



Greater Cambridge Partnership

Swaffhams and Bottisham Greenways

Engagement Summary Report





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Engagement Summary Report

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1 Introduction

Context

- 1.1.1. WSP have been commissioned by the Greater Cambridge Partnership (GCP) to develop proposals for the Swaffhams and Bottisham Greenway scheme and provide public engagement support.
- 1.1.2. A four-week engagement period commenced from 27 February to 24 March 2023. 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.

The Scheme

- 1.2.1. The Swaffhams and Bottisham Greenway's are two of twelve proposed Greenway routes which aim make journeys more sustainable, provide healthier alternatives to the car and allow people to enjoy the Cambridgeshire countryside for leisure purposes. They will also help to make local journeys, such as school and nursery runs safer and easier.
- 1.2.2. The schemes aim 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 Swaffhams Greenway route would start in Swaffham Prior and continue through Swaffham Bulbeck alongside the B1102, past Anglesey Abbey to Stow-cum-Quy. Here, the route would converge with the Bottisham Greenway, which would provide a link into Cambridge.
- 1.2.4. The Bottisham Greenway would follow the A1303 west from the village to Stow-cum-Quy, where it would link up with the Swaffhams Greenway. It would use the A14 underpass to rejoin the Newmarket Road (A1303) and pass through the Marleigh Development to Fen Ditton, Ditton Meadows, Stourbridge Common and end in Midsummer Common.

Background

- 1.3.1. A previous consultation was undertaken between 16 September and 28 October 2019 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; and
- 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 2019 was supportive of the Swaffhams and Bottisham Greenways. Key findings from the 2019 consultation included:

- The majority of respondents being supportive of the Stow Road/Orchard Street/ Church Road junction Greenway route passing round the back of the Wheatsheaf pub;
- Support for the proposal of a new underpass beneath Ditton Lane which will link with existing paths;
- Support for the Wing Development towards Airport Way roundabout; and
- Support for the installation of solar studs at all proposed locations.

1.3.4. However, there were also concerns regarding:

- The extents of the route, which respondents felt could have been extended from Bottisham to Swaffhams Bulbeck and across Baits Bite Lock to Milton/Waterbeach;
- The width of shared-use paths. Respondents were concerned about potential conflict between non-motorised users on shared use paths, which may not allow for safe passing if their width was less than 3.5m. Some other respondents also felt segregated paths should be implemented as an alternative; and
- The impact the schemes may have for those with disabilities and younger/older residents/travellers, due to the potential increase in cycle speeds on shared use paths.

1.3.5. The report summarising the findings of the consultation in 2019 can be viewed online: <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Active-Travel-Projects/Greater-Cambridge-Greenways/Swaffhams-Greenway/Bottisham-Swaffham-and-Horningsea-Greenway-Consultation-Report-January-2020.pdf>

1.3.6. As a result of the findings from the 2019 consultation, the alignment was agreed by the GCP Executive Board in October 2020.

2 Engagement process

2.1.1. This chapter outlines the process, activities and documentation used to deliver and support the most recent engagement process in 2023, for the Swaffhams and Bottisham Greenway's.

Engagement objectives

- 2.2.1. The key objectives for the most recent engagement exercises undertaken for the Swaffhams and Bottisham Greenway routes 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; and
 - Ensure all engagement and communication is recorded and reported, as necessary.

Engagement activities

- 2.3.1. Between January and March 2023, a range of key stakeholders associated with the Swaffhams and Bottisham Greenways were engaged with and will continue to be engaged with as the project progresses. Key stakeholders identified include partner authorities, council members, parish councils, representatives of walking, cycling and equestrian groups, and owners of land where access agreements are needed to operate or construct the route.
- 2.3.2. Further details of key stakeholders' groups engaged with to date are detailed in Section 2.4.

Who was engaged with and when?

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

Table 2-1 – Engagement Summary

Timeline	Group or Organisation / Event	Date
Pre-Public Engagement	Cambridgeshire County Council Planning Workshop	February 2023
	Non-Motorised User Group workshop: <ul style="list-style-type: none"> ▪ British Horse Society ▪ District Bridleways ▪ Cam Cycle ▪ Cambridge Past, Present and Future ▪ CTC Cambridge – part of Cycling UK ▪ Cambridgeshire Local Access Forum 	February 2023
	Parish Councils	July 2022 onwards
	Major Landowners	January 2023 onwards
During Public Engagement	Public Drop-in Event	March 2023
	Online Public Event	March 2023
	Councillors Briefing	February 2023
	Greenways Councillors Briefing	March 2023
	Urban and Civic Meeting	April 2023

Engagement materials and promotion

2.5.1. Supporting engagement materials were produced to inform and invite feedback on the proposals from key stakeholders and members of the public. Materials included a brochure, postcard, visualisations and a survey.

2.5.2. The brochure, technical drawings and a word version of the survey were uploaded to the ConsultCambs online engagement platform along with a Frequently Asked Questions document and information about event dates:

<https://consultcambs.uk.engagementhq.com/gcp-swaffham-bottisham-greenway>

- 2.5.3. Alternative formats and hard copies of the materials were available upon request, with details provided in the brochure on how to obtain these, to ensure accessibility for all.
- 2.5.4. In terms of dissemination of engagement materials and promotion of the engagement event dates, the following was undertaken:
 - Hard copies of the postcard were delivered to approximately 4,600 properties advertising the consultation and inviting residents to provide feedback on the proposals;
 - Postcards were delivered to properties in Swaffhams and Bottisham areas, as well as properties in areas adjacent to the routes;
 - Further promotion was conducted through social media platforms, with multiple posts being made on GCP’s Facebook and Twitter pages; and
 - A press release was sent out by GCP to promote the events in the media.
- 2.5.5. A copy of the engagement brochure, the promotional postcard, the survey and a breakdown of the coding framework are provided as Appendices A to D of this report.

Online engagement

- 2.6.1. A total of 1,540 people visited at least one Swaffhams and Bottisham engagement webpage during the engagement period. Table 2-2 provides a breakdown of the downloaded figures for the documents on the engagement webpage.

Table 2-2 – Website Figure Downloads General Documents

Engagement Tool Name	Visitors	Downloads/Views
Swaffhams and Bottisham Greenways Brochure	256	322
Key dates document	39	44
Frequently asked questions document	34	47

2.6.2. Table 2-3 provides a breakdown of the downloaded figures for the Swaffhams survey documents on the engagement webpage.

Table 2-3 – Website Figure Downloads Swaffham Documents

Engagement Tool Name	Visitors	Downloads/Views
Section 1 & 2- Quay Hotel Access Road to Orchard Street.pdf	119	155
Section 3- Stow Road. Pdf	91	121
Section 4- Main Street & Quay Court.pdf	71	91
Section 5A & 5B- Abbey Lane and Lode (B1102).pdf	84	111
Section 5C- Longmeadow.pdf	63	76
Section 5D- White Droveaway Junction.pdf	60	77
Section 6- Swaffhams Road.pdf	112	170
Section 7- High Street (Swaffhams Prior).pdf	76	95

2.6.3. Likewise, Table 2-4 provides a breakdown of the download figures for the Bottisham survey documents.

Table 2-4 – Website Figure Downloads Bottisham Documents

Engagement Tool Name	Visitors	Downloads/Views
Section 1- Riverside.pdf	68	77
Section 2- Stourbridge Common.pdf	45	55
Section 3- Ditton Meadows.pdf	46	57
Section 4- Ditton Lane- Fison Road junction.pdf	38	47
Section 5A-Merleigh Development.pdf	39	47
Section 5B- High Ditch Road Junction.pdf	34	39
Section 6A- A14 Underpass.pdf	60	77
Section 6B- Quay Mill Hotel Access Road.pdf	37	46

3 Analysis and methodology

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

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 Swaffhams Greenway was divided into seven different sections as part of the survey. Likewise, the Bottisham Greenway had six defined sections. 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.

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%.

Open question analysis

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

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

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

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

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

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.

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.

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.

Level of response

4.2.1. A total of 135 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:

- 128 individuals (94%)
- 7 representatives of a business group (3%)

4.2.3. Table 4-1 below summarises the breakdown by respondent type. This is based on question 27 where respondents were asked to indicate their interest in the project. Although this question received a total of 192 contributions it should be noted that this was a multiple-choice question. This means that most of 135 respondents answered with more than one option resulting in a higher total frequency.

Table 4-1 – Respondent Types (135 respondents)

Type of Respondent	Frequency	Percentage
I regularly travel in the area	40	21%
Resident elsewhere in Cambridge	23	12%
Resident in Prior	22	11%
Resident in Bulbeck	18	9%
Resident in Burwell	13	7%
Resident in Stow Cum Quy	12	6%
Resident in Bottisham	11	6%
Other (please specify)	11	6%
Resident in Lode	10	5%
Resident elsewhere	9	5%
I occasionally travel in the area	9	5%
Local business owner/employer	6	3%

Type of Respondent	Frequency	Percentage
Resident in Fen Ditton	4	2%
Resident in Reach	2	1%
Resident in Milton	2	1%

4.2.4. The results indicate that the highest level of interest in the Swaffhams and Bottisham Greenway proposals was from people who regularly travel in the area (21%, 40 responses). The second highest respondent type was from residents elsewhere in Cambridge (12%, 23 responses), followed by residents of Prior (11%, 22 responses).

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

- Residents from Riverside and Longmeadow;
- Work in Cambridge;
- Representing house riders in the area; and
- Has family in the area and often cycles in the area.

Business and organisations

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

- Camcycle - Cambridge Cycling Campaign;
- Lode Parish Council;
- Riverside Area Residents Association (RARA);
- The Barton and District Bridleway Group (Ride in the area);
- The British Horse Society;
- The Swavesey & District Bridleways Association; and
- The Trails Trust, Registered Charity (No. 1094139).

Respondent profile

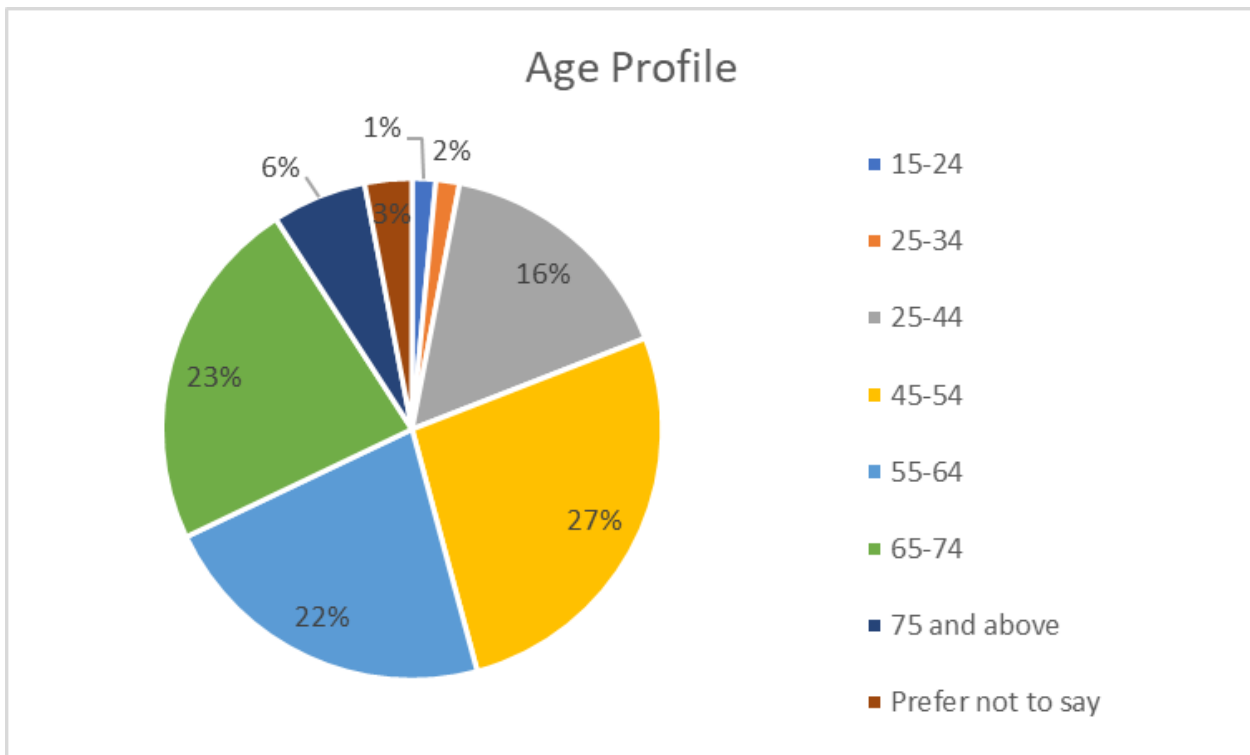
4.3.1. This section details respondent demographics. Data was collected using the ‘More about you’ questions in the survey (Q28 - Q31). These were optional.

4.3.2. Respondents were asked to indicate their age and employment status. The results can be seen in Figure 4-1 and Figure 4-2 overleaf.

Age profile of respondents

4.3.3. A total of 131 respondents disclosed their age. The largest proportion of respondents were in the 45-54 age bracket (27%, 35 respondents), closely followed by the 65-74 age bracket (23%, 30 respondents). The third highest proportion of respondents was the 55-64 age bracket (22%, 29 respondents). Next highest was the 32-44 age bracket (16%, 21 respondents) followed by the 75 and above age bracket (6%, 8 respondents). Both the 15-24 and 25-34 age bracket (1.5%, 2 respondents each). 4 respondents (3%) preferred not to say their age for the survey.

Figure 4-1 – Age Profile of Respondents (131 responses received)



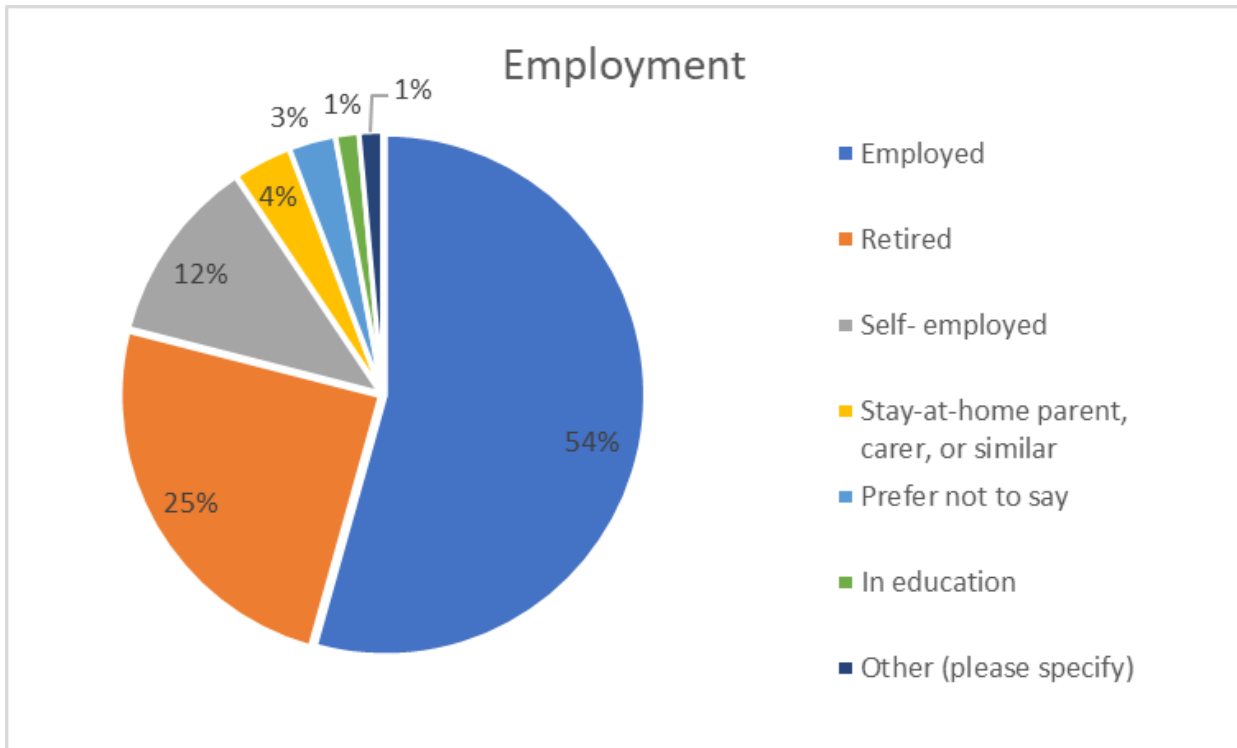
Employment status of respondents

4.3.4. A total of 138 responses were provided employment status, although 4 of these respondents (3%) selected 'Prefer not to say', it should be noted that this question was multiple choice therefore the number of responses exceed the number of total respondents. The largest proportion of respondents are employed (54%, 75 responses). Being retired is the second largest category with 25% (34 respondents). 16 respondents are self-employed (12%), 5 respondents selected 'Stay-at-home parents, carer or similar' (4%) and 'In education' and 'Other' each received two responses respectively (1% each).

4.3.5. The two respondents (1%) who stated 'Other' specified their employment status as:

- Retired undertaking regular volunteering.
- Semi-retired

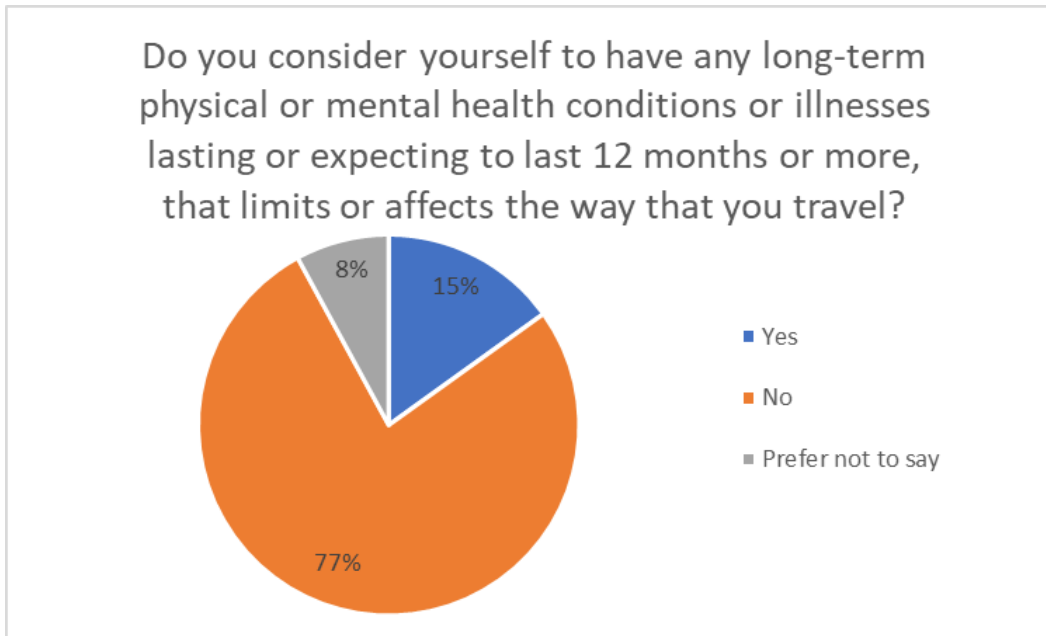
Figure 4-2 – Employment status of Respondents (138 responses received)



Health limitations to travel

- 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 126 respondents answered this question however 10 of these selected ‘Prefer not to say’.
- 4.3.7. Figure 4-3 illustrates that the majority of respondents (77%, 97 respondents) do not consider themselves to have a long-term physical or mental health condition or illness that they expect to limit or affect their travel choices. 19 respondents (15%) 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 8% (10 respondents) preferred not to say.

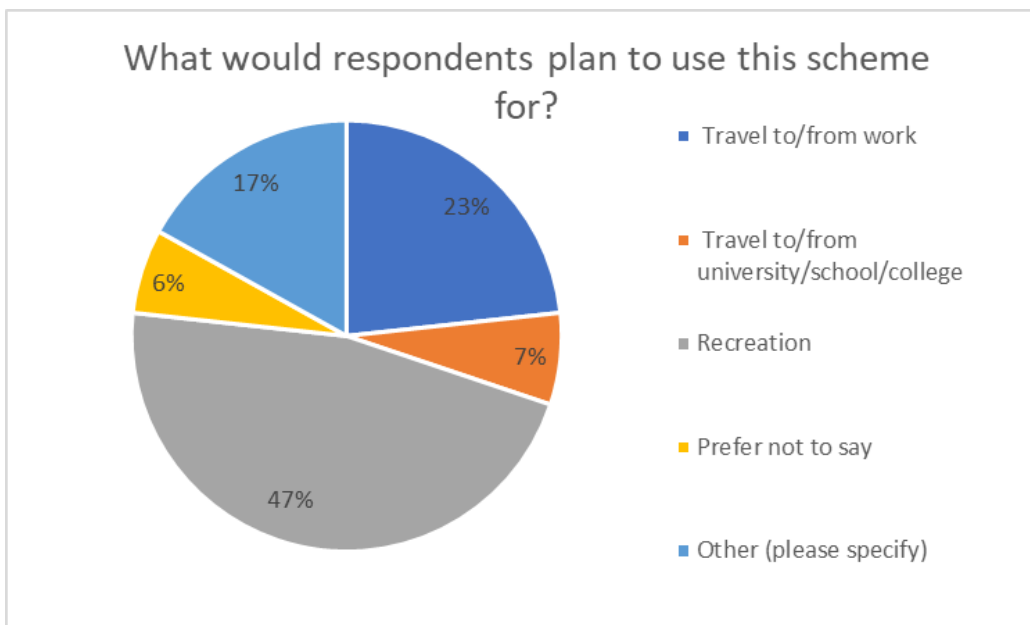
Figure 4-3 – Health Limitations to Travel (126 responses received)



More about you

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

Figure 4-4 – How respondents plan to use this scheme (189 responses received)



4.3.9. As shown in Figure 4-4;

- The most frequently picked response (47%, 88 respondents) indicated their greatest use of the Greenway would be for recreational purposes.
- Travel to/from work was indicated as a planned use of the Greenway by 44 respondents (23%) and 13 respondents (7%) indicated they planned to use it for travel to education including university, school or college.
- A total of 12 respondents (6%) indicated they would prefer not to say how they plan to use the route and;
- 32 respondents (17%) answered the ‘Other’ option. Some uses specified by these respondents are outlined below.
 - Shopping
 - Horse riding
 - To use more sustainable / active modes of transport
 - Accessing leisure facilities
 - Visit friends and family
 - Getting to hospital appointments
 - Volunteering
 - Taking children to / from school / nursery

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

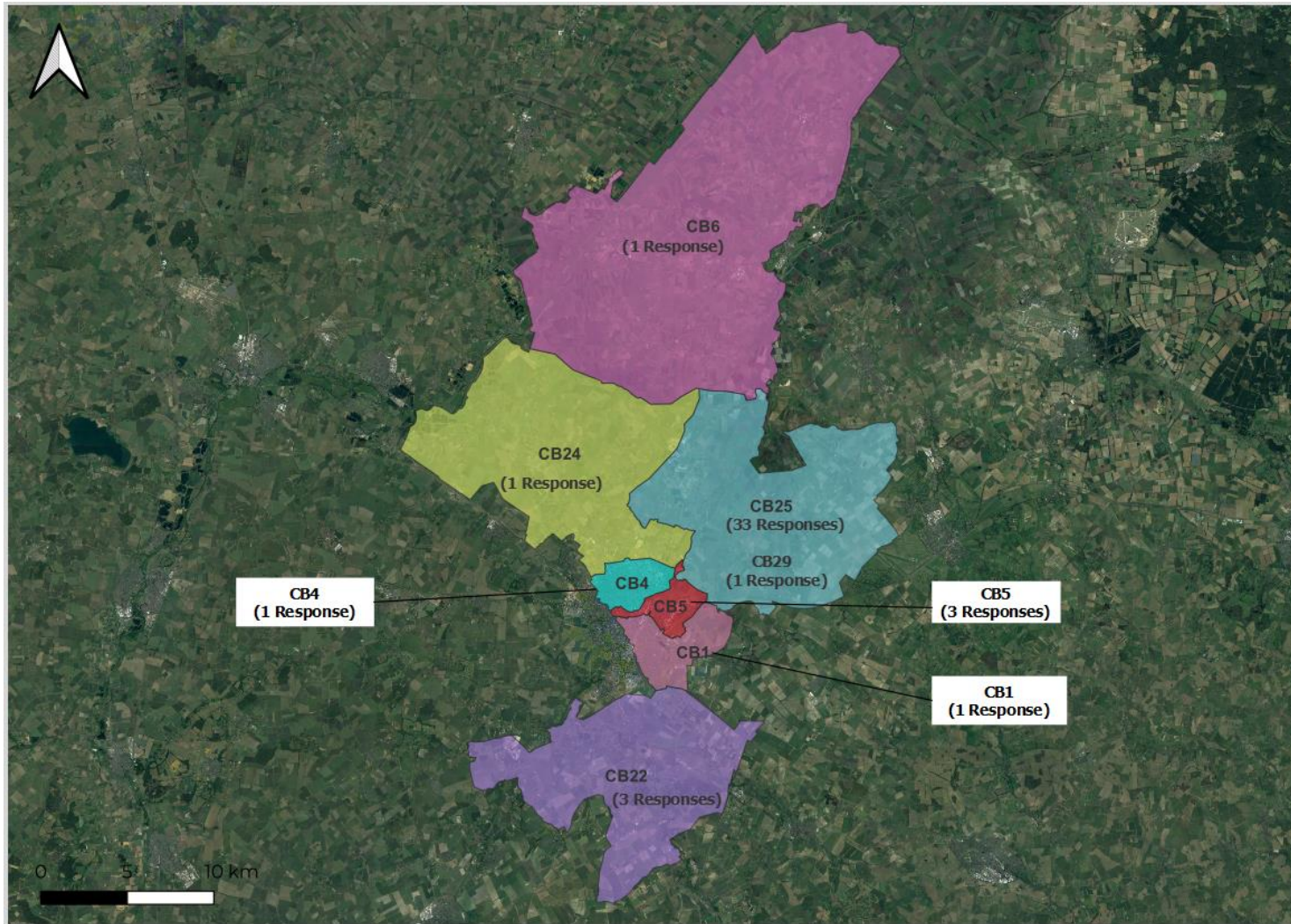
4.3.11. In total 133 respondents disclosed their postcode. Table 4-2 summarises the geographical representations of respondents and the number of respondents per postcode area.

Table 4-2 – Postcode Areas

Postcode Areas	Number of Respondents
CB1	1
CB22	3
CB24	1
CB25	33
CB2 9	1
CB4	1
CB5	3
CB6	1
Other	3
Did not disclose	2

- 4.3.12. As shown in Table 4-2, 47 (35%) respondents disclosed the first four digits of their postcode for the survey. The majority of respondents (33) reside in the CB25 area to the Northeast of Cambridge which contains multiple settlements including Bottisham, Swaffhams, Burwell, Waterbeach and Landbeach
- 4.3.13. Figure 4-5, shown overleaf, provides a map of the postcodes and their respective number of responses which shows that:
- 33 responses were received in CB25
 - 3 responses were received in CB22
 - 3 responses were received in CB5
 - 1 response was received in CB1
 - 1 response was received in CB24
 - 1 response was received in CB29
 - 1 response was received in CB4
 - 1 response was received in CB6
- 4.3.14. Postcodes identified in the 'Other' category included one from Luton, one from Huntingdon, and one from Hemel Hempstead.
- 4.3.15. 88 respondents did not disclose their postcode as part of the survey.

Figure 4-5 – Postcode areas and frequency



Postcode areas
and frequency

How respondents found out about the engagement

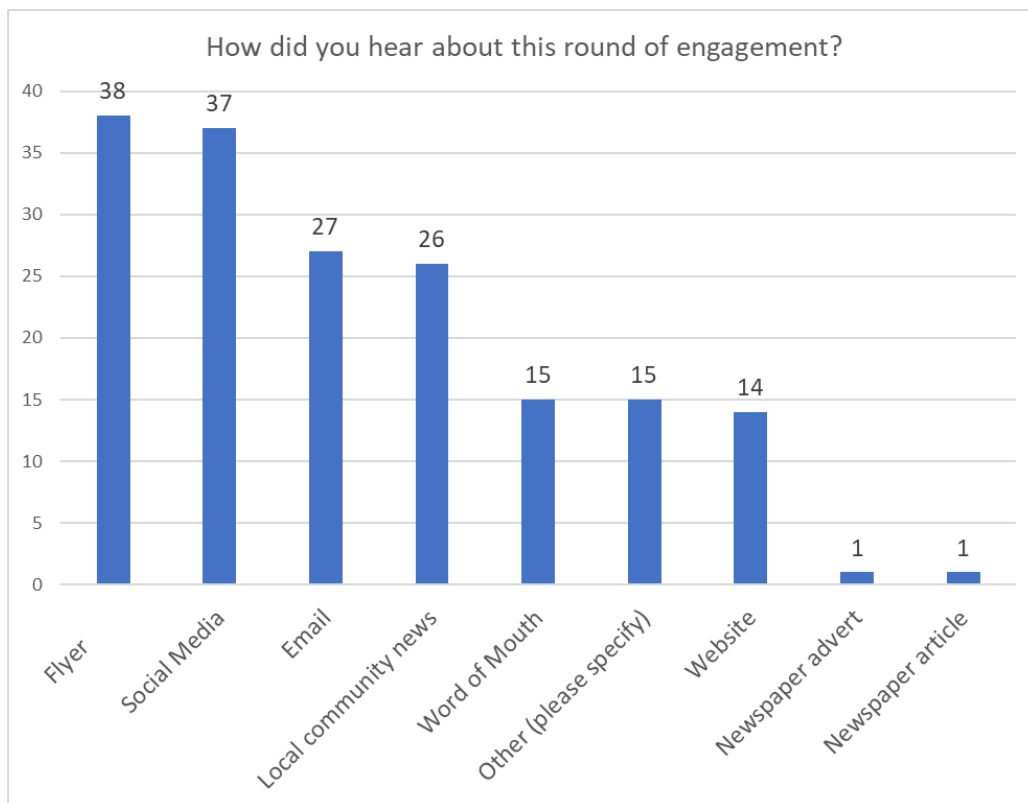
4.4.1. Figure 4-6 provides a breakdown of how respondents found out about the engagement. The survey received responses from 121 people however 174 options have been selected due to this question being multiple choice. This indicates that people who participated in the survey found out about the engagement through multiple sources.

4.4.2. As shown, 22% (38 respondents) found out about the engagement from flyers. This was followed by social media (21%, 37 respondents). Email informed 27 respondents (16%) local community news informed 15% (26 respondents). Word of mouth followed, informing 15 respondents (9%). A further 14 respondents (8%) were informed by a website and one person (1%) was informed by a newspaper article and one (1%) was informed by a newspaper advert. 15 respondents (9%) were by another source,

4.4.3. Of the 15 respondents (9%) that were informed about the engagement from another source, 11 respondents specified how they were informed some of which have been specified below:

- Greater Cambridge Partnership email list subscription
- Camcycle
- County / Parish Councillor
- Looking at developments and how they affect horse riders

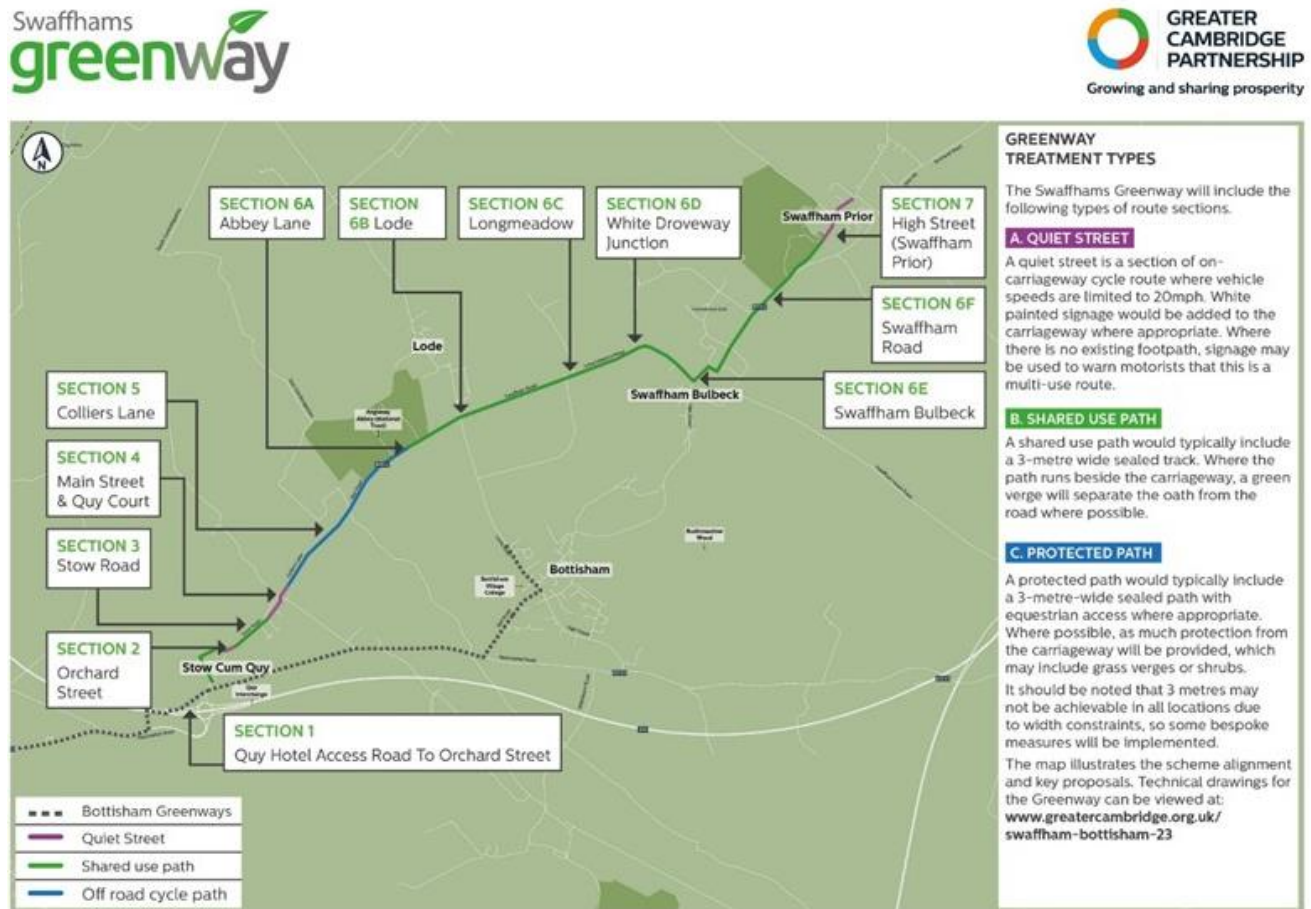
Figure 4-6 – How respondents found out about the engagement (174 respondents)



5 Swaffhams Greenway

5.1.1. This chapter summarises the feedback received on the proposals for the Swaffhams Greenway within the engagement survey. It should be noted that not all respondents provided feedback on all sections of the route. Therefore, the number of respondents vary between 58 and 67 for each section.

Figure 5-1 – Swaffhams Greenway Section Breakdown



Section 1: Quay Hotel Access Road to Orchard Street

- 5.2.1. There was a total of 59 responses to the question regarding the improvements proposed on the section along Quay Hotel Access Road to Orchard Street.
- 5.2.2. 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
Comments about lighting	13	22%
Comments in favour of proposals	12	20%
Comments about surface materials	10	17%
Concerns around equestrian users	8	14%
Comments about wayfinding and signage	8	14%

Theme 1: Comments about lighting

- 5.2.3. A total of 22% of comments (13 responses) commented on lighting on this section of the route. There is a consensus amongst comments that street lighting is required for cyclists' safety however, three responses mentioned that excess light from overhead lighting may cause light pollution and impact upon residents of Orchard Street and Church Road and/or disturb wildlife.
- 5.2.4. Eight of the 13 coded comments suggested that solar studs on the footway would help pedestrians and cyclists to navigate along the route. One respondent noted solar studs should be in the central reservation of the shared-use path to prevent them from being covered by overgrown vegetation.

Theme 2: In favour of proposals

- 5.2.5. A total of 20% of comments (12 responses) were coded as generally being in favour of the proposals. Feedback received was mostly positive with many people welcoming the improvements which will provide safer conditions for cyclists than the existing route, expressing there existing issues with visibility, road surfacing and speeding vehicles, raising safety concerns.

- 5.2.6. Six comments welcome the proposals to improve access to Church Road in which they noted this section is currently very intimidating for cyclists due to poor visibility at the junction and speeding vehicles.

Theme 3: Comments about surface materials

- 5.2.7. 27% of comments (10 responses) also expressed concerns about the existing road surfacing in this section of the scheme.
- 5.2.8. Seven comments express the desire for improved road surfacing as they suggested it is not suitable for cyclists or drivers in its current state. Three comments also suggested regular maintenance of improved surfacing to ensure it remains suitable for all road users.
- 5.2.9. One comment was against the proposals for hard surfacing on Orchard Street preferring to maintain the gravel surface and wildflowers outside their house as tarmac may affect the quality of their driveway.

Theme 4: Concerns around equestrian users

- 5.2.10. Concerns around the inclusion of equestrian users were raised in 14% of comments (8 responses). Responses raised that the proposals were slightly confusing as to whether horse riders are included in the shared-use path and insist that as vulnerable and regular road users in the area they should be included in every element of the Greenway route.
- 5.2.11. One comment expresses particular concern about horse riders having to use the road on Church Road as at 3m the suggested width of the shared-use path is not wide enough to include horses. They suggest redesignating Public Footpath no. 218/2 which emerges at Orchard Street as a Public Bridleway to ensure there is a genuine safe alternative route provided for equestrian users.

Theme 5: Comments about wayfinding and signage

- 5.2.12. 14% of comments (8 responses) mentioned signage. Some respondents felt there is currently a lack of signage at this section and mentioned that cyclists are unaware of joining points for existing cycle paths and motorists are not aware of the presence of cyclists at hazardous points.
- 5.2.13. The access road to the Quay Hotel is considered to be a key location where signage is felt to be necessary and was mentioned specifically by two respondents, both of whom said there is no existing signage that warns motorists that cyclists will emerge from the underpass and cyclists are completely invisible to motorists before they exit the tunnel. One comment suggested a distinct 'Stop' line with signage on the access road.
- 5.2.14. Visibility was another concern raised in one response regarding motorists and cyclists being able to see each other as cars are exiting their driveways.

Section 2: Orchard Street

- 5.3.1. The survey received 58 responses to the proposals for the Orchard Street section. This includes proposals for a ‘quiet street’ environment whereby cycle symbol road markings and red asphalt surfacing on the carriageway will give priority to cyclists who can cycle safely in the centre of the traffic lane.
- 5.3.2. A reduced speed limit of 20mph and further traffic calming measures including speed humps are also proposed for the extent of Orchard Street. These will be accompanied by new signage and lighting to improve visibility and wayfinding and highlight the Greenway to all road users.
- 5.3.3. Table 5-2 highlights the top five themes assigned to the responses for Section 2 of the route.

Table 5-2 – Top 5 Codes for Section 2

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments in favour of proposals	15	26%
Comments about wayfinding and signage	12	21%
Comments relating to traffic calming measures	11	19%
Concerns around equestrian users	6	10%
Comments that suggested the scheme (or part of it) is unnecessary / not needed	5	9%

Theme 1: Comments in favour of proposals

- 5.3.4. 26% of coded comments for this section (15 responses) implied they are in favour of the proposals. One comment noted that this section of the route will be a huge improvement along Church Road, four comments use positive language including ‘great idea’, ‘I support it’ and two comments agree that the sooner the scheme is implemented the better.
- 5.3.5. The “quiet street” layout with the colour surfacing and cycle symbols in the centre of the carriageway is noted as being useful for horse-riders as it will allow them to use the lefthand side of the carriageway, ensuring accurate separation from all other passing road users.

Theme 2: Comments about wayfinding and signage

- 5.3.6. 21% of the responses (12 comments) expressed the importance of clear and visible signage along the extent of this section with specific reference to its potential to mitigate safety risks.
- 5.3.7. Two comments reference the need for signage where the cycleway cross the top of The Avenue.

Theme 3: Comments relating to traffic calming measures

- 5.3.8. 19% of comments expressed concern around traffic calming measures on this section of the route.
- 5.3.9. Six responses express opposition to using speed humps as traffic calming measures as they present an obstacle for some cyclists and can be a safety hazard. One respondent requested sinusoidal speed humps which provides a smoother ride for cyclists.
- 5.3.10. Two responses expressed concern that the traffic calming measures proposed will not be sufficient enough to enforce the 20mph speed limit. Suggesting further calming measures are put in place including a speed camera

Theme 4: Concerns around equestrian users

- 5.3.11. Six comments were raised regarding equestrian users along the Orchard Street section. Two of these comments discuss the importance of equestrians being treated equally to other road users, with one comment mentioning that the on-street cycle symbols exclude equestrian road users.
- 5.3.12. Two comments also highlight that equestrians are vulnerable road users and therefore safe access for them must be prioritised.

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

- 5.3.13. Four respondents express the opinion that as a quiet dead-end street so felt the proposals are not necessary on Orchard Street. Two comments express that they have not observed speeding on this road and or had any issues with parking so feel that the existing road is fine how it is.
- 5.3.14. One comment mentions that speed humps are not necessary on this street and would likely cause problems for cyclists.
- 5.3.15. An excess of street furniture was also considered wholly unnecessary for one respondent as it poses a nuisance to cyclists despite reducing speeds, which is felt to be unnecessary at this section.

Section 3: Stow Road

- 5.4.1. There was a total of 59 comments regarding Section 3. These proposals included widening the existing shared-use path to three metres where possible and introducing a 30mph speed limit.
- 5.4.2. Traffic calming measures are also proposed at the Stow Road and Orchard Street junction. These include changes to road markings to narrow the junction and slow traffic speeds. Crossing improvements are also proposed on Stow Road and in front of Anglesey Abbey.
- 5.4.3. Table 5-3 shows the top five themes highlighted by responses for Section 3 of the route.

Table 5-3 – Top 5 Codes for Section 3

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments about crossings	23	38%
Comments relating to safety concerns	10	17%
Concerns regarding road space for proposals	9	15%
Concerns around equestrian users	8	14%
Comments in opposition of proposals	7	12%

Theme 1: Comments about crossings

- 5.4.4. The most frequent concern regarding this section of the proposals was about the proposed uncontrolled crossing on Stow Road. It is felt the traffic flow is inappropriate for this type of crossing and commented that an uncontrolled crossing would present a safety hazard for Greenway users.
- 5.4.5. 11 comments mentioned that they would favour a signalised crossing in this location, preferably without an island. Pelican and toucan crossings are also suggested as alternative options in two comments.
- 5.4.6. Seven responses expressed concerns about the proposed Stow Road traffic island / refuge. Respondents noted that it is not wide enough to facilitate safe crossing of cyclists with trailers or tandems. Two comments also request for the crossing not to have guard railings as these make the crossing difficult to navigate.

- 5.4.7. Three comments recommend conducting a traffic count to assess the vehicle flows, which would help to determine if the proposed pedestrian crossing is adequate for the existing traffic flows.

Theme 2: Comments relating to safety concerns

- 5.4.8. Concerns for safety was the second highest concern for respondents regarding the proposals on Stow Road. 10 respondents expressed concerns about safety issues regarding the proposals for an uncontrolled crossing (4 mentions), safety concerns for equestrian users on the shared-use path (2 mentions) and reduced visibility for motorists and cyclists travelling round the bend on Stow Road in both directions (2 mentions).
- 5.4.9. Concerns mentioned regarding shared-use paths include hazards presented to pedestrians by cyclists and electric bikes and scooters which can travel silently at high speeds (2 mentions).

Theme 3: Concerns regarding road space for proposals

- 5.4.10. 15% of responses (nine comments) expressed concerns about there not being enough road space on Stow Road for an effective shared-use path alongside the carriageway. Three responses mention that the road is currently too narrow, particularly around the Wheatsheaf pub, and that the road is also too narrow for the proposals.
- 5.4.11. One comment suggests designating the road as a shared use 'quiet street' environment instead, using signage and road markings to make this visible to motorists.

Theme 4: Concerns around equestrian users

- 5.4.12. 14% of comments (8 responses) expressed concerns around equestrian users in this section of the route, raising concerns that horse riders are being excluded in the proposals for the shared use path.
- 5.4.13. Two comments also mention that the proposed central island in the Stow Road crossing must be wide enough to accommodate more than one equestrian at a time to ensure it is suitable for all road users to cross safely.

Theme 5: Comments in opposition of proposals

- 5.4.14. A further 12% of comments were in opposition of the proposals in this section, noting that the proposals are not appropriate for the existing road usage and width.
- 5.4.15. Four of the seven comments express concerns about the proposed crossing and two about the safety hazards presented by shared-use paths.

Section 4: Main Street & Quay Court

- 5.5.1. The survey received a total of 65 comments in response to the question in Section 4.

- 5.5.2. The proposals for Section 4 aim to provide a safer quiet street environment for motor vehicles and cyclists by implementing a 20mph speed limit and other traffic calming measures including raised tables at junctions and speed humps. Cycle symbol road marking are also proposed at regular intervals as well as red asphalt surfacing on the carriageway which will highlight the primary position of the cyclist in the centre of the traffic lane.
- 5.5.3. Table 5-4 shows the top five themes assigned to this section of the route.

Table 5-4 – Top 5 Codes for Section 4

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments in favour of proposals	19	29%
Comments relating to traffic calming measures	14	22%
Comments about wayfinding and signage	9	14%
Comments about crossings	9	14%
Comments in opposition of proposals	8	12%

Theme 1: Comments in favour of proposals

- 5.5.4. 29% of responses (19 comments) were generally in favour of the proposals for this section. Comments agree with the proposals and there is a consensus that this section has been ‘well-designed’, and the quiet street environment will be an improvement from the existing road conditions.
- 5.5.5. Responses were generally approving of the proposals as all road users, including equestrians, have been considered in this section. Two responses were specifically approving of the reconfiguration of the route through Quy Court to link straight on to the path towards Lode.
- 5.5.6. Six of the 19 comments directly support the proposals to reduce the speed limit to 20mph as the current condition are hazardous for cyclists. Further recommendations include a raised table / cyclist priority on Albert Road (4 mentions), clearer road markings (3 mentions), tightening the turning radii at the Main Street/ Albert Road junction (1 mention), speed cameras and clear signage of the route to Anglesey Abbey (1 mention).

Theme 2: Comments relating to traffic calming measures

- 5.5.7. 22% of responses (14 comments) suggest traffic calming measures or changes to the proposed traffic calming measures.
- 5.5.8. Five comments suggested a raised table over Albert Road to help reduce traffic speeds at the junction, two comments request that the turn radii at the Main Street / Albert Road junction is tightened to further reduce vehicle turning speeds and three comments request cyclist priority over Albert Road.
- 5.5.9. Traffic calming measures that are opposed to include speed humps (4 mentions), raised tables (1 opposing comment) and the 20mph speed limit (1 opposing comment).

Theme 3: Comments about wayfinding and signage

- 5.5.10. 14% of responses (9 comments) also express the need for more signage and clear markings to alert motor vehicles and other road users of the Greenway. Particularly on Albert Road to warn of cyclists crossing between Main Street and Quy Court (2 mentions) and the off-road section of the route to Angelsey Abbey which is currently underused by cyclists because they are unaware it exists (2 mentions).
- 5.5.11. One comment also mentions the existing blind corner on the off-road link from Quy Court to Anglesey Abbey. Cyclists require a clear sight line so they do not collide into cyclists travelling the opposite direction.

Theme 4: Comments about crossings

- 5.5.12. Suggestions for crossing points were mentioned in 14% of responses (9 comments), a particular area of concern as respondents highlighted that there are issues with speeding along this section, which makes crossing for cyclists and pedestrians hazardous.
- 5.5.13. Four comments suggested crossing improvement over Albert Road. One comment requested a raised platform, another would support the addition of a parallel crossing. A further respondent mentioned that the sight lines along Albert Road from the High Street is blocked by the pub and suggests placing a mirror at the entrance to Quy Court to improve visibility when crossing.
- 5.5.14. One comment also suggested the need for an improved road crossing at Anglesey Abbey, where the existing tight corner is difficult for cyclists to negotiate.

Theme 5: Comments in opposition of proposals

- 5.5.15. 12% of responses (8 comments) included opposition to the proposals for this section due to general safety concerns. Safety concerns include the potential dangers of speed humps for road users (two mentions) and visibility at junctions and driveways (2 mentions).
- 5.5.16. The proposals around Quy Court were also noted as a concern (two mentions) noting that the narrow road at the end of Quy Court is a blind bend that will emerge into the cycleway risking collision with other road users.

Section 5: Abbey Lane, Lode, Longmeadow, White Droveaway Junction

- 5.6.1. A total of 63 comments were received about the proposals for Section 5.
- 5.6.2. The proposals includes four subsections sections, the proposals included in these sections are, realignment if existing shared use path on the southern side of Abbey Lane with the crossing providing a safe and direct route, widening of the existing shared use path to three metres where possible, junction improvements to prioritise cyclists and introduction of a 40mph speed limit outside of Lode, reduction in carriageway width to 6m at the Longmeadow and Swaffhams Road and introducing a new 40mph speed limit on White Droveaway Junction.
- 5.6.3. Table 5-5 highlights the top five themes that were assigned to responses on this section of the route.

Table 5-5 – Top 5 Codes for Section 5

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments about crossings	16	25%
Comments in favour of proposals	12	19%
Suggests changes to speed limits	9	14%
Safety concerns with the existing road layout	9	14%
Concerns around equestrian users	8	13%

Theme 1: Comments about crossings

- 5.6.4. 25% of all coded comments within this section (16 in total) made suggestions related to crossing points.
- 5.6.5. Six of the responses made comment on the refuge not being wide enough to accommodate cycles which would lead to cyclists waiting in the central refuge to have their cycle overhanging the road.
- 5.6.6. Six of the responses suggested the crossing point be signalised as to improve safety, and if signalised would remove the need for a central refuge.
- 5.6.7. Three responses made comment on the visibility of the crossings and questioned if priority was given to cyclists if it would result in incidents due to motorists being unaware of the priority or unable to see cyclists crossing due to poor visibility.

Theme 2: Comments in favour of proposals

- 5.6.8. 19% of comments (12 in total) for this section are generally in favour of the proposal.
- 5.6.9. Four of the comments were in favour of the new speed limit of 40mph and said it would significantly increase safety, however, mentions it will need to be appropriately enforced as to ensure it is effective and suggested the use of speed cameras.
- 5.6.10. Two of the responses were strongly in favour of the priority being given to cyclists.

Theme 3: Suggests changes to speed limits

- 5.6.11. 14% of comments (9 in total) made comments regarding the proposed changes in speed limit with it being split between supportive of the change and against it.
- 5.6.12. Four of the comments don't believe the reduction in the speed limit is necessary, one of which believes if it were reduced it wouldn't make much of a difference.
- 5.6.13. Four comments are supportive of the reduction in the speed limit, two of the comments specifically stated that there would need to be a way of enforcing the speed limit e.g., speed cameras.
- 5.6.14. One comment suggested rerouting the greenway and reducing the speed limit of the route to 20mph on the rerouted road.

Theme 4: Safety concerns with the existing road layout

- 5.6.15. 14% of comments (9 in total) stated their concerns for safety along this route.
- 5.6.16. Three comments reiterated that the crossing points must be made safely due to the speed of cars along this road and how busy it can get.
- 5.6.17. Two of the comments questioned the visibility of the crossing points as a point of a potential safety issue, that paired with the speed of the vehicles suitable visibility will be needed.

Theme 5: Concerns around equestrian users

- 5.6.18. 13% of the comments (8 in total) raised concerns around equestrian users and their inclusion within the proposal. One comment stated that the shared path is labelled as such it doesn't allow horse riders and stated that it would cause issues with cyclists passing equestrian users on their left-hand side potentially causing issues.

Section 6: Swaffhams Road

- 5.7.1. There was a total of 67 comments relating to section 6 of the route. The proposals include widening of the existing shared use path to three metres where possible and junction improvements to prioritise cyclists.
- 5.7.2.
- 5.7.3. Table 5-6 highlights the top five themes assigned to the responses for Section 6 of the route.

Table 5-6 – Top 5 Codes for Section 6

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments about the route alignment	18	27%
Safety concerns with the existing road layout	15	22%
Comments in favour of proposals	11	16%
Suggests footway / cycleway widening	11	16%
Concerns around equestrian users	10	15%

Theme 1: Comments about the route alignment

- 5.7.4. A total of 27% of the coded (18 in total) suggested alterations to be made to the route of the greenway for this section of the route.
- 5.7.5. Four of the comments make suggestions to reroute the greenways the other side of The Dennys whereas three comments suggest rerouting the greenway to follow White Driveway and to later reconnect to the proposed route
- 5.7.6. Other suggestions include going around Swaffhams Bulbeck, extending to Swaffhams Bulbeck’s high street and going around the cricket pavilion.

Theme 2: Safety concerns with the existing road layout

- 5.7.7. 22% of the coded comments (15 in total) raised safety concerns and commented on the existing road layout.
- 5.7.8. Eight of these comments note the poor visibility of the route which will likely lead to collisions and five comments noted that shared use paths can be dangerous to pedestrians as many cyclists who use shared use paths show little care for how they overtake pedestrians.
- 5.7.9. Other comments related to the width of the shared use path not being suitable in some areas due to constraints with the existing layout.

Theme 3: Comments in favour of proposals

- 5.7.10. Despite concerns raised within this section a total of 16% of coded comments (11 in total) were generally in favour of the proposals and welcomed them. Of the comments four stated their approval of the reduction in the speed limit with two of these commenters wanting there to be suitable ways of enforcing the new speed limit.
- 5.7.11. Three of the comments despite being in favour of this section raised their concerns that the width of 3m may not be able to be maintained throughout the entirety of the section, and mentioned that there will be some pinch points.

Theme 4: Suggests footway / cycleway widening

- 5.7.12. 16% of the coded comments (11 in total) suggested changing the width of the footway, all of which specified that they would suggest further and consistent widening of the path ensuring that there are no pinch points of the path along this section.

Theme 5: Concerns around equestrian users

- 5.7.13. 15% of the coded comments (10 in total) raise their concerns around the inclusion of equestrian users within the section of the greenway. Concerns around how safe the route will be for horse riders to use is also questioned.

Section 7: High Street (Swaffhams Prior)

- 5.8.1. There was a total of 58 comments regarding the proposals within this section. The proposals included the introduction of a 20mph speed limit with traffic calming measures.
- 5.8.2. Table 5-7 highlights the top five themes assigned to the responses for Section 7 the route.

Table 5-7 – Top 5 Codes for Section 7

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments about surface materials	17	29%
Concerns of negative impact on historical routes and / or urbanisation	16	27%
Comments relating to traffic calming measures	15	26%
Suggests changes to speed limits	9	15%

Comments in favour of proposals	7	12%
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Theme 1: Suggests types of material surfacing or no surfacing

- 5.8.3. A total of 29% of the coded comments (17 in total), of these 17 comments 14 of them stated their opposition to the use of red surfacing and feel it is “unnecessary” and an “eyesore”.
- 5.8.4. One comment was in favour of the red surfacing and believed it should be extended, and another comment stated that a good quality surface would be all that is needed.

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

- 5.8.5. 27% of the comments (16 in total) stated their concerns regarding the proposals due to the street being proposed within a conservation area and believed it could ruin the character of the rural village.
- 5.8.6. Seven of the comments specifically stated that the red surfacing would be unsuitable for the area and five of the comments were against the speed humps.

Theme 3: Comments relating to traffic calming measures

- 5.8.7. 26% of comments (15 in total) made comments related to the proposed traffic calming measures within this section of the proposal
- 5.8.8. 12 of the comments were against the addition of the speed humps suggested many stating the pollution caused by vehicles getting slowed down just to speed up again soon after, some suggested reducing the amount of speed humps or removing entirely.

Theme 4: Suggests changes to speed limits

- 5.8.9. 15% of the coded comments (9 in total) suggested changes to be made to the speed limits, while most were in favour of the reduction in the speed limit, five of the comments believed that it should be extended further to before cyclists end up joining the road.
- 5.8.10. One comment was against the reductions of the speed limit and two comments questioned how necessary it was.

Theme 5: Comments in favour of proposals

- 5.8.11. 12% of the coded comments (7 in total) were generally in favour of this section of the proposal with two of these comments suggesting further extension of the route beyond Station Road. Another concern raised related to busses and questioned if there would be any issues operating once the scheme was implemented.

Additional design feedback

- 5.9.1. Question 12 of the survey asked respondents the following “Do you have any other comments, queries or concerns you’d like us to consider for the next stages of design?”.

5.9.2. A total of 70 responses were received, and the top five themes identified are outlined in Table 5-8 below.

Table 5-8 – Swaffhams Design Comments Key Themes

Key Themes	Number of Coded Comments	Percentage
Comments relating to the route alignment	16	23%
Suggests footway / cycleway widening	14	20%
Safety concerns / comments relating to existing road layout	12	17%
Concerns around equestrian users	11	15%
Suggests types of surface materials	7	10%

Theme 1: Comments relating to the route alignment

- 5.9.3. A total of 23% of coded comments (16 in total) suggested areas that should be included within the route alignment. Three of the comments noted that White Drove way should be included within the route
- 5.9.4. 10 comments highlighted that the route should extended to Burwell as it is a key location within the area and feel that it is a missed opportunity to not include.

Theme 2: Suggests footway / cycleway widening

- 5.9.5. 20% coded comments (14 in total) that suggested alterations to the width of the footway / cycleway. A common concern (7 comments) was ensuring that the shared-use paths are 3m wide for the entirety without any pinch points. Two comments mentioned the need to ensure it is wide enough for two cargo bikes to pass each other at any point along the route.
- 5.9.6. Three comments believed the route proposed is not suitable to provide suitable widths for the greenway and believed alternate routes would be more appropriate.

Theme 3: Safety concerns / comments relating to existing road layout

- 5.9.7. 17% of coded comments (12 in total) raised safety concerns with the existing road layout. Comments included the narrow width of the pavements at some sections and the concern that there could be increased risk of conflicts between pedestrians and cyclists.

Theme 4: Concerns around equestrian users

- 5.9.8. 15% of the coded comments (11 in total) raised issues regarding equestrian users, expressing concern that equestrian users have not been considered within the proposals.

Theme 5: Suggests types of surface materials

- 5.9.9. 10% of coded comments (7 in total) mentioned that they do not support the use of red surfacing within this rural area. Three comments mentioned the need for long lasting durable surfacing, to ensure it can survive the volume of agricultural vehicles.

6 Bottisham Greenway

- 6.1.1. 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 33 and 47 for each section.
- 6.1.2. The insert of the Bottisham Greenway survey map has also been provided overleaf in **Figure 6-1**. This map accompanied the survey and outlines the different sections of the route.

Figure 6-1 – Bottisham Greenway Section Breakdown



Section 1: Riverside

- 6.2.1. There was a total of 47 responses to the question regarding the improvements proposed on the section along the Riverside.
- 6.2.2. A reduced speed limit of 20 mph has been proposed along with other speed reduction measures including raised tables at junctions and speed humps.
- 6.2.3. It should also be noted that formalised parking bays for residents and users of Stourbridge Common have been proposed. These include a buffer zone next to the parking bays to ensure safe passing of cyclists as they allow space for people opening car doors.
- 6.2.4. Table 6-1 highlights the top five themes assigned to the responses for Section 1 of the route.

Table 6-1 – Top 5 Codes for Section 1

Theme	Number of Coded Comments	Percentage of Coded Comments
Concerns around areas of shared-use space	12	26%
Comments about the route alignment	11	23%
Safety concerns with the existing road layout	10	21%
Comments about surface materials	9	19%
Concerns around equestrian users	8	17%

Theme 1: Concerns around areas of shared-use space

- 6.2.5. Concerns around areas of shared-use space were found in 26% of responses (12 comments) for this section. Six of the 12 responses expressed concerns that the Riverside, particularly between Saxon Road and River Lane, as they suggest it is too narrow for a shared-use path and that there is existing conflicts between pedestrians, cyclists and motor vehicles in this location.
- 6.2.6. Seven comments express concern regarding parked cars on this section of the route. With five comments requesting that parking is removed at Elizabeth Way and two at Stourbridge Common. These concerns mostly stem from a consensus that there is not enough space available to safely facilitate a shared use path along the Riverside.

- 6.2.7. One comment highlighted pinch points that already exist at particular locations including between Saxon Road and River Lane where there is no pavement next to the river railings, and outside the Industrial Museum.

Theme 2: Comments about the route alignment

- 6.2.8. 23% of the coded comments (11 comments) contained suggestions for alternative routes or extending the route.
- 6.2.9. Suggested extensions included making the cycle lane along the Riverside continuous beneath the A1134 Bridge and two comments suggest a segregated Riverside pedestrian footpath and separate entrance to Stourbridge Common.

Theme 3: Safety concerns with the existing road layout

- 6.2.10. 21% of coded comments (10 in total) expressed concerns about there not being enough road space for the proposals along the extent of the Riverside. Feedback suggested that the existing layout is too narrow and would not facilitate safe shared use for cyclist and pedestrians.
- 6.2.11. Seven comments also mentioned that the existing parking at Elizabeth Way restricts space and sight lines for cyclists.
- 6.2.12. A particular area of concern which was mentioned directly in two comments is between Saxon Road and River Lane. There is currently not enough room for a footway alongside the river therefore a 3m shared-use path is not deemed possible.

Theme 4: Comments about surface materials

- 6.2.13. 19% of responses (9 in total) express concerns about the proposed surfacing for the Riverside section of the route.
- 6.2.14. Three comments express concerns that the red asphalt may create problems for pedestrians. Two commenting that the cycleway will encourage cyclists to feel they have priority on the shared use path, increasing cycle speeds and endangering other users. The third believing the red asphalt will not fix existing problems for pedestrians.
- 6.2.15. Two comments request the section of Riverside between the 'Tesco Path', and the Equiano Bridge is rebuilt to provide a level surface throughout.
- 6.2.16. Double cattle grids are also requested at the entrance of Stourbridge Common by two responses, asking for similar ones that are provided at Midsummer Common / Walnut Tree Avenue.

Theme 5: Concerns around equestrian users

- 6.2.17. Concerns around equestrian users were expressed in 17% of responses (8 in total), all of which mention the need for their inclusion in the proposals, with four comments implying it is unclear whether the proposals include provision for horse-riders or not.

6.2.18. One comment expressed concerns that the proposed red asphalt path with cycle markings will exclude / confuse horse-riders as to the legality of them using this section of the path. Similarly, another comment requests further clarification around what ‘shared path’ means to ensure that horse-riders have been considered and catered for in the proposals.

Section 2: Stoubridge Common

6.3.1. The survey received 41 responses to the proposals for Stoubridge Common section. This includes proposals for junction improvements including a new signalised crossing for pedestrians and cyclists which will improve safety for Greenway users. Widening the existing shared use path by 3m is also proposed along this section and new signage will be provided.

6.3.2. Table 6-2 highlights the top five themes assigned to the responses for Section 2 of the route.

Table 6-2 – Top 5 Codes for Section 2

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests footway / cycleway widening	12	29%
Concerns around equestrian users	8	20%
Concerns around areas of shared-use space	8	20%
Comments about lighting	7	17%
Comments about crossings	6	15%

Theme 1: Suggests footway / cycleway widening

6.3.3. 29% of comments for this section (12 in total) supported changes to the proposals to widen the existing shared-use path.

6.3.4. Six comments were generally positive about the proposals to widen the shared-use path on what is currently a very narrow path for cyclists and pedestrians.

6.3.5. However, three comments requested that the shared-use path is segregated and has clear demarcation of cyclists and pedestrian zones to avoid conflict between users.

6.3.6. Four comments about this section suggested widening the cattle grids in this area to allow for increased pedestrians and cycle traffic in both directions.

- 6.3.7. Two comments also suggested widening the footbridge over Coldham's Brook to accommodate for an increase in footfall and cycle flows.

Theme 2: Concerns around equestrian users

- 6.3.8. The second highest concern from feedback about the Stourbridge Common proposals was concerns around the inclusion of equestrian users, which was mentioned in 20% of the coded comments (8 in total).
- 6.3.9. Three responses raised particular concern over the fact the submission documents do not mention equestrian users, so there is confusion about whether they are included in the proposals for this section.

Theme 3: Concerns around areas of share-use space

- 6.3.10. Another theme that was mentioned in 20% of responses (8 in total) was concerns around areas of shared use space. Four comments suggest having clear markings and signage to segregate cyclists from pedestrians, with the area between the Stourbridge Common entrance and the Green Dragon Bridge noted as a space that gets very busy.
- 6.3.11. Three comments mention that horse riders need to be included in the shared-use path and it is unclear in the proposals whether they have been considered.
- 6.3.12. Two comments also discuss the need for regular maintenance of the shared use path with specific mention of tree roots lifting and damaging the surface materials, causing trip hazards for pedestrians in the past.

Theme 4: Comments about lighting

- 6.3.13. 17% of comments in this section (7 in total) discuss the lack of lighting in this section; six of these suggest the lighting is improved.
- 6.3.14. Safety is the main concern discussed in the comments. The existing path is discussed as being 'very dark' and 'spooky'. Five comments express concerns about the lack of lighting making them feel unsafe and unlikely to use the shared use path at night.
- 6.3.15. Two comments suggest solar lights in the path as an appropriate option. Only one comment feels additional lighting is unnecessary due to concerns about light pollution.
- 6.3.16. One female respondent who feels unsafe in this section at night suggests an off-road cycle path off Newmarket Road for winter use as a resolution to safety concerns.

Theme 5: Comments about crossings

- 6.3.17. 15% of comments for the Stourbridge Common section (6 in total) were concerned with crossing points. The footbridge over Coldham's Common was mentioned in three of the comments, one suggested it should be upgraded entirely, while three requested that it is widened to support higher footfall.
- 6.3.18. The cattle grids at the entrance to Stourbridge Common were mentioned in three comments. It was suggested they are also widened to support more road users.

Section 3: Ditton Meadows

- 6.4.1. There was a total of 42 comments relating to Section 3 of the route. These proposals included widening of the existing shared use path to three metres and new lighting.
- 6.4.2. Table 6-3 – Top 5 Codes for Section shows the top five themes highlighted by responses for Section 3 of the route.

Table 6-3 – Top 5 Codes for Section 3

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments about crossings	13	31%
Suggests footway / cycleway widening	11	26%
Concerns around equestrian users	9	21%
Comments in favour of proposals	8	19%
Comments relating to sharp turns / visibility	5	11%

Theme 1: Comments about crossings

- 6.4.3. The most frequent concern regarding this section of the proposals related to the proposed signalised crossing. 31% of comments (13 in total) suggested a new location for the crossing or suggested design considerations.
- 6.4.4. A few possible alternative crossing points were suggested, one of which included rerouting the greenway around Ditton Meadows following the Chisholm Trail.
- 6.4.5. Three of the comments made note of the access point near Ronald Rolph Court and its need to be improved due to it be considered unsatisfactory, and it is not currently included within the scheme extents.

Theme 2: Suggests footway / cycleway widening

- 6.4.6. 26% made suggestions to widen the shared-use path for the entirety of this section to at least 3-metres (11 in total). Three of the comments also made suggestions to widening the bridge running alongside the river to provide more space for pedestrians and cyclists.

Theme 3: Concerns around equestrian users

6.4.7. 21% of the comments raised their concerns around equestrian users (9 in total). Similar to previous feedback, comments mentioned the need for their inclusion in the proposals, implying it is unclear whether the proposals include provision for horse-riders or not.

Theme 4: In favour of the proposal

6.4.8. 19% of comments (8 in total) expressed support for the proposals, stating that they welcome the proposals and footway widening is needed. Three of the comments noted that they agree with the decision not to construct an underpass.

Theme 5: Comments relating to sharp turns / visibility

6.4.9. A further 11% of comments (5 in total) discussed existing sharp turns in this section of the route, in which visibility is restricted and deemed unsafe for cyclists. This included the sharp turn for cyclists leaving the path to join the Chisholm Trail and suggested making this turn smoother or implementing mirrors to improve visibility.

Section 4: Ditton Lane / Fison Road Junction

- 6.5.1. A total of 43 comments were received in response to Section 4 of the greenway.
- 6.5.2. The proposals include introducing a new parallel crossing to improve safety for pedestrians and cyclists, and junction improvements to prioritise cyclists.
- 6.5.3. Table 6-4 shows the top five themes assigned to this section of the route.

Table 6-4 – Top 5 Codes for Section 4

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments about crossings	15	35%
Comments in favour of proposals	10	23%
Concerns around equestrian users	10	23%
Comments relating to sharp turns / visibility	9	20%
Safety concerns with the existing road layout	9	20%

Theme 1: Comments about crossings

- 6.5.4. The most common theme with 35% of the comments (15 in total) made suggestions for alterations to the crossing points, three of which suggested that the crossing be made accessible to equestrian users all stating that it should allow for access to the Marleigh bridleway.
- 6.5.5. Four of the comments suggest relocating the crossing, two comments suggest making the toucan crossing easier to use, one respondents suggested the use low level buttons to allow for trike users. One comments also suggested implementing automatic sensors so that pedestrians and cyclists do not need to press the button to cross.

Theme 2: Comments in favour of proposal

- 6.5.6. 23% of coded comments (10 in total) were generally in favour of the proposal, three of these comments stated that this proposal would be an improvement to the existing layout.
- 6.5.7. One respondent, whilst being in favour of the proposal noted that there are a number of sharp bends along the route where cyclists are encouraged to go, which may pose a safety risk if not addressed.

Theme 3: Concerns around equestrian users

- 6.5.8. 23% of comments (10 in total) stated their concerns around equestrian users stating that equestrian users should be included in the greenways scheme.
- 6.5.9. Four of the comments highlighted that the Marleigh bridleway is within close proximity to the Greenway, and safe access should therefore be provided for equestrian users.

Theme 4: Comments relating to sharp turns / visibility

- 6.5.10. 10% of the comments (9 in total) provided general feedback regarding the route alignment for this section, highlighting that there are sharp bends along the cycle route. Respondents expressed concern visibility will therefore be reduced for pedestrians and cyclists when turning and could increase the risk of collisions between Greenway users.
- 6.5.11. Two of the comments also suggested providing a ramp on the western side of Ditton Lane to make the route more accessible.

Theme 5: Safety concerns with the existing road layout

- 6.5.12. 10% of comments (9 in total) stated their safety concerns relating to the existing road layout. Four of the comments pointed out the tight bend along the route which can lead to collisions due to poor visibility.
- 6.5.13. Two of the comments expressed concern for shared paths and suggested that pedestrians and cyclists should be separated.

6.5.14. Two comments stated their concerns for introducing a zebra crossing in this location and felt that motorists are unlikely to stop for pedestrians and cyclists due to the perception of high vehicle speeds.

Section 5: Marleigh Development, High Ditch Road Junction

6.6.1. A total of 40 comments were received about the proposals for Section 5.

6.6.2. At this point, the proposals meets with the proposed Cambridge Eastern Access scheme on Newmarket Road, continuing on the four-metre shared use path to join up with the route through the Marleigh Development.

6.6.3. Improvements include upgrading the existing crossing and realigning the existing shared use path at High Ditch Road to improve visibility, as well as extending the existing speed limit.

6.6.4. Table 6-5 highlights the top five themes that were assigned to responses on this section of the route.

Table 6-5 – Top 5 Codes for Section 5

Theme	Number of Coded Comments	Percentage of Coded Comments
Concerns around equestrian users	8	20%
Safety concerns with the existing road layout	8	20%
Comments in favour of proposals	7	18%
Comments about crossings	7	18%
Comments in opposition of proposals	6	15%

Theme 1: Concerns around equestrian users

6.6.5. 20% of all coded comments (8 in total) related to the concerns around equestrian users. The majority of which highlighted that this part of the route is deemed unsafe and dangerous for equestrian users. Comments suggested that the proposals fail to cater for all non-motorised users.

6.6.6. Respondents have mentioned that the proposals should consider the need to provide better access to and from the Marleigh Bridleway to Honey Hill as part of the Greenway.

Theme 2: Safety concerns with the existing road layout

- 6.6.7. 20% of comments for this section (8 in total) expressed concern safety concerns with the existing road layout which they would like to see improved as part of the Greenway. Most of which commented on lack of maintenance along this section and noted that vegetation is always overgrown and encroaches onto the path which restricts space for pedestrians and cyclists. Other feedback highlighted that the surface materials are neglected and poorly maintained, and there is often sections which have drainage issues which leads to large puddles which ice over in colder months, making it unsafe for users.

Theme 3: Comments in favour of proposals

- 6.6.8. 18% of comments (7 in total) expressed that they are happy with the proposals and welcome the idea of a signalised crossing at the roundabout. Comments generally mentioned that the proposals look good and would like them to be implemented as soon as possible.

Theme 4: Comments relating to crossings

- 6.6.9. 18% of comments (7 in total) related to crossing points along this section of the route. Most of the comments related to the High Ditch Road crossing, mentioning that this section of road should be a quiet lane to reduce vehicle speeds.

Feedback included suggestions to introduce a signal-controlled crossing and to change the arrangement of the High Ditch Road junction, so it is safer for pedestrians and cyclists.

Theme 5: In opposition of proposals (generally)

15% of the comments (6 in total) were generally in opposition of the proposals, generally stating that they feel the proposals do not provide much of an improvement from the existing layout.

Section 6: A14 Underpass, Quay Mill Hotel Access Road

- 6.7.1. A total of 45 comments were received regarding the proposals along Section 6 of the route.
- 6.7.2. The proposals included new and improved lighting and vegetation clearance in front of the underpass to provide better sight lines to enhancing visibility. As well as extending the northern approach ramp to reduce its gradient, and realignment of the southern approach so it is more direct. A three-meter-wide shared use path is proposed along Quay Mill Hotel access road.
- 6.7.3.



6.7.4. Table 6-6 highlights the top five themes assigned to the responses for Section 6 of the route.

Table 6-6 – Top 5 Codes for Section 6

Theme	Number of Coded Comments	Percentage of Coded Comments
Concerns around equestrian users	9	20%
Comments about lighting	9	20%
Suggests need for maintenance	8	18%
Safety concerns with the existing road layout	8	18%
Comments in favour of proposals	7	16%

Theme 1: Concerns around equestrian users

- 6.7.5. 20% of the comments (9 in total) related to concerns around equestrian users. Respondents mentioned that shared path use must include equestrian users, and that equestrians should be provided with a safe place to dismount.

Theme 2: Comments about lighting

- 6.7.6. 20% of the comments (9 in total) had some concerns regarding the lack of lighting within the A14 underpass, noting that the existing underpass is very dark and unsafe, particularly at night. This was also raised by two women who highlighted that they tend to avoid this route as it does not feel safe. Other comments mentioned the need to increase visibility and sightlines throughout the underpass to increase the feeling of safety.

Theme 3: Suggests need for maintenance

- 6.7.7. 18% of comments (8 in total) also mentioned the lack of maintenance on the approach and within the underpass, stating that it currently feels unsafe for pedestrians and cyclists as there tends to be vegetation overgrowth which restricts available space and reduces visibility.
- 6.7.8. Other maintenance issues included poor drainage which leads to ponding after moderate rainfall, which can be particularly hazardous during cold weather conditions. Respondents also mentioned a build-up of debris on the carriageway which can be a slip hazard for cyclists.

Theme 4: Safety concerns with the existing road layout

- 6.7.9. 18% of the coded comments (8 in total) raised concerns with the existing state of the underpass and would like to see this improved as part of the scheme. Similar to the above themes, this included issues relating to flooding and ponding and lack of lighting making the route feel unsafe and uninviting particularly at night-time. Respondents mentioned that by introducing the greenway route through the underpass, will likely encourage more pedestrians and cyclists to use it, and they should feel safe in doing so.
- 6.7.10. Two respondents also raised the issue of poor visibility along the A1303, at the junction where the nurse is.

Theme 5: Comments in favour of proposals

- 6.7.11. Despite concerns raised within along this section of the route, a total of 16% of coded comments (7 comments) were generally in favour of the proposals and welcomed the changes. Respondents commented that that the proposals will improve the walking and cycling facilities and would make them feel safer using the route if lighting was introduced.

Section 7: Albert Road Junction, Newmarket Road

- 6.8.1. A total of 33 comments were provided regarding this section of the proposal.
- 6.8.2. The proposals include realigning the carriageway along Newmarket Road to provide a smoother transition and improve visibility for Greenway users. In addition to widening improvements along the existing shared-use path.
- 6.8.3. Table 6-7 highlights the top five themes assigned to the responses for Section 7 the route.

Table 6-7 – Top 5 Codes for Section 7

Theme	Number of Coded Comments	Percentage of Coded Comments
Concerns around equestrian users	8	24%
Suggests need for maintenance	8	24%
Comments in favour of proposals	7	21%
Comments relating to lighting	5	15%
Suggests footway / cycleway widening	3	9%

Theme 1: Concerns around equestrian users

- 6.8.4. 24% of the coded comments (8 in total) related to concerns around equestrian users. Comments mentioned that the proposed layout should not endanger horse riders. Comments also included the need to ensure equestrian users are included within the shared use path.

Theme 2: Suggests need for maintenance

- 6.8.5. Suggestions for regular maintenance was mentioned in 24% of the coded comments (8 in total). Feedback highlighted that there are overgrown bushes and hedgerows which can obstruct users passing by. There is also damage to existing footways caused by the tree roots which creates a trip/fall hazard for pedestrians and cyclists.
- 6.8.6. Three comments mentioned the need for upgraded road surfacing on New Market Road with new lighting to increase visibility at junctions.
- 6.8.7. Two comments also mentioned that the cycle tracks are not regularly maintained, and there tends to be a build-up of leaves and debris, which forces cyclists into the road as opposed to the cycle path.

Theme 3: Comments in favour of proposal

- 6.8.8. Despite concerns raised for the proposals within the village, a total of 21% of all coded comments (7 in total) for this section, were generally in favour of the proposals and welcomed them noting that they would like the changes implemented as soon as possible.

Theme 4: Comments relating to lighting

- 6.8.9. 15% of the coded comments (5 in total) suggested lighting improvements. Respondents noted that it tends to be a busy area, but visibility is poor, particularly at night-time. Three comments mentioned that they would feel unsafe walking or cycling in this location at night-time without additional lighting improvements. One respondent suggested the use of solar powered lights.

Theme 5: Suggests footway / cycleway widening

9% of the coded comments (3 in total) suggested shifting the location of the path so it is further away from the bushes and hedgerows, so that vegetation doesn't encroach the path of pedestrians and cyclists, as well as reducing the amount of maintenance needed in the future.

Section 8: Bell Road, The Bell Road / Lode Road Junction, Lode Road

- 6.9.1. A total of 41 comments were left in relation to the section of the route.
- 6.9.2. The proposal along this section includes widening existing shared use paths where possible with new footway build outs to provide a safe transition for cyclists to join the carriageway.

As well as new raised tables to help slow vehicles, a new shared use area with block paving and the introduction of new 20mph speed limit.

6.9.3. Table 6-8 highlights the top five themes assigned to the responses for Section 8 the route.

Table 6-8 – Top 5 Codes for Section 8

Theme	Number of Coded Comments	Percentage of Coded Comments
Safety concerns with the existing road layout	7	17%
Concerns around equestrian users	6	15%
Suggests changes to speed limits	6	15%
Suggests need for maintenance	6	15%
Suggests types of surface materials	5	12%

Theme 1: Safety concerns with the existing road layout

- 6.9.4. 17% of all coded comments (7 in total) related to safety concerns with the existing layout. 5 comments highlighted that currently it feels unsafe for cyclists due to the number of parked cars on Bell Road and can be hazardous for cyclists i.e., at risk of car dooring.
- 6.9.5. Two comments mentioned that vehicles tend to overtake cyclists along Bell Road which puts them at risk of being struck. One of the comments also mentions overgrown vegetation and excessive leaves on the carriageway which can be slippery for cyclists.

Theme 2: Concerns around equestrian users

- 6.9.6. 15% of the coded comments (6 in total) raised concerns for equestrian users most of which feel that equestrians have not been included along the route, highlighting they are just as vulnerable as cyclist and pedestrians and must be considered.
- 6.9.7. Feedback also mentioned that The Bell Road / Lode Road Junction does not include equestrians within the crossing i.e., Pegasus crossings.

Theme 3: Suggests changes to speed limits

- 6.9.8. 15% of the coded comments (6 in total) related to speed limits and where respondents suggested alterations that could be made. Three comments noted that drivers that are heading towards Newmarket (on the entrance of Bell Road) do not tend to slow down and suggested that reduced speed limits are introduced and enforced.

6.9.9. Three comments suggested extending the 20mph speed limit along the entire length of Bell Road.

Theme 4: Suggests need for maintenance

6.9.10. 15% of the coded comments (6 in total) mentioned that the road surfacing on Bell Road was of poor quality and in need of maintenance.

6.9.11. Three of the comments also mentioned overgrown vegetation which needs frequent trimming as it encroaches onto the path and obstructs pedestrians and cyclists. Two comments also mentioned that tree roots have caused the footway to lift in some locations creating a trip hazard for pedestrians.

Theme 5: Suggests types of surface materials

6.9.12. 12% of coded comments (5 in total) commented on surfacing materials, two of which highlighted that the carriageway on Bell Road is in poor condition and is not level.

6.9.13. Three comments expressed concern with the proposal to include block paving, as there is often long-term maintenance required, and if not maintained, surfaces can become uneven and become a hazard for pedestrians and cyclists.

6.9.14. One comment raised concerns regarding the red asphalt surfacing, as they felt it is not necessary and is not in keeping with the rural feel of the area.

Additional design feedback

- 6.10.1. Question 21 of the survey asked respondents the following “Do you have any other comments, queries or concerns you’d like us to consider for the next stages of design?”.
- 6.10.2. A total of 57 responses were received, and the top four key themed identified are outlined in Table 6-9 **Error! Reference source not found.**

Table 6-9 – Bottisham Design Comments Key Themes

Theme	Number of Coded Comments	Percentage of Coded Comments
Safety concerns / comments relating to existing road layout	14	24%
Concerns around equestrian users	13	23%
Comments about the route alignment	13	23%
Suggests footway / cycleway widening	9	16%

Theme 1: Safety concerns / comments relating to existing road layout

- 6.10.3. 24% of all coded comments (14 in total) related to safety concerns with the existing road layout. In six comments it was mentioned that the cycle path along Riverside is impractical and potentially very dangerous. Three comments also suggested that the scheme does not cater as much for pedestrians and feel as if the proposals are just for cyclists. As such, are concerned this could lead to cyclists to believing shared use routes are exclusively for them which may lead to dangerous overtaking and cycling at high speed.
- 6.10.4. Four comments also highlighted that large agricultural vehicles use these routes on a daily basis, emphasising that they need to be able to continue to use the road safely. They felt that reducing the turning circles at junctions may force larger into the middle of the road making it unsafe for other road users.

Theme 2: Concerns around equestrian users

- 6.10.5. 23% of the coded comments (13 in total) received related to concerns for equestrian users. Most of which feel that equestrians have not been catered for on any of the greenway routes, expressing concern as they are also vulnerable road users. Three comments felt that public money has not been spent inclusively.
- 6.10.6. Feedback has also mentioned that equestrians have not been considered at crossing points, and no Pegasus crossings are proposed along the route.

Theme 3: Comments about the route alignment

- 6.10.7. 23% of the coded comments (13 in total) related to updating the route alignment. Most of which expressed disappointment that the route fails to connect with the largest settlement in the region, Burwell.
- 6.10.8. Other comments that suggested improving the link between Lode and Bottisham (3 mentions), as well as the link from Bottisham to Newmarket (3 mentions) as there are no cycle routes here at present.
- 6.10.9. One comment suggested to reconsider the route around Swaffhams Bulbeck to Bottisham so that school children can use the Greenway.

Theme 4: Suggests footway / cycleway widening

- 6.10.10. 16% of coded comments (9 in total) suggested widening footways and cycleways along the entire route, and in some sections, making it wider than 3m so that equestrians, cyclists, and pedestrians can safely pass one another. Concerns were raised about pinch points and accessibility for adapted bicycles and wheelchair users.

7 Written feedback

7.1.1. Respondents were able to provide additional feedback via email or letter or attend an event online or in-person to ask questions and give their views. Feedback received has been summarised in the following sections.

Emails

7.2.1. 16 emails were received throughout the engagement period, all of which have been reviewed and are summarised in Table 7-1. Two emails were from a public figure, six emails were from organisations (Fen Ditton Parish Council, Cambridge CTC, Cambridge Past, Present and Future (CPPF), Historic England, Riverside Area Residents Association (RARA) Steering Committee (2 in total), and nine emails were received from individuals.

Table 7-1 – Overview of emails received.

View on Proposal	Total number of responses received
Negative feedback	3
Neutral feedback	2
Request for information	4
Paper survey request	2
Design considerations	3
General criticism	2
Total:	16

7.2.2. Each email was reviewed and assigned a sentiment (positive, negative, neutral, request for information, design consideration, criticism). The summary of can has been anonymised and is summarised below.

Positive

- In favour of a scheme that encourages more active travel.

Negative

- Concerns about the red tarmac which they felt could give cyclists a sense of entitlement where they may travel faster / be less cautious;
- Concerns of conflicts between pedestrians and cyclists on sections of shared use path;
- Concerns relating to the removal of mature trees, the impacts on the environment and the reduction in natural shade for people walking/cycling;
- Concerned about impact on fences or garages which are close to property boundaries;
- Concerns of increased maintenance cost of new red tarmac;

- Concerns about the recreational area Denny; and
- Concerns about inconsistency with the Riverside vision of a continuous pedestrian route as it may be unsafe for pedestrians.

Design considerations

- Suggestion to change red tarmac to a surface treatment which is more sympathetic to natural surroundings;
- Suggesting not to remove parking bay on south end of the grass triangle opposite shops as it will make it difficult to park;
- To see further improvements to Riverside, including the widening of both the existing narrow footbridges;
- Concerns about the proposed design of the Ditton Lane crossing as it not deemed accessible; and
- Concerns that the proposals for some crossings fail to give pedestrians priority.

Letters

- 7.3.1. Seven letters were received, these were from Fen Ditton Parish Council, Cambridge CTC, CPPF, Historic England, Riverside Area Residents Association (RARA) Steering Committee, King and Co Solicitors and an individual. The feedback has been anonymised and summarised below:

Design suggestions

- The need to retain rural features i.e., avoid using red asphalt surfacing;
- Concerns about tree protection;
- Keep a consistent pedestrian route at the entrance of Stourbridge Common; and
- A need to retain trees and green space as much as possible to achieve a biodiversity net gain of at least 20%.

Concerns

- Concerns over encouraging faster speeds as red tarmac gives sense of entitlement to cyclists; and
- Concerns that road is too narrow to accommodate the proposals i.e., 3m width.

Events

- 7.4.1. 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.
- 7.4.2. Two in-person event was held on the dates below:
- Tuesday 14 March at Quy Village Hall from 14:00pm to 19:00pm. Approximately 39 attendees were present; and
 - Thursday 16 March at Swaffham Prior Village Hall from 14:00pm to 19:00pm. Approximately 35 attendees were present.
- 7.4.3. An online event was also held via Microsoft Teams on Thursday 9 March 2023 from 18:30 - 20:00, with approximately 6 attendees.

Event feedback

- 7.4.4. Whilst the proposals were generally well received and support at the events, a summary of the key concerns has been outlined below:
- Concerns on route around the Denny play area Swaffhams Greenway;
 - Concerns on Bell Road/Lode Road Junction on Bottisham Greenway;
 - Concerns on setback junctions along both Greenways; and
 - Concerns from riverside residents on proposal for Bottisham Greenway.

8 Equality analysis feedback

8.1.1. 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

8.1.2. 49 comments were provided on whether the proposals affect or impact on any such person/s or group/s. Two of which stated that they had nothing to add.

8.1.3. There were three common themes relating to EQIA identified in the comments. These are highlighted in Table 8-1 below.

Table 8-1 - Equality Analysis Themes

Key Themes	Number of Coded Comments	Percentage
Comments relating to gender	13	27%
Comments relating to age	12	24%
Comments relating to equestrian users	10	20%

Theme 1: Comments relating to gender

8.1.4. Of the 13 comments relating to gender, 10 referred to the fact that the majority of horse riders are female. One respondent also added to this saying that the majority of cyclists and drivers are male, thereby inferring that by excluding horse riders from the proposals women are also being excluded.

8.1.5. The three comments that did not also mention equestrian users related to safety and female vulnerability when cycling on unlit, isolated and dark roads.

Theme 2: Comments relating to age

- 8.1.6. Age was the second most coded comment, with 12 responses. Main themes within the responses included comments about older people being less physically able to cycle, and that the plans were bias against older people.
- 8.1.7. Four comments also mentioned vulnerability of children and young people who do not currently feel safe under the existing road conditions or could feel at risk when sharing the shared-use path with more confident cyclists.
- 8.1.8. Two responses also made links to horse riders, who they commented are largely older females and thus would feel excluded from the proposals.

Theme 3: Comments relating to equestrian users

- 8.1.9. Failure to consider equestrian users in the proposals was the third most common code in the equality responses, where comments largely related to discrimination.
- 8.1.10. All 10 comments relating to equestrian users also mentioned gender and the fact the majority of horse riders are female and may therefore feel excluded from the proposals.

9 Conclusions and next steps

Engagement summary

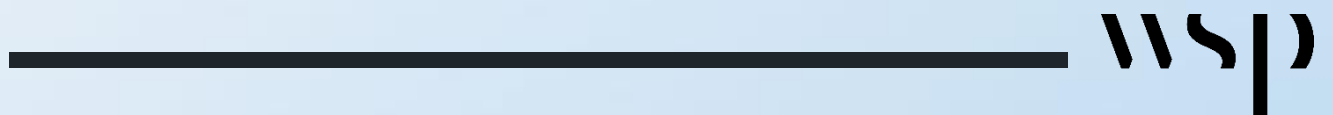
- 9.1.1. In total, 135 survey responses were received throughout the engagement process, in addition to 17 emails and 7 letters.
- 9.1.2. Overall, the feedback received was generally supportive of the proposals for Swaffhams and Bottisham and recognised the need for improvements, with several suggestions raised to consider as the design progresses.
- 9.1.3. Some concerns were raised for the proposals most noticeably relating to Section 3 (Stow Road) of the Swaffhams Greenway, where 38% of the comments felt that the proposed uncontrolled crossing on Stow Road may not be sufficient due to high vehicle speeds.
- 9.1.4. On the Bottisham Greenway, personal safety was raised as a concern for Section 6 (A14 Underpass). Feedback highlighted the need for additional lighting, improved sight lines and increased visibility. Respondents noted that the Greenways alignment would encourage more pedestrians and cyclists to use this route and should feel safe in doing so. Drainage issues that lead to ponding and overgrown vegetation were also key concerns raised within this section that should look to be addressed within the proposals.
- 9.1.5. Across both Greenways, feedback regarding surfacing was varied. The red surfacing was questioned by some respondents as to how necessary it is with some saying it would likely negatively impact the character of the area however, however some respondents were in favour of the red surfacing.
- 9.1.6. General maintenance was raised across Swaffhams and Bottisham, this included comments relating to poor quality road surfacing and overgrown vegetation encroaching onto footways and cycleways, which forces cyclists onto the carriageway and creates pinch points on footways.
- 9.1.7. In terms of signage, feedback requested tri-signage to include equine users, and more general comments to indicate pedestrian/cyclist priority. Other comments relating to signage included removing any unnecessary signage to reduce clutter on footways etc.
- 9.1.8. Concerns for the inclusion of horse riders was also prevalent across the feedback received and was highlighted as a key concern for the entirety of the routes. Comments included the lack of inclusion for equestrians, suggestions to sections of the shared-use paths to accommodate equestrian users and ensure their safety if using these routes.

Next steps

- 9.2.1. 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 June 2023. Following this, a decision will be made on how to proceed with detailed design and construction. A separate 'You said, we did' document will be published at a later date, providing an update on how the scheme is to be progressed, and the design changes as a result of the feedback received.
- 9.2.2. If the decision is taken to proceed, construction would be due to commence in early 2024, with the whole scheme anticipated to be completed in 2025.

Appendix A

Engagement Brochure



SWAFFHAMS AND BOTTISHAM GREENWAYS

Bottisham - Swaffhams - Cambridge

Have your say on two new Greenway routes linking the Swaffhams and Bottisham to Cambridge via Fen Ditton



WHAT IS A GREENWAY?

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

The Challenge

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

Continued growth of traffic and congestion

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

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

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

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

Improving our region through Greenways, to:



Provide better cycling and walking routes



Enhance public spaces where possible



Reduce the impact of traffic congestion and growing traffic levels



Support access to jobs and opportunities



Reduce air pollution and improve our health

Swaffhams and Bottisham Greenways

The Swaffhams and Bottisham Greenways are two of twelve proposed Greenways which aim to make local walking and cycling journeys easier. They will connect villages along the route to each other, with new and improved signage enabling a direct connection with Cambridge.

Previous public consultation was held in 2019 with supportive feedback for the Swaffhams and Bottisham routes. Further design work on the route was approved by the GCP Executive Board in December 2020.

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

THE ROUTES

Swaffhams Greenway

The Swaffhams Greenway is 4.7 miles long and would provide a link to the Chisholm Trail, which leads to Cambridge North and Cambridge railway stations.

The route would start in Swaffhams Prior and continues through Swaffhams Bulbeck alongside the B1102, past Anglesey Abbey to Stow-cum-Quy. At this point, the route would converge with the Bottisham Greenway, which would provide a link into Cambridge.

Bottisham Greenway

The Bottisham Greenway is 6.6 miles long. It would start in Bottisham and proceed along the A1303 then continue past Stow-cum-Quy where it would link up with the Swaffhams Greenway and continue along High Ditch Road past the Marleigh

Development to Fen Ditton. It will proceed through Stourbridge Common and conclude at the Riverside.

THE PROPOSALS

The schemes aim to improve connectivity and safety for people walking and cycling through Swaffhams and Bottisham via Fen Ditton. Widening of shared use paths is proposed in some locations to provide more space for Greenway users, with improved crossings throughout the scheme to prioritise people. The routes also aim to make it easier and safer to use the A14 underpass and address safety concerns by including improved lighting in the area.

Coloured surfacing is proposed along sections of the route to highlight the presence of cyclists and improve safety. These sections will feature along Orchard Street, Main Street, Quy Court and High Street in Swaffhams and along the Riverside in Cambridge, Bell Road and Lode Road in Bottisham. Additionally, junction improvements are proposed at the Albert Road junction, the Ditton Lane junction in Bottisham and the Long Meadow, White Droveaway, Lode Road and Commercial End Junction in Swaffhams.

Through the Swaffhams and Bottisham villages, we are proposing traffic calming measures including gateway features to reduced speed limits around the villages to slow traffic.

Landscaping and ecological enhancements are also proposed for the scheme, which includes tree planting 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.

Visualisations of the scheme

TYPICAL URBAN SETTING

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



Existing Layout



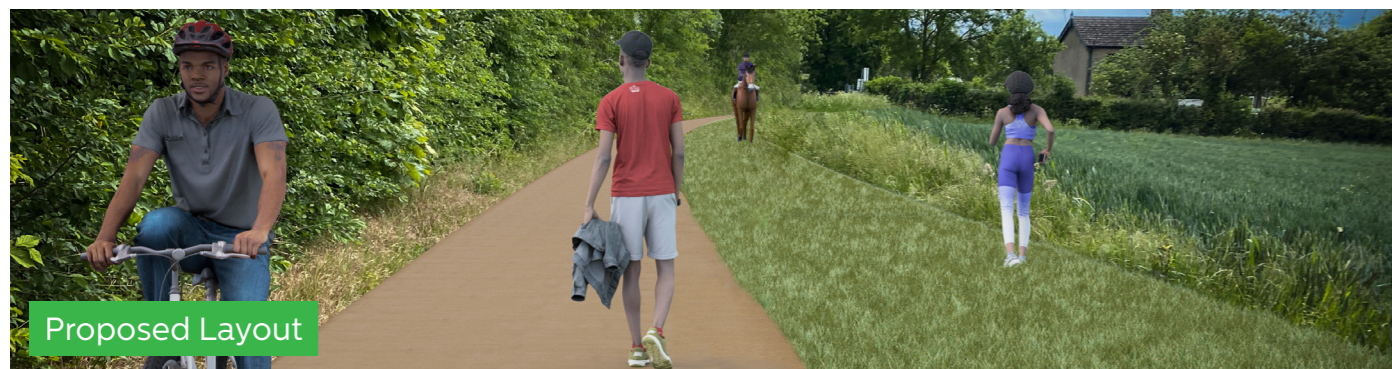
Proposed Layout

TYPICAL RURAL SETTING

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



Existing Layout



Proposed Layout

Next stages

The next stages to progress the design of the Swaffhams and Bottisham Greenway will include undertaking the following tasks:

1 ENGAGEMENT WITH LANDOWNERS

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

2 TRAFFIC MODELLING

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

3 ENVIRONMENTAL & ECOLOGY IMPACTS

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

4 PLANNING CONSENT

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

5 PARKING SURVEYS

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



Bottisham Greenway map

Greenway treatment types

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

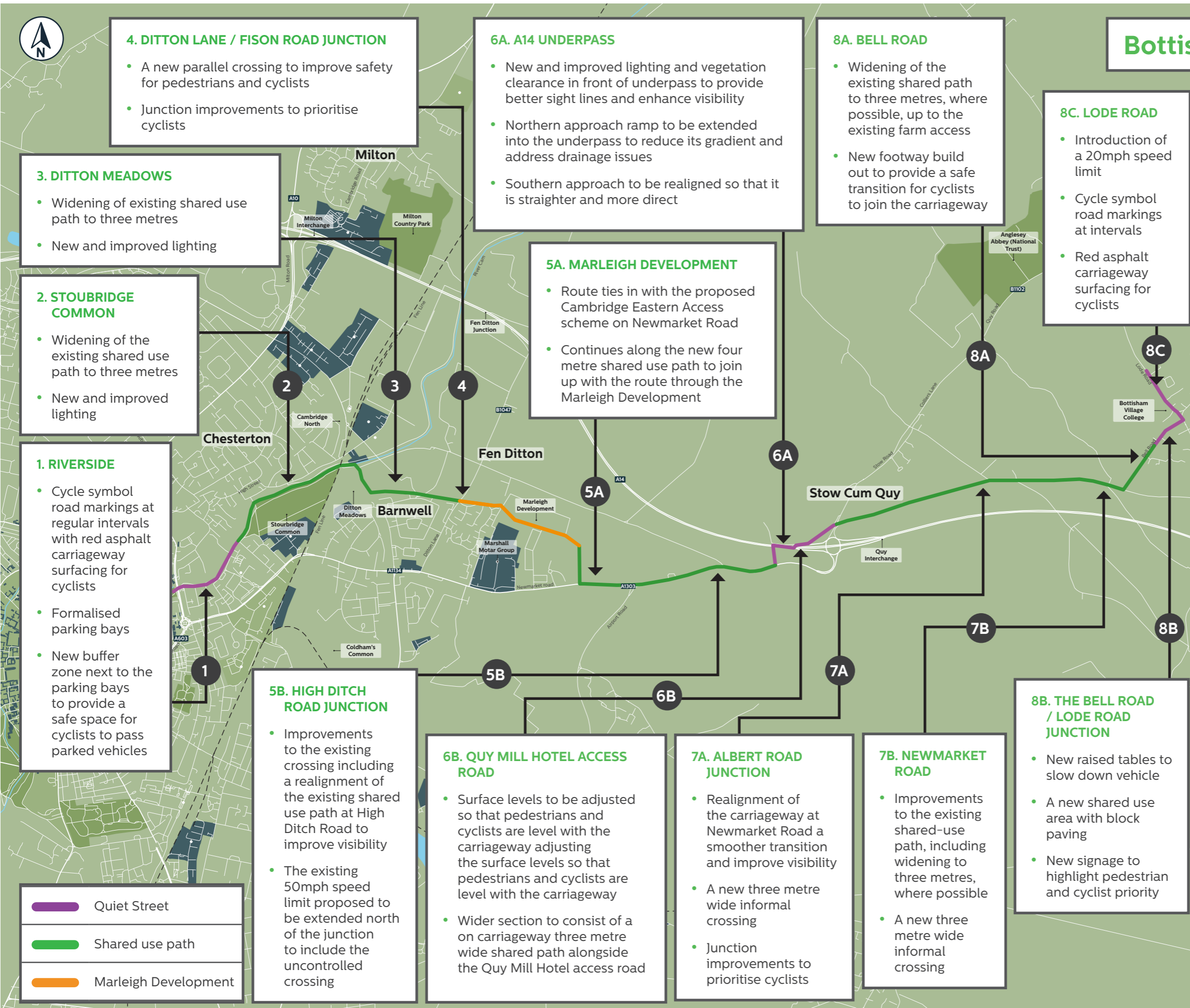
A. QUIET STREET

A quiet street is a section of on-carriageway cycle route 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. Where the path runs beside the carriageway, a green verge will separate the path from the road where possible.

The map illustrates the scheme alignment and key proposals. Technical drawings for the Greenway can be viewed at: www.greatercambridge.org.uk/swaffham-bottisham-23



4. DITTON LANE / FISON ROAD JUNCTION

- A new parallel crossing to improve safety for pedestrians and cyclists
- Junction improvements to prioritise cyclists

3. DITTON MEADOWS

- Widening of existing shared use path to three metres
- New and improved lighting

2. STOURBRIDGE COMMON

- Widening of the existing shared use path to three metres
- New and improved lighting

1. RIVERSIDE

- Cycle symbol road markings at regular intervals with red asphalt carriageway surfacing for cyclists
- Formalised parking bays
- New buffer zone next to the parking bays to provide a safe space for cyclists to pass parked vehicles

6A. A14 UNDERPASS

- New and improved lighting and vegetation clearance in front of underpass to provide better sight lines and enhance visibility
- Northern approach ramp to be extended into the underpass to reduce its gradient and address drainage issues
- Southern approach to be realigned so that it is straighter and more direct

5A. MARLEIGH DEVELOPMENT

- Route ties in with the proposed Cambridge Eastern Access scheme on Newmarket Road
- Continues along the new four metre shared use path to join up with the route through the Marleigh Development

8A. BELL ROAD

- Widening of the existing shared path to three metres, where possible, up to the existing farm access
- New footway build out to provide a safe transition for cyclists to join the carriageway

8C. LODE ROAD

- Introduction of a 20mph speed limit
- Cycle symbol road markings at intervals
- Red asphalt carriageway surfacing for cyclists

5B. HIGH DITCH ROAD JUNCTION

- Improvements to the existing crossing including a realignment of the existing shared use path at High Ditch Road to improve visibility
- The existing 50mph speed limit proposed to be extended north of the junction to include the uncontrolled crossing

6B. QUY MILL HOTEL ACCESS ROAD

- Surface levels to be adjusted so that pedestrians and cyclists are level with the carriageway adjusting the surface levels so that pedestrians and cyclists are level with the carriageway
- Wider section to consist of a on carriageway three metre wide shared path alongside the Quay Mill Hotel access road

7A. ALBERT ROAD JUNCTION

- Realignment of the carriageway at Newmarket Road a smoother transition and improve visibility
- A new three metre wide informal crossing
- Junction improvements to prioritise cyclists

7B. NEWMARKET ROAD

- Improvements to the existing shared-use path, including widening to three metres, where possible
- A new three metre wide informal crossing

8B. THE BELL ROAD / LODE ROAD JUNCTION

- New raised tables to slow down vehicle
- A new shared use area with block paving
- New signage to highlight pedestrian and cyclist priority

- Quiet Street
- Shared use path
- Marleigh Development

Swaffhams Greenway map

Greenway treatment types

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

A. QUIET STREET

A quiet street is a section of on-carriageway cycle route 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

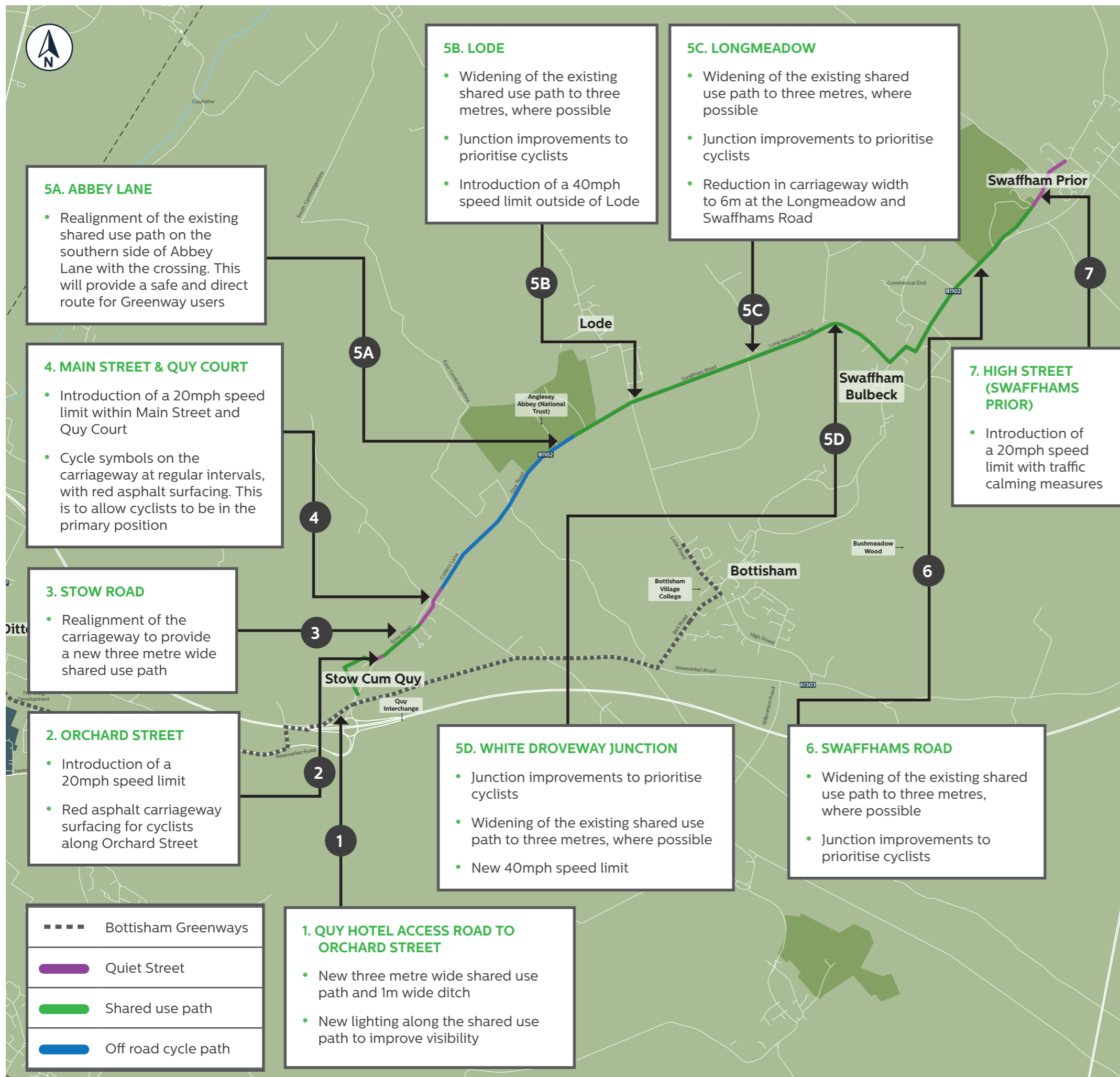
A shared use path would typically include a 3-metre wide sealed track. Where the path runs beside the carriageway, a green verge will separate the path from the road where possible.

C. PROTECTED PATH

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

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

The map illustrates the scheme alignment and key proposals. Technical drawings for the Greenway can be viewed at: www.greatercambridge.org.uk/swaffham-bottisham-23



5A. ABBEY LANE

- Realignment of the existing shared use path on the southern side of Abbey Lane with the crossing. This will provide a safe and direct route for Greenway users

4. MAIN STREET & QUAY COURT

- Introduction of a 20mph speed limit within Main Street and Quay Court
- Cycle symbols on the carriageway at regular intervals, with red asphalt surfacing. This is to allow cyclists to be in the primary position

3. STOW ROAD

- Realignment of the carriageway to provide a new three metre wide shared use path

2. ORCHARD STREET

- Introduction of a 20mph speed limit
- Red asphalt carriageway surfacing for cyclists along Orchard Street

	Bottisham Greenways
	Quiet Street
	Shared use path
	Off road cycle path

1. QUAY HOTEL ACCESS ROAD TO ORCHARD STREET

- New three metre wide shared use path and 1m wide ditch
- New lighting along the shared use path to improve visibility

5D. WHITE DROVEWAY JUNCTION

- Junction improvements to prioritise cyclists
- Widening of the existing shared use path to three metres, where possible
- New 40mph speed limit

5B. LODE

- Widening of the existing shared use path to three metres, where possible
- Junction improvements to prioritise cyclists
- Introduction of a 40mph speed limit outside of Lode

5C. LONGMEADOW

- Widening of the existing shared use path to three metres, where possible
- Junction improvements to prioritise cyclists
- Reduction in carriageway width to 6m at the Longmeadow and Swaffhams Road

6. SWAFFHAMS ROAD

- Widening of the existing shared use path to three metres, where possible
- Junction improvements to prioritise cyclists

7. HIGH STREET (SWAFFHAMS PRIOR)

- Introduction of a 20mph speed limit with traffic calming measures

Potential impacts and mitigations

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

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

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

Materials and surfacing

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



Visual impact

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

Equality analysis

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

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

Construct and build

For some sections of the routes, construction is anticipated to begin in 2024.


Timeline


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




HAVE YOUR SAY

The engagement period will run for four weeks from 27 February to midday on 24 March. There are a number of ways to respond and provide feedback:

 Fill out the online questionnaire at: www.greetercambridge.org.uk/swaffham-bottisham-23

 Download or request a paper questionnaire and return to: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR**

 We will be holding an in-person event in November. Details below:
Venue: Stow Cum Quy Village Hall
Date: Tuesday 14 March
Time: 16:00 - 19:00pm
Address: Main St, Stow Cum Quy, Cambridge CB25 9AB

Venue: Swaffham Prior Village Hall
Date: Thursday 16 March
Time: 16:00- 19:00pm
Address: High St, Swaffham Prior CB25 0LD

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@greetercambridge.org.uk

 01223 699906

 @GreaterCambs #CambsGreenways

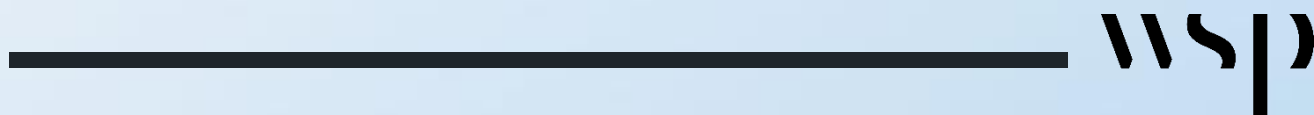
 www.facebook.com/GreaterCam

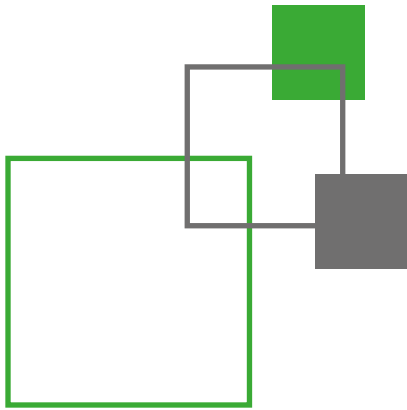
ALTERNATIVE FORMATS: If you require any of the material in an alternative format or language, please email: consultations@greetercambridge.org.uk or call 01223 699906.



Appendix B

Post card





Have your say on two new Greenway routes linking the Swaffhams and Bottisham to Cambridge via Fen Ditton

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

An online survey will run from midday on Monday 27 February until midday on Friday 24 March.



HAVE YOUR SAY

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

www.greatercambridge.org.uk/swaffham-bottisham-23

The engagement period ends on Friday 24 March at midday, so please submit your feedback by then.





What are the proposals?

Please visit our website where you can find out more and provide feedback:

www.greatercambridge.org.uk/swaffham-bottisham-23

They include:

- New off-road, all weather, shared paths from Swaffhams and Bottisham into Cambridge
- Safer cycling and walking facilities along B1102, Newmarket Road and Ditton Meadows
- Safer streets with traffic speed reduction measures, including raised tables and reduced speed limits where the Greenway runs on road
- New and upgraded walking and cycling crossings
- Localised road repairs and surface improvements
- Easier to follow signs to guide people along the Swaffhams and Bottisham Greenway routes

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



View designs and fill out the online survey at :

www.greatercambridge.org.uk/swaffham-bottisham-23



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

www.greatercambridge.org.uk/swaffham-bottisham-23



Email us: consultations@greatercambridge.org.uk



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



We will be holding two in-person events in March. Details below:

Venue: Stow Cum Quy Village Hall

Date: Tuesday 14 March

Time: 16:00 - 19:00pm

Address: Main St, Stow Cum Quy, Cambridge CB25 9AB

.....

Venue: Swaffham Prior Village Hall

Date: Thursday 16 March

Time: 16:00- 19:00pm

Address: High St, Swaffham Prior CB25 OLD



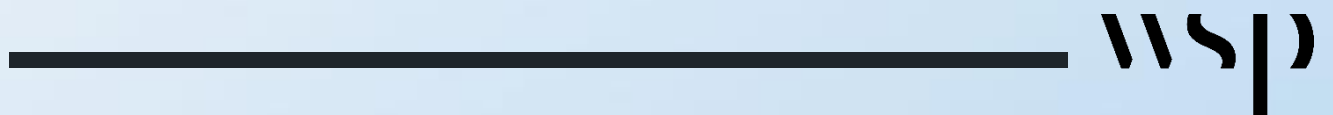
Telephone us: 01223 699906



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

Appendix C

Engagement Survey



Greater Cambridge Greenways Swaffhams and Bottisham Greenway Public Engagement Survey

Introduction

The Swaffhams and Bottisham Greenways are two of the twelve proposed Greenways, which aim to make local walking, cycling and, where appropriate, horse-riding journeys safer and easier – connecting villages along the route to each other and Cambridge.

The feedback received from residents at the previous consultation in 2019 has informed the choice of route and shaped the proposals being presented in our accompanying brochure and design drawings. 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: 'Swaffhams and Bottisham Greenway Leaflet' before completing this survey. You can download this from the Document section of the Swaffham and Bottisham Greenway on the engagement webpage.

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

For more detail, technical drawings are also published on the website and can be downloaded from the Document section of the webpage.

This survey can be completed online at:

<https://consultcambs.uk.engagementhq.com/gcp-swaffham-bottisham-greenway>

If you are unable to complete the form online, you can request a hard copy or print and fill in this Word version and return to:

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

Please ensure your response reaches us by midday Friday 24 March 2023.

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 schemes

The proposed Swaffhams and Bottisham Greenways would link the Swaffhams and Bottisham to Cambridge. The route has a mix of on-road and off-road paths as well as limited sections of quiet streets, 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 routes, and wider footways in some locations. Existing shared use paths are also being enhanced and widened to three metres, where possible, with upgraded drainage facilities to reduce flooding. Traffic calming measures, such as speed humps and raised tables, are proposed on some sections of the routes to provide a safer environment.

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

The Greenways objectives are to:

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

The route alignment for Swaffhams and Bottisham has been finalised as part of the previous public consultation. We are now seeking feedback on the proposed designs.

We want to hear what you think about the proposed designs, and the look and feel of the Swaffhams and Bottisham schemes.

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

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

Q3. Which scheme would you like to provide feedback on?

Please select the relevant option from the list below.

Swaffhams Greenway

Bottisham Greenway

Both Greenways

Section 2: Swaffhams Greenway

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

Section 1: Quay Hotel access road to Orchard Street

Section 2: Orchard Street

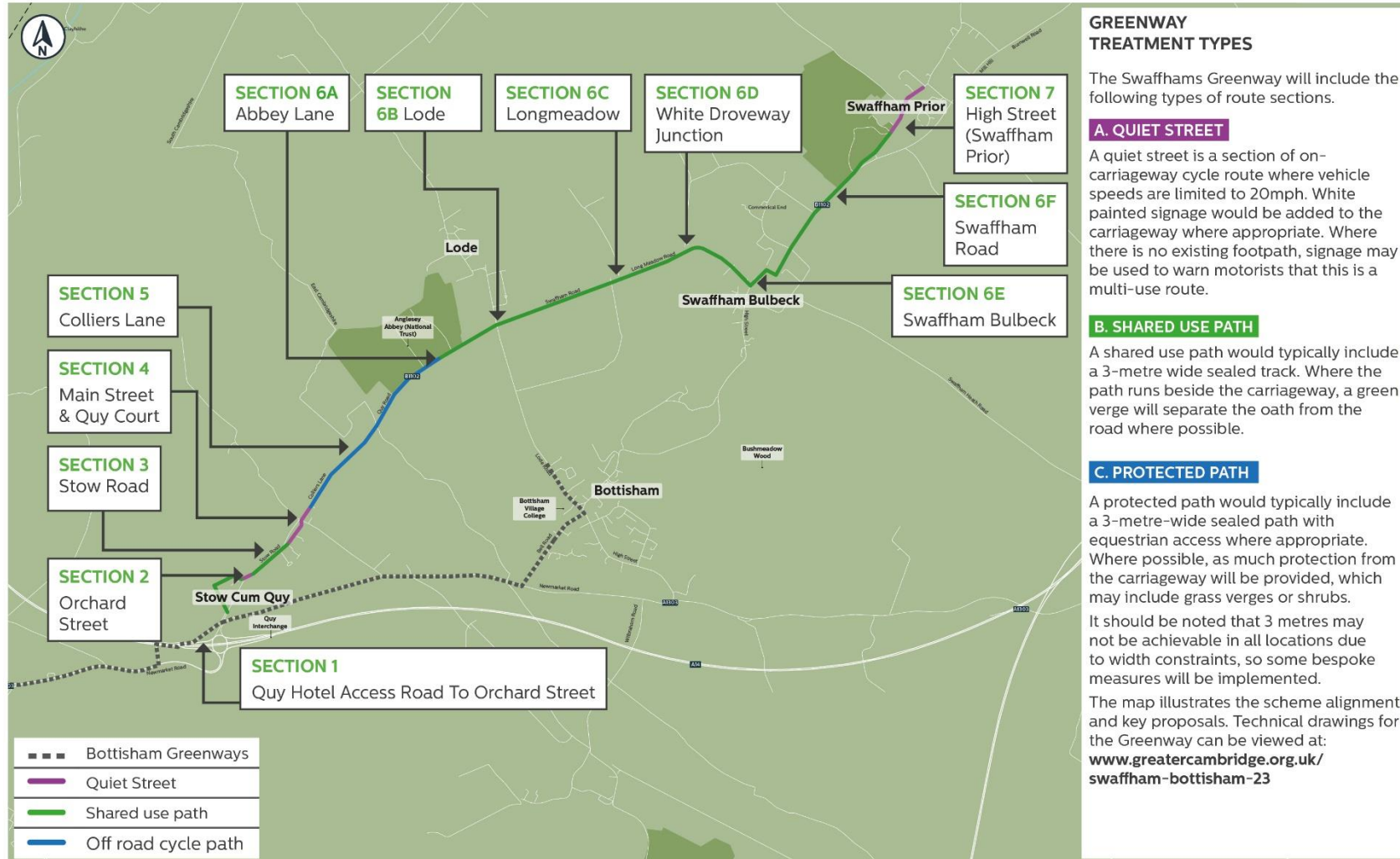
Section 3: Stow Road

Section 4: Main Street and Quay Street

Section 5: Colliers Road

Section 6: Swaffham Road including Swaffham Bulbeck, White Droveaway, Long Meadow Road, Abbey Road and Lode Road junctions

Section 7: High Street, Swaffham Prior



Section 1: Quay Hotel access road to Orchard Street

The route continues off carriageway through the access road to Orchard Street, with a new three-metre-wide shared use path. The proposals also include of new lighting to improve visibility and new signage to guide users and highlight the presence of the Greenways. Exact details of lighting will be determined at the next stage of design.

The technical drawings of the proposals for this section can be downloaded from the Document section of the Swaffhams and Bottisham Greenway engagement homepage.

Q4. Do you have any comments and suggestions on the proposed design and different features for Section 1? (Quay Hotel access road to Orchard Street)

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

Section 2: Orchard Street

For this section of the route, we are proposing a 'quiet street' environment, by providing a safer on-carriageway environment for cyclists. This is achieved by introducing a 20mph speed limit, cycle symbol road markings at regular intervals and red asphalt surfacing on the carriageway to highlight the primary position of the cyclist in the centre of a traffic lane. The reduction in speed limit will also be complimented by traffic calming measures, including speed humps. New signage and lighting will also be implemented to guide users and highlight the Greenway.

The technical drawings of the proposals for this section can be downloaded from the Document section of the Swaffhams Greenway engagement homepage.

Q6. Do you have any comments and suggestions on the proposed design and different features for Section 2? (Orchard Street)

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

Section 3: Stow Road

The proposal include widening existing shared use path to three metres where possible, with the introduction of 30mph speed limit. The existing grass verge is to be retained along this stretch.

At the junction of Stow Road and Orchard Street, we propose changes to road markings to narrow the junction and slow motor vehicles to improve safety.

Crossing improvements are proposed on Stow Road and in front of Anglesey Abbey. At both locations, we would introduce a new three-metre-wide island to replace the existing one. This will provide a safer space for Greenway users to wait while crossing the carriageway. The carriageway may need to be widened to accommodate the proposed pedestrian island.

The technical drawings of the proposals for this section can be and downloaded from the Document section of the Swaffhams Greenway engagement homepage.

Q7. Do you have any comments and suggestions on the proposed design and different features for Section 3? (Stow Road)

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



Section 4: Main Street and Quay Court

For this section of the route, the proposals seek to provide a safer quiet street for motor vehicles and cyclists. This would involve implementing a reduced speed limit of 20mph and speed reduction measures, including raised tables at junctions and speed humps. This would also be complimented with the use of cycle symbol road markings at regular intervals and red asphalt surfacing on the carriageway to highlight the primary position of the cyclist in the centre of a traffic lane.

A buildout is proposed to provide a safer transition from the off-carriageway sections of the Greenway to the quiet streets and vice versa. This will allow cyclists to keep their priority and continue the route without forcing them to stop.

The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Swaffham and Bottisham Greenway engagement homepage.

Q8. Do you have any comments and suggestions on the proposed design and different features for Section 4? (Main Street and Quay Court)

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

Section 5: Abbey Lane and Lode (B1102)

The proposals include localised improvements along the existing shared-use path on Abbey Lane, this consists of new lighting to improve visibility and new signage to guide users and highlight the presence of the Greenways. To determine the best lighting option, we will undertake a lighting assessment, which will consider all aspects of lighting along the Greenway. The details of these would be determined at the next design stage and we would welcome views on lighting, visibility and wayfinding for this section.

The technical drawings of the proposals for this section (sections 5A, 5B, 5C and 5D) can be viewed and downloaded from the Document section of the Swaffham and Bottisham Greenway engagement homepage.

The existing shared use path on the southern side of Abbey Lane is proposed to be realigned with the existing pedestrian crossing. This would provide a safer and more direct route for Greenway users.

At locations on Swaffham Road, where the speed limits are 60mph, a grass verge with a minimum width of two metres is proposed to separate Greenway users from road traffic. However, for the section between Lode and Swaffham Prior we propose to reduce the national speed limit to 40mph. Here, we would provide a one metre verge between the shared use path and the carriageway to improve safety.

Q9. Do you have any comments and suggestions on the proposed design and different features for Section 5? (Abbey Lane and Lode (B1102))

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

Section 6: Swaffham Road

The route continues southwest to Swaffham Road where the proposals include widening the existing shared use path to three metres, where possible. New signage is proposed to indicate the presence of the Greenway route, and grass verge buffers, where possible, to separate Greenway users from road traffic.

Where the path crosses side roads priority would be given to people walking or cycling over motorised vehicles by using raised tables, where applicable. The path would be set 10 metres back from the main carriageway and the appropriate priority signage and markings. A setback arrangement helps cyclists cross minor arms of junctions in a safe manner without losing priority.

At locations on Swaffham Road, where the speed limits are 60mph, a grass verge with a minimum width of two metres is proposed to separate Greenway users from road traffic. However, for the section between Lode and Swaffham Prior we propose to reduce the national speed limit to 40mph. Here, we would provide a one metre verge between the shared use path and the carriageway to improve safety.

The technical drawings of the proposals for this section can be viewed downloaded from the Document section of the Swaffham and Bottisham Greenway engagement homepage.

Q10. Do you have any comments and suggestions on the proposed design and different features for Section 6 (Swaffham Road)?

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

Section 7: High Street, Swaffham Prior

For this section of the route, the proposals seek to provide a safer, quieter street. This would involve implementing a reduced speed limit of 20mph and speed reduction measures, including raised tables at junctions and speed humps. This would also be complimented with the use of cycle symbol road markings at regular intervals and red asphalt surfacing on the carriageway to highlight the primary position of the cyclist in the centre of a traffic lane.

Buildouts are proposed to provide a safer transition from the off-carriageway sections of the Greenway to the quiet streets and vice versa. This will allow cyclists to keep their priority and continue the route without forcing them to stop.

The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Bottisham and Swaffhams Greenway engagement homepage.

Q11. Do you have any comments and suggestions on the proposed design and different features for Section 7? (High Street, Swaffham Prior)

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

Q12. Do you have any other comments, queries or concerns you'd like us to consider for the next stages of design?



Section 2: Bottisham Greenway

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

Section 1: Riverside

Section 2: Stoubridge Common

Section 3: Ditton Meadows

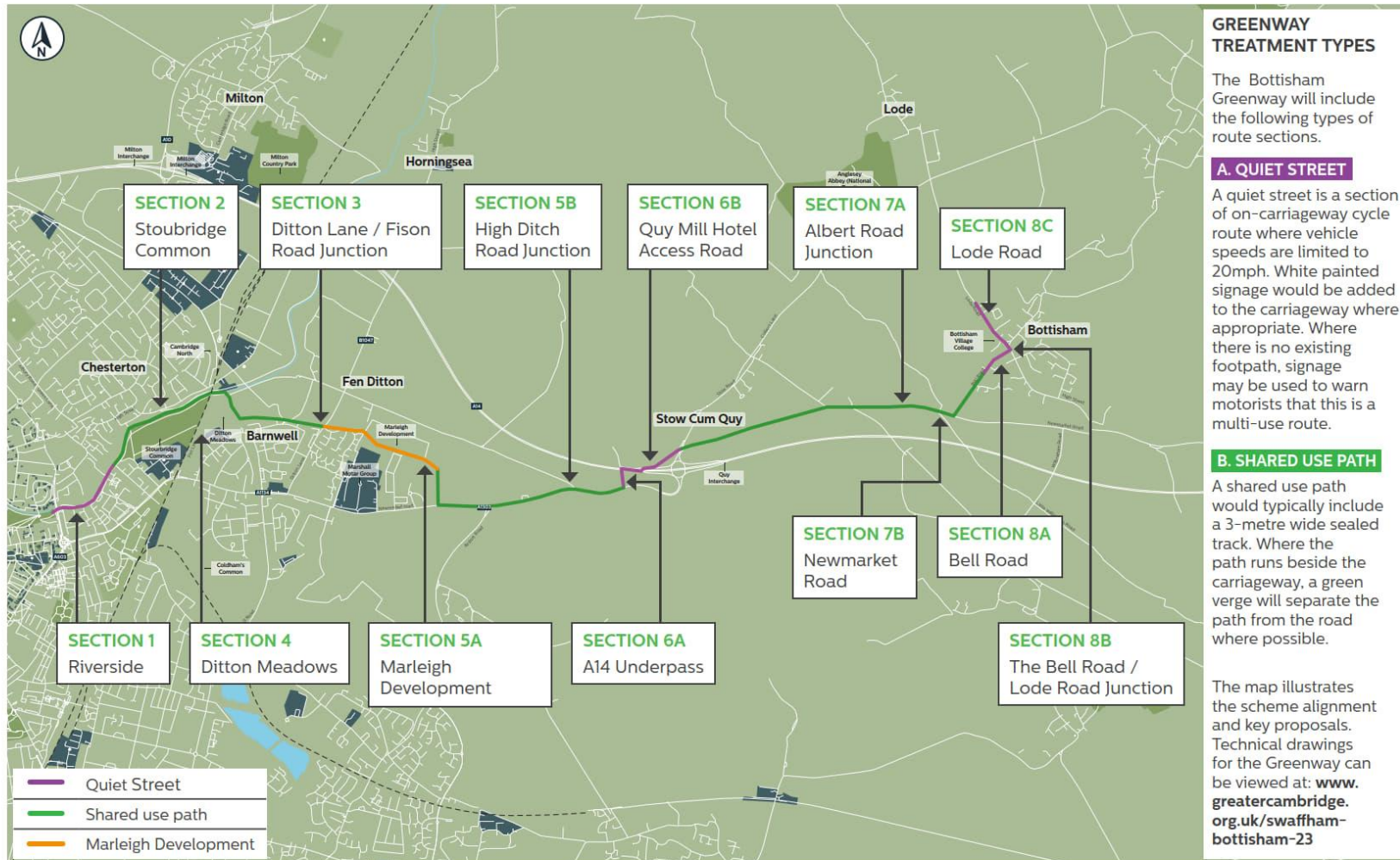
Section 4: Ditton Lane and Fison Road Junction

Section 5: The Marleigh Development / High Ditch Road Junction

Section 6: The A14 underpass and Quy Mill Hotel Access Road

Section 7: Albert Road Junction and Newmarket Road

Section 8: Lode Road and Bell Road



Section 1: Riverside

For this section of the route, the proposals seek to provide a safer ‘quiet street’ environment. This would involve implementing a reduced speed limit of 20mph and speed reduction measures, including raised tables at junctions and speed humps. This would also be complimented with the use of cycle symbol road markings at regular intervals and red asphalt surfacing on the carriageway to highlight the primary position of the cyclist in the centre of a traffic lane.

As part of the proposals, we would look to formalise parking bays for residents and users of Stourbridge Common. The proposals include a buffer zone next to the parking bays to provide a safer space for cyclists to pass parked vehicles to avoid being struck by people opening car doors.

1New signage to guide users and highlight the presence of the Greenways is also proposed.

The technical drawings of the proposals for this section can viewed and downloaded from the Document section of the Swaffhams and Bottisham Greenway engagement homepage.

Q13. Do you have any comments and suggestions on the proposed design and different features for Section 1? (Riverside)

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

Section 2: Stourbridge Common

For this section of the route, the proposals include improvements to the junction, including a new signalised crossing for pedestrians and cyclists which will improve safety for Greenway users. The existing shared use path will be widened by three metres along this section, where possible. New signage will also be provided.

The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Swaffham and Bottisham Greenway engagement homepage.

Q14. Do you have any comments and suggestions on the proposed design and different features for Section 2? (Stourbridge Common)

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

Section 3: Ditton Meadows

In the 2018 consultation, proposals at Ditton Lane included the options of using the existing signalised crossing with a continuous shared use path; an altered path alignment with a section of landscaping, and; an underpass beneath Ditton Lane.

We have undertaken feasibility work that revealed significant challenges to deliver an underpass, such as utilities, flood risk and land acquisition. Concerns were also raised about the safety of underpasses in these areas which are isolated for use by pedestrians.

A high-pressure gas main was also identified within the vicinity of the proposed underpass alignment. We would have to relocate this gas main to build the underpass, resulting in extensive and very costly groundworks.

Underpasses would therefore represent poor value for money. Instead, we are proposing improvements to the existing street-level signalised crossing at Ditton Lane that would allow users to cross safely. Improvements to this junction are a key element of the Bottisham Greenway as it facilitates safer connections between Fen Ditton and Cambridge. Improvements to the existing shared use path are proposed and will be three metres wide where possible.

The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Swaffham and Bottisham Greenway engagement homepage.

Q15. Do you have any comments and suggestions on the proposed design and different features for Section 3? (Ditton Meadows)

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

Section 4: Ditton Lane and Fison Road Junction

For this section of the route, we will be widening the existing shared use path to three metres, where possible, and provide a new parallel crossing which will enable cyclists to cross Fison Road safely. A parallel crossing provides the same level of priority as a zebra crossing gives to pedestrians. This is illustrated in the image below. In addition, the radius of the junction will also be reduced. This will help slow down vehicles and provide a safer crossing for Greenway users.



The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Swaffham and Bottisham Greenway engagement homepage.

Q16. Do you have any comments and suggestions on the proposed design and different features for Section 4? (Ditton Lane / Fison Road Junction)

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

Section 5A and 5B: Marleigh Development / High Ditch Road Junction

For this section of the route, the Greenway will tie in with the proposed Cambridge Eastern Access scheme on Newmarket Road. The route will then continue along the newly constructed shared-use path alongside the Park and Ride and through the new Marleigh Development.

The existing shared use path at High Ditch Road will also be realigned to provide better sight lines and enhance visibility for Greenway users.

The existing 50mph speed limit is proposed to be extended further north of the junction to slow down vehicle speeds on the approach to the uncontrolled crossing on High Ditch Road.

The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Swaffham and Bottisham Greenway engagement homepage.

Q17. Do you have any comments and suggestions on the proposed design and different features for Section 5? (High Ditch Road Junction / Airport Way to Wing Development)

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

Section 6A and 6B: The A14 underpass and Quy Mill Hotel Access Road

The proposals seek to make improvements to the underpass. Currently, the ramp at the northern end of the underpass onto the Quy Mill Hotel Access Road is quite steep. The proposals seek to reduce the ramp gradient to provide a safer transition for Greenway users. This would extend the northern approach ramp into the underpass, which will also help to address drainage issues, such as water ponding during periods of heavy rainfall. We are also proposing to slow down vehicle speeds at the northern end of the underpass where cyclists exit onto the carriageway to make it safer.

At the southern end of the underpass, we are proposing a more direct route for pedestrians and cyclists entering the underpass to improve through-visibility and security for users. This will involve straightening the alignment of the path leading to the underpass and clearing some of the vegetation in front of the underpass. Where visibility is restricted or there are blind spots, mirrors will be implemented to allow Greenway users to see further ahead.

The proposals also include improvements to the lighting to provide better sightlines and improve visibility with new signage to guide users and highlight the greenway.

The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Swaffham and Bottisham Greenway engagement homepage.

Q18. Do you have any comments and suggestions on the proposed design and different features for Section 6? (The A14 underpass and Quy Mill Hotel Access Road)

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

Section 7A and 7B: Albert Road Junction and Newmarket Road

For this section of the route, we are proposing to realign the carriageway along Newmarket Road to provide a smoother transition and improve visibility for Greenway users.

Improvements are proposed to the existing shared-use path, and we will provide a new three-metre-wide island with give way markings to highlight priority for pedestrians and cyclists. This to comply with government guidance and will provide a safer space for Greenway users to wait while crossing the carriageway. New signage is proposed to guide users and highlight the greenway.

The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Barton Greenway engagement homepage.

Q19. Do you have any comments and suggestions on the proposed design and different features for Section 7? (Newmarket Road and Albert Road Junction)

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

Section 8A, 8B and 8C: Lode Road and Bell Road

For this section of the route, we are proposing a 'quiet street' environment. This is achieved by introducing a 20mph speed limit, cycle symbol road markings at regular intervals and red asphalt surfacing on the carriageway to highlight the primary position of the cyclist in the centre of a traffic lane. The reduction in speed limit will also be complimented by traffic calming measures (speed humps). New signage and lighting will also be implemented to guide users and highlight the Greenway.

On Bell Road, we are proposing to widen the existing shared use path on the western side to three metres (where possible) up until the existing farm access. The existing grass verge will be retained to separate the shared path from the farmland.

At this point, cyclists travelling north would transition from the shared use path onto the carriageway via new buildout, and cyclists travelling south would transition onto the shared use path. This would provide a safer transition for cyclists, and would be complimented with give way markings to slow down vehicles and highlight that cyclists have priority when re-joining the carriageway. An example of this arrangement can be seen below.

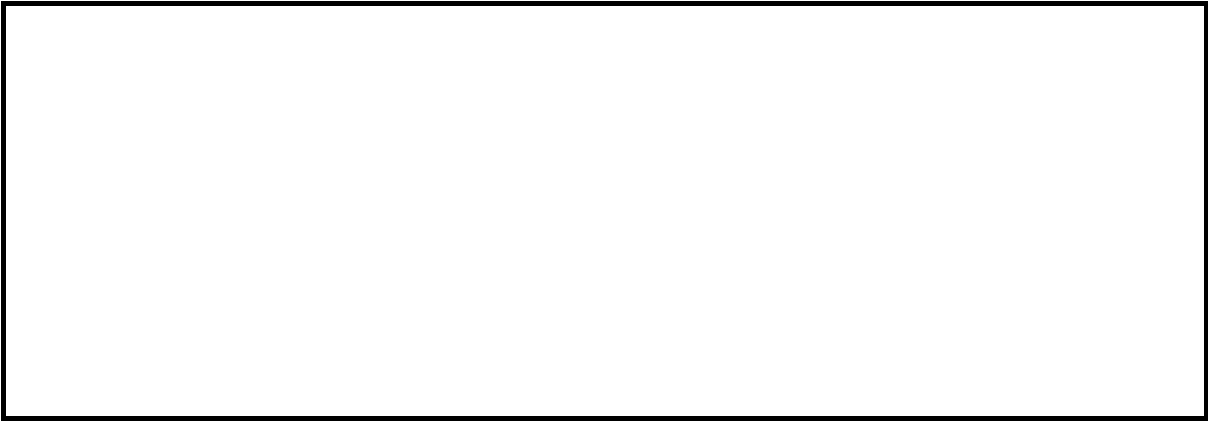
On Bell Road, the existing speed limit is 30mph on the approach to Bottisham . This 30mph speed limit is retained up to the buildout, where the speed limit is proposed to be reduced to 20mph to allow non-motorised users a safer transition from the shared use path to the street. The speed limit of 20 mph is then maintained until the Bell Road junction with High Street and Lode Road, where the quiet street environment continues.

The technical drawings of the proposals for this section can be viewed and downloaded from the Document section of the Swaffhams and Bottisham Greenway engagement homepage.

Q20. Do you have any comments and suggestions on the proposed design and different features for Section 8A, 8B and 8C? (Lode Road and Bell Road)

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

Q21. Do you have any other comments, queries or concerns you'd like us to consider for the next stages of design?



Section 4: 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.

Q22. What is your sex? (This question is taken from the Census 2021).

This question is important for equality monitoring. If you are considering how to answer, use the sex recorded on your birth certificate or gender recognition certificate. If you are aged 16 or over, there is a later voluntary question on gender identity. This asks if the gender you identify with is different from your sex registered at birth. If it is different, you can then record your gender identity.

<input type="checkbox"/>	Female
<input type="checkbox"/>	Male
<input type="checkbox"/>	Prefer not to say

Q23. Is the gender you identify with the same as your sex registered at birth? (This question is taken from the Census 2021). We ask this question of people who are aged 16 years old or over. This question is voluntary, so you can leave it blank if you prefer. Select only one response.

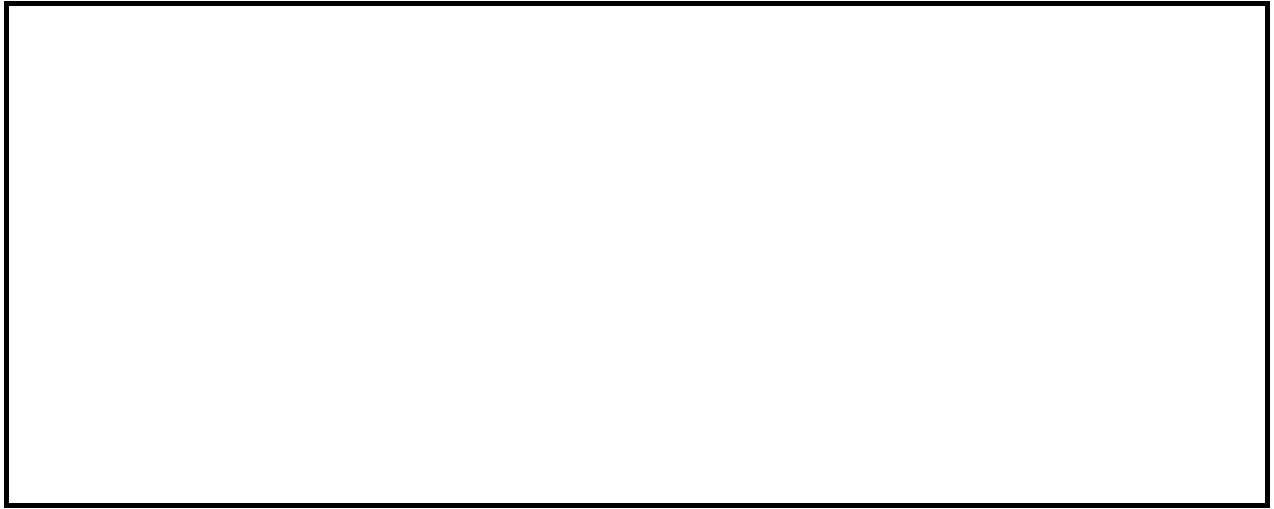
<input type="checkbox"/>	Yes
<input type="checkbox"/>	No
<input type="checkbox"/>	Prefer not to say

Q24. What is your ethnic group?

- Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background
- Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background
- Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background
- White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background
- Other ethnic group includes Arab or other ethnic group

Q25. 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.

Q26. 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.

A large, empty rectangular box with a black border, intended for users to provide their comments and suggestions on the design proposals.

Section 5: More about you

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

Q27. Please indicate your interest in the project (please tick all that apply).

- | | |
|--------------------------|-----------------------------------|
| <input type="checkbox"/> | Resident in Horningsea |
| <input type="checkbox"/> | Resident in Fen Ditton |
| <input type="checkbox"/> | Resident in Burwell |
| <input type="checkbox"/> | Resident in Clayhithe |
| <input type="checkbox"/> | Resident in Waterbeach |
| <input type="checkbox"/> | Resident in Bottisham |
| <input type="checkbox"/> | Resident in Reach |
| <input type="checkbox"/> | Resident in Stow cum Quy |
| <input type="checkbox"/> | Resident in Prior |
| <input type="checkbox"/> | Resident in Bulbeck |
| <input type="checkbox"/> | Resident in Lode |
| <input type="checkbox"/> | Resident in Milton |
| <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) |

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Q28. 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

Q29. 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)

Q30. 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)

Q31. Do you have a long-term health condition or disability that affects the way you travel?

- Yes
- No
- Prefer not to say

Q32. How did you hear about this round of engagement? (Please tick all that apply).

- Flyer
- At Park and Ride
- Newspaper advert
- Newspaper article
- Website
- Local community news
- Email
- Social media
- Word of mouth

Other (please specify)

Contact details

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

You can find further details of our privacy policy at:

www.greatercambridge.org.uk/privacy

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

www.greatercambridge.org.uk/maillinglists

Q33. Name

Q34. Email address

Q35. Post code (to identify concerns by location)

Q36. Would you like to be added to our mailing list?

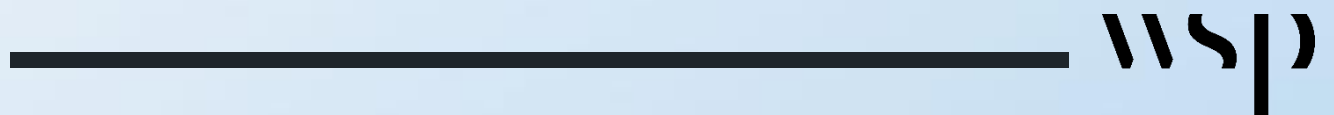
<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Q37. Are you happy for the Greater Cambridge Partnership to contact you via email to find out more about your views?

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

Appendix D

Overview of coding framework





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