



GREATER
CAMBRIDGE
PARTNERSHIP

Bottisham
greenway

Bottisham Greenway project: you said, we did

Summary of actions we've taken from the public engagement

June 2023

Introduction

Following the public engagement exercise on the Bottisham Greenway proposals held in Winter 2023; all of the data submitted has now been analysed and compiled into a report outlining the overarching themes that emerged.

The full report of which the below information was based upon will be uploaded to the GCP website.

The feedback we received, forms an integral part of the next phase of this project. Where we have been able to, we have incorporated comments and suggestions into the next round of design.

The following information outlines what you said you wanted to improve or disagreed with, and how we plan to act upon this. It outlines where we have acted on your suggestions and made changes to the design of the Greenway or where we have not made changes and the reasons for this.

The table below is broken down into sections 1 – 8 representing the 8 sections of the scheme as outlined in the main report.

YOU SAID	WE DID
Wayfinding and Signage - (General)	
You expressed on every section of the route the importance of clear and visible signage along the extent of this section with specific reference to its potential to mitigate safety risks.	A wayfinding strategy is currently being developed across all 12 Greenways to ensure that all active travel users can safely navigate along each route.
Lighting – (General)	
You expressed the need for lighting along the route to maximise safety of all users. The comments ranged from the provision of streetlamps to the installation of solar studs in the shared use path.	A lighting strategy is currently being developed across all 12 Greenways to ensure that all active travel users can safely navigate along each route.
Equestrian Users (General)	
You commented regarding equestrian users along the proposed route. You raised the importance of equestrians being treated equally to other road users, also highlighting equestrians are vulnerable road users and therefore safe access for them must be prioritised.	GCP will accommodate equestrians where possible. Subject to adherence to DMRB standards and Road Safety Audit results.
SECTION 1 - Riverside	
You expressed your concerns around areas of shared-use space at the Riverside, particularly between Saxon Road and River Lane is too narrow for a shared-use path and that there are existing conflicts between pedestrians, cyclists and motor vehicles.	The design team can carry out a traffic count on this section of Greenway to check the Feasibility designs.
You expressed concerns about the proposed surfacing for the Riverside section of the route, and some respondents had concerns that the red asphalt may create problems for pedestrians.	The use of red asphalt will be determined during the Preliminary design stage. The design team will review the existing surfacing at Preliminary design stage
You requested that the section of Riverside between the 'Tesco Path', and	The design team will review the existing section between the Tesco path and Equiano Bridge at Preliminary design stage.

the Equiano Bridge is rebuilt to provide a level surface throughout.	
You requested double cattle grids at the entrance of Sroubridge Common similar to the ones that are provided at Midsummer Common / Walnut Tree Avenue. this location.	The design team will review the existing entrance adjacent to Stourbridge Common at Preliminary design stage. Midsummer Common is out of the current scope of Bottisham Greenway.
You express concern regarding parked cars on this section of the route. Some respondents requested that parking is removed at Elizabeth Way and at Stourbridge Common there is not enough space available to safely facilitate a shared use path along the Riverside. You also mentioned that the existing parking at Elizabeth Way restricts space and sight lines for cyclists.	It is beyond the scope of the scheme to redefine a parking strategy. The design team have deemed there is enough space to proceed with the route.
You suggested alternative routes or extending the route, included making the cycle lane along the Riverside continuous beneath the A1134 Bridge. You also suggested a segregated Riverside pedestrian footpath and separate entrance to Stourbridge Common.	The existing Greenway route has been consulted on and agreed with the GCP board.
Section 2 – Sroubridge Common	
You suggested widening the cattle grids in this area to allow for increased pedestrians and cycle traffic in both directions.	The design team will review the existing entrance adjacent to Stourbridge Common at Preliminary design stage.
You outlined that you supported changes to the proposals to widen the existing shared-use path, which is currently very narrow path for cyclist and pedestrians.	We will develop the design proposals further to preliminary design stage, considering some of the specific changes and comments you raised through the public engagement, outlined in more detail in this document. A summary of public and stakeholder feedback will go to our Executive Board in June.
You suggested widening the footbridge over Coldham’s Brook to accommodate for an increase in footfall and cycle flows. You raised your concerns with the crossing points at the Stourbridge Common section. At the footbridge over Coldham’s Common you suggested it should be upgraded entirely, while other respondents requested that it is widened to support higher footfall.	The existing Greenway route has been consulted on and agreed with the GCP board.
You highlighted the need for regular maintenance of the shared use path with specific mention of tree roots lifting and damaging the surface materials and causing trip hazards for pedestrians in the past.	GCP to Contact Cambridgeshire Highways Maintenance Team
Section 3 – Ditton Meadows	
You expressed your support for improvements for active travel users at Ditton Meadows and welcomed the proposals that footway widening is needed and some respondents agreed with the decision not to construct an underpass.	We will develop the design proposals further to preliminary design stage, considering some of the specific changes and comments you raised through the public engagement, outlined in more detail in this document. A summary of public and stakeholder feedback will go to our Executive Board in June.
You expressed your concern related to the signalised crossing and suggested a new location for the crossing or suggested design considerations.	There is not a signalised crossing proposed on this Greenway scheme.

<p>You questioned the existing sharp turns in this section of the route, in which visibility is restricted and deemed unsafe for cyclists. This included the sharp turn for cyclists leaving the path to join the Chisholm Trail and suggested making this turn smoother or implementing mirrors to improve visibility.</p>	<p>The design team will review the existing entrance to the Chisholm Trail at Preliminary design stage.</p>
<p>You commented on the access point near Ronald Rolph Court and its need to be improved due to it be considered unsatisfactory, and it is not currently included within the scheme extents.</p>	<p>The existing Greenway route has been consulted on and agreed with the GCP board.</p>
<p>You made suggestions to widen the shared-use path for the entirety of this section to at least 3-metres. You also suggested widening the bridge running alongside the river to provide more space for pedestrians and cyclists.</p>	<p>The existing Greenway route has been consulted on and agreed with the GCP board. Widening the bridge is cost prohibitive at present.</p>
<p>Section 4 – Ditton Lane/Fison Road Junction</p>	
<p>You outlined you were generally in favour for improvements for active travel users at Ditton Lane/Fison Road Junction and thought that the proposal would be an improvement to the existing layout.</p>	<p>We will develop the design proposals further to preliminary design stage, considering some of the specific changes and comments you raised through the public engagement, outlined in more detail in this document. A summary of public and stakeholder feedback will go to our Executive Board in June.</p>
<p>You made suggestions for alterations to the crossing points, three of which suggested that the crossing be made accessible to equestrian users all stating that it should allow for access to the Marleigh bridleway which is in close proximity to the Greenway, and safe access should therefore be provided for equestrian users.</p>	<p>GCP will accommodate equestrians where possible. Subject to adherence to DMRB standards and Road Safety Audit results.</p>
<p>You provided general feedback regarding the route alignment for this section, highlighting that there are sharp bends along the cycle route. Respondents expressed concern visibility will therefore be reduced for pedestrians and cyclists when turning and could increase the risk of collisions between Greenway users.</p>	<p>Due to utility constraints and existing trees, It is necessary to have bends in the section of Greenway. Signs pointing ot localised hazards can be included in the design of this section</p>
<p>Section 5 – Marleigh Development, High Ditch Road Junction</p>	
<p>You expressed that you are happy for improvements for active travel users at Marleigh Development and welcome the idea of a signalised crossing at the roundabout. Comments generally mentioned that the proposals look good and would like them to be implemented as soon as possible. While other respondents stated that they were generally in opposition of the proposals and feel that they do not provide much of an improvement from the existing layout.</p>	<p>We will develop the design proposals further to preliminary design stage, considering some of the specific changes and comments you raised through the public engagement, outlined in more detail in this document. A summary of public and stakeholder feedback will go to our Executive Board in June.</p>
<p>You expressed safety concerns with the existing road layout which they would like to see improved as part of the Greenway.</p>	<p>The existing road layout is not in the scope for this scheme.</p>
<p>You highlighted that the surface materials are neglected and poorly</p>	<p>GCP will contact Cambridgeshire Highways Maintenance Team to discuss the future maintenance of the Greenway.</p>

maintained, and there are often sections which have drainage issues which leads to large puddles which ice over in colder months, making it unsafe for users.	
You suggested to introduce a signal-controlled crossing and to change the arrangement of the High Ditch Road junction, so it is safer for pedestrians and cyclists. With some respondents mentioning that this section of road should be a quiet lane to reduce vehicle speeds.	The design team will review the crossing point at the Preliminary design stage.
You highlighted on the lack of maintenance along this section and noted that vegetation is always overgrown and encroaches onto the path which restricts space for pedestrians and cyclists.	GCP to Contact Cambridgeshire Highways Maintenance Team
SECTION 6 – A14 Underpass, Quay Mill Hotel Access Road	
Despite concerns, you were generally in favour and welcomed the changes for active travel users at the A14 Underpass, Quay Mill Hotel Access Road.	We will develop the design proposals further to preliminary design stage, considering some of the specific changes and comments you raised through the public engagement, outlined in more detail in this document. A summary of public and stakeholder feedback will go to our Executive Board in June.
You commented that the proposals will improve the walking and cycling facilities and would make them feel safer using the route if lighting was introduced.	A lighting strategy is currently being developed across all 12 Greenways to ensure that all active travel users can safely navigate along each route.
You raised your concerns around equestrian users should be provided with a safe place to dismount.	The design team will review the need for mounting blocks at either entrance of the underpass in the Preliminary design stage.
You mentioned the lack of maintenance on the approach and within the underpass. Other maintenance issues included poor drainage which leads to ponding after moderate rainfall.	GCP will contact Cambridgeshire Highways Maintenance Team to discuss the future maintenance of the Greenway.
Section 7 – Albert Road Junction, Newmarket Road	
You outlined you were generally in favour for improvements for active travel users at Albert Road junction, Newmarket Road and welcomed them noting that they would like the changes implemented as soon as possible.	We will develop the design proposals further to preliminary design stage, considering some of the specific changes and comments you raised through the public engagement, outlined in more detail in this document. A summary of public and stakeholder feedback will go to our Executive Board in June.
You suggested regular maintenance and highlighted that there are overgrown bushes and hedgerows which can obstruct users passing by. There is also damage to existing footways caused by the tree roots which creates a trip/fall hazard for pedestrians and cyclists.	GCP will contact Cambridgeshire Highways Maintenance Team
SECTION 8 – Bell Road, The Bell Road/Lode Road junction, Lode Road	
You raised safety concerns with the existing layout. You commented that currently it feels unsafe for cyclists due to the number of parked cars on Bell Road and can be hazardous for cyclists i.e., at risk of car dooring.	GCP will arrange a site visit to review the existing proposals
You raised concerns that vehicles tend to overtake cyclists along Bell Road which puts them at risk of being struck.	Driving habits by motorists is an enforcement issue. There is a proposal for a raised table at Bell Road area.
You suggested extending the 20mph speed limit along the entire length of Bell	GCP will investigate the start and finish location of the 20MPH zone during the site visit

Road. You also suggested extending the 20MPH zone to the village gateway on Lode Road	
You mentioned that the road surfacing on Bell Road was of poor quality and in need of maintenance. You also commented on the overgrown vegetation which needs frequent trimming as it encroaches onto the path and obstructs pedestrians and cyclists.	GCP to Contact Cambridgeshire Highways Maintenance Team