

Sawston Greenway

Engagement Summary Report

Greater Cambridge Partnership

February 2023

Engagement Summary Report



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1. Introduction

Atkins have been commissioned by the Greater Cambridges Partnership (GCP) to provide public engagement support for the Sawston Greenways scheme.

The purpose of public engagement was to update members of the local community, wider stakeholders and other interested parties, on the latest proposals for the Sawston Greenway and to collate views and thoughts. The engagement period began at midday on Monday 14th November 2022 and lasted four-weeks, coming to an end at midday on Friday 9th December 2022.

This report documents the process by which the engagement period was completed and presents feedback received during the engagement period. The feedback will be used to review and develop the scheme design and inform GCP's decision on how the scheme should be progressed.

1.1. Sawston Greenway Scheme Overview

The Sawston Greenway represents one of twelve proposed Greenway routes, originally proposed in 2016, whose purpose is to connect Cambridge and surrounding villages by making local walking, cycling and, where appropriate, horse-riding easier and safer. As part of the vision for Greater Cambridge, the scheme aims to support people making cheaper, healthier journeys by enhancing active travel routes.

The Sawston Greenway proposes to connect Cambridge to Sawston via the Addenbrooke's/Biomedical Campus, Great Shelford, Stapleford and Sawston. The route follows existing roads and paths, with the aim to provide a high quality route for walkers, cyclists and horse-riders. The proposals also include improvements to a number of junctions along the route where traffic volumes are greatest, providing improved crossings for active travel users.

At the northern end of the route, along Robinson Way, the scheme aims to provide a segregated path which would continue south along Francis Crick Avenue, as part of the Cambridge South East Transport – Phase 2 (CSET 2) project. Following this, and heading further south, the Genome Path would be widened to improve comfort to all users.

As the Greenway enters Great Shelford and Stapleford, a series of crossings and traffic calming measures are proposed to be put in place to create a safer environment for all active travel users.

Subject to engineering feasibility and landowner and Network Rail agreement, the Sawston Greenway aims to deliver a new off-road path between Stapleford and Dernford Reservoir to improve access to the existing open space.

A shared use path is proposed along the west side of the A1301 between the junctions with Cambridge Road and Mill Lane.

1.2. Background and Objectives

The objectives of the Greenways are to:

- Help to provide alternatives to private car travel and to reduce traffic congestion, improve air quality and public health,
- Improve access to the countryside,
- Implement high standards of infrastructure, in line with national, regional and local policy, including LTN 1/20, for walking, cycling and other non-motorised modes,
- Ensure active travel routes are as direct as possible,
- Create an active travel network with sufficient capacity to meet additional demands for walking, cycling and horse riding journeys, as a result of employment and housing growth in Cambridgeshire, and
- Support the Local Plan for Cambridgeshire by providing better sustainable transport links to Cambridge city centre and the rural fringes.

Previous consultation was undertaken by the GCP over a seven-week period in the summer of 2019, beginning on 17th June 2019 and closing on the 5th August 2019. Views and responses to this consultation shaped the proposals that were presented in this round of public engagement. The report which summarises the findings of

the previous consultation can be viewed online on the Greater Cambridge website¹. Highlight findings from the 2019 consultation included:

- The majority of respondents supported all proposed elements of the proposed Greenway Route,
- Proposed widening of the Genome Path was widely supported,
- The connection to Shelford Station via Mill Court was widely supported,
- General support over the use of solar studs throughout various sections of the proposed route, specifically along the Sawston Bypass, Cambridge Road and Dernford Reservoir, and
- Emphasised the need for signage, wayfinding and lighting to be provided consistently throughout the route.

Following results from the findings from the seven-week consultation, the alignment of the route was agreed by the GCP Executive Board in October 2020.

¹ <https://www.greatercambridge.org.uk/sustainable-transport-programme/active-travel-projects/greater-cambridge-greenways/sawston-greenway>

2. Engagement Progress

Chapter 2 presents the methodology, activities and material used to deliver the public engagement process for the Sawston Greenway. The key objectives for the public engagement are outlined below.

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

These objectives were considered in all aspects of engagement communication and materials.

2.1. Engagement Activities

Key stakeholders associated with the Sawston Greenway were engaged with throughout 2022 and will continue to be engaged with as the Sawston Greenway project progresses. Stakeholders ranged from council members, partner authorities, representatives of walking, cycling and equestrian groups and relevant landowners whose agreement is needed in order to construct and manage the route.

Table 2-1 - Engagement Summary

Timeline	Date	Organisation/Group/Event
Pre-Public Engagement	14 th September 2022	Cambridge University
Pre-Public Engagement	5 th October 2022	Cambridge County Council (CCC): Sawston greenway Planning Workshop involving various CCC disciplines
Pre-Public Engagement	7 th October 2022	Non-Motorised User Groups, including representatives from: <ul style="list-style-type: none"> • British Horse Society • Ramblers Association, and • CamCycle
Pre-Public Engagement	26 th October 2022	Network Rail
Pre-Public Engagement	22 nd November 2022	South Area Forum
Pre-Public Engagement	2 nd November 2022	Councillors Briefing Zoom Event Presentation including representatives from Shelford and Stapleford Parishes
During Engagement Period	22 nd November 2022	Sawston Public Virtual Zoom Event presentation
During Engagement Period	30 th November 2022	Sawston Public Drop-In Event: Mill Lane Pavilion

2.2. Overview of Engagement Material

A range of material was developed to promote the public engagement for the Sawston Greenway. The objective of the material was to promote the project and inform the general public of the proposals, whilst also providing an avenue for feedback on our current proposals. This material was also utilised at the two drop-in events. The materials produced included and can be viewed in Appendix A:

- An A5 leaflet,
- An A4 and A5 postcard,
- An A4 poster,
- A wide banner wide (1506x2156mm),
- 16x technical plan enhancements, including 1x key location plan (not in appendix),
- A questionnaire survey, and
- A Frequently Asked Questions (FAQ) document.

The leaflet, survey, FAQ document and technical plan enhancements were uploaded to the ConsultCams online engagement platform, alongside information about the event dates. Hard copies and alternative formats of the materials were available upon request for accessibility purposes. The details on how to obtain these were enclosed in the leaflet.

In terms of distribution of the aforementioned materials and information, approximately 6,000 copies of the postcard were delivered to properties deemed relevant to the Sawston Greenway. This included the communities of Great Shelford, Stapleford and Sawston, whilst also encompassing the Addenbrookes/Biomedical Campus.

2.3. Online Engagement Summary

Over the four-week engagement period, the ConsultCams website was visited by a total of 1,760 people and 2,261 times altogether, a breakdown of which can be found in Table 2-2 below.

Table 2-2 – Website Summary

Engagement Tool Name	Visitors	Downloads/Views
Sawston Greenway Brochure.pdf	501	541
Sawston Greenway Overview Map.png	317	340
Section 4: Shelford Station.pdf	231	263
Section 3: Genome Path.pdf	210	225
Section 6: Dernford Reservoir.pdf	199	225
Section 5: Stapleford Village.pdf	193	229
Section 1: Long Road Junction.pdf	185	207
Section 7: A1301 Cambridge Road Junction.pdf	168	183
Section 8: A1301 Sawston Bypass.pdf	166	181
Section 2: Robinson Way.pdf	141	157
Sawston Greenway Survey Plain Text.docx	46	54
FAQs	50	54

Visits to the site can be classified based on the engagement a visitor has with the website. Three categories were used to classify visitors: aware participants, informed participants and engaged participants.

A visitor who has made at least one visit to the webpage but has not taken further action is classed as an 'aware' visitor, in the sense that they are aware the webpage exists. However, this means that they have not engaged with any of the supporting engagement material.

'Informed' visits can be summarised as any person who has engaged with the material, such as following a link. These visits are able to be classified as informed due to the fact that a visitor has been interested enough to 'click' on the site and is thus considered informed about the project. To be considered an informed visit, a person must do at least one of the following actions:

- Viewed a photo or video,
- Downloaded a document,
- Visited the 'Key Dates' page,
- Visited the FAQ document, or
- Visited multiple project pages, defined by clicking from one project into the next or clicking on pages with the project.

A visitor that contributed or participated in the material in some way is considered to be an 'engaged' visit. In order to be classified in this way, at least one of the following actions needs to have been completed:

- Contributed to Forums,
- Participated in Surveys,
- Contributed to News Articles,
- Participated in Quick Polls,
- Posted a comment on the guestbook,
- Contributed to Stories,
- Asked Questions,
- Placed Pins on Maps, or
- Contributed to Ideas.

Any given visit can be classed in more than one category. For example, an engaged visit is also counted as an informed and aware visit. Consequently, an informed visit is also classed as an aware visit. A summary of engagement types can be viewed in Table 2-3 below.

Table 2-3 - Type of website engagement

Engagement Type	Frequency
Aware Visits	1,760
Informed Visits	1,176
Engaged Visits	239

3. Analysis and Methodology

Chapter 3 details the method of data collection and subsequent analysis of collected data.

3.1. Data Collection

The survey acted as the primary avenue of collecting feedback on the Sawston Greenway proposals. As stated previously, the survey was available on the ConsultCams website, with hard copies available upon request. The questions in the survey regarding the scheme were all open ended, meaning respondents were able to provide a free text answer. Open-ended responses cater better for opinions as users aren't prompted to select their answer from a pre-determined list.

The Sawston Greenway route is separated into eight different sections, so that responses could be directed at specific areas of the route rather than the Greenway as a whole. Splitting the survey also makes question analysis simpler and thus themes easier to identify. Each section contained a single, open-ended question, paired with detailed text that summarised the proposed improvements relevant to the section.

3.2. Question Analysis

Open-ended questions provide respondents the opportunity to freely voice their opinions without being influenced by any pre-determined themes, which is extremely valuable when progressing the Sawston Greenway designs further. However, these detailed responses can be complex to analyse, particularly in large quantities. In order to ensure that all responses are analysed in a comprehensive manner, answers were coded to identify common themes. These themes were then analysed to identify recurring trends in the answers which can then be used to provide feedback on the designs.

A codeframe had been previously developed to analyse open-ended questions originating from the surveys for the Haslingfield Greenway, Comberton Greenway and Melbourn Greenway. This codeframe acted as a strong baseline for the codeframe used for the Sawston Greenway, with only minor tweaks required in response to specific details in certain questions. From previous public engagement on Greenway schemes, the following steps were taken in order to develop the coding framework.

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

Analysis of the open-ended questions is detailed in Chapter 5, with the Codeframe summary found in Appendix B.

3.3. Written Responses

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

3.4. Quality Assurance

A number of quality assurance checks were undertaken to validate the accuracy of the question analysis. Firstly, the date and time of each response was checked to ensure all submissions were within the engagement window. Dates and times were also checked for suspicious or unusual patterns, such as a large number of answers being received in bulk or at accurate time intervals. No such patterns were observed. Visual checks were performed to ensure that any duplicated answers were removed to avoid double-counting.

4. Respondent Breakdown

Chapter 4 provides insight into the profile of respondents which include demographics, geographical variance and respondent type.

4.1. Response Levels

247 responses to the survey were received, including both the online version and the hard copies. Hard copies were manually inputted into the system so that they were included in the subsequent analysis. The majority of responses were from individuals, although a few other responses were received from representatives of business groups and elected representatives, as below:

- 234 individuals,
- 9 representatives of a business or other group,
- 1 elected representative (Cambridge City Council),
- 1 Other, and
- 2 blank responses.

Question 14 of the survey prompted respondents to state their interest in the project. This was listed as a multiple-choice question where respondents were able to select more than one answer, thus yielding a higher number of responses than respondents. In total, there were 242 respondents to the questions, representing a frequency of 367, as detailed in Table 4-1.

Table 4-1 - Summary of Respondent Type

Respondent Type	Frequency	Representative Percentage
Resident in Sawston	70	19%
Resident in Stapleford	40	11%
Resident in Great Shelford	65	18%
Resident in Little Shelford	8	2%
Resident elsewhere in Cambridge	40	11%
Resident elsewhere	11	3%
Local business owner/employer	9	2%
I regularly travel in the area	105	29%
I occasionally travel in the area	8	2%
Other (please specify)	11	3%

From the table, respondents most commonly interested in the Sawston Greenway indicated that they travelled regularly in the areas representing over a quarter of all respondents (29%, 105 responses). The second and third highest group of respondents identified themselves as residents of Sawston and Stapleford, representing 19% (70 responses) and 18% (65 responses) respectively.

A total of 9 representatives of a business and/or organisations responded to the survey outlined as follows:

- Sustrans,
- Barton & District Bridleways Group,
- The Trails Trust,
- Cambridge University Hospitals,
- CamCycle,

- CTC Cambridge,
- Trumpington Residents Association (TRA),
- Stapleford Parish Council, and
- Great Shelford Parish Council.

A total of 11 respondents indicated 'Other (please specify)' when considering their interest in the Sawston Greenway. There was a range of reasons as to why this option was selected which can be summarised as follows:

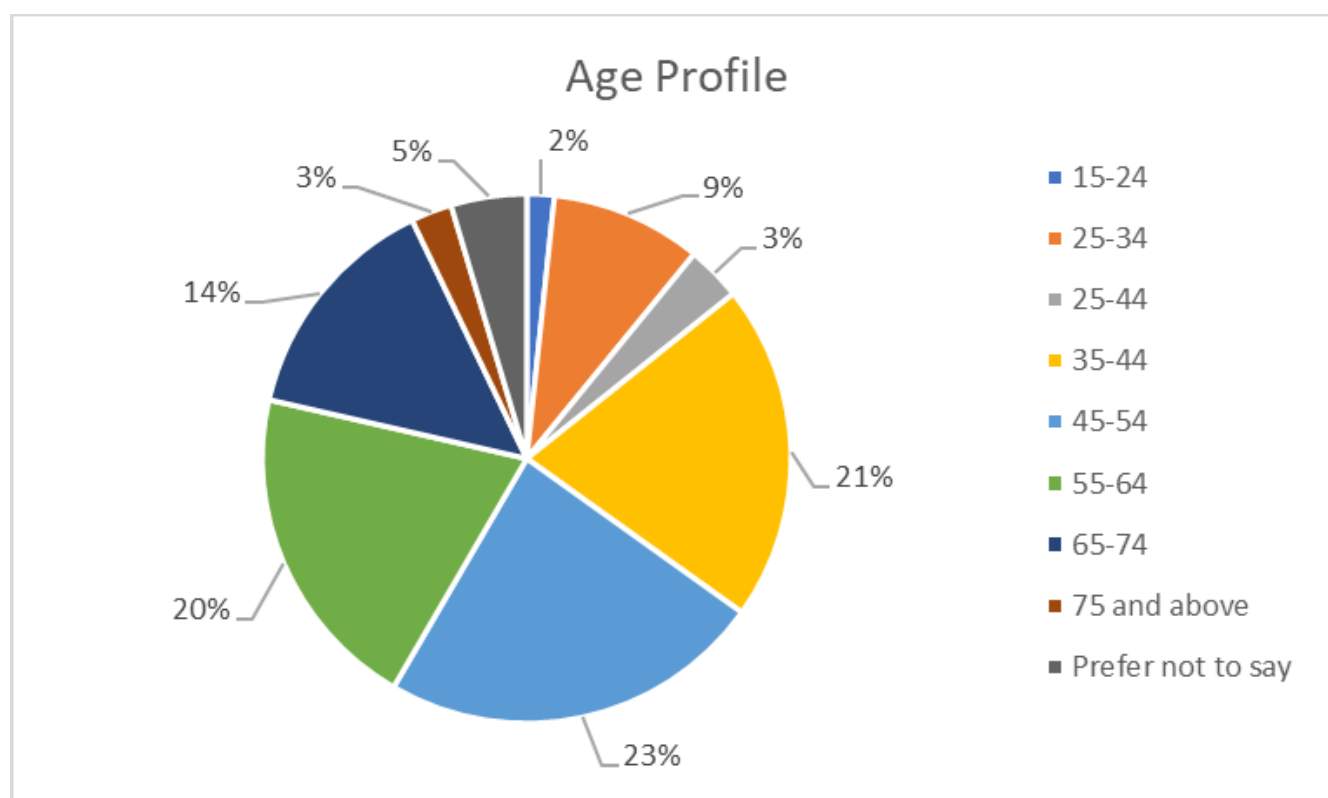
- Regular horse-rider in the area,
- Resident in South Cambridgeshire,
- Employed at Addenbrooke's,
- A representative from Sustrans,
- In order to promote the positive impact to Cambridge University Hospitals and their staff,
- Barton & District Bridleways Group,
- Representative of Stapleford Parish Council,
- Resident in Whittlesford,
- Trustee of a National Charity representing the interest of all Bridleways and Byway users, and
- 2 responses indicating that they regularly use the route.

4.2. Respondent Profile

Questions 15 through 18 of the survey enquired about the demographics on the respondents, which included their age, employment status, potential scheme usage and health. These questions were optional, thus yielded fewer results.

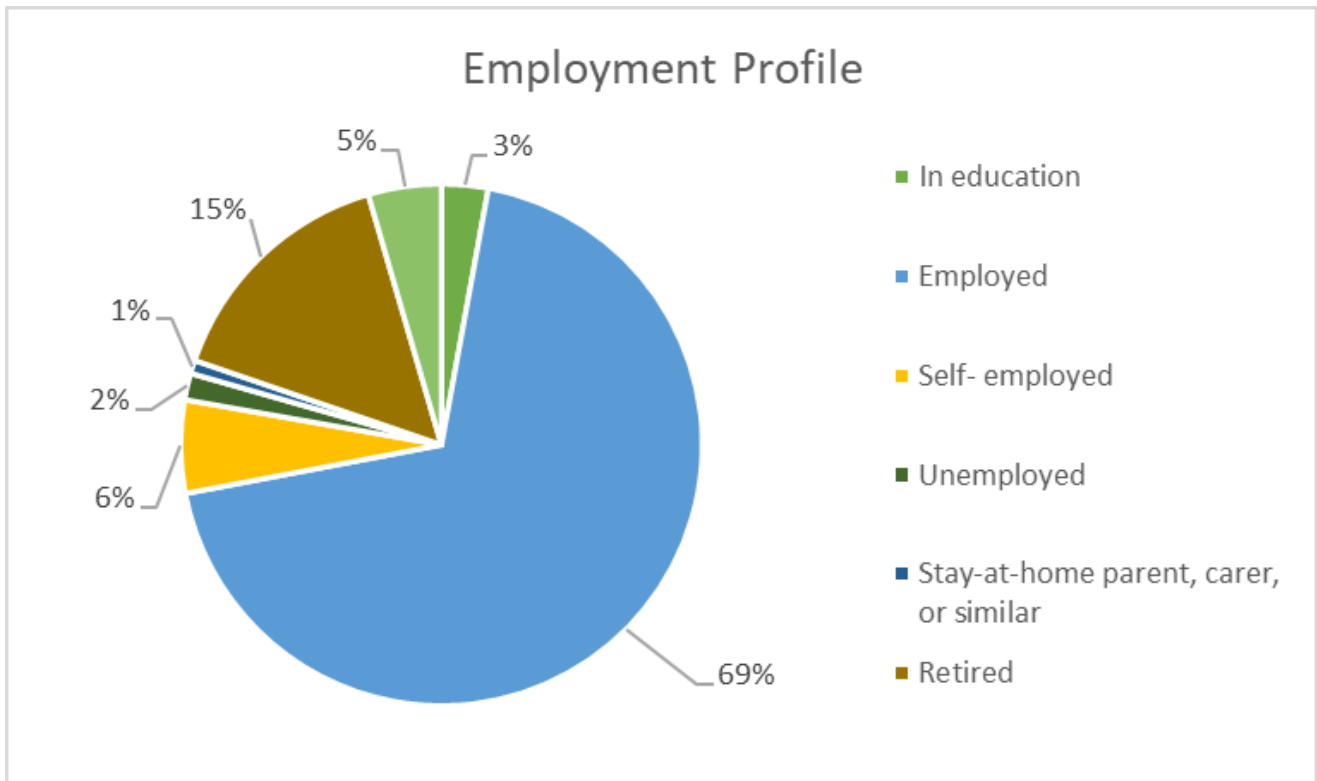
A total of 239 respondents disclosed their age, a breakdown of which can be found below in Figure 4-1. A total 11 respondents (5%) indicated that they would prefer not to disclose their age. The largest proportion of respondents fell into the 45-54 age bracket, representing 23% of all responses (56 respondents). This was closely followed by the 34-44 and 55-64 age bracket which accounted for 21% and 20% of responses respectively (49 and 48 respondents). 14% of respondents (34 responses) were aged 65 – 74 and 3% of respondents (6 responses) were aged 75 and above. The remaining 14% (34 responses) were aged 44 or under. It should be noted that a single respondent indicated they were aged under 15, representing much less than 1% of the total respondents. For visual purposes, this value has not been included in Figure 4-1.

Figure 4-1 - Age Profile of Respondents



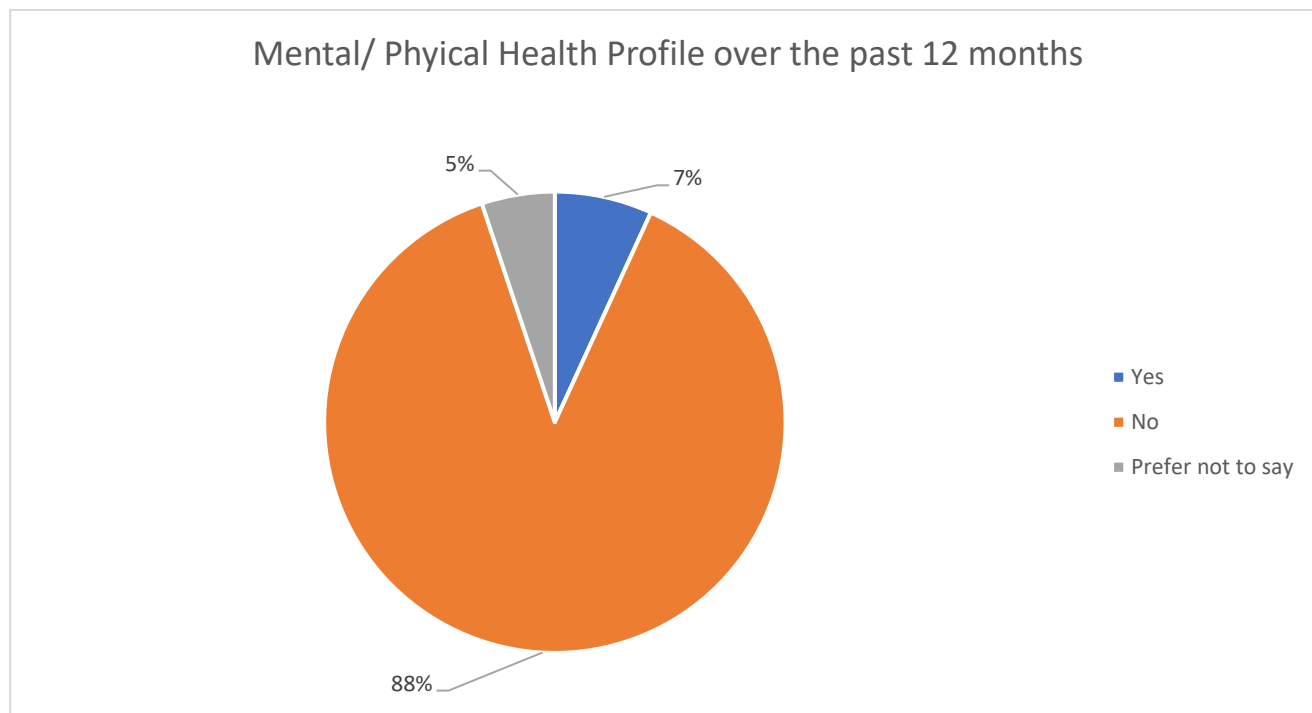
A total of 243 respondents answered question 16 with regards to their employment status of which 11 respondents (5%) preferred not to say. A breakdown of employment status can be found in Figure 4-2 below. The vast majority of respondents identified themselves as employed, representing 69% (168 responses) of the total figure. The second largest proportion of respondents, 15% (37 responses) fell into the “retired” category. 6% (14 respondents) indicated self-employment as their employment status. A small number of respondents indicated that they were in education (7 responses), representing 3% of the total. The remaining 1% of responses (2 respondents) identified as “Stay-at-home parent, carer, or similar”.

Figure 4-2 - Employment Profile of Respondents



Respondents were also asked about their health, both physical and mental. This question investigated whether respondents considered themselves to have any long-term physical or mental health conditions that affects the way they travel or choose to travel. In order to standardise the answers, the question asked for conditions lasting or expecting to last 12 months or more. A breakdown of which can be seen in Figure 4-3. A total of 234 responses were collated of which 88% (206 respondents indicated “No”. 7% (16) of respondents answered “Yes” and the remaining 5% (12) of respondents preferred not to say.

Figure 4-3 - Health Limitations to Travel

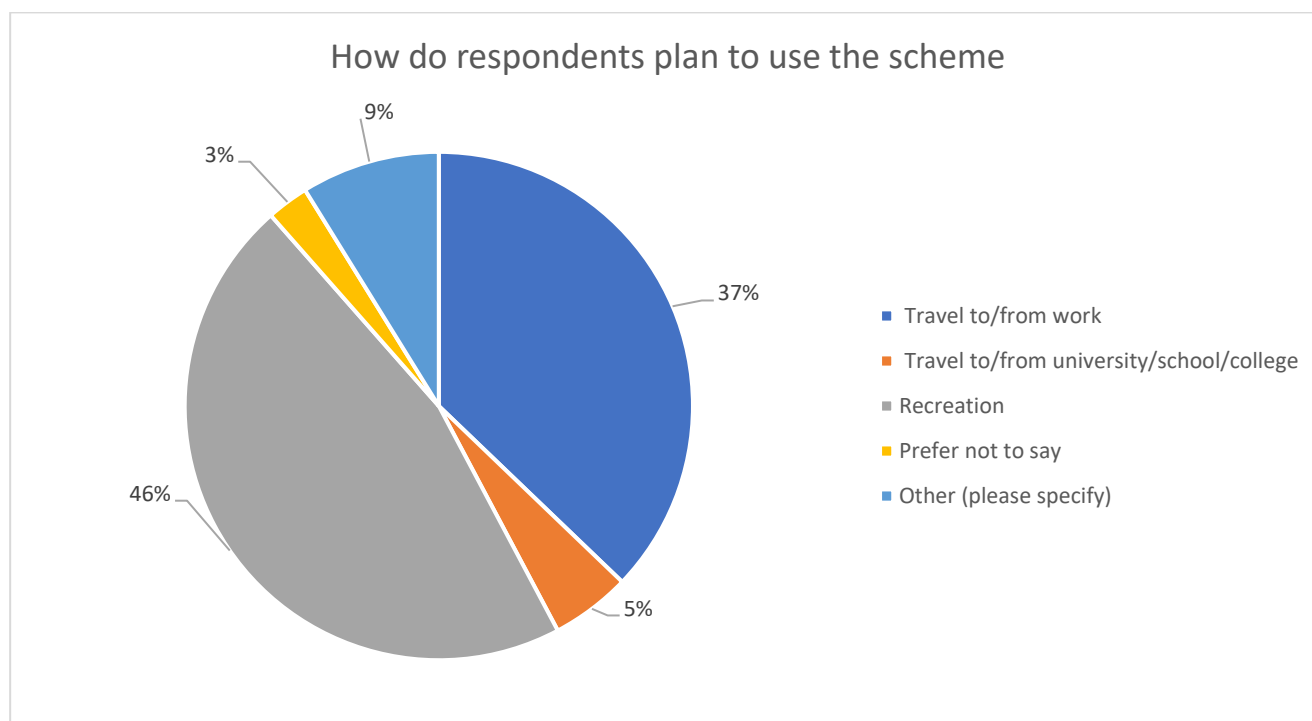


The survey asked respondents how they would use the scheme, a breakdown can be seen in Figure 4-4. Similar to previous questions, this question was multiple-choice, meaning respondents were able to select more than one response. For example, an individual can use the Greenway to travel to work and for recreational use. A total of 374 responses were collated, almost half of which (46%, 173 answers) indicated that they would use the greenway for leisure. The second most popular response was to use the greenway in some aspect to travel to/ from work, representing 37% (139) responses. The third most frequent response was “Other (please specify)”, totalling 9% (33 responses). Respondents chose “Other” for the following reasons:

- Would not use the scheme,
- Visit friends,
- Exercise, and
- Access to shopping and hospitality.

5% of respondents (19 responses) indicated they would use the greenway to travel to their place of education school, college or university, and the remaining 3% (10 responses) would rather not say.

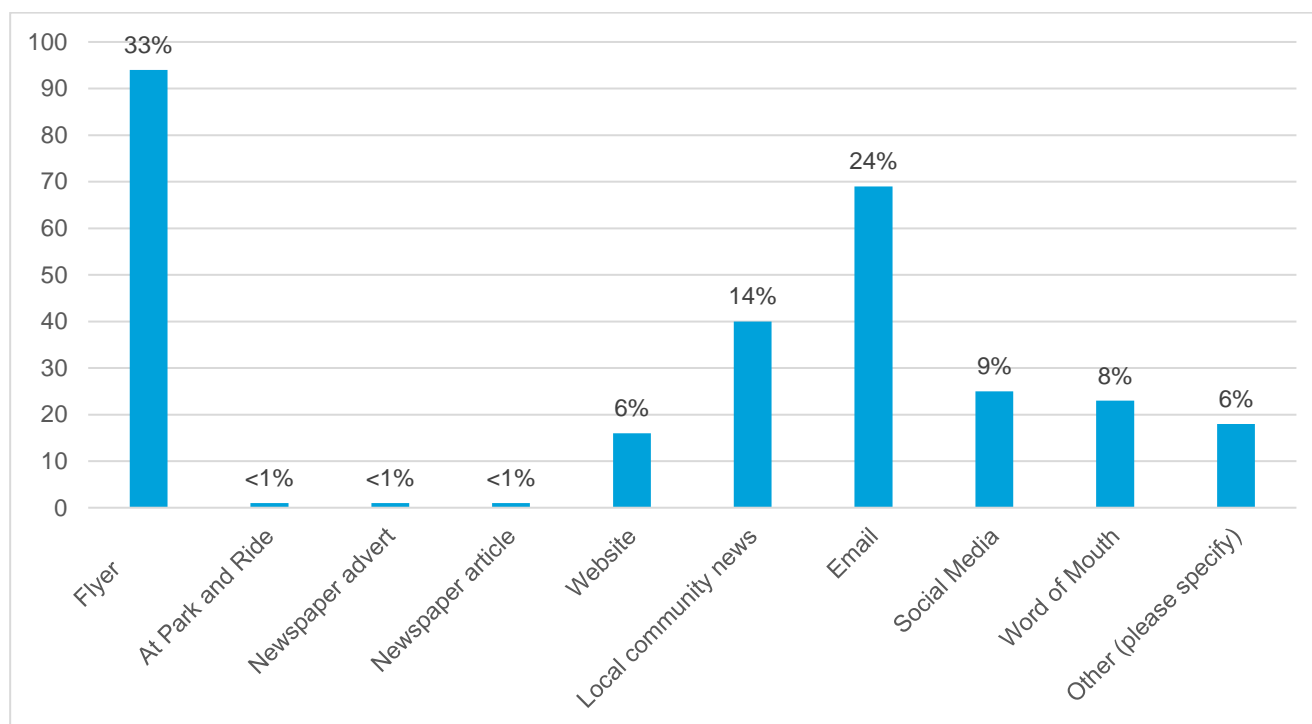
Figure 4-4 - Planned Usage of Greenway



4.3. Avenue of promotion

Question 19 enquired about how respondents discovered the survey, a breakdown of which can be found in Figure 4-5 below. A third of individuals discovered this round of engagement through the postcard representing 33% (94 responses). The second highest avenue for discovery was via email, accounting for almost a quarter of total responses, 24% (69 respondents) followed by local community news accounting for 14% (40% of respondents). Social media and word of mouth accounted for 9% and 8% of responses respectively (25 and 23 respondents). The park and ride, newspaper advert and newspaper article account for a combined 1% of respondents (responsible for 1 response each). The remaining 6% of responders chose “Other (please specify)” of which the majority of respondents specified through work.

Figure 4-5 - Breakdown of how respondents found out about the engagement



4.4. Postcode Analysis

As part of the survey, respondents were asked to provide the first four or five characters of their postcode in order to understand the geographic variability of the responses. A total of 239 respondents provided their postcode, a breakdown of which can be found in Table 4-2.

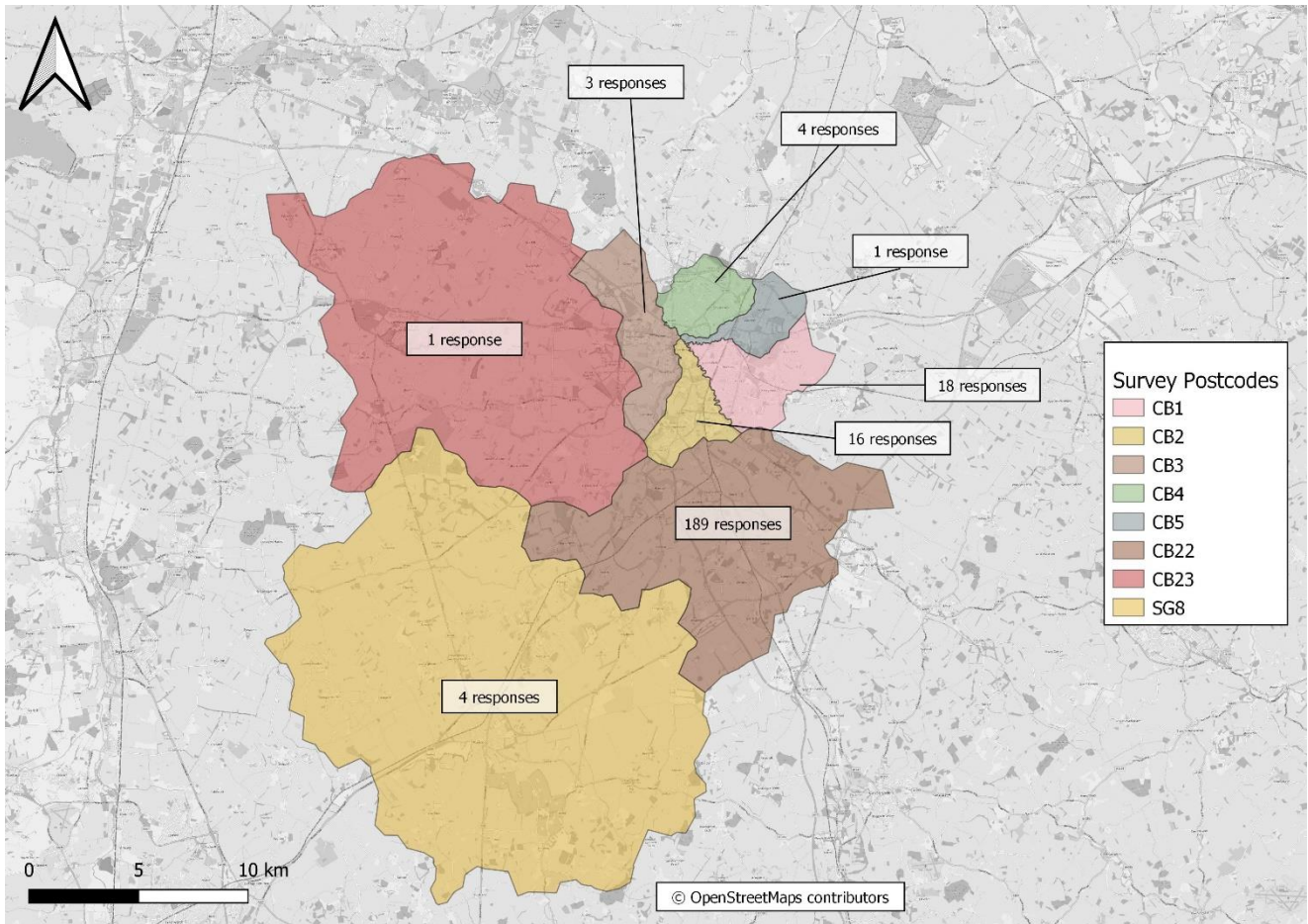
Table 4-2 - Postcode Area Analysis

Postcode	Number of Respondents
CB22	189
CB1	18
CB2	16
CB4	4
SG8	4
CB3	3
CB10	1
CB5	1
CB23	1
PE1	1
C23	1

The postcode CB22 account for 79% of all responses, which is expected since the majority of the greenway lies within this postcode. Sawston, Stapleford Village and Dernford Reservoir are all located within this postcode. CB1 and CB2 account for 8% and 7% of responses respectively, which is also unsurprising since links from the Sawston Greenway run through these postcodes. To note the postcode listed as C23 does not exist and was likely filled out incorrectly on the survey.

Figure 4-6 below, shows a map of the postcodes surrounding Cambridge and presents their respective response rate. The map does not showcase the location of the following postcode PE1, due to its relatively large distance from Cambridge.

Figure 4-6 – Postcode Area and Response Frequency centred around Cambridge



5. Feedback on the proposal

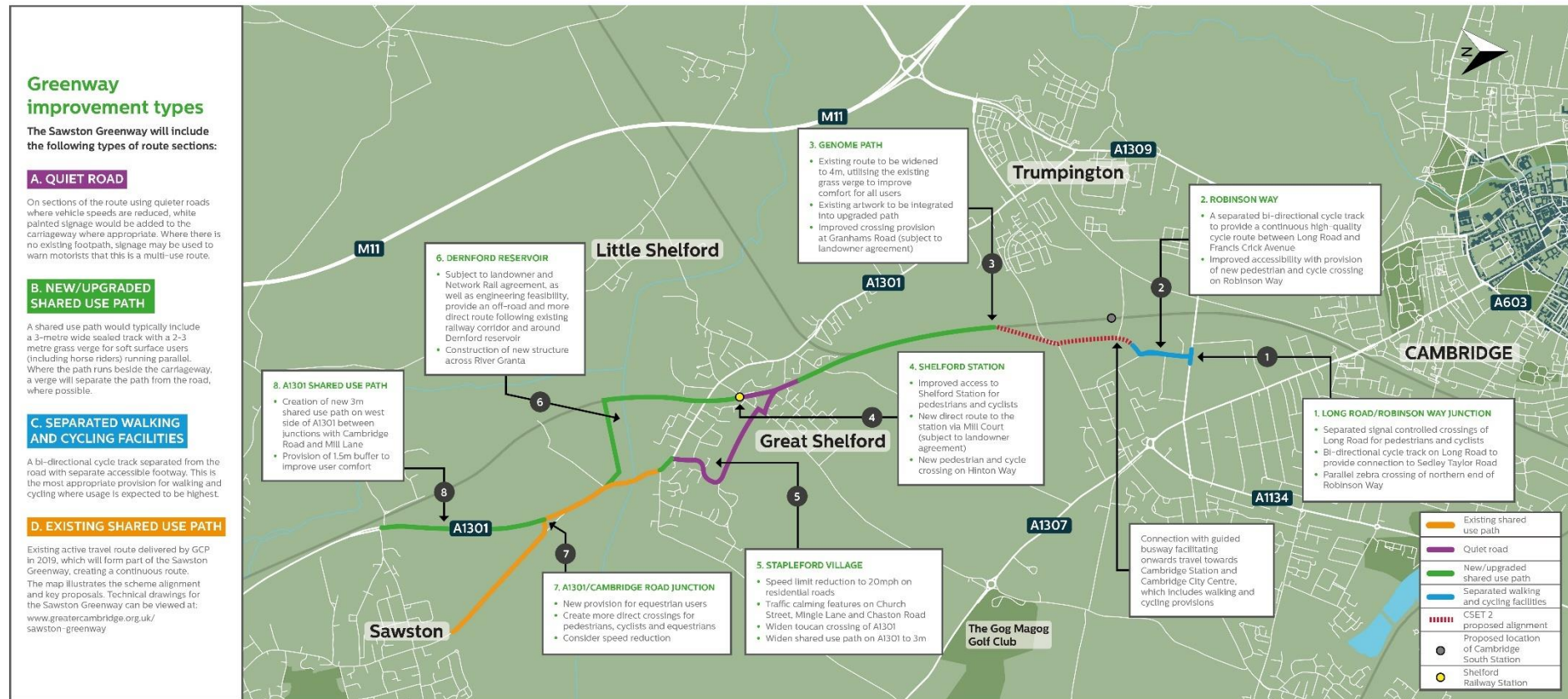
Chapter 5 focuses on the feedback received on the proposals for the Sawston Greenway. As no question was mandatory, response rates vary between sections as some respondents did not feel the need to provide feedback on sections that didn't seem relevant to themselves. This chapter also summarises feedback received through the Public Drop-in event held on 30th November 2022.

An insert of the Sawston Greenway proposals overview map can be found in Figure 5-1 below. The map was utilised throughout the engagement material to outline the different sections of the proposed route. As referenced in Chapter 3.1, the Sawston Greenway route was split into eight sections to allow for more granular responses over specific sections of the route. The eight sections were titled as follows:

- Section 1: Long Road/Robinson Way junction
- Section 2: Robinson Way
- Section 3: Genome Path
- Section 4: Shelford station
- Section 5: Stapleford Village
- Section 6: Dernford Reservoir
- Section 7: A1301/Cambridge Road junction
- Section 8: A1301 shared use path

Analysis for each section of the feedback focusses on the 4 or 5 most common emerging themes. Responses that answered the question but provided no comment were not considered as a theme, whether or not this was within the top 5 most common answers. Such answers included, but is not limited to, responses such as "No comment", "Nothing to add" or "Not Applicable".

Figure 5-1 - Sawston Greenway Overview Map



5.1. Section 1: Long Way/Robinson Way Junction

There was a total of 110 responses (45% of the total number of survey responses) received in relation to Section 1: Long Road/Robinson Way Junction. A total of 225 codes have been assigned to the response, with Table 5-1 highlighting the top five themes assigned to the Section 1 survey data.

Table 5-1 - Top 5 themes for Section 1

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	46	42%
Suggests providing alternative routes / extending route / new route	20	18%
Suggests new location for a crossing / to not have a crossing	20	18%
Suggests further segregation between cyclists / motorists / pedestrians / equestrians	12	11%
Feels the scheme hasn't been thought through/ not suitable /doesn't make sense	11	10%

Theme 1: In favour of proposals (generally)

46 of the 110 responses were viewed as favourable to the proposals in relation to Section 1 of the Sawston Greenway. A large proportion of the comments simply stated their support for the proposals at this location, without providing any further insight into any specific elements of the designs. Of those comments that did provide further detail, improvements to safety and further connectivity were the main drivers for support. It was inferred that current pedestrian and cycling provisions along Robinson Way and Long Road are in need of improvement.

Theme 2: Suggests providing alternative routes / extending route / new route

18% of the responses suggested amendments to the current proposals in Section 1. 11 of the 20 comments analysed directly referenced the importance of Sedley Taylor Road to pedestrians and cyclists in this location and suggest that the Greenway improvements are extended along this road. Almost a half of the comments coded to this theme suggest extending the improvements further east on Long Road to connect with Hills Road, stating that current cycling infrastructure along this stretch is unsafe, particularly in high road traffic times.

Theme 3: Suggests new location for a crossing / to not have a crossing

20 of the 110 comments suggested a new crossing location or amendments to crossings in some aspect as part of their response to Section 1. The majority of these comments believe that the current designs (with the crossing of Long Road to the east of Robinson Way) do not reflect the observed desire line for the majority of users, stating that routing from the direction of Sedley Taylor Road is a more popular route. Respondents are concerned that the current crossing location will either cause severe deviation to users or be completely ignored altogether. As such, there are suggestions to enhance the existing crossing on Long Road, to the east of Robinson Way. Further comments on this section state that the proposed crossing layout is overcomplicated and may cause experienced cyclists to become frustrated.

Theme 4: Suggests further segregation between cyclists / motorists / pedestrians / equestrians

12 of the 110 comments analysed suggested that further segregation between users is needed. Whilst the majority of these 12 comments reference themes already covered above (proposed crossing on Long Road to the east of Robinson Way and extended route along Long Road to the west, linking with Hills Road), some comments state that separate walking and cycling facilities should be continuous throughout section 1, rather than becoming shared use paths.

Theme 5: Feels the scheme hasn't been thought through/ not suitable /doesn't make sense

10% of the comments feel that the current proposals for Section 1 are unsatisfactory. Whilst the majority of these concerns have been encompassed as part of the themes stated above, some comments worry that the proximity of the Long Road Sixth Form College, combined with the perceived confusing layout, may cause safety issues for all users, including motor vehicles. The general consensus across these 11 comments is that the current proposals would not be beneficial given the cost of implementation.

5.2. Section 2: Robinson Way

There was a total of 102 responses (42% of the total number of survey responses) received in relation to Section 2: Robinson Way. A total of 190 codes have been assigned to the response, with Table 5-2 highlighting the top four themes assigned to the Section 2 survey data.

Table 5-2 - Top 4 themes for Section 2

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	37	36%
Suggests providing alternative routes / extending route / new route	24	24%
Suggests further segregation between cyclists / motorists / pedestrians / equestrians	11	11%
Suggests amendments to crossing/ to not have crossing	10	10%

Theme 1: In favour of proposals (generally)

37 of the 102 responses (36% of the total amount) were viewed as favourable to the proposals in relation to Section 2 of the Sawston Greenway, which encompasses Robinson Way. An overwhelming majority of these 37 responses simply state their support for the proposed greenway improvements, with numerous comments reading 'Fully support this proposal' and 'Looks good'. Of those that do provide further detail, comments generally support the separated cycle features and overall improvements near the Long Road Sixth Form College.

Two of the comments, whilst expressing support, raise concerns over the lack of detail at the southern end of the proposals, near the roundabout, in respect of how these proposals link with Francis Crick Avenue. It is recognised that at this location, the Sawston Greenway will link with the Genome Path via improvements delivered on Francis Crick Way through the Cambridge South East Transport – Phase 2 (CSET 2) scheme.

Theme 2: Suggests providing alternative routes / extending route / new route

Almost a quarter of all the responses received for section 2 of the Sawston Greenway suggest amendments to the proposed route. As part of these responses, the most common theme suggested extending the greenway improvements to cover both sides of Robinson Way, with specific emphasis on the western side (connecting Long Road and the Sixth Form College). There are also multiple comments about providing a cycle path on both sides of the southern section of Robinson Way. It should be noted that a few respondents raised concerns over the alignment of the proposed off-carriageway cycle path, stating that the proposals needlessly encroach onto the school fields, creating a safety issue.

In terms of extending the route, 2 comments specifically stated their desire to continue the greenway improvements along Puddicombe Way in order to provide onwards connection with the Addenbrooke's campus. As mentioned in Theme 1 of section 2 (above), some comments also question the apparent discontinuation of proposals at the roundabout with Francis Crick Avenue.

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

Of the 102 responses received for this section, 11 commented on the segregation between users. Two of these comments reference kerbs, stating the need for them to be implemented continuously between the proposed footway and cycle way to maximise safety. There is a further comment suggesting the implementation of Dutch kerbs along entrances along the proposed shared use path on Robinson Way (presumably to maintain continuity of the cycle route and ensure cyclists are prioritised across vehicle access points).

Of the 11 responses, several express concerns over the lack of dedicated footways, given that there is a dedicated cycleway shown on the drawings. These respondents fear that pedestrians are not being sufficiently catered for in this location.

Theme 4: Suggests new location for a crossing / to not have a crossing

10% of respondents referred to crossings in some format in their response to section 2. The general theme of these responses is in reference to the proposed crossing opposite Puddicombe Way, with respondents suggesting it may be more worthwhile providing continuous improvements either side of Robinson Way, instead of making users cross.

5.3. Section 3: Genome Path

There was a total of 179 responses (74% of the total number of survey responses) received in relation to Section 3: Genome Path. A total of 404 codes have been assigned to the response, with Table 5-3 highlighting the top five themes assigned to the Section 3 survey data.

Table 5-3 - Top 5 themes for Section 3

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	95	53%
Suggests lighting / removal of lighting / types of lighting	76	42%
Suggests changes to the width of the footway / cycleway	37	21%
Suggests further segregation between cyclists / motorists / pedestrians / equestrians	22	12%
Suggests greenery / planting	12	7%

Theme 1: In favour of proposals (generally)

The proposed improvements to the Genome Path were met with overwhelming support, with 95 responses analysed to be generally in favour, with many of the respondents indicating that improvements to the Genome Path are crucial to the success of the scheme. A large portion of the respondents did not provide any further detail, simply stating their desire for the plans to be implemented.

With this said, a wide variety of themes were mentioned as a reason for support. The key themes included overdue maintenance to the existing path, improved perception of safety for all users and increase likelihood of usage.

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

A total of 76 respondents referenced lighting in their response. Almost all of the respondents recognised the need for lighting along the route in some respect, indicating that the route is not safe in the dark. There is a divide in the comments about the nature of the lighting, with some respondents proposing overhead lighting provisions. Whilst it is recognised that lighting is indeed necessary, some believe low-impact, environmentally friendly lighting sources, such as solar studs, will not be a sufficient source of light and will offer minimal use in the winter.

As the Sawston Greenway technical drawings were in Concept Design phase for the purposes of public engagement, no specific type of lighting/lighting plan was communicated to the public. This is an element that will be considered in greater detail in the Preliminary Design phase.

Theme 3: Suggests changes to the width of the footway / cycleway

The third most common theme regarding the Genome Path was in relation to its width. Almost all of the 37 comments were supportive of the proposed widening to 4 metres, stating the path's popularity and extent of demand, as the main driver for this. Some of these supportive comments suggested widening it even further. With this said, there were a number of responses that did not think the path needed widening, although these comments were a minority.

8 comments specifically referred to the bridge, near the northern end of the Genome Path, as a pinch point and highlighted the importance for this section to be widened.

Theme 4: Suggests further segregation between cyclists / motorists / pedestrians / equestrians

Of the 179 comments received for section 3, 13% of the responses suggested that the Genome Path should be segregated to separate pedestrians and cyclists. There were numerous reports of near-misses and incidents that respondents have observed previously on the route.

Theme 5: Suggests greenery / planting

12 of the 179 comments mentioned greenery, planting or wildlife in some way as part of their response. All 12 comments highlighted the need for wildlife and the environment to be considered when implementing the greenway improvements. Suggestions included the addition of hedges, wildflowers and trees along the widened path.

5.4. Section 4: Shelford Station

There was a total of 117 responses (48% of the total number of survey responses) received in relation to Section 4: Shelford Station. A total of 211 codes have been assigned to the response, with highlighting the top three themes assigned to the Section 4 survey data.

Table 5-4 - Top 3 themes for Section 4

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests altering route alignment, including crossing locations	36	31%
In favour of proposals (generally)	33	28%
Suggests wayfinding / signage / clear markings / no unnecessary signage	11	9%

Theme 1: Suggests altering route alignment, including crossing locations

Just under a third of all coded comments received for section 4 suggested alterations to the proposed route alignment. 16 of the comments reference the crossing into Mill Court (from Chaston Road) in their response, where comments indicated the need to make the crossing as direct as possible in order to cater for all users and avoid any blind spots. It should be noted that the proposed entrance to Shelford Station via Mill Court was met with mixed responses. Some comments were supportive of the proposals based on their connectivity to the Genome Path, whereas other comments questioned the need for the cut through.

6 comments were in relation to the railway level crossing, where the proposals suggest a raised junction. Whilst there is agreement a raised junction may help the conditions here; some respondents believe that a separate pedestrian/cycle crossing should be implemented across the track in so that non-motorised users are not forced to wait at the level crossing. It should be noted that there are a few responses that express concerns over further improvements to this location, stating that any improvements may increase congestion.

The proposed crossing at Hinton Way was met with general criticism from respondents. The diagonal design was not well received, with several indicating that the confusing layout would exacerbate accidents and increase congestion in an already busy area.

Theme 2: In favour of proposals (generally)

33 of the 117 (28%) of respondents to Section 4 indicated they were generally in favour of the proposals around Shelford Railway Station. As is observed throughout similar themes for other sections of the Sawston Greenway, a large proportion of the respondents do not provide an insight into why they are providing support and instead simply express their support or satisfaction for the proposals.

A third of the comments mentioned improved cycling provision as a reason for supporting the proposals. Despite comments being generally supportive of the proposals, it should be noted that there are a number of comments that oppose the plans on the basis that they are unnecessary, with 5 comments stating that the existing conditions do not warrant any form of intervention at this section.

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

There are 11 comments in total that mention signage, wayfinding or markings in some respect, although one overarching theme does not emerge from the comments. 4 of the 11 comments mention road markings, with 3 of responses highlighting their importance to cyclists and 1 comment requesting that their usage is minimised. A further 4 comments reference signage. 3 comments suggested that additional signage is needed, whereas 1 comment stated that there is already too much signage present, which disrupts desire lines for non-motorised users.

5.5. Section 5: Stapleford Village

There was a total of 128 responses (53% of the total number of survey responses) received in relation to Section 5: Stapleford Village. A total of 265 codes have been assigned to the response, with Table 5-5 highlighting the top five themes assigned to the Section 5 survey data.

Table 5-5 - Top 5 themes for Section 5

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	45	35%
Suggests traffic calming measures / changes to traffic calming measures	23	18%
Suggests need for maintenance	22	17%
Suggests changes to the wide of the footway / cycleway	19	15%
Suggests providing alternative routes / extending route / new route	19	15%

Theme 1: In favour of proposals (generally)

The most common theme observed through section 5 of the Sawston Greenways proposals was that of general support, with 45 of the 128 (35%) expressing their support for the proposals in general. A large portion of respondents did not elaborate on their reasoning. Those that did provide further detail commented that the proposed increase in width to the shared use path along the A1301 would enhance safety for both pedestrians and cyclists. Further comments also supported the implementation of traffic calming features along Church Street/Mingle Lane stating that the existing speed limit along this stretch of road is not always respected by motorists.

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

Building on from responses observed as part of theme 1 for section 5, 23 coded comments reference traffic calming features and/or vehicle speeds as part of their response. The general consensus across all of the coded responses is that traffic calming features, such as speed humps and cycle markings, are ineffective unless properly enforced, highlighting that the existing 20mph speed limit on the road is not respected. There are also concerns over the fact that implementing speed humps along this route will have a negative impact on the health of motor vehicles that use the road.

Theme 3: Suggests need for maintenance

22 of the coded comments for this section referenced the need for maintenance. 16 of the 22 comments directly mentioned that the existing conditions on Mingle Lane are unsatisfactory for all users, stating that there are numerous pot holes along the road. Furthermore, some of these 16 comments state that the pavement condition is in need of repair.

Theme 4: Suggests changes to the wide of the footway / cycleway

The joint-fourth most common theme analysed from the responses received for section 5 suggest changes to the width of the footway/cycleway throughout the Stapleford Village section of the Sawston Greenway proposal. A large portion of said comments reference the existing shared use path on the southern side of A1301 London Road as an area for improvement, recognising that the proposals will need to be continued further south to link up with the off-road route (on the western side of the A1301 London Road, south of Bury Road).

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

19 of the coded comments for section 5 suggested altering the greenway alignment in some way. The most prevalent location for requested changes to the current proposed alignment are around the intersection of Church Street and the A1301 London Road. Some respondents feel the proposed alignment of the shared use path runs too close to the shopfront and could be a source of collisions, particularly between southbound

cyclists and people exiting the shop. Many of the same respondents feel that the shared use path would be better suited to align with the highway more closely, leaving space in front of the shopfront sterile.

A number of comments suggested that the current proposals on the southern side of the A1301 London Road would be better suited on the northern side of the carriageway and could be accommodated between the junctions with Church Street and Bury Road, stating that there is more space to provide improved facilities.

5.6. Section 6: Dernford Reservoir

There was a total of 131 responses (54% of the total number of survey responses) received in relation to Section 6: Dernford Reservoir. A total of 225 codes have been assigned to the response, with Table 5-6 highlighting the top five themes assigned to the Section 6 survey data.

Table 5-6 - Top 5 themes for Section 6

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	63	48%
Suggests lighting / removal of lighting / types of lighting	29	22%
Opposition based on concerns for safety (generally)	19	15%
Suggests providing alternative routes / extending route / new route	9	7%
Suggests types of material surfacing	8	7%

Theme 1: In favour of proposals (generally)

Almost a half of all respondents to section 6 (48%) were found to be in favour of the Dernford Reservoir proposals, with the general consensus agreeing that removing cyclists, pedestrians and equestrians from Stapleford/Great Shelford would result in increased safety and reduced congestion on the highway. Most respondents agree that an off-road route would be more desirable for all users and would promote active travel in the area. A large portion of the responses to this question simply state their support without providing further insight, leaving comments such as 'Great Idea' and 'Fantastic! Please go ahead!'.

It should be noted that despite receiving a large amount of support, some respondents (8 total) raised concerns over the usability of the route, noting that the current proposed route is longer than the existing alternative. Respondents who alluded to this worry that individuals on time-sensitive journeys may opt to continue to use the A1301, which, in their opinion, calls into question to purpose of the proposed Dernford Reservoir section of the greenway.

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

As is commonplace in off-road routes, the second most common theme among respondents was lighting, accounting for 29 responses in total. All of the comments in relation to this theme recognised the need for lighting/extra lighting throughout this section to make the route viable and believe that the proposed route would be unsafe without sufficient provision. Solar studs were directly mentioned 6 times, although the general consensus was that this form of lighting would not be sufficient in creating a sense of safety, particularly in the winter months.

As the Sawston Greenway technical drawings were in their Concept Design phase for the purposes of consultation, no specific type of lighting/lighting plan was communicated to the public. This is an element that will be considered in greater detail in the Preliminary Design phase.

Theme 3: Opposition based on concerns for safety (generally)

Echoing the sentiment of Theme 2, 19 respondents expressed concerns over this section of the Sawston Greenway, based primarily on safety issues. Given the off-road nature of this section of the greenway, the majority of respondents feel that this route will be unsafe to use, particularly when travelling alone in the dark as there will be limited natural surveillance. Lighting is considered to be the key element in resolving this issue.

However, there are 2 respondents who expressed concerns that the proposed route alignment would create a path near residences on Leeway Avenue. Respondents feel that the path is an invasion of privacy and worry about the potential increase in anti-social behaviour that the path could bring.

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

9 of the comments in this section suggest amendments to the proposed route alignment, with the main contributor (6 comments) being in relation to a proposed connection with A1301 London Road. The respondents who suggested this connection feel that there is opportunity to create an access at this location to accommodate onwards travel towards Little Shelford and Hauxton via Woollards Lane. A potential connection with the A1301 London Road would need to be step-free in order to accommodate cyclists and other wheel-based users and would also provide the opportunity to access the southern-bound platform at Shelford Railway Station without having to cross at Station Road.

Theme 5: Suggests types of material surfacing

8 comments of section 6 suggest that the Dernford Reservoir route will only be useful if the 'correct' surfacing for the proposed shared use path is implemented. There is, however, some disagreement over what the 'correct' surfacing material would be. Most of the comments suggest that a hard, smooth, flood-resistant surface will be needed to ensure that the path's safety is maximised. However, some comments express concerns that by implementing concrete/asphalt would mean Dernford Reservoir would lose its wild/rural aesthetic.

5.7. Section 7: A1301/Cambridge Road junction

There was a total of 105 responses (43% of the total number of survey responses) received in relation to Section 7: A1301/Cambridge Road Junction. A total of 189 codes have been assigned to the response, with Table 5-7 highlighting the top four themes assigned to the Section 7 survey data.

Table 5-7 - Top 4 themes for Section 7

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	44	42%
Concerns around equestrian users	14	13%
Suggests new location for a crossing / to not have a crossing	11	10%
Suggests lighting / removal of lighting / types of lighting	8	8%

Theme 1: In favour of proposals (generally)

44 of the 105 responses analysed in section 7 were generally in favour of the proposals at this location. As is commonplace with this theme, most of the respondents simply stated their support for the plans without providing further information, with many comments expressing their support that the crossing here is being addressed. The responses that are in support of the proposals generally agree that a crossing would enhance safety here, particularly for school children. 10 respondents specifically mentioned that the proposed reduction in speed limit would be beneficial to enhance the safety in this area and to encourage cycling.

Theme 2: Concerns around equestrian users

Despite a lot of support shown for the proposed crossing at A1301/Cambridge Road, 14 comments express concerns over provision for equestrian users. 12 of the 14 comments that align to this theme question whether a Pegasus crossing is needed in this location, claiming that very few horses/horse-riders travel through this area. The other 2 comments are supportive of the proposed Pegasus crossing at this location but question the need for tactile paving. These 2 comments simply suggest removing the tactile paving from the Pegasus crossing as a solution.

Theme 3: Suggests new location for a crossing / to not have a crossing

The third most common theme for section 7 of the Sawston Greenway suggest amendments to the crossing location. All of the 11 comments received in relation to this topic agreed that the current design is unnecessarily complicated and that the junction would be adequately served by the single crossing to the southern side of Cambridge Road/A1301. This would save both time and money when building the greenway, which could be then used to enhance other sections.

Theme 4: Suggests lighting / removal of lighting / types of lighting

8 of the 105 respondents to this question referenced the need to provide improved lighting as part of their answer, although it is noted that the locations listed don't directly align with the improvements suggested at the crossing between A1301 and Cambridge Road, with only 2 of the eight comments referencing the need for lighting considerations at the junction. The other 6 comments highlight the need for lighting to be continuous along the A1301 and Cambridge Road into Sawston.

5.8. Section 8: A1301 shared use path

There was a total of 115 responses (48% of the total number of survey responses) received in relation to Section 8: A1301 shared use path. A total of 222 codes have been assigned to the response, with Table 5-8 highlighting the top four themes assigned to the Section 8 survey data.

Table 5-8 - Top 4 themes for Section 8

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	53	46%
Will improve access to other villages / key locations and suggest extending the route	34	30%
Opposition based on concerns for safety (generally)	12	10%
Suggests further segregation between cyclists / motorists / pedestrians / equestrians	9	8%

Theme 1: In favour of proposals (generally)

Almost a half of all responses (46%) indicated they were in favour of the proposals generally. The vast majority of the 53 responses provided no further detail, simply responding 'Good Idea' or 'Agree with the proposal'. Of those that did provide reasoning for their support, the general consensus is that existing conditions are unsafe and that improvements would provide much needed connectivity to smaller settlements near Sawston.

Theme 2: Will improve access to other villages / key locations and suggest extending the route

34 of the coded comments received for section 8 were either supportive of the proposals based on their ability to provide improved connectivity to other key locations across southern Cambridgeshire or suggested amendments to the proposed route alignment.

6 of the responses suggested extending the greenway improvements further south to encompass the A505 and provide connectivity to Whittlesford and Whittlesford Parkway Railway Station. 10 of the comments express confusion as to why the improvements seem to stop at the junction with Mill Lane and feel that there is opportunity to extend the greenway provisions into Sawston from the west.

13 of the 34 responses were analysed to be directly supportive of the proposals due to the fact that they provide improved connectivity to other locations. 11 comments directly mention improved connectivity to Whittlesford as their primary benefit to the scheme, with 1 of these 11 comments, referencing improved connectivity to further modes of travel (Whittlesford Parkway) as a reason to support the proposals. The other 2 locations named as part of the 13 comments were the Sawston Village College and Babraham.

Theme 3: Opposition based on concerns for safety (generally)

The fourth most common theme for the shared use path along the A1301 was in relation to safety concerns, with 12 of the 115 responses referencing safety in some aspect. The general consensus is that the 60mph speed limit is too high in order for the shared use path to be safely used. There are also concerns over headlight glare from motorists on the A1301, with 4 of the 12 comments highlighting this as an issue specifically. A further 4 comments suggest the shared use path would be safer if implemented behind a hedge or other forms of protective barrier.

Theme 4: Suggests further segregation between cyclists / motorists / pedestrians / equestrians

Similar to aspects observed in theme 4 for this section, 9 of the comments suggested further segregation between the shared use path and the A1301 in order to make the proposals feasible. Despite the plans illustrating a 1.5m grass verge, the general consensus of these respondents is that this provision is unsuitable and further work will be needed. Some comments suggested trees or other forms of planting, whilst others suggested moving the shared use path to the other side of the existing hedgerow.

5.9. Event Feedback

An in-person event and a virtual event were held throughout the four-week engagement period. This was to provide stakeholders and the wider public an opportunity to hear more about the proposals, understand the details of the designs and ask any questions they have about the scheme. The in-person event was held at the Mill Lane Pavilion in Sawston on the 30th November 2022, between 2pm and 7pm, and had 25 attendees. An online, virtual event was held on 22nd November 2022 via Zoom. This session was attended by 7 people.

A summary of the key feedback received throughout the events has been collated below.

5.9.1. General Themes

- General feedback was that the vast majority were pleased with the proposals in principle and welcomed the improvements.
- Concerns were raised over the perceived lack of progress of the scheme over the last several years and enquired about the next steps.

5.9.2. Long Way/Robinson Way

- Content that improvements are being made near the Sixth Form College, especially the crossing of Long Road, although there are concerns that it is on the wrong side and would be better positioned to the west of Robinson Way.
- Suggested the greenway improvements be continued along Sedley Taylor Road to the north.

5.9.3. Genome Path

- Very supportive of the proposed improvements to the Genome Path in general, provided that the existing artwork is retained.
- Highlighted the environmental significance of the path and that any and all work along it should be carefully considered, including lighting interventions.
- The proposed crossing on the southern extent of the Genome Path (across Graham's Road) was well received, although some commented that adding a further crossing provision near the existing level crossing would infuriate motorists and cause congestion.

5.9.4. Great Shelford/Stapleford

- Agreed that improvements need to be implemented along Mingle Lane/Church Street, particularly in terms of road condition.
- Many felt the traffic calming measures were unrealistic without proper enforcement.
- Supportive of the improvements to the junction of Church Street/A1303 London Road, although concerns were raised in regard to the alignment of the shared use path running in front of the Spar shop.
- General support to plans around the station.

5.9.5. Dernford Reservoir

- Concerns were expressed that the implementation of this route would mean that improvements to the existing off-road shared use path (between the entrance to Dernford Reservoir and Bury Street) would be neglected.

5.9.6. A1301/Cambridge Road

- Generally supportive of the plans and felt that increased connectivity to this section is long overdue.
- Essentially all attendees agreed that the proposed crossing is too complex in its current state, and that a single crossing on the south side of the A1301/Cambridge junction would be more than sufficient.

6. Equality analysis feedback

To ensure that the proposals are not deemed discriminatory in any way, two optional questions were asked to capture views centred around equality and diversity. It is important to consider these aspects as the proposed Sawston Greenway should not disproportionately impact those with protected characteristics under the Equality Act 2010.

Question 12 read **'Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person(s) or group(s)'**. This question generated different themes than the questions outlined in Chapter 5, thus a different codeframe was needed. The codeframe closely followed that previously used to undertake Equality Analysis for previous greenway engagement schemes.

A total of 78 responses were received for this question, with 72 codes applied to the answers. A significant portion of the comments (16 responses) had nothing to add to the equality analysis feedback and have been assigned with the 'no comment/not applicable/nothing to add' code. A further 11 comments indicated they supported the proposals when considering how they may impact those with protected characteristics under the Equality Act 2010. With this said, three themes were identified as prevalent features, as shown in Table 6-1.

Table 6-1 - Top 3 themes through equality analysis feedback

Theme	Number of Coded Comments	Percentage of Coded Comments
Mobility and accessibility issues	22	28%
Gender related	12	15%
Age related	9	12%

Theme 1: Mobility and accessibility issues

There were 23 comments that mentioned mobility and access issues related to the scheme, of which 4 of the comments mentioned that the proposals would have a negative impact on individuals with these issues, citing the indirectness of the proposed routes as the main drivers for this response. With this said, a number of answers suggested that the proposals would have a positive impact on people with mobility and access issues, stating that enhanced active-travel provisions, such as wider shared use paths, would increase user comfort.

Theme 2: Gender related comments

There were 12 coded comments received in relation to gender, with all comments directly referencing women/female. It should be noted that one of these comments mention 'mums' rather than women/female. Some of the comments simply stated that Sawston Greenway needs to be designed to be inclusive in general, without providing a specific reason.

Half of these comments reference safety as part of their response, recognising that elements of the proposed Sawston Greenway must be implemented with safety in mind. Four of the six comments relating to women's safety state that the exclusion of horse-riding/equestrian provisions in places where other improvements are proposed could be deemed discriminatory to females as the vast majority of horse-riders in the area are women.

Theme 3: Age related comments

9 of the 78 respondents were received in relation to age, with 6 of the comments mentioning children or pushchairs and the other 3 mentioning elderly users/people of retirement age. The general consensus throughout is that the Sawston Greenway needs to be implemented in a way that caters for the needs of all age groups, suggesting wider paths and better crossings.

Question 13 read ‘**We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below**’. A total of 58 responses was received in response to this question. Due to the low response rate to this question and the fact that many respondents had nothing to add, only 2 themes identified represented over 10% of the total coded comments.

Table 6-2 - Top 2 themes for question 13

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests providing alternative routes / extending route / new route	12	21%
In favour of the proposals (generally)	11	19%
Suggests lighting / removal of lighting / types of lighting	4	7%
Suggests need for maintenance	4	7%

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

Just over a fifth (21%) of the coded comments received for this question suggested altering the route alignment in some aspect. The most common suggestion (5 of the 12 responses) suggested extending the route to provide connections on to Whittlesford and Whittlesford Parkway, with one such comment suggesting that improvements along the A505 may be an avenue to explore. A further three comments expressed concerns that the current proposals to do not include the stretch of road on the A1301 between The Rose pub (just north of Bury Road) and Bridge End Cottage. The three respondents feel that improvements to this section of the scheme could be minor given there is existing infrastructure, which provides a quick-win opportunity for the Sawston Greenway. Other locations for extending the route included Mill Lane (into Sawston), Hinton Way (Great Shelford), Babraham and even into Essex (Great Chesterford and Saffron Walden mentioned specifically).

Theme 2: In favour of the proposals (generally)

11 of the 58 responses to question 13 showed support to the Sawston Greenway proposals in general. The vast majority of the comments (8 responses) expressed their delight at the proposals as a whole, without providing any further detail. One of these eight comments expressed gratitude that public engagement was undertaken. Out of the three other comments, one comment mentioned that they believe the proposals would help promote sustainable transport in the region and would contribute to reduced congestion (and hence better quality of living). One comment was supportive over the schemes’ impact on school pupils, whilst the remaining comment noted the proposals positive impact on cycling in the area.

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

There were four comments, 7% of the total coded comments, that mentioned lighting in some aspect. Half of these comments simply stated the need for good lighting in general without providing further insight. However, it is inferred that good lighting in general will increase usage of the scheme and improve the perception of safety for all users. One comment raised concerns over the proposed use of solar studs, suggesting that they are not sufficient in creating a safe environment for all users. This comment suggests ‘proper street lighting’ should be implemented instead. The final comment expressed concerns over light pollution and suggested that low level lighting should be implemented on the more rural sections of the route.

Theme 4: Suggests need for maintenance

There were four comments, 7% of the total coded comments, that suggested the need for maintenance along the Sawston Greenway route, although there were no common themes in terms of specific location. Two of the comments expressed their desire for existing infrastructure to be maintained in general. One such comment suggested that the existing cycleways are adequate provided that they were properly maintained. The other comment requested that areas are repaved every 10 years to ensure that the proposals are usable in the future.

One comment referred to the section of the A1303 to the south of Bury Road as an area that is in need of maintenance, suggesting that overgrown vegetation is cut back. Another comment requested that the section along Mingle Lane and Church Street is in dire need of repair, commenting that potholes are commonplace in this location.

7. Conclusion and next steps

242 responses in total were received to the survey through the public engagement process. Overall, feedback received was supportive to all sections of the proposed Sawston Greenway. A number of suggestions were raised that will be considered and possibly incorporated into the design of the Greenway.

The proposed improvements to the Genome Path (Section 3) received the most support out of all of the proposed sections to the Sawston Greenway, with 95 responses (53% of the total responses for this section) generally in favour of the proposals. The general consensus is that the existing conditions of the Genome Path are unsuitable given the volume of non-motorised users that utilise the route and that widening the path would improve comfort for all. Lighting was identified as a key theme for the Genome Path with many people stating that the route is unsafe during the dark. Whilst it was agreed lighting is needed along this section of the route, it is not immediately clear what form this lighting should take.

The off-road proposed route near Dernford Reservoir (Section 6) was met with wide-spread support, with almost half of all comments in favour of this section of the Sawston Greenway. These comments echo the sentiment that this route could provide a safe alternative to the A1301 London Road, relieving congestion and improving safety. There were, however, concerns that the off-road nature of the route could be unsafe to use in the dark, with no confirmed lighting plan in place at this stage. Furthermore, a small portion of respondents expressed concerns over the indirectness of the route, commenting that people on time-sensitive journeys may opt to travel via the existing A1301.

The majority of the respondents (79%) indicated they reside in the CB22 postcode area, which is unsurprising given the Sawston Greenway scheme extents lie predominately in this postcode area. This postcode encompasses the settlements of Sawston, Stapleford, Great Shelford, Little Shelford and Hauxton. The next most popular area of respondents was from the postcodes of CB1 (8%) and CB2 (7%), both of which lie directly north of the CB22 postcode extents. The CB2 postcode encompasses the Addenbrookes campus site, whereas CB1 contains the settlements of Cherry Hinton.

Once the engagement feedback has been considered and reviewed by CCC and the GCP, a decision will be made on how to develop the scheme further. The findings of the public engagement will be presented to the Executive Board Committee in March 2023, at which point a plan on how to proceed with the detailed designs and construction will be outlined. A separate report detailing the design changes and how the scheme is to be progressed will also be published at a later date. If the decision is taken to proceed, construction of 'quick wins' would be due to commence later into 2023, with the Sawston Greenway expected to be finalised in 2025.

Appendices



Appendix A. Engagement Material

A.1. Brochure

WHAT IS A GREENWAY?

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

The Challenge

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

- Continued growth of traffic and congestion
- Limited public transport choices and lack of attractive walking and cycling routes
- Toxic air pollution and high carbon emissions as a result of limited alternatives to the car

To meet these challenges, the GCP was awarded £500million to make vital improvements to our transport networks. With this money, we are developing more affordable and better travel options for our region. The Greenways aim to provide attractive and safe walking, cycling and, where appropriate, horse riding routes, between the city and its surrounding communities.

Improving our region through Greenways, to:

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

Sawston Greenway Project

BACKGROUND

The Sawston Greenway is one of twelve proposed Greenways, which aim to make local walking and cycling journeys easier, connecting villages along the route to each other and to enable a direct connection with Cambridge.

Previous public consultations were held in 2019 with supportive feedback for the Sawston route. Further design work on the route was approved by the GCP Executive Board in October 2020.

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

THE ROUTE

Once the proposed Sawston Greenway is complete it will connect Cambridge to Sawston. The route covers seven miles of improvements routing south from Cambridge, via Addenbrooke's Biomedical Campus, Great Shelford, Stapleford and Sawston. The Greenway proposals focus on making improvements to key junctions to improve safety and connectivity for pedestrians and cyclists. Improvements for walking and cycling will also be made to those sections of the route where space permits.

The route follows existing roads and paths with the aim to provide a high-quality route for walking, cycling and horse riding in the area.

THE PROPOSALS

The proposals involve improvements to a number of junctions along the route where traffic volumes are greatest, providing improved crossings for people walking and cycling.

Routes upgrades are proposed for different sections of the Greenway. On Robinson Way the route involves separated walking and cycling facilities which would be contained along Francis Crick Avenue followed by the CST 2 junction. The Greenway Path would be widened to improve comfort for all users. A shared use path is proposed along the west side of the A1030 between the junction with Cambridge Road and Mill Lane. Subject to engineering feasibility and landowner and Network Rail agreement, we are proposing a new off-road path between Stapleford and Denmark Reservoir to improve access to the existing open space.

We want to hear what local people, organisations, and businesses think about these proposals.

Visualisations of the scheme

EXAMPLE OF URBAN JUNCTION

Our proposals include high quality signal controlled facilities for pedestrians and cyclists at busy junctions. This includes fully segregated walking and cycle crossings at the junction of Long Road and Robinson Way to minimise conflict and improve safety.



TYPICAL RURAL SETTING

Our proposals include shared use paths where the route runs off-road. This typically includes a 2-metre wide sealed track with 2.5-metre grass verge for soft surface users (including horse riders) running parallel. Exact materials are still to be confirmed.



Next stages

The next stages to progress the design of the Sawston Greenway will include undertaking the following tasks:

1. ENVIRONMENTAL & ECOLOGY IMPACTS

We are considering the environmental constraints and assessing the possible effects of the proposals on the environment and local ecology, so that this can be incorporated into the next stage of scheme design. This will consist of botanical and ecological surveys and redwren assessments. Our aim will be to minimise the impacts and enhance biodiversity overall (bio-diversity net gain).

2. ENGAGEMENT WITH LANDOWNERS

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

3. PLANNING CONSENT

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

4. TRAFFIC MODELLING

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

5. DESIGN COORDINATION

The route of the Sawston Greenway interconnects with a number of other local strategic projects such as CST 2, Cambridge South Station and Cambridge Biomedical Campus Development. We will ensure that the design and implementation of the Sawston Greenway is coordinated with these other projects.

Sawston
greenway

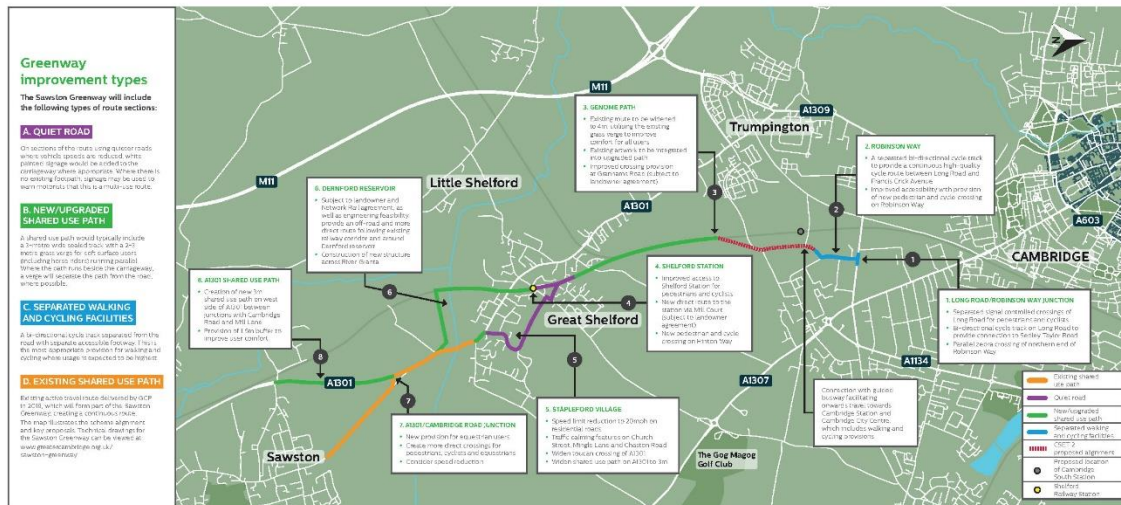
GREATER CAMBRIDGE PARTNERSHIP
Growing and thriving prosperity

SAWSTON GREENWAY

Sawston - Stapleford - Great Shelford - Biomedical Campus

Have your say on a new walking, cycling and horse riding route linking Sawston, Stapleford, Great Shelford, Addenbrooke's/Biomedical, Campus and Cambridge.





Potential impacts and mitigations

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

The routes are being designed to be fully accessible for wheelchairs, opening up more of the places to more people. Proposals for on-road sections of the route will include measures to improve safety for all, including traffic calming and safer crossing points. We are reviewing car parking on the route to ensure it does not create excess risk to people cycling.

Materials and surfacing
Generally, routes will be made from a hard, smooth surface such as asphalt. In more rural locations, including byways we will introduce appropriate surface treatment that is sensitive to the local environment.



Visual impact

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

Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we are preparing an Equality Impact Assessment (EIA) for the proposals put forward in this engagement exercise. An EIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and career responsibilities.

Timeline

Draft route options were presented to the public and the Executive Board in 2020. We are now developing the technical design. The next stages are outlined below.



On-going engagement with key stakeholders, land owners and the wider public.

HAVE YOUR SAY

We want to continue to understand the views of local communities and other interested parties on our proposals and use the feedback to help progress the design for the scheme.

The engagement period will run for four weeks from 14th November to Friday 10th December 2022. There are a number of ways to respond and provide feedback:

1. Visit our online questionnaire at: www.sawston-greenway.org.uk/

2. Download or request a paper questionnaire and return to: Greater Cambridge Partnership, PO Box 1492, Millside House, 8 Regent Street, Cambridge, CB1 0YB

3. We will be holding one virtual event and one in-person event.

Virtual Zoom Event:
Date: Wednesday 23 November
Time: 10:00-10:30
Please register details online at: www.sawston-greenway.org.uk/

NEXT STEPS

Your feedback will be analysed once the engagement period ends. The findings will then be compiled into a summary report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the GCP Executive Board.

GET IN TOUCH

connect@greatercambridge.org.uk

01223 699936

@GreaterCambs @CambsGreenways

www.facebook.com/GreaterCam

ALTERNATIVE FORMATS: If you require any of the materials in an alternative format or language please email consultations@greatercambridge.org.uk or call 01223 699936.

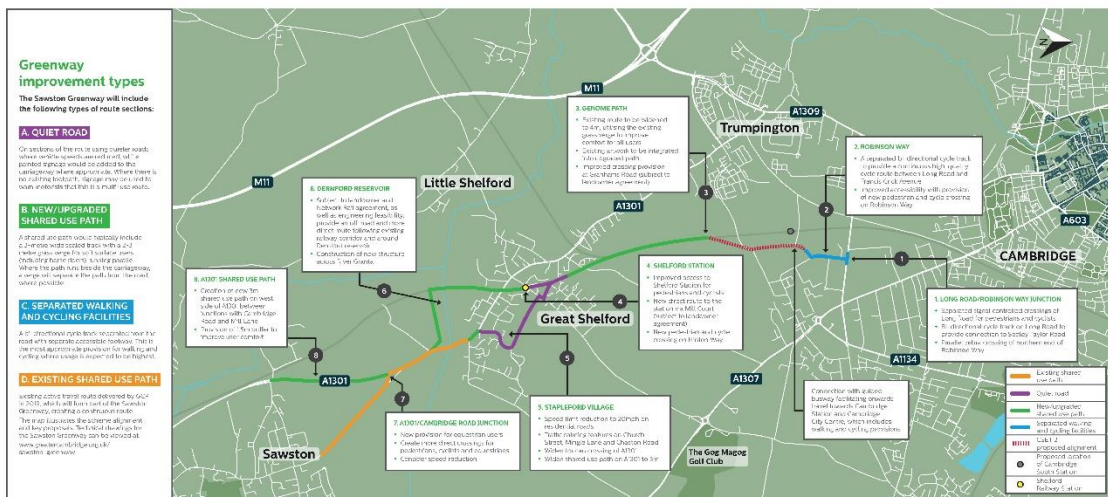
A.2. Banner



SAWSTON GREENWAY

Connecting Cambridge and Sawston, the seven mile Greenway proposals involve improvements to paths, roads and a number of junctions along the route where traffic volumes are greatest, providing improved crossings for people walking and cycling. On Robinson Way this would involve separated walking and cycling facilities which would be continued along Francis Crick Avenue by the CSETs 2 project.

The Genome Path would be widened to improve comfort for all users. A shared use path is proposed along the west side of the A1301 between the junctions with Cambridge Road and Mill Lane. A new off-road path is proposed between Stapleford and Dernford Reservoir to improve access to the existing open space*. **We want to hear your views on these proposed improvements. Learn more below and follow the link for the survey.**



How the junction of Long Road & Robinson Way could look



How a rural section of the Greenway could look



*Subject to landowner agreements, Network Rail agreements and engineering feasibility.

A.3. Poster



We'd like to hear from you!



The Greater Cambridge Partnership is seeking feedback on a new Greenway route for safer, easier and more direct walking, cycling and horse riding:

- **Sawston Greenway:** A 7 mile route proposed via Sawston, Stapleford, Great Shelford and Addenbrooke's/Biomedical Campus.

The engagement period for this route will commence from Monday 14 November until midday Friday 9 December 2022.

Let us know what you think – we'd love to hear from you!

Just go to www.greatercambridge.org.uk/sawston-greenway

Telephone us: 01223 699906



Scan here to find out more

A.4. Postcard

Sawston
greenway



Have your say on a new Greenway route linking Sawston, Stapleford, Great Shelford and Addenbrooke's/ Biomedical Campus.

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

An online survey and events will run from Monday 14 November until midday Friday 9 December 2022.



HAVE YOUR SAY

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

www.greatercambridge.org.uk/sawston-greenway

The engagement period ends at midday on Friday 9 December, so please submit your feedback by then.





What are the proposals?

Please visit our website where you can find out more and provide feedback: www.greatercambridge.org.uk/sawston-greenway

Our plans aim to make walking, cycling and horse-riding safer and easier. They include:

- High-quality pedestrian and cycle crossing at the junction of Long Road and Robinson Way
- Safer, more direct cycle tracks on Robinson Way through the Addenbrooke's/Biomedical Campus
- A more comfortable, wider Genome Path
- Traffic calming, speed reductions and surface improvements through village settings
- High-quality pedestrian and cycle crossing of Hinton Way in Shelford
- Safer, high-quality pedestrian and cycle crossings along the entire route

Find out more and have your say



Fill out the online survey at: www.greatercambridge.org.uk/sawston-greenway



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



Email us: consultations@greatercambridge.org.uk



We will be holding one virtual event and an in-person event. Details below:



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



We will be holding a live event online with the project team.
Date: Wednesday 23rd November
Time: 18:00 - 20:00



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



To register, please visit: www.greatercambridge.org.uk/sawston-greenway



Telephone us: 01223 699906



Venue: Sawston Mill Lane Pavilion
Date: Wednesday 30th November
Time: 14:00-19:00
Address: 5-19 Mill Lane, Sawston, Cambridge, CB22 3JE

A.5. Survey

Introduction

The Sawston Greenway is one of twelve proposed Greenways, which aim to make local walking, cycling and, where appropriate, horse riding journeys safer and easier – connecting villages along the route to each other and Cambridge.

The feedback received from our previous consultation has informed the route alignment and shaped the proposals being presented in our accompanying brochure. We have provided this survey for you to give your views on our design proposals.

Your feedback is essential in helping us refine our designs and ensure they best suit the needs of your local community.

What information do you need before completing the survey?

We encourage you to read the 'Sawston Greenway 2022' brochure before completing this survey. You can download this from the Document section of the Sawston Greenway engagement page

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

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

To view designs in detail, the technical drawings are also published on our website and can be downloaded from the Document section of the Sawston Greenway engagement homepage.

This questionnaire can be completed online at [Sawston Greenway Survey 2022](#). If you are unable to complete the form online, fill in this Word version and return to:

Greater Cambridge Partnership

PO Box 1493, Mandela House

4 Regent Street, Cambridge

CB1 0YR

Please ensure your response reaches us by midday on 9 December 2022.

About you

Q1. Are you responding as...?

Please select the option from the list below that most closely represents how you will be responding. Please select one option.

- An individual
- A representative of a business or group
- An elected representative
- Other, please specify:

Q1a. If you are responding on behalf of a group or business, please state its name. We will publish the names of businesses, groups and representatives alongside their response in our public reports

Q2. Please tell us the first four or five characters of your postcode e.g. CB3 7 or CB21 6

About the scheme

The proposed Sawston Greenway would link Sawston, Stapleford, Great Shelford, Addenbrooke's/Biomedical Campus and Cambridge. The route follows existing roads and paths with the aim to provide a high-quality route to improve and enhance walking, cycling and, where appropriate, horse riding in the area.

The proposals include:

- A signal controlled walking and cycling crossing of Long Road at its junction with Robinson Way.
- A separated bi-directional cycle track on Robinson Way
- An upgrade to the Genome Path (National Cycle Network Route 11), making the path wider to provide users with more comfort. Existing artwork will be integrated into the upgraded path
- Improved connections to Shelford station from the Sawston Greenway route
- Traffic calming measures on residential streets along the route in Stapleford
- A new off-road path via Dernford Reservoir, subject to landowner and Network Rail agreement
- New provision for equestrians at the signal controlled junction of the A1301 and Cambridge Road
- New shared use path on the A1301 adjacent to Sawston

Landscaping and ecological enhancements will also form part of the scheme, including planting to make the route more attractive and support a wide range of wildlife.

We welcome feedback on specific features and considerations that the design team should consider for the next stage of design.

The scheme is currently at preliminary design stage. Site surveys are being carried out and will be used, alongside your feedback this autumn, to finalise the preliminary design before starting the detailed design.

The Greenways objectives are to:

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

The route alignment has largely been finalised. We are now seeking feedback on the proposed concept design of the Sawston Greenway.

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

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

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

Designs for the Sawston route have been split into the following eight sections. A map is provided for each section overleaf.

Section 1: Long Road/Robinson Way junction

Section 2: Robinson Way

Section 3: Genome Path

Section 4: Shelford Station

Section 5: Stapleford Village

Section 6: Dernford Reservoir

Section 7: A1301/Cambridge Road junction

Section 8: A1301 shared use path

Greenway improvement types

The Sawston Greenway will include the following types of route sections:

A. QUIET ROAD

On sections of the route using quieter roads where vehicle speeds are reduced, white painted signage would be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route.

B. NEW/UPGRADED SHARED USE PATH

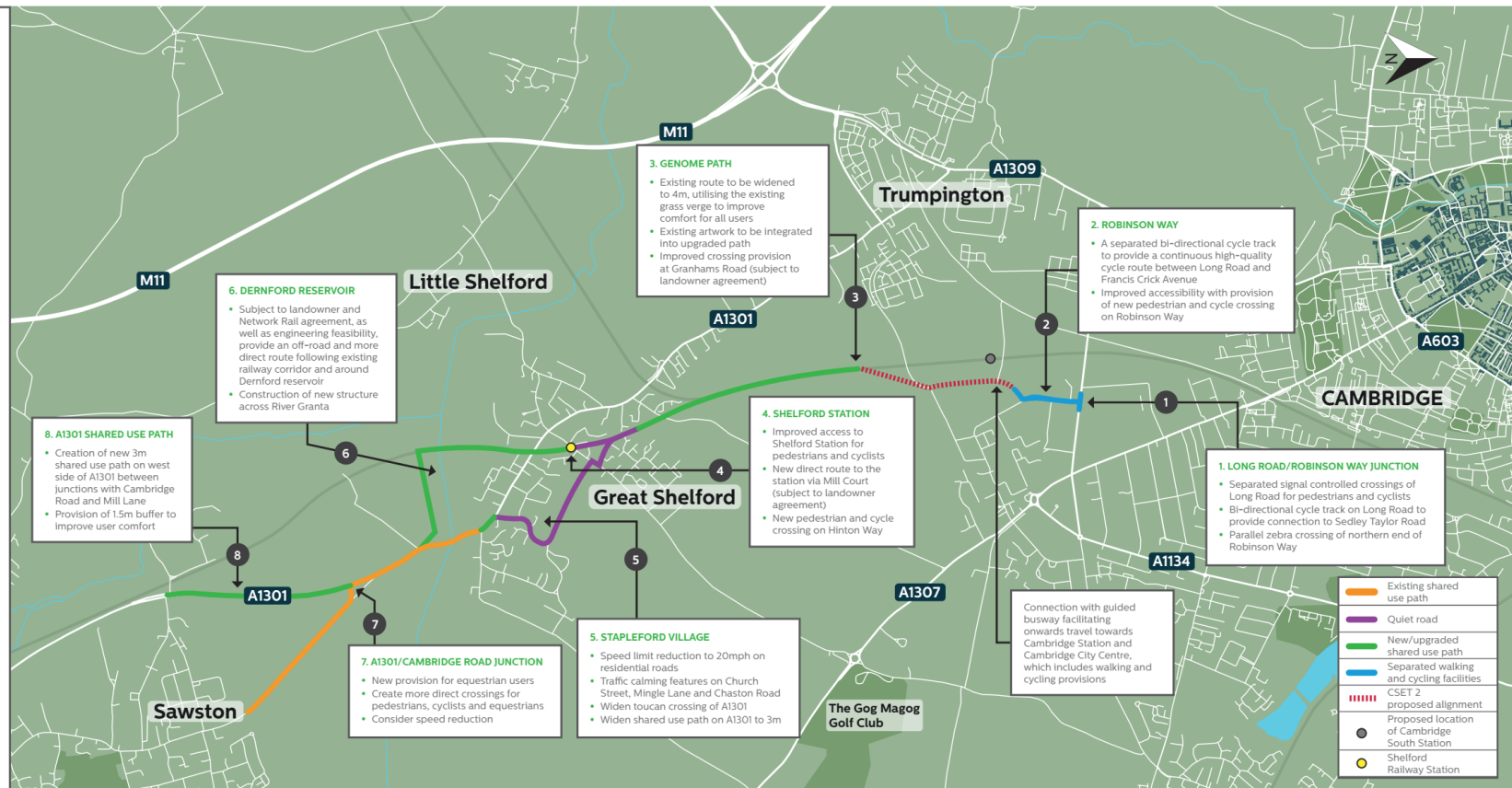
A shared use path would typically include a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Where the path runs beside the carriageway, a verge will separate the path from the road, where possible.

C. SEPARATED WALKING AND CYCLING FACILITIES

A bi-directional cycle track separated from the road with separate accessible footway. This is the most appropriate provision for walking and cycling where usage is expected to be highest.

D. EXISTING SHARED USE PATH

Existing active travel route delivered by GCP in 2019, which will form part of the Sawston Greenway, creating a continuous route. The map illustrates the scheme alignment and key proposals. Technical drawings for the Sawston Greenway can be viewed at: www.greatercambridge.org.uk/sawston-greenway



Section 1: Long Road/Robinson Way junction

For this section of the route, we are proposing a signal-controlled walking and cycling crossing of Long Road, close to its junction with Robinson Way to provide a safer crossing and improved connection between the Sawston Greenway and Cambridge.

The new crossing would include separated facilities for pedestrians and cyclists to improve accessibility and user comfort. The new, larger crossing will be to the east of the existing crossing due to space constraints at the existing location. However, the proposed location is as close to pedestrian desire lines as possible.

Given the strategic importance of Long Road to the local road network, traffic modelling will need to be undertaken for this junction with input from Cambridgeshire County Council who are the Highway Authority. As well as feedback on the proposed design, the results of the modelling may also impact the final scheme design.

To provide enhanced connectivity to the wider local cycle network, a two-way separated cycle track is proposed to provide a connection with Sedley Taylor Road, via Long Road. On the south side of the junction, on Robinson Way, a parallel zebra crossing will be provided to enable pedestrians and cyclists to travel west along Long Road.

The technical drawings of the proposals for this section can be viewed at [Sawston Greenway Section 1](#) [*link to be embedded*]. They can also be downloaded from the document section of the Sawston Greenway engagement homepage.

Q3. Do you have any comments and suggestions on the proposed design and different features for Section 1? (Long Road/Robinson Way junction)

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

Section 2: Robinson Way

For this section of the route, we are proposing high-quality separated walking and cycling facilities along Robinson Way. A two-way cycle track will be provided with an accessible footway to improve safety, accessibility and comfort. The facilities will extend along the length of Robinson Way, connecting to Francis Crick Avenue.

Parallel zebra crossings for pedestrians and cyclists will be provided on Robinson Way at the junction with Long Road and the junction with Puddicombe Way. These crossings will provide enhanced connectivity to the wider active travel network and key destinations such as Long Road Sixth Form College, the Biomedical Campus, Addenbrooke's Hospital and other local employers.

The technical drawings of the proposals for this section can be viewed at [Sawston Greenway Section 2 \[link to be embedded\]](#). They can also be downloaded from the document section of the Sawston Greenway engagement homepage.

Q4. Do you have any comments and suggestions on the proposed design and different features for Section 2? (Robinson Way)

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

Section 3: Genome Path

For this section of the route, we propose widening the existing Genome Path. The path is well used so this upgrade will improve comfort for all users. A grass verge will also be provided for equestrians.

The existing artwork will be retained and incorporated within any alterations to the Genome Path. Solar studs will be installed to provide lighting upgrades which balance the need to improve user safety with minimising the impact on the local environment.

Where the Genome Path meets Granhams Road, we are proposing to provide an improved crossing. However, the presence of the level crossing means the exact location will need to be agreed with Network Rail and this will influence the facilities that can be provided and the final design.

The technical drawings of the proposals for this section can be viewed at [Sawston Greenway Section 3 \[link to be embedded\]](#). They can also be downloaded from the document section of the Sawston Greenway engagement homepage.

Q5. Do you have any comments and suggestions on the proposed design and different features for Section 3? (Genome Path)

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

Section 4: Shelford Station

For this section of the route, we are proposing to improve access from the Sawston Greenway route to Shelford Station for pedestrians and cyclists. A new, more direct access will be created via Chaston Road and Mill Court, subject to landowner agreement.

A raised junction is proposed outside Shelford Station to reduce vehicle speeds and create a safer environment for people accessing the station.

The technical drawings of the proposals for this section can be viewed at [Sawston Greenway Section 4 \[link to be embedded\]](#). They can also be downloaded from the document section of the Sawston Greenway engagement homepage.

Q6. Do you have any other comments and suggestions on the proposed design and different features for Section 4? (Shelford Station)

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

Section 5: Stapleford Village

For this section of the route, we are proposing to reduce the speed limit on Chaston Way, Mingle Lane and Church Street to 20mph. A new parallel zebra crossing is proposed on Hinton Way to connect between Chaston Way and Mingle Lane.

The toucan crossing at the junction of London Road (A1301) and Church Street will be widened to allow for higher volumes of users in the future. The transition between the crossing and Church Street will also be improved with the shared use path being widened.

Between the junctions of Church Street and Bury Road, the shared use path on the south side of the road will be widened to improve user comfort.

The technical drawings of the proposals for this section can be viewed at [Sawston Greenway Section 5 \[link to be embedded\]](#). They can also be downloaded from the document section of the Sawston Greenway engagement homepage.

Q7. Do you have any comments and suggestions on the proposed design and different features for Section 5? (Stapleford Village)

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

Section 6: Dernford Reservoir

For this section of the Greenway, we are proposing the creation of a new direct off-road shared use path from Great Shelford to Dernford Reservoir and the A1301. The route would follow the existing railway corridor and is subject to ongoing engagement with Network Rail and landowner agreement.

A new structure is proposed as part of this route to cross the River Granta and allow the route to continue and connect with the A1301, where the Sawston Greenway would continue.

Solar studs will be installed to provide lighting upgrades which balance the need to improve user safety with minimising the impact on the local environment.

The technical drawings of the proposals for this section can be viewed at [Sawston Greenway Section 6 \[link to be embedded\]](#). They can also be downloaded from the document section of the Sawston Greenway engagement homepage.

Q8. Do you have any comments and suggestions on the proposed design and different features for Section 6? (Dernford Reservoir)

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

Section 7: A1301/Cambridge Road junction

For this section of the route, we are proposing to upgrade the existing signal-controlled junction of the A1301 and Cambridge Road.

New crossing provision would be provided for equestrian users of the junction. Crossings would be more direct, with a single-stage green phase of the lights for pedestrians, cyclists and equestrians to cross. A reduction in speed limit will be considered at this junction if necessary to create more suitable crossing conditions for all users. Traffic modelling will also need to be undertaken to understand the impacts of the new design.

The upgrade of this crossing will provide better connectivity for users of the recently upgraded shared use path on Cambridge Road which connects the Sawston Greenway with Sawston village.

The technical drawings of the proposals for this section can be viewed at [Sawston Greenway Section 7 \[link to be embedded\]](#). They can also be downloaded from the document section of the Sawston Greenway engagement homepage.

Q9. Do you have any comments and suggestions on the proposed design and different features for Section 7? (A1301/Cambridge Road)

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

Section 8: A1301 shared use path

For this section of the route, we are proposing a new shared use path along the western side of the A1301 between the junctions of Cambridge Road and Mill Lane.

A 1.5m metre buffer between the path and the adjacent A road will be provided to improve user comfort and provide increased separation between users and high-speed, high-volume road traffic.

Appropriate lighting will also be provided along the new path to ensure the route can be used after dark and maximise its benefits.

The technical drawings of the proposals for this section can be viewed at [Sawston Greenway Section 8 \[link to be embedded\]](#). They can also be downloaded from the document section of the Sawston Greenway engagement homepage.

Q10. Do you have any comments and suggestions on the proposed design and different features for Section 8 (A1301 shared use path)?

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

Section 3 – Equality analysis

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

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

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

A large, empty rectangular box with a black border, intended for users to provide comments or suggestions. The box is currently blank.

Section 4 – More about you

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

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

<input type="checkbox"/>	Resident in Sawston
<input type="checkbox"/>	Resident in Stapleford
<input type="checkbox"/>	Resident in Great Shelford
<input type="checkbox"/>	Resident in Little Shelford
<input type="checkbox"/>	Resident in Cambridge
<input type="checkbox"/>	Resident elsewhere in Cambridgeshire
<input type="checkbox"/>	Resident elsewhere
<input type="checkbox"/>	Local business owner/employer
<input type="checkbox"/>	I regularly travel in the area
<input type="checkbox"/>	I occasionally travel in the area
<input type="checkbox"/>	Other (please specify)

Q15. Please indicate your age

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

Q16. Are you:

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

Q17. Would you plan to use this scheme for:

<input type="checkbox"/>	Travel to/from work
<input type="checkbox"/>	Travel to/from university/school/college
<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Prefer not to say
<input type="checkbox"/>	Other (please specify)

Q18. Do you consider yourself to have any long-term physical or mental health conditions or illnesses, lasting or expecting to last 12 months or more, that limits or affects the way you travel?

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

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

- Flyer
- At Park and Ride
- Newspaper advert
- Newspaper article
- Website
- Local community news
- Email
- Social media
- Word of mouth
- Other (please specify)

Contact details

This engagement is intended to inform and guide the development of the Greater Cambridge Partnership projects. The information you provide will be used to help the officers and Executive Board members make decisions. We may share your information with our consultants and with the council analysis team.

You do not have to give us any personal information. We will not publish any personal details you do give us, but may publish your response, and include it in public reports, with personal details removed. Personal data will be held securely, in accordance with data protection legislation. We will only store it for 12 months after the consultation results have been analysed and the consultation report published.

If you have asked to be added to our mailing list, we may send you details on the consultation results, and information about other projects and consultations. You retain the right to opt out of the mailing list at any time, either by using the self-service system or by emailing contactus@greatercambridge.org.uk. We will not sell your personal contact details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses, who will only use it to contact you in regards of this consultation.

You can find further details on privacy and data protection in our [Privacy Policy](#)

Q21. Name

Q21. Email address

Q22. Post code (to identify concerns by location)

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

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

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

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

A.6. FAQ Document

1. What is happening on the route now?

This engagement is to update you on the scheme design proposals and invite feedback before they are progressed to more detailed design stage.

Public consultation on the proposed route alignments for the 12 Greenways was held in 2018/19. Further design work on the routes was approved by Councillors at the GCP Executive Board in June 2020. You can find more details on our Greenways webpage. <https://consultcambs.uk.engagementhq.com/gcp-sawston-greenway>

To progress the scheme, GCP have commissioned several site surveys along the planned route and a consultant to progress the alignment agreed by the GCP Executive Board.

2. Who is being included as part of the Sawston Greenway engagement process?

The public engagement process for the Sawston Greenway will run for four weeks, from 14th November to midday 9th December 2022. This is open to all members of the public. As part of this we have an in-person engagement event at Sawston Mill Lane Pavillon on 30th November 2022, plus our virtual event via Zoom on the 23rd November 2022 and through this online survey. Please click the link here <https://consultcambs.uk.engagementhq.com/gcp-sawston-greenway> to register your place.

As part of this process, we have also been engaging with key stakeholders including local authority officers, our Non-Motorised User forums (walking, cycling, horse riding), relevant Parish Councils and Landowners, as well as Network Rail and National Highways, where appropriate.

There will be opportunities for further engagement before construction starts.

3. Is the proposed route alignment for the Sawston Greenway fixed?

Yes, the route, as we are showing, has been approved by the GCP Executive Board in June 2020. However, further engagement will be required with private landowners for certain sections to be delivered.

The creation of a new off-road shared use path from Great Shelford to Dernford Reservoir and the A1301 is subject to further engineering feasibility work, Network Rail agreement and landowner agreement.

The feedback received from residents and other local stakeholders in 2018/19 has informed the choice of route and shaped the proposals being presented as part of this engagement.

4. There are a number of other projects occurring within the vicinity of the Cambridge Biomedical Campus, will these affect the delivery of the Sawston Greenway scheme?

Greater Cambridge Partnership is currently engaging with key stakeholders to ensure a collaborative and co-ordinated approach to delivering the Sawston Greenway alongside the other projects happening in the local area. This engagement will continue throughout the on-going delivery process to ensure good integration of the Sawston Greenway within the local existing and future transport network.

5. Will the sections of Greenway schemes in the countryside be lit during hours of darkness?

Yes, the current proposal is for a series of solar studs, subject to approval by the County Council as Highway Authority. This low-impact, sustainable energy solution is considered the most appropriate for a rural setting where a balance has to be struck between user safety and impact on the local environment.

6. How will the section of the Sawston Greenway along Francis Crick Avenue be developed and delivered?

Currently, this section of the route would be delivered by the CSETs (Cambridge South East Transport) project – a proposed busway between Babraham and the Cambridge Biomedical Campus . Although this means that the design for Francis Crick Avenue is not being undertaken by the Sawston Greenway project team, the two project teams are in close communication and sharing designs with each other to ensure that any redesign of Francis Crick Avenue will tie-in with the Sawston Greenway and provide good quality provision for active travel users.

7. What would be the impact of the changes at the Long Road/Robinson Way junction and why is a roundabout no longer proposed?

In the initial Sawston Greenway consultation a ‘Dutch roundabout’ was proposed at this junction. More detailed assessment of the site and the space available indicated that there is insufficient space to provide a Dutch roundabout which would conform with design best practice. Alternate options were therefore considered, and a signal controlled crossing was felt to be the best option. Given the high expected usage at certain times of day, the design separates pedestrians and cyclists to improve accessibility and improve user comfort.

The final design will be informed by the results of traffic modelling, as well as feedback received from the general public or other local stakeholders.

8. Why do the proposed designs not include a connection from the A1301 to Sawston?

This final section of the Greenway has already been delivered by GCP in 2019. Cambridge Road, which links the A1301 to Sawston, has recently been upgraded with a shared use path.

9. Can equestrians use the shared paths on the Sawston Greenway?

Yes, where new shared use paths provide an alternative equestrian route or connectivity with the existing bridleway network.

Appendix B. Overview of coding framework

Table B-1 - Supportive

Support	Theme and Number of Times Codes Were Used: Positive/Supportive Comments of Proposals	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q13
SUP-001	In favour of proposals (Generally)	46	37	95	33	45	63	44	53	11
SUP-002	Will improve walking and/or cycling facilities	4	5	13	0	6	5	5	4	0
SUP-003	Will encourage me to walk/cycle more	1	0	2	0	0	4	0	0	1
SUP-004	Will improve access / give new route options	2	1	1	5	0	5	3	7	0
SUP-005	Will help improve the environment / reduce emissions / pollution	0	0	1	1	0	0	0	0	1
SUP-006	Will improve access to jobs / employment	0	1	0	0	0	1	0	0	1
SUP-007	Will improve access to services (e.g. health care / essential shops)	0	1	0	0	1	0	0	0	0
SUP-008	Will improve access to education (schools / university)	2	1	0	1	1	2	4	0	0
SUP-009	Will improve bridleways / equestrian facilities	0	0	1	0	0	0	4	0	0
SUP-010	Will improve access to other villages / key locations	1	1	0	0	1	1	0	13	0
SUP-011	Will improve safety (generally)	6	6	12	4	4	2	5	5	0

SUP-012	Segregation between cyclists / motor vehicles is needed / welcomed	2	4	3	0	0	2	2	2	0
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Table B-2 - Opposition

Opposition	Theme and Number of Times Codes Were Used: General Negative Comments and Concerns	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q13
OPP-001	The scheme is unnecessary / not needed	7	3	4	8	6	9	7	7	2
OPP-002	In opposition of proposals (generally)	20	9	4	23	14	13	2	4	6
OPP-003	Waste of public funding / money	2	2	1	6	2	5	1	2	2
OPP-004	Concerns regarding parking removal	0	0	0	0	0	0	0	1	0
OPP-005	Scheme favours cyclists over drivers / concern of prioritising cyclists needs over drivers	1	1	1	1	1	2	0	0	1
OPP-006	Concerns for vulnerable road users (elderly/disabled)	0	0	0	0	2	1	0	0	1
OPP-007	Opposition based on concerns for safety (generally)	5	4	13	6	6	19	0	12	1
OPP-008	Concerns around equestrian users	2	5	3	4	2	5	14	7	0
OPP-009	Environmental concerns	0	0	3	0	0	3	1	6	1
OPP-010	Feels the scheme hasn't been thought through/ not suitable /doesn't make sense	11	3	0	0	5	1	8	4	0

OPP-011	Concerns around areas of shared-use space	7	0	1	0	1	0	2	5	0
OPP-012	Concerns of negative impact on historical routes	0	0	0	0	0	0	0	0	0
OPP-013	Concerns over privacy / noise / construction	0	0	0	0	0	2	1	0	0
OPP-014	Concerns relating to existing road conditions i.e., lack of road space, road deemed unsuitable / dangerous for the proposals	4	2	2	3	3	0	5	2	0
OPP-015	Concerns over reduction in speed limit	0	1	1	4	2	0	5	0	0
OPP-016	Concerns for the landowner	0	0	0	2	1	2	1	0	0
OPP-017	Concerns around relocating/ not relocating the bus stop	N/A	N/A	N/A	N/A	3	N/A	#N/A	#N/A	#N/A

Table B-3 - Scheme Suggestions

Suggestions	Theme and Number of Times Codes Were Used: Scheme Suggestions	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q13
SUG-001	Suggests wayfinding / signage / clear markings / no unnecessary signage	4	9	13	11	15	7	4	6	2
SUG-002	Suggests lighting / removal of lighting / types of lighting	7	6	76	5	7	29	8	7	4
SUG-003	Suggests providing alternative routes / extending route / new route	20	24	12	23	19	9	9	23	12
SUG-004	Suggests greenery / planting	4	6	17	3	3	4	6	7	2
SUG-005	Suggests seating	0	1	2	1	0	1	0	0	0
SUG-006	Suggests types of material surfacing	3	2	8	2	5	8	1	2	3
SUG-007	Suggests new location for a crossing / to not have a crossing	20	10	6	15	8	0	11	7	1
SUG-008	Suggests changes to speed limits / to not change speed limits	1	4	1	4	6	1	7	3	3
SUG-009	Suggests traffic calming measures / changes to traffic calming measures	2	3	3	6	23	0	4	1	0
SUG-010	Suggests further segregation between cyclists / motorists / pedestrians / equestrians	12	11	22	8	5	3	3	9	2
SUG-011	Suggests need for maintenance / bins	2	2	19	3	22	2	1	1	4
SUG-012	Suggests parking/traffic restrictions	0	0	0	2	3	1	0	0	0

SUG-013	Suggests parking removal / addition	0	0	1	0	0	0	0	0	0
SUG-014	Suggests changes to the wide of the footway / cycleway	6	9	37	5	19	5	5	6	0
SUG-015	Suggests colour contrasts	0	2	0	2	2	0	0	0	0
SUG-016	Suggests areas where visibility needs to be improved	0	0	8	3	3	0	2	3	0
SUG-017	Suggests cycle parking	0	0	0	5	1	0	0	0	0
SUG-018	Suggests the addition or removal of one way roads	0	0	0	0	1	0	1	0	0
SUG-019	Suggests bridge slope/ gradient	0	1	0	1	1	1	0	0	0
SUG-020	Suggests security cameras	0	0	9	0	0	1	0	1	1

Table B-4 - Comments

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

Table B-5 - Other

Other	Theme and Number of Times Codes were Used: Other	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q13
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OTH-001	Not sure / do not know / confused by proposals	0	0	0	0	3	1	1	1	0
OTH-002	Nothing to add / not applicable / no comment	16	11	1	7	4	2	5	5	7
OTH-003	Need more information / question about proposals	1	1	0	1	1	2	1	4	0
OTH-004	Request for contact / conversation regarding proposals	1	0	0	0	0	0	0	0	0
OTH-005	Other (unrelated comments)	0	0	0	0	0	0	4	2	0
OTH-006	Other GCP/CCC Transport Schemes i.e. C2C/ bus ways	0	0	1	0	0	0	0	0	0

Table B-6 - EqIA

EqIA	EqIA theme	Total
EQ-001	EQIA is not needed/irrelevant	0
EQ-002	Support / agree with EQIA / it's necessary	11
EQ-003	I don't understand why the EQIA / why is it needed	0
EQ-004	Comments related to those with mobility and accessibility issues	22
EQ-005	Comments relating to age	9

EQ-006	Comments relating to gender	12
EQ-007	Comments relating to race	0
EQ-008	Nothing to add / not applicable / no comment	16

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