt that the proposals for this section of the route will urbanise and interfere with the rural character of the local area.
- 5.4.8. Comments primarily focused on the preference for a natural landscape with minimal changes (18 comments). Notably, some opposed to the introduction of additional lighting and signage (4 comments each). Although one comment highlighted that signage at the M11 bridge would be useful if the final route splits, with one direction towards Grantchester and one towards the Barton Greenway.
- 5.4.9. Another main concern was around the introduction of a paved path, with respondents opposed the use of tarmac as they believe that this is not appropriate for a rural setting and would urbanise the location (11 comments).
- 5.4.10. Three comments expressed concerns for the impact on biodiversity and one comment referred to gradient concerns from the Bourn Brook bridge to the M11 bridge, noting that the slope is too steep for many cyclists.

Theme 3: Suggests types of material surfacing

- 5.4.11. A total of 13% of coded comments suggested types of material surfacing for Section 3 of the route.
- 5.4.12. Four comments highlighted that the proposals should avoid or limit the use of hard surfacing or tarmac, with a preference of green grass. Of which, three comments stated that the surface material is not suitable for equestrian users.
- 5.4.13. Others acknowledged that appropriate surfacing for all weather conditions will be required to support and encourage cycling on the route all year round (4 comments). Two comments highlighted the need for appropriate surfacing based on flood concerns.
- 5.4.14. Two comments expressed concerns for the impact on biodiversity. While one comment highlighted that the road surface should be robust enough to withstand the farm track.

Theme 4: Concerns around equestrian users

- 5.4.15. A total of 11% of coded comments highlighted concerns around equestrian users. Comments primarily focused on the need for appropriate equestrian surfacing, with a particular preference of grass along the existing bridleway (8 comments). Some comments requested adequate provision and consideration for horse riders in the proposals more generally (3 comments).
- 5.4.16. Two comments referred to shared user paths of the greenway between equestrians, cyclists and pedestrians. One comment was neutral, while the other was cautious due to safety concerns.
- 5.4.17. One comment suggested that a step on the sides of the bridge would be ideal for horse riders with nervy horses, or a larger bridge.

Theme 5: Suggests need for lighting / types of lighting

- 5.4.18. A total of 11% of coded comments remarked on lighting for Section 3, generally indicating the need for more lighting along the route, particularly for cyclists and pedestrians who would be using this section of the greenway in the dark (11 comments). Two of these comments specifically referred to safety, and how increased lighting would improve this.
- 5.4.19. Two comments were opposed to additional lighting and referred to potential light pollution, while one comment was neutral.
- 5.4.20. A total of three comments specifically mentioned being supportive of solar studs / lighting along this section. An additional comment specifically referred to the benefits of using LED Cats Eyes along the entire route.

5.5 Section 4: North of M11 Bridge

- 5.5.1. There was a total of 116 responses (48% of total survey responses) to the question regarding Section 4 of the proposed route North of the M11 bridge.
- 5.5.2. All feedback was coded and resulted a total of 186 coded comments. The top five comments identified in the open text response for this section of the route are shown in Table 5-4.
- 5.5.3. A total of 23% of the coded comments highlighted that the respondents had nothing to add or no further comments (27 comments). These have therefore been excluded from the analysis.

Table 5-4 - Top 5 Coded Comments for Section 4

Theme	Number of coded comments (total)	Percentage of coded comments
In favour of proposals (generally)	21	18%

Theme	Number of coded comments (total)	Percentage of coded comments
Suggests types of material surfacing	20	17%
Concerns around equestrian users	17	15%
Suggests lighting / types of lighting	14	12%
Suggests providing alternative routes / extending route / new route	13	11%

Theme 1: In favour of proposals (generally)

- 5.5.4. A total of 18% of respondents were generally in support of Section 4 of the route, expressing that they welcomed the changes and felt they would improve the existing road layout.
- 5.5.5. Some of the comments in favour of the scheme noted that the proposals provide a good link to the Barton Greenway (2 comments) and will improve the usability of the route in the wetter, colder months (2 comments).

Theme 2: Suggests types of material surfacing

- 5.5.6. 17% of coded comments suggested types of material surfacing for this section of the route. Of which, nine comments specifically referred to the need for appropriate surfacing for equestrian use.
- 5.5.7. Contrastingly, a small proportion of responses specified different surface materials, referring to drain-free, non-muddy and LTN 1/20 compliant surfacing (3 comments).

Theme 3: Concerns around equestrian users

- 5.5.8. A total of 15% of coded comments were concerned around equestrian users, highlighting the need for adequate provision for horse riders. These comments echoed similar responses to the suggestions on the types of material surfacing (Theme 2) discussed above.

Theme 4: Suggests lighting / types of lighting

- 5.5.9. There was a total of 12% coded comments that provided suggestions on lighting for Section 4 of the route. Six of the comments were largely supportive of lighting along the route, with some stating that it would be particularly beneficial for those travelling in the dark.

5.5.10. Contrastingly, five comments suggested lighting should not be used either because it would spoil the countryside with the perception that lighting would only serve a small number of users during darkness.

Theme 5: Suggests providing alternative routes / extending route / new route

5.5.11. 11% of coded comments provided suggestions on changes to the route. These comments generally focused on altering and reconfiguring the route.

5.5.12. Three comments highlighted that there is an existing and more appropriate route available via the Baulk Path. While another three comments agreed that the existing step should be removed and replaced with a ramp over M11 bridge. In contrast, one comment suggested that it could be better to replace the M11 bridge access entirely, rather than just change the approach ramps.

5.6 Section 5: Link to Barton Greenway

5.6.1. There was a total of 103 responses to the proposal for the link to Barton Greenway, equating to 43% of total survey responses.

5.6.2. There were a total of 167 coded responses and Table 5-5 shows the top five themes assigned to the responses for Section 5 of the route.

5.6.3. 25% of the coded comments highlighted that the respondents had nothing to add or no further comments (26 comments). These have therefore been excluded from the analysis.

Table 5-5 - Top 5 Coded Comments for Section 5

Theme	Number of coded comments (total)	Percentage of coded comments
In favour of proposals (generally)	20	20%
Suggests types of material surfacing	14	14%
Environmental concerns	10	10%
Suggests providing alternative routes / extending route / new route	10	10%
Suggests lighting / types of lighting	9	9%

Theme 1: In favour of proposals (generally)

- 5.6.4. A total of 20% of comments were generally in support of Section 4 of the route, expressing that they welcomed the changes and felt they would improve the existing road layout and benefit users.

Theme 2: Suggests types of material surfacing

- 5.6.5. 14% of coded comments suggested types of material surfacing for this section of the route, specifically for the proposed shared use path that ties into the existing bridleway. Of which, seven comments specifically referred to the need for appropriate surfacing for equestrian use.
- 5.6.6. Two comments suggested that the proposed surface is not suitable for a rural setting. One comment suggested that a non-muddy surface should be used while another requested a surface appropriate for all weather conditions.

Theme 3: Environmental concerns

- 5.6.7. 10% of respondents provided comments on environmental concerns. This includes three comments which specifically referred to native trees, hedges and plants remaining undisturbed. A further five comments expressed concerns that the soft grassy paths for the existing bridleway would be lost as part of the proposals.

Theme 4: Suggests providing alternative routes / extending route / new route

- 5.6.8. A total of 10% of coded comments provided suggestions on changes to the route, with the comments generally focused on altering the route. Four comments highlighted that there is an existing and more appropriate route available via the Baulk Path.
- 5.6.9. Also, one comment mentioned joining the Haslingfield Greenway to Shelford. While another questioned why the proposed route bypasses Harlton.

Theme 5: Suggests lighting / types of lighting

- 5.6.10. A total of 9% of the coded comments made remarks on lighting for Section 5 of the route. Some suggested that the route requires additional lighting (4 comments). While some comments were opposed to additional lighting (3 comments). One comment referred to potential light pollution, while another suggested that proposed lighting is kept to a minimum and takes into consideration the 'dark skies' best practice.
- 5.6.11. One comment suggested LED 'cat's eyes' would be beneficial for the entire route, whilst another suggested solar studs.

5.7 Section 6: M11 Bridge to Burnt Close (Grantchester), including M11 footbridge

- 5.7.1. There was a total of 133 responses (55% of total survey responses) for Section 6 of the proposed route along the M11 bridge to Burnt Close (Grantchester), including the M11 footbridge.
- 5.7.2. These have been coded resulting in 273 coded comments. The top themes identified in the open text response for this section of the route are shown in Table 5-6 below. The same number of comments were received for opposition based on concerns for safety (generally) and those who expressed their support for this section of the proposals, therefore the table below includes 6 themes.

Table 5-6 - Top 6 Coded Comments for Section 6

Theme	Number of coded comments (total)	Percentage of coded comments
Suggests providing alternative routes / extending route / new route	27	20%
Suggestions regarding the M11 bridge	26	19%
Concerns around areas of shared-use space	20	15%
Concerns around equestrian users	18	13%
Opposition based on concerns for safety (generally)	17	12%
In favour of proposals generally	17	12%

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

- 5.7.3. A total of 20% of coded responses provided suggestions on alternative routes, extending the route or providing a new route. Respondents highlighted that there is an existing and more appropriate route available via the Baulk Path (14 comments), which allows the route to bypass Grantchester and save money on implementing the proposals (5 comments).

- 5.7.4. Some respondents believe Grantchester village (and the junction between Burnt Close and Coton Road) has too many pinch points which are not suitable for commuting cyclists (6 comments), and the proposed route through the village could cause conflict between different road users as they compete for the already limited space (2 comments).
- 5.7.5. Some respondents were opposed to the use of the M11 bridge (3 comments), with one respondent suggesting the greenway route runs alongside the M11 and uses the farm bridge to link to the bridleway. Another respondent suggests that the M11 bridge should be replaced entirely or alternatively, proposes using the existing surfaced driveway and bridge which connects Cantelupe Farm to Grantchester.
- 5.7.6. One respondent suggested that parking will need to be restricted on Burnt Close to accommodate cyclists using this route. While another respondent suggested that if the land required for this route cannot be purchased, an alternative route via Crome Ditch Close and Stulpfield Road could be explored as an alternative route for cyclists.

Theme 2: Suggestions regarding the M11 bridge

- 5.7.7. A total of 19% of coded comments provided suggestions regarding the proposed changes to the M11 bridge. Should the proposals go ahead, respondents suggested that the bridge will need to be cycle friendly (5 comments), including a shallower slope / gradient (4 comments) as well as measures to minimise the need for cyclists to dismount (1 comment).
- 5.7.8. Others highlighted that the bridge is often exposed to strong winds, suggesting measures such as railings and hedging to protect users (3 comments). Some respondents highlighted that the bridge should also be appropriate and safe for horse riders to use (3 comments).
- 5.7.9. Related to theme 1, others commented that the changes to the bridge are unnecessary given there is an alternative route available via the Baulk Path (3 comments).
- 5.7.10. One respondent suggested the need for lighting on the bridge, whilst another suggested that proposed lighting is kept to a minimum and takes into consideration the 'dark skies' best practice.

Theme 3: Concerns around areas of shared-use space

- 5.7.11. A total of 15% of coded comments for this section highlighted concerns around areas of shared use space. Some respondents highlighted that the existing path is heavily used by walkers, runners, and horse riders, explaining that encouraging cyclists to use the path as a shared space could lead to conflict between different users (3 comments).
- 5.7.12. Respondents also expressed concerns about vulnerable users, including the elderly and those with young children, who will have to contend with cyclists should the proposals go ahead (3 comments).

- 5.7.13. One respondent suggested that cyclists and horse riders should give way to pedestrians when using the shared use space. Further to this, one respondent suggested that the shared path onto Burnt Close will need to be physically smooth and unobstructed, with no barriers and good sightlines.
- 5.7.14. Others questioned the use of shared use (1 comment) and whether cyclists will use the shared use paths due to potentially increased journey times and less direct routes (1 comment).

Theme 4: Concerns around equestrian users

- 5.7.15. 13% of coded responses for this section expressed concerns around equestrian users, highlighting the need to consider horse riders and equestrian access throughout the proposals (5 comments).
- 5.7.16. Others expressed concern regarding surfacing, emphasising the need to avoid or restrict hard surfaces along the route and to ensure there are grass verges available for equestrian users (2 comments). Some respondents suggested measures to make the bridge more suitable for equestrian users (4 comments), including planting to block views of the motorway (1 comment) and screening (1 comment).

Theme 5: Opposition based on concerns for safety

- 5.7.17. A total of 12% of coded comments opposed this section of the route based on concerns for safety.
- 5.7.18. One respondent commented that some of the proposed traffic calming measures, particularly the speed bumps, could compromise rather than improve road safety. Others noted that the Baulk route is a more direct, safer option compared to proposals to introduce a shared use facility where conflict between different users is more likely (7 comments).
- 5.7.19. Some suggested that protection will be needed for vulnerable users, notably the elderly, those who use mobility aids, and children, as well as those who use the space to walk and cycle leisurely (3 comments). Others suggested that the junction of Burnt Close and Coton Road will be unsafe for cyclists and pedestrians to use (3 comments).

Theme 6: In favour of proposals (generally)

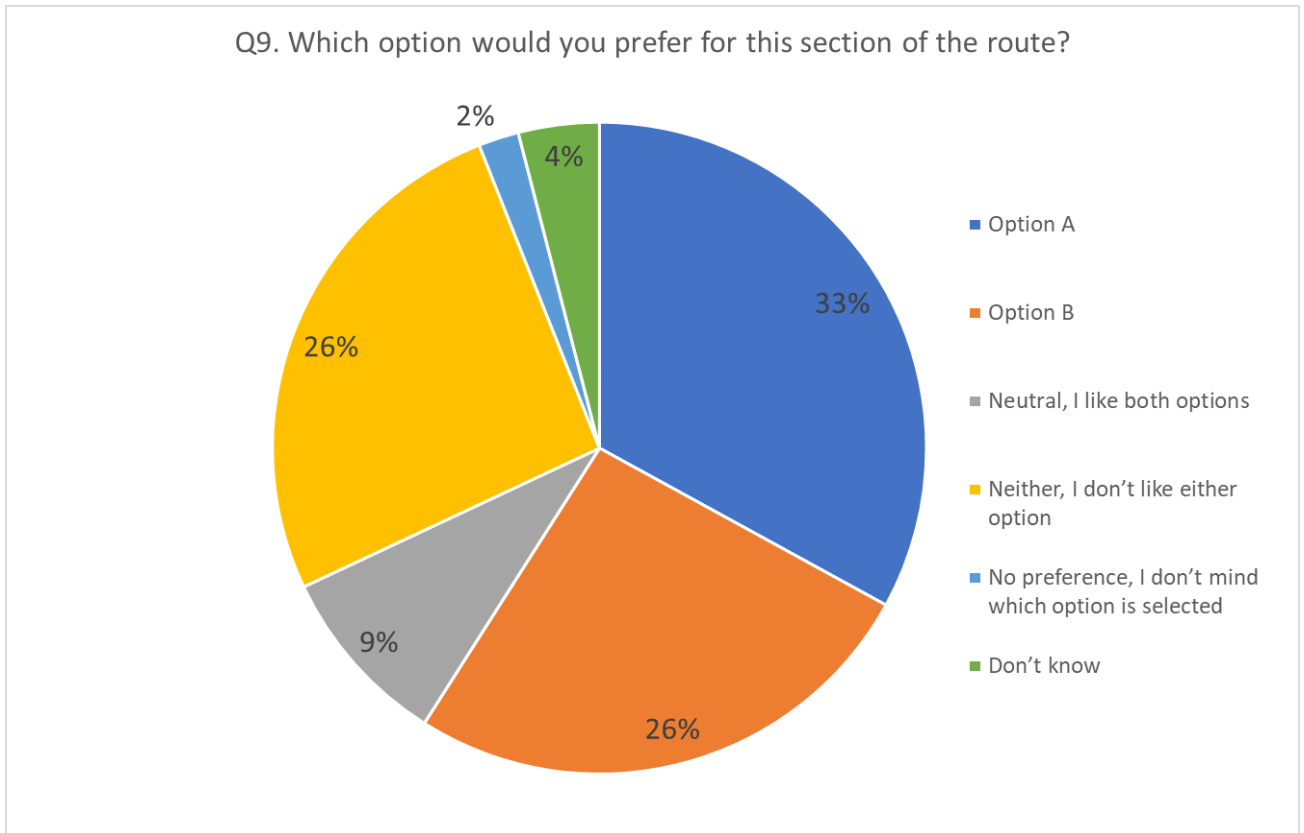
- 5.7.20. A total of 12% of coded comments highlight support for the proposals. One respondent was pleased with the proposed changes to the bridge and another respondent was in favour of the proposed changes to the Coton Road junction with High Street. Others welcomed the proposals as long as they minimised impact on wildlife and farming (1 comment) and if cyclists respect the shared use space, particularly with equestrian users (1 comment).
- 5.7.21. One respondent suggested that this is the most important section of the Haslingfield Greenway to improve as the current provision is not suitable for cyclists in wet weather.

5.8 Section 7: Burnt Close, Coton Road, and Broadway

Closed question analysis

- 5.8.1. For this section, respondents were asked both an open and closed question seeking feedback on the two different proposals put forward for Burnt Close, Coton Road, and Broadway. These options consisted of the following:
- **Option A)** Shared use path along permissive footpath on Grantchester meadows; or
 - **Option B)** An on-carriageway cycle route with speed reduction measures on Broadway / Grantchester Road
- 5.8.2. Initially, respondents were asked “*which option would you prefer for this section of the route?*”, with the following options to choose from:
- Option A
 - Option B
 - Neutral, I like both options
 - Neither, I don’t like either option
 - No preference, I don’t mind which option is selected
 - Don’t know
- 5.8.3. Figure 5-2 illustrates the responses to this question. A total of 223 responses (88% of total survey responses) were received for the closed question, in which 74 of respondents (33%) preferred Option A and 57 respondents (26%) preferred Option B.
- 5.8.4. Also 59 respondents (26%) did not like either option, whilst 20 respondents (9%) suggested that they were neutral and liked both Option A and B. 5 respondents (2%) had no preference and 8 respondents (4%) responded with ‘don’t know’.

Figure 5-2 - Preferred Route for Section 7



Open question analysis

- 5.8.5. In addition to the above question, respondents were asked to provide further comments on the proposals for Burnt Close, Coton Road, and Broadway. A total of 133 respondents (55% of total survey responses) provided feedback.
- 5.8.6. These have been coded resulting in 394 coded comments. The top themes identified in the open text response for Section 7 of the route is shown in Table 5-7.

Table 5-7 - Top 5 Coded Comments for Section 7

Theme	Number of coded comments (total)	Percentage of coded comments
Suggests providing alternative routes / extending route / new route	38	28%
Opposition based on concerns for safety	36	27%

Theme	Number of coded comments (total)	Percentage of coded comments
Concerns of negative impact on historical routes and/or urbanisation	32	24%
Environmental concerns	27	20%
The scheme (or part of it) is unnecessary / not needed	19	14%

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

- 5.8.7. A total of 28% of coded comments suggested an alternative to the current proposed route.
- 5.8.8. Some respondents believe that it is unnecessary for the route to go through Grantchester given there is a viable, alternative route via the Baulk Path which would link up to the Barton Greenway (13 comments). Respondents suggested that this route would avoid disruption to the village, and would be cheaper, safer, and more direct route.
- 5.8.9. Suggestions were also made to link Barton and Haslingfield greenways to give a direct route to Newnham and Cambridge (2 comments) and would remove the need to use the link via Burnt Close and Grantchester Meadows (2 comments). One respondent suggested that the Barton and Haslingfield Greenways run parallel between Coton Road and Barton Road, therefore one of the routes along this section is not necessary.
- 5.8.10. Another respondent suggested that Option A only includes a section of the path through Grantchester meadows, omitting sections continuing east of Grantchester.
- 5.8.11. Two respondents referred to the A10 cycle route and crossing the M11 via the Trumpington Meadows bridge, suggesting improvements to the M11/A10 roundabout and using the Haslingfield to Hauxton Route as an alternative connection.
- 5.8.12. Others suggested alterations to the proposed route through Grantchester, including:
- Providing a route along the western side of Grantchester Road as a safer option (1 comment)
 - Ensuring the route is off road as the current proposals for Broadway are not safe even with a speed limit reduction (1 comment)
 - Providing a shared use facility to reduce the impact on the village (1 comment)
 - Re-routing to connect with the footpath / cycle path along the River Cam (1 comment).

Theme 2: Opposition based on concerns for safety

- 5.8.13. A total of 27% of coded comments highlighted opposition to the proposed Section 7 of the route based on concerns for safety.

- 5.8.14. Respondents were concerned about cyclists using Broadway and Burnt Close due to existing constraints such as the narrow width of the road (6 comments). Respondents also referred to the presence of parked cars along Broadway (3 comments), which could present a hazard to cyclists if car doors are opened (2 comments) and therefore inappropriate for cyclists to use. Others suggested that Burnt Close is inappropriate for cyclists to use, due to existing pinch points (2 comments).
- 5.8.15. Other respondents suggested that this route is an existing rat run (1 comments) and is heavily used by cars, cyclists, riders, delivery vehicles and buses who are already competing for space (2 comments), therefore encouraging cyclists to use this route would pose a safety concern.
- 5.8.16. One respondent highlighted that removing the farm gate entrance on the north end of the corner of Broadway and Grantchester Road would cause motorists to turn around in the carriageway which would pose a safety risk for all users.
- 5.8.17. Some respondents expressed safety concerns for equestrian users, suggesting that measures need to consider the safety of horse riders and control conflict with cyclists (2 comments). Others suggested that proposing a route through Grantchester meadows is inappropriate given the meadows are predominantly used by those walking and ambling who would have to contend with commuter cyclists travelling at speed (2 comments).

Theme 3: Concerns of negative impact on historical routes and / or urbanisation

- 5.8.18. A total of 24% of coded comments underlined concerns of the negative impact on historical routes and potential urbanisation.
- 5.8.19. Some respondents suggest that the proposals will suburbanise and ruin a historical village which lies within a conservation area (12 comments). More specifically, respondents highlighted their opposition to Option A suggesting that the proposed path through the Grantchester meadows will ruin the natural feel, view, and history of the existing path (6 comments).
- 5.8.20. Others suggested that the proposed lighting will affect nature and increases urban sprawl (3 comments). Further to this, respondents were concerned about the proposal to use coloured tarmac (9 comments), and potential to over-engineer and clutter Grantchester village with traffic calming and signs (8 comments).

Theme 4: Environmental concerns

- 5.8.21. A total of 20% of coded comments highlighted environmental concerns associated with this section of the route. Key concerns include the destruction of a conservation area (10 comments) which look to prioritise cyclists at the expense of the environment.
- 5.8.22. Others were concerned about the use of Grantchester meadows (5 comments), suggesting that the proposals described in Option A would cause irreversibly destroy the existing path.

5.8.23. Some respondents suggested that the proposed speed bumps would lead to an increase in pollution (2 comments), whilst others suggested that additional lighting would affect nature and is environmentally unfriendly (2 comments).

Theme 5: The scheme (or part of it) is unnecessary / not needed

5.8.24. A total of 14% of coded comments suggested that the scheme or part of the scheme is not necessary or needed. As highlighted under Theme 1 above, respondents suggest that this route is unnecessary given that there is an appropriate alternative route via the Baulk Path (9 comments), avoiding destruction of the Grantchester village.

5.8.25. Others suggested that the proposed traffic calming measures on Broadway are not necessary (3 comments), highlighting that it is already safe to cycle (1 comment), and the proposals are over-engineered and excessive (2 comments).

5.8.26. One respondent suggested that the shared use path through Grantchester meadows (Option A) is unnecessary as they would use the road instead. In contrast, another respondent suggested that they would not feel safe using the on-carriageway cycle route (Option B), as Broadway is too narrow, and visibility is poor.

5.9 Section 8: Grantchester Road to Cambridge Rugby Club

5.9.1. There was a total of 120 responses (50% of total survey responses) to the question regarding Section 8 of the proposed route which includes Grantchester Road to Cambridge Rugby Club.

5.9.2. These have been coded resulting in 205 coded comments. The top five comments identified in the open text response for this section of the route are shown in Table 5-8.

5.9.3. A total of 11% of the coded comments highlighted that the respondents had nothing to add or no further comments (13 comments). These have therefore been excluded from the analysis.

Table 5-8 - Top 5 Coded Comments for Section 8

Theme	Number of coded comments (total)	Percentage of coded comments
Suggests providing alternative routes / extending route / new route	32	27%
In favour of proposals (generally)	16	13%
Opposition based on concerns for safety (generally)	16	13%

Suggests changes to speed limits	13	11%
Concerns around equestrian users	12	10%

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

- 5.9.4. A total of 27% of the coded comments provided suggestions on alternative routes, extending the route or providing a new route. Some respondents highlighted that there is an existing and more appropriate route available via the Baulk Path (3 comments).
- 5.9.5. There were eight comments made about the shared use path along Grantchester Road changing from the eastern to western side, with a preference for the cycle lane to be entirely on the western side of Section 8.
- 5.9.6. Two comments expressed a preference for the route through Grantchester Meadows, as it appears to be a more attractive route for cyclist and further away from traffic. One comment highlighted that the proposal only includes part of the path through Grantchester Meadows and does not include the section continuing east of Grantchester that connects to the road near the church.
- 5.9.7. One comment suggested that the road should become a one-way route for vehicles, and a further two comments suggested restricted access to Grantchester Road for local residents only.
- 5.9.8. One comment suggested widening the carriageway and proposed a shared use road with a reduced speed limit, rather than creating an entirely new path.

Theme 2: In favour of proposals (generally)

- 5.9.9. Despite concerns, 13% of coded comments were generally in favour of the proposals and welcomed them along this section. Feedback was mostly positive, with respondents expressing that they would like the scheme to be implemented as soon as possible. Two of the comments that expressed support suggested that the proposals will improve safety for cyclists, while 13 comments felt that the proposals were generally suitable.

Theme 3: Opposition based on concerns for safety

- 5.9.10. A total of 13% of coded comments opposed this section of the route based on concerns for safety. Comments generally voiced concerns over the proposed crossing on Grantchester Road, being unsuitable for cyclists (5 comments). Some suggested an alternative, with a preference for the cycle lane to be entirely on the western side of Section 8.
- 5.9.11. Two comments highlighted concerns that Grantchester Road is highly dangerous for cyclist and that the existing Cambridge Road is already too narrow. Three comments were raised

about potential conflicts between vehicles and cyclists at the junctions and interception points along this section of the route.

- 5.9.12. Safety concerns for pedestrians and children using this section of the Greenway to travel to/from school etc were also raised (2 comments). Comments expressed that commuting cyclist are not considerate of these users and may result in accidents. One of these comments specifically referred to concerns for individuals and women’s safety at night and during and winter months.

Theme 4: Suggests changes to speed limits

- 5.9.13. A total of 11% of coded responses provided comments on the speed limit along Section 8 of the greenway. Comments focused on the need for the speed limit on Grantchester Road to be reduced (10 comments), with 7 comments requesting a reduction to 30-40 mph due to safety concerns. While one comment requested that the whole of Grantchester Road is converted into a quiet road with a speed limit of 15 or 20 mph.

Theme 5: Concerns around equestrian users

- 5.9.14. Whilst 10% of coded responses for Section 8 expressed concerns for equestrian users, comments largely referred to requirements for an off-road path for horse riders (4 comments). There were also three general comments regarding safety, noting that equestrians should be included for any safe access provided.

5.10 Section 9: Cambridge Rugby Club to Barton Road

- 5.10.1. There was a total of 108 responses (45% of total survey responses) to the question regarding Section 9 of the proposed route which includes Cambridge Rugby Club to Barton Road.
- 5.10.2. These have been coded resulting in 161 coded comments. The top five comments identified in the open text response for this section of the route are shown in Table 5-9.
- 5.10.3. A total of 29% of the coded comments highlighted that the respondents had nothing to add or no further comments (31 comments). These have therefore been excluded from the analysis.

Table 5-9 - Top 5 Coded Comments for Section 9

Theme	Number of coded comments (total)	Percentage of coded comments
In favour of proposals (generally)	16	15%
Concerns around equestrian users	14	13%

Theme	Number of coded comments (total)	Percentage of coded comments
Suggests providing alternative routes / extending route / new route	13	12%
Opposition based on concerns for safety (generally)	12	11%
Suggests types of material surfacing	8	7%

Theme 1: In favour of proposals (generally)

- 5.10.4. 15% of respondents were generally in support of Section 9 of the route, expressing that they welcomed the changes and felt they would improve the existing road layout and benefit users.
- 5.10.5. One comment in favour of the scheme also noted that the proposals provide a good link to the Barton Greenway.

Theme 2: Concerns around equestrian users

- 5.10.6. A total of 13% of coded comments for this section expressed concerns around equestrian users, highlighting the need to consider horse riders and equestrian access throughout the proposals (11 comments). Others expressed concern regarding surfacing, emphasising the need to avoid or restrict hard surfaces along the route and to ensure there are grass verges available for equestrian users (2 comments).

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

- 5.10.7. A total of 12% of coded comments provided suggestions on alternative routes or extending the route. Five comments highlighted that there is an existing and more appropriate route available via the Baulk Path, with an additional one comment referring specifically to the Grantchester Meadows route.
- 5.10.8. One comment suggested that the route should consider the use and improvements of Selwyn Road, noting that the route is currently used by many cyclists.

Theme 4: Opposition based on concerns for safety

- 5.10.9. A total of 11% of coded comments opposed this section of the route based on concerns for safety. Comments highlighted that the Cambridge Rugby Club to Barton Road section is narrow and unsafe for cyclists, pedestrians and equestrians use (10 comments).

5.10.10. One respondent commented that some of the proposed traffic calming measures, particularly the speed bumps, could compromise rather than improve road safety. Another comment noted that the Baulk route is a more direct, safer option compared to the proposal to introduce an on-carriageway cycle lane where conflict between existing parking bays.

Theme 5: Suggests types of material surfacing

5.10.11. 7% of coded comments suggested types of material surfacing for this section of the route. Of which, two comments specifically referred to the need for appropriate surfacing for equestrian use.

5.10.12. Notably, one comment was neutral, with a surface preference that allows cyclists to ride with skinny tyres and another suggested surfacing improvements by resurfacing and widening the path through Grantchester Meadows to Newnham.

5.11 Section 10: Barton Road, including the junction of Grantchester Road and Barton Road

5.11.1. There was a total of 96 responses (46% of total survey responses) to the question regarding the Barton Road section of the proposal.

5.11.2. A total of 116 codes have been assigned to the 96 responses received. Table 5-10 shows the top five themes assigned to the responses for the last section of the route.

5.11.3. A total of 20% of the coded comments highlighted that the respondents had nothing to add or no further comments (19 comments). These have therefore been excluded from the analysis.

Table 5-10 - Top 5 Coded Comments for Section 10

Theme	Number of coded comments (total)	Percentage of coded comments
In favour of proposals (generally)	14	15%
Opposition based on concerns for safety (generally)	10	11%
The scheme (or part of it) is unnecessary / not needed	10	10%
Concerns around equestrian users	10	10%
Suggests providing alternative routes / extending route / new route	8	8%

Theme 1: In favour of proposals (generally)

- 5.11.4. A total of 15% of respondents were generally in support of Section 10 of the route, expressing that they welcomed the changes and felt they would improve the existing road layout. One comment in favour of the scheme noted that the proposals provide a good link to the Barton Greenway.

Theme 2: Opposition based on concerns for safety

- 5.11.5. A total of 11% of coded comments opposed this section of the route based on concerns for safety. All comments highlighted that Section 10 does not adequately consider the safety implications for equestrian users (10 comments). One comment even noted that the proposals do not appear to meet requirements of the Highway Code or the Road User Hierarchy.

Theme 3: The scheme (or part of it) is unnecessary / not needed

- 5.11.6. A total of 10% of coded comments suggested that the scheme or part of the scheme is not necessary or needed. Comments suggest that this route is unnecessary given that there are alternative routes (discussed further under Theme 5 below).

Theme 4: Concerns around equestrian users

- 5.11.7. A total of 10% of coded comments for this section expressed concerns around equestrian users, highlighting the need to consider horse riders and equestrian access throughout the proposals (10 comments).

Theme 5: Suggests providing alternative routes / extending route / new route

- 5.11.8. 8% of coded comments provided suggestions on alternative routes or extending the route. Three comments highlighted that there is an existing and more appropriate route available via the Baulk, with an additional two comments referring specifically to the Grantchester Meadows route.
- 5.11.9. Two comments suggested that the route should consider the use and improvements of Selwyn Road, noting that the route is currently used by many cyclists. One comment queried why the proposals bypass Harlton.

5.12 Written feedback and social media

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

Emails

5.12.2. A total of 57 emails were received throughout the engagement period, which have been reviewed and are summarised in Table 5-11. One email was received from a resident's association (Grantchester Road Residents Association) and an MP, two emails from Grantchester Parish Council each, seven emails received from organisations and 47 emails were received from individuals.

Table 5-11 - Overview of emails received

View on proposals	Total number of responses received
Positive feedback	19
Negative feedback	18
Suggestions	4
Request for information / General queries and comments	6
Paper survey request	5
Paper survey (completed copy)	5
Total:	57

5.12.3. The emails received were generally quite brief. Both the positive and negative feedback received have been outlined below.

Positive

- Generally support the scheme and cycle improvements
- Support for Option B specifically - make Grantchester Road a Quiet Road

Negative

- Against Haslingfield Greenway from coming through Grantchester using the proposed route
- Against the proposed junction at the River Lane/Cantelupe Road and the ramp raised table
- The consultation is incomprehensible because of the cluttered diagrams/maps and can only be accessed online which excludes those without online access
- The Parish Council asked for the GCP not to pursue this route previously, proposing an alternative which bypasses Grantchester village to avoid disruption, and this request has been subsequently ignored
- Some landowners have not been consulted.

Letters

5.12.4. A total of three letters were received in response to the proposals from the following organisations:

- Cambridge Past, Present, Future
- Historic England
- South Newnham Neighbourhood Forum

5.12.5. The feedback from the various letters has been anonymised and summarised below:

Design suggestions

- A general preference for Option B (part of the Burnt Close, Coton Road, and Broadway route)
- Opposed to proposals that remove parking along the western side of the Broadway
- Supports traffic calming and cyclists' priority between the rugby club and Barton Road
- Designs should comply with LTN 1/20 guidance
- The proposed shared use path along Grantchester Road should be on the western side
- Routes should limit or remove red tarmac surfacing.

Concerns

- The proposals may ruin the rural character, noting the proposed red surfacing and use of black tarmac
- Concerns that the path between Burnt Close and from the M11 is not wide enough for cyclists and pedestrians to pass, potentially leading to conflict
- Legal restrictive covenants that are held over the land on the eastern side of Grantchester Road
- Concerns regarding historical features/assets
- Concerns regarding Coton Road / High Street junction improvements and the conservation area.

5.13 Events

5.13.1. 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.

5.13.2. Two in-person events were held for Haslingfield on Tuesday 12th July 2022. One event was held in the morning at Grantchester Village Hall as requested by Grantchester Parish Council, from 10am – 12pm. Approximately 70 attendees were present.

5.13.3. The other event was organised by GCP and was held at Haslingfield Village Hall later the same day between 2pm and 7pm, and there was a total of 78 attendees. The online session was delivered via zoom, with a total of six attendees, though 10 were registered to attend.

5.13.4. The purpose of the event was to provide an update to stakeholders, residents and the wider public on progress for the Haslingfield 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

5.13.5. A summary of the main feedback noted during the events has been provided below.

Burnt Close

- Limitations include pinch points and prevalence of parking
- Width constraints are present
- Parking on both sides of the road means that large vehicles (i.e., HGV's and refuse collection) having to reverse to exit via Coton Road
- Concerned about children's safety and security

Cantelupe Road

- Location is windy and the hedges protect cyclists (previously it was a very exposed route)

Broadway

- Opposed to speed bumps on Broadway
- Opposed to lighting
- Concerned about loss of parking
- In favour of speed reduction

M11 Bridge and Trumpington Farm Bridge

- Good routes for cyclists to use
- Some mentions that the M11 bridge railings are not high enough and suggest parapets
- Surfacing on the M11 bridge is uneven
- Some respondents suggested that proposals will need to be mindful of the bridge designs

Grantchester Road and Barton Road junction

- Some believe that the cycle slip road will not be used by cyclists

General

- Raised concerns about light pollution
- Some parts of the route are 60mph which is not safe
- Some attendees were supportive of the route going through Grantchester as this is the most direct route
- Some believe that the Baulk path is the safest route and therefore the route does not need to pass through Grantchester
- The bridleway by River Lane is prone to flooding, which often renders the bridge out of use

- Some opposition to the use of lighting in a rural setting, suggesting solar studs as an alternative
- Some queried about the Compulsory Purchase Orders (CPOs) requirements as well as land ownership
- Concerns for access for equestrian users and dog walkers

5.14 Other feedback

5.14.1. It should also be noted that a separate survey was undertaken by Grantchester Parish Council and distributed to residents in Grantchester village to gather feedback on the proposals. Approximately 100 responses were received, which cited a number of concerns and were generally opposed to the section of the route running through Grantchester. The feedback collated has been noted and is being considered by the design team and GCP. As the survey was separate to this engagement and featured different questions, the results of the survey have not been factored into the overall analysis and documented within this report.

6 Equality analysis feedback

- 6.1.1. Section 3 asked two additional questions to capture views on equality and diversity, 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:
- Question 15: 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
 - Question 16: 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

6.2 Question 15: 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

- 6.2.1. A total of 93 comments were provided in response to Question 15. Nearly one half (46%) had nothing to add to the equality analysis feedback, and therefore excluded from the analysis. The key themes have been identified and summarised in Table 6-1.

Table 6-1 - Coded Comments for Question 15

Themes	Number of coded comments (total)	Percentage of coded comments
Mobility and accessibility issues	29	31%
Support / agree with EqIA	20	22%
EqIA is not needed / irrelevant	7	8%
Gender	6	7%

Theme 1: Mobility and accessibility issues

- 6.2.2. There were 29 coded comments (31%) that expressed thoughts on mobility and accessibility issues related to the scheme proposals. In total, 15 comments mentioned the effects of the scheme on users with disabilities and limited mobility, though two comments did not disclose whether they thought it would positively or negatively impact groups whilst four comments suggested positive impacts for users with disabilities.
- 6.2.3. Some respondents felt that the scheme may disadvantage those who are mobility impaired and depend on their vehicles to get around. In total, nine comments thought it would have negative impacts for users with disabilities. There were also concerns expressed for the elderly/older users and those with pushchairs and young children.

Theme 2: Support / agree with EqIA

- 6.2.4. In total, there were 20 coded comments (22%) that referred to the support/agreement with EqIA and/or commented that it was necessary. There were nine comments that mentioned the positive impacts the scheme will have.

Theme 3: EqIA is not needed / irrelevant

- 6.2.5. There were seven coded comments (8%) that expressed thoughts that the proposals are unlikely to impact protected groups positively or negatively.

Theme 4: Gender

- 6.2.6. There were eight coded comments (7 %) received regarding gender, particular about the safety of women using the greenway, whether this be cycling, walking/running or horse-riding. Of the eight gender coded comments, six mentioned female safety.
- 6.2.7. There were four comments received on the relationship between horse-riding and gender, with all four of these comments stating that this group should not be discriminated against and expressed the need for suitable bridleways.

6.3 Question 16: 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

- 6.3.1. There was a total of 97 responses and 119 codes assigned to Question 16. There were three duplicate responses identified and a total of 16% of the coded comments highlighted that the respondents had nothing to add or no further comments (15 comments). These have therefore been excluded from the analysis. The key themes have been identified and summarised in Table 6-2.

Table 6-2 - Coded Comments for Question 16

Key Themes	Number of Coded Comments	Percentage
Suggests providing alternative routes / extending route / new route	21	22%
In favour of proposals (generally)	10	10%
The scheme (or part of it) is unnecessary / not needed	7	7%
Concerns around equestrian users	7	7%

Key Themes	Number of Coded Comments	Percentage
Suggests types of material surfacing	6	6%
Environmental concerns	6	6%

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

- 6.3.2. Over one fifth of coded comments (22%) suggested providing alternative routes, extending the route or providing a new route. There were three comments that related to the inclusion of other villages such as Harston, Newton and Harlton. While nine comments highlighted that there is an existing and more appropriate route available via the Baulk.
- 6.3.3. One comment provided positive feedback in support of the proposals, suggesting that the route through Grantchester will provide maximum use of the cycle route, as opposed to the Baulk route.

Theme 2: In favour of proposals (generally)

- 6.3.4. A total of 10% of coded comments were generally in favour of the scheme proposals. All comments expressed general support, favour and excitement about the scheme.

Theme 3: The scheme (or part of it) is unnecessary / not needed

- 6.3.5. A total of 7% of coded comments suggested that the scheme or part of the scheme is not necessary or needed. In general, these comments suggested that minor or no improvements should be considered. In addition, two comments mentioned that the scheme would be a waste of money.

Theme 4: Concerns around equestrian users

- 6.3.6. There were seven coded comments (7%) 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.

Theme 5: Suggests types of material surfacing or no surfacing

- 6.3.7. 6% of coded comments mentioned the types of material that would be used for the scheme.
- 6.3.8. Of the six comments provided, three comments were in relation to the material effects on equestrian users, with comments stating that the harder surfaces would not be suitable for horse riders. Further to this, two comments were opposed to the use of tarmac. Other comments also mentioned the use of all-weather surfacing.



Theme 6: Environmental concerns

- 6.3.9. Six of the coded comments (6%) expressed environmental concerns about the scheme proposals. In general, the comments referred to concerns about the landscaping, impact to wildlife and the need to ensure it integrates the route into the surrounding countryside.

7 Conclusions and next steps

7.1 Engagement summary

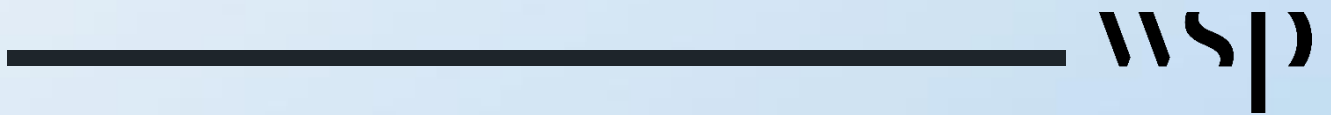
- 7.1.1. In total, there were 242 responses received to the survey throughout the engagement process, in addition to 3 letters and 57 emails.
- 7.1.2. Overall, there was mixed feedback provided for the proposals, which recognised the need for improvements, with a number of suggestions raised to incorporate into the design. There were recurring suggestions, including lighting, material surfacing and reviewing the route alignment.
- 7.1.3. Some concerns were raised for different sections of the scheme, most notably on Section 1 and Section 7. Concerns for Section 1 (Hauxton to Haslingfield, from Cambridge Road to Cantelupe Road), mostly related to the types of surface materials. There were also concerns that the soft grassy paths for the existing bridleway would be lost as part of the proposals and suggestions that tarmac should not be used as a surfacing.
- 7.1.4. For Section 7 (Burnt Close, Coton Road and Broadway), a total of 59% of responses were favourable of Option A (33% of responses), or Option B (26% of responses). While 26% of responses that did not like either option.
- 7.1.5. Concerns for Section 7 related to the use of alternative routes, with a significant focus on the existing route via the Baulk Path, which would link up to the Barton Greenway. Others referred to the existing route via Grantchester Meadows. There is also a perception that there is not enough road space for the proposals or that the road is unsuitable/dangerous, particularly along the Broadway.

7.2 Next steps

- 7.2.1. The development of the scheme and how it will move forward is to be determined by GCP following a review of the engagement feedback. The results and recommendations will be presented to the Executive Board Committee on 15th December 2022. Following this, a decision will be made on how to proceed with detailed design and construction. A separate report detailing the design changes and how the scheme is to be progressed will also be published at a later date.
- 7.2.2. If the decision is taken to proceed, construction of the early works sections (Grantchester Road junction with Barton Road and the section of Grantchester Road up to its junction with the rugby club) is programmed to commence in 2023, with the rest of the scheme following on through 2024 and 2025.

Appendix A

Engagement Brochure



WHAT IS A GREENWAY?

Greenways are new and or improved walking, cycling and, where appropriate, horse riding routes, following off-road paths, along quiet streets or with improved cycle facilities alongside busier roads to help more people reach more of Greater Cambridge through healthier cheaper, cleaner and greener journeys.

The Challenge

The Greater Cambridge Partnership (GCP) works to grow and share prosperity to improve the quality of life for the people of Greater Cambridge. 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

Haslingfield Greenway Project

BACKGROUND

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

The feedback received from residents has informed the choice of route and shaped the proposals being presented in this brochure. Your local knowledge and input is important to us, and we are now providing an update of the design proposals and seeking additional feedback for the Haslingfield Greenway.

THE ROUTE

Haslingfield Greenway links Cambridge to Haslingfield, via Grantchester, with the route following existing quiet roads, off-road paths and busier roads.

The Greenway starts in Haslingfield at the River Lane / Canteloupe Road junction, with one route linking to Hauxton and the Melbourn Greenway in the east by following the existing bridleway, and the other route proceeding north-east past Canteloupe Farm where it divides in two. The main route then continues through Grantchester, travelling along Coton Road, Broadway, Grantchester Road, and Grantchester Meadows. This route connects to Barton Road, and enters Cambridge via the Cambridge Rugby Football Club, and ends at Barton Road opposite the Grange Road junction. The secondary route from Canteloupe Farm follows a northerly direction to join the Barton Greenway (see map overleaf).

THE PROPOSALS

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 on streets outside local schools and colleges to provide a safer environment.

Landscaping and ecological enhancements are also proposed for the scheme, which includes plants to make the route attractive and support a wide range of wildlife. We welcome feedback on specific considerations that the designers should take into account.

The scheme is currently at preliminary design stage. Site surveys are being carried out and will be used, alongside your feedback this summer, to finalise the preliminary design before starting the detailed design.

OPTIONS FOR GRANTCHESTER MEADOWS

This section of the route includes proposals for a shared use path along the existing permissive footpath on Grantchester Meadows, running parallel to Broadway and Grantchester Road, which is included in the agreed route alignment from the GCP Executive Board.

However, due to some local feedback received to date, we have explored an alternative option in this location, which includes an on-carriageway cycle track along Broadway. This is to be complimented with traffic calming measures and a reduction in speed limit to 20mph. We welcome feedback on which option you would prefer for this section of the route.

Visualisations of the scheme

VISUAL A



Existing Layout



Proposed Layout

VISUAL B



Existing Layout



Proposed Layout

Next stages

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

1 PARKING SURVEYS

We are undertaking studies to understand how parking on the public highway is used on Grantchester Road, Broadway, Coton Road, and Burnt Close. This will determine whether parking is well used, could be better managed or can be relocated to improve safety for people walking or cycling in these locations.

2 TRAFFIC MODELLING

We will model and assess traffic flows at key junctions to understand the potential impact proposals may have on journey times.

3 ENVIRONMENTAL & ECOLOGY IMPACTS

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

4 PLANNING CONSENT

Under the Town and Country Planning Act 1990, planning consent will be required for the Haslingfield Greenway prior to construction.

5 ENGAGEMENT WITH LANDOWNERS

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

Haslingfield
greenway

**GREATER
CAMBRIDGE
PARTNERSHIP**
Growing and sharing prosperity

HASLINGFIELD GREENWAY

Haslingfield - Grantchester - Cambridge

Have your say on a new walking, cycling and, where appropriate, horse riding route linking Haslingfield, Grantchester and Cambridge



Greenway treatment types

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

A. A QUIET ROAD

A quiet road is 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 verge will separate the path from the road 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 Comberton Greenway can be viewed at: <https://www.greatercambridge.org.uk/Comberton-GW-2022>

- 2. HASLINGFIELD (CANTELUPE ROAD AND RIVER LANE JUNCTION)**
- Localised junction improvements include resurfacing of the existing carriageway and upgraded footway materials
 - Traffic calming measures including a new raised table and tightened junction geometry at the Cantelupe Road / River Lane junction to reduce vehicle speeds and increase safety
 - New signage highlighting the Haslingfield Greenway route

- 3. CANTELUPE ROAD**
- Quiet road route following the existing farm access road with localised repairs, maintenance and surface improvements.

- 4. CANTELUPE FARM TO M11 BRIDGE (INCLUDING CROSSING BOURN BROOK)**
- An all-weather, shared-use path alongside the route of the existing bridgeway, including an upgrade of the existing footpath to link to the M11 Bridge
 - A new bridge is proposed for cyclists, pedestrians and horse riders over Bourn Brook to cater for all road users
 - A further link northwards will follow the route of the existing farm track to connect to the Barton Greenway

- 1. HASLINGFIELD TO HAUXTON**
- An all-weather, shared-use path alongside the route of the existing bridgeway
 - A new bridge over the River Cam for people walking, cycling or riding horses
 - This route will link directly to the Melbourn Greenway and the Cambridge South West Travel Hub (CSWTH) project at Hauxton

- 6. M11 BRIDGE**
- Convert the existing steps to ramps on both sides of the bridge. This will include a fully accessible approach with a shallower gradient

- 7. M11 BRIDGE TO BURNT CLOSE (GRANTCHESTER)**
- Upgrade of the existing footpath to an all-weather, shared-use path
 - Landscaping will minimise visual impact and include pollinator friendly planting

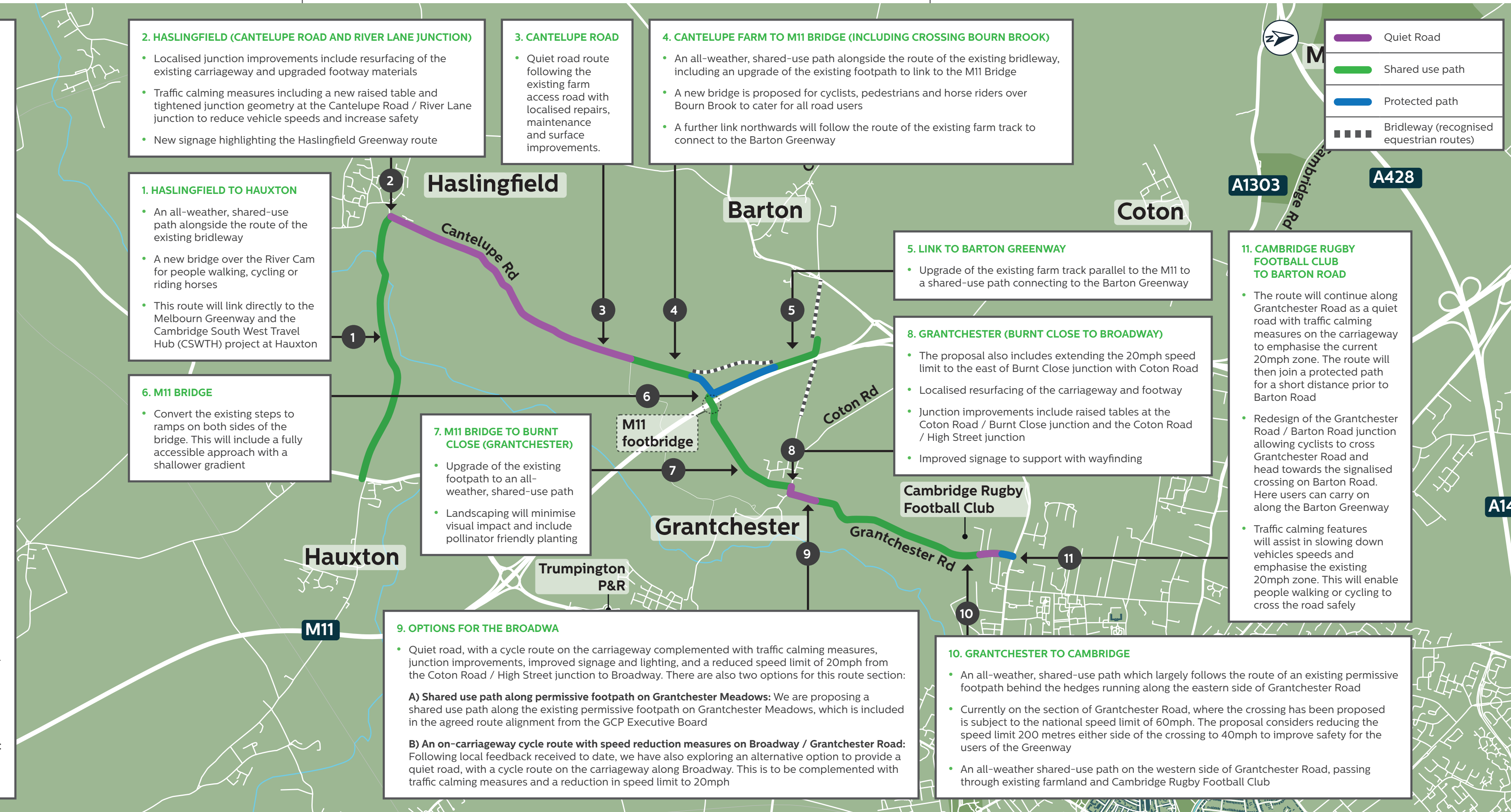
- 9. OPTIONS FOR THE BROADWAY**
- Quiet road, with a cycle route on the carriageway complemented with traffic calming measures, junction improvements, improved signage and lighting, and a reduced speed limit of 20mph from the Coton Road / High Street junction to Broadway. There are also two options for this route section:
 - A) Shared use path along permissive footpath on Grantchester Meadows:** We are proposing a shared use path along the existing permissive footpath on Grantchester Meadows, which is included in the agreed route alignment from the GCP Executive Board
 - B) An on-carriageway cycle route with speed reduction measures on Broadway / Grantchester Road:** Following local feedback received to date, we have also exploring an alternative option to provide a quiet road, with a cycle route on the carriageway along Broadway. This is to be complemented with traffic calming measures and a reduction in speed limit to 20mph

- 5. LINK TO BARTON GREENWAY**
- Upgrade of the existing farm track parallel to the M11 to a shared-use path connecting to the Barton Greenway

- 8. GRANTCHESTER (BURNT CLOSE TO BROADWAY)**
- The proposal also includes extending the 20mph speed limit to the east of Burnt Close junction with Coton Road
 - Localised resurfacing of the carriageway and footway
 - Junction improvements include raised tables at the Coton Road / Burnt Close junction and the Coton Road / High Street junction
 - Improved signage to support with wayfinding

- 10. GRANTCHESTER TO CAMBRIDGE**
- An all-weather, shared-use path which largely follows the route of an existing permissive footpath behind the hedges running along the eastern side of Grantchester Road
 - Currently on the section of Grantchester Road, where the crossing has been proposed is subject to the national speed limit of 60mph. The proposal considers reducing the speed limit 200 metres either side of the crossing to 40mph to improve safety for the users of the Greenway
 - An all-weather shared-use path on the western side of Grantchester Road, passing through existing farmland and Cambridge Rugby Football Club

- 11. CAMBRIDGE RUGBY FOOTBALL CLUB TO BARTON ROAD**
- The route will continue along Grantchester Road as a quiet road with traffic calming measures on the carriageway to emphasise the current 20mph zone. The route will then join a protected path for a short distance prior to Barton Road
 - Redesign of the Grantchester Road / Barton Road junction allowing cyclists to cross Grantchester Road and head towards the signalised crossing on Barton Road. Here users can carry on along the Barton Greenway
 - Traffic calming features will assist in slowing down vehicles speeds and emphasise the existing 20mph zone. This will enable people walking or cycling to cross the road safely



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.



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.

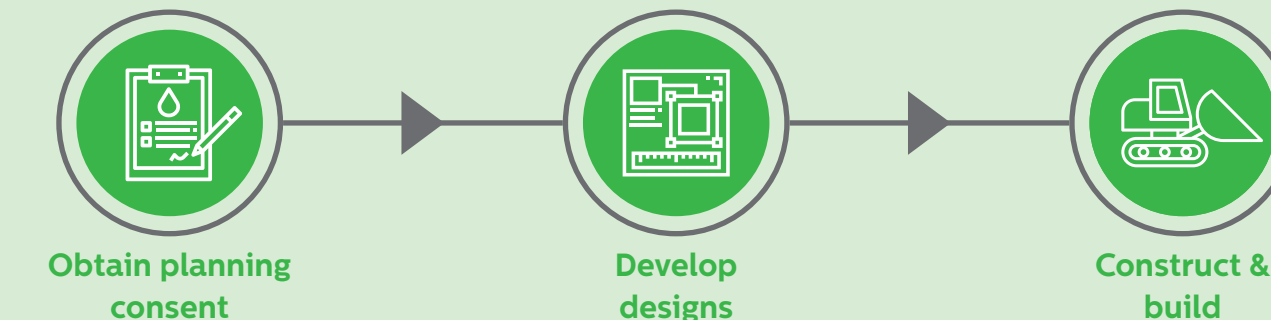
Equality analysis

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.

Timeline

Final route options were presented to the public and the Executive Board in 2019. We are now presenting the technical design. The next stages are outlined below:



On-going engagement with key stakeholders, land owners and the wider public.

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 help produce the design for this scheme.

The engagement period will run for four weeks from 11 July to 5 August 2022. There are a number of ways to respond and provide feedback:

- Fill out the online questionnaire at: <https://www.greatercambridge.org.uk/Haslingfield-GW-2022>
- Complete the paper questionnaire and return by Freepost to: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR**

We will be holding an in-person event, subject to Covid restrictions. Details of the event are below:
Venue: Haslingfield Village Hall
Date: Tuesday 12th July
Time: 14:00pm – 19:00pm
Address: New Rd, Haslingfield, Cambridge, CB23 1JP

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.

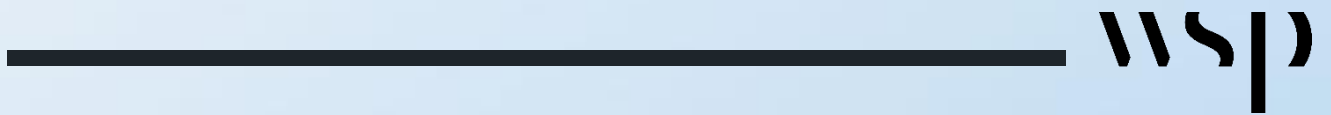
GET IN TOUCH

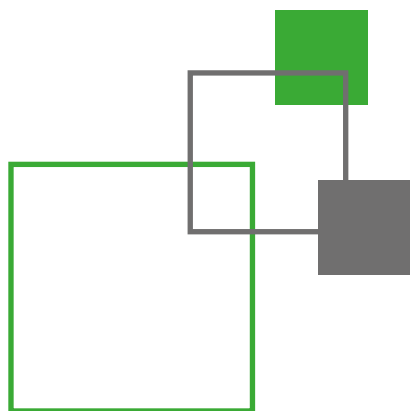
- consultations@greatercambridge.org.uk
- 01223 699906
- @GreaterCambs #CambsGreenways
- www.facebook.com/GreaterCam

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 Haslingfield, Grantchester and Cambridge

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 Monday 11 July until Friday 5 August 2022.



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.

<https://www.greatercambridge.org.uk/Haslingfield-GW-2022>

The engagement period ends on Friday 5 August 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:
<https://www.greatercambridge.org.uk/Haslingfield-GW-2022>

They include:

- New off-road, all weather, shared paths between Haslingfield, Grantchester and Cambridge
- Traffic calming measures and reduced speed limits to improve safety where the Greenway runs on road
- New and upgraded walking and cycling crossings
- Localised road repairs and surface improvements
- New signage to guide people along the Haslingfield Greenway route

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



Fill out the online survey at:
<https://www.greatercambridge.org.uk/Haslingfield-GW-2022>



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:
<https://www.greatercambridge.org.uk/Haslingfield-GW-2022>



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



We will be holding an in-person event, subject to Covid restrictions. Details of the event are below:



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

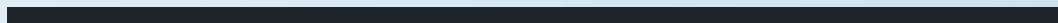


Telephone us: 01223 699906

Venue: Haslingfield Village Hall
Date: Tuesday 12th July
Time: 14:00pm – 19:00pm
Address: New Rd, Haslingfield, Cambridge CB23 1JP

Appendix C

Engagement Survey



Greater Cambridge Greenways - Haslingfield Survey

Introduction

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

The feedback received from our previous consultation has informed the route alignment 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: 'Haslingfield Greenway' before completing this survey. You can download this from the Document section of the Haslingfield Greenway engagement homepage or, if using a phone, from below the survey. Please read the brochure carefully before starting. Questions will refer you to specific sections of the brochure.

The technical drawings are also published on the website and can be downloaded from the Document section of the Haslingfield Greenway engagement homepage.

This questionnaire can be completed online at **Haslingfield Greenway Survey 2022**. If you are unable to complete the form online, fill in this Word version and return by Freepost to:

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

Please ensure your response reaches us by 5 August 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 Haslingfield Greenway links Cambridge to Haslingfield via Grantchester. The route follows existing quiet roads, off-road paths and busier 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.
- Speed reduction measures such as speed humps and raised tables are proposed along some route sections, including on streets outside local schools and colleges, to provide a safer environment for all users.

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 scheme is currently at preliminary design stage. Site surveys are being carried out and will be used, alongside your feedback this summer, to develop the detailed 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 largely been finalised. We're now seeking feedback on the proposed design of the Haslingfield Greenway.

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

Full details can be found in the Haslingfield Greenway brochure. The technical drawings are also published on the website and can be downloaded from the Document section of the Haslingfield Greenway engagement homepage.

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

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

Section 1: Hauxton to Haslingfield, from Cambridge Road to Cantelupe Road

Section 2: Cantelupe Road to Cantelupe Farm

Section 3: Cantelupe Farm to M11 Bridge, including crossing Bourn Brook

Section 4: North of M11 Bridge

Section 5: Link to Barton Greenway

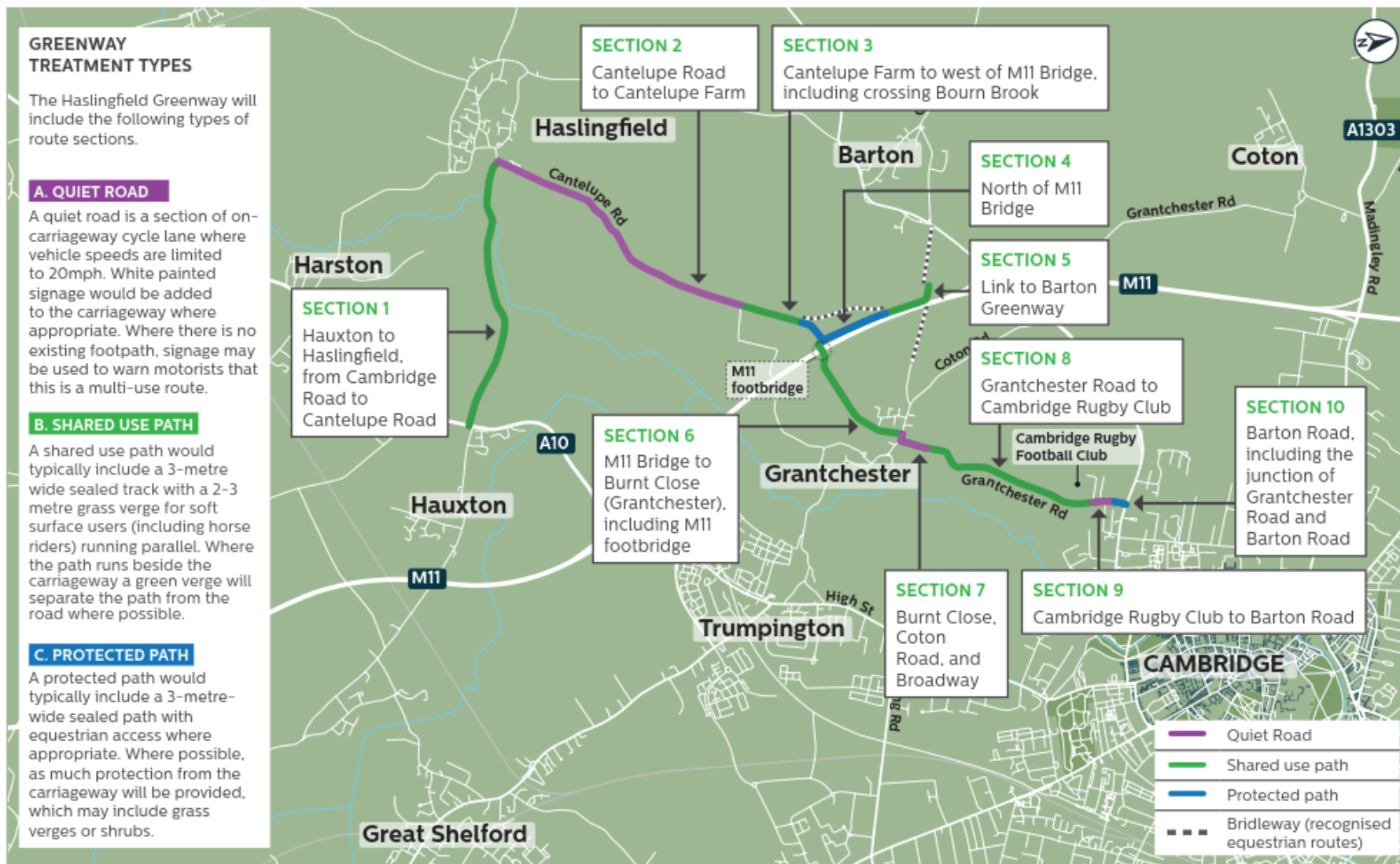
Section 6: M11 Bridge to Burnt Close (Grantchester), including M11 footbridge

Section 7: Burnt Close, Coton Road, and Broadway

Section 8: Grantchester Road to Cambridge Rugby Club

Section 9: Cambridge Rugby Club to Barton Road

Section 10: Barton Road, including the junction of Grantchester Road and Barton Road



Section 1: Hauxton to Haslingfield, from Cambridge Road to Cantelupe Road

For this section of the route, we are proposing an all-weather, shared-use path with a grass verge alongside it, which follows the route of the existing bridleway.

The route will link Haslingfield to Hauxton, connect to the Melbourn Greenway and the proposed Cambridge South West Travel Hub (CSWTH) project at Hauxton. A new bridge is proposed over the River Cam for people walking, cycling or riding horses.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q3. Do you have any comments or suggestions on the proposed design and different features for Section 1? (Hauxton to Haslingfield, from Cambridge Road to Cantelupe Road)

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

Section 2: Cantelupe Road to Cantelupe Farm

For this section of the route, we are proposing a quiet road, with a cycle route on the carriageway. A raised table is also proposed at the Cantelupe Road / River Lane junction. Raised tables are an elevated section of the carriageway with ramps on both sides to slow down vehicle speeds and help pedestrians cross the road. White road markings will also be added on the carriageway where appropriate, to highlight the presence of people cycling.

The route continues northwards along the existing farm access road where localised repairs are proposed, which include road maintenance and surface improvements. New signage is also proposed to highlight and help people follow the Haslingfield Greenway route.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

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

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

Section 3: Cantelupe Farm to M11 Bridge, including crossing Bourn Brook

For this section of the route, we are proposing an all-weather, shared-use path, with a grass verge alongside it for soft surface users, including horse riders. This will follow the route of the existing bridleway track from Cantelupe Road to the M11 bridge.

A new bridge is then proposed for people walking, cycling, or riding horses over Bourn Brook. New signage is also proposed to highlight and help people follow the Haslingfield Greenway route.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q5. Do you have any comments or suggestions on the proposed design and different features for Section 3? (Cantelupe Farm to M11 Bridge, including crossing Bourn Brook)

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

Section 4: North of M11 Bridge

For this section of the Greenway, we are proposing an upgrade of the existing farm track to a sealed shared use path, which travels northwards parallel to the M11.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q6. Do you have any comments or suggestions on the proposed design and different features for Section 4? (North of M11 Bridge)

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

Section 5: Link to Barton Greenway

For this section of the route, we are proposing an all-weather, shared-use path, with a grass verge alongside it for soft surface users, including horse riders. The shared-use path and grass verge will be separated from motor traffic. The design for this section will tie into the existing bridleway at this location and facilitate an onward connection to the Barton Greenway.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q7. Do you have any comments or suggestions on the proposed design and different features for Section 5? (Link to Barton Greenway)

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

Section 6: M11 Bridge to Burnt Close (Grantchester), including M11 footbridge

For this section of the route, we are proposing an all-weather, shared-use path, with a grass verge alongside it for soft surface users, including horse riders. The shared-use path and grass verge will be separated from motor traffic and will connect the M11 bridge to Burnt Close. Landscaping along the route will minimise the visual impact and include pollinator promoting planting. Changes proposed for the M11 bridge include converting the existing steps to ramps on both sides of the bridge, with a much less steep slope to improve accessibility for all users.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q8. Do you have any comments or suggestions on the proposed design and different features for Section 6? (M11 Bridge to Burnt Close (Grantchester), including M11 footbridge)

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

Section 7: Burnt Close, Coton Road, and Broadway

For this section of the route, we are proposing a quiet road, with a cycle route on the carriageway complemented with traffic calming measures and a reduced speed limit of 20mph from the Coton Road / High Street junction to Broadway. The proposal also includes extending the 20mph zone on Coton Road to include the Burnt Close junction.

Junction improvements proposed include raised tables at the Coton Road / Burnt Close junction and at the Coton Road / High Street junction. Raised tables are an elevated section of the carriageway with ramps on both sides to slow down vehicle speeds and help pedestrians cross the road. Localised resurfacing of the carriageway and new footway materials are also proposed, as well as improved signage and lighting to increase safety and help people follow the Greenway route.

Northwards of this section, we are proposing a shared use path along the existing permissive footpath on Grantchester Meadows, which is included in the agreed route alignment from the GCP Executive Board. However, following local feedback received to date, we are exploring an alternative option in this location to instead provide a quiet road, with a cycle route on the carriageway along Broadway. This would be complemented with traffic calming measures and a reduction in speed limit to 20mph on Broadway.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q9. Which option would you prefer for this section of the route?

- **Option A) Shared use path along permissive footpath on Grantchester Meadows**
- **Option B) An on-carriageway cycle route with speed reduction measures on Broadway / Grantchester Road.**

Please select **one** option.

<input type="checkbox"/>	Option A
<input type="checkbox"/>	Option B
<input type="checkbox"/>	Neutral, I like both options
<input type="checkbox"/>	Neither, I don't like either option
<input type="checkbox"/>	No preference, I don't mind which option is selected
<input type="checkbox"/>	Don't know

Q10. Do you have any other comments or suggestions on the proposed design and different features for Section 7? (Burnt Close, Coton Road, and Broadway)

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

Section 8: Grantchester Road to Cambridge Rugby Club

For this section of the route, we are proposing an all-weather, shared-use path, with a grass verge alongside it for soft surface users, including horse riders. The shared-use path and grass verge will be separated from motor traffic.

The path largely follows the route of an existing permissive footpath on Grantchester Meadows, on the eastern side of Grantchester Road. The route then crosses Grantchester Road and continues as an all-weather shared use path with a grass verge running parallel on the western side of Grantchester Road. The route passes through existing farmland and Cambridge Rugby Club.

Signage and traffic calming measures will be introduced 200 metres either side of the proposed crossing point, to reduce speeds to 40mph and facilitate safer crossing for users.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q11. Do you have any other comments or suggestions on the proposed design and different features for Section 8? (Grantchester Road to Cambridge Rugby Club)

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

Section 9: Cambridge Rugby Club to Barton Road

For this section of the route, we are proposing a quiet road, with a cycle route on the carriageway complemented with traffic calming measures, including speed humps and white road markings to highlight the presence of people cycling.

The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q12. Do you have any comments or suggestions on the proposed design and different features for Section 9? (Cambridge Rugby Club to Barton Road)

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

Section 10: Barton Road, including the junction of Grantchester Road and Barton Road

For this section of the Greenway, we are proposing a separated cycle path which connects Grantchester Road to Barton Road, close to the junction. The proposed cycle path at this location will be separated by kerbs and planting. This will allow Greenway users to continue on to the Barton Greenway, via the existing toucan crossing.

The layout of the Grantchester Road / Barton Road junction is proposed to change and will include a raised table. Raised tables are an elevated section of the carriageway with ramps on both sides to slow down vehicle speeds and help pedestrians cross the road. Proposed traffic calming measures will also help to emphasise the existing 20mph zone.

The existing pedestrian and cycle crossing on Barton Road is to be relocated closer to the Grantchester Road junction, and the bus stop on Barton Road is to be relocated directly east of the crossing.

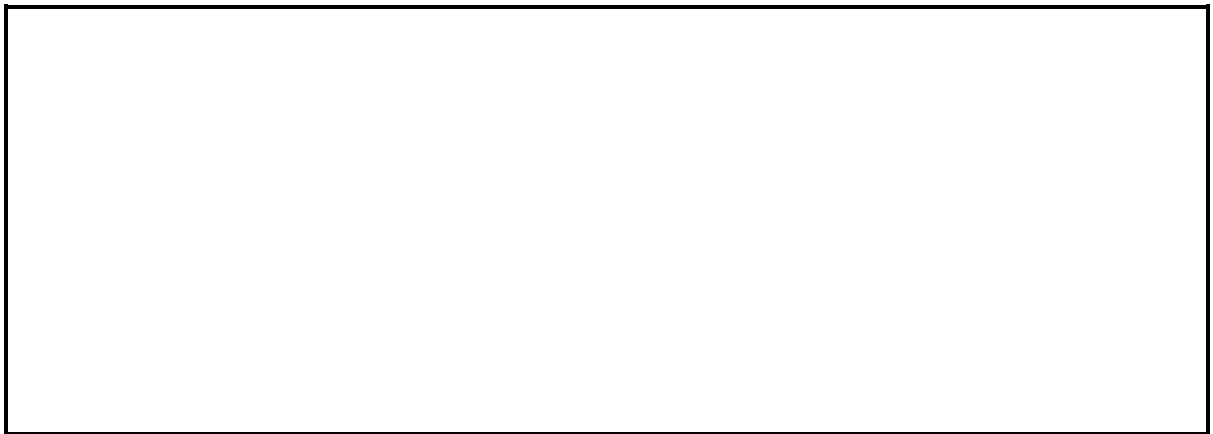
The technical drawings of the proposals for this section can be downloaded from the Document section on survey webpage.

Q13. Do you have any comments or suggestions on the proposed design and different features for Section 10? (Barton Road, including the junction of Grantchester Road and Barton Road)

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



Q14. 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.

Q15. 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

Q16. 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 4 – More about you

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

Q17. 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 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)

Q18. 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

Q19. 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)

Q20. 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)

Q21. Do you consider yourself 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 you travel?

- Yes
- No
- Prefer not to say

Q22. 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

This engagement is intended to inform and guide the development of the Greater Cambridge Partnership projects. The information you provide will be used to help the officers and Executive Board members make decisions. We may share your information with our consultants and with the council analysis team.

You do not have to give us any personal information. We will not publish any personal details you do give us, but may publish your response, and include it in public reports, with personal details removed. Personal data will be held securely, in accordance with data protection legislation. We will only store it for 12 months after the consultation results have been analysed and the consultation report published.

If you have asked to be added to our mailing list, we may send you details on the consultation results, and information about other projects and consultations. You retain the right to opt out of the mailing list at any time, either by using the self-service system or by emailing contactus@greatercambridge.org.uk

We will not sell your personal contact details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses, who will only use it to contact you in regards of this consultation.

You can find further details on privacy and data protection in our **[Privacy Policy](#)**

Q23. Name

Q24. Email address

Q25. Post code (to identify concerns by location)

Q26. Would you like to be added to our mailing list?

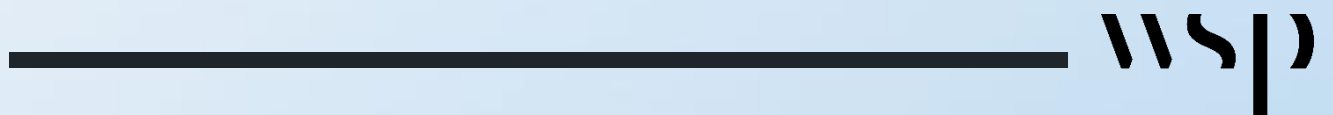
<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Q27. 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



APPENDIX D

SUP	GENERAL POSITIVE / SUPPORTIVE COMMENTS OF PROPOSALS Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 273
SUP-001	In favour of proposals (generally)	26	25	32	21	20	17	6	16	16	14	22	n/a	10	225
SUP-002	Will improve walking and / or cycling facilities	8	0	1	0	0	1	2	0	0	0	1	n/a	0	13
SUP-003	Will encourage me to walk / cycle more	5	0	0	0	0	1	3	2	1	1	0	n/a	0	13
SUP-004	Will improve access / give new route options	0	0	0	0	0	0	1	0	1	0	0	n/a	0	2
SUP-005	Will help improve the environment / reduce emissions / pollution	2	0	0	0	0	0	0	1	0	0	0	n/a	0	3
SUP-006	Will improve access to jobs / employment	1	0	0	0	0	0	0	0	0	0	0	n/a	1	2
SUP-007	Will improve access to services (e.g. health care / essential shops)	0	0	0	0	0	0	0	0	0	0	0	n/a	0	0
SUP-008	Will improve access to education (schools / university)	0	0	0	0	0	0	0	0	0	0	1	n/a	1	2
SUP-009	Will improve bridleways / equestrian facilities	1	0	0	0	1	0	0	0	1	0	1	n/a	0	4
SUP-010	Will improve access to other villages / key locations	0	0	0	0	0	0	1	0	0	0	0	n/a	0	1
SUP-011	Will improve safety (generally)	1	0	1	0	0	0	1	1	0	0	1	n/a	0	5
SUP-012	Segregation between cyclists / motor vehicles is needed / welcomed	0	0	0	0	0	0	0	0	0	0	1	n/a	0	1
SUP-013	My children will be able to cycle / feel safer cycling	0	0	0	0	1	0	0	0	0	0	0	n/a	1	2

OPP	GENERAL NEGATIVE COMMENTS AND CONCERNS Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 1006
OPP-001	The scheme (or part of it) is unnecessary / not needed	17	10	4	9	7	8	19	10	7	10	14	n/a	7	122
OPP-002	In opposition of proposals (generally)	1	0	1	0	7	8	5	2	2	0	0	n/a	0	26
OPP-003	Waste of public funding / money	7	7	8	5	6	14	15	6	3	2	13	n/a	3	89
OPP-004	Concerns regarding parking removal	0	0	0	0	1	3	6	2	2	1	5	n/a	1	21
OPP-005	Scheme favours cyclists over drivers / concern of prioritising cyclists needs over drivers	7	0	0	0	2	0	2	1	4	1	1	n/a	0	18
OPP-006	Concerns for vulnerable road users (elderly/disabled)	5	0	0	2	3	9	10	1	0	0	0	n/a	1	31
OPP-007	Opposition based on concerns for safety (generally)	13	3	2	1	1	17	36	16	12	11	10	n/a	5	127

OPP	GENERAL NEGATIVE COMMENTS AND CONCERNS Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 1006
OPP-008	Concerns around equestrian users	23	16	15	17	10	18	17	12	14	10	11	n/a	7	170
OPP-009	Environmental concerns	32	6	9	2	10	11	27	9	0	1	11	n/a	6	124
OPP-010	Feels the scheme hasn't been thought through / not suitable / doesn't make sense	2	4	2	6	1	0	4	1	0	6	9	n/a	3	38
OPP-011	Concerns around areas of shared-use space	0	0	1	3	3	20	7	0	0	0	5	n/a	1	40
OPP-012	Concerns of negative impact on historical routes and/or urbanisation	23	27	27	9	7	11	32	9	3	0	4	n/a	2	154
OPP-013	Concerns over privacy / noise / construction	2	6	2	1	0	4	7	1	0	0	0	n/a	0	23
OPP-014	Concerns due to not enough road space for proposals / road is unsuitable/dangerous	0	5	0	0	0	0	10	1	0	5	0	n/a	2	23

SUG-001	SCHEME SUGGESTIONS Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 1005
SUG-001	Suggests wayfinding / signage / clear markings / no unnecessary signage	2	8	3	7	5	3	9	4	4	3	4	n/a	2	54
SUG-002	Suggests lighting / removal of lighting / types of lighting	15	15	15	14	9	6	15	8	3	1	14	n/a	3	118
SUG-003	Suggests providing alternative routes / extending route / new route / reconfiguring a route	20	7	6	13	10	27	38	32	13	8	28	n/a	21	223
SUG-004	Suggests greenery / planting	9	8	14	9	6	10	2	3	1	2	5	n/a	0	69
SUG-005	Suggests seating	1	0	0	0	0	1	0	0	0	1	1	n/a	2	6
SUG-006	Suggests types of material surfacing or no surfacing	48	11	17	20	14	12	15	10	8	2	18	n/a	6	181
SUG-007	Suggests new location for a crossing / to not have a crossing / considerations for crossing points	3	2	0	1	0	2	4	8	0	5	1	n/a	0	26
SUG-008	Suggests changes to speed limits / to not change speed limits	0	12	0	0	0	0	8	13	4	4	1	n/a	1	43
SUG-009	Suggests traffic calming measures / changes to traffic calming measures	6	33	0	0	0	0	3	3	4	3	1	n/a	2	55
SUG-010	Suggests further segregation between cyclists / motorists / pedestrians / equestrians	14	9	3	5	3	6	13	5	5	1	2	n/a	1	67
SUG-011	Suggests need for maintenance / bins	0	7	5	2	2	2	2	3	1	2	6	n/a	1	33
SUG-012	Suggests parking/traffic restrictions	0	0	0	0	1	2	1	1	2	0	0	n/a	0	7
SUG-013	Suggests parking removal / addition	0	0	0	0	0	0	1	0	4	1	0	n/a	0	6

SUG-001	SCHEME SUGGESTIONS Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 1005
SUG-014	Suggests footway/cycleway widening /narrowing	17	1	1	1	2	12	4	2	3	0	0	n/a	0	43
SUG-015	Suggests colour contrasts	0	1	0	0	0	2	0	0	5	0	2	n/a	2	12
SUG-016	Suggests design of turns / alignment	0	1	1	3	0	26	5	0	0	0	0	n/a	0	36
SUG-017	Suggests cycle parking	0	0	0	0	0	2	1	0	0	0	0	n/a	1	4
SUG-018	Suggests the addition or removal of one-way roads	0	0	0	0	0	0	1	0	1	0	0	n/a	0	2
SUG-019	Suggests bridge slope / gradient / comments on bridge	20	0	0	0	0	0	0	0	0	0	0	n/a	0	20

S4-001	SECTION 7 OPTIONS (only use on section 7 tab) Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 47
S4-001	Likes option A	n/a	n/a	n/a	n/a	n/a	n/a	2	n/a	n/a	n/a	n/a	n/a	n/a	2
S4-002	Likes option B	n/a	n/a	n/a	n/a	n/a	n/a	10	n/a	n/a	n/a	n/a	n/a	n/a	10
S4-003	Neither, I don't like either option	n/a	n/a	n/a	n/a	n/a	n/a	12	n/a	n/a	n/a	n/a	n/a	n/a	12
S4-004	No preference / I don't mind which option is selected	n/a	n/a	n/a	n/a	n/a	n/a	3	n/a	n/a	n/a	n/a	n/a	n/a	3
S4-005	Don't know	n/a	n/a	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a	n/a	1
S4-006	Suggests alternative option	n/a	n/a	n/a	n/a	n/a	n/a	19	n/a	n/a	n/a	n/a	n/a	n/a	19
S4-007	Suggests having both routes	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	0

COM-001	COMMENTS RELATING TO GCP / CCC Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 68
COM-001	General criticism of GCP / CCC	3	1	4	1	0	1	6	1	0	0	0	n/a	1	18
COM-002	Criticism of consultation (e.g. will not be listened to / wont make a difference)	4	0	1	2	0	1	6	3	0	0	8	n/a	3	28
COM-003	Criticism of consultation materials (e.g. website, leaflet, maps and info.)	0	1	2	3	4	1	1	1	2	0	4	n/a	2	21
COM-004	Criticism of consultation accessibility (e.g. lack of access for those without internet)	0	1	0	0	0	0	0	0	0	0	0	n/a	0	1

OTH	OTHER Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 264
OTH-001	Not sure / do not know / confused by proposals	17	0	0	0	2	2	0	1	1	0	0	n/a	0	23
OTH-002	Nothing to add / not applicable / no comment	6	23	17	27	26	13	9	13	31	19	5	n/a	15	204

OTH	OTHER Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 264
OTH-003	Need more information / question about proposals	3	1	5	1	3	0	1	2	2	2	3	n/a	3	26
OTH-004	Request for contact / conversation regarding proposals	1	0	0	0	0	0	0	0	1	0	0	n/a	1	3
OTH-005	Other (unrelated comments)	0	0	0	0	0	0	0	1	0	0	0	n/a	0	1
OTH-006	Other GCP/CCC Transport Schemes i.e. C2C/ bus ways	0	0	4	1	0	0	0	0	0	0	1	n/a	1	7

EQ	EQIA (only use these codes for EqIA tabs) Number of Times Codes Were Used	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Section 9	Section 10	Q14	Q15 - EQIA	Q16	TOTAL 105
EQ-001	EQIA is not needed / irrelevant	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	7	n/a	7
EQ-002	Support / agree with EQIA / It's necessary	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	20	n/a	20
EQ-003	Comments related to those with mobility and accessibility issues (including age)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	29	n/a	29
EQ-004	Comments relating to gender	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	6	n/a	6
EQ-005	Comments relating to race	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1	n/a	1
EQ-006	Nothing to add / not applicable / no comment	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	42	n/a	TOTAL 42

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