



Greater Cambridge Partnership

Comberton 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 Comberton Greenways scheme and provide public engagement support.
- 1.1.2. A four-week engagement period commenced from 27 June 2022 to 29 July 2022. The engagement was undertaken to provide an update on the proposals and understand views from the local community, wider stakeholders and other interested parties.
- 1.1.3. This report documents the process by which the engagement was completed, and presents the feedback received during the engagement period. The feedback will be used to review and develop the scheme design and inform GCP's decision on how the scheme should be progressed.

1.2 The Scheme

- 1.2.1. The Comberton Greenway is one of twelve proposed Greenway routes which aim to make local walking, cycling and, where appropriate, horse-riding journeys easier, connecting villages along the route to each other and Cambridge.
- 1.2.2. The scheme aims to deliver positive impacts by enhancing routes and facilities for active travel, to support more people to make greener, cheaper, healthier journeys as part of the vision for Greater Cambridge.
- 1.2.3. The proposed Comberton Greenway links Cambridge to the villages of Comberton and Hardwick (to the west). The route follows existing quiet roads, off-road paths and busier roads, with the aim of providing a high-quality route to improve and enhance walking, cycling and where appropriate, horse riding in the area.
- 1.2.4. Through villages on the route, where people cycling will use the road, we are proposing traffic calming measures, such as raised tables, road narrowing and chicanes to make them safer both for cycling on and crossing on foot. Alongside traffic calming measures, the proposals also include new pedestrian and cycle crossing facilities, to make roads safer and easier to cross.
- 1.2.5. The Comberton Greenway proposes to improve links between Cambridge, Coton, Hardwick and Comberton. In total, the route covers around 15km, routing westbound from Cambridge City Centre, via Sidgwick Avenue, Grange Road, the University of Cambridge, Coton and Long Road. Additional spurs to the route extend to Hardwick and provide an onward connection towards Barton.

1.3 Background

- 1.3.1. A previous consultation was undertaken in 2018 which was used to inform the route alignment and design options. Responses to the consultation shaped the proposals that were presented in this round of engagement.
- 1.3.2. The objectives of the Greenways are to:
- Help to provide alternatives to the private car to reduce traffic congestion, improve air quality and public health
 - Improve access to the countryside
 - Implement high standards of infrastructure, in line with national, regional and local policy, including LTN 1/20, for walking, cycling and other non-motorised modes.
 - Ensuring active travel routes are as direct as possible
 - Create an active travel network with sufficient capacity to meet additional demand for walking, cycling and horse riding journeys, as a result of employment and housing growth in Cambridgeshire
 - Support the Local Plan for Cambridgeshire by providing better sustainable transport links to Cambridge city centre and the rural fringes
- 1.3.3. The feedback received in 2018 was mostly supportive of the Comberton Greenway. Key highlight findings from the 2018 consultation included:
- the majority of respondents being supportive of solar stud lighting provision in all proposed locations; and
 - support for the development of a new path along Long Road.
- 1.3.4. However, there were also concerns regarding:
- The potential closure of Sidgwick Avenue; and
 - The environmental impacts of element 3A (developing the existing footpath between Green End and Wimpole Way).
- 1.3.5. Other common comments from the 2018 consultation focused on:
- The need for the Greenway to link to other nearby villages
 - The potential for alternative routes between Comberton and Cambridge
 - Specific path details including the surfacing and materials, and shared usage
 - The use of Green End on the Greenway route and concerns relating to its potential closure.
- 1.3.6. The report summarising the findings of the consultation in 2018 can be viewed online: <https://www.greatercambridge.org.uk/sustainable-transport-programme/active-travel-projects/greater-cambridge-greenways/comberton-greenway>
- 1.3.7. As a result of the findings from the 2018 consultation, the alignment was agreed by the GCP Executive Board on the 25th June 2020.

2 Engagement process

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

2.1 Engagement objectives

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

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

2.2 Engagement activities

- 2.2.1. Between January and July 2022, a range of key stakeholders associated with the Comberton Greenway were engaged with, and will continue to be engaged with as the project progresses. Key stakeholders identified include partner authorities, council members, parish councils, representatives of walking, cycling and equestrian groups, and owners of land where access agreements are needed to operate or construct the route.
- 2.2.2. Further details of key stakeholders groups engaged with to date are detailed in Section 2.3.

2.3 Who was engaged with and when?

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

Table 2-1 – Engagement Summary

Timeline	Group or Organisation / Event	Date
Pre-Public Engagement	Non-Motorised User Groups, including: <ul style="list-style-type: none"> ▪ British Horse Society ▪ District Bridleways ▪ Cambridge Past, Present, Future (CPPF) ▪ CTC Cambridge (part of Cycling UK) ▪ Cambridge Local Access Forum 	Workshop held in March 2022
Pre-Public Engagement	Cambridge County Council Planning and Highways workshop	March 2022
Pre-Public Engagement	Major Landowners, including University Colleges	May 2022 – June 2022 (and ongoing)
Pre-Public Engagement	Comberton Parish Council	June 2022
Pre-Public Engagement	Hardwick Parish Council	June 2022
Pre-Public Engagement	Joint Cllr and Parish Chair Briefing (CCC, SDCDC and CCiC)	
During Public Engagement	Comberton Public Drop-in Event	08 July 2022
	Comberton Public Virtual Event	18 July 2022
	CamCycle	July 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 ConsultCambs online engagement platform along with a Frequently Asked Questions document and information about event dates:

<https://consultcambs.uk.engagementhq.com/gcp-greenways-comberton-2022>.

- 2.4.3. 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:
- 2.4.5.
- Hard copies of the postcard were delivered to approximately 4,000 properties advertising the consultation and inviting residents to provide feedback on the proposals.
 - Postcards were delivered to properties in the Hardwick, Comberton, Coton Parish Council areas, as well as to properties in areas adjacent to the route through Barton and Maddingly Parishes, as well as addresses fronting onto the route and adjacent streets in Newnham Ward, Cambridge.
 - Further promotion was conducted through social media platforms, with multiple posts being made on GCP’s Facebook and Twitter pages.
 - A press release was sent out by GCP to promote the events in the media.
- 2.4.6. 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 1,766 people visited the ConsultCambs webpage during the engagement period. Table 2-2 provides a breakdown of the number of downloads for each document provided on the webpage.

Table 2-2 – Website Figure Downloads

Engagement Tool Name	Visitors	Downloads/Views
Comberton Leaflet 2022	744	852
Comberton Greenway Section 1 - Comberton Village.pdf	86	98
Comberton Greenway Section 4 - Long Road to Hardwick.pdf	79	90
Comberton Greenway Section 2 - Barton Road east of Long Road.pdf	76	91
Comberton Greenway Section 8 - Adams Road, Grange Road, Sidgwick Avenue and Silver Street.pdf	75	86
Comberton Greenway Section 3 - Long Road.pdf	74	89
Comberton Greenway Section 7 - High Street Coton to West Cambridge.pdf	74	87

Engagement Tool Name	Visitors	Downloads/Views
Comberton Greenway Section 6 - Whitwell Way to the High Street Coton.pdf	66	72
Comberton Greenway Section 5 - Long Road to Whitwell Way.pdf	62	71
Comberton Greenway Survey Word Version_01 07 22.docx	31	48
FAQs	11	12
Key Date	36	38

2.5.2. A breakdown of ‘the statistics from the webpage are summarised below in Table 2-3.

Table 2-3 – Engagement on webpage

Type of Engagement	Frequency
Aware Visits	1,766
Informed Visits	1,027
Engaged Visits	295

2.5.3. ‘Aware’ visits are classed as any visitors who have made at least one single visit to the webpage, but have not taken any further action. This means that they have not clicked on or engaged with any of the supporting materials. However, they can be classed as ‘aware’, given that they will be aware that the project or webpage exists.

2.5.4. ‘Informed’ visits are classed as any visitors who have clicked on or engaged with the supporting materials. This may include, an article, a photo, etc. These interactions can be classed as ‘informed’ given that the visitor is informed about the project or site and has been interested enough to click and learn more.

2.5.5. 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')

2.5.6. 'Engaged' visits are classed as an visitor that have visited the webpage and contributed to a tool. This means that they have participated or contributed to one or several of the following:

- Contributed in 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

2.5.7. An 'engaged' or 'informed' visitor 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.

3 Analysis and methodology

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

3.2 Data collation

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

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

3.3 Closed question analysis

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

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

3.4 Open question analysis

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

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

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

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

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

3.5 Written responses

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

3.6 Quality assurance

Data integrity

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

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

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

4 Respondents

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

4.2 Level of response

4.2.1. A total 301 responses were received, to both the online and hard copy versions of the survey. Hard copies of the survey were manually inputted into the system by a member of the team and have been included in the analysis below.

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

- 284 individuals (95%)
- 6 representatives of a business group (2%)
- 4 elected representatives (1%)
- 6 'other' (2%) including a Residents Association, College Bursar and affected landowners.

4.2.3. Table 4-1 below summarises the breakdown by respondent type. This is based on the question 14, asking respondents to specify their interest in the project. Whilst a total of 292 respondents answered this question, it should be noted that this was a multiple-choice question. 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
I regularly travel in the area	102	23%
Resident in Comberton	83	19%
Resident elsewhere in Cambridge	69	16%
Resident in Hardwick	53	12%
Resident in Coton	48	11%
Other (please specify)	22	5%
Resident elsewhere	18	4%
Local business owner/employer	13	3%

Type of Respondent	Frequency	Percentage
I occasionally travel in the area	13	3%
Resident in Toft	8	2%
Resident in Grantchester	3	1%
Resident in Highfields	3	1%
Resident in Harlton	1	0%
Resident in Harston	1	0%

4.2.4. The results indicate that most respondents were interested in the Comberton Greenway proposals because they regularly travel in the area (23%, 102 responses). The second highest respondent type was residents of Comberton (19%, 83 responses), followed by residents of elsewhere in Cambridge (6%, 69 responses).

Business and organisations

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

- CamCycle
- Countryside Properties
- Crafts Hill Barn B&B
- CTC Cambridge
- Hill Residential Ltd for Land East of Cambridge Road, Hardwick and Cambridgeshire
- Newnham Walk Surgery
- British Horse Society

Public bodies represented

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

- Comberton Parish Council
- Coton Parish Council
- South Cambridgeshire District Council – Cambourne Ward

4.2.7. Respondents who answered ‘Other (please specify)’ indicated that they were interested in the scheme for the following reasons:

- A local resident of Cambridge directly impacted by this scheme;
- A member of the public who is considering buying a house in Hardwick but wanted better cycle access to West Cambridge prior to moving;
- A consultant working on the Bourn Airfield development;

- Several equestrian users
- The previous Chairman of Comberton Ramblers with a particular interest in footways in the area;
- A representative of the Ramblers Association living in the Cambridge area;
- A Senior Football Coach and Committee representative of Coton Football Club;

4.3 Respondent profile

- 4.3.1. This section details respondent demographics. Data was collected using the 'More about you' questions in the survey (Q15 – Q18). These 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 277 respondents disclosed their age. The largest proportion of respondents were in the 55-64 age bracket (24%, 69 respondents), followed by 45-54 age bracket (21%, 62 respondents). Both the 25-34 age bracket (40 respondents) and 65-74 age bracket (41 respondents) made up 14% of respondents, followed by the 35-44 age bracket (13%, 37 respondents) and 75 and above age bracket (7%). The smallest proportion of respondents were in the 15-24 age bracket (2%, 7 respondents). 13 respondents (4%) preferred not to say.
- 4.3.4. A total of 289 respondents identified their employment status, with 15 respondents preferring not to say (5%). The largest proportion of respondents (58%, 176 respondents) are employed, followed by 61 respondents who are retired (20%) and 35 respondents who are self-employed (12%). Only 2 of the respondents are unemployed (1%), 5 respondents (2%) are a stay-at-home parent carer or similar and 7 respondents (2%) in education. Of the total respondents to this question, 1% (2 respondents) stated 'other'.
- 4.3.5. The 1% who stated 'other' specified their employment status as;
- Retired but in part-time casual employment
 - Part retired director/trustee

Figure 4-1 - Age Profile of Respondents (290 responses received)

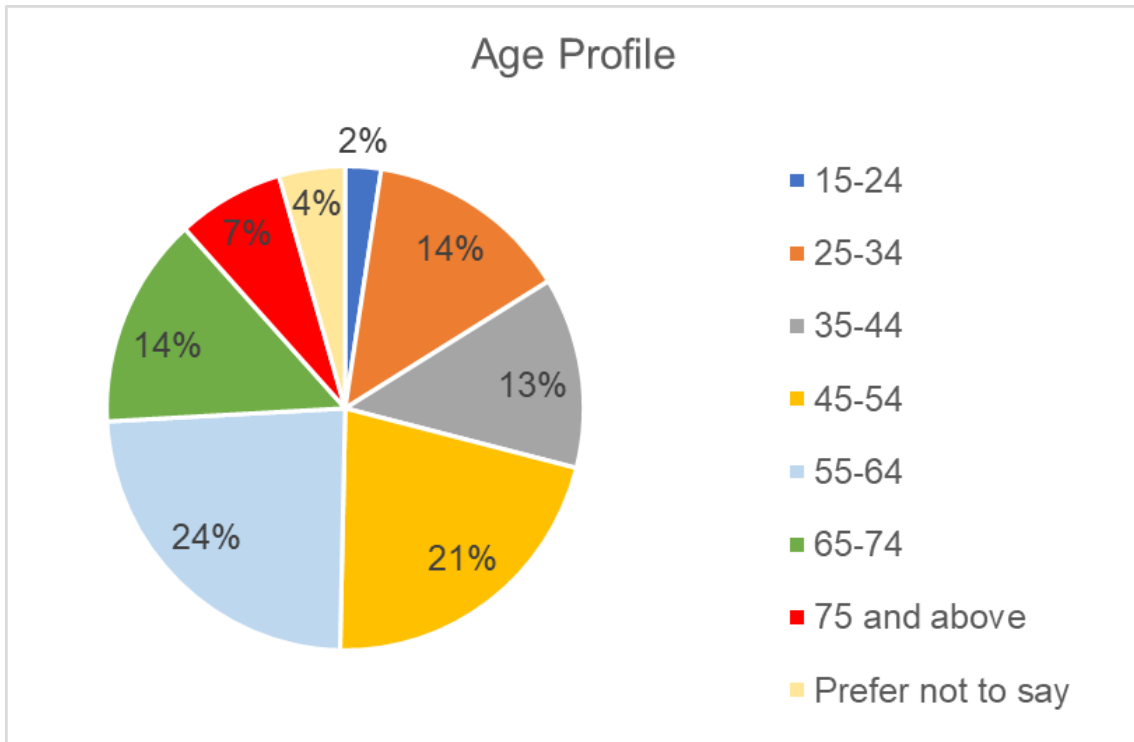
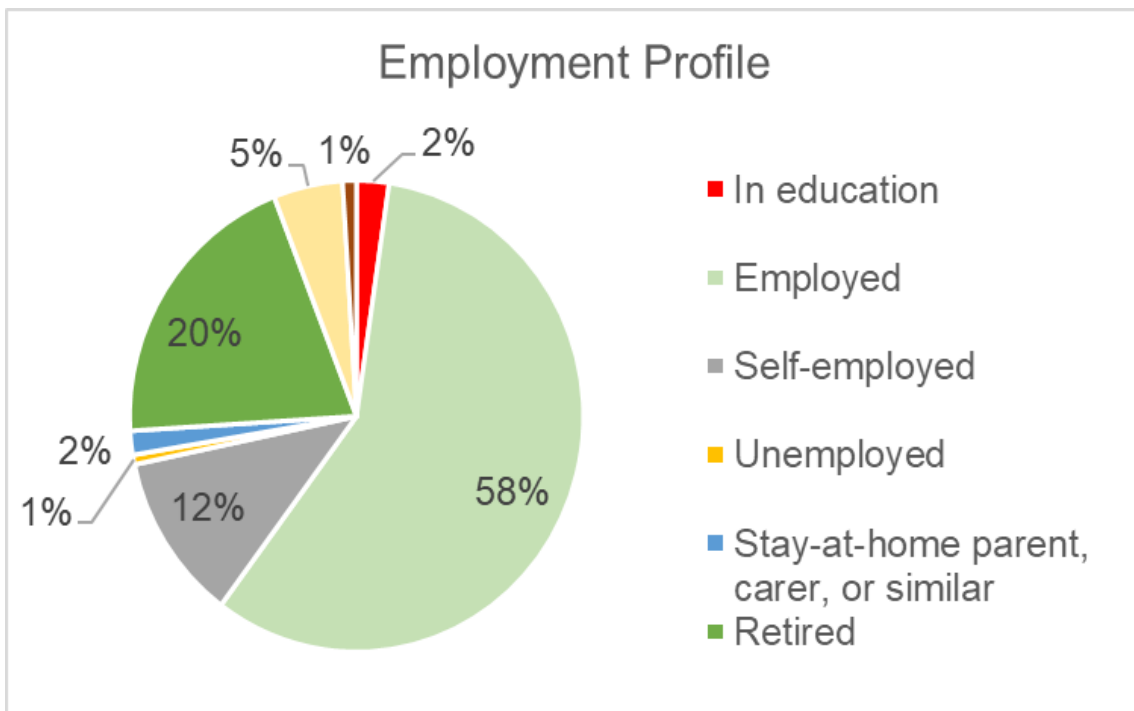


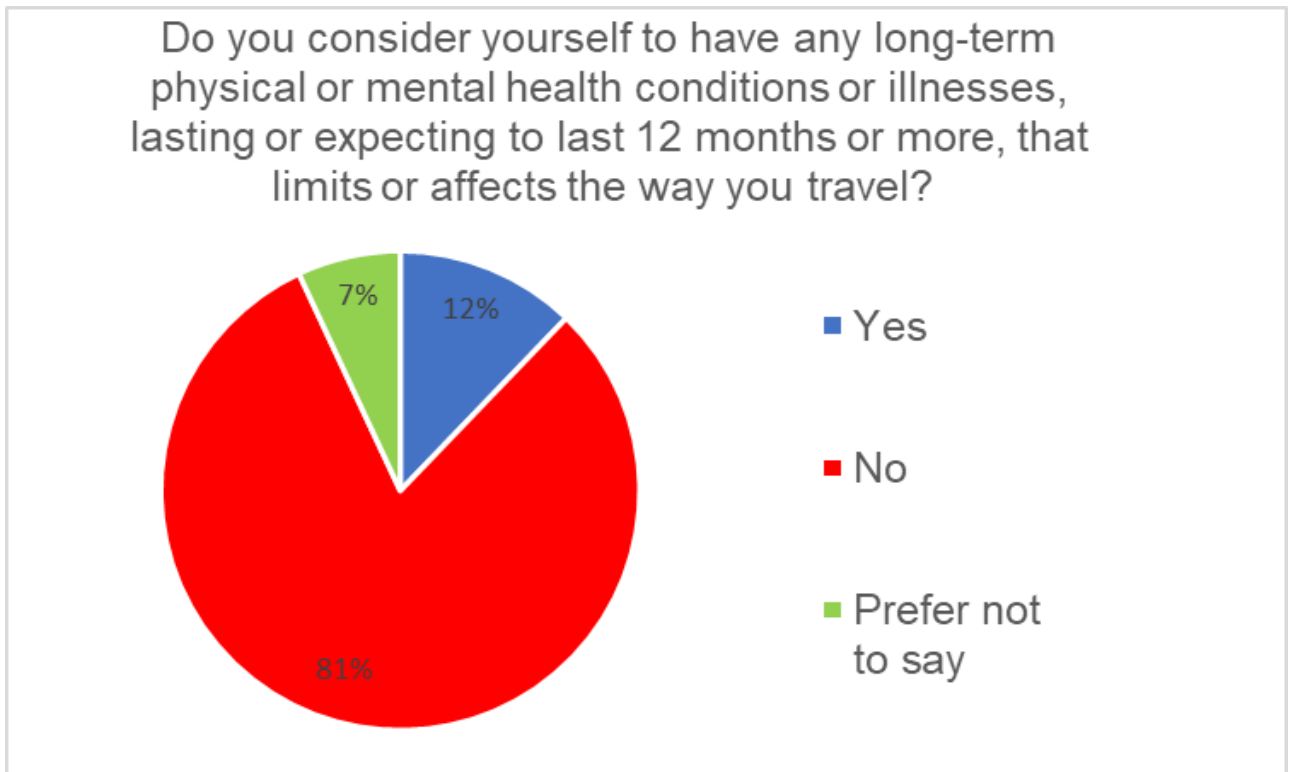
Figure 4-2 - Employment Profile of Respondents (304 responses received)



4.3.6. Respondents were also asked if they consider themselves to have any long-term physical or mental health conditions or illnesses, lasting or expecting to last 12 months or more, that limits or affects the way in which they travel. A total of 287 respondents answered this question.

4.3.7. Figure 4-3 illustrates that the majority of respondents (232 respondents, 81%) do not 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. Additionally, 35 respondents (12%) do consider themselves to have long-term physical or mental health conditions or illnesses, lasting or expecting to last 12 months or more, that limits or affects the way in which they travel. The remaining 7% (20 respondents) preferred not to say.

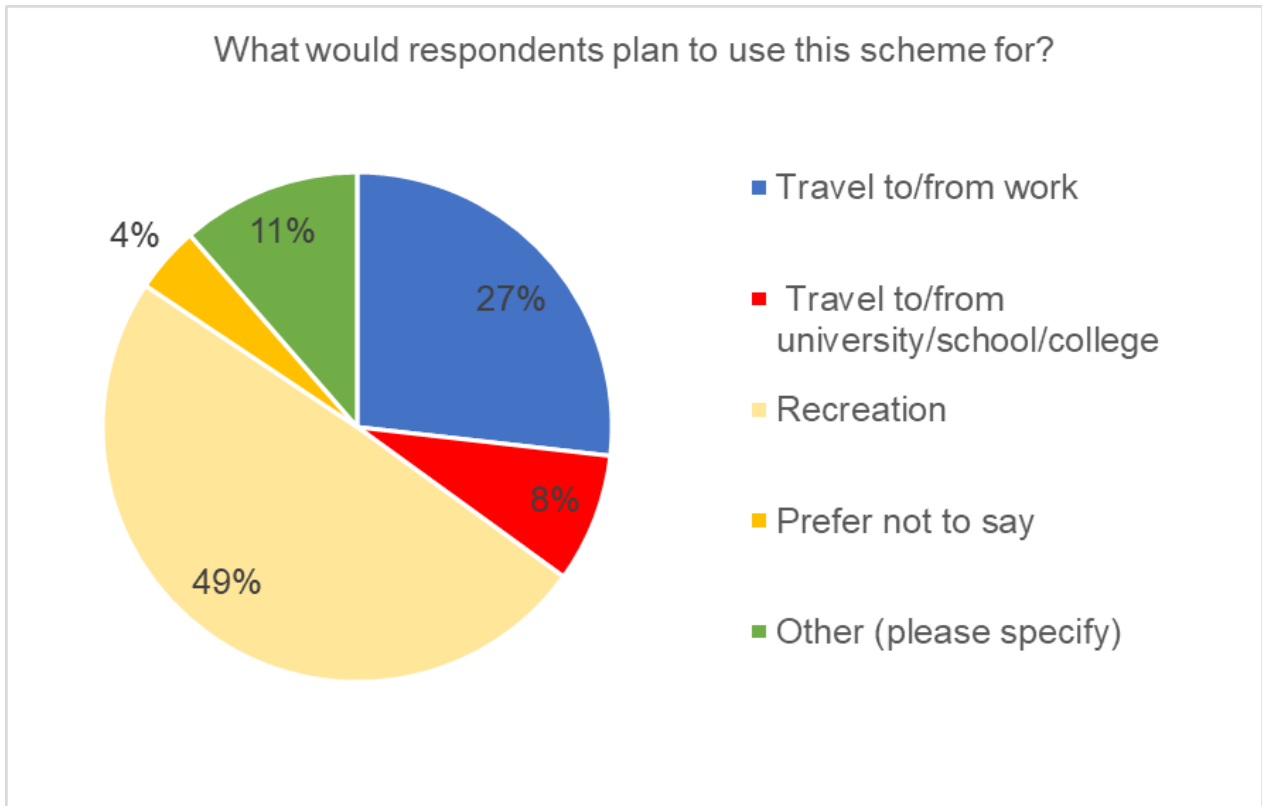
Figure 4-3 - Health Limitations to Travel (287 responses received)



4.3.8. The 'More about you' questions also asked respondents whether they would use this scheme to travel for work, travel for education, recreation or other trip purposes. As this question provided the opportunity for multiple-choice answers, the total number of responses is higher than the total number of survey respondents. Therefore, the percentages do not total to 100%.

4.3.9. Figure 4-4 illustrates the responses to this question.

Figure 4-4 - What Would Respondents Use this Scheme for? (403 responses received)



4.3.10. As illustrated at Figure 4-4:

- Almost half of responses (49%, 199 respondents) indicated recreation would be the greatest use of the greenway.
- Travel to/from work was identified as a planned use for 108 respondents (27%) and travel to education (university/school/college) was identified by 33 respondents (8%).
- There were 17 respondents (4%) who preferred not to disclose how they plan to use the route and
- 46 respondents (11%) who answered 'other'. Some uses identified from the 'other' category are outlined below.
 - Exercising
 - Horse Riding
 - Moving agricultural machinery along to access fields and Long Road
 - Travel between villages and into Cambridge
 - Travel to access services i.e. GP/doctors surgery, village halls, local shops

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

4.3.12. In total, 295 respondents disclosed their postcode. Table 4-2 summarises the geographical representations of respondents and the number of respondents per postcode area. It is

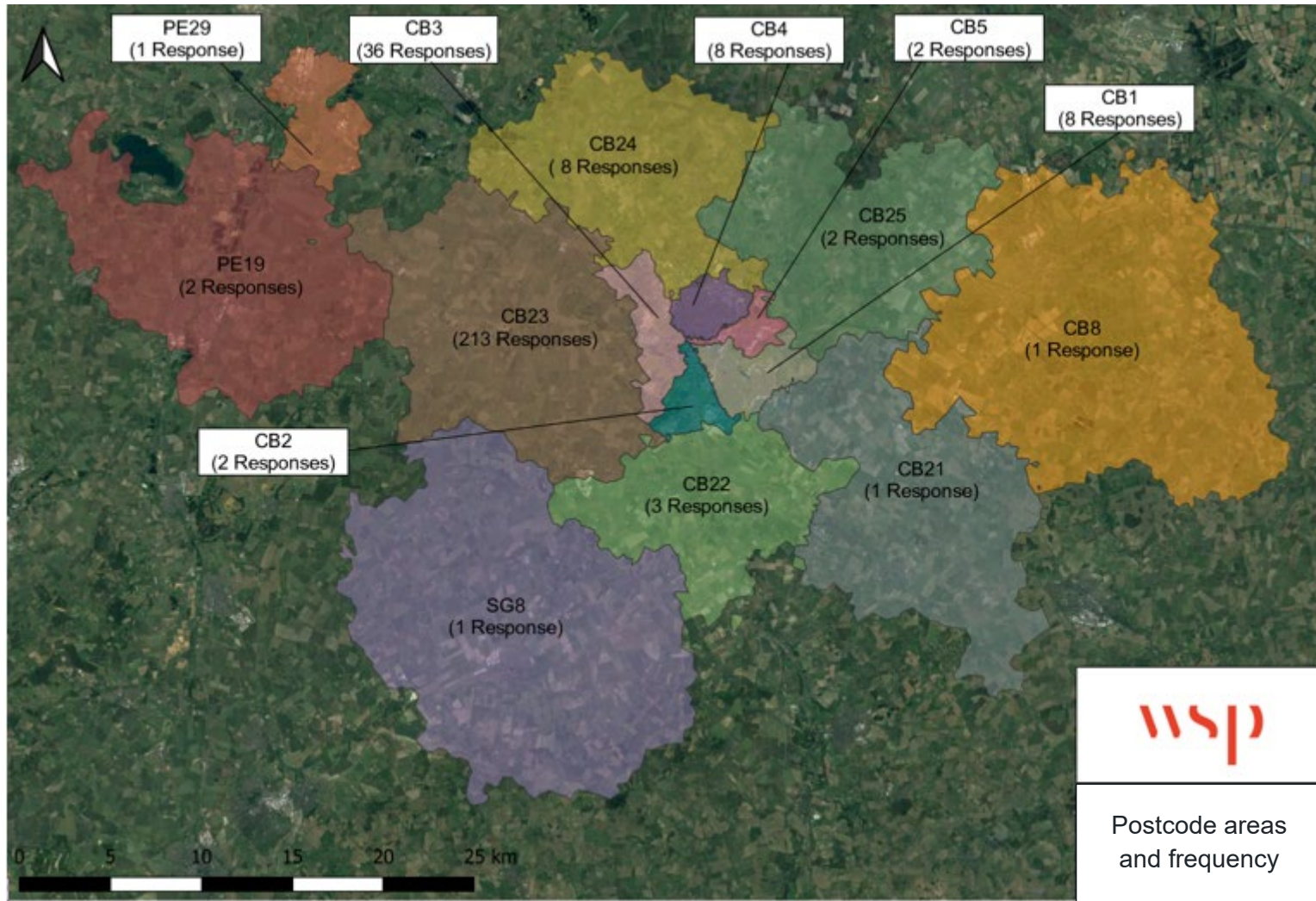
noted that at least one respondent provided multiple postcodes. This answer has been categorised as ‘other’?”?

Table 4-2 – Postcode Areas

Postcode	Number of Respondents
CB23	213
CB3	36
Other	19
CB22	3
CB24	8
CB1	8
CB4	8
Did not disclose	6

- 4.3.13. As shown at 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.
- 4.3.14. Figure 4-5, shown overleaf, provides a map of the postcodes and their respective number of responses which shows that:
- 1 response was received in PE29
 - 2 responses received in CB2
 - 2 responses received in CB5
 - 36 responses were received in CB3
 - 8 responses received in CB1
 - 8 responses received in CB4

Figure 4-5 – Postcode areas and frequency



4.4 How respondents found out about the engagement

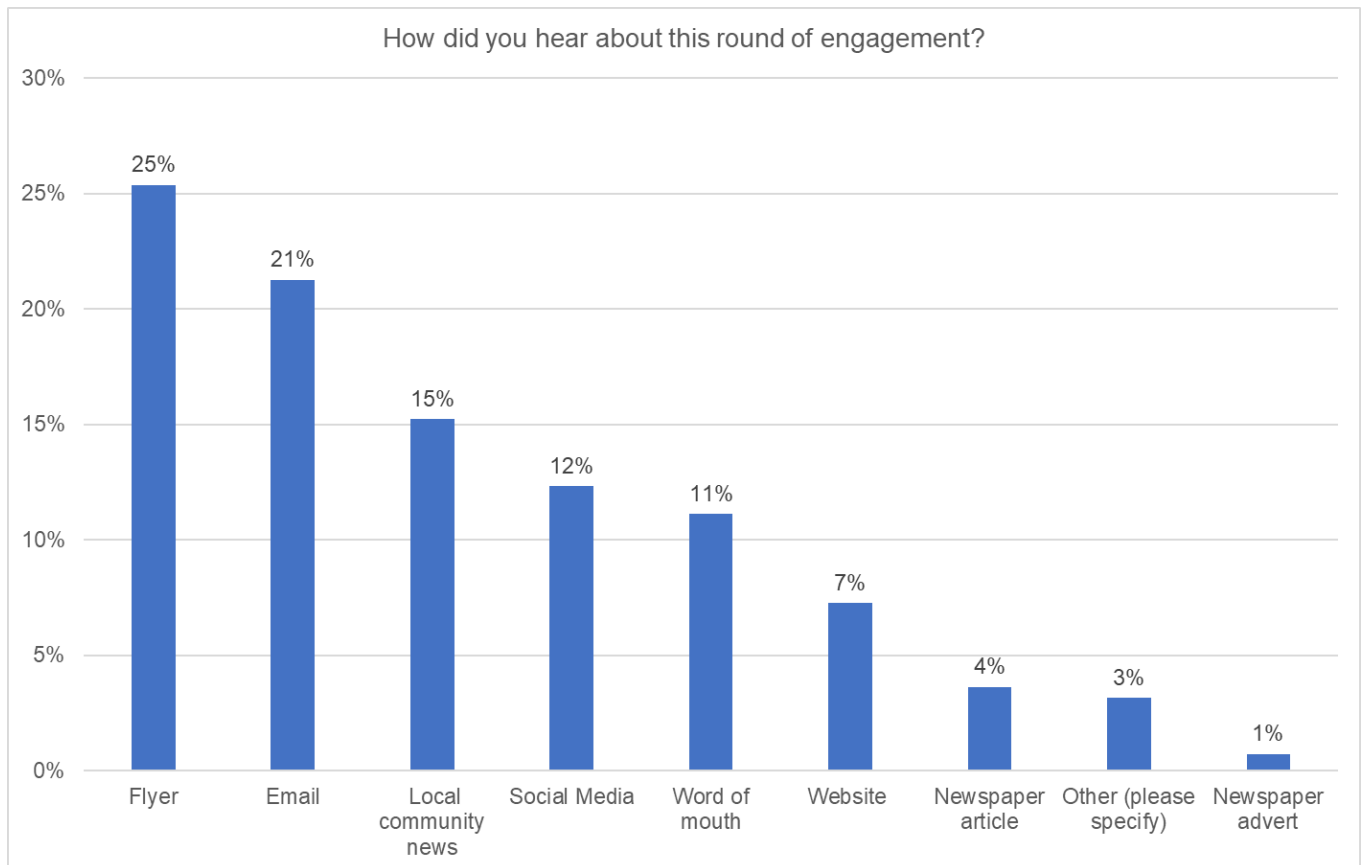
4.4.1. Figure 4-6 overleaf provides a breakdown of how respondents found out about the engagement.

4.4.2. As shown, a quarter of respondents (25%, 105 respondents) found out about the engagement from a flyer, followed by email (21%, 88 respondents) and the local community news (15%, 63 respondents). Social media informed 51 respondents (12%), word of mouth informed 46 respondents (11%), 30 respondents (7%) were informed by a website and 15 respondents (4%) were informed by a newspaper article.

4.4.3. Only 3 respondents (1%) were informed by a newspaper advert and 13 respondents (3%) found out about the engagement from another source. Other sources included:

- Parish Council
- Surveyors
- Workplace
- CamCycle

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

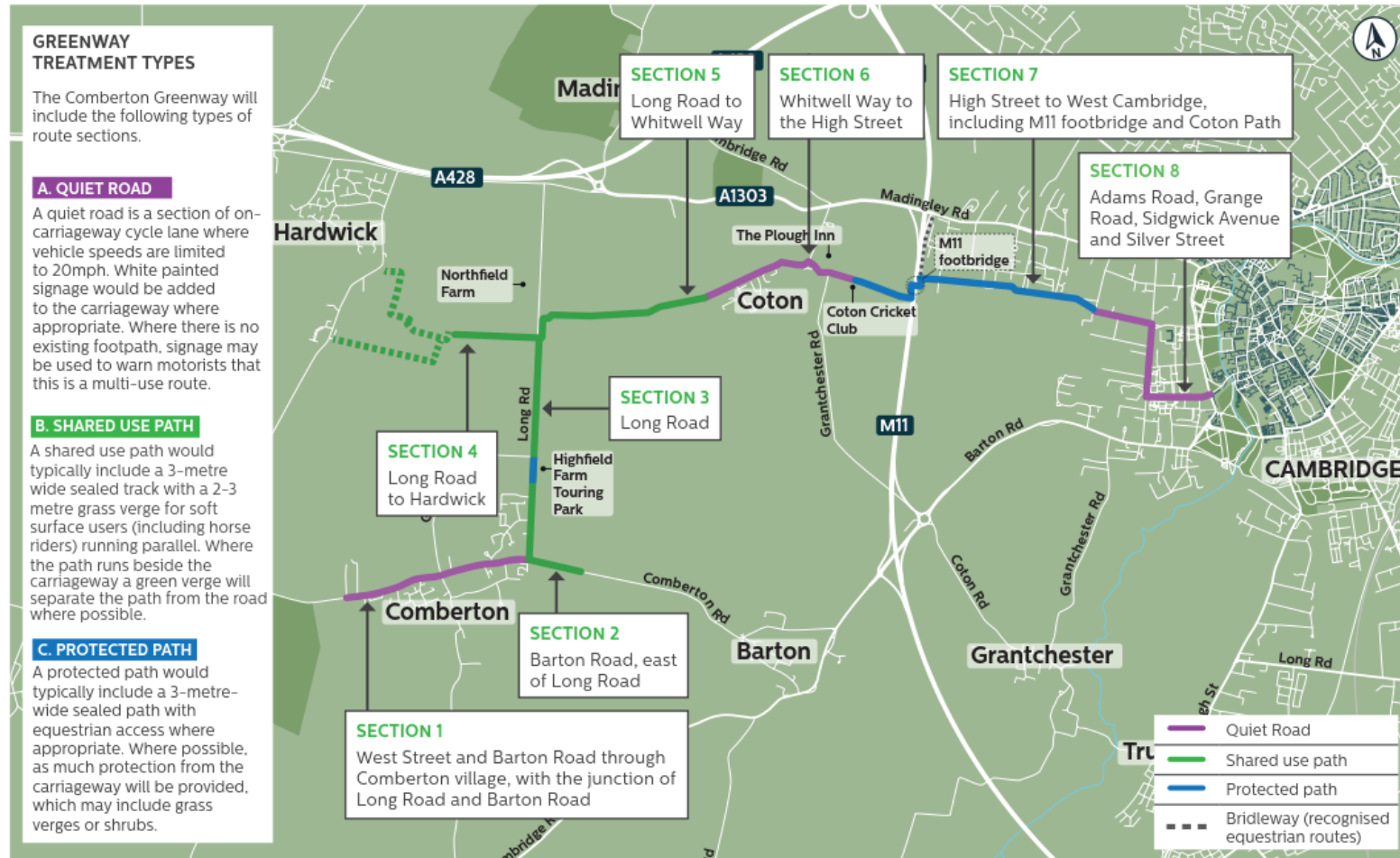




5 Feedback on the proposals

- 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 eight sections of the route. Therefore, the number of respondents vary between 132 and 184 for each section.
- 5.1.2. This chapter also summarises the feedback received at the community engagement event that took place in July 2022, in addition to the letters and emails received.
- 5.1.3. The insert of the Comberton Greenway survey map has also been provided overleaf in Figure 5-1. This map accompanied the survey and outlines the different sections of the route.

Figure 5-1 - Comberton Greenway Section Breakdown



5.2 Section 1: West Street and Barton Road through Comberton village, with the junction of Long Road and Barton Road

- 5.2.1. There was a total of 180 responses (60% of total survey responses) to the question regarding the West Street and Barton Road section through Comberton village. This included proposals at the junction of Long Road and Barton Road.
- 5.2.2. A total of 342 codes have been assigned to the 180 responses received. Table 5-1 highlights the top five themes assigned to the responses for Section 1 of the route.

Table 5-1 – Top 5 Codes for Section 1

Theme	Number of Coded Comments	Percentage of Coded Comments
Concerns relating to existing road conditions i.e., lack of road space, road deemed unsuitable / dangerous for the proposals	28	16%
Suggests providing alternative routes / extending route / new route	26	15%
In favour of proposals (generally)	25	14%
Opposition based on concerns for safety	23	13%
Suggests traffic calming measures / changes to traffic calming measures	21	11%

Theme 1: Concerns relating to existing road conditions

- 5.2.3. A total of 16% of coded comments raised concerns regarding available road space and potential width constraints to accommodate the proposals. Respondents expressed that this section of the route is already narrow in many places. They felt that the proposals were not suitable for this section.
- 5.2.4. Concerns were also raised around the suitability of a ‘quiet road’ on Barton Road as respondents felt that the proposals may put cyclists at risk if drivers speed or try to overtake along narrower sections of road. Concerns were also raised regarding potential conflicts between parked cars and cyclists.

Theme 2: Suggestions for alternative routes / extending route / new route

- 5.2.5. Although the route alignment has already been agreed as part of the 2018 public consultation, 15% of comments related to adjusting the route alignment.
- 5.2.6. Those who suggested revisions to the route generally commented on expanding or altering the route to connect safely to Comberton Village College (CVC) from Eversdens and Hardwick (4 comments). Five comments related to extending the Comberton Greenway between Toft and Comberton. Some respondents also expressed the need for safer facilities for cyclists to access to the carriageway from the footway, whilst others felt that segregated cycle lanes were needed along this section of the route.

Theme 3: In favour of proposals (generally)

- 5.2.7. Despite some of the concerns raised for Section 1, a total 14% of coded comments were generally in favour of the proposals and welcomed them. Feedback received was mostly positive, with respondents expressing that they would like the scheme to be implemented as soon as possible. Four of the comments that expressed support for proposals along Section 1 suggested that the proposals will improve safety for cyclists. Five comments felt that the proposals were suitable and well thought through.

Theme 4: Opposition based on concerns for safety

- 5.2.8. A total of 13% of coded comments expressed safety concerns for the proposal at Section 1. These comments generally related to safety for cyclists and voiced concerns over Barton Road being considered 'a busy and unsuitable' for cyclists. Seven of the comments received related to the high volumes and speed of traffic on Barton Road. They felt that encouraging more cyclists on this section of road may put cyclists at risk.
- 5.2.9. Four comments were also raised around Safety concerns for children using this section of the Comberton Greenway to travel to / from school. In particular, Meridian Primary School was referred to specifically, with respondents raising concerns that the current proposals do not feature pedestrian crossings that match the desire lines for this school.

Theme 5: Suggestion of new traffic calming measures / changes to existing traffic calming measures

- 5.2.10. Traffic calming measures were mentioned by 11% of respondents. The use of traffic cameras to enforce speed limits was commented on within three responses for this code, with respondents suggesting that speed cameras be included as part of the proposals for Section 1. Nine responses mentioned either speed bumps or raised tables as being an unsuitable traffic calming measure, as respondents raised concerns over the perceived damage they can cause to motor vehicle suspension and perceived increases in pollution from frequent braking and accelerating.

5.3 Section 2: Barton Road, east of Long Road

- 5.3.1. There was a total of 156 responses received regarding the proposals for Barton Road, east of Long Road proposal. This equated to 52% of total survey responses.
- 5.3.2. 257 codes have been assigned across the 156 open text responses. Table 5-2 shows the top five themes assigned to the responses for Section 2 of the Comberton Greenway

Table 5-2 – Top 5 Codes for Section 2

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	49	32%
Suggests changes to the width of the footway / cycleway	20	13%
Suggests further segregation between cyclists / motorists / pedestrians / equestrians	19	12%
Suggests lighting / removal of lighting / types of lighting	17	11%
Suggests providing alternative routes / extending route / new route	16	10%

Theme 1: In favour of proposals (generally)

- 5.3.3. A total of 32% of coded comments were in favour of the proposals put forward for the Section 2 of the Comberton Greenway, expressing that they welcomed the changes and felt they would improve the existing road layout.
- 5.3.4. Comments in favour of the scheme noted that existing walking, cycling and horse-riding infrastructure is insufficient in this area, and that they felt the proposals will provide benefits for all road users.

Theme 2: Suggests footway / cycleway widening / narrowing

- 5.3.5. 13% of coded comments related to widths of the carriageway or cycle paths. Nine comments specifically referred to the existing shared use path along Barton Road, and how this is currently a well-used route that is of insufficient width to allow multiple users to pass each other safely (e.g., two cyclists passing or a cyclist and pedestrian passing).

- 5.3.6. Three responses made general comments regarding the proposed width of the shared use path for Section 2. They requested that this be made wide enough for horse riders to be accommodated safely.
- 5.3.7. A further two comments referred to widening the shared use path from the edge of Comberton village to Barton Court. One comment raised safety concerns regarding the width of the proposed shared use path directly in front of Highfield Farm, stating that it appears too narrow.

Theme 3: Suggests further segregation between cyclists / motorists / pedestrians / equestrians

- 5.3.8. 12% of coded comments suggested that there be further segregation between users of the Comberton Greenway including cyclists, pedestrians, motorists and equestrians. These comments primarily focused on the use of segregated footways and cycleways. They also requested that the design ensures both pedestrian and cycle paths are wide enough to facilitate safe travel and minimise user conflicts.
- 5.3.9. Of the responses coded within this theme, two comments specifically referenced LTN 1/20 and stated that shared use paths are no longer recommended infrastructure within active travel design guidance. They also noted that segregated cycle facilities are more suitable from a safety perspective.

Theme 4: Suggests lighting / types of lighting

- 5.3.10. A total of 11% of coded comments remarked on lighting for Section 2, generally indicating the need for more lighting along the route. Seven responses particularly commented on for cyclists and pedestrians who would be travelling along the proposed Comberton Greenway in the dark . One of these comments specifically referred to women’s safety at night, and how increased lighting would improve this.
- 5.3.11. A total of six comments regarding lighting specifically mentioned being supportive of solar studs / lighting along Section 2, citing that this would have minimal impact on wildlife and not detract from the nearby fields. Two comments suggested that solar stud lighting would be insufficient to properly illuminate the route, and that other lighting would also be needed (such as overhead lighting).

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

- 5.3.12. A total of 10% of coded comments provided suggestions on alternative routes or extending the route. 12 comments primarily focused on the extension of the route into Barton, Other suggestions made by respondents were similar to those received for Section 1, which included connecting Comberton Village College to Hardwick (1 comment).

5.4 Section 3: Long Road

- 5.4.1. There were 184 responses to the question regarding the Long Road proposal, which equates to 61% of total survey responses.
- 5.4.2. A total of 385 codes have been assigned to the 184 responses. Table 5-3 shows the top five themes assigned to the responses for the section along Long Road.

Table 5-3 – Top 5 Codes for Section 3

Theme	Number of Coded Comments	Percentage of Coded Comments
Opposition based on concerns for safety (generally)	58	32%
In favour of proposals (generally)	52	29%
Suggests traffic calming measures / changes to traffic calming measures	22	12%
Suggests lighting / removal of lighting / types of lighting	21	12%
Suggests providing alternative routes / extending route / new route	21	12%

Theme 1: Opposition based on concerns for safety (generally)

- 5.4.3. A total of 32% of coded comments provided concerns for the general safety of users along Section 3 of the Comberton Greenway. These were mostly attributed to the speed of vehicles currently travelling along Long Road, which could pose a safety threat to cyclists (32 comments).
- 5.4.4. Concerns were also raised about the proposed pedestrian crossing on Long Road, as it is located at the lowest point on the road, which reduces visibility and poses a safety risk. 12 responses suggested that the proposed crossing should be a signal-controlled crossing.

Theme 2: In favour of proposals (generally)

- 5.4.5. 29% of coded comments were in favour of the proposals for Section 3. Those who responded with favourable comments towards the scheme generally thought the plans were good and that the Comberton Greenway along Long Road would be useful. 12 comments stated that the proposals would provide benefits for cyclists along the route. A further five comments noted the benefits the proposals would provide for horse riders using the route.

Theme 3: Suggests traffic calming measures / changes to traffic calming measures

- 5.4.6. A total of 12% of coded responses provided comments on traffic calming measures along Section 3 of the Comberton Greenway. These comments mostly focused on the need for the speed limit along Long Road to be reduced. 17 comments mentioned that the existing speed limit is not adhered to by drivers, and that a reduced speed limit is also likely to be ignored.
- 5.4.7. Suggestions from respondents on how to enforce a lower speed limit included speed cameras (2 comments) and an increased amount of speed humps or raised tables (3 comments). Four comments referenced the need for an increased amount of traffic calming measures but did not specify any further measures.
- 5.4.8. An additional two comments stated that a horizontal traffic calming feature, such as carriageway narrowing or a chicane, would be more effective at reducing vehicle speeds than a vertical traffic calming.

Theme 4: Suggests lighting / types of lighting

- 5.4.9. 12% of comments related to the use of lighting along Section 3 of the Comberton Greenway. Good lighting, particularly for cyclists travelling in the winter and at night was mentioned in 4 comments and was stated as being a key element of the proposal and a 'must have' for the route in general.
- 5.4.10. Similar to previous sections, six comments mentioned the need for low-level lighting along Long Road to minimise light pollution.

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

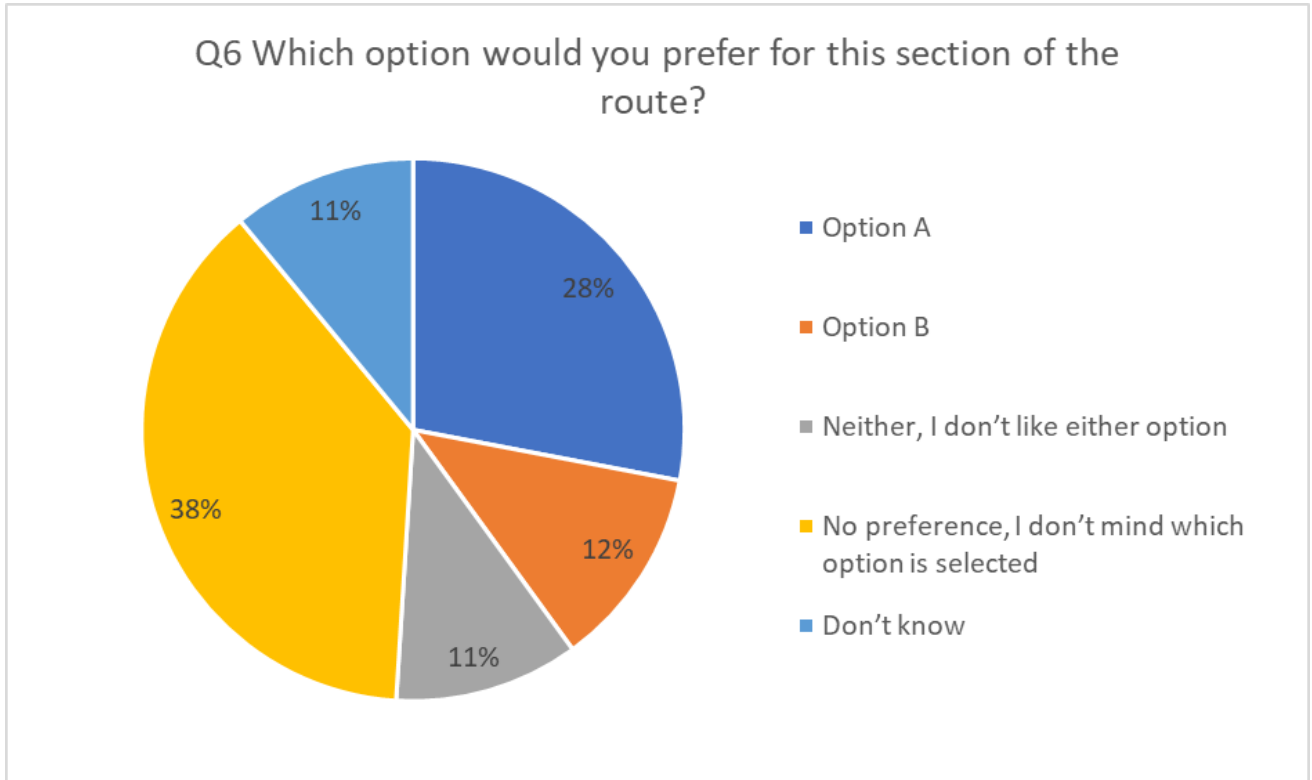
- 5.4.11. A total of 12% of coded comments suggested alterations to the route alignment. Six responses mentioned that they would like to see the proposed route continued northwards along Long Road, to connect to St Neots Road.
- 5.4.12. Connections to Branch Road was also mentioned in six responses, with comments referencing the lack of crossing facilities for pedestrians and cyclists wishing to travel along the Branch Road / Green End route rather than use the junction of Long Road and Barton Road.
- 5.4.13. A further two comments suggested that the route alignment of the Comberton Greenway should be on the western side of Long Road, rather than the eastern side.

5.5 Section 4: Long Road to Hardwick

Closed question analysis

- 5.5.1. Section 4 of the survey asked respondents both an open and closed question. This was to specifically seek feedback on the two different options that were put forward between Long Road to Hardwick. The two options were:
- **Option A)** Shared use path travelling northwards and entering Hardwick near the merging of Main Street / Cambridge Road; or
 - **Option B)** Shared use path continuing westwards and entering Hardwick at the merging of Portway Road / Main Street.
- 5.5.2. Initially, respondents were asked “*which option would you prefer for this section of the route?*”. The following choice of answers were provided:
- Option A
 - Option B
 - Neither I don’t like either option
 - No preference, I don’t mind which option is selected
 - Don’t know
- 5.5.3. Figure 5-2 overleaf illustrates the responses to this question. In total:
- 38% (94) of respondents expressed that they did not have a preference
 - 28% of respondents (70) selected Option A as their preference
 - 12% (30) preferred Option B
 - 28 respondents (11%) answered ‘don’t know’
 - 27 respondents (11%) did not like either option.
- 5.5.4. Postcode analysis has also been undertaken for this question to understand which areas along the route are in favour of Option A or Option B to Hardwick. The findings are summarised at paragraphs **Error! Reference source not found.** to **Error! Reference source not found.**.

Figure 5-2 - Preferred option for Section 4



Open question analysis

- 5.5.5. In addition to the closed question above, respondents were also asked to provide further comments on the Long Road to Hardwick proposal (Section 4). A total of 143 respondents commented on this section (48% of total survey responses).
- 5.5.6. 273 codes have been assigned to the 143 responses received. Table 5-4 outlines the top five themes assigned to the responses for Section 4.

Table 5-4 – Top 5 Codes for Section 4

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests types of material surfacing	30	22%
Suggests providing alternative routes / extending route / new route	29	21%
Suggests lighting / types of lighting	17	12%

Theme	Number of Coded Comments	Percentage of Coded Comments
Opposition based on concerns for safety (generally)	14	10%
Environmental Concerns	13	9%

Theme 1: Suggests types of material surfacing

- 5.5.7. A total of 22% of coded comments mentioned types of surface materials proposed. Responses received were mixed.
- 5.5.8. 14 comments mentioned the use of a tarmac surfacing. Of these 14, 12 responses were opposed to the use of tarmac, and stated they would like to see a surface treatment that is sympathetic to the rural landscape, such as a soft surface treatment (e.g., grass or vegetation). Two comments stated that they would like to see tarmac used as a surface treatment and were opposed to any loose surfacing.
- 5.5.9. Three responses to this question mentioned flooding and ponding. They specifically mentioned soft surface users such as horses and the impact they can have on the current path during wet conditions, as horses create a muddy and slippery surface.

Theme 2: Suggests alternative routes / extending route / new route / reconfiguring a route

- 5.5.10. 21% of coded comments provided suggestions on altering the route, extending the route, a new route or reconfiguring the route. Comments generally focused on extending the route, with various locations and extents suggested.
- 5.5.11. 11 comments mentioned the need for a route connecting Hardwick to Comberton Village College (CVC) for the use of college students, many of which described the currently proposed route as being 'indirect'.
- 5.5.12. Eight comments specifically mentioned the connection point of the Comberton Greenway in Hardwick village. Seven out of the eight comments stated that they would like to see the Comberton Greenway connect to either the south and north of Hardwick or just the north, as the residential density is greater in the north.
- 5.5.13. Four comments also suggested extending the route northwards along Long Road, to facilitate a connection to St Neots Road.

Theme 3: Suggests lighting / removal of lighting / types of lighting

- 5.5.14. A total of 12% of coded comments provided suggestions on lighting for the route. The majority of responses (12 comments) were supportive of lighting along the route, with six responses stating it would be particularly beneficial for those travelling in the dark.

- 5.5.15. Two comments suggested that lighting shouldn't be used along Section 4, either because it would spoil the countryside or because the volume of users during the night would be minimal.
- 5.5.16. From the responses coded within this theme, low level / stud lighting was mentioned within six responses, who noted that it would be most appropriate for the route. Only one comment suggested, which was overhead streetlights as an alternative lighting type.

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

- 5.5.17. A total of 10% of respondents provided concerns over the general safety of users of the Comberton Greenway along Section 4. Three comments mentioned that they felt the crossing on Long Road was unsafe, particularly for children cycling along the route. Cycle infrastructure design guidance described in LTN 1/20 was referenced in two comments. These two comments specifically stated that shared use paths are not recommended infrastructure and are considered outdated.
- 5.5.18. Option A was also commented on more specifically in two responses. One of these responses was opposed to the option due to Main Street / Cambridge Road being a busy road and sections posing safety risks to users of the Comberton Greenway. The other comment referred to the safety concerns posed by machinery operating on Chivers Farm in close proximity to the route for Option A, and that the route may impact the efficient working of the farm.

Theme 5: Environmental concerns

- 5.5.19. A total of 9% of respondents provided comments on environmental concerns for Section 4. Seven comments specifically mentioned existing native trees and that any heritage trees along the route are to remain undisturbed. They also commented on the potential for tree planting along the route for Section 4. A further four comments expressed concerns that the existing bridleway would be lost as part of the proposals. One comment raised concerns regarding the heritage status of the Port Way (Section 4) and stated that a minimum legal width to this route section is established by the heritage asset team, prior to any construction works.

5.6 Section 5: Long Road to Whitwell Way

- 5.6.1. There was a total of 149 responses to the proposal for Long Road to Whitwell Way, equating to 49% of total survey responses.
- 5.6.2. A total of 276 codes have been assigned to the 149 responses. Table 5-5 shows the top seven themes assigned to the responses for Section 5.

Table 5-5 – Top 7 Codes for Section 5

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests types of material surfacing	38	26%
Suggests lighting / removal of lighting / types of lighting	31	21%
In favour of proposals (generally)	22	15%
Opposition based on concerns for safety (generally)	14	10%
Concerns around equestrian users	14	10%
Suggests wayfinding / signage / clear markings / no unnecessary signage	14	10%
Suggests greenery / planting	14	10%

Theme 1: Suggests types of material surfacing or no surfacing

- 5.6.3. A total of 26% of coded comments related to surfacing materials. 27 comments mentioned the types of material surfacing. Similar to Section 4, there were mixed opinions about the use of tarmac for surfacing, as there were concerns that it would not be good for the rural landscape. Eight comments also mentioned that a material suitable for all weathers that is permeable should be used. 12 comments raised concerns regarding the surface of bridleways, as it was suggested that bridleways should remain grassy and soft and not be tarmacked.

Theme 2: Suggests lighting / removal of lighting / types of lighting

- 5.6.4. 21% of coded comments mentioned lighting for the Comberton Greenway. 23 comments indicated that they would prefer new lighting to be provided along the route, whether this be low-level lighting, usual street lighting or solar studs. In contrast, seven comments indicated that they felt lighting is unnecessary along Section 5 of the Comberton Greenway, due to concerns relating to light pollution and sensitivity to wildlife.
- 5.6.5. Those in favour of lighting along the route primarily suggested having it to enable users to travel safely in the dark, with noting the safety of school children using the route in the winter months.

Theme 3: In favour of proposals (generally)

- 5.6.6. 21% of coded comments showed general support and favour for the proposal along Section 5 of the Comberton Greenway. There were 10 comments described the proposals for Section 5 as 'good' and / or 'great'. Two comments also stated that the scheme looked sensible and were in support. There were also two comments that expressed their support for the proposal, explaining that the current route can become hard to use for cyclists during the winter months. Both of these comments mentioned this is largely due to muddy conditions.

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

- 5.6.7. There was a total of 14 coded comments (10%) that were opposed to the scheme based on concerns for general safety. Seven comments related to concerns around conflicts between pedestrians and cyclists. Three comments suggested that pedestrians and cyclists be segregated from each other. Two comments also suggested conflicts between cyclists and dog walkers. There was also one comment which mentioned the close proximity of this section of the route to a firing range (presumably the Ministry of Defence Barton Road Rifle Range).

Theme 5: Concerns around equestrian users

- 5.6.8. A total of 10% of coded comments raised concerns around equestrian users. These comments generally focused on the surfacing of the scheme and how it may affect horse riders. Seven comments mentioned the use of grass and / or keeping grass as the surface for the bridleways. One comment questioned whether there could be a means for segregating two types of soft surface. Other comments mentioned ensuring that the bridleway sections of the route were sufficiently wide enough to allow horse riders to travel side by side.

Theme 6: Suggests wayfinding / signage / clear markings / no unnecessary signage

- 5.6.9. A total 10% of comments provided suggestions on wayfinding, signage or clear markings. Some of these comments also related to reducing no unnecessary signage to limit clutter.

There were six comments in support of implementing clear signage along the route. Two comments specifically asked for signage to be kept to a minimum and for the proposals to not include any unnecessary signage. Solar stud lighting was mentioned as a favourable option by two comments as it will also help wayfinding. Other comments mentioned using reflective signage and having clear marked paths.

Theme 7: Suggests greenery / planting

- 5.6.10. There were 14 coded comments (10%) that provided suggestions on greenery and / or planting. Five comments suggested planting trees and three comments suggested these be included in the proposals to provide extra shade. One comment stated it would be valuable for landscaping and wildlife. Other comments suggested planting to maintain the rural nature of the area.

5.7 Section 6: Whitwell Way to the High Street (Coton)

- 5.7.1. There was a total of 136 responses to the question regarding the Whitwell Way to the High Street (Coton) proposal, equating to 45% of total survey responses.
- 5.7.2. There is a total of 249 codes assigned to the 136 responses. Table 5-6 shows the top five codes assigned to the responses for Section 6.

Table 5-6 – Top 5 Codes for Section 6

Theme	Number of Coded Comments	Percentage of Coded Comments
Concerns relating to existing road conditions i.e., lack of road space, road deemed unsuitable / dangerous for the proposals	30	23%
Suggests traffic calming measures / changes to traffic calming measures	27	20%
In favour of proposals (generally)	24	18%
Suggests providing alternative routes / extending route / new route	14	11%
Suggests wayfinding / clear markings / signage	13	10%

Theme 1: Concerns due to not enough road space for proposals / road is unsuitable / dangerous

- 5.7.3. A total of 23% of coded comments expressed concerns that there is not enough road space for the proposals or that the road is unsuitable/dangerous. Comments were made on the visibility around corners, notably The Plough Inn, and that the road can be busy and used by larger vehicles such as buses and HGVs.
- 5.7.4. Additionally, comments were made about the levels of parking that exist along the road.

Theme 2: Suggests traffic calming measures / changes to traffic calming measures

- 5.7.5. A total of 20% of coded comments were on traffic calming measures. There were eight comments relating to raised tables, with mixed opinions on whether they should be included in the proposals. It was suggested that if raised tables are used, they would need to have minimum noise impact and be used along the whole route to reduce traffic speeds. Two comments were not in favour of raised tables. One comment suggested that raised tables could increase traffic idling around the bend and block the village road.
- 5.7.6. Speed / traffic cameras, chicanes and bollards between pavements and the road, particularly near The Plough, were mentioned within the comments.

Theme 3: In favour of proposals (generally)

- 5.7.7. 18% of coded comments were in favour of the proposals and provided positive remarks on Section 6. There were nine comments that stated the proposal looked 'good' or 'great', whilst five comments specifically expressed their support for the proposals along this Section of the route. Other comments mentioned that the scheme would be welcomed, and three comments particularly mentioned that the proposals would provide improvements for the area.
- 5.7.8. Comments in favour of the proposals indicated that the proposals would be good for the rebalancing of road space for cyclists and pedestrians. and that the shared use proposals were welcomed.

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

- 5.7.9. A total of 11% of coded comments mentioned altering the route, with some comments suggesting that the route be aligned around the village rather than through Coton village. Comments around this theme also mentioned that if the existing route alignment remains, cyclists should be given priority on the High Street, particularly as cyclists would be travelling within the carriageway along this section.

Theme 5: Suggests wayfinding / signage / clear markings / no unnecessary signage

- 5.7.10. A total of 10% of coded comments provided suggestions on wayfinding, signage and clear markings. Having the correct signage for cyclists and horse riders, particularly at junctions

was commented on, as well as signs for cyclists to be aware that there is often parked cars along the route, and that the Comberton Greenway routes continues past the Plough Inn.

- 5.7.11. It was also suggested that speed cameras and warning signs be used to make vehicles aware of other users on the road.

5.8 Section 7: High Street (Coton Path, PROW Footpath) to West Cambridge, including M11 footbridge and Coton Path

- 5.8.1. In total, there were 132 responses to the question regarding the High Street (Coton Path, PROW Footpath) to West Cambridge, including M11 footbridge and Coton Path proposals. This equates to 44% of total survey responses.
- 5.8.2. There is a total of 220 codes assigned to the 132 responses. Table 5-7 shows the top five codes assigned to the responses for Section 7 of the route.

Table 5-7 – Top 5 Codes for Section 7

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests areas where visibility needs to be improved	28	22%
Suggests types of material surfacing	23	18%
In favour of proposals (generally)	20	16%
Suggests lighting / removal of lighting / types of lighting	18	14%
Suggests changes to the width of the footway / cycleway	18	14%

Theme 1: Suggests areas where visibility needs to be improved

- 5.8.3. A total of 22% of coded comments related to the visibility along this section. This theme did not feature on any other section of the Comberton Greenway. There were five comments regarding the visibility on the M11 footbridge, with mentions the sharp bends at both the top and bottom of the M11 footbridge and ramps, resulting in poor visibility for pedestrians and cyclists and during the winter months. Comments also mentioned that this can be dangerous because of ice / slippery surfaces. The visibility near The Plough Inn was also

commented on in terms of poor visibility, as the left turn to access the path from The Plough Inn is on a blind bend.

Theme 2: Suggests types of material surfacing

- 5.8.4. 18% of coded comments related to types of material surfacing used for the proposed route. Some suggested the need for good quality surfacing (21 comments) but did not specify a particular material. One commented that the existing bridleway should not be covered with a hard surface and remain grassy and soft. Three comments suggested soft surfacing be used.

The need to resurface the footpath over the M11 footbridge and ramps was also commented on 14 times, with comments suggesting that the current surfacing is poor and needs improving. Comments relating to this theme also mentioned that during the autumn and winter months the current surfacing can become slippery and dangerous and therefore a harder surface could be used.

Theme 3: In favour of proposals (generally)

- 5.8.5. A total of 16% of coded comments were in favour of the proposals. Positive comments on the proposals were received in 20 comments, with 10 comments stating the proposals were 'good' and / or 'great'. A total seven comments specifically mentioned their support for the proposals. It was also suggested that the route will encourage sustainable travel behaviours and promote walking and cycling between the villages of Hardwick, Coton, Comberton, as well connections to Cambridge.

Theme 4: Suggests lighting / types of lighting

- 5.8.6. A total of 14% of coded comments related to the provision of lighting along this route. All 18 comments under this theme expressed that they would like to see new lighting along this section of the route, particularly low-level lighting, and solar studs noting that it will improve wayfinding and have a minimal impact on the wildlife in the surrounding area. Seven comments mentioned the need for lights during the winter months to improve user safety (i.e., women), particularly along the footpath and ramps to the M11 footbridge.

Theme 5: Suggests footway/cycleway widening / narrowing

- 5.8.1. A total of 14% of coded comments related to the widening of either the footway or cycleway along this route section. There were four comments specifically stating that footpaths needed to be widened, particularly along the path between West Cambridge and the M11 footbridge and on the footbridge itself. The original Coton path from the University was also mentioned in regard to footpath widening.
- 5.8.2. There were two comments regarding the widening of the cycle paths along this route, primarily for the safety of cyclists and pedestrians on the route after the M11 footbridge, as well as between the Rec, M11 and West Cambridge.

5.9 Section 8: Adams Road, Grange Road Sidgwick Avenue and Silver Street

- 5.9.1. There were 146 responses to the question regarding the proposals for Adams Road, Grange Road Sidgwick Avenue and Silver Street, equating to 49% of total survey responses.
- 5.9.2. There is a total of 306 codes assigned to the 146 responses. Table 5-8 shows the top six codes assigned to the responses for the second section of the route, as two themes had an equal amount of coded comments.

Table 5-8 – Top 6 Codes for Section 8

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests parking / traffic restrictions	22	15%
In favour of proposals (generally)	21	15%
Suggests wayfinding / signage / clear markings /	19	13%
Suggests providing alternative routes / extending route / new route	19	13%
Opposition based on concerns for safety (generally)	17	12%
Suggests parking removal / additions	17	12%

Theme 1: Suggests parking / traffic restrictions

- 5.9.3. A total 15% of coded comments related to parking and/or traffic restrictions. Comments were focused on the removal on parking along the route, particularly on Adams Road and Sidgwick Avenue noting conflicts between cyclists and parked cars. There were 18 comments that mentioned parking issues on Adams Road and Sidgwick Avenue, with eight comments suggesting there should be no parking along these route sections, as they felt it would improve safety for cyclists. Comments also suggested that Sidgwick Avenue would not need to be made on-way if parking was removed.

- 5.9.4. Some comments also mentioned that due to current parking levels, cycling along the route can be stressful for cyclists and that they welcomed the proposals to reduce parking.

Theme 2: In favour of proposals (generally)

- 5.9.5. A total of 15% of coded comments were in favour of the proposal for Section 8 of the scheme, with five respondents stating their full support for the scheme. Other comments mentioned that they liked the proposals for this section of the route, commented that they were 'good' (three comments). Two comments were also positive and commented that the proposals for this route section were 'sensible'. One comment stated there were many great improvements in the proposals. Supportive comments also touched on the benefits of sustainable walking and cycling links between Cambridge and the surrounding villages (including Hardwick, Coton and Comberton).

Theme 3: Suggests wayfinding / signage / clear markings / no unnecessary signage

- 5.9.6. 13% of coded comments provided suggestions on wayfinding, signage and clear markings for both cyclists and cars. It was suggested by seven comments that there should be clear markings for cycle lanes and at junctions. Five comments relating to signage primarily suggested more features could be included to ensure that vehicles were aware of cyclists travelling along the route. Two comments suggested the use of traffic lights.

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

- 5.9.7. A total of 13% of coded comments mentioned changes to the route, with 12 comments suggesting altering the route and one comment suggesting extending the route. It was suggested that the route from Adams Road should be continued up to the existing shared use route that goes into Cambridge.

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

- 5.9.8. 12% of coded comments expressed general safety concerns for this section of the Greenway. Comments raised mostly related to the safety and consideration for equestrian users along this route and speeding on Wilberforce Road.

Theme 6: Suggests parking removal / addition

- 5.9.9. A total 12% of coded comments provided suggestions on the addition and / or removal of parking for this section. There were 10 comments suggesting the removal of parking on Adams Road and Sidgwick Avenue. However, all 17 comments provided negative comments about the current condition of parking along this section of the route.
- 5.9.10. It was suggested by three comments that reducing or removing parking completely would be safer for cyclists. One comment suggested that parking should be reduced, and that the remaining space be prioritised for those with disabilities.

5.10 Written feedback and social media

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

Emails

5.10.2. 24 emails were received throughout the engagement period, all of which have been reviewed and are summarised in Table 5-9. One email was received from a resident's association (Residents Association of Old Newnham), three emails were received from local councillors, and 20 emails received from individuals.

Table 5-9 - Overview of emails received

View on proposals	Total number of responses received
Positive feedback	2
Negative feedback	3
Neutral feedback	1
Request for information	4
Paper survey request	5
Paper survey (completed copy)	9
Total:	24

5.10.3. The emails received were generally brief. Positive feedback, negative feedback and queries received have been outlined below.

Positive

- Welcomes the Greenways as it provides a safe and sustainable travel alternative and improves connectivity between local villages

Negative

- Concerns for additional conflicts between Greenway users i.e. walkers, runners, cyclists
- Concerns relating to the bridleways and material surfacing

Letters

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

- CTC Cambridge

- Cambridge Past, Present, Future
- Coton Parish Council
- Historic England
- Residents Association of Old Newnham
- University of Cambridge

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

Design suggestions:

- Need stronger traffic calming measures on Long Road, one noting that drivers often travel 60mph along this stretch of road
- Suggestion to improve lighting on the footpath to the M11 bridge, as there are several dark spots and low hanging trees. Steep gradients and poor visibility/blind spots on bends
- Welcomes the removal of all parking on Sidgwick Avenue
- Changes welcome to the ramps of the M11 bridge on both sides to widen the right angle turns and make it easier and safer for cyclists

Concerns

- Concerns that the proposals may ruin the rural character, noting the proposed red surfacing
- Concern that there's been a lack of co-ordination between transport schemes in Cambridge i.e., C2C
- One respondent noted they felt the Comberton Greenway proposals are not a good use of the Greenway funds
- Concerns regarding historical features/assets

5.11 Events

5.11.1. 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.

5.11.2. The in-person event was held at Comberton Village Hall on the 8th of July 2022 between 2pm and 7pm, and there were approximately 60 attendees. The online session was delivered via zoom, with a total of 15 attendees, though 21 were registered to attend.

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

Event feedback

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

Long Road

- Comments regarding the need for Pegasus crossings to accommodate equestrians
- Concerns around the use of 'anti-skid' surfacing, noting that there are associated maintenance costs

Comberton

- Comments in relation to lots of on-street parking in this area and difficulty in using the cycle lane
- High levels of through traffic and speeding was highlighted as an issue on High Street / Brook Lane junction and approach roads.
- Issues with speeding vehicles was also raised from Comberton College from Hardwick, raising concerns for children's safety
- Suggestion to implement a 20mph at Cambridge Road / High Street junction (currently 30mph).

General

- Some concerns were regarding a perceived lack of co-ordination between the Greenways, C2C and East West Rail schemes
- Some felt that progress had been slow but overall welcomed the proposals, but felt they should be implemented sooner
- Queries around surface materials and what is being proposed as part of the Greenways.

6 Equality analysis feedback

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

- “Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s”; and
- “We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below”.

Question 12: Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s

6.1.2. A total of 107 comments were provided on whether the proposals would either positively or negatively affect or impact on any such person/s or group/s. Over a third of comments (35%) had nothing to add to the equality analysis feedback, though there were three common themes identified in the comment. These themes are identified in Table 6-1.

Table 6-1 – Question 12 Key Themes

Theme	Number of Coded Comments	Percentage
Mobility and accessibility issues	23	9%
Support / agree with the EqIA	15	4%
Gender related	8	4%

Theme 1: Mobility and accessibility issues

6.1.3. There were 23 coded comments (9%) that expressed thoughts on mobility and accessibility issues related to the scheme proposals. In total, 12 comments mentioned the effects of the scheme on users with disabilities, though one comment did not disclose whether they thought it would positively or negatively impact groups whilst three comments suggested positive impacts for users with disabilities.

6.1.4. Some respondents felt that the scheme may disadvantage those who are mobility impaired and depend on their vehicles to get around. There were also concerns expressed for the elderly/older users (four comments) and those with pushchairs.

Theme 2: Support / agree with the EqIA

- 6.1.5. In total, there were 15 coded comments that referred to the support/agreement with EQIA and/or commented that it was necessary. There were six comments that mentioned the positive impacts the scheme will have.

Theme 3: Gender

- 6.1.6. There were eight coded comments 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.
- 6.1.7. 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.
- 6.1.8. Comments regarding gender also noted about lighting along the greenway, indicating that the route should be well lit to ensure women have the option to travel safely. The section between Coton and Long Road was referred to in one of these comments.

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

- 6.1.9. There was a total of 108 responses to Question 13, though there was one duplicate response identified and has excluded from the analysis. There were six key themes identified from this question, outlined in Table 2-6.

Table 6-1 – Question 13 Key Themes

Key Themes	Number of Coded Comments	Percentage
Suggests providing alternative routes / extending route / new route	21	20%
In favour of proposals (generally)	11	10%
Suggests types of material surfacing	10	9%
Concerns around equestrian users	6	6%
Suggests greenery / planting	6	6%
Environmental concerns	6	6%

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

- 6.1.10. A fifth of coded comments (20%) suggested providing alternative routes, extending the route, having a new route or reconfiguring the proposed route. There were 11 comments that related to the inclusion of other villages such as Toft, Dry Drayton, Eversden and Little Eversden, Madingley and Bar Hill.
- 6.1.11. One comment provided positive feedback on the cycle lane proposal for Eddington to Storey's Way, suggesting this also be used as the design for much of Long Road to Whitwell and Long Road to Barton.

Theme 2: In favour of proposals (Generally)

- 6.1.12. A total of 10% of coded comments were generally in favour of the scheme proposals, with two comments stating the scheme is welcomed and two comments mentioning that the scheme will make improvements to people's lives. Other comments expressed general support, favour and excitement about the scheme.

Theme 3: Suggests types of material surfacing or no surfacing

- 6.1.13. 9% of coded comments mentioned the types of material that would be used for the scheme, with 3 comments opposing to the use of tarmac, predominantly because of the effects of equestrian users.
- 6.1.14. Of the 10 comments provided, five 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. Other comments also mentioned the use of all-weather surfacing.

Theme 4: Concerns around equestrian users

- 6.1.15. There were six coded comments (6%) 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. It was also commented that horse riders should be treated the same as other users and there should be provision for them.

Theme 5: Suggests greenery / planting

6.1.16. A total of 6% of coded comments provided suggestions on greenery and/or planting. It was suggested that vegetation could be used as wind shields, whilst two comments suggested that landscaping should be ensured in the design. Other comments suggested that trees should be incorporated into the design and that is the vegetation isn't going to be maintained then it should be situated away from the path.

Theme 6: Environmental concerns

6.1.17. A total of 6% of coded comments expressed environmental concerns about the scheme proposals. There was a mixture of environmental concerns, with two comments mentioning the landscaping and the need to ensure it integrates the route into the surrounding countryside. Additionally, environmental concerns were expressed on the effects of speed humps on the environment regarding the way cars brake and accelerate and the loss of grass bridleways.

7 Conclusions and next steps

7.1 Engagement summary

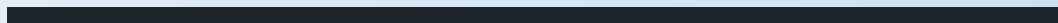
- 7.1.1. In total, there were 301 responses received to the survey throughout the engagement process, in addition to seven letters and 24 emails.
- 7.1.2. Overall, the feedback received was generally supportive of the proposals and recognised the need for improvements, with a number of suggestions raised to incorporate into the design. There were recurring suggestions, including lighting, material surfacing and reviewing the route alignment.
- 7.1.3. For Section 4 (Long Road to Hardwick), 66% of responses were favourable of Option A (28% of responses) or Option B (38% of responses). There were only 11% of responses that did not like either option. The open text feedback for this section generally focused on suggestions around lighting to benefit users travelling in the dark as well as connecting the route to Hardwick. Lighting comments often focused on the benefits for the safety of greenway users at night but encouraged lighting to be environmentally sensitive. The feedback also suggested tarmac should not be used as a surfacing.
- 7.1.4. However, some concerns were raised for different sections of the scheme, most notably on Section 4 and Section 6. Concerns for Section 4 mostly related to the environment, particularly the need to preserve trees and ensure existing habitats remain intact and unharmed. Many welcomed additional tree planting along the route. There were also concerns that the soft grassy paths for the existing bridleway would be lost as part of the proposals and concerns regarding the heritage status of Port Way.
- 7.1.5. Concerns for Section 6 related to the perception that there is not enough road space for the proposals or that the road is unsuitable/dangerous. Comments were made on the visibility around the corners of the route, notably The Plough Inn corner, and that the road can be busy and used by larger vehicles such as buses and HGVs.
- 7.1.6. 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.

7.2 Next steps

- 7.2.1. The development of the scheme and how it will move forward is to be determined by GCP and CCC following a review of the engagement feedback. The results will be presented to the Executive Board Committee in 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 would be due to commence as early as 2023, and anticipated to be finalised in 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) is investing to secure sustainable economic growth and improve the quality of life for everyone in our area through a series of ambitious projects and programmes. Although a thriving centre for education, high-tech business and world-leading healthcare, there are severe transport challenges the area needs to address, including:

Continued growth of traffic and congestion

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

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

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

With this money, we are developing more affordable and greener travel options for our region. The Greenways aim to provide attractive and safer 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

Comberton Greenway Project

BACKGROUND

Comberton 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 Comberton route. Further design work on the route was approved by Councillors on the GCP Executive Board in June 2020.

The feedback received from residents and other local stakeholders 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 Comberton Greenway.

THE ROUTE

The proposed Comberton Greenway links Cambridge to Comberton. 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 Comberton Greenway proposes to improve links between Cambridge, Coton, Hardwick and Comberton. The route in total covers around 15km, routing westbound from Cambridge City Centre, via Sidgwick Avenue, Grange Road, the University of Cambridge, Coton and Long Road. Additional spurs to the route extend to Hardwick and provide an onward connection towards Barton (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 LONG ROAD

In our previous consultation we presented two options to improve the connection from Whitwell Way to Long Road, including an at-grade crossing and an underpass option. Surveys have since been undertaken which found that the underpass may be prone to flooding and significant land works will be required which would be environmentally damaging.

The underpass option would therefore represent poor value for money, so we are currently recommending an at-grade crossing option. This will be complemented with traffic calming measures to reduce the speed limit to 40mph at the proposed crossing point, as well as along the whole length of Long Road, to slow down vehicle speeds and reduce the dominance of traffic. We welcome feedback on this proposal.

Visualisations of the scheme

TYPICAL URBAN SETTING

Our proposals include a 'quiet road' treatment type. Vehicles and cyclists are permitted to travel on the carriageway of a 'quiet road'. This typically includes an on-carriageway cycle lane where vehicle speeds are limited to 20mph.



Existing Layout



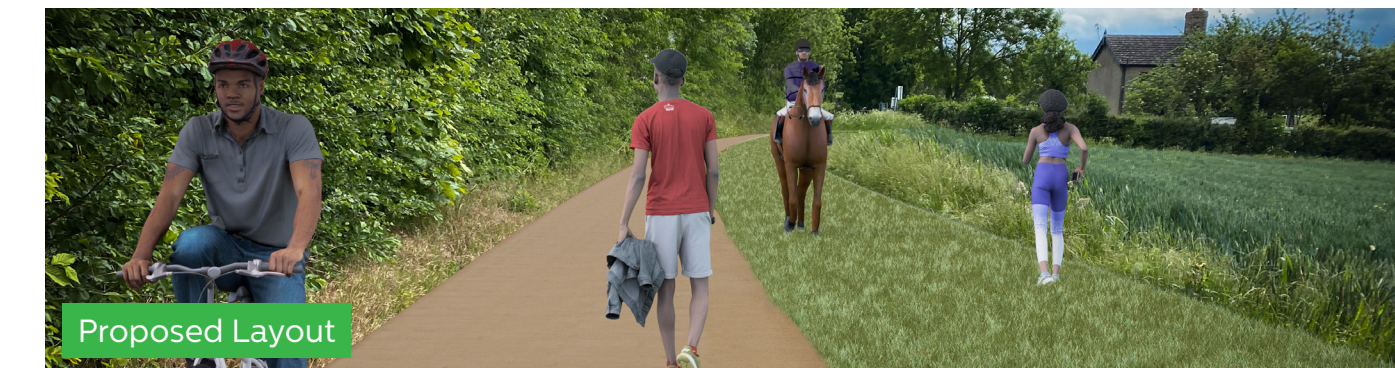
Proposed Layout

TYPICAL RURAL SETTING

Our proposals include a shared-use path. This typically includes a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Exact materials are still to be confirmed.



Existing Layout



Proposed Layout

Next stages

The next stages to progress the design of the Comberton 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 Sidgwick Avenue, Adams Road, the Footpath and Barton Road in Comberton. This will determine whether parking is well used, could be better managed or can be relocated to improve safety for people walking or cycling.

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 Comberton 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.

Comberton
greenway

**GREATER
CAMBRIDGE
PARTNERSHIP**
Growing and sharing prosperity

COMBERTON GREENWAY

Comberton - Coton - Cambridge

Have your say on a new walking, cycling and, where appropriate, horse riding route linking Comberton, Coton, Hardwick and Cambridge



Greenway treatment types

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

A. A QUIET ROAD

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

B. SHARED USE PATH

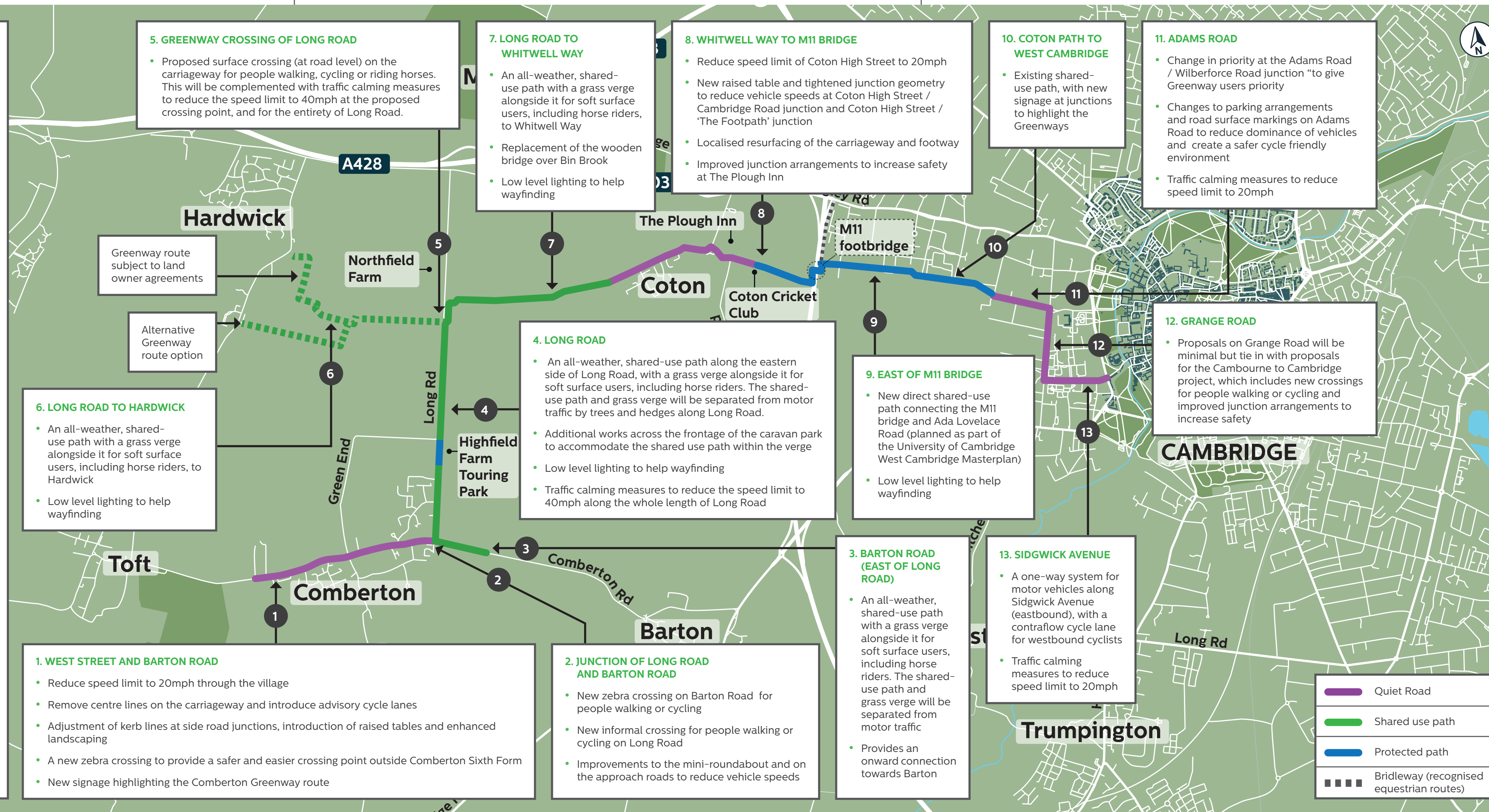
A shared use path would typically include a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Where the path runs beside the carriageway, a verge will separate the path from the road where possible.

C. PROTECTED PATH

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

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

The map illustrates the scheme alignment and key proposals. Technical drawings for the Comberton Greenway can be viewed at: <https://www.greatercambridge.org.uk/Comberton-GW-2022>



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.

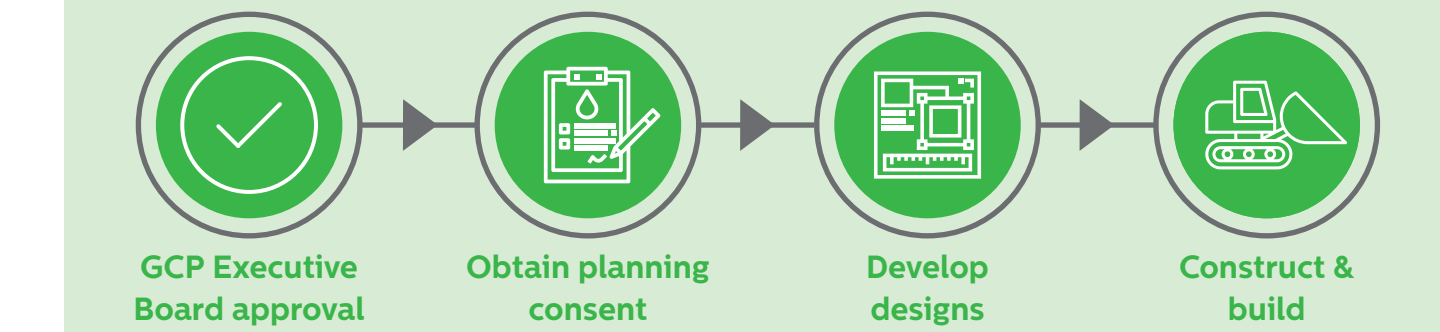
Equality analysis

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 develop the design for this scheme.

The engagement period will run for four weeks from 4 July to 29 July 2022. There are a number of ways to respond and provide feedback:

Fill out the online questionnaire at: <https://www.greatercambridge.org.uk/Comberton-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: Comberton Village Hall
Date: Friday 8th July
Time: 14:00pm – 19:00pm
Address: Green End, Comberton, Cambridge, CB23 7DY

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

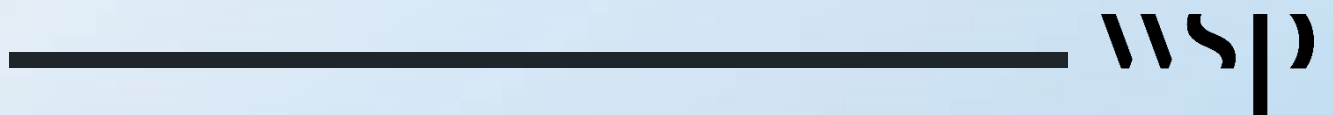
@GreaterCams #CambsGreenways

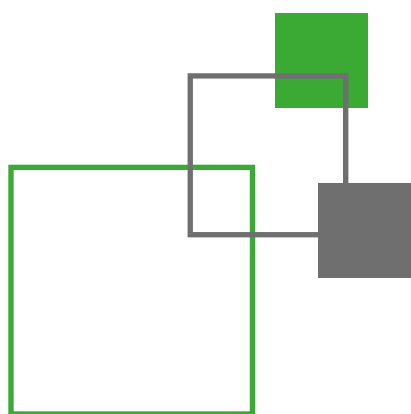
www.facebook.com/GreaterCam

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 Comberton, Coton, Hardwick 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 4 July until Friday 29 July 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/Comberton-GW-2022>

The engagement period ends on Friday 29 July 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/Comberton-GW-2022>

They include:

- New off-road, all weather, shared paths between Comberton, Coton, Hardwick and Cambridge
- Traffic speed reduction measures including raised tables and reduced speed limits 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 Comberton Greenway route
- Improvements on Long Road to provide a safer environment

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/Comberton-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/Comberton-GW-2022>



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



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



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

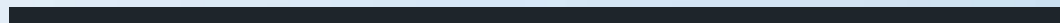


Telephone us: 01223 699906

Venue: Comberton Village Hall
Date: Friday 8th July
Time: 14:00pm – 19:00pm
Address: Green End, Comberton, Cambridge, CB23 7DY

Appendix C

Engagement Survey



Greater Cambridge Greenways - Comberton Survey

Introduction

Comberton 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: 'Comberton Greenway' before completing this survey. You can download this from the Document section of the Comberton 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 (text, diagrams, tables and plans).

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

This questionnaire can be completed online at **Comberton 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 29 July 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 Comberton Greenway links Comberton, Coton, Hardwick and Cambridge. 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 reduce speed limits and 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 Comberton Greenway.

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

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

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

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

Section 1: West Street and Barton Road through Comberton village, with the junction of Long Road and Barton Road

Section 2: Barton Road, east of Long Road

Section 3: Long Road

Section 4: Long Road to Hardwick

Section 5: Long Road to Whitwell Way

Section 6: Whitwell Way to the High Street (Coton)

Section 7: High Street (Coton Path, PROW Footpath) to West Cambridge, including M11 footbridge and Coton Path

Section 8: Adams Road, Grange Road, Sidgwick Avenue and Silver Street

GREENWAY TREATMENT TYPES

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

A. QUIET ROAD

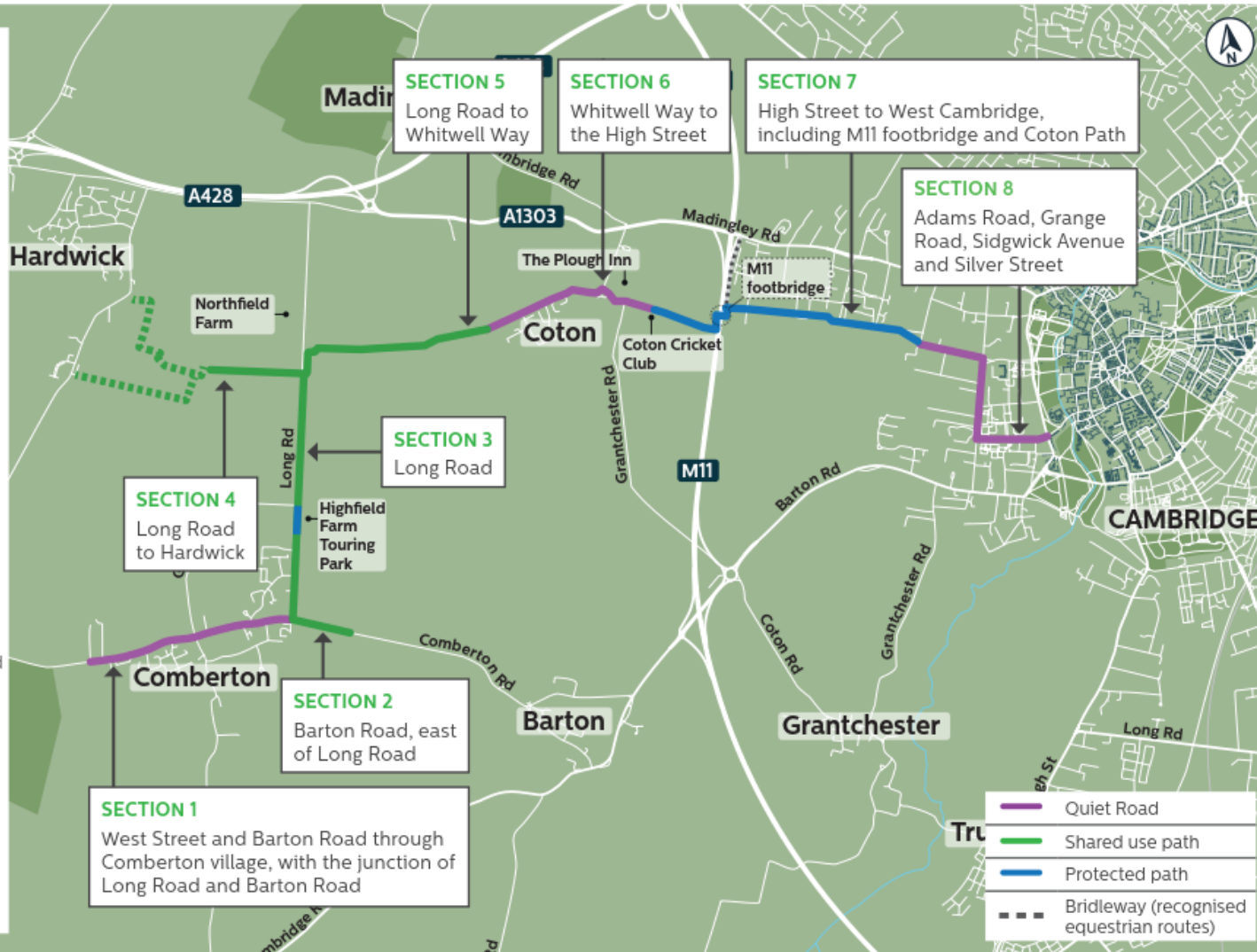
A quiet road is a section of on-carriageway cycle lane where vehicle speeds are limited to 20mph. White painted signage would be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route.

B. SHARED USE PATH

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

C. PROTECTED PATH

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



Section 1: West Street and Barton Road through Comberton Village, with the junction of Long Road and Barton Road

For this section of the route, we are proposing quiet roads, with a cycle route on the carriageway, complemented with traffic calming measures and a reduction in speed limit to 20mph.

This will include changing the layout of some side roads to ensure that drivers slow down and turn at lower speeds, with raised tables in some locations. 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.

A new zebra crossing is proposed outside Comberton Sixth Form to facilitate safer and easier crossing outside the college. New signage will be introduced to highlight and help people to follow the Comberton Greenway route.

The technical drawings of the proposals for this section can be viewed at [Comberton Greenway Section 1](#). They can also be downloaded from the Document section of the Comberton Greenway engagement page.

Q3. Do you have any comments and suggestions on the proposed design and different features for Section 1? (West Street and Barton Road through Comberton village, with the junction of Long 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.

Section 2: Barton Road, east of Long Road

For this section of the route, we are proposing an all-weather, shared-use path along the field edge. A grass verge is proposed alongside it for soft surface users, including horse riders. The shared-use path and grass verge will be separated from motor traffic. This will facilitate an onward connection to Barton.

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

Q4. Do you have any comments and suggestions on the proposed design and different features for Section 2? (Barton Road, east of Long 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 3: Long Road

For this section of the route, we are proposing an all-weather, shared-use path along the eastern side of Long Road. A grass verge is proposed alongside it for soft surface users, including horse riders. The shared-use path and grass verge will be separated from motor traffic by trees and hedges along Long Road for the majority of this section. The path will narrow for a short distance along the front and entrance of the caravan park.

In our previous consultation in 2018, we presented two options to improve the connection from Whitwell Way to Long Road, including a surface crossing (at road level) or an underpass. Surveys have since been undertaken which found that the underpass may be prone to flooding and significant land works will be required, which would be environmentally damaging. We are therefore currently looking to take forward the surface crossing option. This will be complemented with traffic calming measures to reduce the speed limit to 40mph at the proposed crossing point, and along the whole length of Long Road.

The technical drawings of the proposals for this section can be viewed at [Comberton Greenway Section 3](#). They can also be downloaded from the Document section of the Comberton Greenway engagement homepage.

Q5. Do you have any comments and suggestions on the proposed design and different features for Section 3? (Long 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 4: Long Road to Hardwick

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

The route will travel west from Long Road along Port Way, before continuing northwards along field edges and entering Hardwick near the merging of Main Street / Cambridge Road.

An alternative route is also being considered for this section, which would also travel west from Long Road along Port Way. The alternative route would then continue southwards before continuing westwards along Port Way to enter Hardwick at the merging of Portway Road / Main Street.

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

Q6. Which option would you prefer for this section of the route?

- **Option A) Shared use path travelling northwards and entering Hardwick near the merging of Main Street / Cambridge Road**

- **Option B) Shared use path continuing westwards and entering Hardwick at the merging of Portway Road / Main Street.**

*Please select **one** option.*

	Option A
	Option B
	Neither, I don't like either option

No preference, I don't mind which option is selected

Don't know

Q6a. Do you have any other comments and suggestions on the proposed design and different features for Section 4? (Long Road to Hardwick)

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: Long Road to Whitwell Way

For this section of the route, we are proposing an all-weather, shared-use path. A grass verge is proposed alongside it for soft surface users, including horse riders. The shared-use path and grass verge will be separated from motor traffic and will follow the route of the existing bridleway track from Long Road to Whitwell Way. A replacement of the wooden bridge over Bin Brook is also included within the proposals.

The technical drawings of the proposals for this section can be viewed at [Comberton Greenway Section 5](#). They can also be downloaded from the Document section of the Comberton Greenway engagement homepage.

Q7. Do you have any comments and suggestions on the proposed design and different features for Section 5? (Long Road to Whitwell Way)

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: Whitwell Way to the High Street

For this section of the Greenway, we are proposing a cycle route on the carriageway, with white road markings to highlight the presence of people cycling. This will be complemented with traffic calming measures and a reduction in speed limit to 20mph on Coton High Street.

Junction improvements and a new raised table are proposed at the Coton High Street / Cambridge Road junction and the Coton High Street / 'The Footpath' 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. This will help to slow drivers down and turn at lower speeds making it safer for pedestrians and cyclists.

Improvements are also proposed on the road where the Greenway passes The Plough Inn to make it safer and more cycle friendly.

The technical drawings of the proposals for this section can be viewed at [Comberton Greenway Section 6](#). They can also be downloaded from the Document section of the Comberton Greenway engagement homepage.

Q8. Do you have any comments and suggestions on the proposed design and different features for Section 6? (Whitwell Way to the High Street)

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: High Street to West Cambridge, including M11 bridge and Coton Path

For this section of the route, we are proposing a sealed shared-use path complemented with landscaping and areas of planting along 'The Footpath'. The route then crosses the M11 using the existing footbridge and will connect to Ada Lovelace Road via a new direct shared-use path. The route will continue along the existing Coton Path (Public Right of Way Footpath) to provide a shared-use route and facilitate the connection to West Cambridge. New signage is proposed at each of the junctions to highlight the Comberton Greenway route and help people to follow it.

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

Q9. Do you have any comments and suggestions on the proposed design and different features for Section 7? (High Street to West Cambridge, including M11 footbridge and Coton Path)

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: Adams Road, Grange Road, Sidgwick Avenue and Silver Street

For this section of the route, we are proposing a quiet road, with an on-carriageway cycle route complemented with traffic calming measures and a reduction in speed limit to 20mph. White road markings will be provided on the carriageway, where appropriate to highlight the presence of people cycling. The proposals include changes to the Adams Road junction with Wilberforce Road to give people who are using the Greenway priority and introduce give-way markings.

Some changes to parking arrangements are proposed in this location to reduce the dominance of traffic and create a safer environment for people. This may result in parking loss, but it will be kept to a minimum and is subject to further surveys being undertaken.

The route will tie in with Cambridgeshire County Council's proposals for a signalised junction at Grange Road. On Sidgwick Avenue, the Comberton Greenway proposes to include a one-way system for motor vehicles travelling eastbound, with a contraflow cycle lane planned for westbound cyclists.

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

Q10. Do you have any comments and suggestions on the proposed design and different features for Section 8? (Adams Road, Grange Road, Sidgwick Avenue and Silver Street)

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.

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

Section 3 – Equality analysis

We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010.

Q12. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s

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

Section 4 – More about you

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

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

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

Q15. Please indicate your age

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

Q16. Are you:

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

Q17. Would you plan to use this scheme for:

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

Q18. Do you 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

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

<input type="checkbox"/>	Flyer
<input type="checkbox"/>	At Park and Ride
<input type="checkbox"/>	Newspaper advert
<input type="checkbox"/>	Newspaper article
<input type="checkbox"/>	Website
<input type="checkbox"/>	Local community news
<input type="checkbox"/>	Email
<input type="checkbox"/>	Social media
<input type="checkbox"/>	Word of mouth
<input type="checkbox"/>	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](#)

Q21. Name

Q21. Email address

Q22. Post code (to identify concerns by location)

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

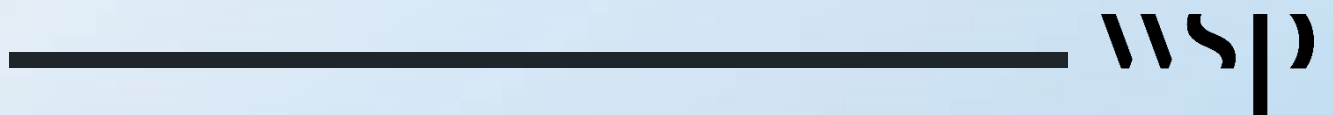
<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

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

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

Appendix D

Overview of coding framework



APPENDIX D: CODE BREAKDOWN TABLES

Table D1: Positive/Supportive Comments of Proposals

Support	Theme and Number of Times Codes Were Used: Positive/Supportive Comments of Proposals	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	EQIA	Q11	Q13	TOTAL: 388
SUP-001	In favour of proposals (Generally)	25	49	52	8	22	24	20	21	Not Applicable	44	11	276
SUP-002	Will improve walking and/or cycling facilities	0	12	3	2	6	1	1	1	Not Applicable	2	1	29
SUP-003	Will encourage me to walk/cycle more	0	1	0	0	0	0	0	0	Not Applicable	1	0	2
SUP-004	Will improve access / give new route options	1	1	1	1	5	0	0	0	Not Applicable	2	0	11
SUP-005	Will help improve the environment / reduce emissions / pollution	0	0	0	0	1	0	1	1	Not Applicable	1	0	4
SUP-006	Will improve access to jobs / employment	1	1	0	0	3	0	0	0	Not Applicable	1	0	6
SUP-007	Will improve access to services (e.g. health care / essential shops)	0	0	0	1	0	0	0	0	Not Applicable	1	0	2
SUP-008	Will improve access to education (schools / university)	0	1	0	1	2	0	0	0	Not Applicable	6	0	10
SUP-009	Will improve bridleways / equestrian facilities	0	5	5	1	2	0	0	0	Not Applicable	0	0	13
SUP-010	Will improve access to other villages / key locations	0	0	0	0	0	0	0	1	Not Applicable	1	0	2
SUP-011	Will improve safety (generally)	4	7	5	1	0	2	0	2	Not Applicable	3	0	24
SUP-012	Segregation between cyclists / motor vehicles is needed / welcomed	0	2	3	0	2	0	0	1	Not Applicable	0	1	9

Table D2: General Negative Comments and Concerns

Opposition	Theme and Number of Times Codes Were Used: General Negative Comments and Concerns	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	EQIA	Q11	Q13	TOTAL: 675
OPP-001	The scheme is unnecessary / not needed	1	13	8	10	5	0	4	14	Not Applicable	3	1	59
OPP-002	In opposition of proposals (generally)	0	2	7	3	1	0	0	4	Not Applicable	2	1	20
OPP-003	Waste of public funding / money	5	8	9	11	6	5	3	9	Not Applicable	12	2	70
OPP-004	Concerns regarding parking removal	5	0	0	0	1	2	0	8	Not Applicable	0	0	16
OPP-005	Scheme favours cyclists over drivers / concern of prioritising cyclists needs over drivers	2	0	8	0	0	0	0	15	Not Applicable	6	1	32
OPP-006	Concerns for vulnerable road users (elderly/disabled)	1	0	1	1	0	0	0	3	Not Applicable	2	0	8
OPP-007	Opposition based on concerns for safety (generally)	23	1	58	14	14	13	4	17	Not Applicable	18	5	167

OPP-008	Concerns around equestrian users	14	8	9	12	14	7	9	6	Not Applicable	9	6	94
OPP-009	Environmental concerns	2	0	4	13	9	2	3	2	Not Applicable	8	6	49
OPP-010	Feels the scheme hasn't been thought through / not suitable / doesn't make sense	13	0	2	4	5	6	2	8	Not Applicable	10	5	55
OPP-011	Concerns around areas of shared-use space	2	1	0	5	1	0	4	2	Not Applicable	8	2	25
OPP-012	Concerns of negative impact on historical routes	0	0	0	5	2	2	0	0	Not Applicable	1	1	11
OPP-013	Concerns over privacy / noise / construction	0	1	0	0	0	2	0	0	Not Applicable	0	2	5
OPP-014	Concerns relating to existing road conditions i.e., lack of road space, road deemed unsuitable / dangerous for the proposals	28	1	0	0	0	30	5	0	Not Applicable	0	0	64

Table D3: Scheme Suggestions

Suggestions	Theme and Number of Times Codes Were Used: Scheme Suggestions	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	EQIA	Q11	Q13	TOTAL: 1275
SUG-001	Suggests wayfinding / signage / clear markings / no unnecessary signage	9	5	6	10	14	13	7	19	Not Applicable	2	2	87
SUG-002	Suggests lighting / removal of lighting / types of lighting	5	27	21	17	31	8	18	6	Not Applicable	9	5	147
SUG-003	Suggests providing alternative routes / extending route / new route	26	16	21	29	9	14	7	19	Not Applicable	37	21	199
SUG-004	Suggests greenery / planting	5	4	9	8	14	0	1	1	Not Applicable	3	6	51
SUG-005	Suggests seating	0	0	0	0	0	0	0	0	Not Applicable	0	0	0
SUG-006	Suggests types of material surfacing	5	12	13	30	38	8	23	2	Not Applicable	26	10	167
SUG-007	Suggests new location for a crossing / to not have a crossing	19	5	12	2	2	3	2	0	Not Applicable	1	1	47
SUG-008	Suggests changes to speed limits / to not change speed limits	16	2	17	4	0	7	0	5	Not Applicable	3	1	55
SUG-009	Suggests traffic calming measures / changes to traffic calming measures	21	1	22	3	1	27	0	9	Not Applicable	1	0	85
SUG-010	Suggests further segregation between cyclists / motorists / pedestrians / equestrians	19	19	8	8	9	8	7	10	Not Applicable	5	2	95
SUG-011	Suggests need for maintenance / bins	11	9	6	2	8	12	10	4	Not Applicable	5	1	68
SUG-012	Suggests parking/traffic restrictions	20	0	0	0	0	11	1	22	Not Applicable	0	3	57
SUG-013	Suggests parking removal / addition	18	0	0	0	0	6	2	17	Not Applicable	3	1	47
SUG-014	Suggests changes to the wide of the footway / cycleway	5	20	20	5	12	3	18	9	Not Applicable	1	2	95

SUG-015	Suggests colour contrasts	0	2	0	0	0	0	1	3	Not Applicable	1	0	7
SUG-016	Suggests areas where visibility needs to be improved	2	0	0	0	1	1	28	4	Not Applicable	1	3	40
SUG-017	Suggests cycle parking	0	0	0	0	0	1	0	0	Not Applicable	0	0	1
SUG-018	Suggests the addition or removal of one-way roads	0	0	0	1	0	0	0	11	Not Applicable	3	1	16
SUG-019	Suggests bridge slope/ gradient	0	0	0	0	0	0	10	1	Not Applicable	0	0	11

Table D4: Section 4

Section 4	Theme and Number of Times Codes Were Used: Section 4 Options (Only use on Section 4 tab)	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	EQIA	Q11	Q13	TOTAL: 249
S4-001	Likes option A	Not Applicable	Not Applicable	Not Applicable	70	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	70
S4-002	Likes option B	Not Applicable	Not Applicable	Not Applicable	30	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	30
S4-003	Neither - I don't like either option	Not Applicable	Not Applicable	Not Applicable	27	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	27
S4-004	No preference / I don't mind which option is selected	Not Applicable	Not Applicable	Not Applicable	94	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	94
S4-005	Don't know	Not Applicable	Not Applicable	Not Applicable	28	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	28
4-006	Suggests alternative option	Not Applicable	Not Applicable	Not Applicable	0	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0
S4-007	Suggests have both routes	Not Applicable	Not Applicable	Not Applicable	0	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0

Table D5: Comments

Comments	Theme and Number of Times Codes Were Used: Comments Relating to GCP/CCC	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	EQIA	Q11	Q13	TOTAL: 58
COM-001	General criticism of GCP / CCC	1	0	0	3	0	2	1	2	Not Applicable	4	2	15
COM-002	Criticism of consultation (e.g. will not be listened to / won't make a difference)	3	0	0	4	0	4	0	6	Not Applicable	3	0	20
COM-003	Criticism of consultation materials (e.g. website, leaflet, maps, and info.)	3	3	0	2	0	2	3	2	Not Applicable	1	2	18
COM-004	Criticism of consultation accessibility (e.g. lack of access for those without internet)	0	0	0	0	0	0	1	1	Not Applicable	1	2	5

Table D6: Other

Other	Theme and Number of Times Codes were Used: Other	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	EQIA	Q11	Q13	TOTAL: 312
OTH-001	Not sure / do not know / confused by proposals	0	1	0	0	0	0	1	0	Not Applicable	0	0	2
OTH-002	Nothing to add / not applicable / no comment	19	25	21	26	17	17	15	23	Not Applicable	12	19	194
OTH-003	Need more information / question about proposals	5	0	29	1	17	1	2	12	Not Applicable	7	1	75
OTH-004	Request for contact / conversation regarding proposals	1	0	0	0	0	2	1	0	Not Applicable	1	3	8
OTH-005	Other (unrelated comments)	0	0	2	1	2	1	1	1	Not Applicable	4	0	12
OTH-006	Other GCP/CCC Transport Schemes i.e. C2C/ bus ways	2	0	0	1	0	2	4	2	Not Applicable	7	3	21

Table D7: EQIA

EQIA	Theme and Number of Times Codes Were Used: EQIA (only use these codes for EqIA tabs)	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	EQIA	Q11	Q13	TOTAL: 75
EQ-001	EQIA is not needed / irrelevant	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	2	Not Applicable	Not Applicable	2
EQ-002	Support / agree with EQIA / It's necessary	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	8	Not Applicable	Not Applicable	8
EQ-003	I don't understand the EqIA / why is it needed	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0	Not Applicable	Not Applicable	0
EQ-004	Comments related to those with mobility and accessibility issues	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	11	Not Applicable	Not Applicable	11
EQ-005	Comments relating to age	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	8	Not Applicable	Not Applicable	8
EQ-006	Comments relating to gender	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	4	Not Applicable	Not Applicable	4
EQ-007	Comments relating to race	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	0	Not Applicable	Not Applicable	0
EQ-008	Nothing to add / not applicable / no comment	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	42	Not Applicable	Not Applicable	42



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