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Sawston Greenway: Summary Report of Consultation Findings

V1

September 2019

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Executive Summary

Between 17 June and 05 August 2019 the Greater Cambridge Partnership (GCP) held an extensive consultation on a scheme to develop a Greenway route from Sawston to Cambridge.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- The majority of respondents supported all elements of the proposed Greenway Route.
 - The majority of respondents supported 'Option b: A new shared-use path around Dernford Reservoir towards Shelford Station' for the 'Route through Stapleford' Options
 - The majority of respondents supported both Options for the 'Route into Sawston/Whittlesford' Options
- The majority of respondents supported all three locations for the installation of solar studs.
- A great deal of detailed comments were received. From these it was clear that; there were concerns about the environmental impact of the off-road sections of the route; there were discussions about the need for equestrian access; there were discussions about the need for connections to other villages and employment sites along the route; there were concerns about user safety on shared use paths; there were discussions about the lighting needed.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 9000 consultation leaflets.

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

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 744 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

This report summarises the core 744 online and written responses to the consultation survey and the 33 additional written responses received.

Key findings

Support for the Greater Cambridge Greenways network

Quantitative

- 718 respondents answered the question on how far they supported the formation of the Greater Cambridge Greenways network.
 - The majority of respondents supported the formation of the Greater Cambridge Greenways network (94%)

Individual elements of the proposed scheme

Quantitative

- 708 respondents answered the question about how far they agreed with the individual elements of the proposed Greenway Route.
 - The majority of respondents supported all of the following elements of the proposed Greenway route:
 - Element 4: 'Improvements around Shelford Station and new connection through Mill Court' (84%)
 - Element 3: 'Widening the Genome Path' (84%)
 - Element 2: 'Cambridge Southern Approach – via Francis Crick Avenue and Robinson Way' (73%)
 - Element 1: 'New roundabout at Long Road/Robinson Way junction' (62%)

- 2 elements had multiple options available
 - For the element 5: 'Route through Stapleford' Options:
 - The majority of respondents supported 'Option b: A new shared-use path around Dernford Reservoir towards Shelford Station' (86%)
 - Over half of respondents supported 'Option a: Existing on-road NCN11 route through Stapleford' (57%)
 - The majority of respondents supported both Options for element 6: 'Route into Sawston/Whittlesford' Options:
 - 81% supported 'Option b: Along the A1301 Sawston Bypass linking to route towards Whittlesford'
 - 76% supported 'Option a: Along Cambridge Road'
- 707 respondents answered the question about how far they supported the installation of solar studs in three specific locations.
 - The majority of respondents supported all three solar stud locations:
 - Location c: 'Along the Sawston Bypass' (86%)
 - Location b: 'Along Cambridge Road' (84%)
 - Location a: 'Around Dernford Reservoir' (81%)

Qualitative

- Question 5 asked respondents whether they had any additional comments on the proposed route options. 383 respondents answered this question. The main themes were:
 - Support for element 5b: 'Route through Stapleford Option b: A new shared-use path around Dernford Reservoir towards Shelford Station'
 - Support for element 6b: 'Route into Sawston/Whittlesford Option b: Along the A1301 Sawston Bypass linking to route towards Whittlesford'
 - Debate about the suitability of 'element 5a: Route through Stapleford Option a: Existing on-road NCN11 route through Stapleford'
 - About the need for equestrian access to be included for the whole route
 - About the need for the route to connect to villages and other key areas near to the proposals
 - Support for 'element 3: Widening the Genome Path'
 - Discussion about the levels of lighting needed along the route
 - Support for 'element 6a: Route into Sawston/Whittlesford Option a: Along Cambridge Road'
 - Concerns about user safety on shared use paths
 - General positive comments about the proposals
 - Concerns about the proposals impact on the environment and need for more planting
 - Debate about the suitability of 'element 2: Cambridge Southern Approach – via Francis Crick Avenue and Robinson Way'
 - Support for and potential for further improvements to 'element 4: Improvements around Shelford Station and new connection through Mill Court'

- About the need for ongoing maintenance of the route and nearby paths/roads
 - Discussion about further improvements needed for 'element 1: New roundabout at Long Road/Robinson Way junction' to be effective
 - Concerns about how other transport consultations in the area would effect and be effected by the proposals
 - About the need for the Greenway paths to have priority over side roads and entrances
- Question 6 asked respondents whether they had any comments about the suggested options for signage and wayfinding. 252 respondents answered this question. The main themes were:
 - Concerns about the use of abbreviations
 - General positive comments about the signage, wayfinding, and lighting choices
 - About the need for signage to be clear to understand and visible
 - About the need for equestrian usage to be included on the signage
 - Discussion about the levels of lighting needed along the route
 - About the need for wayfinding along the route to include more information on the distances to locations

Other

Qualitative

- 139 respondents left comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. The main themes were:
 - Discussion about the benefits the proposals would have on those with disabilities and what would be needed to achieve this
 - About the need for equestrian access to be included on the route
 - Discussion about the benefits the proposals would have on older and younger users and what would be needed to achieve this
 - That the proposals would have a positive impact on those with protected characteristics

Introduction

Background

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

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

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

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

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

After taking on this feedback finalised designs were created, the Greater Cambridge Partnership then ran a public consultation between 17 June and 05 August 2019 to gather and record the public's views on the route. This consultation was promoted via online advertising, social media promotion, posters in key locations, emails, engagement events and consultation leaflets to over 9000 households.

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

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

Consultation and Analysis Methodology

Background

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

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

Consultation Strategy

Identification of the Audience

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

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express how far they supported the formation of the Greater Cambridge Greenways network, how far they supported the 6 elements of the Sawston Greenway route, and how far they supported the installation of solar studs in 3 locations) an 8 page information document was produced and supplemented with additional information available online and at key locations.

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

Design of Consultation Questions

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

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

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

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

Diversity and Protected Characteristics

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

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

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- The final report is then written to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

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

Survey Findings

Respondent Profile

In total, 736 residents and 8 stakeholders responded to the consultation survey.

Respondent location

Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 552 respondents entered recognisable postcodes, while over a fifth did not (184 respondents).

Based on the postcode data provided most respondents resided in:

- Sawston (29%)
- Great Shelford (22%)

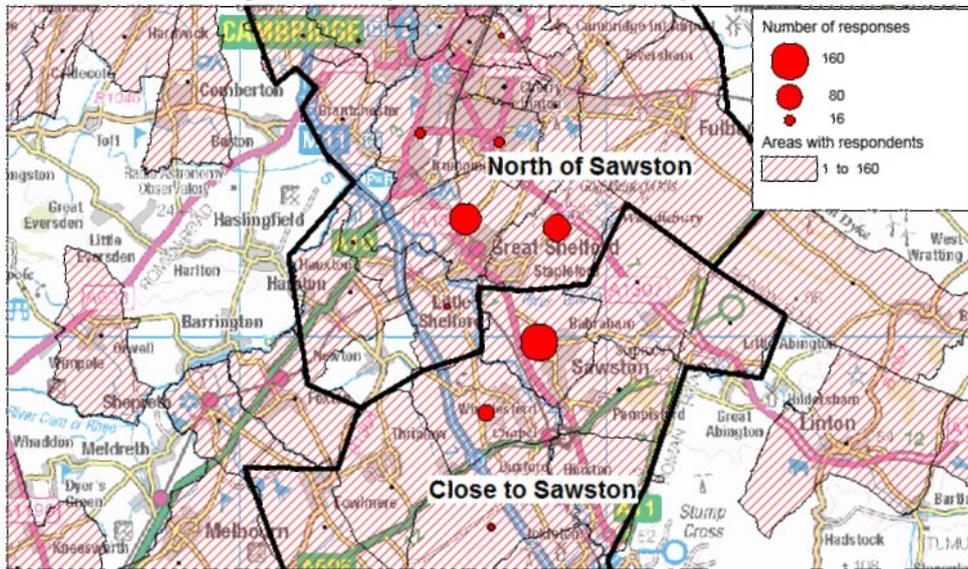
These postcodes were used to group respondents by parish (or ward in the case of Cambridge) and then into one of two categories, where significant;

- 'Close to Sawston' (covering 43% of respondents). This category covered:
 - Babraham
 - Duxford
 - Fowlmere
 - Hinxton
 - Ickleton
 - Little Abington
 - Pampisford
 - Sawston
 - Thriplow
 - Whittlesford
- 'North of Sawston' (covering 57% of respondents). This category covered:
 - Coton
 - Fulbourn
 - Grantchester
 - Great Shelford
 - Harston
 - Hauxton
 - Little Shelford
 - Milton
 - Orchard Park
 - Stapleford
 - Teversham
 - Abbey
 - Arbury
 - Castle
 - Cherry Hinton
 - Coleridge
 - East Chesterton
 - King's Hedges
 - Market
 - Newnham
 - Petersfield
 - Queen Edith's
 - Romsey
 - Trumpington
 - West Chesterton

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

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

Figure 1: Map to show areas of response

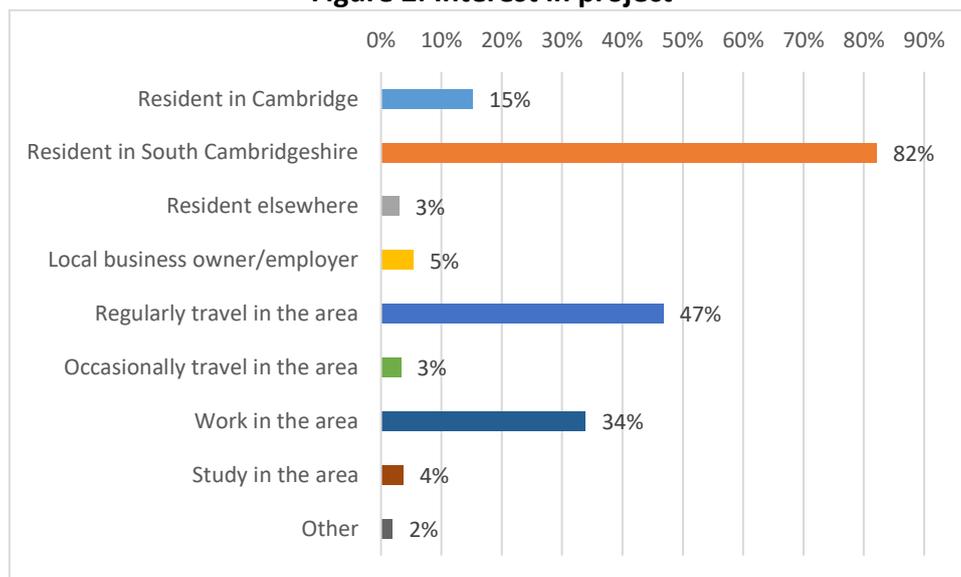


Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

Respondent interest in project

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

Figure 2: Interest in project

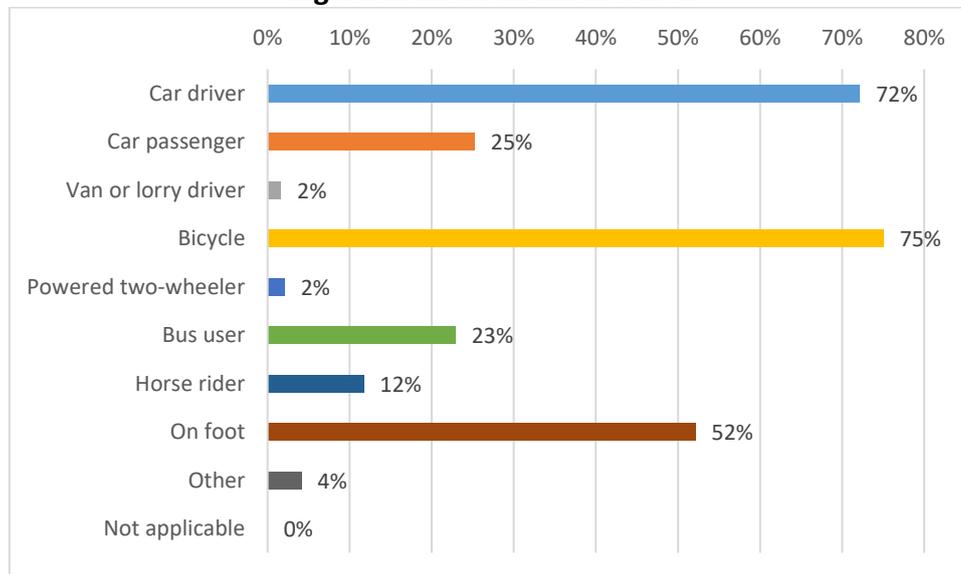


- The majority of respondents indicated they
 - Were a 'resident in South Cambridgeshire' (82%)
- Less than half of respondents indicated they 'regularly travel in the area' (47%)
- Under two fifths indicated they 'work in the area' (34%)
- Under a fifth indicated they were a 'resident in Cambridge' (15%)
- Few respondents indicated they:
 - Were a 'local business owner/employer' (5%)
 - 'Study in the area' (4%)
 - 'Occasionally travel in the area' (3%)
 - Were a 'resident elsewhere' (3%)
 - Had an 'other' interest (2%)

Respondent usual mode of travel in the area

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

Figure 3: Usual mode of travel

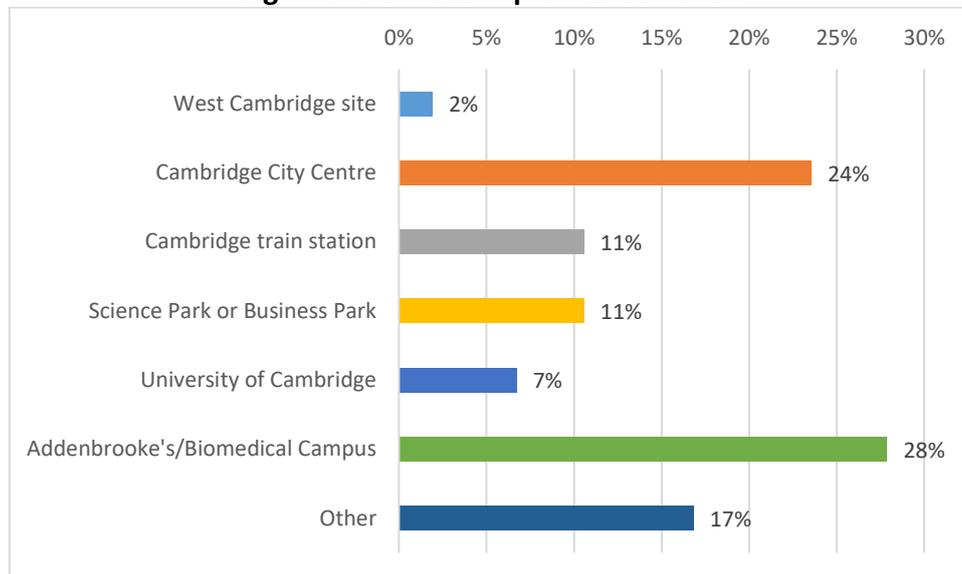


- The majority of respondents indicated:
 - They usually travelled by 'bicycle' (75%)
 - They were a 'car driver' (72%)
 - They usually travel 'on foot' (52%)
- A quarter of respondents indicated they were a 'car passenger' (25%)
- Under a quarter of respondents indicated they were a 'bus user' (23%)
- Few respondents indicated their usual mode of travel was:
 - As a 'horse rider' (12%)
 - 'Other' (4%)
 - A 'powered two-wheeler' (2%)
 - As a 'van or lorry driver' (2%)
- No respondents indicated their usual mode of travel was 'not applicable' (0%).

Respondent usual workplace if commuting in the area

208 respondents answered the question on their usual workplace destination if they commuted from Sawston. Respondents could select multiple answers to this question.

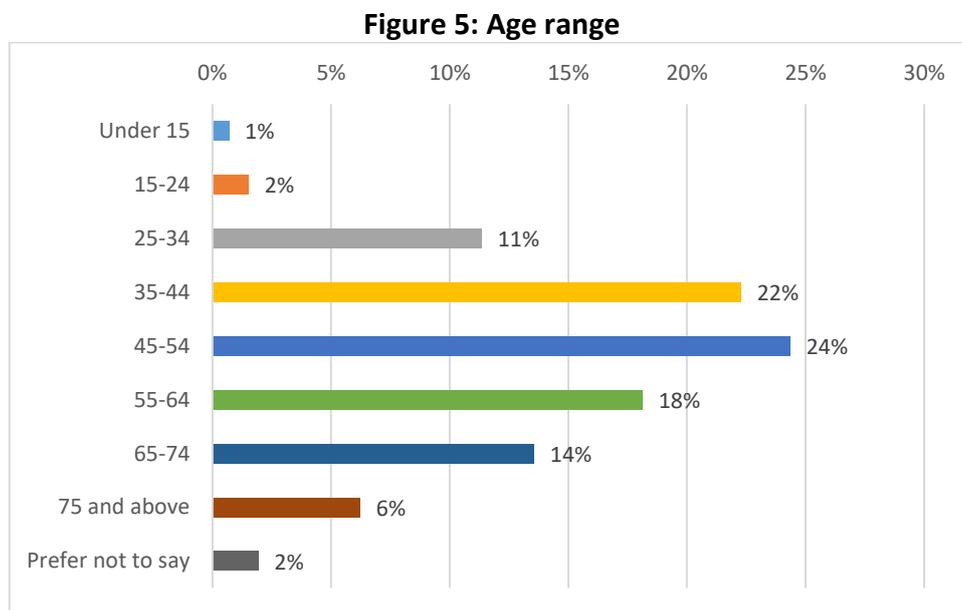
Figure 4: Usual workplace destination



- Over a quarter of respondents indicated their usual workplace destination was 'Addenbrooke's/Biomedical Campus' (28%)
- Under a quarter indicated their usual workplace destination was 'Cambridge City Centre' (24%)
- Less than a fifth of respondents indicated their usual workplace destination was 'Other' (17%).
 - 9 respondents left information indicated what their 'other' workplace destination was. These included: Saffron Walden, Cherry Hinton, Granta Park, Fulbourn, Linton, London, and Sawston
- Few respondents indicated their usual workplace destination was:
 - 'Science Park or Business Park' (11%)
 - 'Cambridge train station' (11%)
 - 'University of Cambridge' (7%)
 - 'West Cambridge site' (2%)

Respondent age range

723 respondents answered the question on their age range.

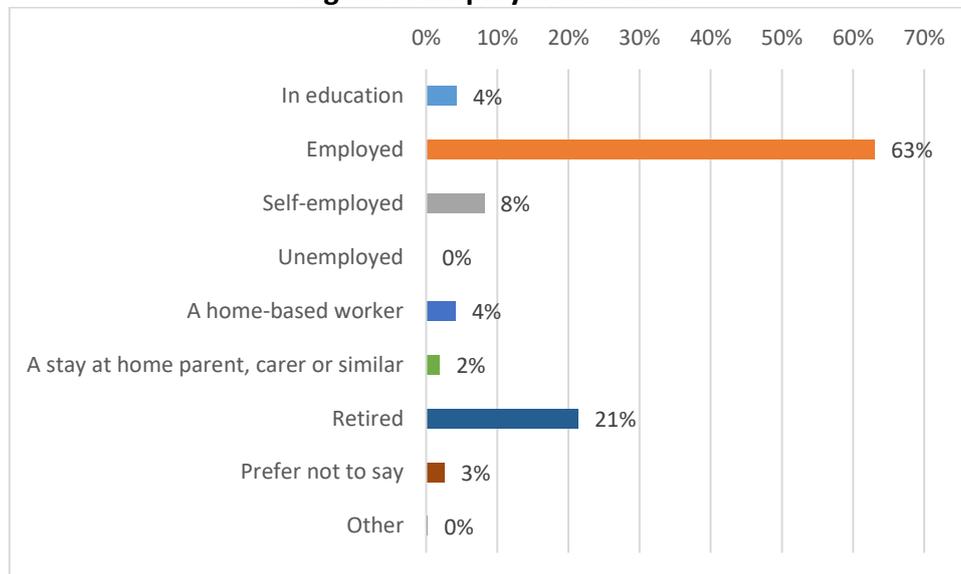


- Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population
- Ages from '15-24' were slightly under represented, only accounting for 2% of respondents

Respondent employment status

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

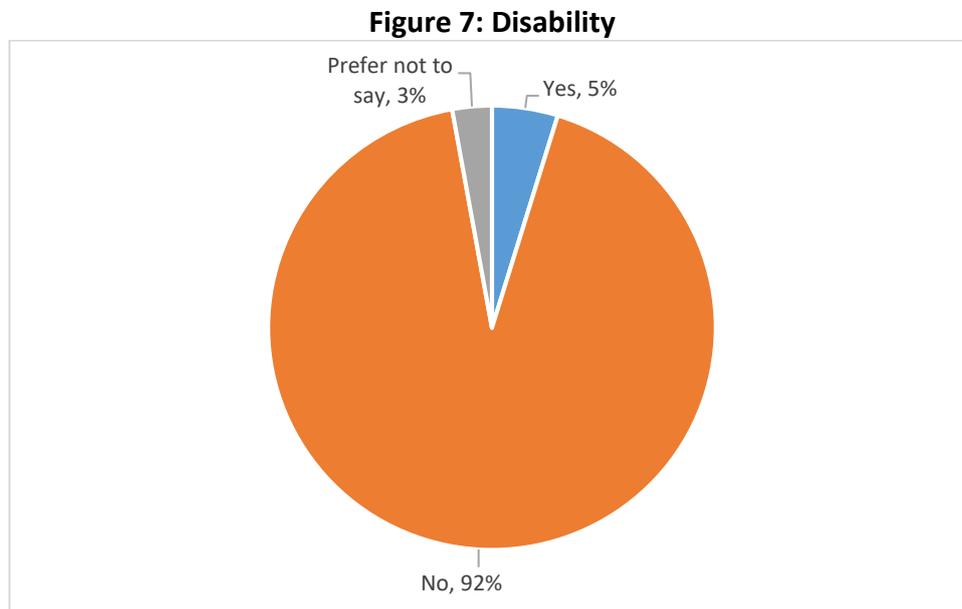
Figure 6: Employment status



- The majority of respondents indicated they were 'employed' (63%)
- Over a fifth indicated they were 'retired' (21%)
- Few respondents indicated:
 - They were 'self-employed' (8%)
 - They were 'a home-based worker' (4%)
 - They were in 'education' (4%)
 - That they would 'prefer not to say' (3%)
 - They were 'a stay at home parent, carer or similar' (2%)
- No respondents indicated:
 - They were 'other' (0%)
 - That they were 'unemployed' (0%).

Respondent disability status

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

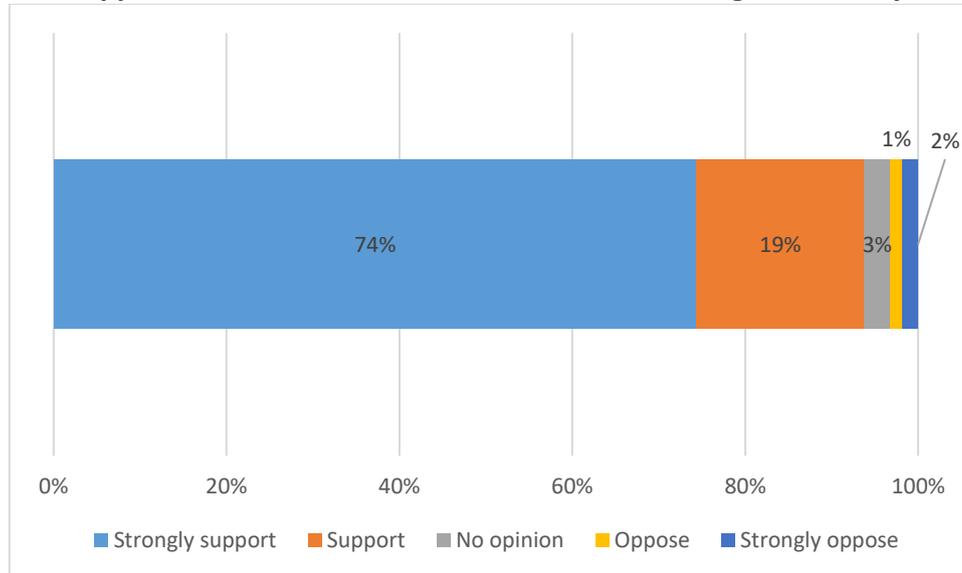


- 5% of respondents indicating that they did.

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

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

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



N.B Figures in the graph may not exactly match the text in the report due to rounding

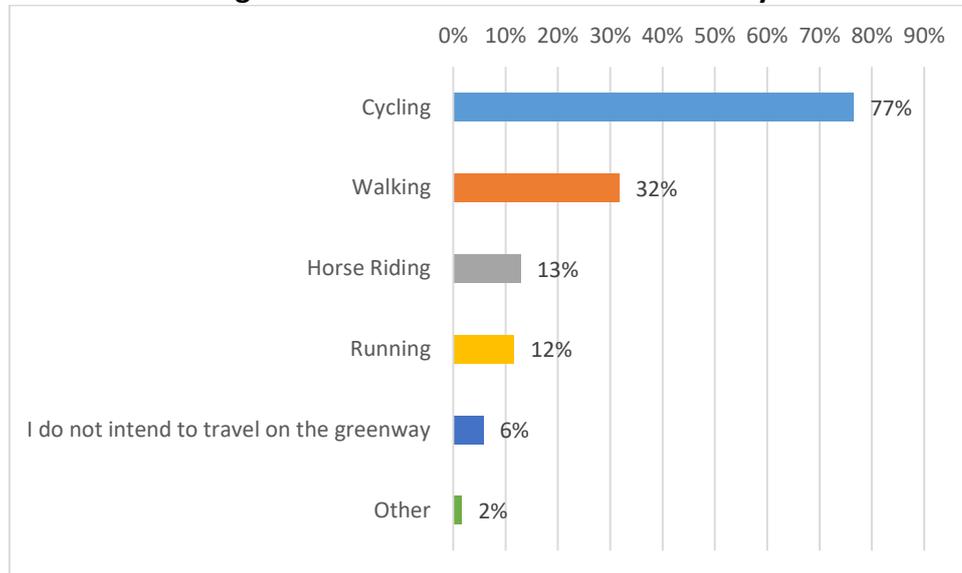
- The majority of respondents supported the formation of the Greater Cambridge Greenways network (94%)

8 stakeholders answered this question. All of these stakeholders 'strongly supported' or 'supported' the formation of the Greater Cambridge Greenways network (100%).

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

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

Figure 9: Mode of travel on the Greenway

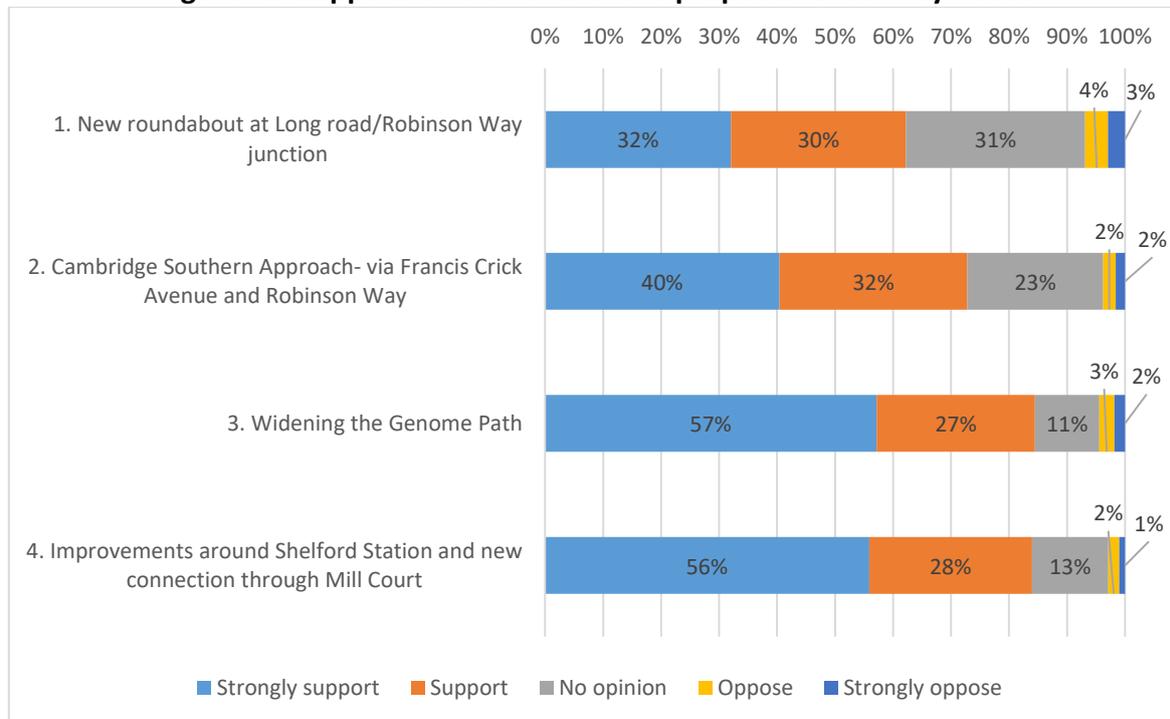


- The majority of respondents indicated they would be 'cycling' on the Greenway (77%)
- Under two fifths indicated they would be 'walking' on the Greenway (32%)
- Under a fifth indicated they would be 'running' (15%)
- Few respondents indicated they would be 'horse riding' (13%), 'running' (12%) or using 'other' means to travel on the Greenway (2%)
 - Respondents who indicated they used 'other' means to travel on the Greenway were asked to specify. These included using mobility aids, using a skateboard, personal motorised vehicles, indication they would only use it for leisure or occasionally, bus, and that horses should not be allowed to use it
- Few respondents indicated they 'did not intend to travel on the Greenway' (6%)

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

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

Figure 10: Support for elements of the proposed Greenway Route



N.B Figures in the graph may not exactly match the text in the report due to rounding

The majority of respondents supported all of the following elements of the proposed Greenway route:

- Element 4: 'Improvements around Shelford Station and new connection through Mill Court' (84%)
- Element 3: 'Widening the Genome Path' (84%)
- Element 2: 'Cambridge Southern Approach – via Francis Crick Avenue and Robinson Way' (73%)
- Element 1: 'New roundabout at Long Road/Robinson Way junction' (62%)

8 stakeholders answered this question.

- 7 stakeholders 'strongly supported' or 'supported' element 4: 'Improvements around Shelford Station and new connection through Mill Court' (88%)
 - 1 stakeholder had 'no opinion'

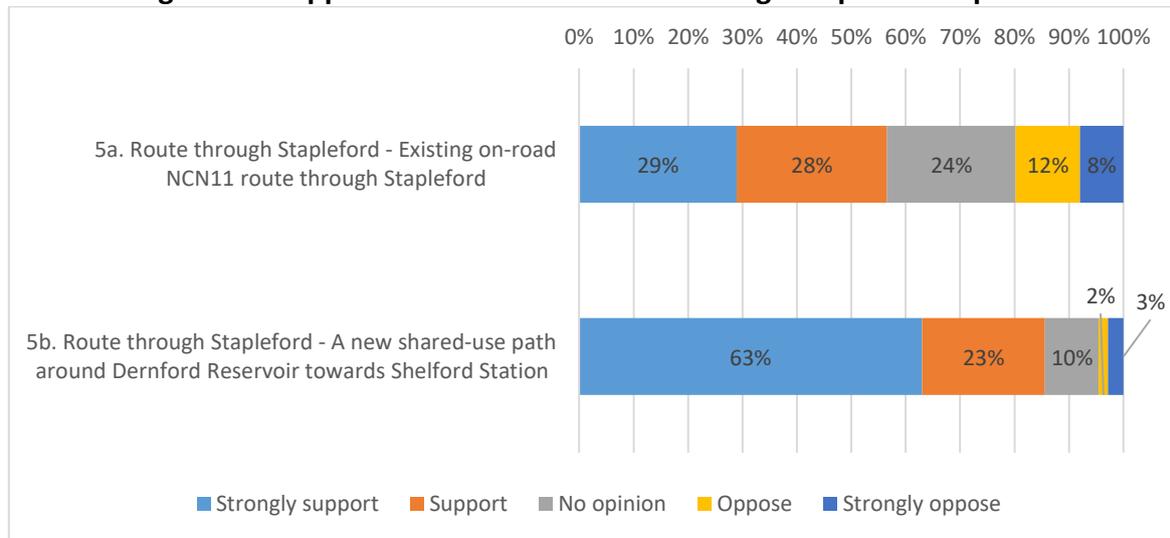
- 5 stakeholders 'strongly supported' element 3: 'Widening the Genome Path' (71%)
 - 2 stakeholders had 'no opinion' and 1 left no answer

- 3 stakeholders 'strongly supported' or 'supported' element 1: 'New roundabout at Long Road/Robinson Way junction' (43%)
 - 4 stakeholders had 'no opinion' and 1 stakeholder left no answer

- 2 stakeholders 'strongly supported' or 'supported' element 2: 'Cambridge Southern Approach – via Francis Crick Avenue and Robinson Way' (29%) and 1 stakeholder 'opposed' this element (14%)
 - 4 stakeholders had 'no opinion' and 1 left no answer

2 elements had multiple options available.

Figure 11: Support for element 5: 'Route through Stapleford' Options



N.B Figures in the graph may not exactly match the text in the report due to rounding

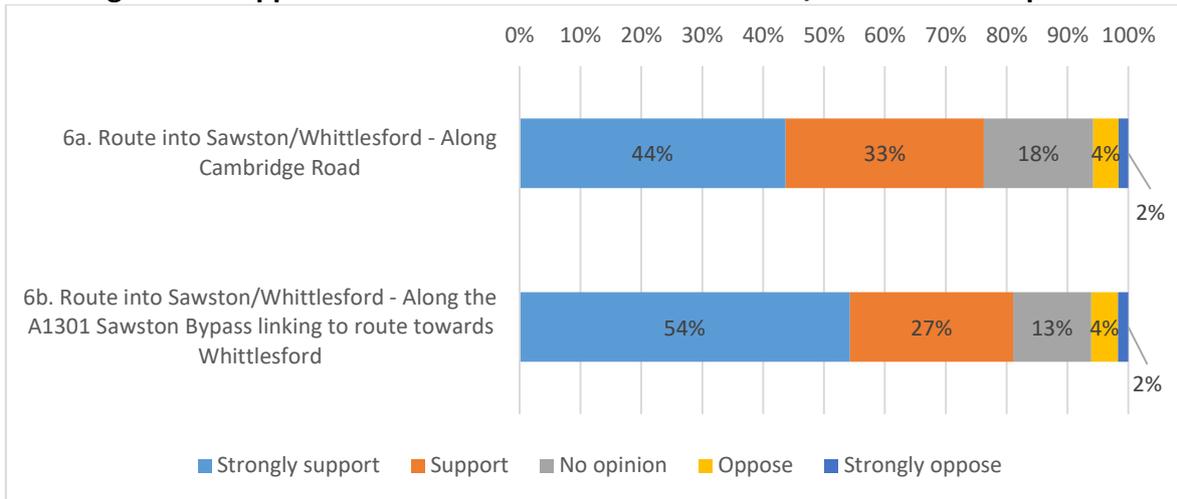
For the element 5: 'Route through Stapleford' Options:

- The majority of respondents supported 'Option b: A new shared-use path around Dernford Reservoir towards Shelford Station' (86%)
- Over half of respondents supported 'Option a: Existing on-road NCN11 route through Stapleford' (57%)

8 stakeholders responded to the question on this element:

- 8 stakeholders 'strongly supported' or 'supported' 'Option b: A new shared-use path around Dernford Reservoir towards Shelford Station' (100%)
- 5 stakeholders 'strongly supported' or 'supported' 'Option a: Existing on-road NCN11 route through Stapleford' (63%)
 - 2 stakeholders 'opposed' or 'strongly opposed' this route option
 - 1 stakeholder had 'no opinion'

Figure 12: Support for element 6: ‘Route into Sawston/Whittlesford’ Options



N.B Figures in the graph may not exactly match the text in the report due to rounding

The majority of respondents supported both Options for element 6: ‘Route into Sawston/Whittlesford’ Options:

- 81% supported ‘Option b: Along the A1301 Sawston Bypass linking to route towards Whittlesford’
- 76% supported ‘Option a: Along Cambridge Road’

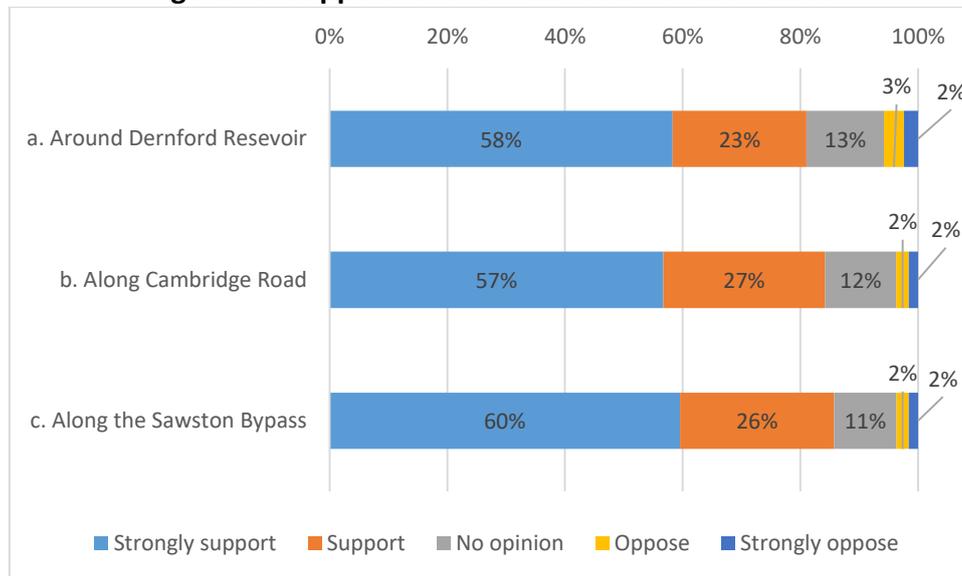
8 stakeholders answered the question on this element:

- 8 stakeholders ‘strongly supported’ or ‘supported’ ‘Option b: Along the A1301 Sawston Bypass linking to route towards Whittlesford’ (100%)
- 5 stakeholders ‘strongly supported’ or ‘supported’ ‘Option a: Along Cambridge Road’ (63%)
 - 2 stakeholders had ‘no opinion’ and 1 was ‘strongly opposed’ to this option

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

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

Figure 13: Support for the installation of solar studs



N.B Figures in the graph may not exactly match the text in the report due to rounding

The majority of respondents supported all three solar stud locations:

- Location c: 'Along the Sawston Bypass' (86%)
- Location b: 'Along Cambridge Road' (84%)
- Location a: 'Around Dernford Reservoir' (81%)

8 stakeholders answered this question.

- 6 stakeholders 'strongly supported' or 'supported' location a: 'Around Dernford Reservoir' (75%)
 - 2 stakeholders had 'no opinion'
- 6 stakeholders 'strongly supported' or 'supported' location b: 'Along Cambridge Road' (75%)
 - 2 stakeholders had 'no opinion'
- 6 stakeholders 'strongly supported' or 'supported' location c: 'Along the Sawston Bypass' (75%)
 - 2 stakeholders had 'no opinion'

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

383 respondents left comments on question 6, which asked if they had any additional comments on the proposed route options.

Summary of major themes

| Comment Theme | Respondent comments |
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| <p>Element 5b: Route through Stapleford Option b: A new shared-use path around Dernford Reservoir towards Shelford Station</p> | <ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they supported this route option as they felt an off-road route was a safer alternative and offered improved connectivity to Shelford Station <ul style="list-style-type: none"> ○ Some of these respondents felt that lighting would be important along this part of the route to ensure users felt safe at night ○ Some of these respondents felt that extensions should be made to this route option to Granta Terrace/Aylesford Way so it would be beneficial to nearby residents <ul style="list-style-type: none"> ▪ Some of these respondents felt this extension needed to be accessible to all non-motorised users including equestrians ○ A few of these respondents indicated that priority over side roads would be needed for the Greenway to avoid accidents along this part of the route • A few of the respondents who discussed this theme indicated that an alternative route through the Spicers site could be investigated • A few of the respondents who discussed this theme felt that both this route option and 'Option a: Existing on-road NCN11 route through Stapleford' should be implemented to ensure residents of Stapleford also had access to the Greenway • A few of the respondents who discussed this theme indicated they opposed this route option, as they felt it would have less usage for commuters due to being less direct and that it would have a negative impact on the environment |
| <p>Element 6b: Route into Sawston/Whittlesford Option b: Along the A1301 Sawston</p> | <ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated they supported this route option as they felt this increased links to Whittlesford, that it was the most direct route and, with cyclists already using Sawston |

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| <p>Bypass linking to route towards Whittlesford</p> | <p>Bypass, needed the improvements to safety offered by a segregated path</p> <ul style="list-style-type: none"> ○ A few of these respondents discussed the need for hedgerow planting or a barrier between the path and the main road to avoid glare from motor vehicles' headlights ● A few of the respondents who discussed this theme felt that both this route option and 'Option a: Along Cambridge Road' should be implemented, as both routes were well used ● A few of the respondents who discussed this theme felt that traffic light controlled crossing at the Sawston Bypass/Cambridge Road junction needed improvements as the phasing of the lights and layout made it difficult to cross safely ● A few of the respondents who discussed this theme indicated they were opposed to this route option, feeling it would not have enough usage to justify the costs involved |
| <p>Element 5a: Route through Stapleford Option a: Existing on-road NCN11 route through Stapleford</p> | <ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated they were opposed to this route option as they felt an on-road cycle path would be less safe than an off-road path, that there were too many pinch points around Stapleford, that the number of driveways and access points in Stapleford made the paths unsafe for non-motorised users, and that there was little room to widen paths in the area ● Some of the respondents who discussed this theme indicated there were a number of pinch points and dangerous areas for non-motorised users in Stapleford (particularly around Mingle Lane), around Dernford and around Shelford Station that would need to be avoided in order for this route option to be suitable ● A few of the respondents who discussed this theme felt that more information was needed on what the improvements would be for this route option ● A few of the respondents who discussed this theme felt that both this route option and 'Option b: A new shared-use path around Dernford Reservoir towards Shelford Station' should be implemented ● A few of the respondents who discussed this theme felt that the 20mph speed limit along this route needed to be enforced as it was not adhered to ● A few of the respondents who discussed this theme indicated they preferred this route option as they felt |

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| | <p>'Option b' would have lower usage and more of a negative environmental impact</p> |
| <p>Equestrian access</p> | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that equestrian access should be included along the whole route <ul style="list-style-type: none"> ○ Some of these respondents felt that a multi-user bridge over the river at Granta Terrace needed to be included in the element 5b: 'Route through Stapleford Option b: A new shared-use path around Dernford Reservoir towards Shelford Station' proposals ○ A few of these respondents felt that the path improvements for element 3: 'Widening the Genome Path' needed to ensure the path was wide enough for equestrian usage |
| <p>Connecting to villages and other key areas</p> | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that the Greenway route should also connect up villages and key sites near to the route. These included: <ul style="list-style-type: none"> ○ Granta Park ○ Duxford ○ Gog Magog ○ Wandlebury ○ Ickleton ○ Babraham ○ Shelford ○ Hinxton ○ Hauxton ○ Linton ○ Great Chesterford ○ Little Shelford • Some of the respondents who discussed this theme felt the improvements to routes connecting to Shelford Station and Whittlesford Station were positive |
| <p>Element 3: Widening the Genome Path</p> | <ul style="list-style-type: none"> • Most of respondents who discussed this theme indicated they supported this element <ul style="list-style-type: none"> ○ Some of these respondents felt that increasing the path would be important to manage the increased non-motorised traffic along this part of the route ○ Some of these respondents indicated that the genome strips needed to be replaced due to damage ○ Some of these respondents felt that lighting needed to be improved along this area of the |

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| | <p>route, as visibility was poor at night and there were concerns about personal safety</p> <ul style="list-style-type: none"> ○ A few of these respondents felt that making the path wide enough for equestrian access was important ○ A few of these respondents felt that the entrance to the path from Granham’s Road lacked visibility, making difficult for users to see other users coming in the opposite direction ○ A few of these respondents felt that there was a pinch point where the path narrows for the footbridge and that this area lacked sufficient lighting ○ A few of the respondents who discussed this theme were concerned about the path being shared use, feeling there was a risk of conflict between users <ul style="list-style-type: none"> ● A few of the respondents who discussed this theme indicated they opposed this element as they felt it was currently wide enough and construction would cause too much disruption in the area |
| Lighting | <ul style="list-style-type: none"> ● Respondents who discussed this theme felt that lighting along the route was an important part of the proposals <ul style="list-style-type: none"> ○ Some of these respondents felt lighting was particularly important along sections of the route that were off-road ○ A few of these respondents felt that lighting needed to be stronger than what solar lights provided |
| Element 6a: Route into Sawston/Whittlesford Option a: Along Cambridge Road | <ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated they supported this route option as it was a popular route for travelling between Stapleford and Sawston, particularly for the nearby school, and because of the poor condition the route here was in ● Some of the respondents who discussed this theme felt that both this route option and ‘Option b: Along the A1301 Sawston Bypass linking to route towards Whittlesford’ should be implemented, as both routes were well used |
| Shared use paths | <ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about the possibility of conflict between non-motorised users on shared paths and felt they should be given clearly marked areas to travel on the path or segregated |

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| | <ul style="list-style-type: none"> ○ Some of these respondents felt the shared use paths would not be wide enough to accommodate all types of non-motorised user, particularly for element 2: 'Cambridge Southern Approach – via Francis Crick Avenue and Robinson Way' and element 3: 'Widening the Genome Path' |
| General positive comments | <ul style="list-style-type: none"> ● Respondents who discussed this theme left general positive comments about the proposals |
| Environment | <ul style="list-style-type: none"> ● Some of the respondents who discussed this theme were concerned about the environmental impact of the proposals, particularly where paths would be widened or introduced ● Some of the respondents who discussed this theme felt that more planting could be done as part of these proposals <ul style="list-style-type: none"> ○ Most of these respondents felt that some form of natural barrier should be planted where the Greenway went alongside main roads in order to reduce glare from motorised vehicles |
| Element 2: Cambridge Southern Approach – via Francis Crick Avenue and Robinson Way | <ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated they supported this element <ul style="list-style-type: none"> ○ Some of these respondents felt that this improvement should have been in place when the roads were built ○ Some of these respondents were concerned about potential conflict between users on the shared use paths and felt non-motorised users should be segregated or the path made wider ● Some of the respondents who discussed this theme indicated they were opposed to this element, as they felt provision for non-motorised users was already sufficient |
| Element 4: Improvements around Shelford Station and new connection through Mill Court | <ul style="list-style-type: none"> ● Some of the respondents who discussed this theme indicated they supported this element as it would improve connectivity <ul style="list-style-type: none"> ○ A few of these respondents were concerned about the potential impact on local residents, particularly around Mill Court, from the increased traffic and felt this needed to be considered when developing ● Some of these respondents felt that a footbridge was needed at Shelford Station as part of this element proposal |

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| <p>Maintenance</p> | <ul style="list-style-type: none"> • Some of these respondents felt that ongoing maintenance of the routes proposed needed to be considered as part of the proposals • Some of these respondents felt that existing routes and roads, particularly in villages along the route, needed to be maintained |
| <p>Element 1: New roundabout at Long Road/Robinson Way junction</p> | <ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that improvements should be extended further along Long Road to accommodate an increase in non-motorised user traffic • A few of the respondents who discussed this theme indicated they opposed this element as they felt it would cause further congestion for motorised traffic and be unnecessary without cycling/pedestrian improvements further along Long Road and Robinson Way |
| <p>Cambridge South East Transport Study and Whittlesford Transport Masterplan consultations</p> | <ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about how these proposals would interact, connect and be impacted by the Cambridge South East Transport Study and Whittlesford Transport Masterplan consultations |
| <p>Priority over side roads</p> | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that the Greenway should have priority over side roads, business entrances and driveways to ensure non-motorised users were safe and could travel uninterrupted |

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

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

Summary of major themes

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| Abbreviations | <ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the two letter abbreviations could lead to confusion, particularly to people not familiar to the area • A few of the respondents who discussed this theme felt that the full name of the destination should either be used instead of the abbreviations or alongside them • A few of the respondents who discussed this theme left positive comments about the use of abbreviations |
| General positive comments | <ul style="list-style-type: none"> • Respondents who discussed this theme left general positive comments about the suggested options for signage and wayfinding |
| Clarity & Visibility | <ul style="list-style-type: none"> • Respondents who discussed this theme felt the signs needed to be understandable by all users, including both local users and visitors <ul style="list-style-type: none"> ○ Some of these respondents felt the signs needed to be clearly visible to all path users, including being kept clear of foliage and visible at night |
| Equestrians | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that signage needed to include equestrians on shared use paths and indication of bridleway routes |
| Lighting | <ul style="list-style-type: none"> • Most of the respondents who discussed this theme supported the use of solar lights and felt that they would be important along the whole route • A few of the respondents who discussed this theme felt that overhead lighting should also be included to improve personal safety and reduce the risk of accidents |
| Distance | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that distances to locations should also be included on the signage |

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

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

Summary of major themes

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| Disability | <ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the proposals would be beneficial for those with disabilities, particularly the path widening and off-road segregated routes • Some of the respondents felt that including equestrian access was important to ensure disabled riders were able to access the Greenway |
| Equestrians | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that equestrian access needed to be included along the whole route |
| Age | <ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the proposals would be beneficial to younger and older users <ul style="list-style-type: none"> ○ A few of these respondents felt that this would be the case as long as the paths were wide and smooth enough • A few of the respondents who discussed this theme felt that improvements to existing paths in villages along the route were needed so younger and older residents would not be excluded from the Greenway improvements |
| Positive | <ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would have a positive impact on those with protected characteristics |

Stakeholders responses

Background

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

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| Babraham Research Campus | Cambridge PPF |
| Barton & District Bridleways Group | Cambridge University Hospitals - Estates and Facilities |
| Bridleways group | Camcycle |
| British Horse Society | Greener Sawston |
| Cambridshire LAF | Heidi Allen |
| Cambridge Biomedical Campus | Natural England |
| Cambridge Cycling Campaign | Shelford and District Bridleways Group |
| Cambridge Group Ramblers | |

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

Summary of major themes

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| Equestrian access | <ul style="list-style-type: none"> Stakeholders who discussed this theme felt that equestrian access was important across the whole route |
| Element 3: Widening the Genome Path | <ul style="list-style-type: none"> Most of the stakeholders who discussed this theme felt that the path needed to be widened further than the proposals to allow non-motorised users to pass each other safely or to allow for segregation for different types of user A few of the stakeholders who discussed this theme felt the path needed to be wide enough to accommodate equestrian users |
| Element 5b: Route through Stapleford Option b: A new shared-use path around Dernford Reservoir towards Shelford Station | <ul style="list-style-type: none"> Most of the stakeholders who discussed this theme indicated they supported this route option, feeling it offered a pleasant route for non-motorised users A few stakeholders felt that part of this route option should be extended by a bridge over the river near to Granta Terrace/Aylesford Way A few stakeholders were concerned about the risks to personal safety due to the isolated nature of the route |
| Other consultations | <ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned about how these proposals would interact with other transport consultations in the area |

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| <p>Element 2: Cambridge Southern Approach – via Francis Crick Avenue and Robinson Way</p> | <ul style="list-style-type: none"> • Most of the stakeholders who discussed this element felt that it required priority over side roads and site entrances to ensure non-motorised users could travel safely and quickly in the area • Some of the stakeholders who discussed this element indicated they supported this element due to the high level of use, particularly for pedestrians • Some of the stakeholders who discussed this element felt that further improvements were needed at Dame Mary Archer Way to support access for those accessing other routes in the area |
| <p>Element 4: Improvements around Shelford Station and new connection through Mill Court</p> | <ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme indicated they supported this element • A few of the stakeholders who discussed this theme felt that this element would be best connected with element 5b: ‘Route through Stapleford Option b: A new shared-use path around Dernford Reservoir towards Shelford Station’ |
| <p>Element 6a: Route into Sawston/Whittlesford Option a: Along Cambridge Road</p> | <ul style="list-style-type: none"> • Stakeholders who discussed this theme indicated they supported this route option <ul style="list-style-type: none"> ○ Some of these stakeholders felt that priority over side roads and site entrances would be needed to ensure non-motorised user safety, particularly if the proposed Transport Hub would be situated on Cambridge Road |
| <p>Element 6b: Route into Sawston/Whittlesford Option b: Along the A1301 Sawston Bypass linking to route towards Whittlesford</p> | <ul style="list-style-type: none"> • Stakeholders who discussed this theme indicated they supported this route option, feeling it would create a necessary link to Whittlesford <ul style="list-style-type: none"> ○ Some of these stakeholders felt that a hedge should be planted between the main road and the Greenway path to ensure users would not have visibility effected by the glare from motorised vehicle lights |

Email, social media and consultation event responses

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

Summary of major themes

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| Negative | <ul style="list-style-type: none"> • Respondents who discussed this theme left negative comments about the proposals, feeling they were not worth the cost involved with development <ul style="list-style-type: none"> ○ Some of these respondents felt that cyclists would not use the cycle paths, instead using the main roads |
| Maintenance | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that maintenance of the route was of high importance <ul style="list-style-type: none"> ○ Most of these respondents felt that existing routes and roads needed more maintenance |
| Equestrian access | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that equestrian access needed to be included along the whole route |
| Connections to villages and employment sites | <ul style="list-style-type: none"> • Respondents who discussed this theme felt that the proposals needed to extend to connect to all the villages and employment sites both along and near to the proposed route |