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# Comberton Greenway: Summary Report of Consultation Findings

V1

March 2019

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## Executive Summary

Between 29 October and 17 December 2018 the Greater Cambridge Partnership (GCP) held an extensive consultation on a scheme to develop a Greenway route from Comberton 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 formation of the Greater Greenways network.
- All of the single option elements in the proposals were supported by the majority of respondents. For the multiple option elements respondents expressed the following views:
  - Element 2 - respondents were more supportive of 'Option A' (traffic calming) and opposed to 'Option B' (road closure) on Green End.
  - Element 3 – levels of both support and opposition were very similar for 'Option A' (use existing path) and 'Option B' (new path) between Green End and Wimpole Way.
- Solar stud lighting was supported by the majority of respondents in all of the proposed locations.
- A great deal of detailed comments were received, from which the most common areas of discussion were:
  - Concerns about the potential closure of Sidgwick Avenue.
  - The need for the Greenway to link to other nearby villages.
  - Potential alternative routes between Comberton and Cambridge.
  - Debate about the path details including the surface and shared usage.
  - Support for the development of a new path along Long Road.
  - Concerns about the potential environmental impact of element 3A (developing the existing footpath between Green End and Wimpole Way).
  - Debate about the use of Green End on the Greenway route and concerns relating to the potential road closure.
- 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 3,500 consultation leaflets.

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

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 485 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 485 online and written responses to the consultation survey and the 41 additional written responses received.**

## Key findings

Support for the Greater Cambridge Greenways network

### *Quantitative*

- 475 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 (90%).

Individual elements of the proposed scheme

### *Quantitative*

- 474 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 12: 'Improvements west of the M11 Bridge' (75%)
    - Element 13: 'Improvements east of the M11 Bridge' (74%)
    - Element 16: 'Link to Barton Road' (71%)

- Element 4: 'Route to Hardwick' (69%)
    - Element 14: 'Route into Cambridge - To Queen's Road' (69%)
    - Element 7: 'Bin Brook to Whitwell Way' (68%)
    - Element 9: 'Whitwell Way - route through Coton' (67%)
    - Element 8: 'Whitwell Way - route through open fields' (66%)
    - Element 6: 'Route parallel to Long Road' (64%)
    - Element 10: 'Coton - Cambridge Road junction' (63%)
    - Element 15: 'Route into Cambridge - To Silver Street' (61%)
    - Element 11: 'Coton - junction with 'The Footpath'' (60%)
    - Element 1: 'Interventions along West Street and Barton Road as far as Long Road roundabout' (57%)
    - Element 2A: 'Green End Option A' (use Green End as a quiet road with traffic calming) (57%)
    - Element 5: 'Underpass below Long Road' (54%).
  - The two proposed options for Element 3 Green End to Wimpole way were both supported by close to half of respondents: 'Option A' use the existing path (49%), 'Option B' new shared path along field edge (51%).
  - Element 2B 'Green End Option B' (use Green End as a quiet road with road closure) was opposed by 38% of respondents.
- 460 respondents answered the question about how far they supported the installation of solar studs in several locations.
    - The majority of respondents supported all eight solar stud installation locations.
      - West of M11 bridge (75%)
      - Along path around the university (71%)
      - Link to Barton Road (70%)
      - Along path parallel to long road (66%)
      - Route to Hardwick (65%)
      - Between Bin Brook and Whitwell (64%)
      - Path between Green End and Wimpole Way (63%)
      - Wimpole Way (63%).

### *Qualitative*

- Question 5 asked respondents whether they had any additional comments on the proposed route options. 314 respondents answered this question. The main themes were:
  - The need for the Greenway route to be connected to other nearby villages, including Eversden, Toft, Bourn, Cambourne, Caldecote, Kingston and Barton.
  - Opposition to the proposed closure of Sidgwick Avenue.
  - Discussions about details of the paths including, width, surface and shared use status.
  - Expressions of support for the scheme.

- The suggestion of preferred routes as an alternative to the proposed Comberton Greenway routes.
  - Debate about element 5 'an underpass below Long Road' versus a traffic controlled crossing.
  - Expressions of the need for the route to connect to the north of Hardwick.
  - General positive comments about the proposals.
  - Debate about element 6: 'Long Road'.
  - Concerns about the environmental impacts of the scheme.
  - Concerns about damage to the natural environment which may result from 'Option A' (use existing path) for element 3 'Green End to Wimpole Way' and a preference for 'Option B'.
  - Discussion about the need for adequate lighting on the route.
  - Opposition to the road closure on Green End proposed in element 2B.
- Question 6 asked respondents whether they had any comments about the suggested options for signage and wayfinding. 179 respondents answered this question. The main themes were:
    - Concerns about potential confusion relating to the proposed abbreviations, with full place names or three letter abbreviations preferred for clarity.
    - The primary need for signage to be clear and simple.
    - Debate about the extent to which the route is lit due to concerns over the environmental impact as well as concerns relating to safety in the absence of sufficient lighting.
    - Positive comments about the signage and wayfinding proposals.

## Other

### *Qualitative*

- 99 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 theme was:
  - The potential benefits the scheme could have for those with disabilities by improving access and providing new travel options.



# Introduction

## Background

In 2016, the GCP 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 GCP then ran a public consultation between 29 October and 17 December 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 3,400 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, 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 Comberton Greenway proposals was designed by the GCP 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 they would intend to primarily travel on the Greenway, how far they supported the 15 elements of the Comberton Greenway route, and how far they supported the installation of solar studs in 8 locations), an eight-page information document was produced and supplemented with

additional information available online and at key locations.

This document explained the GCP's strategy and the time-scales to which it was working and discussed the reasons why a Greenway was being developed for Comberton. 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 GCP'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 Comberton 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 Comberton 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 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 overview 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 were 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 the themes with the most tags are summarised in the final report. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- 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. The number of map comments received was too small to conduct a thematic analysis, however, a link to the online map where all of the comments can be viewed is included within the report.
- The final report is then written to provide an objective view of the results of the consultation.

## Quality Assurance

### Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

- A visual check of the raw data showed no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

# Survey Findings

## Respondent Profile

### Respondent location

In total, 485 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. A recognisable postcode was entered by 378 respondents (78%). Based on the postcode data provided, most respondents resided in:

- Comberton (28%)
- Hardwick (15%)
- Newnham (13%)
- Coton (8%).

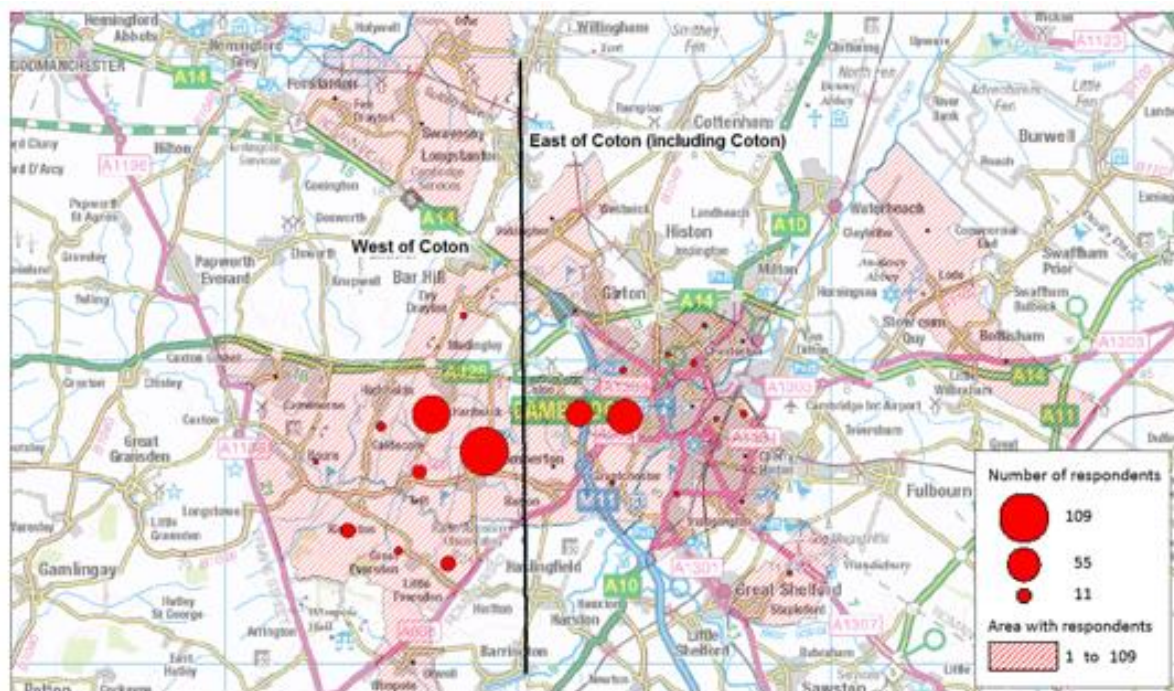
These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories;

- 'West of Coton' (covering 50% of respondents);
- 'East of Coton (including Coton)' (covering 28% 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**

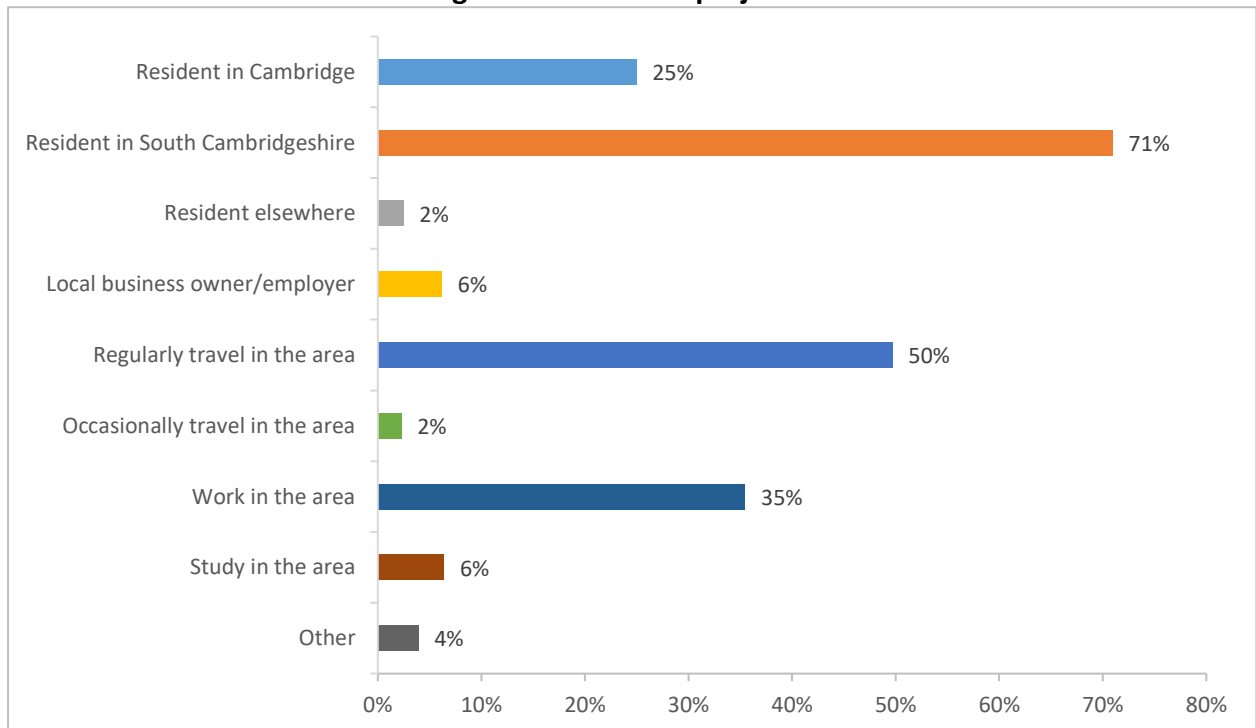


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

### Respondent's interest in project

479 respondents answered this question indicating their interest in the project. Respondents could select multiple answers.

**Figure 2: Interest in project**

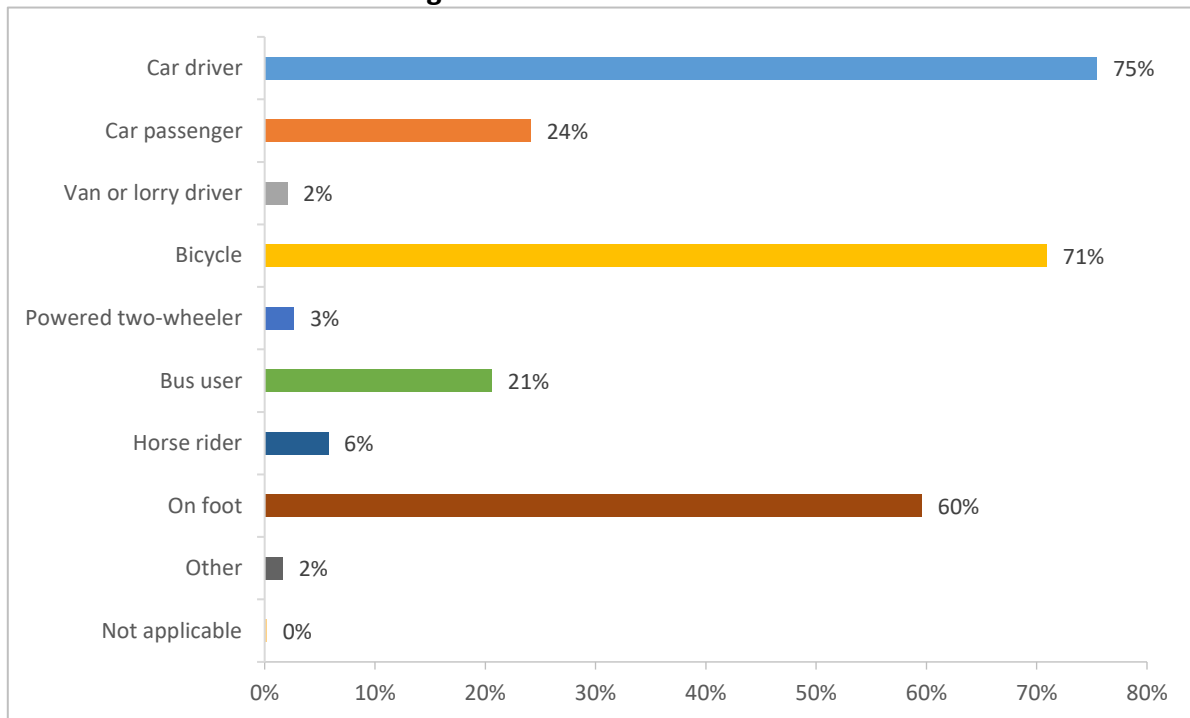


- Most respondents indicated that they were a 'resident in South Cambridgeshire' (71%).
- Half of respondents indicated that they 'regularly travel in the area' (50%).
- Over a third indicated that they 'work in the area' (35%).
- A quarter of respondents indicated that they were 'a resident in Cambridge' (25%).
- A small number of respondents indicated that they:
  - Were a 'local business owner/employer' (6%)
  - 'Study in the area' (6%)
  - Were a 'resident elsewhere' (2%)
  - 'Occasionally travel in the area' (2%).
- A few respondents indicated that their interest in the project was 'other' (4%).

## Respondent's usual mode of travel in the area

481 respondents answered the question on their usual mode of travel. Respondents could select multiple answers.

**Figure 3: Usual mode of travel**



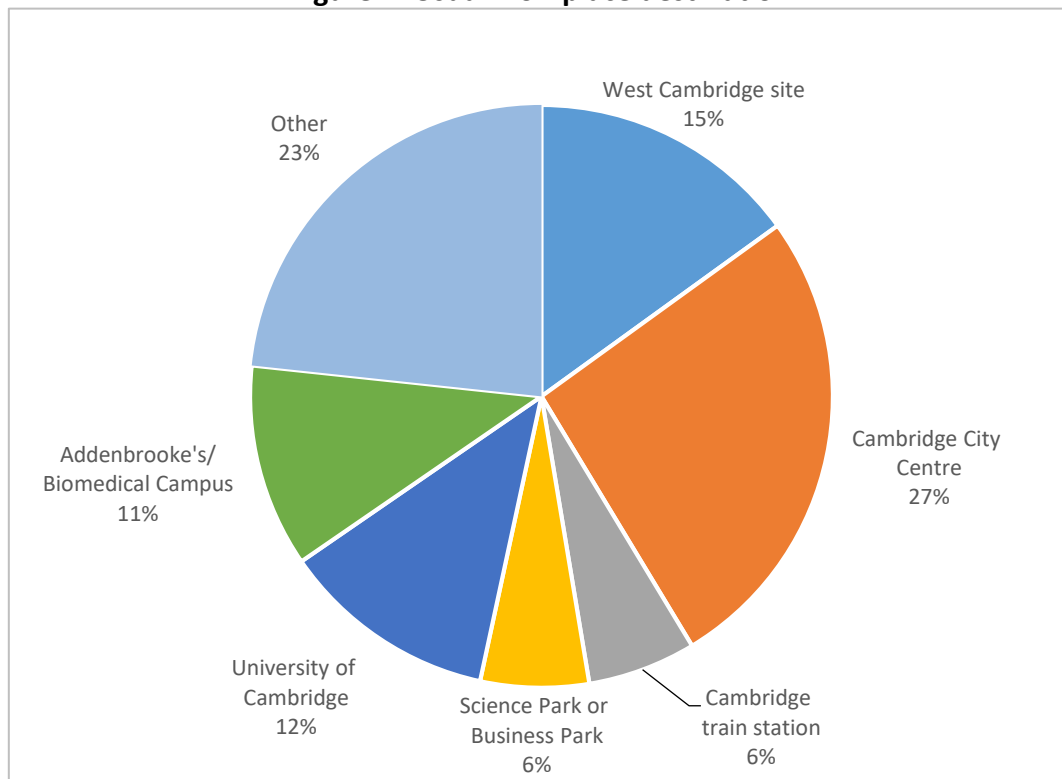
- The majority of respondents indicated that their usual mode of travel in the area was:
  - As a 'car driver' (75%)
  - By 'bicycle' (71%)
  - 'On foot' (60%).
- Under a quarter of respondents indicated that they:
  - Were a 'car passenger' (24%)
  - Were a 'bus user' (21%).
- A few respondents indicated that their usual mode of travel was:
  - As a 'horse rider' (6%)
  - By 'powered two-wheeler' (3%)
  - As a 'Van or lorry driver' (2%)
  - 'Other' (2%).



## Respondent's usual workplace if commuting in the area

134 respondents answered the question which asked respondents who commuted in the area to indicate their usual workplace destination. Respondents could select multiple answers for this question.

**Figure 4: Usual workplace destination**



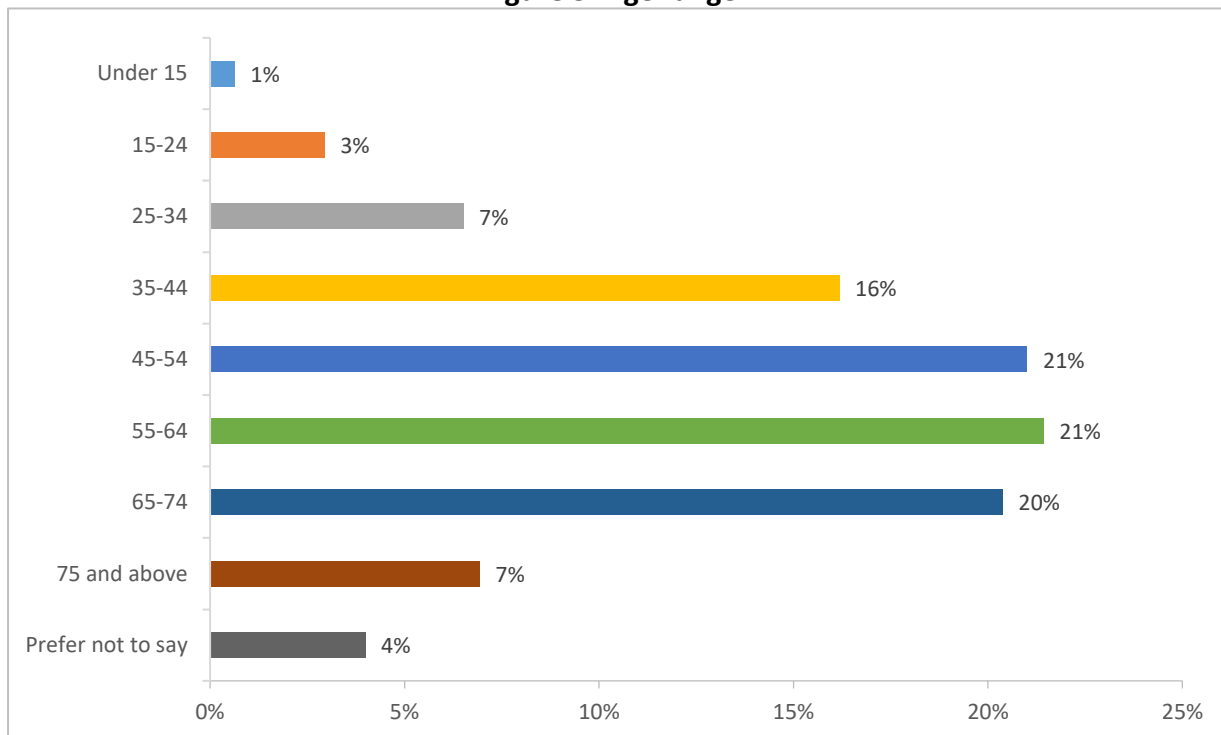
- Just over a quarter of respondents indicated that the usual workplace destination they travelled to was in 'Cambridge City Centre' (27%).
- Just under a quarter indicated that their usual workplace was 'other' (23%).
- Few respondents indicated that they typically commuted to:
  - 'West Cambridge site' (15%)
  - 'University of Cambridge' (12%)
  - 'Addenbrooke's/Biomedical Campus' (11%)
  - 'Science Park or Business Park' (6%)
  - 'Cambridge Train Station' (6%).

6 of the respondents who indicated their usual workplace destination was 'other' left information indicating their destination. These locations included: Toft, Barton, Melbourn Science Park, Trumpington and Peterborough.

## Respondent's age range

476 respondents answered the question on their age range.

**Figure 5: Age range**

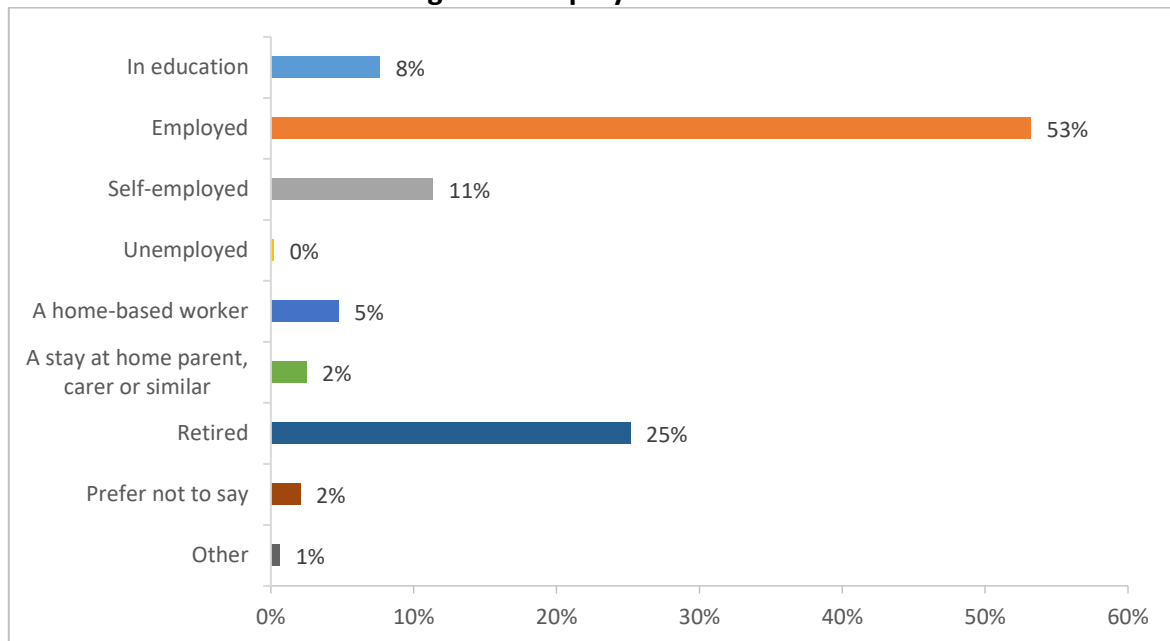


- Ages from '15-24' to '25-34' were slightly under represented when compared to the general population, only accounting for 10% of respondents.
- Ages from '35-44' to '55-64' were well represented.
- Ages '65-74' were slightly over represented compared to the general Cambridgeshire population, accounting for a fifth of respondents (20%).

## Respondent's employment status

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

**Figure 6: Employment status**

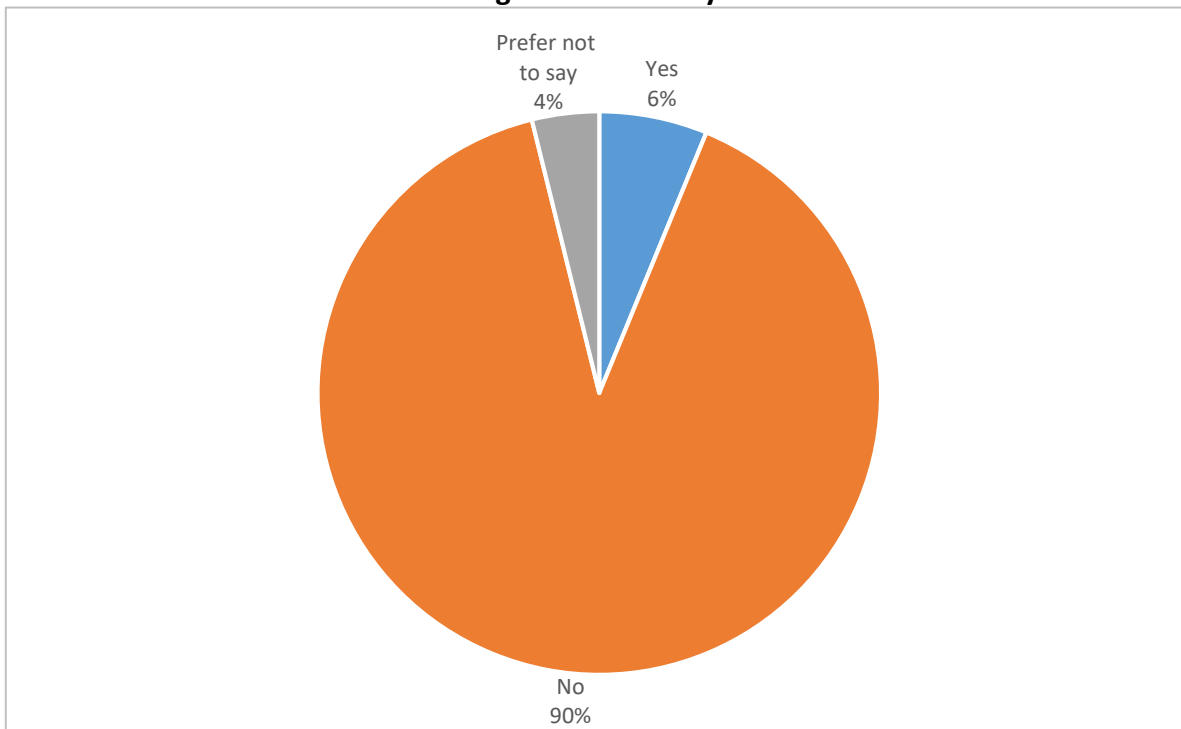


- Over half of respondents indicated that they were 'employed' (53%).
- A quarter of respondents indicated that they were 'retired' (25%).
- A small number of respondents reported their employment status as:
  - 'Self-employed' (11%)
  - 'In education' (8%)
  - 'A home-based worker' (5%)
  - 'A stay at home parent, carer or similar' (2%)
  - 'Prefer not to say' (2%)
  - 'Other' (1%).

## Respondent's disability status

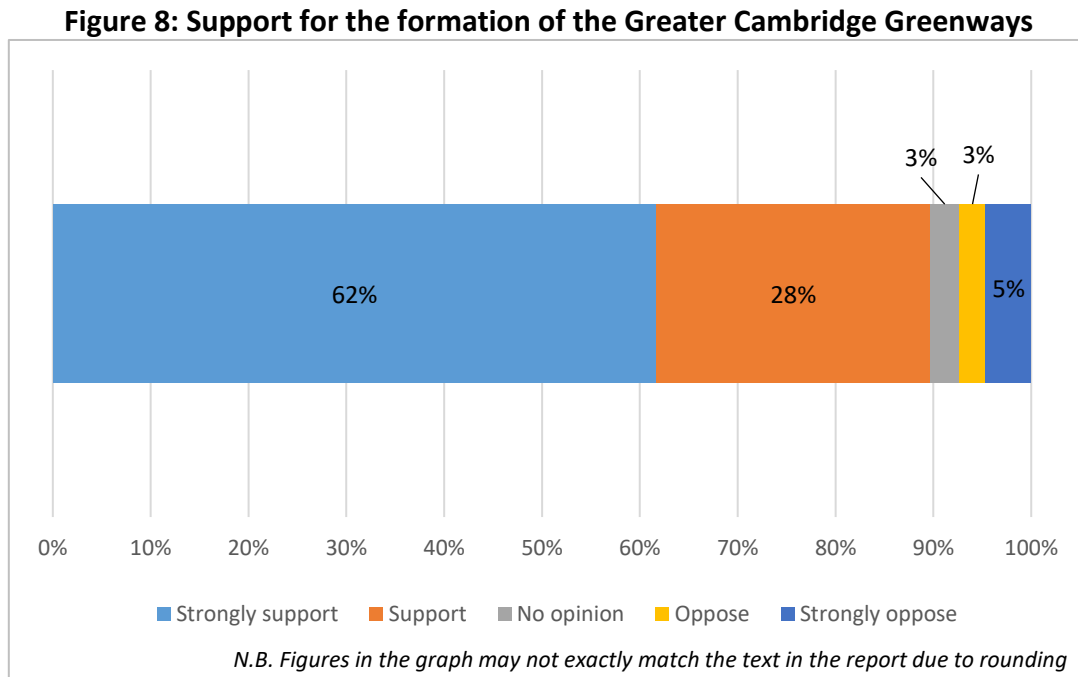
467 respondents answered the question about whether they had a disability that influences the way they travel, with 6% of respondents indicating that they did.

**Figure 7: Disability**



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

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

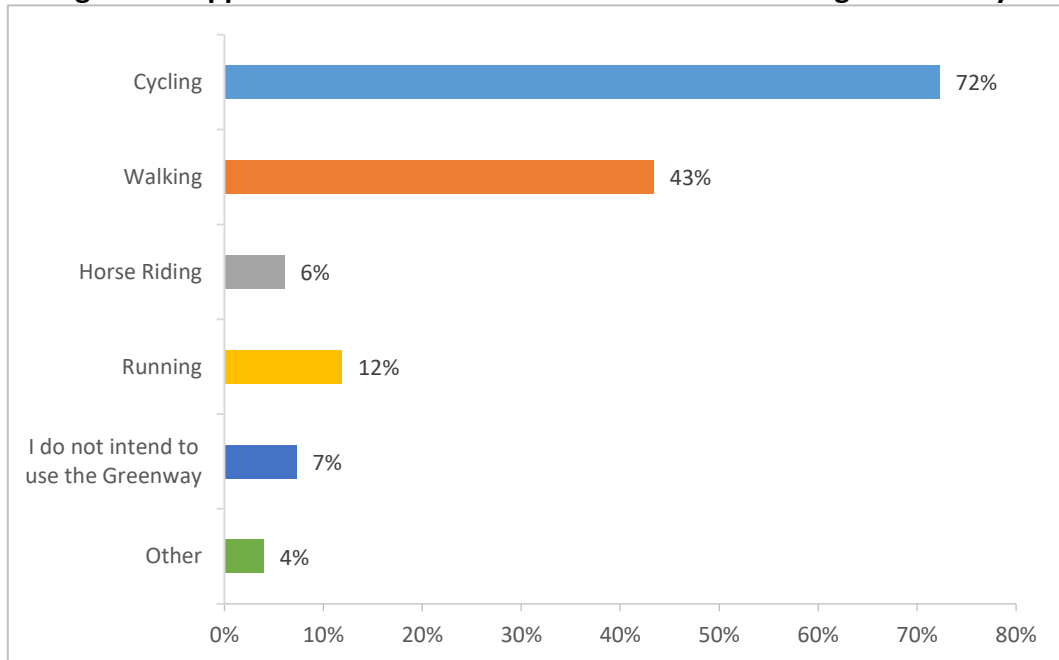


- The majority of respondents supported the formation of the Greater Cambridge Greenways network (90%).

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

477 respondents answered the question on how they would intend to primarily travel on the Greenway.

**Figure 9: Support for the formation of the Greater Cambridge Greenways**

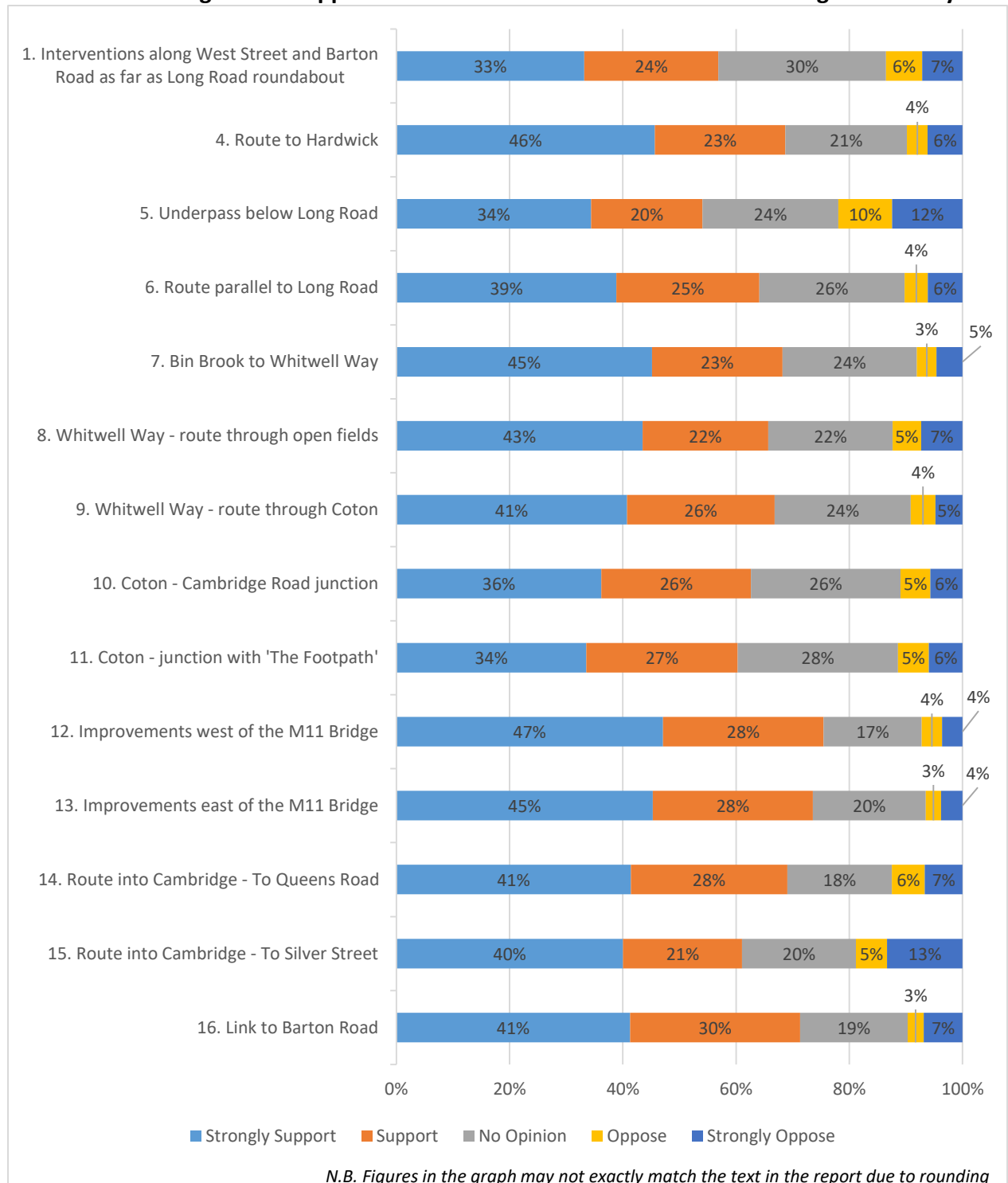


- The majority of respondents indicated that they would be 'cycling' on the Greenway (72%).
- Under half of respondents indicated that they would be 'walking' (43%).
- Few respondents indicated they would 'running' (12%), 'horse riding' (6%), or using 'other' means to travel on the Greenway (3%).
  - Respondents who indicated that they would use 'other' means to travel on the Greenway were asked to specify. Of the 19 respondents who answered 'other', 18 left an answer to this question, answers included wheelchair, motorcar and tricycle.
  - A few respondents discussed having a link to the Eversdens to enable use of the Greenway.
  - A few respondents specified that they would not use this route.
- Few respondents indicated that they did not 'intend to travel on the Greenway' (7%).

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

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

**Figure 10: Support for the formation of the Greater Cambridge Greenways**



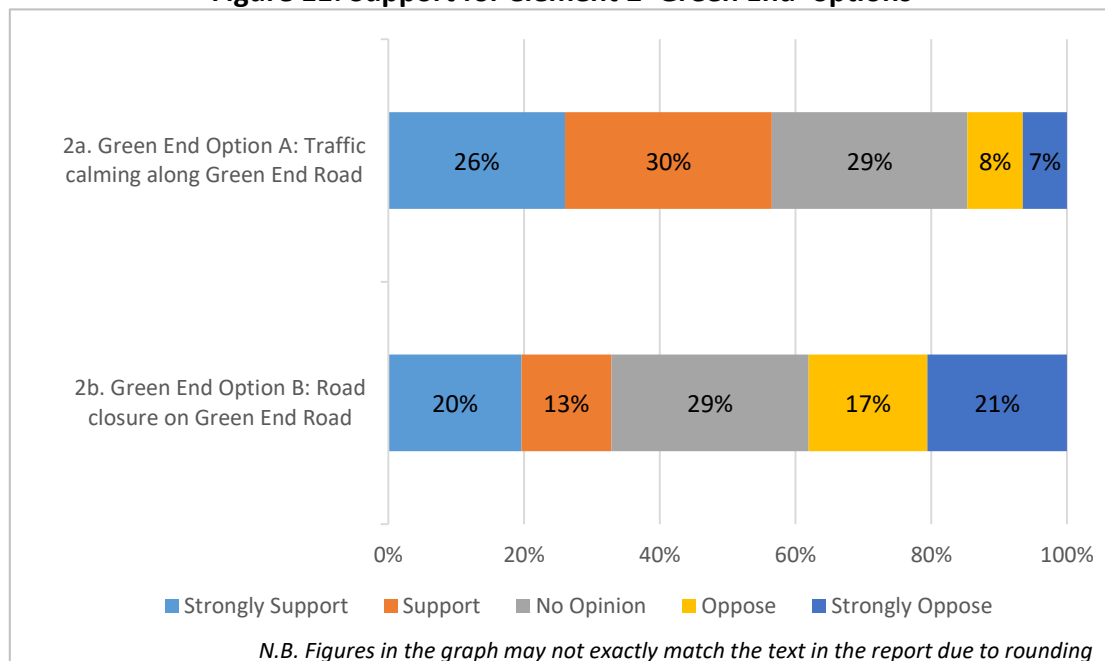
*N.B. Figures in the graph may not exactly match the text in the report due to rounding  
 N.B. Element 2 and element 3 had multiple options available and are charted separately below.*

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

- Element 12: 'Improvements west of the M11 Bridge' (75%)
- Element 13: 'Improvements east of the M11 Bridge' (74%)
- Element 16: 'Link to Barton Road' (71%)
- Element 4: 'Route to Hardwick' (69%)
- Element 14: 'Route into Cambridge - To Queens Road' (69%)
- Element 7: 'Bin Brook to Whitwell Way' (68%)
- Element 9: 'Whitwell Way - route through Coton' (67%)
- Element 8: 'Whitwell Way - route through open fields' (66%)
- Element 6: 'Route parallel to Long Road' (64%)
- Element 10: 'Coton - Cambridge Road junction' (63%)
- Element 15: 'Route into Cambridge - To Silver Street' (61%)
- Element 11: 'Coton - junction with 'The Footpath'' (60%)
- Element 1: 'Interventions along West Street and Barton Road as far as Long Road roundabout' (57%)
- Element 5: 'Underpass below Long Road' (54%).

Elements 2 and 3 both had multiple options available.

**Figure 11: Support for element 2 'Green End' options**



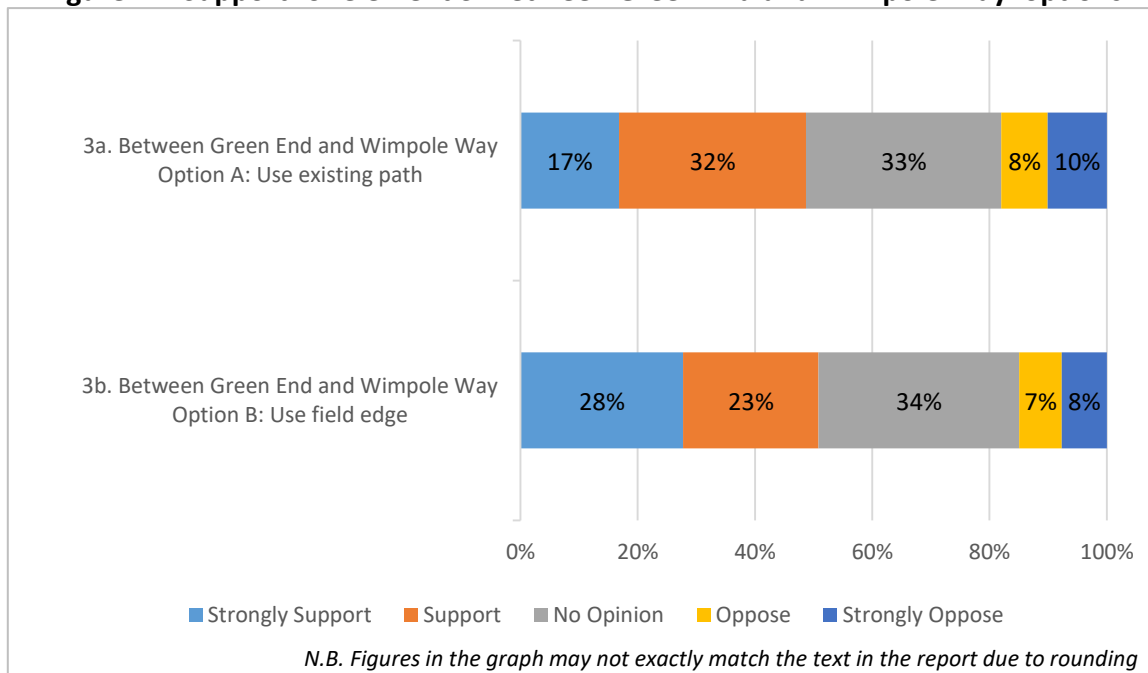
For the element 2: 'Green End' options:

- The majority of respondents supported 'Option A' (Green End as a quiet road with traffic calming) (57%).



- ‘Option B’ (Green End as a quiet road with a road closure) was opposed by 38% of respondents and supported by a third (33%).

**Figure 12: Support for element 3 ‘Between Green End and Wimpole Way’ options**



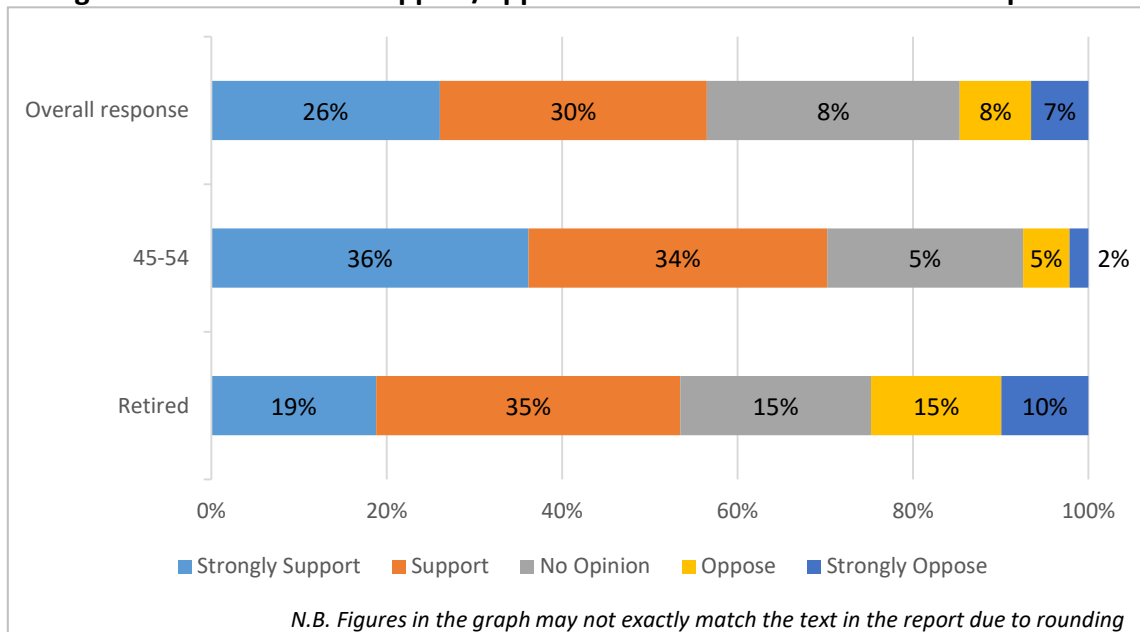
For the element 3: ‘Between Green End and Wimpole Way’ options:

- Levels of support were very similar for both options with just under a half of respondents (49%) supporting ‘Option A’ (use existing path) and just over half (51%) supporting ‘Option B’ (new path along field edge).
- Levels of opposition were also similar with 18% of respondents opposed to ‘Option A’ and 15% opposed to ‘Option B’.

The data was cross-tabulated based on answers to demographic questions (outlined in the ‘respondent profile’ section), to explore how respondents in particular areas or with different statuses answered the survey questions. The full cross-tabulated data for each question is included in Appendix 1. Where there was a significant difference in the way specific groups answered, compared to the overall response, these differences are outlined in this report as shown in the following section.

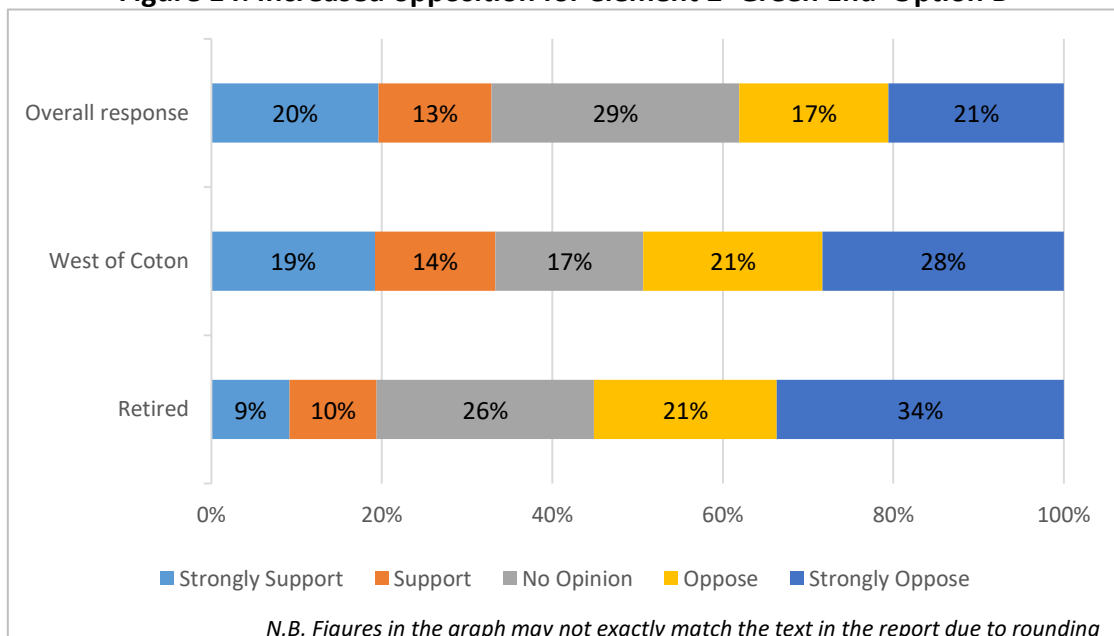
Element 2: Green End

**Figure 13: Difference in support/opposition for element 2 ‘Green End’ Option A**



Respondents aged ‘45-54’ were more supportive of ‘Option A’ (70%) whilst respondents with an occupation status of ‘retired’ were more opposed (25%), when compared to the overall response.

**Figure 14: Increased opposition for element 2 ‘Green End’ Option B**

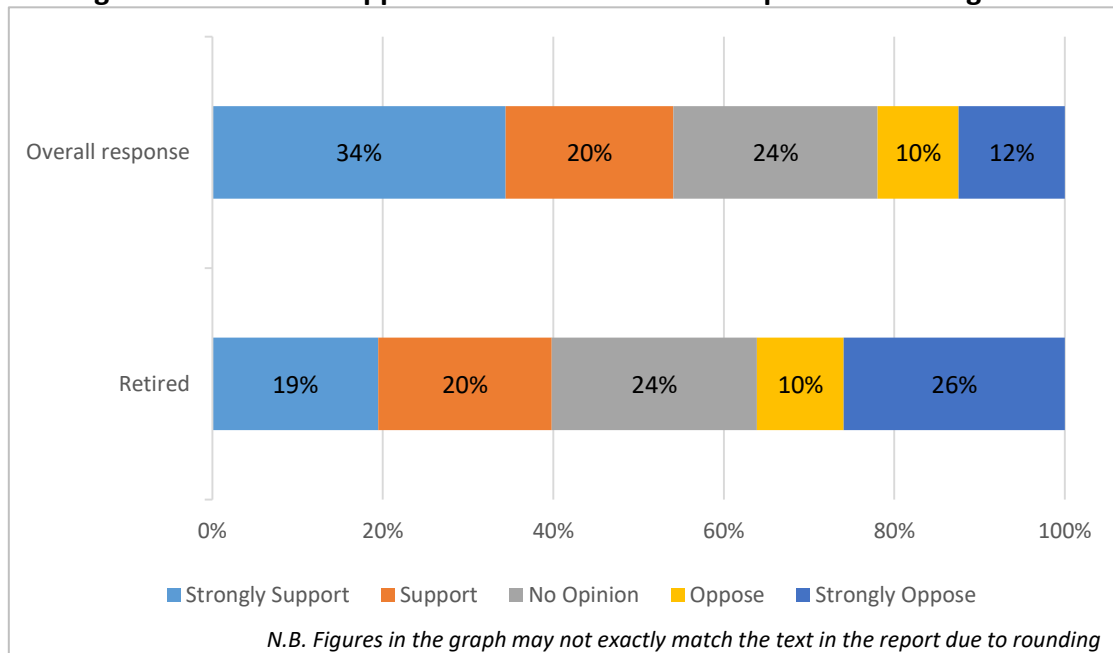


Respondents were more opposed to element 2B: ‘Green End – Option B’ when they indicated that they:

- Were located ‘West of Coton’ (49%)
- Were ‘retired’ (55%).

Element 5: Underpass below Long Road

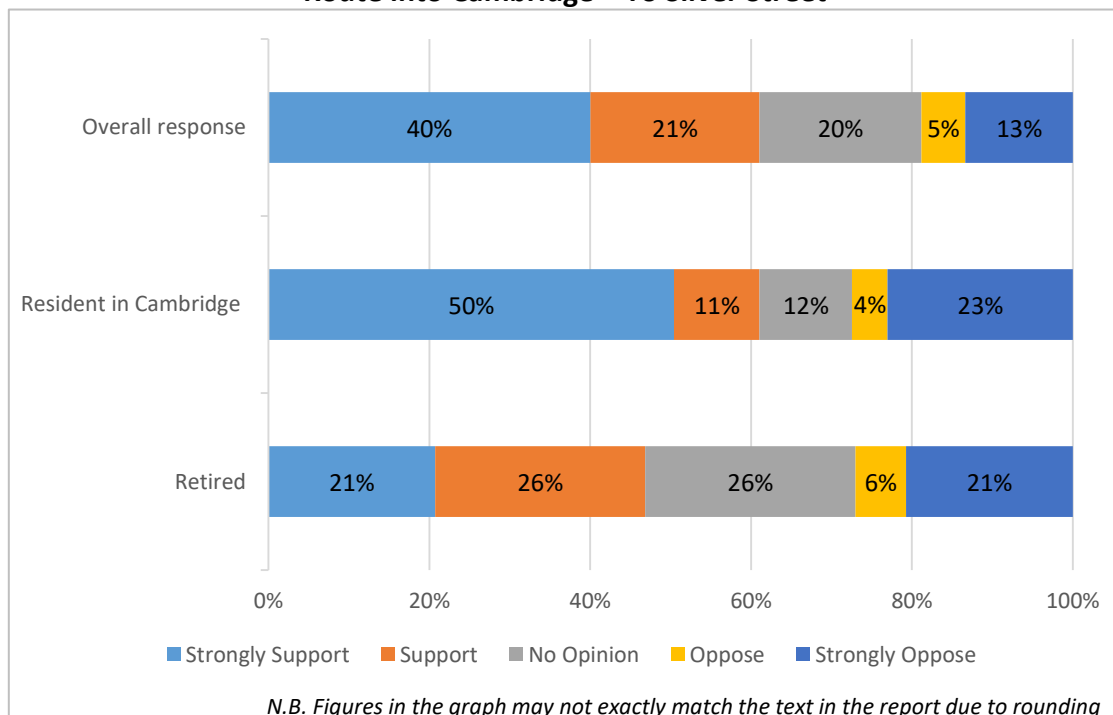
**Figure 15: Increased opposition to Element 5: Underpass below Long Road**



Respondents who indicated that their occupation status was ‘retired’ were more opposed (36%) and less supportive (40%) of element 5, when compared to the overall response.

Element 15: Route into Cambridge – To Silver Street

**Figure 16: Increased opposition to Element 15:  
Route into Cambridge – To Silver Street**



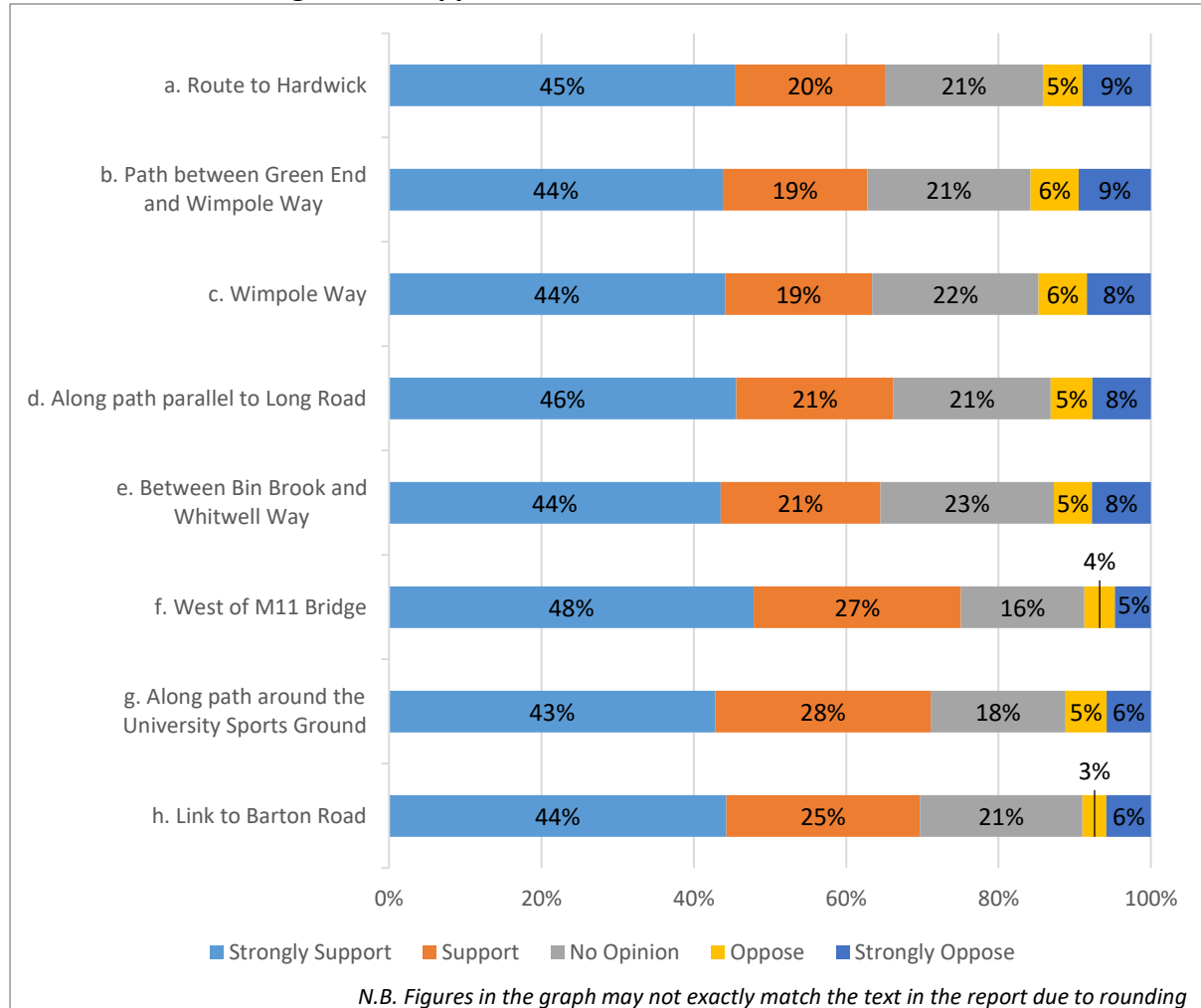
Respondents were slightly more opposed to element 15: 'Route into Cambridge – To Silver Street' when they indicated that they:

- Were a 'resident in Cambridge' (27%)
- Were 'retired' (27%).

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

460 respondents answered the question about how far they supported the installation of solar studs in eight specific locations.

**Figure 17: Support for the installation of solar studs**



All of the solar stud installation locations were supported by the majority of respondents:

- West of M11 bridge (75%)
- Along path around the university (71%)
- Link to Barton Road (70%)
- Along path parallel to long road (66%)
- Route to Hardwick (65%)
- Between Bin Brook and Whitwell (64%)
- Path between Green End and Wimpole Way (63%)
- Wimpole Way (63%).

Question 5: Do you have any additional comments on the proposed route options? Please include details of the location you are referring to in your response.

314 respondents left comments on the proposed route options.

<p><b>Links to other villages</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme expressed the wish for the Greenway to be extended to link in with the following villages: <ul style="list-style-type: none"> <li>○ Eversden (respondents discussed how a current lack of safe cycle routes between Eversden and Comberton/Cambridge, coupled with a lack of bus service, is causing a reliance on cars)</li> <li>○ Toft</li> <li>○ Bourn</li> <li>○ Cambourne (link with Cambridge to Cambourne route)</li> <li>○ Caldecote and Highfields Caldecote</li> <li>○ Kingston</li> <li>○ Barton (connecting to the Barton Greenway).</li> </ul> </li> </ul>
<p><b>Element 15: Route into Cambridge – Silver Street</b></p>	<ul style="list-style-type: none"> <li>• Some respondents opposed the closure of Sidgwick Avenue. Reasons for opposition mostly related to the impact on traffic in nearby area (particularly Maltings Lane and Barton Road), the lack of a location for safe turning and maintaining access for residents and the University/college sites. <ul style="list-style-type: none"> <li>○ Some respondents recommended removing parking on Sidgwick Avenue and widening/resurfacing the existing pavement and potentially creating a new path on the road side of the existing trees as an alternative solution.</li> <li>○ A few respondents indicated that a one-way system would be preferable to a closure.</li> <li>○ A few respondents suggested that West Road was a more suitable route than Sidgwick Avenue.</li> <li>○ A few respondents suggested making Sidgwick access-only for certain vehicles.</li> </ul> </li> <li>• Some respondents discussed the section from the University Sports Centre to Grange Road, most of these respondents supported this section whilst a few felt it was unnecessary.</li> <li>• A few respondents raised concerns that cycling conditions on Grange Road are unsafe due to inadequate cycle lanes, speed bumps and high levels of traffic including buses and HGVs.</li> </ul>

<p><b>Path details</b></p>	<ul style="list-style-type: none"> <li>• Some respondents who discussed this theme suggested that the grassy strip needed to be wider than 2 metres to provide horse riders with sufficient space.</li> <li>• A few respondents indicated that the hard path needed to be sufficiently wide for wheelchairs/power chairs and tricycles to use the path and pass safely.</li> <li>• A few respondents raised safety concerns in relation to shared use paths.</li> <li>• A few respondents made recommendations relating to the hard path surface, these included, making it all weather, smooth and durable, not using concrete, ensuring the colour blends with the natural environment and potentially using recycled/environmentally friendly materials.</li> </ul>
<p><b>Positive</b></p>	<ul style="list-style-type: none"> <li>• These respondents indicated their support for the Greenway proposals, specifically highlighting the value in being able to commute to Cambridge and in the provision of safer routes for children, particularly to access Comberton Village College.</li> </ul>
<p><b>Existing alternative routes</b></p>	<ul style="list-style-type: none"> <li>• Most of these respondents indicated a preference for the Comberton to Cambridge (via Barton) route to be upgraded and linked with the Barton Greenway. Respondents felt that this was the most direct, flattest and safest route to Cambridge and as such would see greater usage.</li> <li>• A few respondents suggested that the Hardwick route to Cambridge could run along the A1303 and Madingley Road.</li> </ul>
<p><b>Element 5: Underpass under Long Road</b></p>	<ul style="list-style-type: none"> <li>• Some respondents suggested that a traffic light controlled crossing for cyclists, pedestrians and horse riders would be preferable, primarily due to the high cost of the underpass.</li> <li>• A few respondents stated that if an underpass is built it needs to be accessible for horses.</li> <li>• A few respondents raised concerns about the safety of underpasses and the potential for crime and anti-social behaviour.</li> <li>• A few respondents suggested a bridge would be suitable.</li> <li>• A few respondents raised concerns about flooding due to the proximity to Bin Brook.</li> </ul>

<p><b>Hardwick village route link</b></p>	<ul style="list-style-type: none"> <li>• These respondents emphasised that there was a need for the Greenway to extend further north into Hardwick in order to allow Hardwick residents in the most populated area of the village safe access to the route.</li> </ul>
<p><b>Element 6: Long Road</b></p>	<ul style="list-style-type: none"> <li>• Most respondents discussing this theme indicated their support for this element. Respondents stated that Long Road currently is a dangerous road for cyclists and horse riders and that the shared use path would be deliver a significant improvement.</li> <li>• A few respondents expressed the view that the carriageway should not be narrowed.</li> <li>• A few respondents suggested linking the Long Road path with Branch Road.</li> <li>• A few respondents indicated that Long Road was a duplication if the Green End route went ahead.</li> </ul>
<p><b>Environmental</b></p>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned about damage to the natural environment as a result of the Greenway. Primarily concerns centred on the removal of green space and hedgerows, the impact on wildlife and the urbanisation of existing rural walking paths. Respondents expressed the wish that environmental impact should be minimised where possible.</li> </ul>
<p><b>Element 3: Between Green End and Wimpole Way</b></p>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this element indicated a preference of 'Option B' over 'Option A' in order to preserve the existing footpath.</li> <li>• Some respondents indicated that the rural environment should be preserved as much as possible on this particular stretch on the route.</li> <li>• A few respondents felt that this was not the most direct route.</li> </ul>
<p><b>Lighting</b></p>	<ul style="list-style-type: none"> <li>• Most respondents discussing this theme felt that adequate lighting was important, particularly to enhance safety and facilitate winter usage of the routes. Respondents had mixed views on solar studs, some supported their usage whilst others felt they were not adequate. A few respondents emphasised that the solar studs needed to be clear of</li> </ul>



	vegetation and recommended placement on the centre of paths.
<b>Element 2: Green End</b>	<ul style="list-style-type: none"><li>• Most respondents discussing this theme opposed the road closure on Green End proposed in 'Option B'. Concerns about the road closure chiefly related to access to the doctor's surgery and causing traffic problems within the village (including from agricultural vehicles).</li></ul>

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

179 respondents left comments on the suggested options for signage and wayfinding.

### Summary of major themes

<b>Abbreviations</b>	<ul style="list-style-type: none"> <li>• The majority of respondents who discussed this theme expressed concerns about the use of abbreviations, primarily that abbreviations may not be clear to non-local users and also that some villages (such as Coton and Comberton) shared the same first two letters. <ul style="list-style-type: none"> <li>○ Some respondents suggested full place names as an alternative whilst a few respondents suggested three letter abbreviations.</li> <li>○ A few respondents suggested numbered routes with full place names at junctions.</li> </ul> </li> </ul>
<b>Simplicity and clarity</b>	<ul style="list-style-type: none"> <li>• Most respondents who discussed this theme indicated a preference to keep the signage simple and minimal.</li> <li>• Some respondents emphasised the importance that the signs were clear to users. <ul style="list-style-type: none"> <li>○ A few respondents suggested the signs should be either lit or reflective so they can be seen in the dark.</li> </ul> </li> </ul>
<b>Lighting</b>	<ul style="list-style-type: none"> <li>• Some respondents indicated a preference for limiting the inclusion of lighting to maintain the country feel in rural areas and avoid light pollution.</li> <li>• Some respondents indicated that better lighting was required on the route, concerns were raised about whether solar studs would provide sufficient lighting for user's visibility or safety reassurance.</li> <li>• Some respondents indicated their support for solar studs.</li> </ul>
<b>Positive</b>	<ul style="list-style-type: none"> <li>• These respondents indicated their support for the signage and wayfinding part of the proposals.</li> </ul>

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.

99 respondents left comments on question 7, which asked respondents whether they felt any of the proposals would either positively or negatively affect or impact any person/s or group/s with protected characteristics under the Equality Act 2010.

<b>Disability positive</b>	<ul style="list-style-type: none"><li>• The majority of respondents who discussed this theme felt that the proposed scheme could positively impact those with disabilities by improving access and delivering new travel options.</li><li>• A few respondents emphasised that to achieve a positive impact the pathways would need to be suitable for a wide range of transportation options e.g. wheelchairs, mobility scooters, e-bikes and tricycles.</li><li>• A few respondents discussed the need for sufficiently wide and segregated paths to ensure safe interactions and overtaking between different users.</li></ul>
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## Map comments

Six respondents left a total of 11 comments on the 'places' interactive map. The map comments received were too singular to be grouped together for analytical purposes but can be viewed at:

<https://consultcambs.uk/engagementhq.com/Greenways/maps/comberton-map>

## Stakeholders responses

### Background

Responses were received on behalf of 26 different groups and organisations.

Comberton & Eversden Surgery	British Horse Society
Hardwick Parish Council	Barton & District Bridleways Group
Cambridgeshire Local Access Forum	Comberton Parish Council
Ridley Hall College	University of Cambridge
Caldecote Parish Council	Gonville & Caius College
Newnham College	Clare Hall College
Corpus Christi College	Cambridge Connect
Coton Parish Council	Selwyn College
St Johns College	RAON (Residents' Association of Old Newnham)
Eversden Parish Council	Coton Primary School
Natural England	North BRLOG
Jesus College	Cambridge Group Ramblers
Cam Cycle	
Cambridge PPF	

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

Comment theme	Respondent comments
<b>Element 15: Route into Cambridge – To Silver Street</b>	<ul style="list-style-type: none"> <li>Most stakeholders indicated that they were opposed to the proposed closure of Sidgwick Avenue. Concerns mostly related to the operational and economic impacts on the University colleges and departments that operate in this location as well as traffic impacts on nearby roads such as Maltings Lane. Suggested alternatives to closure included the removal of parking on Sidgwick Avenue, traffic calming, a one-way system, widening/resurfacing of the pavement, creation of a cycle path on the road side of the existing trees and limiting vehicle access.</li> <li>Some stakeholders raised questions around how the section of Element 15 leading to Grange Road would interact with the Cambourne to Cambridge busway</li> </ul>

	<p>proposals, with some stakeholders expressing concerns about duplication.</p>
<p><b>Element 7: Bin Brook to Whitwell Way</b></p>	<ul style="list-style-type: none"> <li>• Some stakeholders made specific recommendations about the path surface, which included making the grassy path 3m, selecting a material for the hard path which blends with the rural environment and is suitable for horses and making sure the hard path is all weather sealed and created with a system to maintain soil stability and improve drainage.</li> <li>• Some stakeholders indicated their support for this element.</li> <li>• Some stakeholders stated that the proposed bridge should be suitable for equestrians.</li> </ul>
<p><b>Element 6: Long Road</b></p>	<ul style="list-style-type: none"> <li>• Most stakeholders indicated their support for this element particularly due to current safety concerns for equestrians, cyclists and pedestrians using this route.</li> </ul>
<p><b>Element 2: Green End</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders had mixed views on Element 2 with some favouring 'Option B' (road closure) as the safer option, whilst other stakeholders opposed 'Option B' due to concerns about the impact on traffic in the nearby area and also access for the doctor's surgery on Green End.</li> </ul>
<p><b>Element 3: Green End to Wimpole Way</b></p>	<ul style="list-style-type: none"> <li>• Some stakeholders indicated a preference for 'Option B' (new shared path along the field edge), concerns were raised about the potential environmental damage associated with 'Option A' (use existing path).</li> <li>• Some stakeholders expressed the view that element 3 should be upgraded to a bridleway to ensure equestrian inclusion.</li> <li>• A few stakeholders indicated that they did not support the element 3 route.</li> </ul>
<p><b>Element 4: Route to Hardwick</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders highlighted the rural nature of the existing bridleway and indicated that any development needed to minimise the environment impact on the existing area.</li> </ul>

<p><b>Element 12: M11 bridge</b></p>	<ul style="list-style-type: none"> <li>• Some stakeholders indicated their support for improvements to the bridge and the linkage to the West Cambridge site.</li> <li>• Some stakeholders indicated that the bridge needed to be suitable for horses.</li> <li>• Some stakeholders indicated support for retaining existing route options after the bridge.</li> </ul>
<p><b>Element 14: Route into Cambridge - To Queens Road</b></p>	<ul style="list-style-type: none"> <li>• Some stakeholders indicated support for improvements on and around Adams Road.</li> <li>• Some stakeholders expressed concerns about existing capacity issues on Garret Hostel Lane and questioned the suitability of the bridge for taking an increased number of cyclists and pedestrians.</li> </ul>
<p><b>Element 16: Link to Barton Road</b></p>	<ul style="list-style-type: none"> <li>• Some stakeholders discussed the demand for this route and indicated their support.</li> <li>• Some stakeholders raised questions about land access and discussed the need for more information regarding this part of the proposal.</li> </ul>
<p><b>Alternative routes</b></p>	<ul style="list-style-type: none"> <li>• These stakeholders discussed preferences for alternative routes to the ones proposed for the Comberton Greenway, these included: Hardwick to Toft, Comberton to Cambridge (via Barton) and Barton to Coton via the old Whitwell Way from Comberton Road.</li> </ul>
<p><b>Links to other villages</b></p>	<ul style="list-style-type: none"> <li>• These stakeholders discussed the need to link the Greenways project to other villages, specifically Eversden, Caldecote, Toft, Kingston, Bourne and Cambourne.</li> </ul>

## Email, social media and consultation event responses

21 responses were received regarding the consultation through email, phone, social media platforms such as Facebook and Twitter, and letters.

### Summary of major themes

Comment theme	Respondent comments
<b>Path details</b>	<ul style="list-style-type: none"> <li>• Most respondents discussed concerns relating to shared use paths and indicated a preference for segregated paths separated from the road.</li> <li>• A few respondents discussed the path surface, suggestions included providing a smooth surface, not replacing grassy strips with tarmac and ensuring the tree roots do not affect the paths.</li> </ul>
<b>Alternative routes</b>	<ul style="list-style-type: none"> <li>• Most of these respondents indicated that there were alternative routes which were preferable. These routes included: Comberton to Cambridge via Barton, Toft to Comberton, Hardwick to Comberton and Hardwick to Cambridge. Some respondents indicated that resources should be allocated (particularly to the Barton route) to improve these options.</li> </ul>
<b>Element 6: Long Road</b>	<ul style="list-style-type: none"> <li>• Some respondents indicated they were concerned that the difficulty of this route (due to the steep climbs) would limit usage.</li> <li>• A few respondents expressed support for element 6 due to current safety concerns on this route and the low environmental impact.</li> <li>• A few respondents indicated that there could be issues with land access on this route.</li> </ul>
<b>Element 2: Green End</b>	<ul style="list-style-type: none"> <li>• Most respondents expressed concerns about the suitability of Green End for the Greenway due to current high levels of traffic (including farm vehicles), speed of traffic and on-street parking.</li> <li>• Most respondents opposed 'Option B' indicating that a closure was not practical and would increase traffic problems in the area.</li> <li>• A few respondents felt that traffic calming may improve safety but would still not be sufficient.</li> </ul>



	<ul style="list-style-type: none"> <li>• A few respondents expressed safety concerns relating to the shared path from Wimpole Way joining Green End on a blind bend.</li> </ul>
<b>Element 3: Green End to Wimpole Way</b>	<ul style="list-style-type: none"> <li>• ‘Option A’: Most respondents expressed concerns about the impacts on the environment of converting the existing footpath and removing existing hedgerow. <ul style="list-style-type: none"> <li>○ A few respondents questioned the feasibility of ‘Option A’ due to the narrowness of the existing footpath.</li> </ul> </li> <li>• A few respondents felt that usage levels would be low due to alternative available routes (such as Branch Road - Long Road) and safety concerns due to the isolated location.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Respondents discussed concerns about urbanisation of rural environments, particularly in relation to lighting and the use of tarmac like surfaces.</li> </ul>