

Produced by the Cambridgeshire Research Group



Barton Greenway: Summary Report of Consultation Findings

October 2018

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Executive Summary

Between 25 June and 20 August 2018 the Greater Cambridge Partnership (GCP) held an extensive consultation on a scheme to develop a Greenway route from Barton to Cambridge.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- The majority of respondents supported the majority of the elements of the proposed Greenway Route, with the exception of element 10 'development of the route along the Baulk' which was nearly equally supported and opposed.
 - The majority of respondents supported 'Option B' (a new traffic light system) for the 'New Road/Cambridge Road (A603) junction' element.
 - More respondents supported 'Option B' (creation of an underpass) for the 'roundabout (M11N slip road)' element, however both 'Option A' (reconfiguration of the roundabout) and 'Option B' were supported by the majority of respondents.
 - The majority of respondents supported 'Option A' (smaller roundabout with underpass) for the 'Barton Road/Coton Road/Grantchester Road roundabout' element.
- The majority of respondents supported all four locations for the installation of solar light studs.
- A great deal of detailed comments were received. From these it was clear that; there were concerns about element 10 'development of the route along the Baulk'; that respondents felt positive about the improvements to safety and ease of travel along the route, particularly from the underpasses; and debate about the type of surface that should be used, particularly in more rural areas.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 5000 consultation leaflets.

4 drop-in events were held across the area to enable people to have their say in person and the opportunity to question project officers.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 532 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

This report summarises the core 532 online and written responses to the consultation survey and the 32 additional written responses received.

Key findings

Support for the Greater Cambridge Greenways network

Quantitative

- 518 respondents answered the question on how far they supported the formation of the Greater Cambridge Greenways network.
 - The majority of respondents supported the formation of the Greater Cambridge Greenways network (87%).

Individual elements of the proposed scheme

Quantitative

- 532 respondents answered the question about how far they agreed with the individual elements of the proposed Greenway Route.
 - The majority of respondents supported the following elements of the proposed Greenway Route:
 - Element 8: 'resurfacing and widening of existing path along the Barton Road' (82%),
 - Element 9: 'improvements to Barton Road, including widening the cycle path and reconfiguring junctions with wider verges' (82%),

- Element 6: 'changes to the carriageway and widening the path between the two roundabouts and across the M11 Bridge on Barton Road' (79%),
 - Element 4: 'surfacing improvements on the path between Barton and Grantchester' (75%),
 - Element 2: 'widening of the existing path along New Road' (72%),
 - Element 1: 'new raised table at the entrance to Burwash Manor' (64%),
 - Element 5B: 'roundabout (M11N slip road) Option B', creation of an underpass (59%),
 - Element 7A: 'Barton Road/Coton Road/Grantchester Road roundabout Option A', smaller roundabout with underpass (59%),
 - Element 3B: 'New Road/Cambridge Road (A603) junction Option B', a traffic light system (56%).
 - Respondents were not as clear on element 10 'development of a route along the Baulk', with just over two fifths supporting it (41%) and under two fifths opposing it (35%).
- 532 respondents answered the question about how far they supported the installation of solar studs in several locations.
 - The majority of respondents supported all four solar stud installation locations.
 - 76% supported them at location d: along Barton Road between the M11 roundabout and Cambridge
 - 73% supported them at location c: along Cambridge Road towards the M11
 - 68% supported them at location a: along New Road towards Cambridge Road (the A603)
 - 65% supported them at location b: along the path between Barton and Grantchester

Qualitative

- Question 5 asked respondents whether they had any additional comments on the proposed route options. 376 respondents answered this question. The main themes were:
 - Concerns about element 10: 'development of a route along the Baulk'
 - Approval of the underpass for element 5B: 'roundabout (M11N slip road) Option B'
 - Approval of the underpass for element 7A: 'Barton Road/Coton Road/Grantchester Road roundabout Option A'
 - About the improvements to safety from element 9: 'improvements to Barton Road'
 - Debate about the type of surface for element 4: 'surfacing improvements on the path between Barton and Grantchester'.

- About the improvements to safety from the traffic lights from element 3B: 'New Road/Cambridge Road (A603) junction Option B'
 - Concerns about element 3A: 'New Road/Cambridge Road (A603) junction Option A' (creation of a new roundabout)
 - General positive comments about the proposals
 - Approval of element 8: 'resurfacing and widening of existing path along the Barton Road'
 - Concerns about the cost of development
 - About the need for consistent maintenance of the Greenways
 - About the need for routes connecting Barton to areas to the west.
- Question 6 asked respondents whether they had any comments about the suggested options for signage and wayfinding. 190 respondents answered this question. The main themes were:
 - Concerns about possible confusion caused by the suggested abbreviations
 - About the need to limit the amount of signage placed to avoid clutter and navigation difficulties
 - Positive comments about the signage and wayfinding proposals
 - Discussion of the positive proposals for solar light studs but the need to limit them in rural areas.

Other

Qualitative

- 132 respondents left comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. The main themes were:
 - About the benefits the scheme would have for those with disabilities, due to the widening of paths and crossing improvements
 - Concerns about the negative impact the schemes would have for those with disabilities and younger/older residents/travellers, due to the potential increase in cycle speeds on shared use paths

Introduction

Background

In 2016, the Greater Cambridge Partnership commissioned a consultant to review twelve Greenway routes that would enable cyclists, walkers and equestrians to travel safely and sustainably from villages around the city into Cambridge.

The consultant identified a number of missing links that could be provided, creating initial proposals for the villages below:

- Waterbeach Greenway
- Horningsea Greenway
- Swaffham Greenway
- Bottisham Greenway
- Fulbourn Greenway
- Linton Greenway
- Sawston Greenway
- Melbourn Greenway
- Haslingfield Greenway
- Barton Greenway
- Comberton Greenway
- St Ives Greenway

In April 2017, £480,000 of City Deal funding was allocated to the Greenways scheme to take the project through a public engagement and consultation phase.

Each Greenway then went through an initial public engagement phase. Residents and stakeholders attended events and discussed how the local area is meeting the transport needs of its users. This information was then fed into the designs for initial proposals for each route.

After taking on this feedback finalised designs were created, the Greater Cambridge Partnership then ran a public consultation between 25 June and 20 August 2018 to gather and record the public's views on the route. This consultation was promoted via online advertising, social media promotion, posters in key locations, emails, engagement events and consultation leaflets to over 5000 households.

Public consultation is undertaken as part of wider stakeholder engagement in advance of any decisions on final options to consider and facilitate necessary input in the development of the scheme. The main stakeholders for this consultation were:

Individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups. Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Barton Greenway proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience were individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups. Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express how far they supported the formation of the Greater Cambridge Greenways network, how far they supported the 10 elements of the Barton Greenway route, and how far they supported the installation of solar studs in 4 locations) an eight page information document was produced and supplemented with additional information available online and at key locations.

This document explained the Greater Cambridge Partnership's strategy and the time-scales to which it was working and discussed the reasons why a Greenway was being developed for Barton. It also provided detailed maps, information and costings on each of the options to enable residents to compare the pros and cons for each element.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on both the Greater Cambridge Partnership's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the options for the Barton Greenway scheme. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Barton Greenway scheme on various groups.

The main tools for gathering comments were an online survey and a paper return survey attached to the consultation document. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore the paper copies of the questions were widely distributed with road-shows held to collect responses face to face. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status and disability (although not the nature of disability). A free text option provided opportunity for respondents' to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during

the consultation process.

- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp / IP address of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes.
- The 'Places' tool on Consult Cambs allowed respondents to place one of five categories of 'pins' ('Bicycle', 'Car', 'Car Park', 'Tree', 'Free Comment') on to a map of the route and leave a comment. Thematic analysis was conducted on these comments and are discussed in the report where multiple comments are provided in an area.
- The final report is then written to provide an objective view of the results of the consultation.

Data Integrity

- A visual check of the raw data show no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- IP address analysis showed no unusual patterns. There were some groups (less than 20 in each case) of responses from similar IP Addresses but these corresponded to the largest Cambridge employers. The pattern of these being consistent with people responding from their work accounts rather than at home.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

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Survey Findings

Respondent Profile

In total, 532 residents responded to the consultation survey.

Respondent location

Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 406 respondents entered recognisable postcodes, while nearly a quarter did not (126 respondents).

Based on the postcode data provided most respondents resided in:

- Newnham (23%)
- Barton (16%)
- Comberton (14%)
- Grantchester (10%)

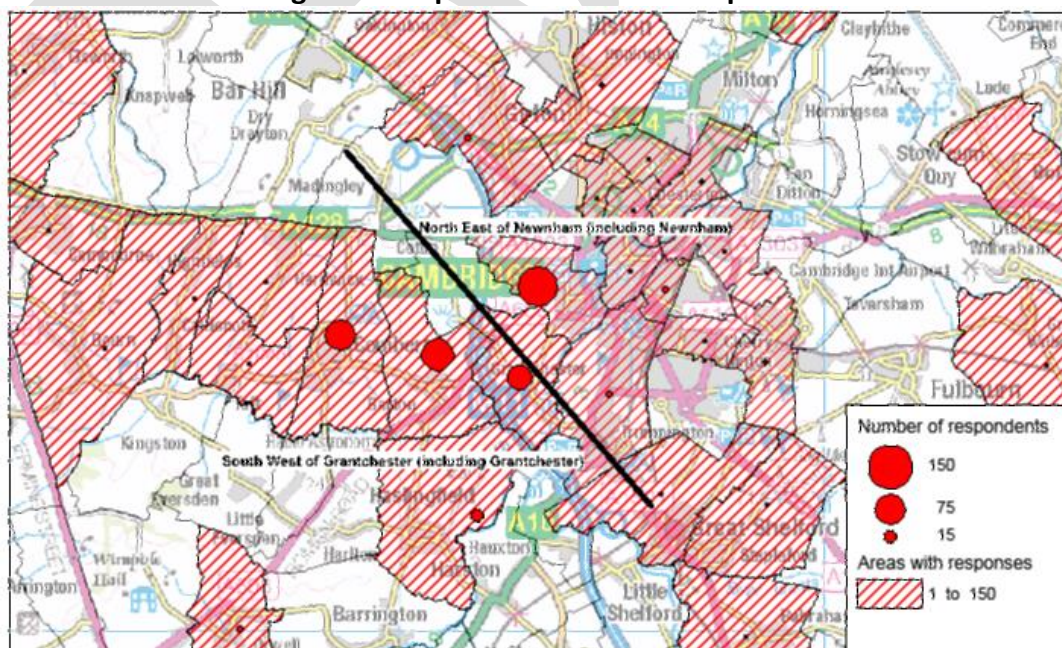
These postcodes were also used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories;

- 'South West of Grantchester (including Grantchester)' (covering 45% of respondents);
- 'North East of Newnham (including Newnham)' (covering 33% of respondents).

A full breakdown of respondent locations can be found in Appendix 1.

The following map shows the rate of response by parish/ward:

Figure 1: Map to show areas of response

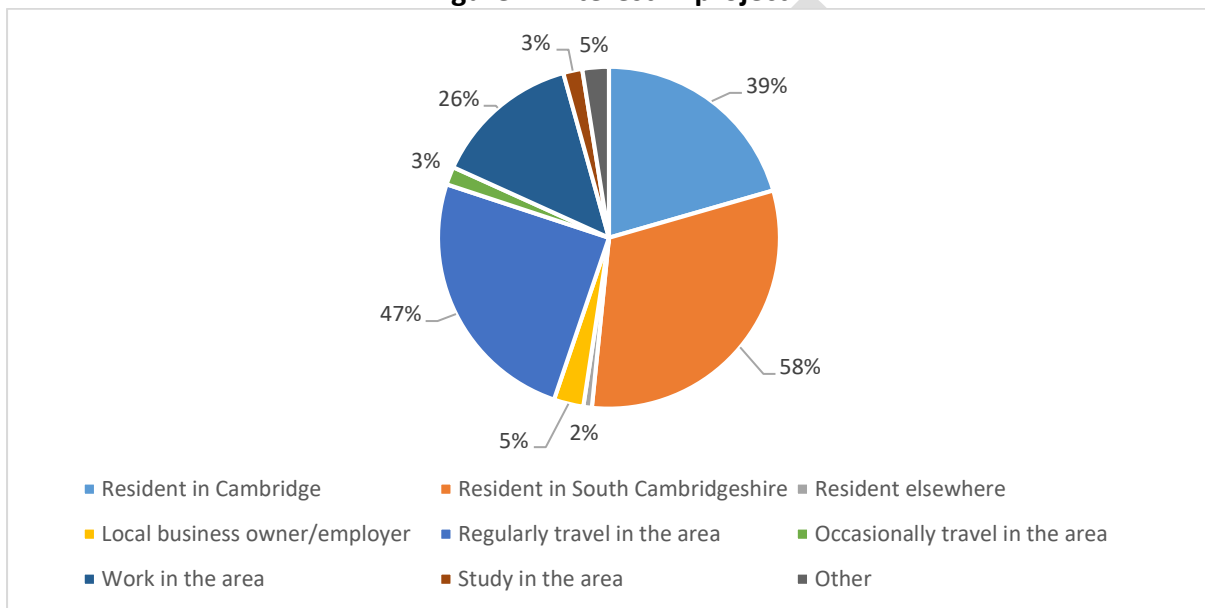


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

Respondent interest in project

532 respondents answered the question on their interest in the project. Respondents could select multiple answers for this question.

Figure 2: Interest in project

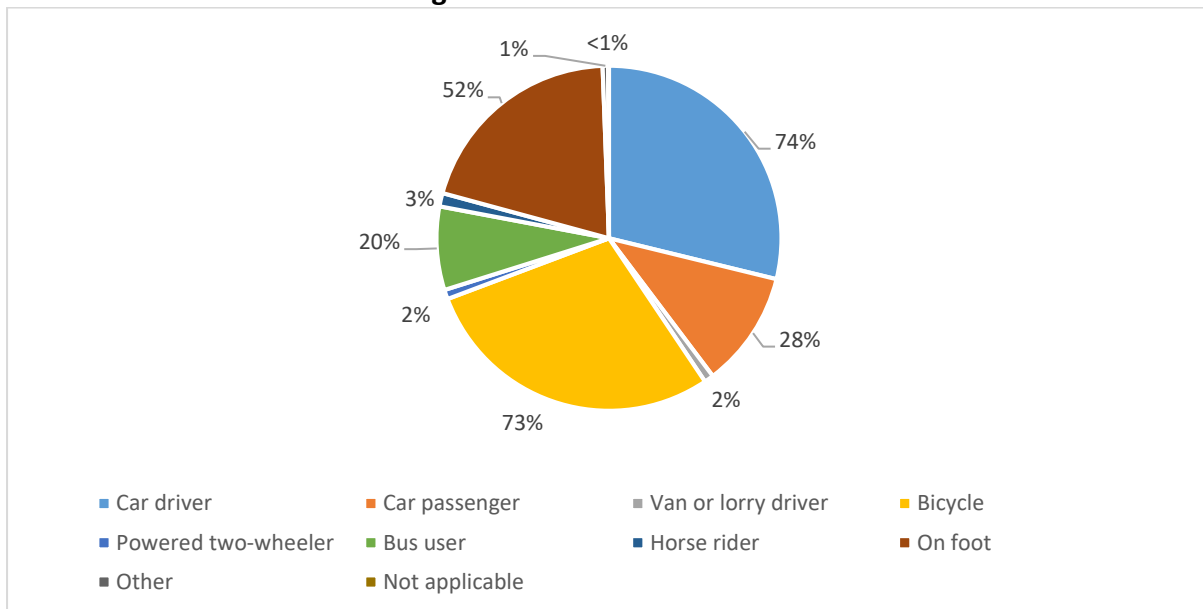


- The majority of respondents indicated they were a 'resident in South Cambridgeshire' (58%).
- Nearly half of respondents indicated they 'regularly travel in the area' (47%).
- Nearly two fifths indicated they were a 'resident in Cambridge' (39%).
- Over a quarter indicated they 'work in the area' (26%).
- Few respondents indicated:
 - they were a 'local business owner/employer' (5%)
 - they had an 'other' interest (5%)
 - that they 'study in the area' (3%)
 - they 'occasionally travel in the area' (3%)
 - or that they were a 'resident elsewhere' (2%).

Respondent usual mode of travel in the area

532 respondents answered the question on how they usually travel in the area. Respondents could select multiple answers for this question.

Figure 3: Usual mode of travel

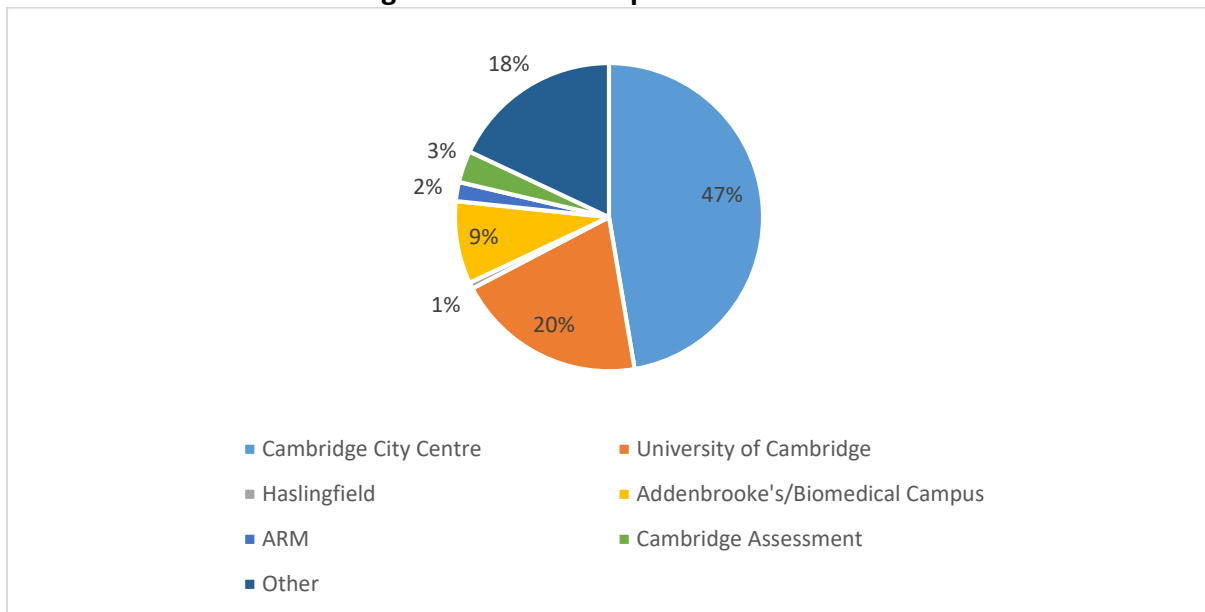


- The majority of respondents indicated:
 - they were a 'car driver' (74%)
 - they travelled by bicycle (73%)
 - they travelled 'on foot' (52%).
- Over a quarter of respondents indicated they were a 'car passenger' (28%)
- A fifth indicated they were a 'bus user' (20%).
- Few respondents indicated their usual mode of travel was:
 - as a 'horse rider' (3%)
 - as a 'van or lorry driver' (2%)
 - a 'powered two-wheeler' (2%)
 - was 'other' (1%).

Respondent usual workplace if commuting in the area

150 respondents answered the question on their usual workplace destination if they commuted in the area.

Figure 4: Usual workplace destination



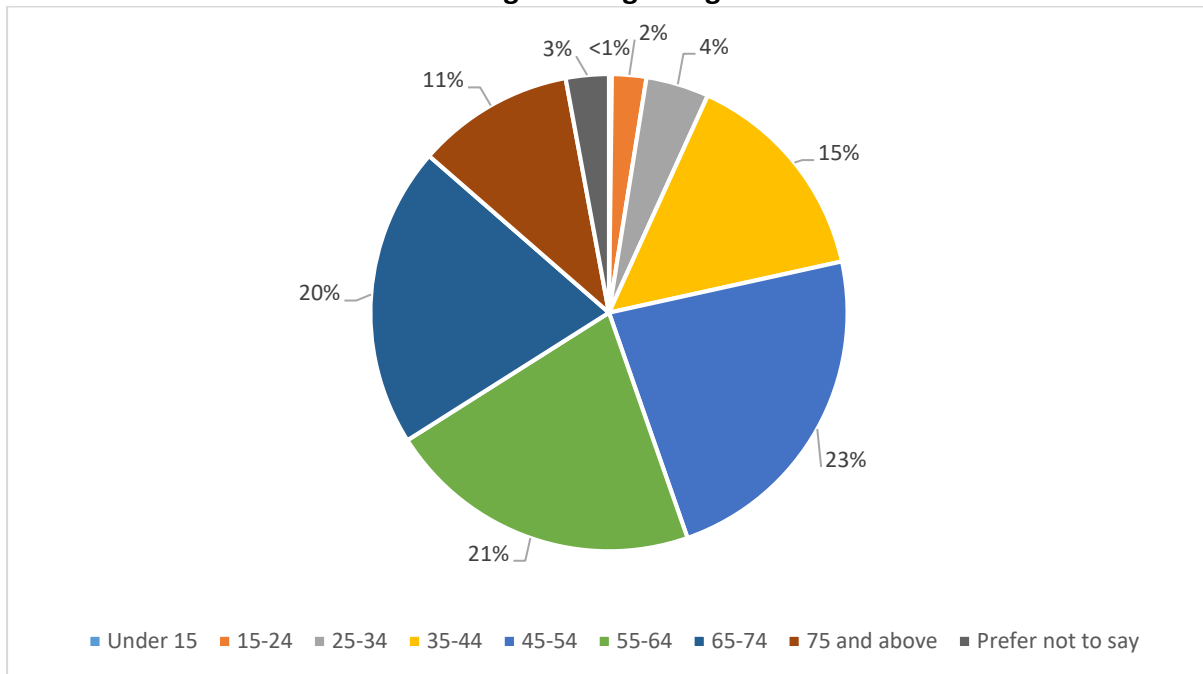
- Nearly half of these respondents indicated their usual workplace destination was 'Cambridge City Centre' (47%)
- A fifth indicated it was the 'University of Cambridge' (20%)
- Nearly a fifth indicated it was an 'other' location (18%)
- Few respondents indicated they usually travelled to:
 - 'Addenbrooke's/Biomedical Campus' (9%)
 - 'Cambridge Assessment' (3%)
 - 'ARM' (2%)
 - 'Haslingfield' (1%).

5 respondents who indicated their usual workplace destination was 'other' left information indicating their destination. These locations included: Fen Ditton, Trumpington, Sawston, West Cambridge and central Cambridge.

Respondent age range

516 respondents answered the question on their age range.

Figure 5: Age range

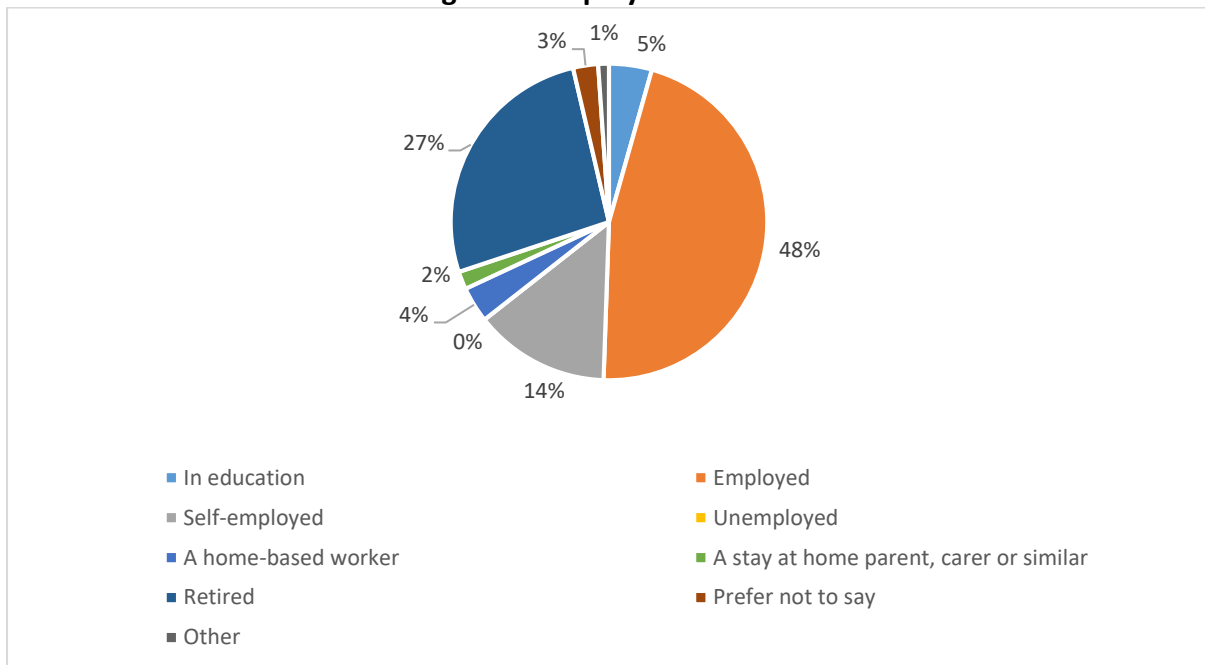


- Average working ages from '45-54' to '55-64' were well represented
- Working ages from '15-24' to '35-44' were slightly under represented
- '65-74' were slightly over represented.

Respondent employment status

532 respondents answered the question on their employment status. Respondents could select multiple answers to this question.

Figure 6: Employment status

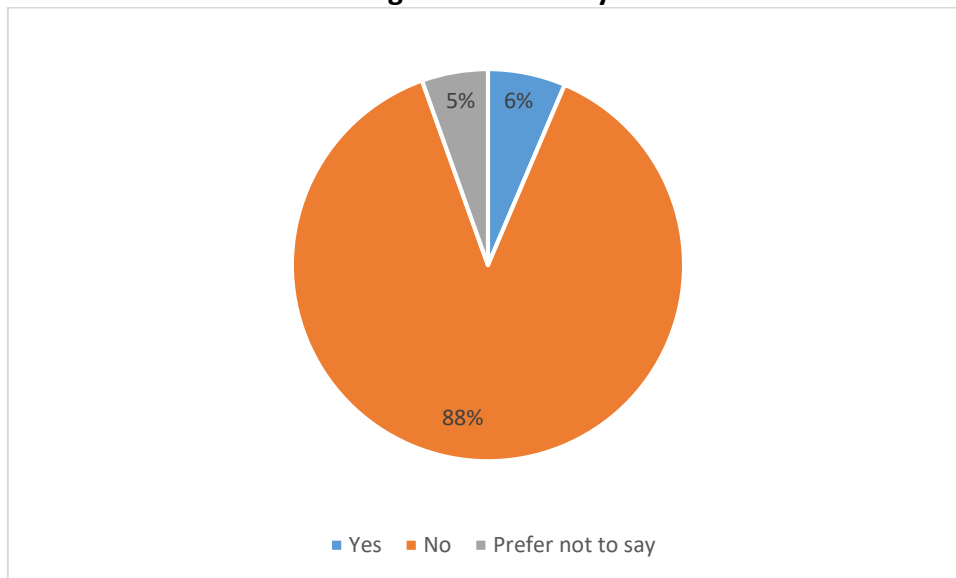


- Over two fifths of respondents indicated they were 'employed' (48%)
- Over a quarter indicated they were 'retired' (27%)
- Few respondents indicated:
 - they were 'self-employed' (14%)
 - they were in education (5%)
 - they were 'a home-based worker' (4%)
 - they were 'a stay at home parent, carer or similar' (2%)
 - they were 'other' (1%).
 - that they would 'prefer not to say' (3%)
- No respondents indicated they were 'unemployed' (0%).

Respondent disability status

532 respondents answered the question on whether they had a disability that influences the way they travel.

Figure 7: Disability

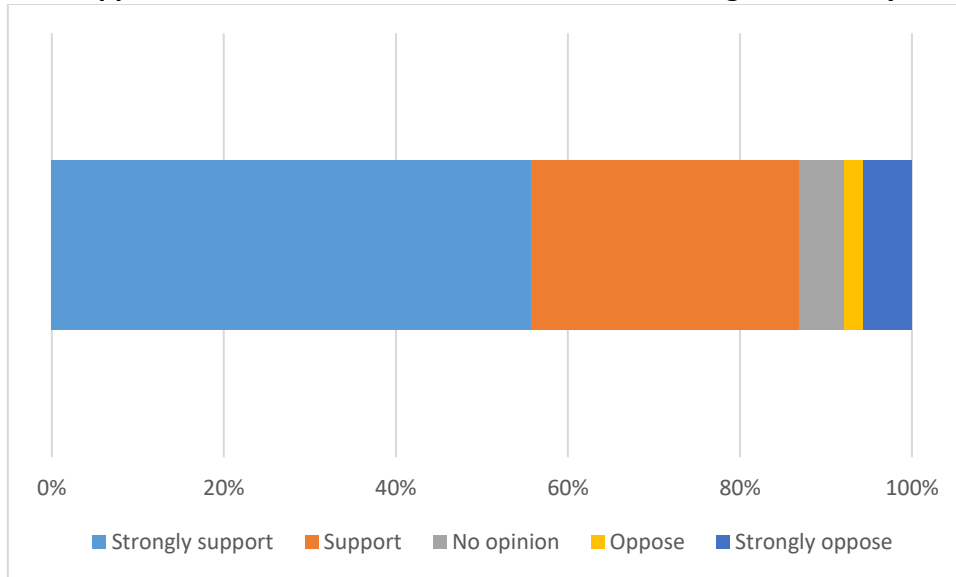


- 6% of respondents indicating that they did.

Question 1: In general how far do you support the formation of the Greater Cambridge Greenways network?

518 respondents answered the question on how far they supported the formation of the Greater Cambridge Greenways network.

Figure 8: Support for the formation of the Greater Cambridge Greenways network

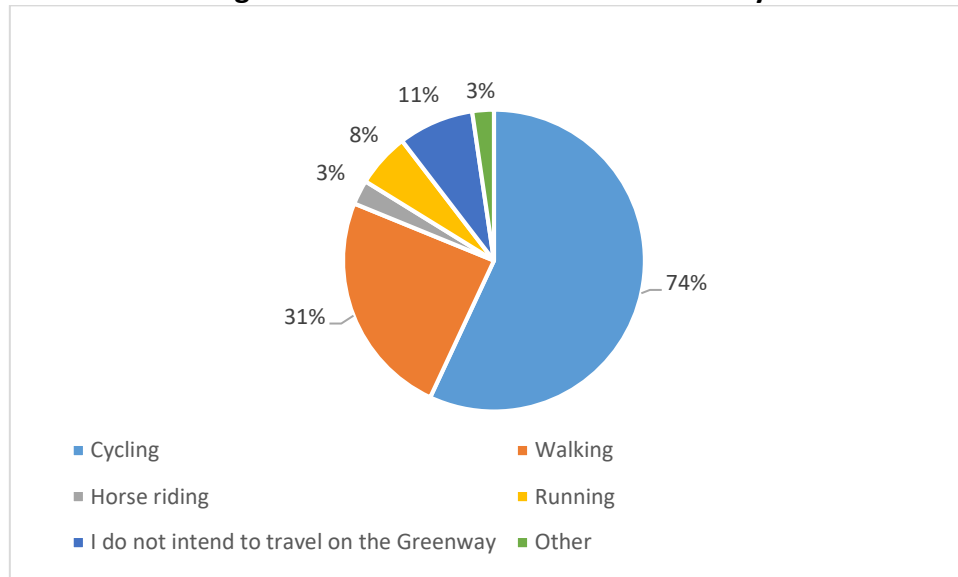


- The majority of respondents supported the formation of the Greater Cambridge Greenways network (87%).

Question 2: How would you intend to primarily travel on the Greenway?

532 respondents answered the question on how they intended to primarily travel on the Greenway. Respondents could select multiple answers to this question.

Figure 9: Mode of travel on the Greenway

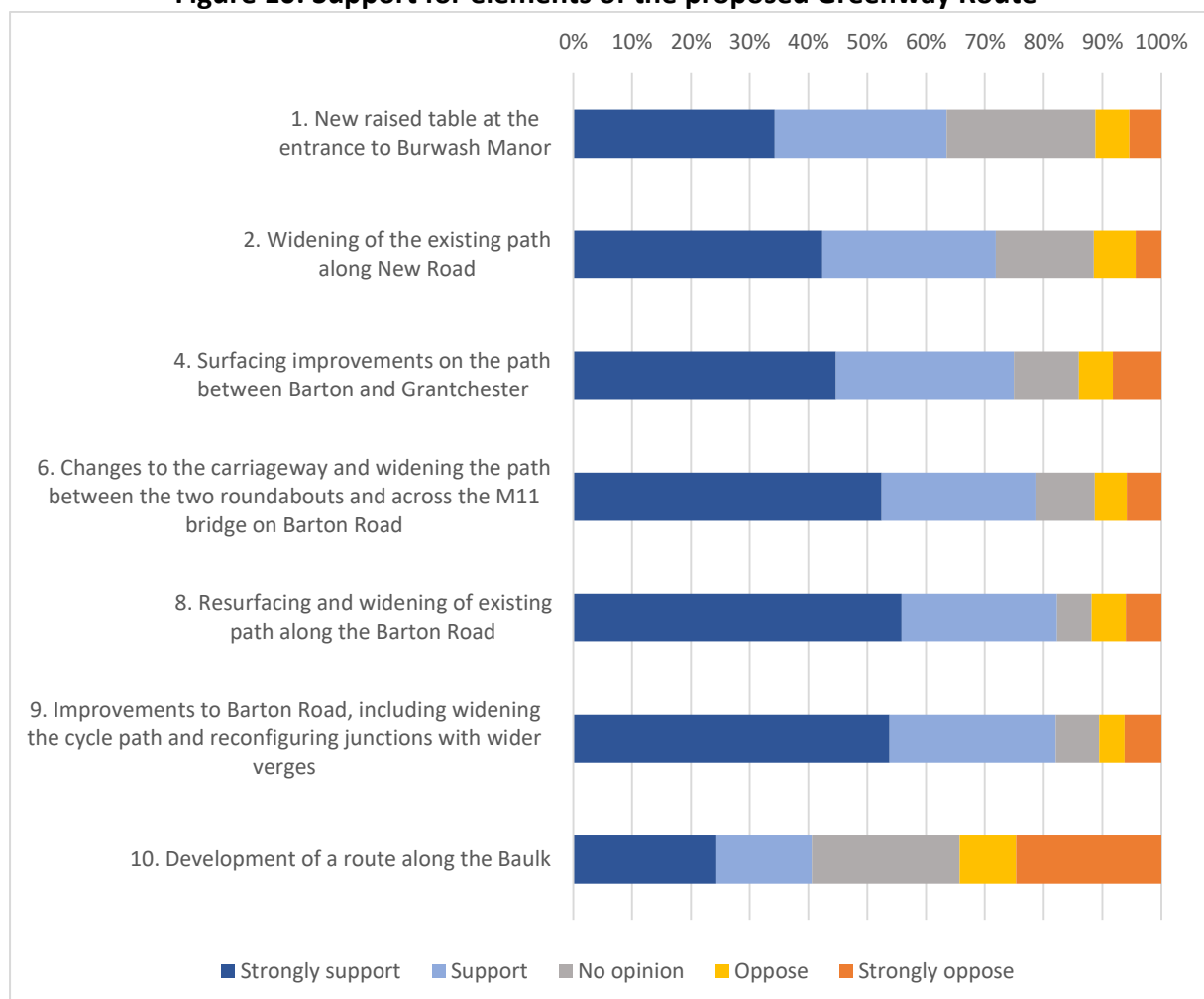


- The majority of respondents indicated they would be 'cycling' on the Greenway (74%).
- Over a quarter indicated they would be 'walking' (31%).
- Few respondents indicated they would 'running' (8%), 'horse riding' (3%), or using 'other' means to travel on the Greenway (3%).
 - Respondents who indicated they would use 'other' means to travel on the Greenway were asked to specify. 15 of the 16 respondents left an answer to this question. These included wheelchairs/motorised buggies and cycling with trailer or other extension.
 - A few respondents indicated they would be cycling to particular destinations or for leisure.
 - Two respondents indicated they were landowners of several sections of the proposed Greenway.
- Few respondents indicated they did not 'intend to travel on the Greenway' (11%).

Question 3: How far do you agree with the following elements of the proposed Greenway Route?

532 respondents answered the question about how far they agreed with the individual elements of the proposed Greenway Route.

Figure 10: Support for elements of the proposed Greenway Route



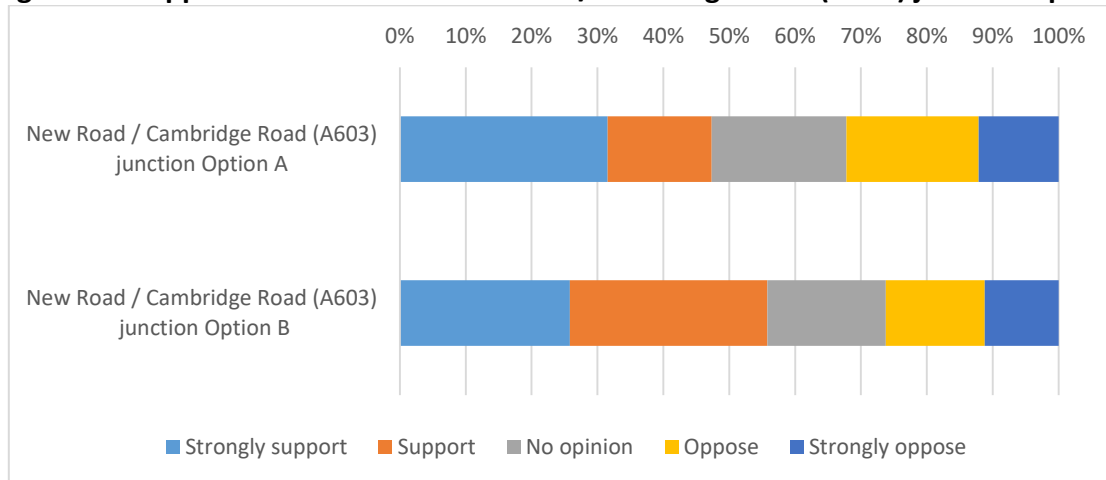
The majority of respondents supported the following elements of the proposed Greenway Route:

- Element 8: 'resurfacing and widening of existing path along the Barton Road' (82%),
- Element 9: 'improvements to Barton Road, including widening the cycle path and reconfiguring junctions with wider verges' (82%),
- Element 6: 'changes to the carriageway and widening the path between the two roundabouts and across the M11 Bridge on Barton Road' (79%),
- Element 4: 'surfacing improvements on the path between Barton and Grantchester' (75%),
- Element 2: 'widening of the existing path along New Road' (72%),
- and a element 1: 'new raised table at the entrance to Burwash Manor' (64%).

Respondents were not as clear on element 10: 'development of a route along the Baulk', with just over two fifths supporting it (41%) and under two fifths opposing it (35%).

Three elements had multiple options available.

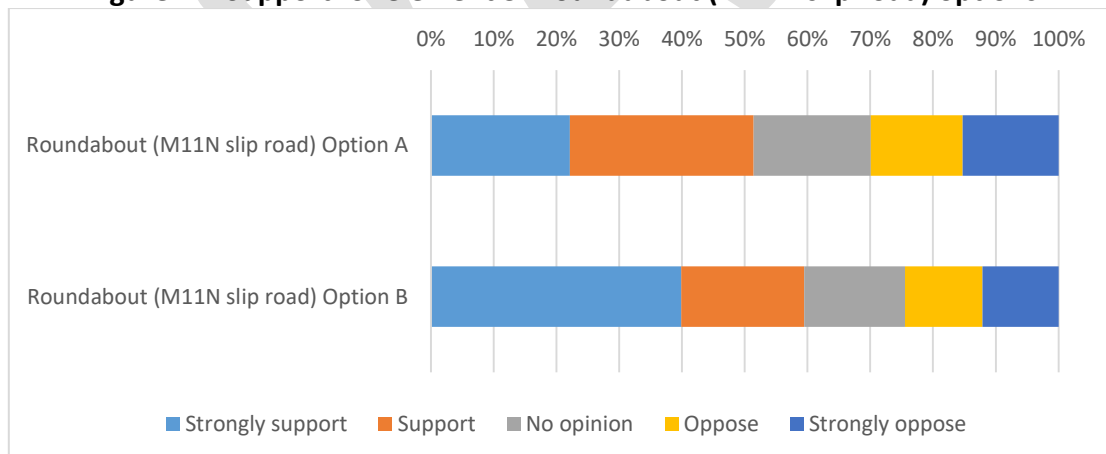
Figure 11: Support for element 3: New Road/Cambridge Road (A603) junction options



For the element 3: 'New Road/Cambridge Road (A603) junction' options:

- 'Option B' (a traffic light system) had support from the majority of respondents (56%)
- 'Option A' (creation of a new roundabout) had support from less than half of respondents (48%)
- 'Option A' was also opposed by more respondents, with over a quarter opposing it (32%)
- Just over a quarter opposed 'Option B' (26%)

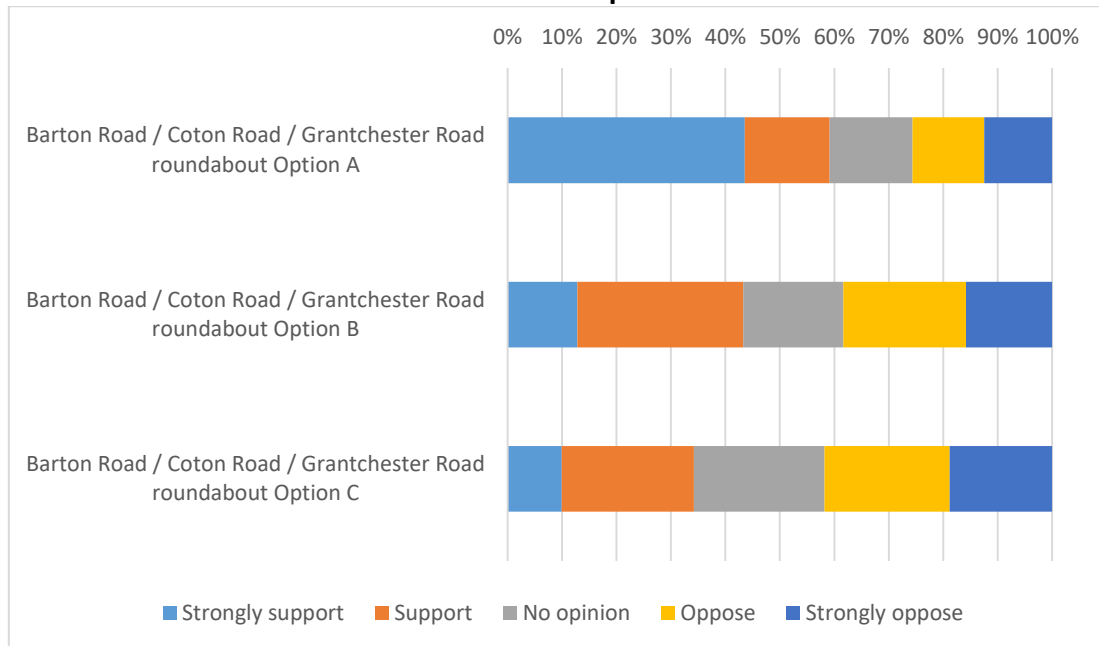
Figure 12: Support for element 5: Roundabout (M11N slip road) options



For the element 5: 'roundabout (M11N slip road)' options:

- both options had support from the majority of respondents, however:
 - 'Option B' (creation of an underpass) was supported by just under three fifths of respondents (59%), with just under two fifths 'strongly supporting' it (39.9%)
 - 'Option A' (reconfiguration of the roundabout) was supported by just over half (52%), with just over a fifth 'strongly supporting' it (22.2%)
- 'Option A' was also opposed by slightly more respondents, with just under two fifths opposing it (30%)
- A quarter opposed 'Option B' (25%)

Figure 13: Support for element 7: Barton Road/Coton Road/Grantchester Road roundabout options

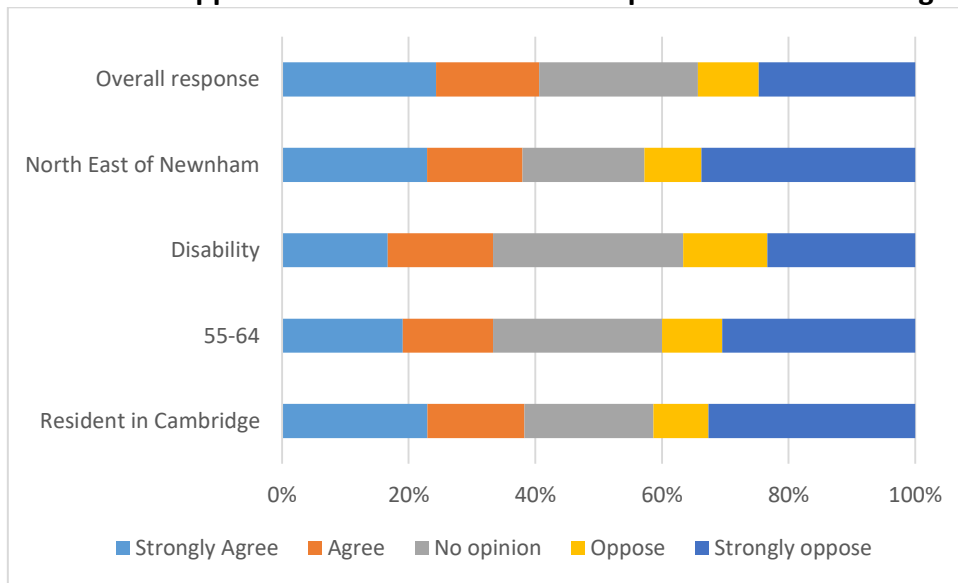


For the element 7: 'Barton Road/Coton Road/Grantchester Road roundabout' options:

- 'Option A' (smaller roundabout with underpass) was supported by the majority of respondents (59%)
- 'Option B' (smaller roundabout with 'square on' road crossing) was supported (43%) and opposed (38%) nearly equally
- 'Option C' (reconfiguration of cycle path route to create a 'square on' crossing) was opposed by more respondents (42%) than supported (34%)

Element 10: Development of the route along the Baulk

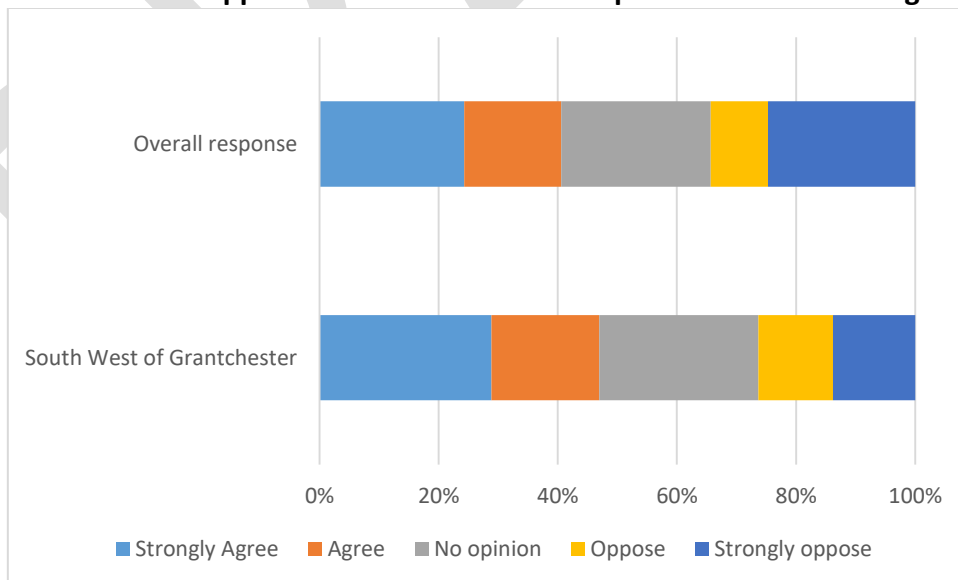
Figure 14: Increased opposition to element 10: ‘development of a route along the Baulk’



Respondents were more opposed to element 10: ‘development of a route along the Baulk’ than supportive when they indicated they:

- were located ‘North East of Newnham’ (43%)
- were a ‘resident in Cambridge’ (41%)
- were aged ‘55-64’ (40%)
- had a ‘disability that influences travel decisions’ (37%)

Figure 15: Increased support for element 10: ‘development of a route along the Baulk’



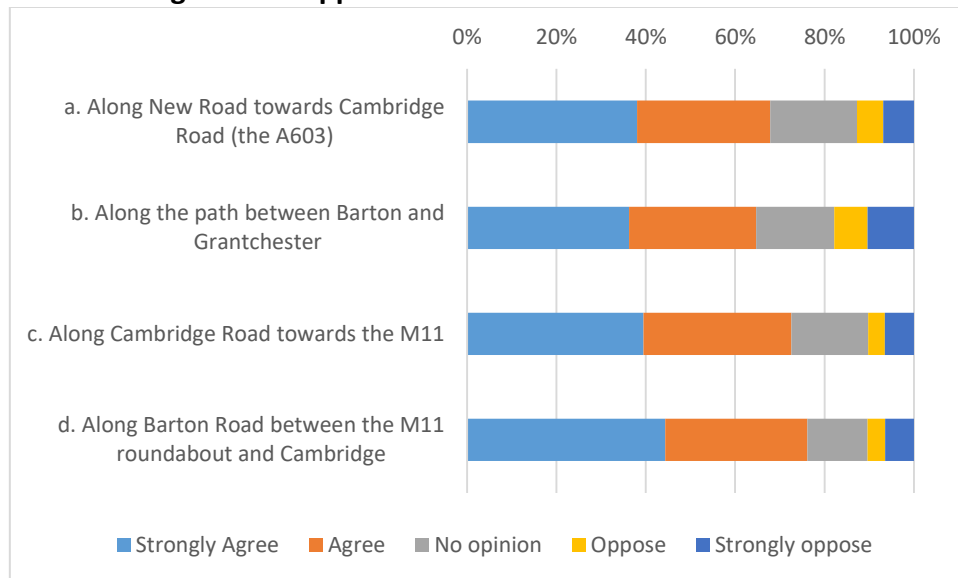
Respondents were more supportive to element 10: ‘development of a route along the Baulk’ when they indicated they:

- were located ‘South West of Grantchester’ (47%)

Question 4: How far do you support the installation of solar studs in the following locations?

532 respondents answered the question about how far they supported the installation of solar studs in several locations.

Figure 16: Support for the installation of solar studs



The majority of respondents supported all four solar stud installation locations.

- 76% supported them in location d: along Barton Road between the M11 roundabout and Cambridge
- 73% supported them in location c: along Cambridge Road towards the M11
- 68% supported them in location a: along New Road towards Cambridge Road (the A603)
- 65% supported them in location b: along the path between Barton and Grantchester

Question 5: Do you have any additional comments on the proposed route options?

376 respondents left comments on question 5, which asked if they had any additional comments on the proposed route options.

Summary of major themes

Comment Theme	Respondent comments
<p>Element 10: Development of a route along the Baulk</p>	<ul style="list-style-type: none"> • Most of the respondents that discussed this theme felt that the Baulk route was not needed and discussed the reasons they opposed it. These included: <ul style="list-style-type: none"> ○ feeling there was already a suitable path between Grantchester and Newnham ○ that development of the path would harm the local environment ○ that it was already a suitable walking/bridleway because it is a nature path, with a few of these respondents feeling it was already suitable for cyclists ○ that it would not be used enough by cyclists to justify the costs ○ that it would have a detrimental impact on the rugby ground and club as well as the tennis club ○ that the route did not appear to offer any advantages in terms of travel time in comparison to other routes and would only be suitable for leisure use ○ that development would attract antisocial behaviour, such as hare coursing ○ that the Haslingfield Greenways consultation offered better solutions in the area. • A few respondents indicated their support for this element. These respondents felt: <ul style="list-style-type: none"> ○ that the Baulk would help ease traffic in Grantchester, as it acted as a bypass for non-motorised traffic ○ that it would be a more pleasant off-road route, even if less direct

	<ul style="list-style-type: none"> ○ that it may be suitable if it was the best solution for the Haslingfield Greenways consultation as well, or if it linked up the two proposals.
<p>Element 5B: Roundabout (M11N slip road) Option B</p>	<ul style="list-style-type: none"> ● Most of the respondents that discussed this theme felt that the underpass offered the safest solution to crossing this area. These respondents felt that the extra cost involved was justified as it would encourage more people to cycle the route. <ul style="list-style-type: none"> ○ A few of these respondents discussed how unsafe they felt attempting to cross this route and how it had discouraged them from commuting by bicycle. ○ A few respondents felt that it was important the design of the underpass should take into consideration potential dangers of underpasses and ensure it was lit, visible and as open as possible. ● Some respondents discussed the reasons they opposed this option for element 5. <ul style="list-style-type: none"> ○ A few respondents felt that an underpass would encourage antisocial behaviour and would make the route dangerous for cyclists and pedestrians, particularly if they were young and/or female. ○ A few felt that the gradient would be too steep for many people. ○ A few felt the cost/benefit was too low. ○ Some of these respondents felt that a foot/cycle bridge would offer a better solution.
<p>Element 7A: Barton Road / Coton Road / Grantchester Road roundabout Option A</p>	<ul style="list-style-type: none"> ● Most of the respondents that discussed this theme felt that an underpass offered the safest solution, for many of the same reasons as element 5B. This roundabout was felt to currently be unsafe due to the visibility of cyclists/pedestrians for motorised traffic and conflicting areas of concentration. <ul style="list-style-type: none"> ○ A few respondents felt that this option would allow the best flow of traffic for all modes of transport. ● Some respondents discussed the reasons they opposed this option for element 7, for many of the same reasons as element 5B.

<p>Element 9: Improvements to Barton Road, including widening the cycle path and reconfiguring junctions with wider verges</p>	<ul style="list-style-type: none"> • Some of the respondents that discussed this theme felt that these improvements were a positive change and would make cycling safer. <ul style="list-style-type: none"> ○ A few of these respondents felt that the widening of the cycle paths should not be done at the expense of trees along the route. • Some respondents felt the cycle priority at junctions and side roads was important, but were concerned about the visibility from these junctions/side roads for motorised traffic and felt this needed to be improved as well. <ul style="list-style-type: none"> ○ Grange Road was discussed by a few respondents as one of the key areas this was an issue, particularly due to high volumes of current cycle traffic.
<p>Element 4: Surfacing improvements on the path between Barton and Grantchester</p>	<ul style="list-style-type: none"> • Some of the respondents that discussed this theme felt that this route would be of benefit to commuters, offering a safer route than Barton Road and with better links to employment sites such as Addenbrooke's and to the Haslingfield Greenway proposals. • Some felt the current surface of this route was unsuitable for bicycles during adverse weather and the surfacing improvements were needed. • Some of the respondents that discussed this theme felt this route did not need developing as it would detract from the environment, with a few of these respondents indicating the solar studs would also be detrimental. <ul style="list-style-type: none"> ○ Some of these respondents felt that the route was already suitable enough for non-motorised traffic. • A few respondents felt this route would be used by too few cyclists to justify the costs involved.
<p>Element 3B: New Road/Cambridge Road (A603) junction Option B</p>	<ul style="list-style-type: none"> • Many of the respondents that discussed this theme felt that the inclusion of traffic lights would improve the safety of this junction for pedestrians, cyclists and horse riders. • Some of the respondents that discussed this theme indicated they were opposed to this option as they were concerned that traffic lights would increase congestion in the area and have a negative impact on traffic flow.

Element 3A: New Road Cambridge Road (A603) junction Option A	<ul style="list-style-type: none"> • Some of the respondents that discussed this theme felt that visibility could be a concern when approaching the roundabout and that these would need to be cleared to allow safe crossing here. • Some of the respondents that discussed this theme indicated they were opposed to this option, as they felt that the roundabout would not slow traffic enough to increase safety and the increased cost of construction was not justified.
Positive	<ul style="list-style-type: none"> • The respondents that discussed this theme left general positive comments about the proposals, feeling they would improve the route and make it safer.
Element 8: Resurfacing and widening of existing path along the Barton Road	<ul style="list-style-type: none"> • The respondents that discussed this theme indicated their support for this element. <ul style="list-style-type: none"> ○ A few of these respondents indicated this was on the provision that trees are not removed along this route.
Cost of development	<ul style="list-style-type: none"> • Most respondents who discussed this felt that the cost of the proposals were too high and money should be used elsewhere. • A few respondents felt that the underpass elements were expensive, some felt unjustifiably but some felt the increased safety was worth the cost.
Maintenance	<ul style="list-style-type: none"> • The respondents that discussed this theme felt that maintenance of the paths and roads needed to be taken into consideration within the budget for these proposals. <ul style="list-style-type: none"> ○ A few respondents indicated this was currently a serious issue along the routes proposed.
Connecting routes to Barton	<ul style="list-style-type: none"> • The respondents that discussed this theme felt that routes into Barton from the west needed to be included in the Greenway proposals. This included from Comberton, along the A603, and Toft.

<p>Element 6: Changes to the carriageway and widening the path between the two roundabouts and across the M11 bridge on Barton Road.</p>	<ul style="list-style-type: none"> • Many of the respondents that discussed this theme felt that the railing on this bridge needed to be raised, as it was felt to be unsafe, particularly in adverse weather. • Some of the respondents that discussed this theme felt that this path needed widening.
<p>Cycle/footpath surface.</p>	<ul style="list-style-type: none"> • Some of the respondents that discussed this theme indicated potential issues during rainfall, feeling the surfaces used needed to be porous or have sufficient run off. • Some respondents indicated that routes along rural routes should be kept more natural. • A few respondents discussed equestrian needs, who felt some form of natural or non-hard surface should be included alongside harder surfaces on bridleways.
<p>Solar light studs.</p>	<ul style="list-style-type: none"> • Most of the respondents that discussed this theme felt that the solar light studs would be a positive improvement. • Some respondents felt that solar light studs would have a negative impact on the environment, particularly in more rural areas.
<p>Impact on Grantchester.</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme were concerned about the potential increase in traffic in Grantchester from these proposals, feeling it already struggled with heavy traffic. • Some respondents discussed the potential closure of Grantchester Road, something proposed in the Haslingfield Greenways consultation. These respondents felt this would have a negative impact on Grantchester and those on Grantchester Road.
<p>Element 5A: Roundabout (M11N slip road) Option A.</p>	<ul style="list-style-type: none"> • Most of the respondents that discussed this theme felt that this option would still be dangerous. • A few respondents indicated they preferred this option, although a few felt it needed further redesign to slow traffic and prevent cars stopping across exits.

Question 6: Do you have any comments on the suggested options for signage and wayfinding?

190 respondents left comments about suggested options for signage and wayfinding.

Summary of major themes

Abbreviations	<ul style="list-style-type: none"> • Respondents felt that the proposed abbreviations used for location names on signage could be confusing, particularly for those not used to the area. • Respondents noted that some of the villages near to each other shared the same two beginning letters, Comberton and Coton for example. • Suggestions included using the full name in smaller print or extending the abbreviation to three letters.
Limit placement of signage	<ul style="list-style-type: none"> • Respondents felt that signage should be kept to a minimum, as too many signs caused clutter and could make navigation on paths difficult. • A few respondents were concerned they could cause confusion for motorists where the Greenways were on/close to the road.
Positive comments	<ul style="list-style-type: none"> • Respondents left comments that indicated they felt the signage and wayfinding proposals were positive.
Lighting	<ul style="list-style-type: none"> • Some respondents felt that the solar light studs were a positive proposal. <ul style="list-style-type: none"> ○ Some of these respondents felt that street lighting would be needed at junctions and in underpasses. ○ A few of these respondents felt that solar light studs should be limited in rural areas to keep light pollution to a minimum. • A few respondents indicated they were opposed to solar light studs due to the increased light pollution and risk of slippage during adverse weather.

Question 7: Please comment if you feel any of these proposals would either positively or negatively affect or impact on any such person/s or group/s

132 respondents left comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010.

Summary of major themes

<p>Disability (positive)</p>	<ul style="list-style-type: none"> • Respondents felt that the proposals would be of benefit to those with disabilities <ul style="list-style-type: none"> ○ Particular mention was made of the widening of paths, improvements to path surfaces, and to crossing the M11 slip roads.
<p>Disability (negative)</p>	<ul style="list-style-type: none"> • Respondents were concerned the proposals would allow cyclists to increase speeds and increase accidents on shared use pathways, where more vulnerable users would be located. • Some respondents' specifically mentioned the proposals effect on Grantchester, as well as the Haslingfield Greenways consultation. These respondents were concerned that access for cars and buses would be negatively affected here, something disabled residents used.
<p>Age (negative)</p>	<ul style="list-style-type: none"> • Respondents were concerned about the same things as those who discussed the 'disability (negative)' theme, but in relation to younger and older residents/users.

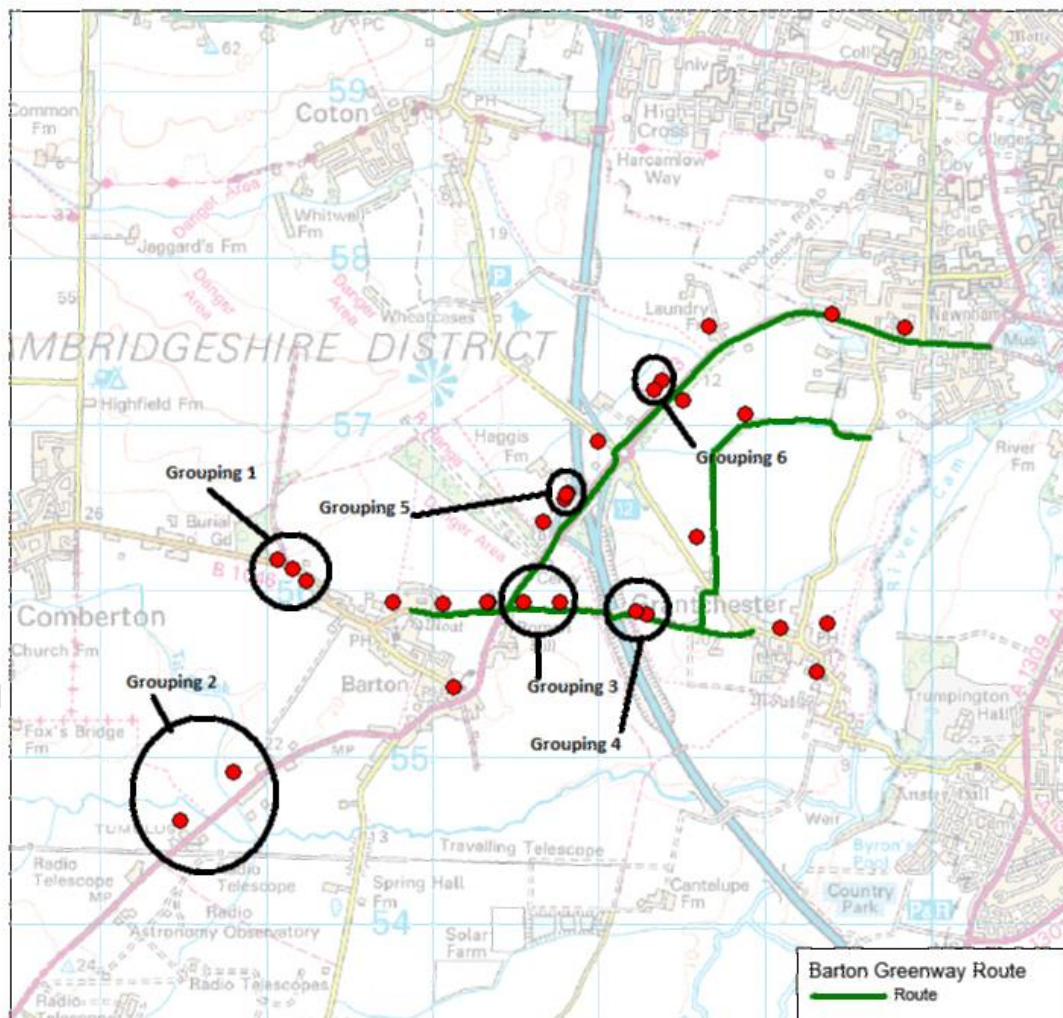
Map comments

85 comments from 19 respondents were left on the 'places' interactive map. Responses are broken down by the different themed 'pins' respondents could place. These included: 'Bicycle', 'Car', 'Car Park', 'Free comment', and 'Tree'.

'Car Park' and 'Tree' responses were too isolated to be commented on but can be viewed at <https://consultcambs.uk.engagementhq.com/Greenwaysclosed/maps/barton>

'Bicycle' pins

Figure 17: Map of 'Bicycle' pin comments



Grouping 1 – Comberton Road. These respondents felt that the proposals needed to extend out to Comberton and Toft along this road.

Grouping 2 – Wimpole Road. These respondents felt that a cycle path would be beneficial to cyclist safety here due to the road speeds.

Grouping 3 – Cambridge Road. These respondents felt that the gravel path along this route was not suitable to cycle across and needed improving.

Grouping 4 – Bridle Way. These respondents felt this area required improvements to drainage.

Grouping 5 – M11 cycleway Bridge. These respondents felt that this path was too narrow and required widening. There were also concerns regarding the placement and height of the railings across the bridge.

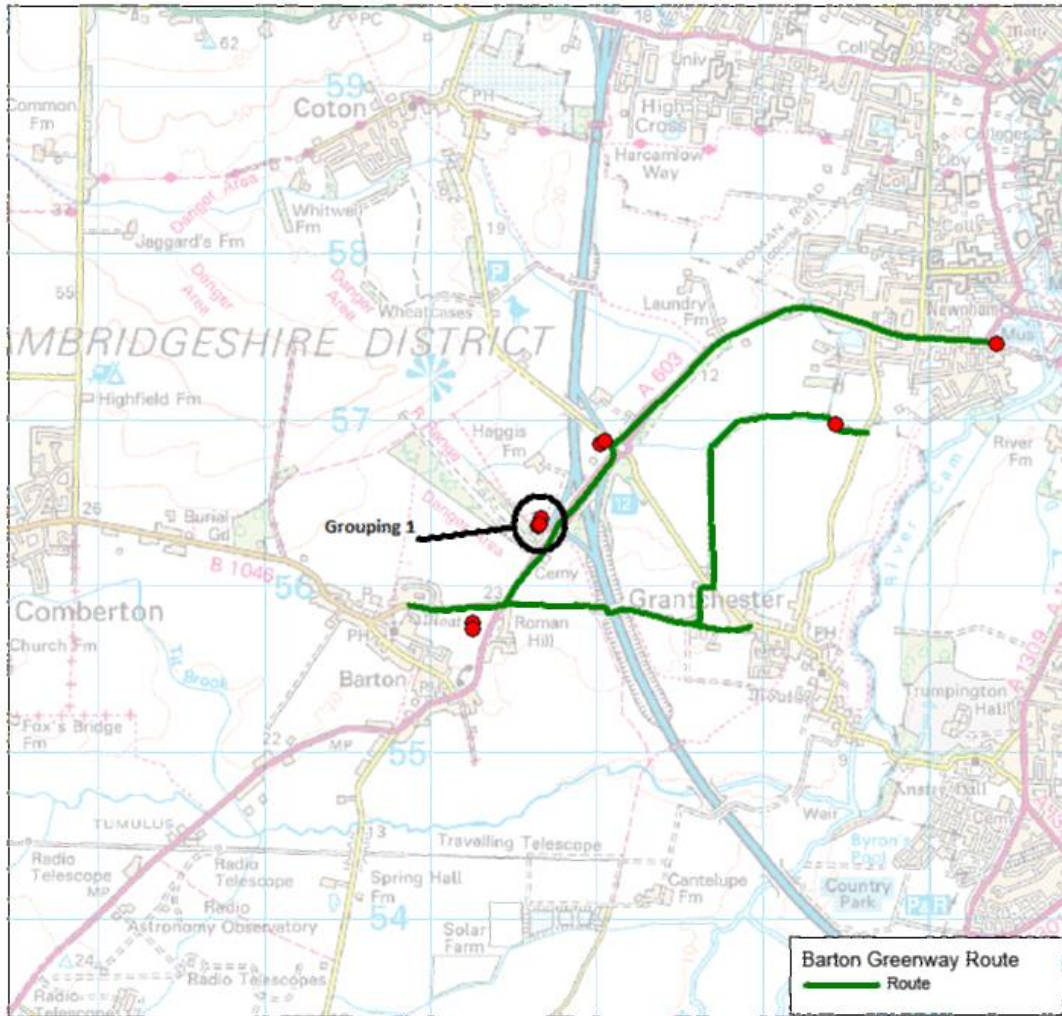
Grouping 6 – A603. These respondents felt that this area of the route was not well maintained and needed improving.

Other responses were too isolated to be commented on but can be viewed at <https://consultcambs.uk.engagementhq.com/Greenwaysclosed/maps/barton>

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'Car' pins

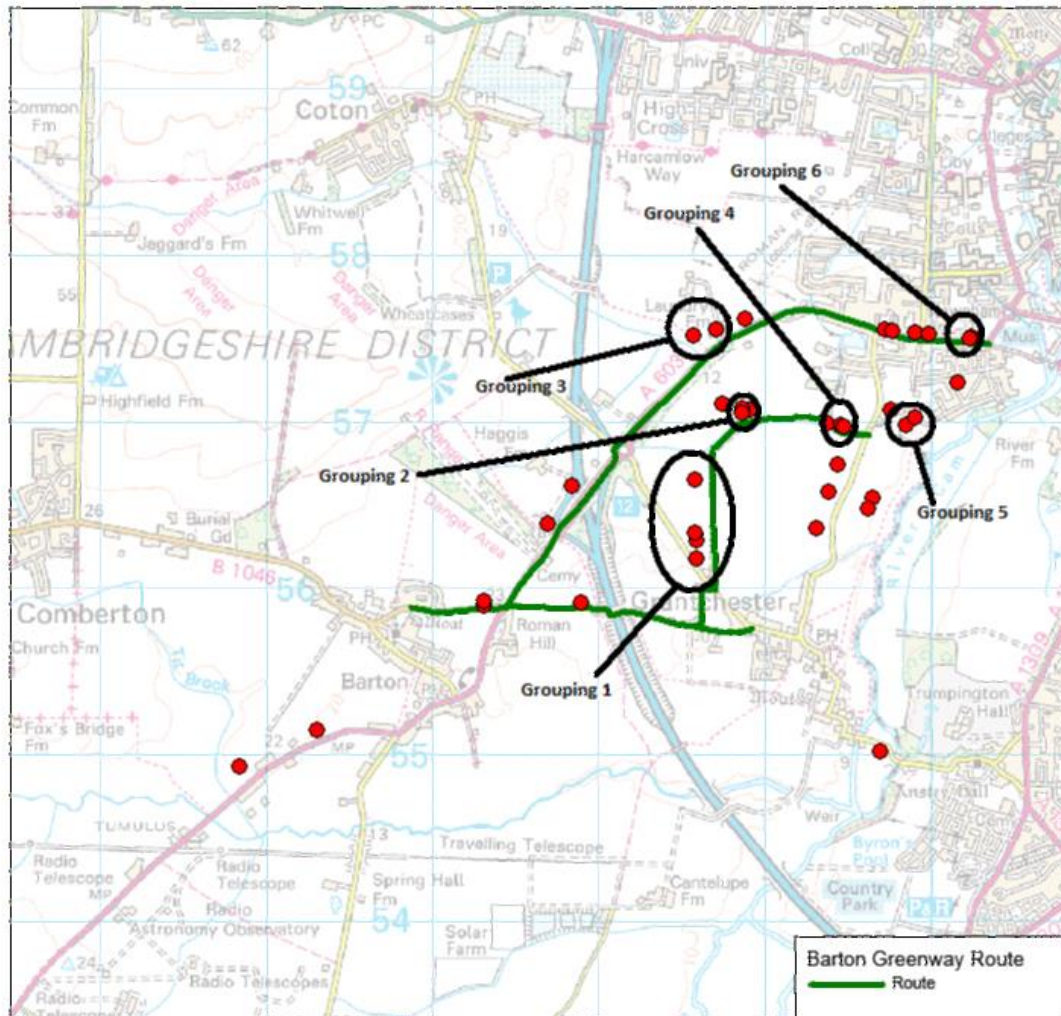
Figure 18: Map of 'Car' pin comments



Grouping 1 – M11 junction. These respondents felt that a left hand only turn to the slip road at this roundabout would make it clearer to cyclists and pedestrians where vehicles were exiting, making it safer for them.

Other responses were too isolated to be commented on but can be viewed at <https://consultcambs.uk.engagementhq.com/Greenwaysclosed/maps/barton>

Figure 19: Map of 'Free Comments' pin comments



Grouping 1 – Path near Coton Road. Most of these respondents felt that development of the route here was not needed, with some feeling it would be better to upgrade the Meadows path.

Grouping 2 – Path near Queen' & Robinson Colleges Recreation Ground. Most of these respondents felt that this path should remain rural in nature by using gravel.

Grouping 3 – A603. These respondents felt there was an opportunity in this area for a path linking to West Cambridge employment sites.

Grouping 4 – Grantchester Street. These respondents were concerned about the impact the Greenway would have on the nearby rugby club.

Grouping 5 – Grantchester Meadows. These respondents felt this area needed to be resurfaced, although there was disagreement on the type of surface.

Grouping 6 – Newnham Road/Driftway junction. These respondents indicated this junction could be dangerous, particularly due to illegal manoeuvres into the Driftway and Grantchester Street.

Other responses were too isolated to be commented on but can be viewed at <https://consultcambs.uk/engagementhq.com/Greenwaysclosed/maps/barton>

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Stakeholders responses

Background

19 responses were received on behalf of a number of different groups or organisations.

Trumpington Farm Company	Newnham Croft
Cambridge Rugby Union Football Club	Countryside Restoration Trust
Camcycle	Residents Association of Old Newnham
British Horse Society	CTC Cambridge
Cocks and Hens Cambridge Tennis Club	Newnham Croft Primary School
Offord and Camp LLP	Cambridge Past, Present and Future
Barton & District Bridleway Group	Newnham Croft Residents Association
King's College	South Newnham Neighbourhood Forum
Grantchester Village Trust	Federation of Cambridge Residents' Associations
Barton Parish Council	

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of major themes

<p>Element 10: Development of a route along the Baulk</p>	<ul style="list-style-type: none"> • Most of stakeholders indicated they were opposed to this element, feeling it was already usable as a permissive path, that developing would negatively impact the area and nearby sports clubs. • A few stakeholders felt this element would be beneficial to the cycle ways and for linking up Barton and Haslingfield.
<p>Element 3: New Road/Cambridge Road (A603) junction improvements</p>	<ul style="list-style-type: none"> • Stakeholders felt the improvements needed to take into consideration the commercial vehicle use in the area and horse riders. • Option B was indicated to be the favoured option by some stakeholders.

Element 8: Resurfacing and widening of existing path along the Barton Road	<ul style="list-style-type: none"> • Stakeholders indicated their support for this element. <ul style="list-style-type: none"> ○ Some of these stakeholders felt that the impact on the natural environment should be considered and kept limited.
Element 5: Roundabout (M11N slip road)	<ul style="list-style-type: none"> • Most stakeholders indicated their support for option B, who felt that it offered the best improvement to safety for cyclist and pedestrians. • A few stakeholders indicated their support for option A.
End of route in Cambridge	<ul style="list-style-type: none"> • Some stakeholders were concerned about the increased traffic on Lammas Land, Coe Fen, Granta Place and Mill Lane and felt that other options should be considered. • Some stakeholders felt that the Greenways should better link up to other areas of employment, such as Addenbrooke's.
Environment	<ul style="list-style-type: none"> • Stakeholders had concerns about the potential impact on the environment. <ul style="list-style-type: none"> ○ Some stakeholders welcomed the proposals to retain and add to the green verges and tree line. ○ Some stakeholders felt that some of the proposals would 'urbanise' the local environment and should be changed.

Email, social media and consultation event responses

32 responses were received regarding the consultation through email and social media platforms, such as Facebook and Twitter. Following a thematic analysis of these responses the following themes have been noted.

Summary of major themes

End of route in Cambridge	<ul style="list-style-type: none">• Some respondents were concerned and disagreed with the route ending in Cambridge where it would need to pass over Lammas Land, Newnham Croft or Sheep's Green.• Some respondents felt the routes needed to connect to other employment sites, such as West Cambridge.
Path surface	<ul style="list-style-type: none">• Respondents felt that the paths, particularly along the rural routes such as the Baulk and from Barton to Grantchester, needed to be soft and remain natural.
Development of the route along the Baulk	<ul style="list-style-type: none">• Respondents felt that this route was unnecessary, would have a negative impact on the sports clubs, and may attract antisocial behaviour.