

Produced by the Cambridgeshire Research Group



Haslingfield Greenway: Summary Report of Consultation Findings

November 2018

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Document Details	
Title:	Haslingfield Greenway: Summary Report of Consultation Findings
Date Created:	15/11/18
Description:	
Produced by:	Cambridgeshire County Council Business Intelligence Service
On behalf of:	Greater Cambridgeshire Partnership
Geographic Coverage:	Cambridgeshire
Format:	PDF
Key Contact	Aaron.Rowinski@Cambridgeshire.gov.uk
Status:	Final Draft
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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 Haslingfield 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: 'junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road', which was nearly equally supported and opposed
 - The majority of respondents supported 'Option A' (conversion to a ramp) for the 'M11 Bridge' element.
 - The majority of respondents supported 'Option A' (new shared-use path behind hedge parallel to Grantchester Road) for the 'Cambridge to Grantchester' element.
- The majority of respondents supported the majority of locations for the installation of solar light studs, with the exception of solar lights at location e: 'along a path behind Grantchester Meadows hedge', which although had more support than opposition was supported by less than half of respondents.
- A great deal of detailed comments were received. From these it was clear that; there were concerns about the development of one way systems for Grantchester Road and Grantchester Street, and the impact on local residents and businesses; and discussions about the environmental impact of off road routes versus the increased safety of these routes, particularly around Grantchester Meadows.
- 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 415 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 416 online and written responses to the consultation survey and the 44 additional written responses received.

Key findings

Support for the Greater Cambridge Greenways network

Quantitative

- 404 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 (85%).

Individual elements of the proposed scheme

Quantitative

- 416 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 2: 'Surfacing improvements between Haslingfield and Grantchester' (76%)
 - Element 3: 'Create a new shared use path including widening of the bridge over Bourn Brook' (70%)

- Element 9: 'Improvements to the Barton Road/Grantchester Road junction' (68%)
 - Element 1: 'Development of route between Haslingfield and Hauxton' (67%)
 - Element 4A: 'M11 Bridge Option A', conversion to a ramp (58%)
 - Element 5: 'A raised table at the Burnt Close/Coton Road junction' (57%)
 - Element 6: 'Priority changes to the Coton Road/Broadway junction' (57%)
 - Element 7A: 'Cambridge to Grantchester Option A', new shared-use path behind hedge parallel to Grantchester Road (57%)
 - Element 8: 'Path behind Grantchester Meadows hedge' (53%)
 - Respondents were not as clear on element 10: 'junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road', with just over two fifths fifth opposing it (41%) and under two fifths supporting it (38%).
- 416 respondents answered the question about how far they supported the installation of solar studs in several locations.
 - The majority of respondents supported four of the solar stud installation locations.
 - 62% supported them at location b: on route between Haslingfield and Grantchester
 - 58% supported them at location a: on the path between Haslingfield and Hauxton
 - 57% supported them at location d: along Grantchester Road
 - 57% supported them at location c: on the path behind Grantchester Road hedge
 - Although more respondents supported than opposed it, less than half of respondents (49%) supported them at location e: 'along a path behind Grantchester Meadows hedge'.

Qualitative

- Question 5 asked respondents whether they had any additional comments on the proposed route options. 292 respondents answered this question. The main themes were:
 - Opposition to the one way system from elements 7B & 7C: 'Cambridge to Grantchester Options B & C'
 - Debate about the route improvements and environmental impact of element 8: 'path behind Grantchester Meadows hedge'
 - Discussion about the improvements to accessibility and the cost of element 7A: 'Cambridge to Grantchester Option A'

- Discussion about whether both elements 7A: 'Cambridge to Grantchester Option A' and 8: 'path behind Grantchester Meadows hedge' were needed
 - Concerns about the impact on residents/businesses from the one way systems in elements 7B, 7C, and element 10: 'junction improvements including making Grantchester Street one way between Newnham Croft and Barton Road'
 - Concerns about the proposals impact on the environment
 - Debate about the environmental impact and access to other employment sites, such as Addenbrookes, from element 1: 'development of a route between Haslingfield and Hauxton'
 - General positive comments about the proposals
 - Discussion about how the Haslingfield Greenway could link with the Barton Greenway
 - Approval of the ramp for element 4A: 'M11 Bridge Option A'
 - Debate about the path surface for element 2: 'surfacing improvements between Haslingfield and Grantchester'
 - Concerns about the cost of development
- Question 6 asked respondents whether they had any comments about the suggested options for signage and wayfinding. 159 respondents answered this question. The main themes were:
 - 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.
 - Concerns about possible confusion caused by the suggested abbreviations
 - About the current signage already being sufficient.

Other

Qualitative

- 125 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 impact the one way systems would have on local residents of Grantchester Road and Grantchester Street, particularly those with protected characteristics
 - Concerns about the negative impact the schemes would have for those with disabilities and younger/older residents/travellers, due to the impact of the one way systems
 - About the benefits the scheme would have for those with disabilities, particularly the ramp for the M11 Bridge (element 4A)

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 Haslingfield 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 Haslingfield Greenway route, and how far they supported the installation of solar studs in 5 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 Haslingfield. 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 Haslingfield 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 Haslingfield 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.

Quality Assurance

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.

Survey Findings

Respondent Profile

In total, 416 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. 320 respondents entered recognisable postcodes, while nearly a quarter did not (96 respondents).

Based on the postcode data provided most respondents resided in:

- Newnham (27%)
- Haslingfield (25%)
- Grantchester (12%)

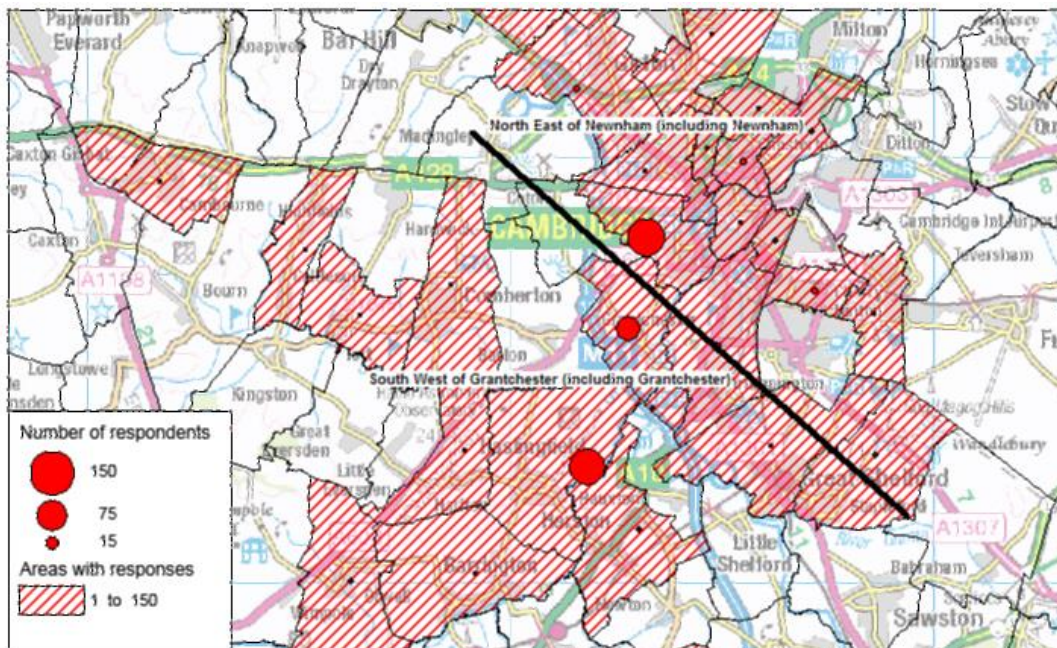
These postcodes were also used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories;

- 'South West of Grantchester (including Grantchester)' (covering 44% of respondents);
- 'North East of Newnham (including Newnham)' (covering 37% 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

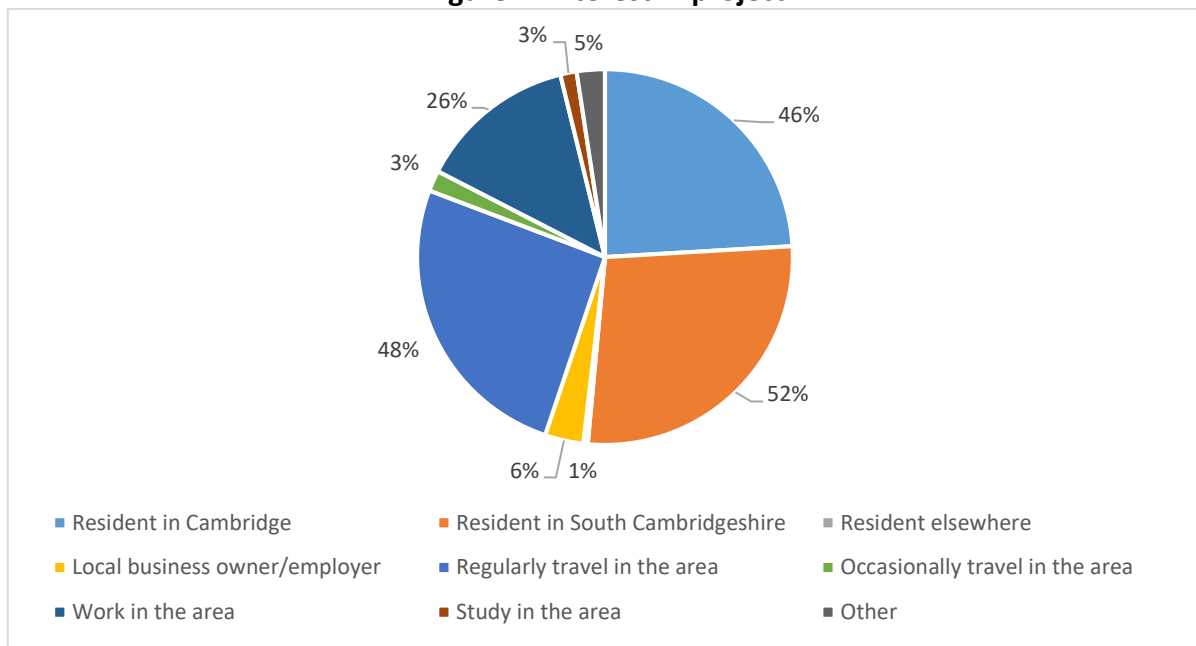


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

Respondent interest in project

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

Figure 2: Interest in project

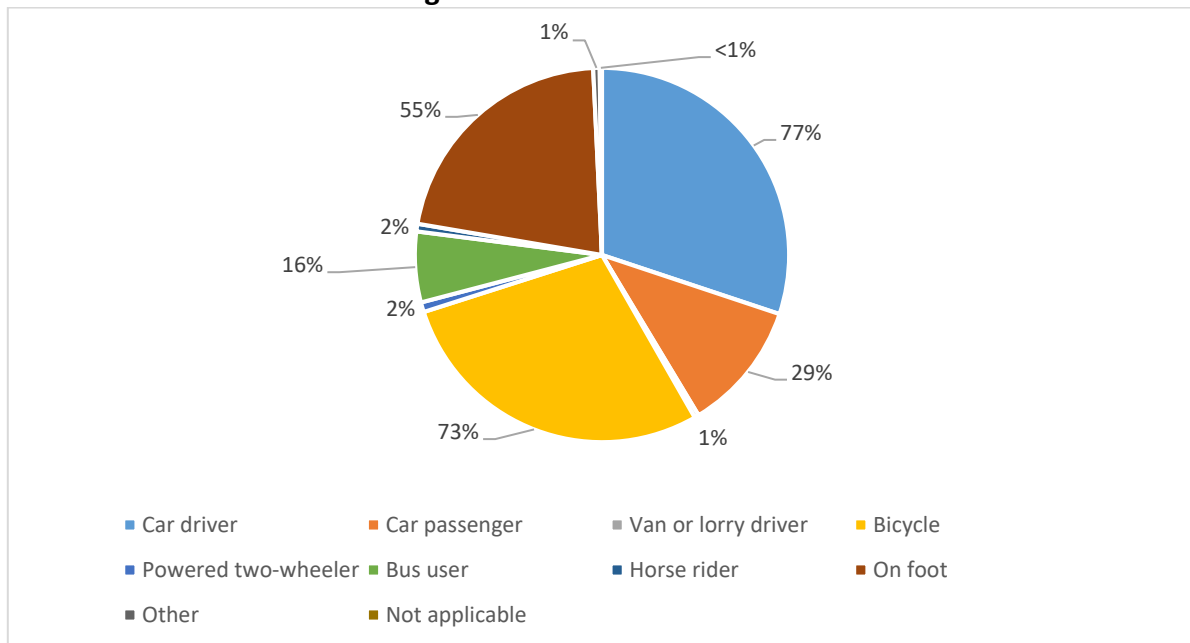


- The majority of respondents indicated they were a 'resident in South Cambridgeshire' (52%).
- Nearly half of respondents indicated they 'regularly travel in the area' (48%).
- Nearly half indicated they were a 'resident in Cambridge' (46%).
- Over a quarter indicated they 'work in the area' (26%).
- Few respondents indicated:
 - they were a 'local business owner/employer' (6%)
 - they had an 'other' interest (5%)
 - they 'occasionally travel in the area' (3%)
 - that they 'study in the area' (3%)
 - or that they were a 'resident elsewhere' (1%).

Respondent usual mode of travel in the area

416 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

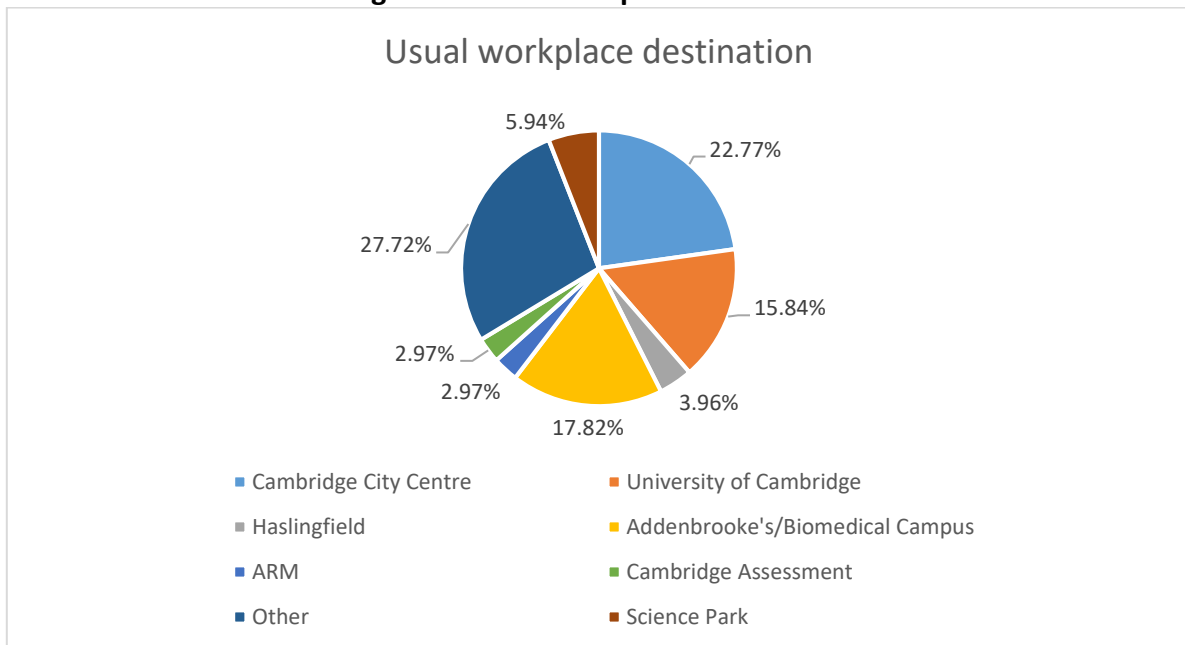


- The majority of respondents indicated:
 - they were a 'car driver' (77%)
 - they travelled by 'bicycle' (73%)
 - they travelled 'on foot' (55%).
- Over a quarter of respondents indicated they were a 'car passenger' (29%)
- Under a fifth indicated they were a 'bus user' (16%).
- Few respondents indicated their usual mode of travel was:
 - a 'powerer' (2%)
 - as a 'horse rider' (2%)
 - was 'other' (1%)
 - as a 'van or lorry driver' (1%)
 - was 'not applicable' (<1%).

Respondent usual workplace if commuting in the area

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

Figure 4: Usual workplace destination

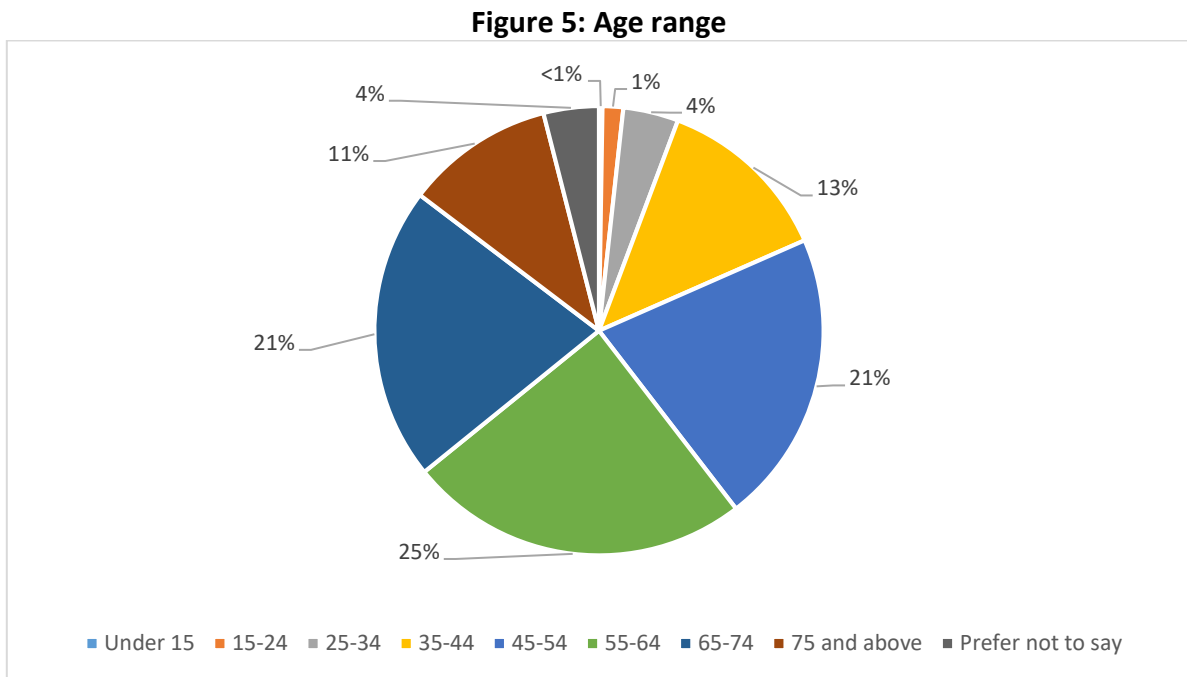


- Over a quarter of these respondents indicated their usual workplace destination was 'other' (28%)
- Under a quarter indicated it was 'Cambridge City Centre' (23%)
- Under a fifth indicated it was 'Addenbrooke's/Biomedical Campus' (18%)
- Under a fifth indicated it was the 'University of Cambridge' (16%)
- Few respondents indicated they usually travelled to:
 - 'Science Park' (6%)
 - 'Haslingfield' (4%)
 - 'Cambridge Assessment' (3%)
 - 'ARM' (3%).

8 respondents who indicated their usual workplace destination was 'other' left information indicating their destination. These locations included: Trumpington, Hinxton, Granta Park, Royston, North Cambridge, Sawston, and Stevenage.

Respondent age range

416 respondents answered the question on their age range.

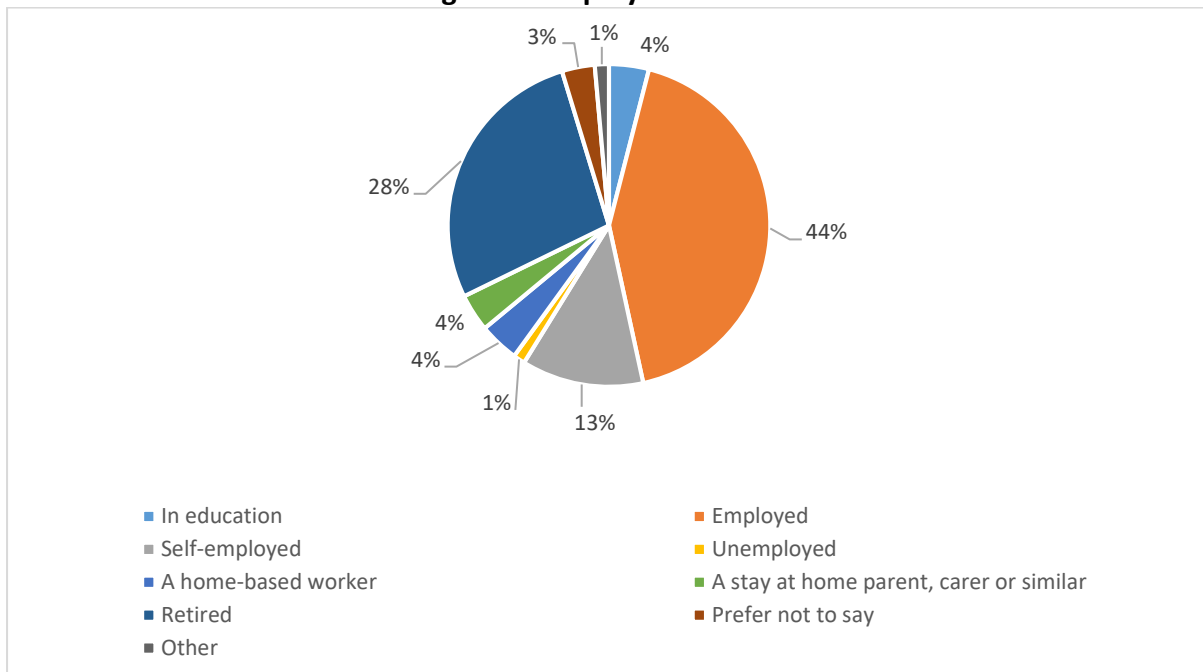


- Average working ages from '35-44' to '55-64' were well represented
- Working ages from '15-24' to '25-34' were slightly under represented
- '65-74' were slightly over represented.

Respondent employment status

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

Figure 6: Employment status

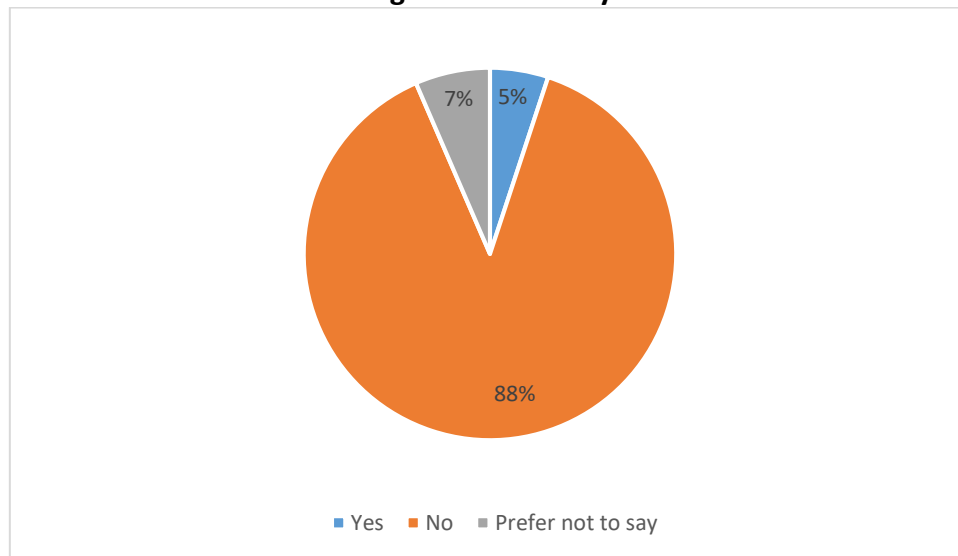


- Over two fifths of respondents indicated they were 'employed' (44%)
- Over a quarter indicated they were 'retired' (28%)
- Few respondents indicated:
 - they were 'self-employed' (13%)
 - they were in 'education' (4%)
 - they were 'a home-based worker' (4%)
 - they were 'a stay at home parent, carer or similar' (4%)
 - that they would 'prefer not to say' (3%)
 - they were 'other' (1%)
 - they were 'unemployed' (1%).

Respondent disability status

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

Figure 7: Disability

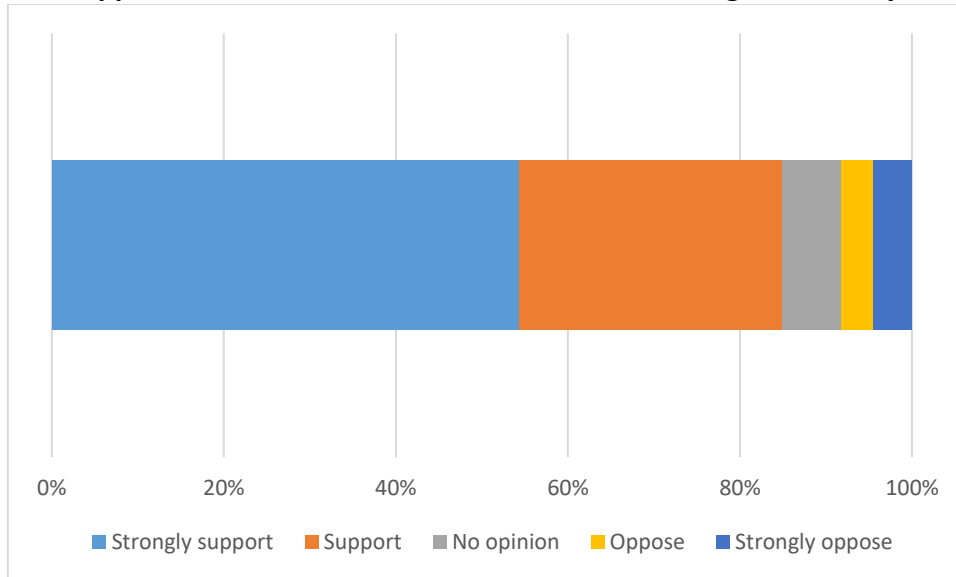


- 5% of respondents indicating that they did.

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

404 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

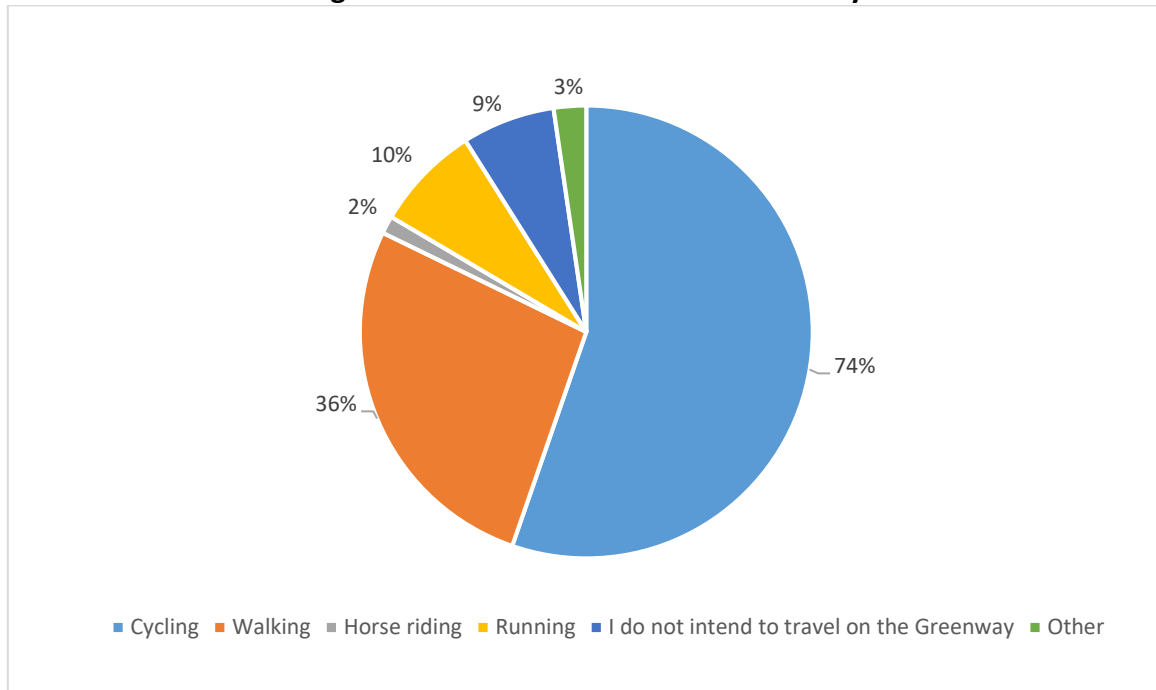


- The majority of respondents supported the formation of the Greater Cambridge Greenways network (85%).

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

416 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

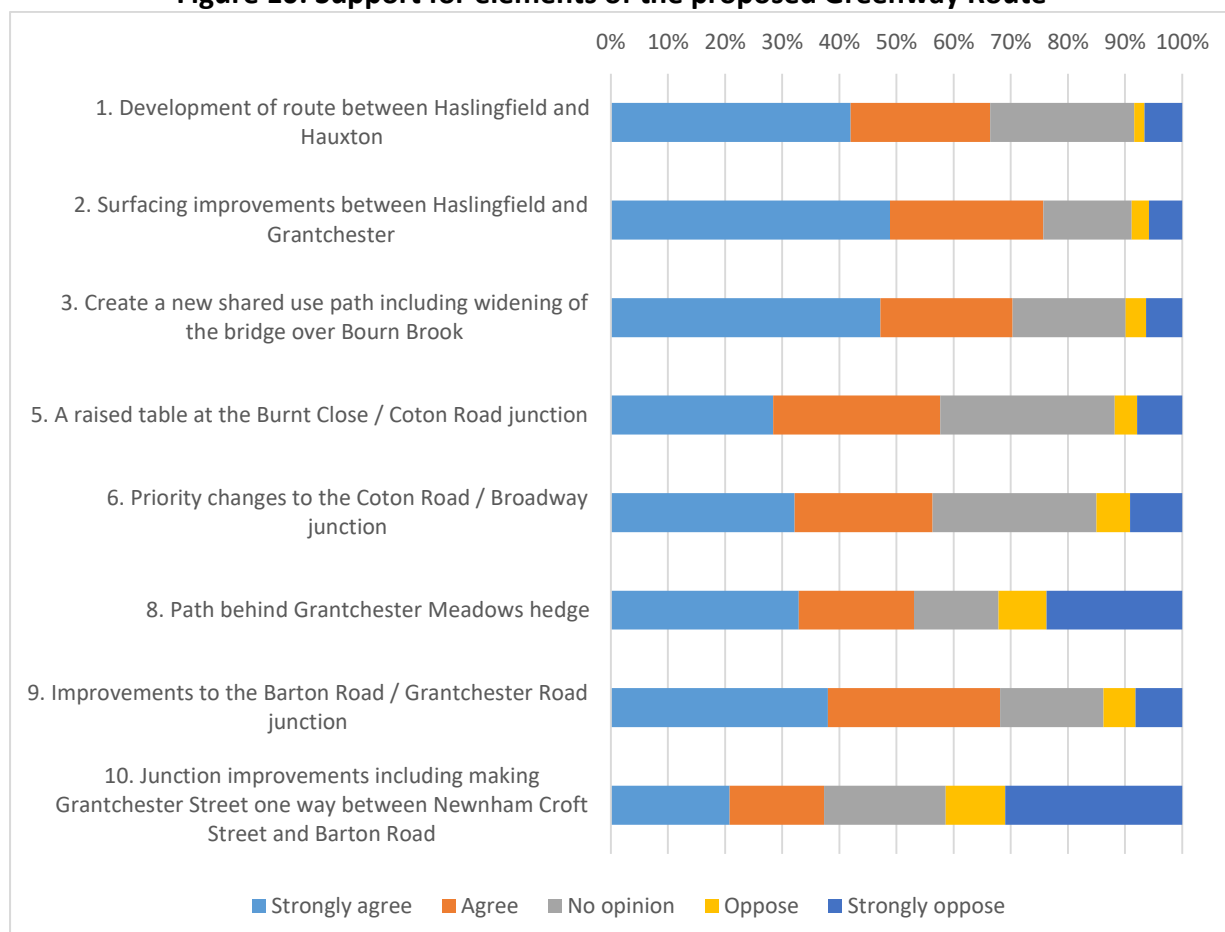


- The majority of respondents indicated they would be 'cycling' on the Greenway (74%).
- Under two fifths indicated they would be 'walking' (36%).
- Few respondents indicated they would 'running' (10%), using 'other' means to travel on the Greenway (3%), or 'horse riding' (2%).
 - Respondents who indicated they would use 'other' means to travel on the Greenway were asked to specify. 12 of the 13 respondents left an answer to this question. These included wheelchairs/motorised buggies, walking dogs, or that they would drive as well as walk/cycle.
 - Two respondents indicated that the proposals would encourage them to cycle.
 - Two respondents indicated they were landowners of several sections of the proposed Greenway.
 - One respondent indicated they currently cycle but would not use the Greenway.
- Few respondents indicated they did not 'intend to travel on the Greenway' (9%).

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

416 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



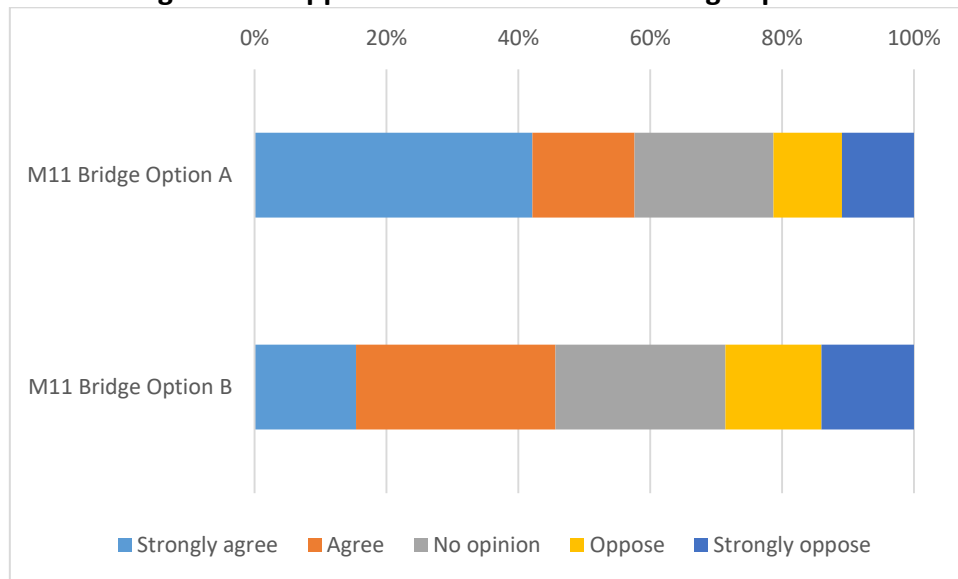
The majority of respondents supported the following elements of the proposed Greenway Route:

- Element 2: 'Surfacing improvements between Haslingfield and Grantchester' (76%)
- Element 3: 'Create a new shared use path including widening of the bridge over Bourn Brook' (70%)
- Element 9: 'Improvements to the Barton Road/Grantchester Road junction' (68%)
- Element 1: 'Development of route between Haslingfield and Hauxton' (67%)
- Element 5: 'A raised table at the Burnt Close/Coton Road junction' (57%)
- Element 6: 'Priority changes to the Coton Road/Broadway junction' (57%)
- Element 8: 'Path behind Grantchester Meadows hedge' (53%), although this element had over a quarter of respondents oppose it (32%) while the above elements were all under a fifth opposed.

Respondents were not as clear on element 10: 'junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road', with just over two fifths fifth opposing it (41%) and under two fifths supporting it (38%).

Two elements had multiple options available.

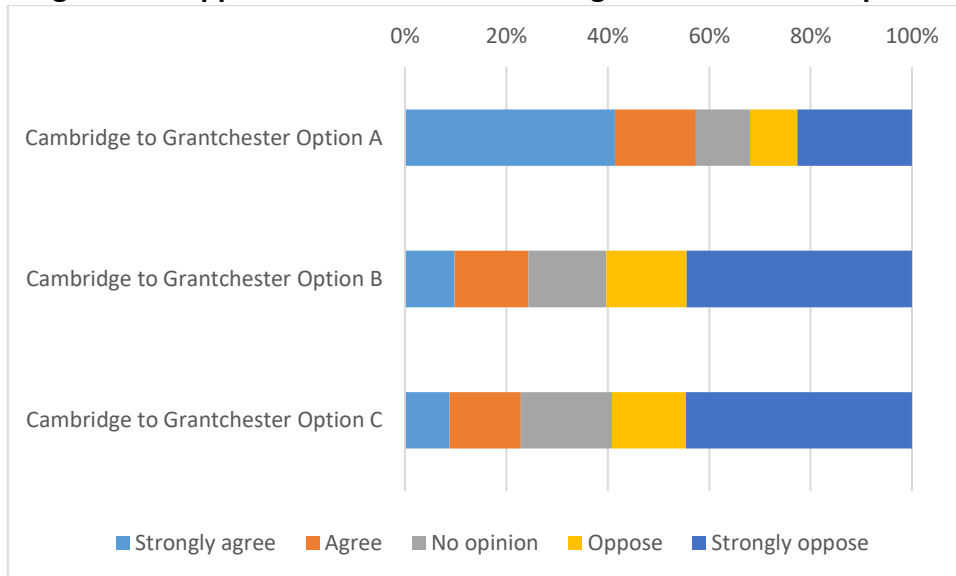
Figure 11: Support for element 4: M11 Bridge options



For element 4: 'M11 Bridge' options:

- 'Option A' (conversion to a ramp) had support from the majority of respondents (58%)
- 'Option B' (creation of a bicycle stairway) had support from less than half of respondents (46%)
- 'Option B' was also opposed by more respondents, with over a quarter opposing it (29%)
- Just over a fifth opposed 'Option A' (21%)

Figure 12: Support for element 7: Cambridge to Grantchester options

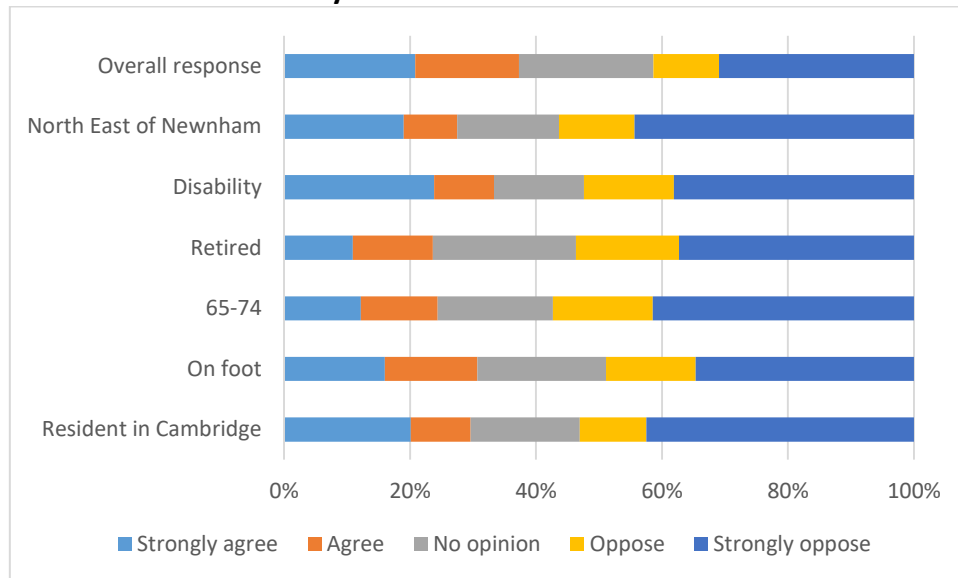


For element 7: ‘Cambridge to Grantchester’ options:

- ‘Option A’ (new shared-use path behind hedge parallel to Grantchester Road) had support from the majority of respondents (57%)
- ‘Option B’ (conversion of Grantchester Road into a one way street for motor traffic travelling from Grantchester to Cambridge) was opposed by the majority of respondents (60%)
- ‘Option C’ (conversion of Grantchester Road into a one way street for motor traffic travelling from Cambridge to Grantchester) was opposed by the majority of respondents (59%)

Junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road

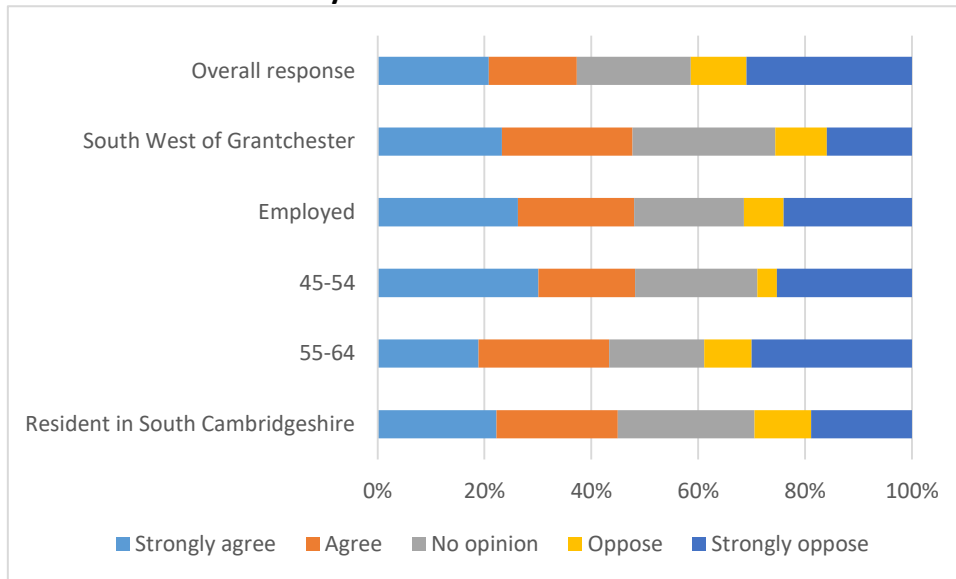
Figure 13: Increased opposition to element 10: 'junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road'



Respondents were more opposed to element 10: 'junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road' than supportive when they indicated they:

- were aged '65-74' (57%)
- were located 'North East of Newnham' (56%)
- were 'retired' (53%)
- were a 'resident in Cambridge' (53%)
- had a 'disability that influences travel decisions' (52%)
- usually travelled 'on foot' (49%).

Figure 14: Increased support for element 10: ‘junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road’



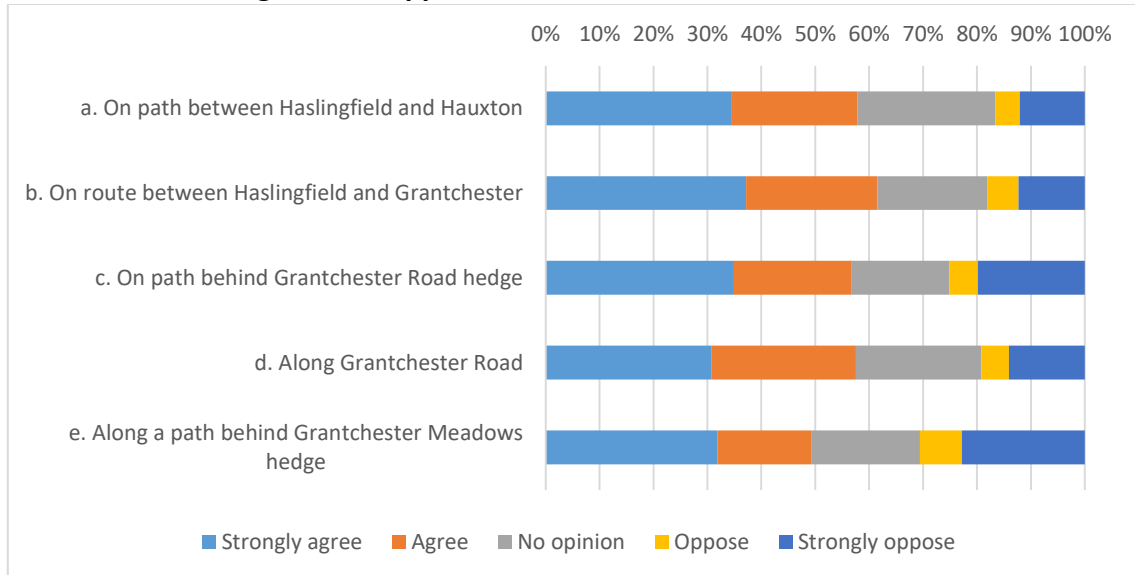
Respondents were more supportive to element 10: ‘junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road’ when they indicated they:

- were aged ‘45-54’ (48%)
- were ‘employed’ (48%)
- were located ‘South West of Grantchester’ (48%)
- were a ‘resident in South Cambridgeshire (45%)
- were aged ‘55-64’ (43%).

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

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

Figure 15: Support for the installation of solar studs

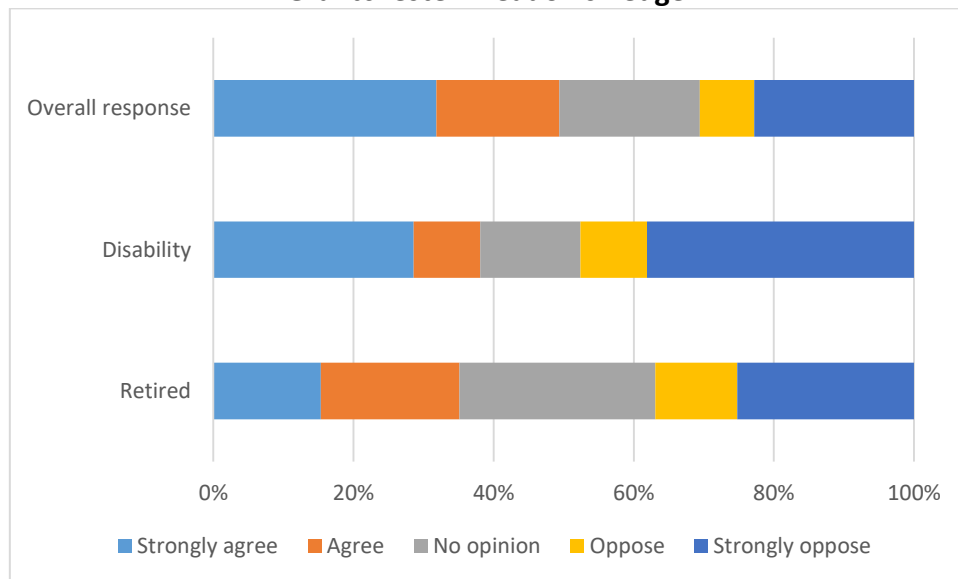


The majority of respondents supported four of the solar stud installation locations.

- 62% supported them at location b: 'on route between Haslingfield and Grantchester'
- 58% supported them at location a: 'on the path between Haslingfield and Hauxton'
- 57% supported them at location d: 'along Grantchester Road'
- 57% supported them at location c: 'on path behind Grantchester Road hedge'.

Although more respondents supported than opposed it, less than half of respondents (49%) supported them at location e: 'along a path behind Grantchester Meadows hedge'.

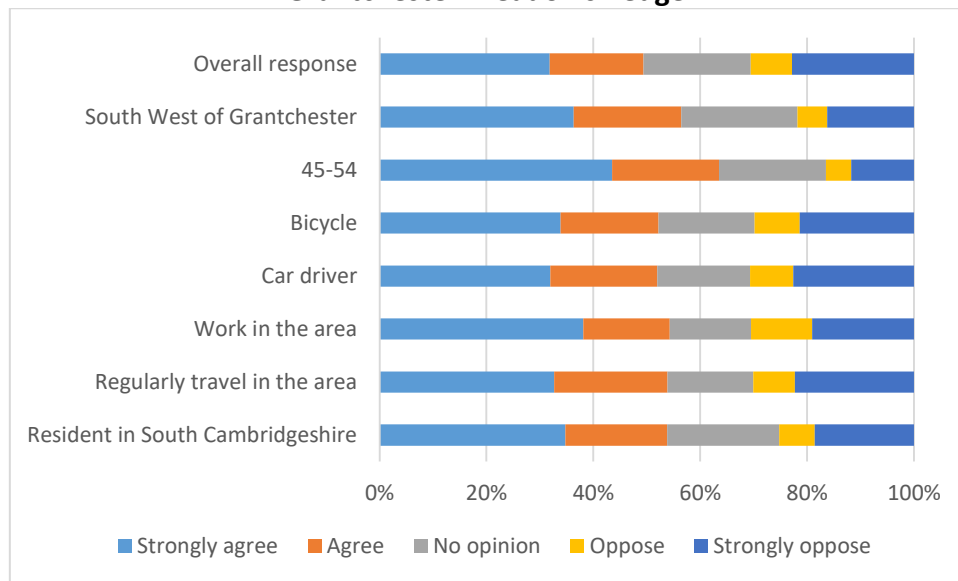
Figure 16: Increased opposition to solar studs at location e: 'along a path behind Grantchester Meadows hedge'



Respondents were more opposed to solar studs at location e: 'along a path behind Grantchester Meadows hedge' if they indicated they:

- had a disability (48%)
- were retired (37%)

Figure 17: Increased support to solar studs at location e: ‘along a path behind Grantchester Meadows hedge’



Respondents were more supportive of solar studs at location e: ‘along a path behind Grantchester Meadows hedge’ if they indicated they:

- were aged ‘45-54’ (64%)
- were ‘South West of Grantchester’ (56%)
- ‘work in the area’ (54%)
- ‘regularly travel in the area’ (54%)
- were a ‘resident in South Cambridgeshire’ (54%)
- usually travelled by ‘bicycle’ (52%)
- usually travelled as a ‘car driver’ (52%).

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

292 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 7B & 7C: Cambridge to Grantchester Options B & C</p>	<ul style="list-style-type: none"> • Most of the respondents that discussed this theme discussed the reasons they opposed these options. These included: <ul style="list-style-type: none"> ○ concerns about the creation of a one way traffic system on Grantchester Road, including: <ul style="list-style-type: none"> ▪ feeling that drivers would increase speed due to reduced concern of oncoming traffic, reducing safety for cyclists and pedestrians ▪ feeling that congestion would increase on nearby roads such as Coton Road, Trumpington Road, and Mill Way ▪ that it would have a negative impact on the number 18 bus service that currently serves the area ▪ that it would have a negative impact on Grantchester residents, particularly those with children, elderly residents and those with disabilities ▪ that it would have a negative impact on Grantchester businesses, particularly the Rugby Club and Cocks and Hens Tennis Club ▪ that it would impede access to Grantchester for emergency vehicles ▪ that danger from the road's blind spots would be compounded ○ feeling that element 8, the path behind Grantchester Meadows, offered a safer, more direct and less disruptive option

	<ul style="list-style-type: none"> ○ that there was an alternative to all three options. Introducing general vehicle restrictions during peak periods and other traffic calming measures, alongside a reduced speed limit. ● A few respondents felt that options B and C offered a better alternative than option A. However, a few of these respondents felt Grantchester Road was not the most direct route and so would not be attractive to cyclists or pedestrians. ● A few respondents felt that option C was preferable over option B, as Grantchester Road was felt to be used as a rat run for traffic getting into Cambridge
<p>Element 8: Path behind Grantchester Meadows hedge</p>	<ul style="list-style-type: none"> ● Some of the respondents that discussed this theme indicated the reasons they supported this element. These included: <ul style="list-style-type: none"> ○ feeling this route was more direct into Cambridge ○ feeling that this path was a better alternative to element 7 (Cambridge to Grantchester), negating the need for that to be developed ○ feeling that the existing path was busy, particularly during summer months and weekends, and needed improving ● Some of the respondents that discussed this theme indicated the reasons they opposed this element. These included: <ul style="list-style-type: none"> ○ feeling that two routes were not needed in this area, with element 7A felt to be offering enough access ○ concerns about the route leading into Newnham, particularly Eltisley Avenue, which was felt to be congested with parked traffic and difficult to navigate ○ that this path would be isolated and potentially dangerous

	<ul style="list-style-type: none"> ○ that this would have a negative impact on the environment ● Some of the respondents that discussed this theme felt that the existing path behind Grantchester Meadows hedge just needed maintaining and improving, rather than a new parallel path being built. ● A few respondents discussed the need for equestrian inclusion on this path.
<p>Element 7A: Cambridge to Grantchester Option A</p>	<ul style="list-style-type: none"> ● Some of the respondents that discussed this theme indicated the reasons they supported this element. These included: <ul style="list-style-type: none"> ○ feeling that Grantchester Road is currently unsafe for cyclists and option A offering the safest improvement of the three options, as it would be away from motorised traffic ○ feeling that this road needed to remain two way for motorised traffic, due to the negative impact on local residents access and potential safety concerns for cyclists ○ feeling that element 8, the path behind Grantchester Meadows, would introduce more congestion to Newnham and the Meadows themselves, and that element 7A offered the best improvements to access to/from Cambridge ● Some of the respondents that discussed this theme indicated the reasons they opposed this element. These included: <ul style="list-style-type: none"> ○ concerns about the cost of developing this option ○ feeling that element 8, the path behind Grantchester Meadows offered a safer, more direct and less disruptive option ○ that the path being behind a hedge would be isolated and potentially dangerous ○ that this would have a negative impact on the environment

<p>Impact on residents/businesses</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme were concerned about the impact some of the proposals would have on local residents and business particularly: <ul style="list-style-type: none"> ○ Element 10, junction improvements including making Grantchester Street one way between Newnham Croft and Barton Road. <ul style="list-style-type: none"> ▪ These respondents were concerned about the impact this would have on access in and around Newnham, particularly for those with children, elderly residents and those with mobility issues ○ Elements 7B & 7C, Cambridge to Grantchester, closure of Grantchester Road one way. <ul style="list-style-type: none"> ▪ These respondents were concerned about the impact this would have on Grantchester residents, as alternative routes in and out of Cambridge were felt to be already heavy with motorised traffic ▪ There was also concern about the impact it would have on the Cambridge Rugby Union Football Club and the Cocks & Hens Tennis Club • A few respondents were also concerned about the proposals attracting commuters to park in Grantchester to use the Greenways
<p>Environment</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme were concerned about the impact these proposals would have on the environment. <ul style="list-style-type: none"> ○ Some of the respondents that discussed this theme were concerned about the development of new paths around Grantchester Meadows, feeling they would impact on the rural feel of the area, the nature reserve and the allotment space nearby ○ Some of the respondents that discussed this theme were concerned about element 1 (development of a route between Haslingfield and Hauxton), as they area contained wildlife and was environmentally sensitive

	<ul style="list-style-type: none"> ○ Some of the respondents that discussed this theme felt that the use of one way systems for elements 7 (Cambridge to Grantchester) and 10 (junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road) would increase pollution from motor vehicles, due to a lack of suitable alternative routes leading to increased congestion and travel distances ○ Some of the respondents that discussed this theme felt that the new paths needed to be in keeping with the environment they were in. One suggestion was to keep grassy tracks in rural areas.
<p>Element 1: Development of a route between Haslingfield and Hauxton</p>	<ul style="list-style-type: none"> ● Some of the respondents that discussed this theme were concerned about this element, feeling a path would be damaging to an environmentally sensitive area and that it would negatively affect pedestrians who use the current bridleway <ul style="list-style-type: none"> ○ A few of these respondents felt this route was unnecessary due to the potential low usage by cyclists ● Some of the respondents that discussed this theme indicated they supported this element as it would improve access to other employment sites, such as Addenbrookes, and that the current path could become unusable during adverse weather <ul style="list-style-type: none"> ○ A few of these respondents indicated the need to create environmentally suitable paths, such as a well maintained gravel path and grass verges for equestrians.
<p>Positive</p>	<ul style="list-style-type: none"> ● The respondents that discussed this theme left positive comments about the proposals, feeling that they would improve safety and accessibility for active travel

<p>Barton Greenway</p>	<ul style="list-style-type: none"> • Some of the respondents that discussed this theme discussed the development of the Baulk route and felt that this would offer a better solution to the one way options for Grantchester Road. <ul style="list-style-type: none"> ○ A few respondents discussed their opposition to the Baulk route, particularly because of the impact on the environment and potential lack of usage due to travel distance • Some of the respondents that discussed this theme wanted to see more links to the Barton Greenway, particularly those who were concerned with travel from Comberton <ul style="list-style-type: none"> ○ Some of these respondents felt the Haslingfield Greenway should link up at Barton
<p>Element 4A: M11 Bridge option A</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme indicated the reasons for their preference for option A. These included: <ul style="list-style-type: none"> ○ Accessibility. Respondents felt that a stairway was difficult to navigate for those with mobility issues, equestrians and those using different types of bicycle, such as those with trailers • A few respondents felt this option was too expensive, with a few indicating there was a permissive bridge from the Trumpington Meadows nearby
<p>Element 2: Surfacing improvements between Haslingfield and Grantchester</p>	<ul style="list-style-type: none"> • Some of the respondents that discussed this theme felt that making the path a hard surface would improve accessibility in the area • Some of the respondents that discussed this theme were opposed to this element, as they felt it would have a negative impact on the environment • A few respondents felt that the surface needed improving but should remain in line with the rural feel of the area
<p>Cost of development</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme were concerned about the cost of the proposals, in particular the development of element 4A (M11 Bridge option A), because of the potential limited usage

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

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

Summary of major themes

Limit signage	<ul style="list-style-type: none"> The respondents that discussed this theme felt the number of signs should be kept to a minimum, in order to limit the visual impact on the environment and impact on travel space
Positive	<ul style="list-style-type: none"> The respondents that discussed this theme indicated their support for the signage and wayfinding part of the proposals
Lighting	<ul style="list-style-type: none"> Some of the respondents that discussed this theme indicated their support for the use solar lighting, feeling they work effectively in other areas in improving safety and accessibility <ul style="list-style-type: none"> A few of these respondents indicated that they would prefer solar lighting to overhead lighting in rural areas A few of these respondents felt that overhead lighting should be used at road junctions Some of the respondents that discussed this theme indicated they were opposed to the use of solar lighting, feeling that they would have a negative impact on wildlife and light pollution, particularly in rural areas
Abbreviations	<ul style="list-style-type: none"> The respondents that discussed this theme were concerned about the use of abbreviations of wayfinding, as they may not be clear to some users and some villages share the beginning two letters
Not needed	<ul style="list-style-type: none"> The respondents that discussed this theme felt the current signage was already appropriate, that local users would not need them, and that the cost involved was too high

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

125 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>Impact on local residents</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme were concerned about the negative impact the one way routes on Grantchester Road and Grantchester Street would have on the number 18 bus service, residents in Grantchester and in these areas, particularly those with protected characteristics <ul style="list-style-type: none"> ○ A few of these respondents were concerned about negative impact on the Rugby Club and the Cocks & Hens Tennis Club
<p>Age (negative)</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme felt the proposals would have a negative impact on older residents and young children <ul style="list-style-type: none"> ○ Particular mention was made to the proposals within Grantchester and Newnham, and the effect these would have on the bus service and other motorised transport these individuals rely on ○ A few respondents discussed element 4B (M11 Bridge option B), who felt the stairs were unsuitable to older and younger residents
<p>Disability (negative)</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme felt the proposals would have a negative impact on those with disabilities for the same reasons as indicated by those discussed in age (negative)
<p>Disability (positive)</p>	<ul style="list-style-type: none"> • The respondents that discussed this theme felt that the proposals would have a positive impact on those with disabilities <ul style="list-style-type: none"> ○ Particular mention was made of element 4A (M11 Bridge option A), which the ramp was felt to make the bridge usable by those with mobility issues

Map comments

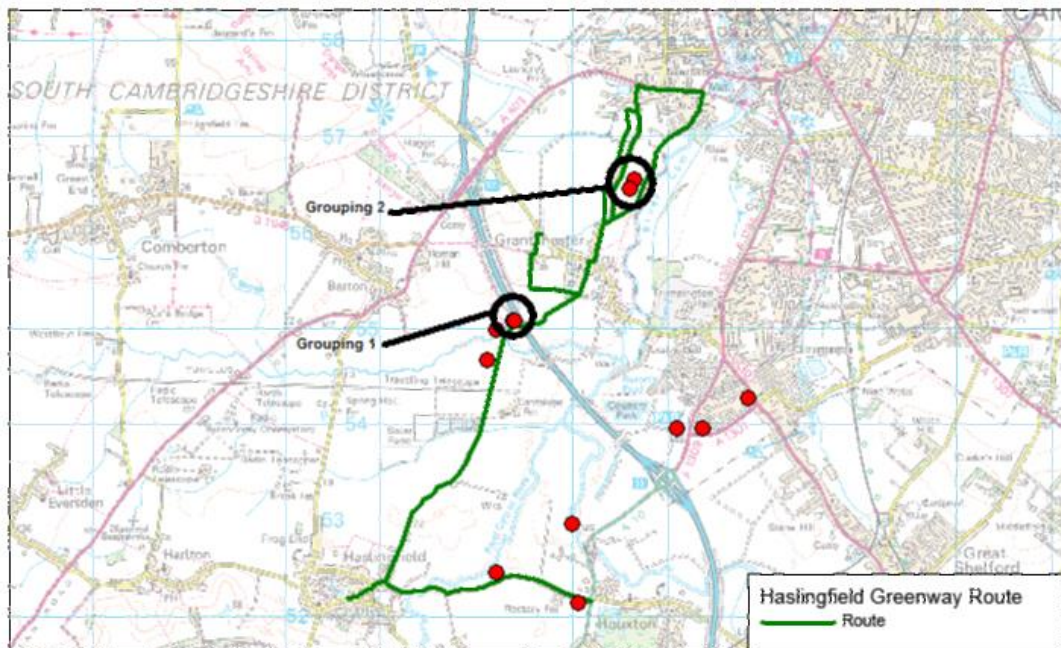
37 comments from 17 respondents were left on the 'places' interactive map. Responses are broken down by the different themed 'pins' respondents could place. These included: 'Bicycle', 'Bus', 'Car', 'Car Park', and 'Free comment'.

'Bus', 'Car' and 'Car Park' responses were too isolated to be commented on but can be viewed at

<https://consultcambs.uk.engagementhq.com/Greenwaysclosed/maps/haslingfield>

'Bicycle' pins

Figure 17: Map of 'Bicycle' pin comments



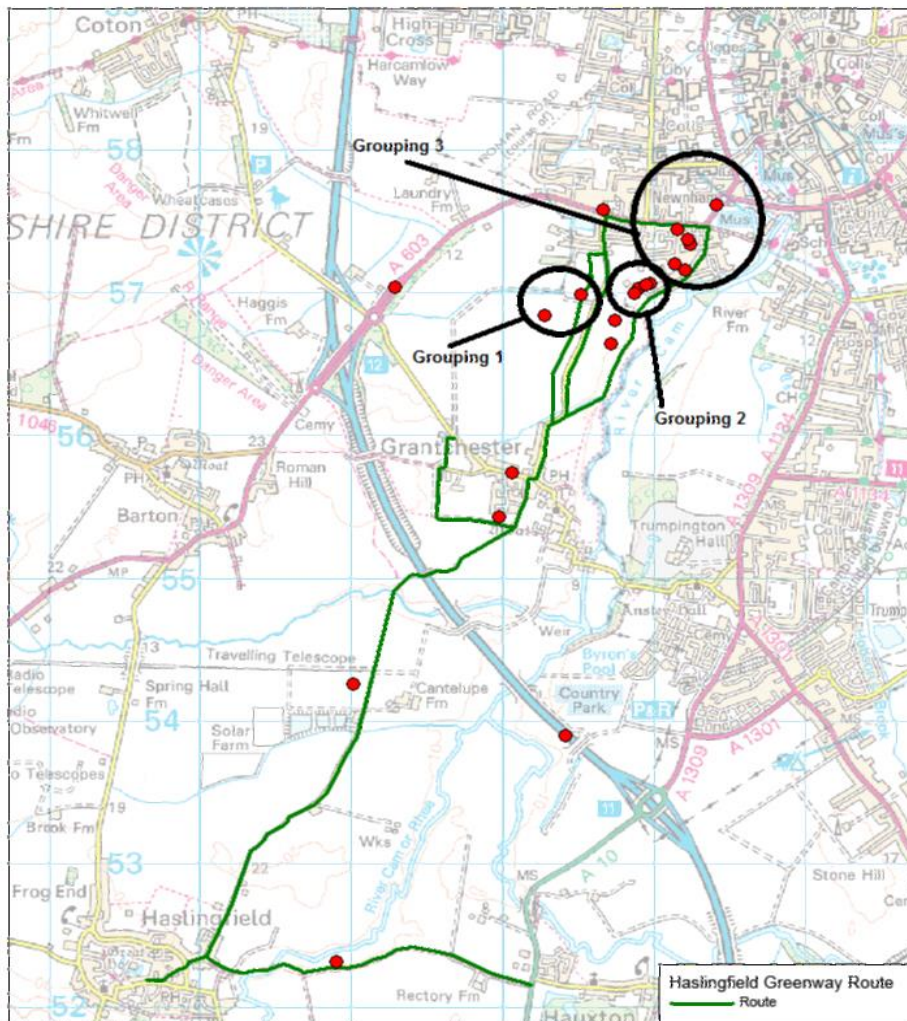
Grouping 1 – M11 Bridge. These respondents felt that the bridge should have a shallow ramp to make it more accessible, particularly to cyclists.

Grouping 2 – Footpath parallel to Grantchester Road. These respondents felt that a new cyclepath parallel to the footpath would greatly assist travel in the area, as the footpath is too narrow for shared use. There was indication there could be concern about development here.

Other responses were too isolated to be commented on but can be viewed at

<https://consultcambs.uk.engagementhq.com/Greenwaysclosed/maps/haslingfield>

Figure 18: Map of 'Free Comment' pins



Grouping 1 – Grantchester Street/CRUFC. These respondents felt that the Greenway could have an impact on the Cambridge Rugby Union Football Club, particularly with other Greenways meeting near here. An understanding of how these intersect and involvement from the CRUFC was felt to be needed.

Grouping 2 – Grantchester Meadows. Some of these respondents felt that there was already a path used here that could be developed to be more accessible. There were concerns about urbanising the area and this would need to be mitigated. There were also concerns about parking on the street, particularly that there would be enough for residents when freeing up space for cyclists.

Grouping 3 – Newnham Croft and surrounding streets. These respondents felt that this area was already very congested, due to parking and children travelling to a nearby school, and would be unsuitable for cycle traffic.

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

Stakeholders responses

Background

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

Camcycle	Haslingfield Parish Council
Cambridge Connect	Grantchester Residents' Association
Cocks and Hens Tennis Club	Countryside Restoration Trust
British Horse Society	Old Newnham Residents' Association
The Blue Ball Inn	Cambridge CTC
Barton & District Bridleways Group	Newnham Croft Primary School
King's College	Cambridge Past, Present and Future
Cambridge and District Model Engineering Society	Newnham Croft Residents' Association
Newnham Croft Conservation Group	South Newnham Neighbourhood Forum
Grantchester Parish Council	Federation of Cambridge Residents' Associations

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>Elements 7B & 7C: Cambridge to Grantchester options B & C</p>	<ul style="list-style-type: none"> • Most stakeholders were opposed to making Grantchester Road one way as they were: <ul style="list-style-type: none"> ○ Concerned about the impact this would have on local residents, including access to services and travel times ○ Concerned about the impact this would have on local businesses ○ Concerned about an increase in pollution and congestion caused by diverted traffic ○ Concerned that motorised traffic would travel faster on Grantchester Road, decreasing safety for other vulnerable road users • Some stakeholders felt that a reduced speed limit and restrictions on motor vehicles during peak periods would better serve the proposals and the area
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	<ul style="list-style-type: none"> • One stakeholder indicated a preference for option C, feeling that it would reduce ‘rat-running’ during morning peak travel while also being the most cost effective and environmentally friendly of the three options. They did feel that considerations needed to be given to the bus route serving the area and road speeds in order to address cyclist safety.
<p>Element 7A: Cambridge to Grantchester option A</p>	<ul style="list-style-type: none"> • Some stakeholders indicated their support for this option, feeling it offered the safest and most accessible improvements for cyclists and pedestrians, and the better access to West Cambridge than element 8 (path behind Grantchester Meadows hedge) <ul style="list-style-type: none"> ○ A few of these stakeholders felt that it should be either element 7A or element 8, due to the environmental impact on Grantchester Meadows, with some preferring element 7A and some element 8 • Some stakeholders indicated they were opposed to this option, feeling that it would have an adverse impact on the environment and that usage may be limited due to personal safety concerns
<p>Element 8: path behind Grantchester Meadows hedge</p>	<ul style="list-style-type: none"> • Some stakeholders indicated their support for this option, feeling it offered the safest and most accessible improvements for cyclists and pedestrians <ul style="list-style-type: none"> ○ A few of these stakeholders felt that it should be either element 7A or element 8, due to the environmental impact on Grantchester Meadows, with some preferring element 7A and some element 8 • Some stakeholders indicated they were opposed to this option, feeling that it would have an adverse impact on the environment and that usage may be limited due to personal safety concerns

<p>Element 10: junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road</p>	<ul style="list-style-type: none"> • Most stakeholders indicated they were opposed to this element, feeling that it would have a negative impact on local residents and increase congestion on other, already congested, roads nearby • A few stakeholders indicated their support for this element, feeling it would improve cycle and pedestrian safety
<p>Impact on local residents/business</p>	<ul style="list-style-type: none"> • Stakeholders were concerned about the impact the one way proposals (elements 7B, 7C, and 10) would have on local residents, particularly those with young children, older residents and those with mobility issues. They were also concerned about potential negative impact on businesses with the increased travel time needed to access them.
<p>Environment</p>	<ul style="list-style-type: none"> • Stakeholders were concerned about the impact proposals would have on the environment, particularly Grantchester Meadows and areas of the Green Belt, as well as the increased congestion caused by the introduction of one way systems. • Some stakeholders discussed the path surface and solar lighting in rural areas, feeling the paths should be in keeping with the environment (for example, using gravel paths) and that lighting should be minimised
<p>Element 4A: M11 Bridge option A</p>	<ul style="list-style-type: none"> • Stakeholders indicated their support for this option, feeling the ramp offered the most accessible option for crossing the bridge <ul style="list-style-type: none"> ○ A few stakeholders felt that the ramp would be too severe for equestrian users
<p>End of route in Cambridge</p>	<ul style="list-style-type: none"> • Stakeholders were concerned about the where the route lead into Cambridge, feeling that this area (Newnham Croft, Mill Lane, Fen Coe, and Lammass Land) was already congested with cycle traffic and that development may have an adverse effect on the environment in the area. • Stakeholders also felt that central Cambridge was not the only end destination for commuters and that other workplace destinations, such as West Cambridge, needed to be more accessible from the Greenways

Email, social media and consultation event responses

44 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

<p>Element 10: junction improvements including making Grantchester Street one way between Newnham Croft Street and Barton Road</p>	<ul style="list-style-type: none"> • Respondents indicated they were opposed to this element, feeling that it would negatively impact on local residents and cause increased congestion in nearby busy streets
<p>Impact on local residents</p>	<ul style="list-style-type: none"> • Respondents were concerned about the impact the proposals would have on local residents, particularly the one way systems and the route through Newnham Croft, which were felt to increase congestion in the area
<p>Element 8: path behind Grantchester Meadows hedge and element 7A: Cambridge to Grantchester option A</p>	<ul style="list-style-type: none"> • Many respondents indicated they were opposed to these element, feeling that it would have an adverse impact on the environment and pedestrians who currently use the path • A few respondents indicated they supported these elements, with preference for element 7A
<p>Environment</p>	<ul style="list-style-type: none"> • Respondents were concerned about the impact these proposals would have on the environment, in particular the nature of the Greenways path surfaces. <ul style="list-style-type: none"> ○ Some respondents felt that a more natural path, such as gravel, would offer improvements without impacting on the environment

<p>Elements 7B & 7C: Cambridge to Grantchester option B & C</p>	<ul style="list-style-type: none"> • Most of these respondents indicated they were opposed to the one way system on Grantchester Road, feeling it would negatively impact on local residents and increase congestion in the area • Some respondents indicated their support for these elements as these would have less impact on the environment than option A. <ul style="list-style-type: none"> ○ Some indicated a preference for option C, as this was also felt to reduce the 'rat running' in Grantchester during morning peak travel times
<p>End of route in Cambridge</p>	<ul style="list-style-type: none"> • Respondents felt that where the route ended in Cambridge led to already congested routes and would not be beneficial to commuters