

AtkinsRéalis



Consultation Summary Report

Greater Cambridge Partnership

October 2024

WATERBEACH GREENWAY

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Executive summary

What we consulted on

We held a public consultation on proposals for Phase 1 of the Waterbeach Greenway. The aim of the scheme is to make local walking, cycling and, where appropriate, horse-riding trips easier and safer between Waterbeach, Milton and Cambridge. We sought views on proposals to:

- Realign the proposed Waterbeach Greenway along a new route north of the A14 footbridge.
- Update crossings and apply junction treatments along the route, which would enhance the environment for walking and cycling, providing safer and more comfortable journeys.
- Provide a shared use path along Cambridge Road and Milton High Street, coupled with a speed limit reduction. This included two different options to consolidate on-street parking.
- Implement a quiet route via Coles Road, with two further design options for this route section.
- Reconfigure the A10 and Ely Road junction, with options to restrict motorised traffic and to reallocate carriageway space to active travel.
- Provide an off-road, shared use path to run through fields to the east of the A10 and then along Car Dyke Road into Waterbeach.

How we consulted

The consultation ran between Monday 16 October and Friday 8 December 2023. Information including a brochure, map and design drawings were made available online with a survey to provide feedback. Hard copies of brochures and surveys were delivered to Milton Parish Council and made available on request. The consultation was promoted widely, with postcards delivered to 6,700 properties and promotions across Greater Cambridge Partnership (GCP) communications. A virtual public event and drop-in event were held during the consultation. GCP officers also met one-to-one with a range of stakeholders and notified others of the consultation in writing.

Why we consulted

The purpose of the consultation was to seek feedback from local communities, stakeholder organisations and other interested parties on new proposals for the Waterbeach Greenway. The new alignment and proposals along it had not been consulted on before. The feedback will be used to inform decisions on the project by the Greater Cambridge Partnership's Executive Board.

What feedback we received

A total of 422 responses to the survey were received, including both the online version and the hard copies. Overall, 47 per cent of responses were opposed to the proposals (combining 'tend to oppose' and 'strongly oppose'). 43 per cent supported the proposals (combining 'tend to support' and 'strongly support').

Analysis of feedback by each section highlights the likely reasons for objection and support, including:

- General support for speed limit reductions, crossing and junction improvements.
- Concerns for pedestrian safety on proposed shared use paths through Milton.
- Mixed responses to proposals at the Ely Road / A10 junction, with many welcoming proposed closures for their benefits to active travel, speed and traffic-volume reduction, and others raising concerns about its impact on motor-vehicle journey times.
- Support for an off-road path behind the A10 and along Car Dyke Road between Milton and Waterbeach, with requests for greater separation between people walking and cycling on the path.

Feedback for each section of the route is summarised in Table 1.



Who took part

The survey received 422 responses. Of them:

- 177 were Milton residents, 106 were Waterbeach residents, 77 were Cambridge residents.
- A plurality of respondents were male (48%). 32% were female. 12 per cent selected “Prefer not to say.”
- One-third of respondents were aged 45-64 (33%). 18% of respondents were aged 65 or above. Only 6% were under the age of 25.
- A majority (55%) were employed, with the second largest portion of respondents were retired (18%).

Stakeholder responses were received from Milton Parish Council, Waterbeach Parish Council, Royal Papworth Hospital NHS Foundation Trust, Impington Village College, Milton C of E Primary School, College of West Anglia, the British Horse Society, Waterbeach and District Bridleways Group, Barton & District Bridleways Group, Milton Cycle Campaign, The Trails Trust and Waterbeach Development Company, and Cambridge Cycling Campaign (CamCycle).

What happens next

The responses to the consultation will be presented to the Greater Cambridge Partnership’s Joint Assembly and Executive Board for further consideration.



Table 1 - Overview of key themes

Section name	Key supporting themes	Key opposing themes
Section 1 – Cowley Road	N/A – This section is being delivered as part of the Early Works schemes.	N/A – This section is being delivered as part of the Early Works schemes.
Section 2 – A14 Walking and Cycling Bridge to Coles Road	Positive response regarding proposed speed reduction.	Concerns over the shared use provision.
Section 3 – Coles Road to Fen Road Option 1	Receptive of the proposed speed limit reductions.	Concerns over the shared use provision and that the proposals are unambitious.
Section 3 – Coles Road to Fen Road Option 2		
Section 4 – Coles Road Option 1	Positive response with regards to speed limit reductions.	Questioned the necessity of improvements in this location and concern raised that the route will not be used.
Section 4 – Coles Road Option 2		
Section 5 – Fen Road to North Field	Positive response that the scheme will improve safety.	Suggested further junction improvements to make crossing roads safer and easier.
Section 6 – Stables Access to A10	Positive response that speed limit reduction will improve safety.	Concerns regarding shared use provision.
Section 7 – A10 – Ely Road Option 1	The scheme would improve safety for active travel users.	Concerns that improvements will negatively impact on road safety at the junction.
Section 7 – A10 – Ely Road Option 2		
Section 7 – A10 – Ely Road Potential Additional Option	Scheme would be a good opportunity to create a 'sense of place' to the north of the village.	Concerns that improvements here will negatively impact on traffic conditions.
Section 8 – A10 Off-road Alignment	In favour of the proposals in general, stating they would be an upgrade to the current provision.	Suggested further segregation between different users and a more direct alignment.
Section 9 – Car Dyke Road	In favour of the proposals in general, stating they would be an upgrade to the current provision	Suggested further segregation between different users and a more direct alignment.

1. Introduction

AtkinsRéalis were commissioned by the Greater Cambridge Partnership (GCP) to provide public consultation support for Phase 1 of the Waterbeach Greenway scheme.

The purpose of the public consultation was to update members of the local community, wider stakeholders and other interested parties on the changed proposals for the Waterbeach Greenway, including a new proposed alignment, potential scheme options, and to collate views and thoughts.

The consultation period began at midday on Monday 16 October 2023 and lasted eight weeks, ending at midday on Friday 8 December 2023.

This report documents the process by which the consultation period was completed and presents feedback collected during the consultation period. This feedback will be used to review and develop the Waterbeach Greenway alignment, scheme design and inform GCP's decision on how the scheme should be progressed.

1.1 Waterbeach Greenway scheme overview

The Waterbeach 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 trips 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.

Starting from the south, the proposals were as follows:

- A shared use path was proposed along Cambridge Road, extending from the A14 Walking and Cycling Bridge to Milton village, which included junction tightening and enhanced crossing facilities.
- Two options were proposed along the High Street through Milton village, the aim of which was to provide a safer and more comfortable environment for pedestrians and cyclists. Both options included a reduction in on-street parking, a 20mph speed limit, along with new signage and road markings.
- As an alternative to the High Street, a quiet route was proposed along Coles Road, with two options presented for on-street parking.
- Further north from Milton village, measures are proposed to provide a safer and more comfortable environment for pedestrians and cyclists, which include a speed limit reduction, new signage and road markings.
- At the A10 and Ely Road junction, two design options were presented which included closing the slip lane to motorised traffic entirely or retaining the slip lane to motorised traffic but reallocating carriageway space for active travel modes. An additional option was provided which involved fully closing the junction to motorised traffic, although this was subject to further traffic modelling assessments.
- Towards Waterbeach, an off-road shared use path was proposed to run adjacent to the A10, before routing via Car Dyke Road. This included a surfaced path and a grass strip to accommodate walking, cycling and horse riding.

Phase 2 of the Waterbeach Greenway is proposed to continue from the northern section of Phase 1, with improvements carried further into Waterbeach. Throughout the entire proposed alignment, proposals include updated crossings and junction treatments, which will enhance the environment for walking and cycling, providing safer and more comfortable crossings.



1.2 Objectives

The objectives of the greenways are to:

- Help to provide alternative travel options 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.
- Support the Local Plan for Cambridgeshire by providing better sustainable transport links to Cambridge city centre and the rural fringes.

1.3 Scheme context

Previous consultation for a previous alignment of the Waterbeach Greenway was held in 2018, with supportive feedback received for the Greater Cambridge Greenways network. Further design work on the route was approved by the GCP Executive Board in 2020. However, upon conducting further design and technical assessments, a number of fundamental issues were discovered with the original alignment which would have made the scheme expensive and difficult to deliver. Thus, a new alignment was developed, which was the subject of this consultation.

The Waterbeach Greenway is one of many schemes (some of which are GCP funded) currently being developed within the Waterbeach to Cambridge corridor, all with the aim to create a greener transport network and accommodate growth in the area. Such schemes include:

- The proposed Waterbeach Busway.
- Waterbeach New Town, including improvements to Mere Way.
- Relocation of the existing Waterbeach Railway Station.
- Local Cycling and Walking Infrastructure Plans (LCWIPs).
- Junction capacity improvements along the A10.
- A proposed Waterbeach Travel Hub, west of the A10.

This consultation covered Phase 1 of the Waterbeach Greenway route only, connecting Cambridge to Car Dyke Road in Waterbeach. Phase 2 of the Waterbeach Greenway, providing further links to the Waterbeach New Town in the north, is currently unfunded.

2. Consultation approach and analysis

Chapter 2 presents the methodology, activities and material used to undertake the public consultation process for the Waterbeach Greenway. The key objectives for the public consultation 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 local community and stakeholders to express their opinions on the design and any options, freely and openly.
- Use an appropriate methodology for collecting and analysing stakeholder responses.
- Create a consistent message across all greenways projects to ensure stakeholders and local community 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 and the local community.
- Ensure all engagement and communication is recorded and reported, as necessary.

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

2.1 Consultation activities

Key stakeholders associated with the Waterbeach Greenway were engaged throughout 2023 and will continue to be engaged as the project progresses. Stakeholders ranged from County, District and Parish council members, partner authorities, representatives of walking, cycling and equestrian groups and relevant landowners whose agreement is needed to construct and manage the route. Engagement activities are summarised in Table 2 below.

Table 2 - Engagement summary

Timeline	Date	Organisation/Group/Event
Pre-consultation	5 October 2023	Milton Parish Council pre-consultation meeting (in-person)
Pre-consultation	5 October 2023	Cambridgeshire County and South Cambridgeshire District Councillor Meeting ¹ (virtual)
Pre-consultation	11 October 2023	Non-motorised user (NMU) group meeting (in-person), attended by Cambridge Cycling Campaign (CamCycle), Milton Cycling Campaign, British Horse Society (BHS), Local Access Forum, Cambridge Past Present and Future (CPPF)
Pre-consultation	13 October 2023	Local Councillor meeting (virtual)
Consultation period	30 October 2023	Virtual public consultation event, open to all
Consultation period	1 November 2023	South Cambridgeshire District Council Waterbeach Forum (in-person)
Consultation period	7 November 2023	In-person public consultation event, open to all

¹ the scheme is outside of Cambridge City Council boundaries.

2.2 Overview of consultation material

A wide range of materials were developed to promote the public consultation. The objective of the materials was to promote the scheme and wider project, to inform the general public and stakeholders of the proposals and provide an avenue to give feedback. The consultation material included:

- A 16-page, A4 brochure.
- An A5 postcard, which was delivered to over 6,700 local residents and businesses.
- An A4 poster.
- A wide banner (1506x2156mm) including two cross-section drawings.
- 14x technical plans, including 1x key location plan.
- A survey.
- A Frequently Asked Questions (FAQ) document.

The brochure, survey, FAQ document and technical plans were publicly available online using the ConsultCambs website, alongside information about the two public events. Hard copies of the materials were made available to the Milton and Waterbeach Parish Councils. They could also be requested by email, telephone, post or in-person.

2.3 Online consultation summary

Over the eight-week consultation period, the ConsultCambs website was visited **overall** by a total of 4,292 people and 5,126 times altogether.

Table 3 below summarises how the engagement tools and different webpages from the website were used.

Table 3 – Summary of website engagement tool use

Engagement tool name	Visitors	Downloads/Views
Waterbeach Greenway Survey	950	N/A
Waterbeach Greenway Brochure 2023	1,641	2,057
Section 2 – A14 Walking and Cycling Bridge to Coles Road	295	334
Section 3 – Coles Road to Fen Road Option 1	216	255
Waterbeach Greenway PROW Map	209	229
Section 1 – Cowley Road	206	240
Section 9 – Car Dyke Road	204	229
Section 7 – A10- Ely Road Option 1	192	212
Section 5 – Fen Road to North Field	170	187
Section 8 – A10 Off-road Alignment sheet 1	169	181
Section 3 – Coles Road to Fen Road Option 2	156	171
Section 7 – A10 – Ely Road Option 2	155	168
Section 8 – A10 Off-road Alignment sheet 2	153	162
Section 6 – Stables Access to A10	152	167
Section 4 – Coles Road Option 1	142	155



Section 4 – Coles Road Option 2	96	104
Waterbeach Survey Postal Version	79	122
Waterbeach Route Map	28	30
FAQs	176	205
Key Date	162	224

Visits to the site are 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 (for instance looking at consultation material) 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 interacted with the consultation material, such as following a link, and due to the fact that a visitor has been interested enough to 'click' on the site. They are therefore 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.
- 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 consultation material in some way is considered to be an 'engaged' visit. In order to be classified in this way, visitors needed to respond to the survey.

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 4 below.

Table 4 - Type of website engagement

Engagement types	Frequency
Aware visits	3,373
Informed visits	2,517
Engaged visits	412

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 Waterbeach Greenway proposals. As stated previously, the survey was available on the ConsultCambs website, with hard copies made available to the parish councils of Milton and Waterbeach, as well as on request. The questions in the survey regarding the scheme were a mixture of closed (in which users select from a list of pre-determined responses) and open ended, meaning respondents were able to provide a free text answer to specific sections of the survey.

The Waterbeach Greenway route is separated into nine different sections and reflected in the survey in this manner. This ensured that responses could be directed at specific areas of the route rather than the greenway as a whole. Splitting the survey also made question analysis simpler and thus themes easier to identify. Each section, with the exception of Section 1: Cowley Road, contained a single, open-ended question, paired with detailed text that summarised the proposed improvements relevant to the section. Three of the nine sections had Options associated with them and respondents were prompted to select their views on each of the Options for a given section from a predetermined list.

3.2 Question analysis

Closed-ended questions required respondents to choose one response from a list of fixed Options. The advantages of closed-ended questions are that they are quick and easy to answer, which encourages a higher response rate. Quantitative analysis of these questions is a simple process and enables comparisons to be drawn across similar questions.

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

A baseline codeframe had been previously developed to analyse open-ended questions originating from the surveys for previous greenway schemes such as Melbourn, Sawston and St Ives. This codeframe acted as a template for the one used for the Waterbeach Greenway, with only minor changes required in response to specific details in certain questions. From previous public engagement and consultation on greenway schemes, the following steps were taken in order to develop and assure the coding framework:

1. A coding framework was created by reviewing a large sample of the responses and identifying common themes.
2. Each common theme was then given a unique reference number.
3. Responses 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 both the closed and open-ended questions is detailed in Chapter 5, with the Codeframe summary for the open-ended questions found in Appendix B.

3.3 Written responses

Other forms of response (e.g., detailed written submissions, email submissions to the consultations@greatercambridge.org.uk website) 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 consultation 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 regular time intervals. No such patterns were observed. Checks were also undertaken to ensure that responses were coded under the most appropriate themes.



4. Respondent breakdown

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

4.1 Response levels

A total of 422 responses to the survey were received, including both the online version and the hard copies. Hard copies were manually inputted into the ConsultCambs online survey and as such have been included in the subsequent analysis. The majority of responses were from individuals, although responses were received from representatives of business groups and elected representatives, as below:

- 402 individuals
- 11 representatives of a business or other group
- Two elected representatives (County Councillor for Milton, Landbeach and Waterbeach (Waterbeach Division) and Waterbeach Parish Council)
- Two 'Other'
- Five blank responses (four of the five did respond to at least one survey question, although one response was entirely blank)

Question 25 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 409 respondents who answered this question and, as this was multiple choice, 585 responses were received, as detailed in Table 5.

Table 5 - Summary of respondent type

Respondent type	Frequency	Representative percentage
Resident in Milton	177	30%
I regularly travel in the area	133	23%
Resident in Waterbeach	106	18%
Resident in Cambridge	77	13%
Resident elsewhere in Cambridge	24	4%
I occasionally travel in the area	17	3%
Other (please specify)	17	3%
Resident in Landbeach	11	2%
Resident elsewhere	10	2%
Local business owner/employer	6	1%
Resident in Fen Ditton	3	1%
Resident in Clayhithe	1	<1%
Resident in Harston	1	<1%
Resident in Great Shelford	1	<1%
Resident in Barton	1	<1%

From the table above, residents in Milton were the most common respondent to the question, accounting for 30% of respondents. Residents of Waterbeach were the third most common respondent type, representing 18%, with the second highest group indicating they regularly travel in the area (23%).

A total of six representatives of a local business and or organisation responded to the survey, but only two provided supplementary information on the business or organisation that they represent. The two were as follows:

- Impington Village College
- Royal Papworth Hospital NHS Foundation Trust

A total of 17 respondents indicated 'Other (please specify)' when considering their interest in the Waterbeach Greenway. There was a range of reasons as to why this option was selected which can be categorised as follows:

Residents in:

- Histon
- Milton
- Along the A10, between Milton and Waterbeach
- Cosy Nook Park

Education:

- Headteacher of Milton C of E Primary School
- Staff at College of West Anglia

Elected representatives:

- Waterbeach Parish Councillor
- County Councillor for the Waterbeach Division

Businesses/Organisations:

- British Horse Society
- Representative of a local charity (The Trails Trust)
- WDC (formerly RLW) – one of the developers for Waterbeach New Town

Miscellaneous:

- Work or employed in the area
- Regular horse-rider in the area
- Commuter to the Business Park (inferred to be on Cowley Road)
- Member of the local bridleway group
- Worked as a cycle instructor (inferred to be within the local area)
- Leisure and commuter cyclist

Separate to the formal consultation, letters were received from

- Urban& Civic
- CTC Cambridge
- Cambridge Past, Present & Future
- Cambridge Biomedical Campus



- Cambridge University Hospitals NHS Foundation Trust
- Pell Frishman on behalf of LandsecU+I and TOWN

Whilst these were not included as part of the consultation survey analysis, feedback from these letters will be used alongside consultation responses to help inform scheme designs going forward.

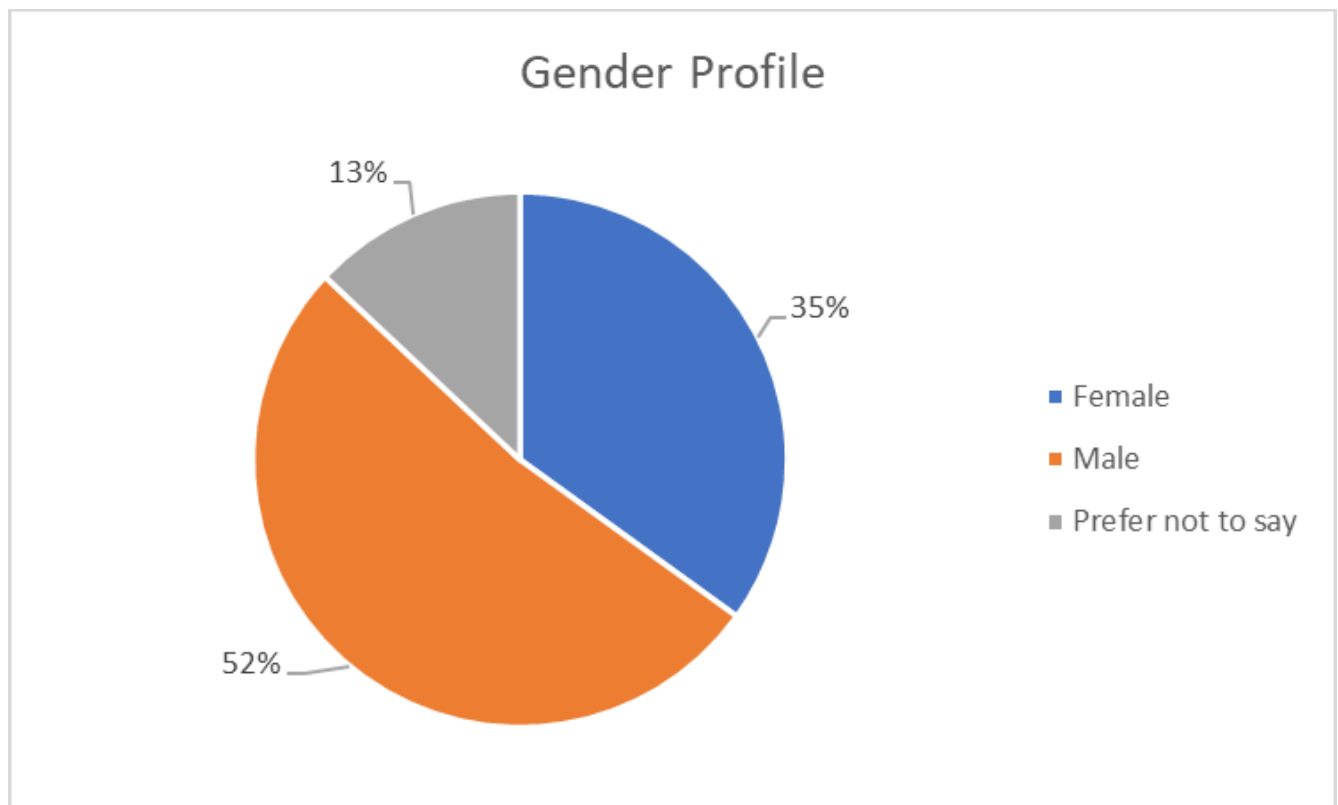


4.2 Respondent profile

Questions 22 through to 24 and 26 through to 29 of the survey were on the demographics of respondents, which included gender, ethnicity, age, employment status, potential scheme usage and health.

A total of 392 responses were received in response to the question “What is your sex?”, a breakdown of which can be found in Figure 4-1. Just over half of respondents selected Male, accounting for 52% (204 respondents) of all responses, whereas just over a third of respondents selected Female (35% or 137 responses). Consequently, 51 respondents indicated they would prefer not to say, which accounts for the remaining 13%.

Figure 4-1 - Gender profile of respondents



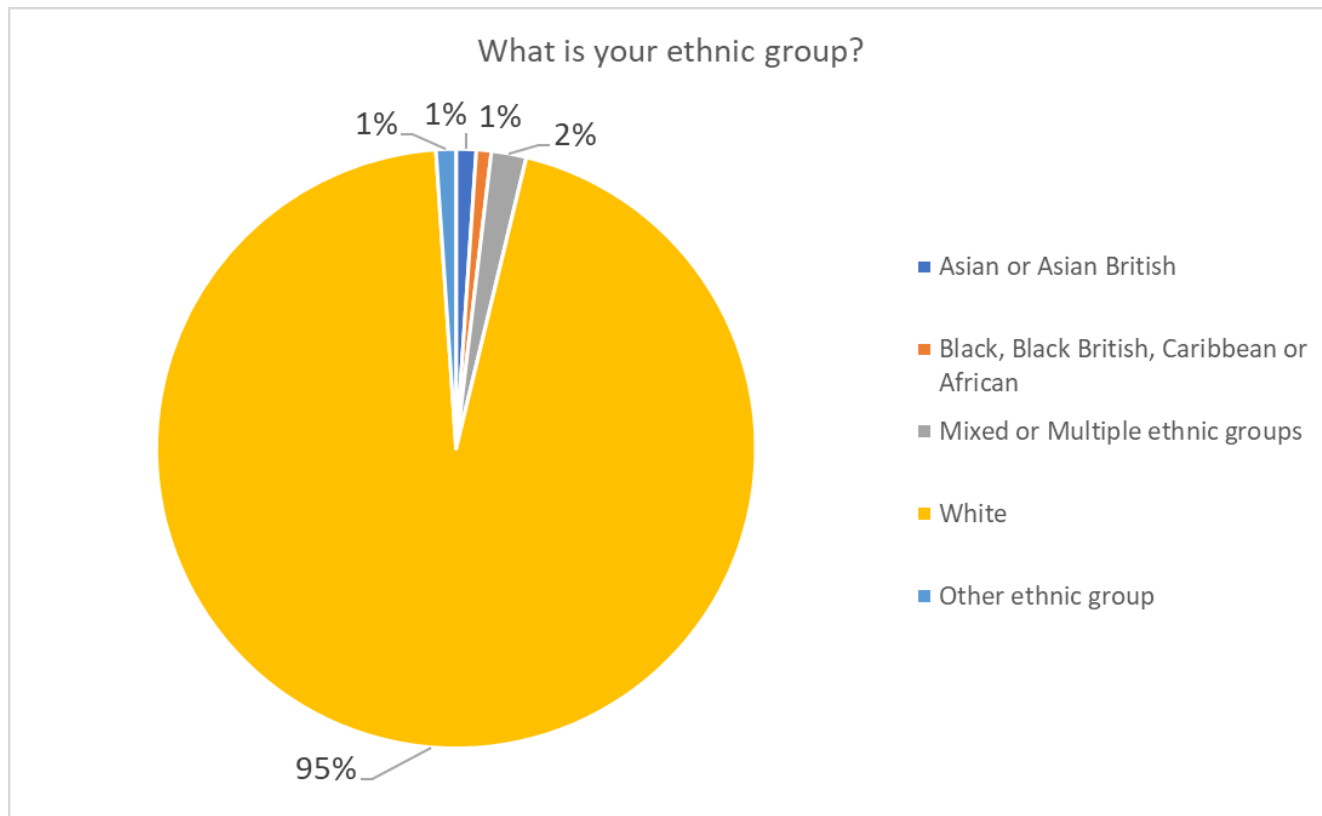
Further to the question above, respondents were asked if the gender they identify with is the same as their gender registered at birth. This question yielded 352 responses, the overwhelming majority (97% or 341 responses) indicating they identified as the same gender they were registered with at birth. Of the 11 (or 3%) respondents that indicated they do not identify as the same gender they were registered with at birth, four did not supply any further information. Two respondents indicated they were non-binary, with a further response indicating they were agender and genderqueer. One respondent indicated they were female, and another indicated they didn't identify with a term. The remaining two respondents indicated they thought this was not relevant.

A total of 371 responses were received in relation to the ethnicity question asked in the survey, a breakdown of which can be found in Figure 4-2. There were five possible answers to this question, the full description of which are as follows:

- Asian or Asian British - Indian, Pakistani, Bangladeshi, Chinese or any other Asian background.
- Black, Black British, Caribbean or African - Black British, Caribbean, African or any other Black background.
- Mixed or Multiple ethnic groups - White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background.
- White - British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background.
- Other ethnic group - Arab or any other ethnic group.

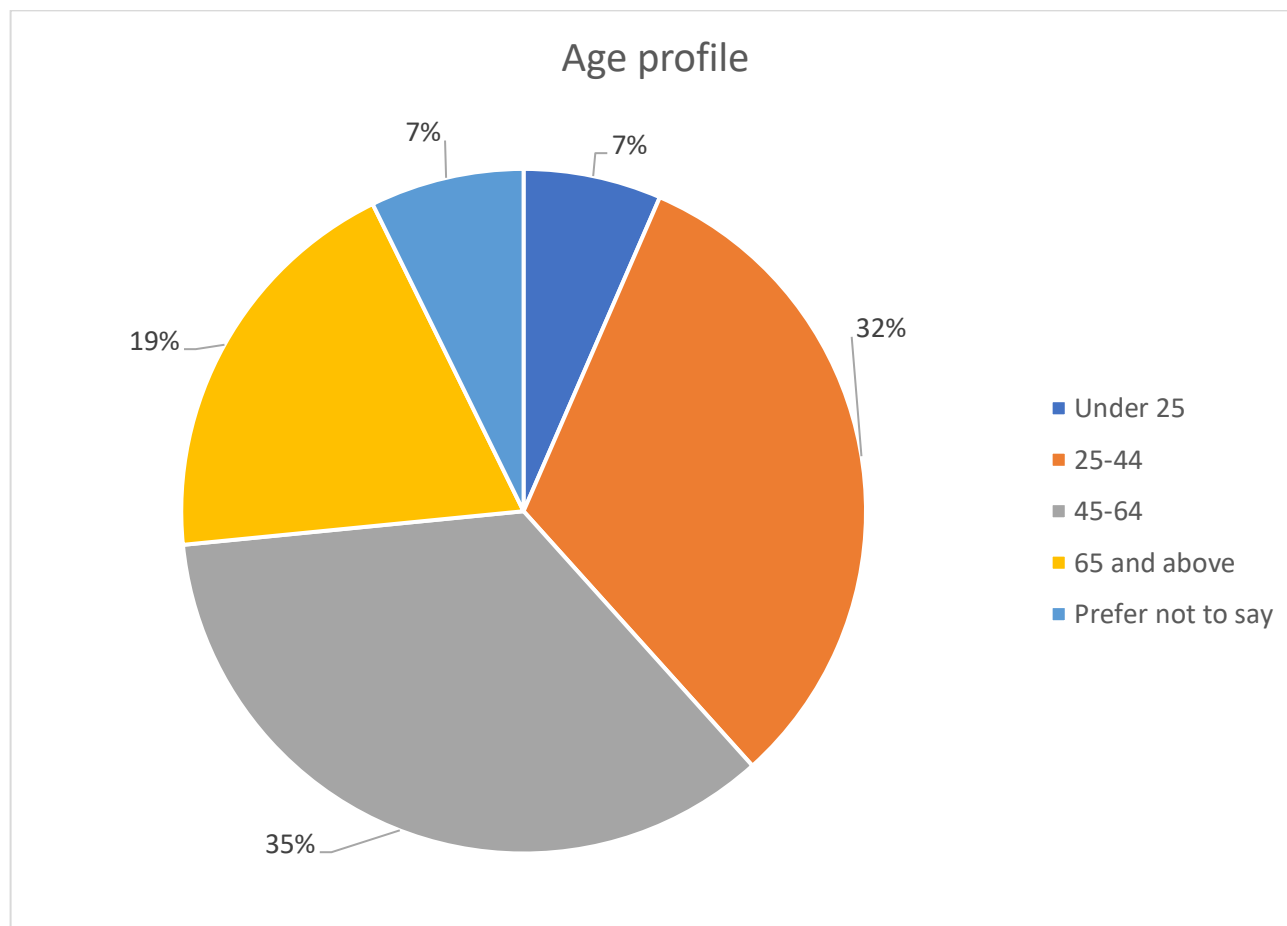
95% of respondents indicated they were White (353 respondents) The remaining 5% of respondents (18 responses) were split fairly evenly between the other four options. 2% of respondents (seven respondents) indicated they were of mixed or multiple ethnic groups. Both the Asian or Asian British category and Other ethnic group category received four responses, representing 1% of the total responses each. The final 1% of responses (three responses) selected the Black, Black British, Caribbean or African category.

Figure 4-2 - Ethnic profile of respondents



A total of 399 respondents disclosed their age, a breakdown of which can be found in Figure 4-3. Seven percent of respondents (29 respondents) preferred not to disclose their age. The largest proportion of respondents selected the 45-64 age bracket, accounting 35% (140 respondents) of all responses received. The second largest proportion of respondents indicated they were between the ages of 25-44, representing almost a third of responses (32% or 127 responses). 19% respondents (77 respondents) were found to be aged 65 or above, whereas only 7% (26 respondents) were under the age of 25.

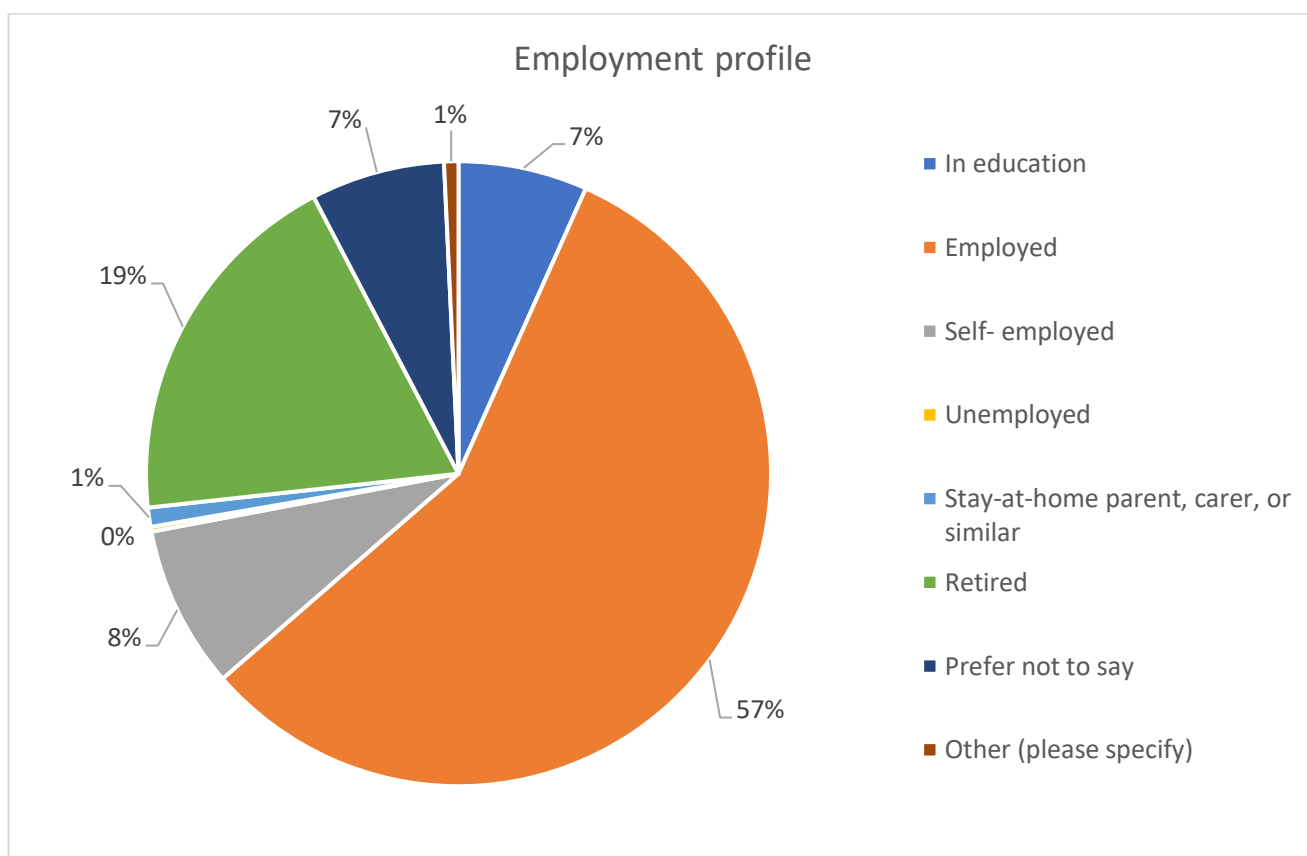
Figure 4-3 - Age profile of respondents



A total of 404 respondents answered the question about employment status, with 7% of respondents (28 respondents) opting to not say. A breakdown of employment status can be found in Figure 4-4.. Over half (57%) of respondents identified themselves as employed, representing 230 of the 404 responses. The second largest portion of respondents fell into the 'retired' category, amounting to 19% or 77 respondents. There is a comparable number of respondents who indicated they were in self-employment (8%, 34 respondents) or in education (7%, 27 respondents). A small number of respondents identified that they were a stay-at-home parent, carer or similar (four respondents), with one respondent indicating they were unemployed. Three respondents selected the 'Other' category, providing the following reason:

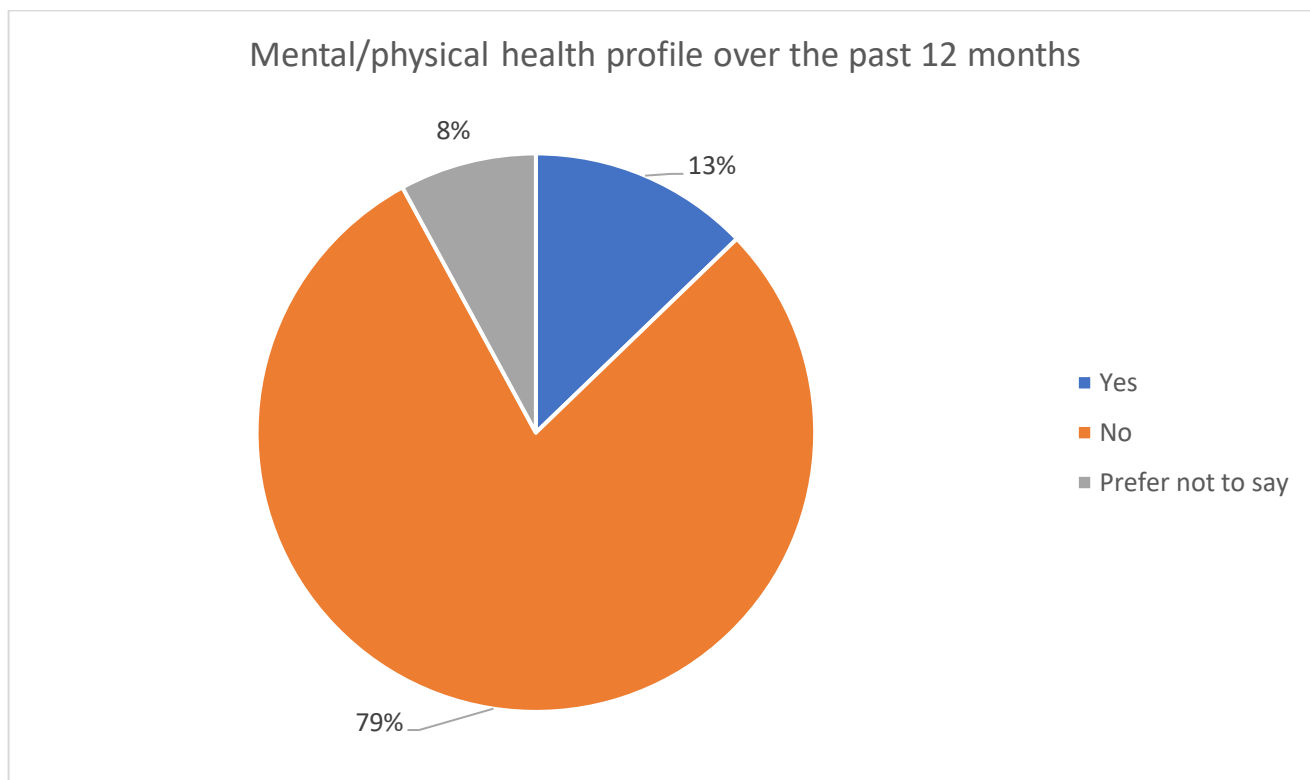
- Disabled local person
- Representative of the local bridleway group
- A County Councillor

Figure 4-4 – Employment profile of respondents



Respondents were also asked about both their physical and mental health. The question asked 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 responses can be seen in Figure 4-5. A total of 391 responses were collated of which 79% (310) respondents indicated “No”. 13% (50) of respondents answered “Yes” and the remaining 8% (31) of respondents preferred not to say.

Figure 4-5 – Mental/physical health profile of respondents



The survey asked respondents how they would use the scheme, a breakdown can be seen in Figure 4-6. Similar to previous demographic 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.

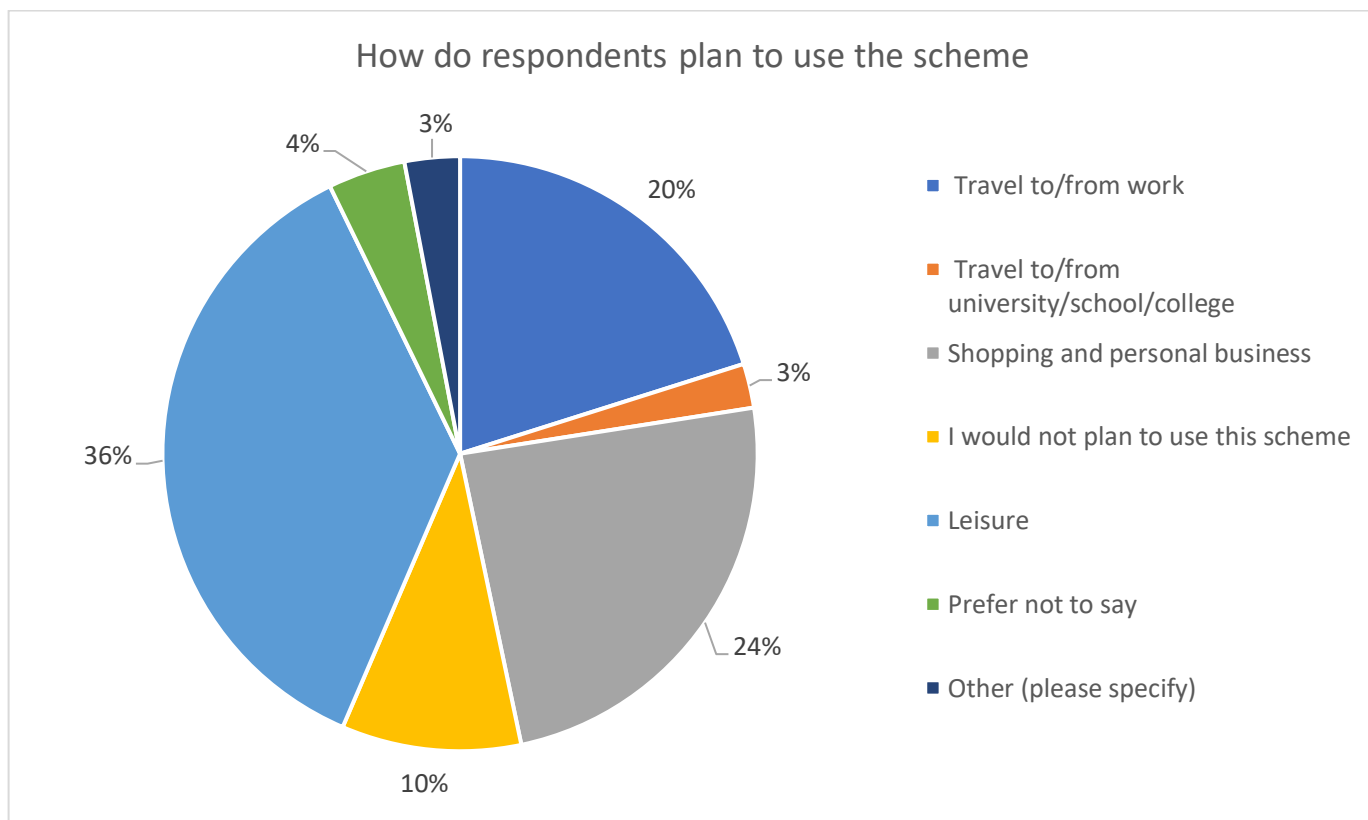
A total of 666 responses were collated across the question, over a third of whom (36%, 242 responses) indicated that they would use the greenway for leisure. A further 24% of responses (161 responses) was to use the greenway for shopping and personal business, with travel to/from work being the third most common response (20%, 134 responses). Ten percent of responses (65 responses) indicated they would not plan to use the scheme.

The “Other (please specify)” category amassed 3% (20 responses). Respondents chose “Other” for the following reasons:

- Access to services and facilities
- Would not use the scheme
- Visit friends and family
- Exercise (including exercising horses)
- Travelling to work

A further 3% of respondents (16 responses) indicated they would use the greenway to travel to their place of education school, college or university, and the remaining 4% (26 responses) would rather not say.

Figure 4-6 – How respondents plan to use the scheme



4.3 How people found out about the consultation

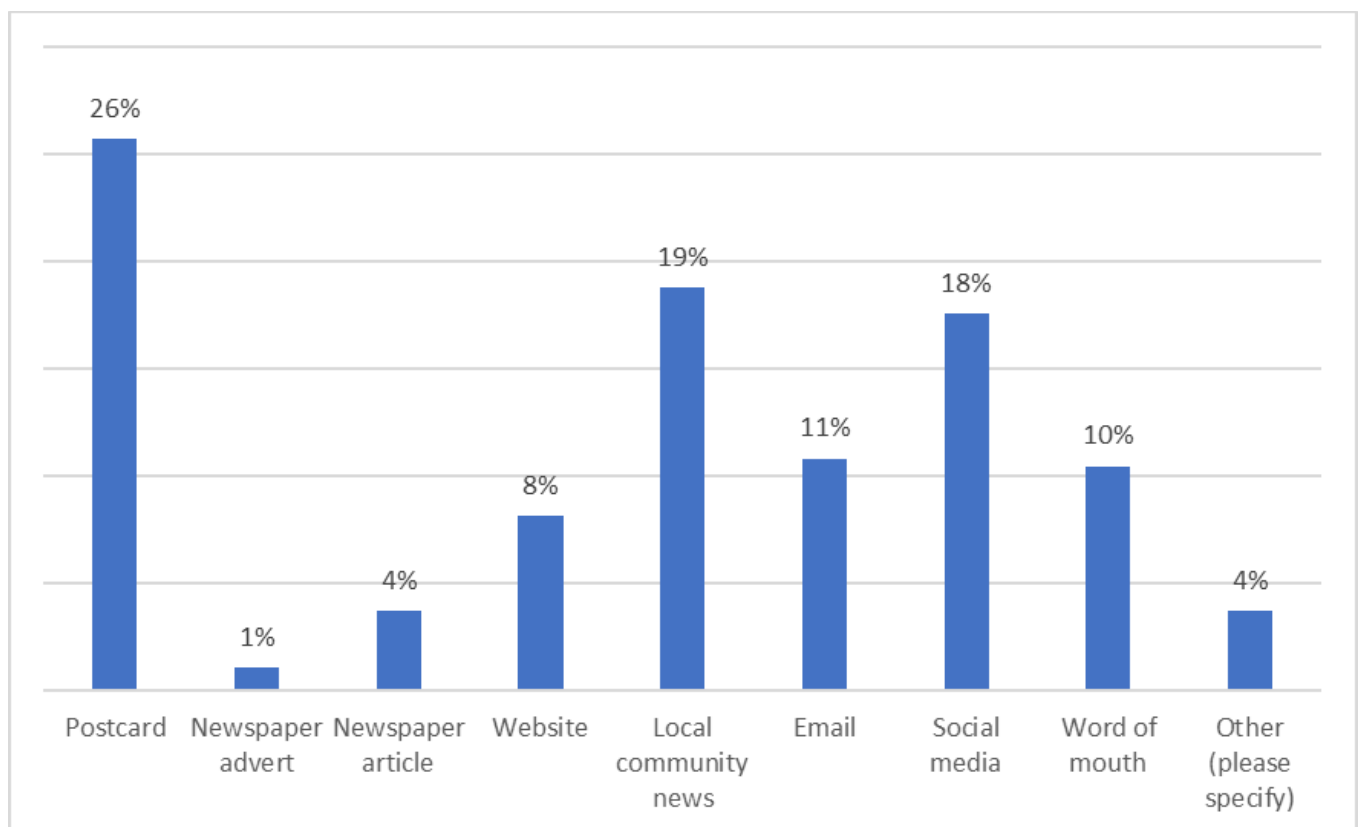
Question 30 of the survey asked respondents how they found out about the survey, a breakdown of which can be found in Figure 4-7. This question was multiple-choice, meaning respondents were able to select more than one response. Over a quarter of respondents found out about the consultation via the postcard. This was the most common or popular method of finding out about the consultation representing 26% of responses in total (145 responses).

The second highest method was via local community news, with the third most common/popular avenue via social media, amassing 19% (106 responses) and 18% (99 responses) responses respectively. Word of mouth and emails accounted for a similar number of responses with 10%, (59 responses) and 11%, of responses respectively, (61 responses), whereas website exposure was slightly less (8% of responses or 46 responses). Finding out about the consultation via a newspaper amassed 5% responses (27 responses) in total, 21 of which were via an article and six of which were via adverts.

4% of the total (21 responses) selected 'Other (please specify)' as their response to this question, as follows:

- Parish Council meetings or communication
- Cambridge Cycling Campaign (CamCycle)
- British Horse Society
- School
- GCP newsletter

Figure 4-7 - Avenue of promotion



4.4 Postcode analysis

Question 2 of the survey asked respondents to provide the first four or five characters of their postcode in order to better understand the geographical distribution of responses. A total of 252 respondents provided their postcode, a breakdown of which can be found in Table 6 below.

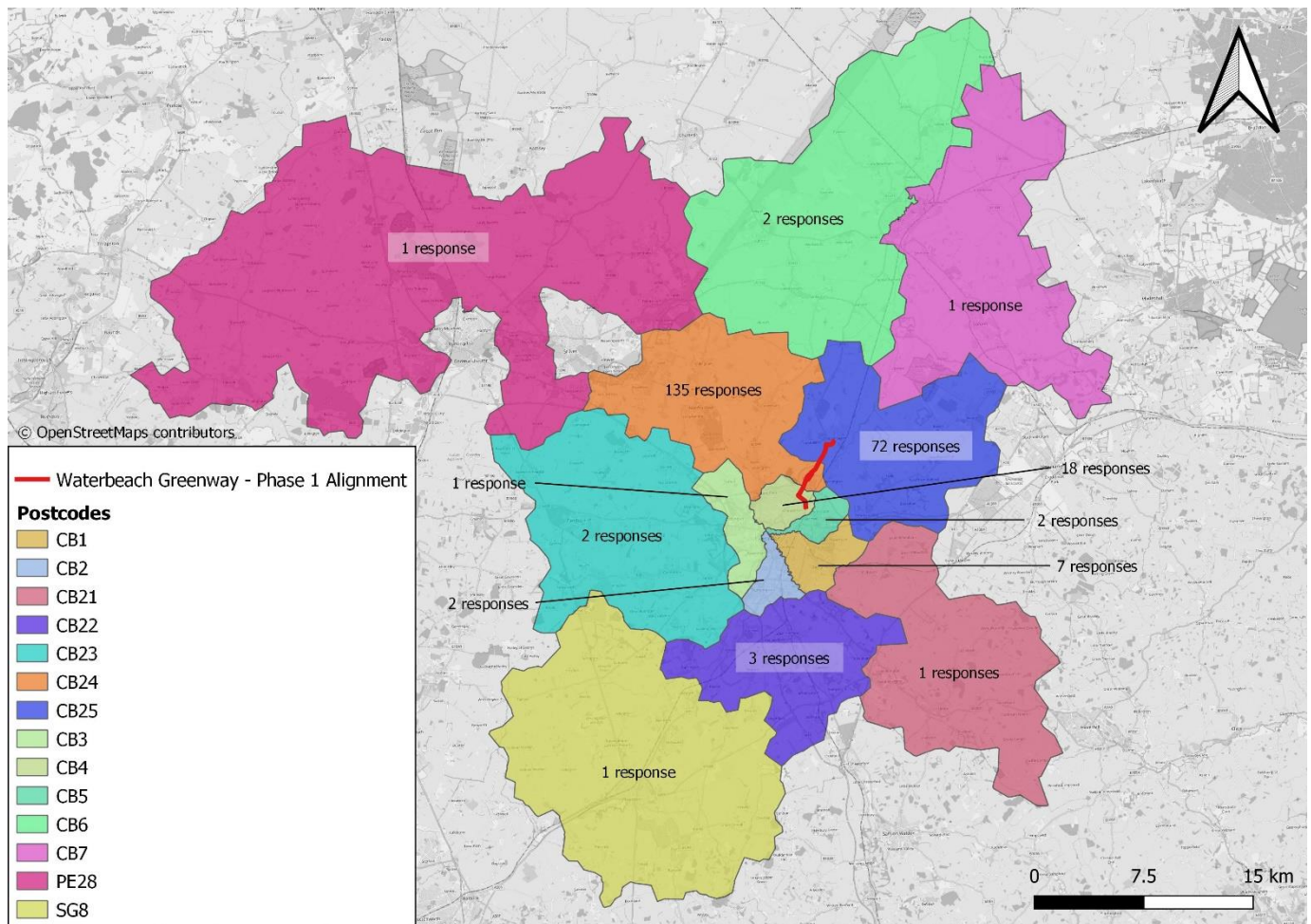
Table 6 - Postcode area analysis

Postcode	Number of respondents
CB24	135
CB25	72
CB4	18
CB1	7
CB22	3
CB2	2
CB5	2
CB6	2
CB23	2
CB3	1
CB7	1
CB21	1
LU2	1
PE9	1
N16	1
CO6	1
SG8	1
PE28	1

The postcode CB24 and CB25 together account for 82% of all responses (54% and 29% respectively), which is expected since these postcodes contain the settlements of Waterbeach, Landbeach, Clayhithe and Milton which would be directly affected by the proposed scheme. The CB4 postcode accounts for a further 7% of respondents, which is again expected given the Cowley Road portion of the scheme is located here.

Figure 4-8 shows a map of the postcodes surrounding Cambridge against their respective response rate. To note, the map does not show the location of postcodes LU2, PE9, N16 or CO6 due to their relatively large distance from Cambridge.

Figure 4-8 - Postcode area and response frequency centred around Cambridge



5. Feedback on the proposals

Chapter 5 focuses on the feedback received on the proposals for the Waterbeach Greenway. As no question was mandatory, response rates vary between sections as some respondents did not choose to provide feedback on all sections. Feedback received from the public consultation events has not been included here and can be found in Appendix A.

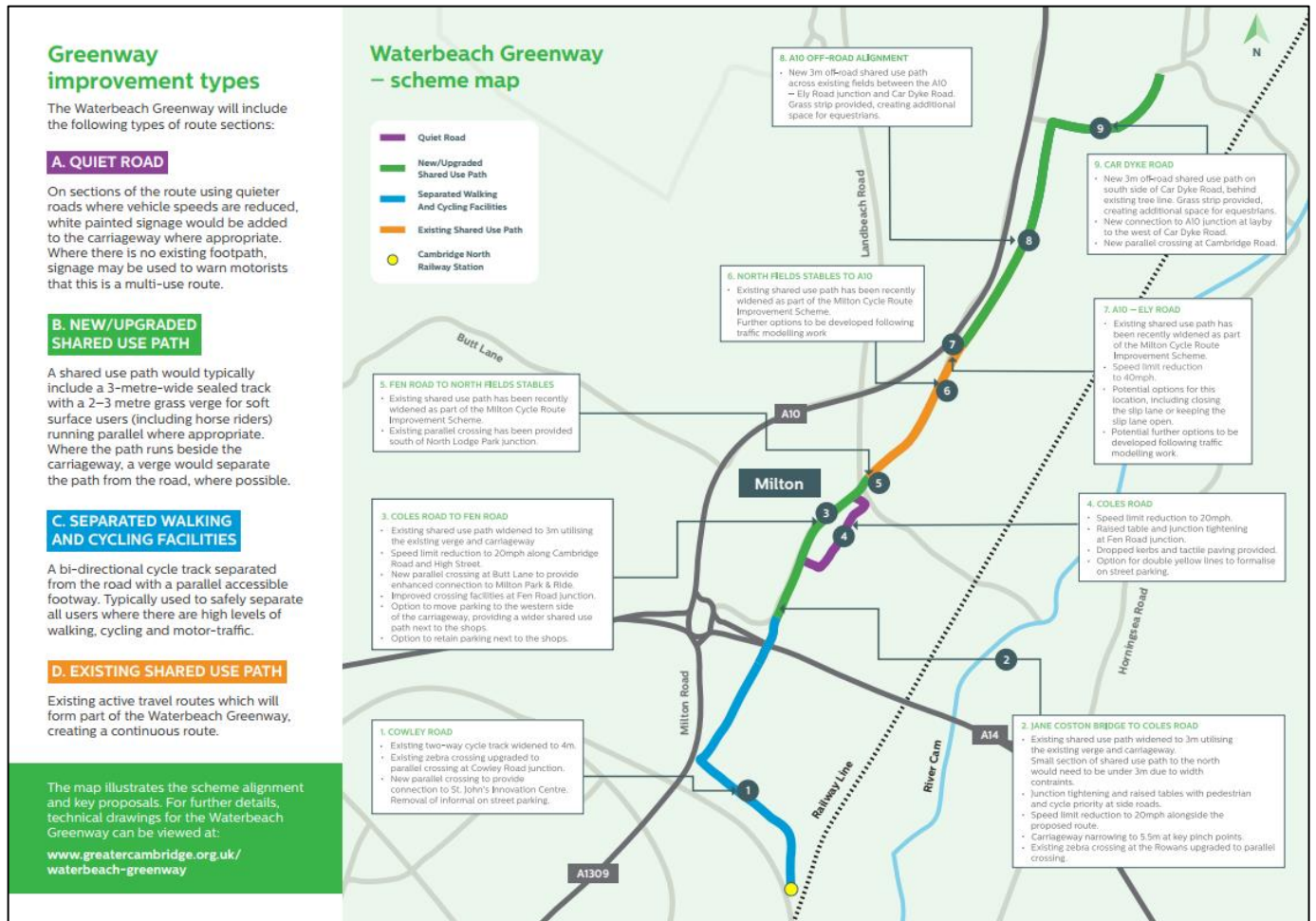
An insert of the Waterbeach Greenway proposals overview map can be found in Figure 5-1. The map was utilised throughout the consultation material to outline the different sections of the proposed route. As referenced in Chapter 3, the Waterbeach Greenway route was split into nine sections to allow for more granular responses over specific sections of the route, although the Cowley Road section (section 1) was not consulted on as it will be delivered as part of the greenways Early Works scheme (for more details see chapter 5.1). The remaining eight sections were titled as follows:

- Section 2: A14 Bridge to Coles Road
- Section 3: Coles Road to Fen Road
- Section 4: Coles Road
- Section 5: Fen Road to North Field Stables
- Section 6: North Fields Stables Access to A10
- Section 7: A10 Ely Road
- Section 8: A10 Off-Road Alignment
- Section 9: Car Dyke Road

Analysis for each section of the feedback focusses on the most common themes (usually around four or five). Responses that answered the question but provided no comment were not considered as a theme, whether or not this was within the top five most common answers. Such answers included, but were not limited to, responses such as “No comment”, “Nothing to add” or “Not Applicable”.



Figure 5-1 – Waterbeach Greenway consultation scheme map



5.1 Section 1: Cowley Road

As mentioned previously, the Cowley Road section of the scheme is not subject to the public consultation, as it was consulted on previously in 2018. However, for continuity and connectivity purposes, the Cowley Road section will still form part of Phase 1 of the Waterbeach Greenway. This section of the scheme will be delivered as an Early Works scheme in advance of the rest of the Waterbeach Greenway.

5.2 Section 2: Walking and cycling improvements from A14 bridge to Coles Road

There were a total of 259 responses (61% of the total number of survey responses) received in relation to Section 2 of the scheme. A total of 505 codes were assigned to the 259 responses, the top five coded themes of which can be found in Table 7 below.

Table 7 - Top five themes for Section 2

Theme	Number of coded comments	Percentage of coded comments
1. Suggests further segregation between cyclists / motorists / pedestrians / equestrians	94	36%
2. In favour of proposals (generally)	43	17%
3. Opposition based on concerns for safety (generally)	34	13%
4. Concerns around areas of shared-use space / path	29	11%
5. Will improve safety (generally)	29	11%

Theme 1: Suggests further segregation between cyclists / motorists / pedestrians / equestrians

Over a third of all responses for section 2 (36%) indicated they would prefer for further segregation between different modes, with a particular emphasis on separating cyclists (and more generally, wheeled transport users) and pedestrians. There is a general consensus among respondents of this theme that the proposed shared use path will be insufficient in accommodating all necessary user groups safely (see below themes for more detail) and that the proposals would cause unnecessary conflict between these groups.

A number of suggestions were proposed including clear road markings, such as a physical white line, to differentiate between cyclists and pedestrian lanes and specialised signage for the same purpose. However, by far the most common suggestion proposed was to provide a segregated cycle track, and hence a segregated walking facility, with many respondents claiming there to be ample room to provide this.

Theme 2: In favour of proposals (generally)

The second most common theme extracted from the responses for section 2 was that respondents were generally supportive of the scheme designs in this location, with 43 respondents indicating their general support. Nine such comments simply state their support for the proposals, without giving further detail as to why. Of the remaining comments, reasons include welcomed straightening and widening (and more generally, upgrades) of the existing provision in the area, speed limit reductions, junction improvements (specifically to the industrial estates) and upgrades to the crossing of Cambridge Road.

A small number of comments of this theme recognised the importance of segregating active travel users in general with road vehicles, stating that the proposals were welcomed in this case. In particular, respondents were pleased that active travel users would be given priority over the side road junctions with the industrial estates (Winship Road Industrial Estate, Norman Industrial Estate, Cambridge Road Industrial Estate), if not somewhat sceptical over how this would be enforced given limited visibility for vehicles in this area at present.

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

Similar to Theme 1, there were numerous comments (34) which opposed the scheme proposals for section 2 based on safety concerns. A large number of these relate to the shared use path proposals, which will be discussed in more detail in Theme 4 (Concerns around areas of shared-use space / path). However, a significant proportion of comments think that interactions with vehicular traffic make the proposals unsafe. As detailed previously under Theme 2, the junctions with the industrial estates are a cause for concern for some respondents, suggesting that existing conditions are unsafe due to a high volume of vehicles and limited visibility, and that the proposals don't explicitly do enough to address these concerns. In a similar vein, private vehicle access to houses along Cambridge Road and the Winship Road junction have also been flagged as potentially dangerous due to potential interactions between vehicles and active travel users. Furthermore, despite general support for the 20mph speed limit reduction (see Theme 5), some respondents think that this will be impossible/very difficult to enforce and hence may create a false sense of security for pedestrians and cyclists.

Theme 4: Concerns around areas of shared-use space / path

As referenced under Theme 3, a common theme across responses for this section indicated that respondents were concerned about the shared use path proposed in the area (11% of total responses to this question, 29 responses). Objection to the shared use path provision is the key theme, with the majority of respondents suggesting that it is uncomfortable for all user groups and will cause unnecessary conflict, particularly between pedestrians and cyclists but also equestrians. Five respondents of this theme explicitly state that they think there is ample room along this section to provide segregated walking and cycling facilities which will be compliant with the Department for Transport's Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design national guidance.

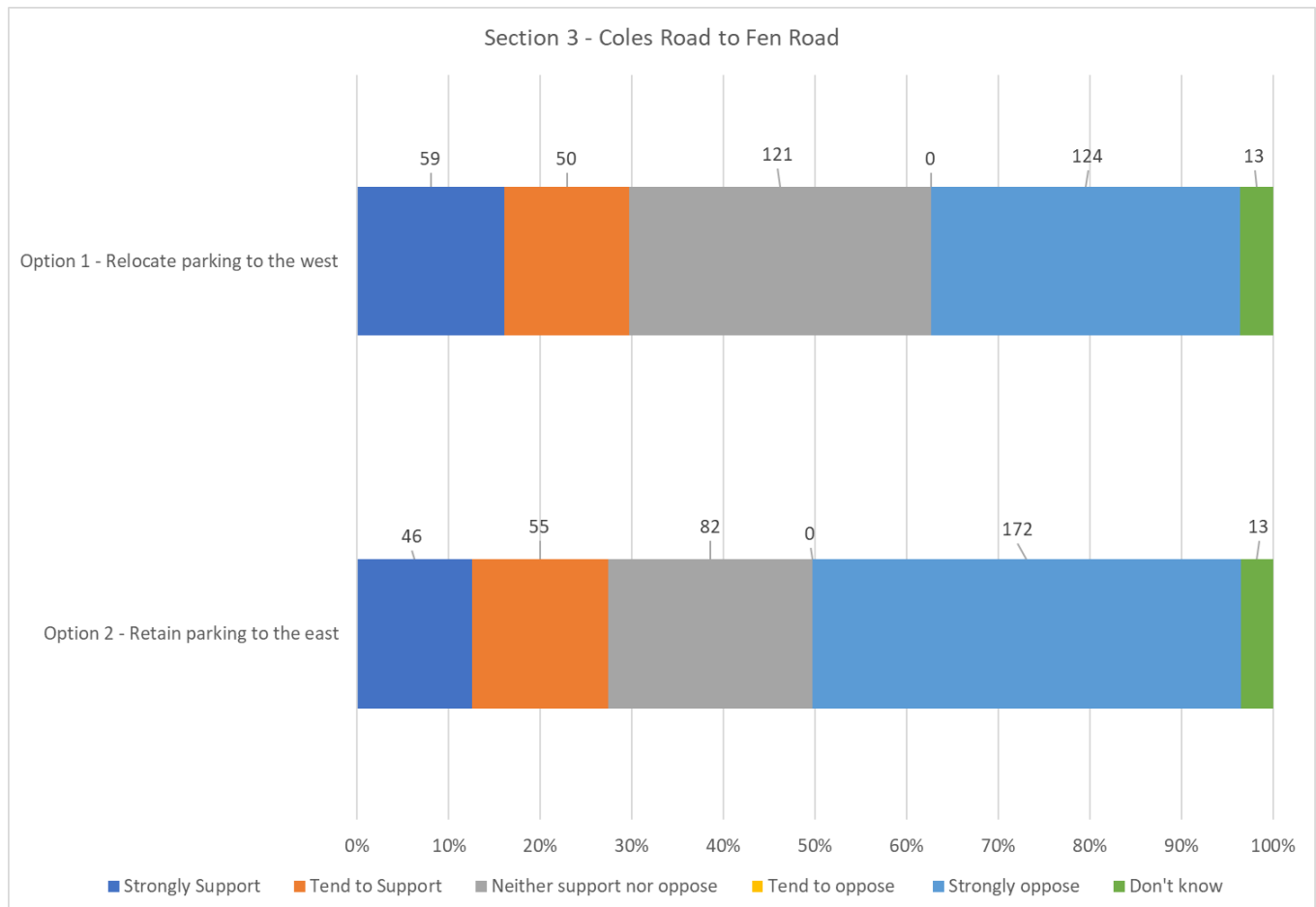
Theme 5: Will improve safety (generally)

11% of responses (29 responses) referenced that they support the proposals in the sense they will improve safety along the route. Of these 29 responses, 18 specifically mentioned the reduction in speed limit to 20mph as reasoning for this support, suggesting that a reduction in the speed limit would be a welcomed improvement. 11 of the responses mentioned improvements to the zebra crossing over Cambridge Road as a measure to improve safety. In a similar vein, five comments commended the junction tightening improvements and appreciated the improvements.

5.3 Section 3: Coles Road to Fen Road

There were two options presented for Section 3 of the Waterbeach Greenway route. Option 1 proposed to relocate parking to the western side of the High Street with a wider shared use path outside the shops, and Option 2 proposed to retain all parking on the eastern side of the road alongside a shared use path. As well as an open-ended question about each option, respondents were asked to answer a closed question, to determine to what extent they support or oppose the two proposed options, the results of which can be found in Figure 5-2.

Figure 5-2 – To what extent do respondents support or oppose the proposals for Section 3



From Figure 5-2, it can be deduced that respondents are generally opposed to both options, although Option 2 has generated more strongly opposing views (48 more respondents selecting 'strongly oppose' in comparison to Option 1).

Conversely, many more respondents selected 'Neither support nor oppose' for Option 1 than Option 2 (39 respondents exactly), indicating that Option 1 is less polarising of the two options. Support in general is comparable across both options, with a similar number of responses observed in the 'Strongly Support' and 'Tend to Support' categories. To note, no respondents selected 'Tend to oppose' for either Option 1 or Option 2 and as such, this has not been included in the chart shown in Figure 5-2.

5.3.1 Option 1: Relocate parking to the west

There was a total of 246 responses (58% of the total number of survey responses) received in relation to Option 1 of Section 3 of the scheme. In total, 519 codes were applied across the responses, the top four coded themes of which can be found in Table 8.

Table 8 - Top four themes for Section 3 Option 1

Theme	Number of coded comments	Percentage of coded comments
1. Suggests providing alternative routes / extending route / new route / realignment / further optioneering	40	16%
2. Opposition based on concerns for safety (generally)	40	16%
3. Suggests further segregation between cyclists/ motorists / pedestrians / equestrians	35	14%
4. Concerns regarding parking removal	31	13%

Theme 1: Suggests providing alternative routes / extending route / new route / realignment / further optioneering

The most common response gathered for Section 3 Option 1, referred to altering the route or redesigning the scheme in some way – this accounted for 16% of comments (40 individual responses) received for Section 3 Option 1. The common thread was that this option, in its current state, is inadequate in providing a safe active travel environment. Specifically, nine such comments directly referenced the alternative proposed schemes put forward by the Cambridge Cycling Campaign (CamCycle), noting that these alternatives would be better suited for the route through Milton village. Furthermore, 20 of the respondents simply stated that more alternatives are required, with 10 of these explicitly stating that a “more ambitious” solution is required (although no further detail was provided on what this solution would look like).

There were two mentions of the previous alignment, with respondents stating that they thought that the previous alignment was preferable, noting that the current proposals through Milton village would be disruptive. There were also 10 responses that proposed the implementation of a one-way system to run through Milton village, suggesting that this would grant more space for walking, cycling and equestrian usage.

Theme 2: Opposition based on concerns for safety (generally)

The same number of responses as above (40) indicated that they would be opposed to the scheme option on this section of the High Street due to safety concerns. Predominately, people suggested the proposed path would be inadequate to handle the volume of pedestrians, cyclists and motorised users in the area. 20 respondents thought that this location represents a conflict point, particularly considering interactions with delivery vehicles for the shops along the High Street and that encouraging cyclists to travel through this area could contribute to greater conflict. In addition, there was concern for the safety of vulnerable users, which 21 responses referenced (8% of responses to Option 1). 11 responses expressed concerns about safety for children specifically, especially when travelling to and from school.

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

Similar to theme 1 observed as part of the Section 2 responses for the A14 Walking and Cycling Bridge, further segregation between greenway users and motorists was recommended in 35 responses (14% of responses). Similarly, respondents stated that a shared use provision would not be suitable for Milton High Street and that a separate cycleway and footpath would be beneficial. Aligning with the theme observed above, respondents in general are concerned that without suitable segregation, the High Street could be dangerous for users. 14 respondents suggested that if a segregated cycleway is unattainable here, then cyclists should continue using the road (thus segregating them from pedestrians). It should be noted that there were nine comments suggesting that equestrians were not being accommodated to in the proposals and that the current plans do not take into account equestrian use into Milton Country Park. Respondents of this nature pointed out that the implementation of a 'tri sign' rather than the typical shared use signage would be required.

Theme 4: Concerns regarding parking removal

There were 31 responses which opposed the removal of the parking on the eastern side of the carriageway. Respondents thought that there is insufficient parking along the High Street at present and that taking any spaces away is not a good idea. It is noted by respondents of this theme that parking is well used on both sides of the carriageway already, particularly when deliveries are being made at the shops. 12 comments specifically were opposed to moving the parking to the west due to concerns of crossing the road, stating that this will disproportionately impact less able/more vulnerable users.

5.3.2 Option 2: Retain parking to the east

There were a total of 197 responses (roughly 47% of the total number of survey responses) received in relation to Option 2 of Section 3 of the scheme. In total, 391 codes were applied across the responses, the top four coded themes of which can be found in Table 9.

Table 9 - Top four themes for Section 3 Option 2

Theme	Number of coded comments	Percentage of coded comments
1. Suggests providing alternative routes / extending route / new route / realignment / further optioneering	40	20%
2. In opposition of proposals (generally)	35	18%
3. Suggests further segregation between cyclists/ motorists / pedestrians / equestrians	23	12%
4. In favour of proposals (generally)	22	11%

Theme 1: Suggests providing alternative routes / extending route / new route / realignment / further optioneering

The most common theme coded against the responses for Section 3 Option 2, was for more options to be developed or the route to be altered in some way. It can be deduced that respondents used this question to ask for more alternatives after reading through proposals for both options. Specifically, 26 responses indicated that this scheme is a missed opportunity to develop a "more ambitious" solution, although there were no main specific suggestions on what this could look like. Two respondents expressed a preference for the original alignment along

the railway lines and one suggested that improvements should be extended down Butt Lane towards the A10 and the Milton Park & Ride.

Theme 2: In opposition of proposals (generally)

18% of all the responses received for this question indicated that they were opposed to this option. Whilst some respondents indicated their opposition for this option based on their preference for Option 1, the most common reasoning was found to be because the option does not do enough to improve active travel provision.

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

Mirroring themes observed previously, 12% of responses (23 responses) suggested further segregation between motorists and active travel users. Respondents thought that a shared use path here is inadequate in providing safe journeys for pedestrians and cyclists.

Theme 4: In favour of proposals (generally)

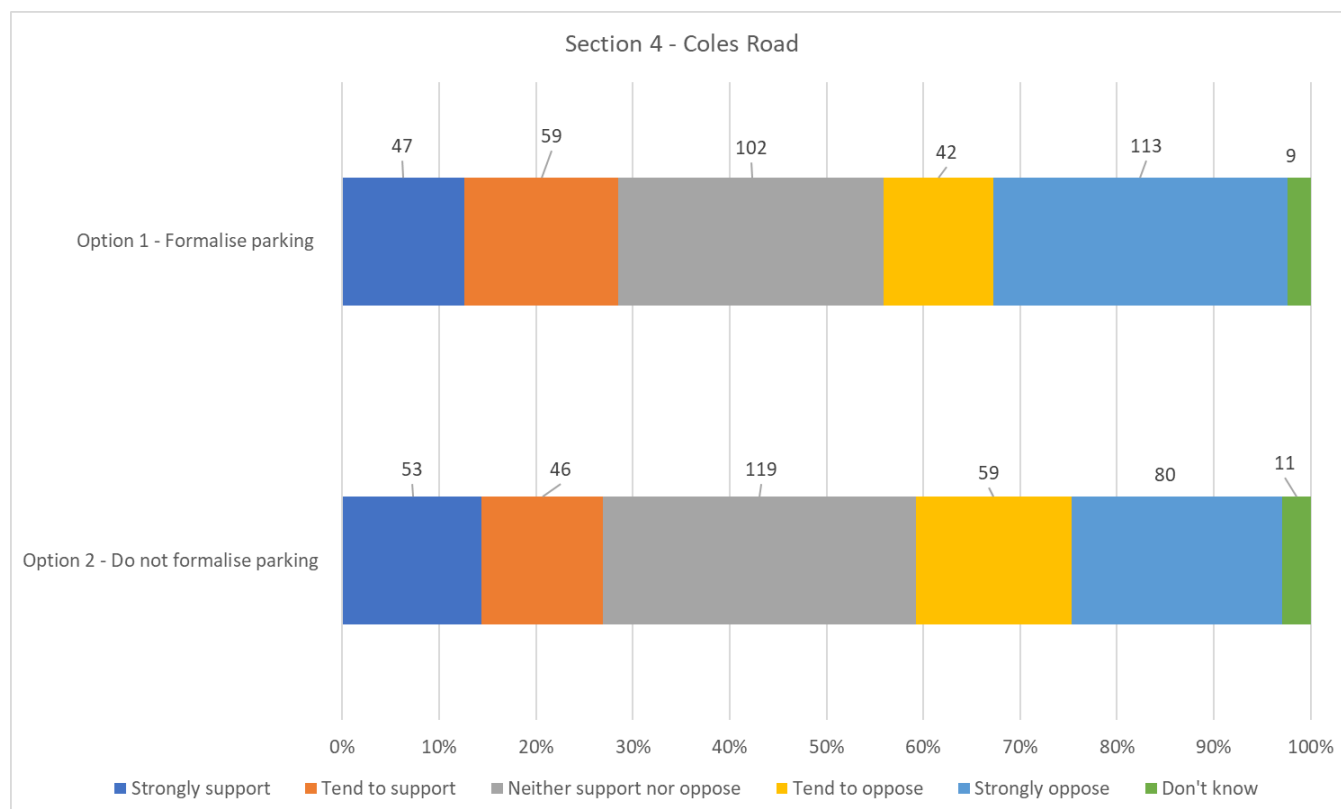
11% of responses (22 responses) indicated support for the option to retain parking on the east side of the High Street. Reasoning for this was varied, with some comments simply stating their support, however specific reasons commended the plans for providing parking near the shops which would help vulnerable users access key amenities in the area without being subject to crossing the road. Three respondents specifically stated their support for the speed limit reduction to 20mph.



5.4 Section 4: Coles Road

As with Section 3, two optional questions were asked regarding different options for Section 4 of the Waterbeach Greenway route. Alongside the open-ended questions, a closed question was asked to respondents, asking as to what extent they support or oppose the two proposed options, the results of which can be found in Figure 5-3. Option 1 proposed to formalise on-street parking. Option 2 proposed no changes to existing on-street parking arrangements.

Figure 5-3 - To what extent do respondents support or oppose the proposals for Section 4



As observed with Section 3, there is little difference in support between the two options. In total, 106 respondents indicated their overall support for Option 1, which is slightly higher than the 99 received for Option 2 (albeit Option 2 did receive a greater number of 'Strongly Support' responses). Despite a comparable level of support, Option 1 was found to be more strongly opposed in comparison to Option 2, with the 'Strongly Opposed' being selected 33 more times than Option 2 (113 verses 80). This theme is mirrored when considering the 'Neither support nor oppose' option, as Option 2 generated a greater volume of respondents, indicating that people feel more strongly about Option 1. However, Option 2 was found to have more respondents select 'Tend to oppose' in comparison to Option 1 (59 responses and 42 responses respectively).

5.4.1 Option 1: Formalise parking

There was a total of 236 responses (56% of the total number of survey responses) received in relation to Option 1 of Section 3 of the scheme. In total, 448 codes were applied across the responses, the top four coded themes of which can be found in Table 10 Table 10below.

Table 10 – Top four themes for Section 4 Option 1

Theme	Number of coded comments	Percentage of coded comments
1. The scheme is unnecessary / not needed	85	36%
2. Will improve safety (generally, inc. references to speed limits)	51	22%
3. Suggests traffic calming measures / changes to traffic calming measures / modal filters	32	14%
4. Suggests greenery / planting	26	11%

Theme 1: The scheme is unnecessary / not needed

The most common theme coded regarding Option 1 of section 4 were respondents raising concerns that the scheme is not needed or unnecessary in the location. Respondents of this theme accounted for 36% of all comments, or 85 of the 236 responses. The main concern for respondents of this theme is that the vast majority of Waterbeach Greenway users would prefer to use the High Street as a more direct alternative to the Coles Road option, thus any improvements here would be unnecessary. 12 comments specifically state that any improvements along this section are considered poor value for money that could be better spend elsewhere. Furthermore, respondents of this theme highlight that Coles Road is suitable as it is, without the need to formalise parking.

Theme 2: Will improve safety (generally, inc. references to speed limits)

Over 20% of the respondents (51 responses) were supportive of lowering the speed limit to 20mph, citing that the speed limit would be more befitting to the residential nature of the street. There were concerns however of how this would be enforced, not only for motorists but also for cyclists using the route.

Theme 3: Suggests traffic calming measures / changes to traffic calming measures / modal filters

Building from the theme observed above, 14% of respondents thought that whilst a lower speed limit would be beneficial along Coles Road, respondents were sceptical how this would be enforced. 32 respondents specifically requested additional traffic calming features in order to enforce the lower speed limits, with suggestions including 'buildouts' in strategic locations, laybys and different coloured surface material.

Theme 4: Suggests greenery / planting

11% of responses to this question (26 responses) suggested enhanced greenery or planting and traffic calming measures. Planters, used in the context of traffic calming, was mentioned 22 times specifically, with respondents inferring they should be coupled with 'buildouts' to create a softer traffic calming solution on Coles Road. Of the four responses that do not specifically mention planters, these include suggestions to implement green verges, trees, flowers and rain gardens.

5.4.2 Option 2: Do not formalise parking

There were a total of 183 responses (43% of the total number of survey responses) received in relation to Option 2 of Section 4 of the scheme. In total, 302 codes were applied across the responses, the top four coded themes of which can be found in Table 11 below.

Table 11 - Top four themes for Section 4 Option 2

Theme	Number of coded comments	Percentage of coded comments
1. The scheme is unnecessary / not needed	58	32%
2. Will improve safety (generally, inc. references to speed limits)	34	19%
3. In favour of proposals (generally)	25	14%
4. Suggests greenery / planting	14	8%

Theme 1: The scheme is unnecessary / not needed

The most common thread for Option 2 concluded from this question was that respondents thought that the Waterbeach Greenway alignment was not needed along Coles Road, with 58 of the 153 responses suggesting this. The reasoning provided was identical to the Option 1, with respondents sceptical over the usage of the route, noting that the majority of users would likely prefer to route via the High Street, which is more direct.

Theme 2: Will improve safety (generally, inc. references to speed limits)

Mirroring the second most common theme in Option 1, 19% of responses (34 responses) were supportive of the proposals for a reduction in speed limit to 20mph.

Theme 3: In favour of proposals (generally)

14% of responses (25 responses) indicated support for this option. Whilst reasons varied, with some respondents offering general support, respondents found this option preferable as it did not propose to formalise parking (essentially, preferring this option over the other option).

Theme 4: Suggests greenery / planting

For the same reasoning observed in Option 1, 14 responses (8% of responses) suggested increased greenery / planting in their response.

5.5 Section 5: Fen Road to North Field Stables

There were a total of 228 responses (54% of the total number of survey responses) received in relation to Section 5 of the scheme. In total, 379 codes were applied across the responses, the top three coded themes of which can be found in Table 12

Table 12 below.

Table 12 - Top three themes for Section 5

Theme	Number of coded comments	Percentage of coded comments
1. Will improve safety (generally, inc. references to speed limits)	86	38%
2. Suggests further segregation between cyclists / motorists / pedestrians / equestrians	60	26%



3. Suggests new location for a crossing / to not have a crossing / improve crossing provision	36	16%
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Theme 1: Will improve safety (generally, inc. references to speed limits)

The most common theme observed for section 5 regarded the proposed reduction in speed limit from 30mph to 20mph, with 38% of responses (86 responses) referencing this. 57 of these responses simply stated their support, with 10 respondents indicating that their support was based on improved safety prospects and a further two respondents stating their support is based on decreased rat running through the village. There were four respondents who were concerned that whilst the speed limit reduction would be a welcomed change, it was not clear how this would be enforced.

Theme 2: Suggests further segregation between cyclists / motorists / pedestrians / equestrians

Over a quarter of all respondents to the section 5 proposals (26%) suggested that further segregation between user groups would be preferred, amassing 60 comments throughout. 24 responses raised concerns specifically with the shared use path provision, with responses suggesting that shared use paths are problematic and create conflict between active travel user groups, which is a particular concern with vulnerable users (e.g. school children).

As observed in previous sections of the Waterbeach Greenway route (such as theme 1 of Section 2), a physically segregated cycle route is the most common suggestion, although some respondents think that clear signage and markings could be a solution.

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

A prevalent theme emerging from responses to this part of the greenway scheme was in relation to crossings. The junction between Fen Road and the High Street/Ely Road was a particular cause for concern for respondents, with three respondents feeling that there is poor visibility when travelling southbound along the existing shared use path (i.e. travelling south from the A10 Ely Road junction into Milton village). 13 respondents think that, given the carriageway width in this location, there should be sufficient room to tighten the junction for vehicles, thus creating more space and visibility for active travel users and hence providing a safer crossing provision.

It should be noted that a crossing of Fen Road and of the High Street is proposed as part of Section 3 Coles Road to Fen Road.



5.6 Section 6: North Fields Stables to A10

There was a total of 209 responses (50% of the total number of survey responses) received in relation to Section 6 of the scheme. In total, 285 codes were applied across the responses, the top four coded themes of which can be found in Table 13 below.

Table 13 - Top four themes for Section 6

Theme	Number of coded comments	Percentage of coded comments
1. Will improve safety (generally, inc. references to speed limits)	79	38%
2. Suggests further segregation between cyclists / motorists / pedestrians / equestrians	59	28%
3. Suggests changes to speed limits / to not change speed limits	20	10%
4. In favour of proposals (generally)	15	7%

Theme 1: Will improve safety (generally, inc. references to speed limits)

In a similar manner to the most common theme observed for section 5, the proposed reduction in speed limit along this section of the route was found to be the most common theme for section 6. 38% of all responses (79 responses) stated their support for the reduction, with five of these citing improved safety as their reasoning (although to note, many respondents simply stated their support and did not provide a rationale).

Theme 2: Suggests further segregation between cyclists / motorists / pedestrians / equestrians

28% of responses (59 responses) suggested that a shared use path should be avoided in this area. A commonality across all these responses was that a shared use provision is unnecessarily dangerous in this location, assuming there is space to provide a segregated cycling facility.

Theme 3: Suggests changes to speed limits / to not change speed limits

Building on Theme 1 of this section, a further 10% of responses (20 responses) suggested that the speed limit should be reduced even further, with a 30mph speed limit explicitly mentioned 12 times.

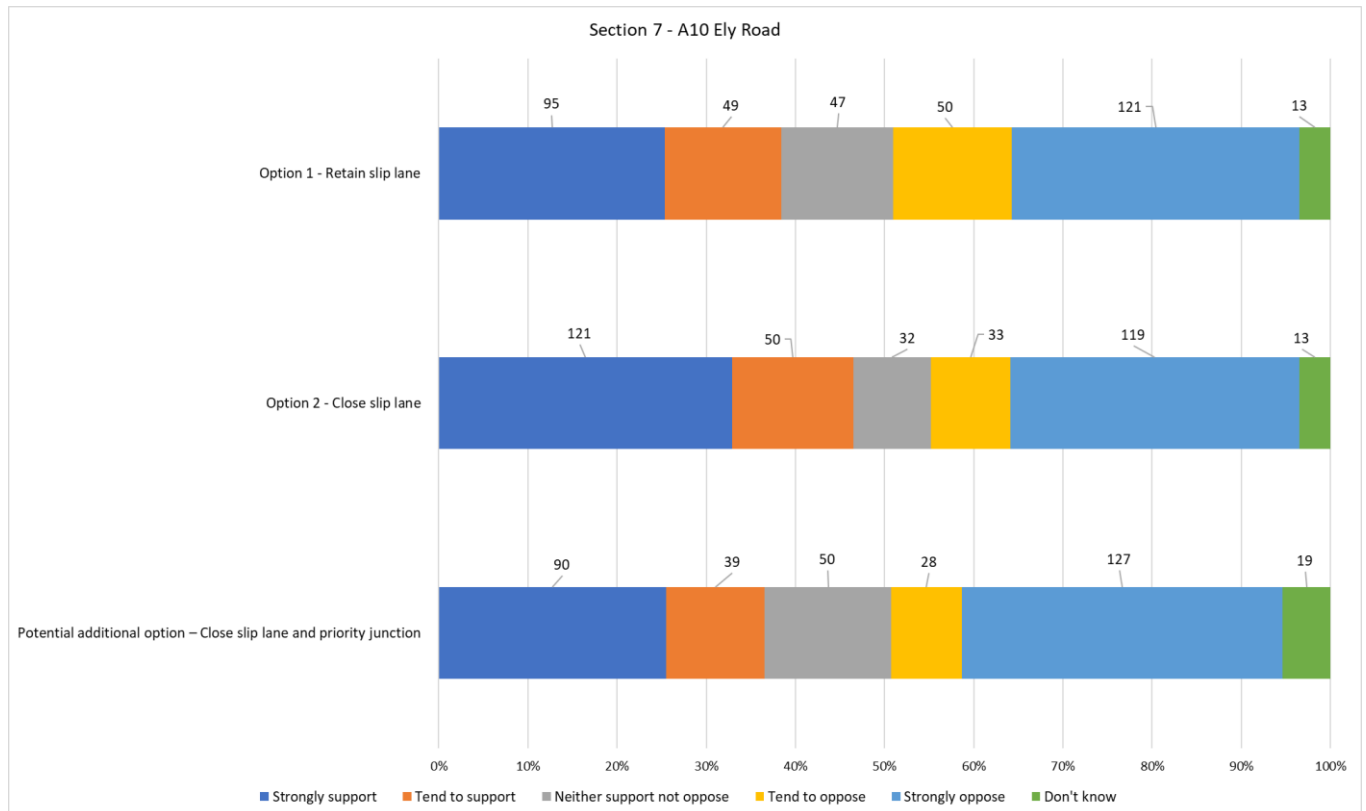
Theme 4: In favour of proposals (generally)

7% of responses (15 responses) indicated they were in favour of the proposals generally, with the majority of these choosing not to provide any further information, simply stating their support. Of the few comments that did provide further information, the reduction of the speed limit was quoted as a reason for supporting the proposed scheme.

5.7 Section 7: A10 Ely Road

The approach to Section 7 of the survey closely follows that of Section 3 and 4, supplemented with a set of three optional closed questions, enquiring about the level of support each proposed option generates. Option 1 proposed to retain the slip lane to motorised traffic but widen the existing shared use path alongside. Option 2 proposed to close the slip lane to motorised traffic. A further potential option was proposed, whereby the junction is closed to motorised traffic, although this option is subject to further traffic modelling assessments and as such was not included as a formal third option. The results of these can be found in Figure 5-4 below.

Figure 5-4 - To what extent do respondents support or oppose the proposals for Section 7



In a similar pattern to that observed in the closed questions within Section 3 and Section 4, there are no clear differences between the options. However, when considering the 'Strongly Support' response, it is clear that Option 2 is the most favourable, amassing 26 and 31 more preferences for support than Option 1 and the potential option respectively.

There is little discrepancy between the number of 'Strongly oppose' responses received between options, although the potential option did receive more responses in comparison with the other two options. With this said, Option 1 amassed the largest number of 'Tend to oppose' responses, 17 and 22 more than Option 2 and the potential option respectively.

5.7.1 Option 1: Retain slip lane

There was a total of 207 responses (49% of the total number of survey responses) received in relation to Section 7 Option 1 of the scheme. In total, 283 codes were applied across the responses, the top three coded themes of which can be found in Table 14.

Table 14 - Top three themes for Section 7 Option 1

Theme	Number of coded comments	Percentage of coded comments
1. Opposition based on concerns for safety (generally)	51	25%
2. Will improve safety (generally, inc. references to speed limits)	23	11%
3. In favour (generally)	22	11%
4. Scheme will reduce traffic/congestion	21	10%

Theme 1: Opposition based on concerns for safety (generally)

The primary reason for opposition was based on concerns for safety, suggested by 25% of responses (51 responses). 26 of these responses indicated that by retaining the slip lane, vehicles would continue to travel through Milton village (from the north) at high speeds, which would represent a risk to pedestrians and other active travel users.

17 respondents suggested that keeping the slip lane open would encourage and increase 'rat running' through the village, particularly when there is congestion on the A10, again increasing the likelihood of collisions. Furthermore, whilst respondents are encouraged that measures are being implemented for walking, cycling and equestrian use, there is consensus that there is insufficient segregation between motorists, and that due to high speeds and volumes, collisions would be inevitable.

Theme 2: Will improve safety (generally, inc. references to speed limits)

Conversely to the theme observed above, 11% of responses (23 responses) suggested that the proposals would improve safety along the Waterbeach Greenway route and the wider area. The primary reason for this was linked to the proposed speed limit reduction to 40mph, which some respondents felt should be implemented regardless. Also, responses of this theme noted that this option (keeping the slip lane open) is the safest of the three because it will reduce congestion along the A10 and provide safer turning movements for vehicles travelling south along the A10.

Theme 3: In favour (generally)

11% of responses to this question (22 responses) highlighted their overall support for this option. All 22 respondents thought that keeping the slip lane open is vital, and that closing the slip would exacerbate traffic congestion along the A10 and stop people using the shops on the high street in Milton village. There were a few comments that also showed support for the widening of the shared use path in the area, without providing further detail.

5.7.2 Option 2: Close slip lane

There was a total of 199 responses (47% of responses) received in relation to Section 7 Option 2 of the scheme. In total, 261 codes were applied across the responses, the top four coded themes of which can be found in Table 15.

Table 15 - Top four themes for Section 7 Option 2

Theme	Number of coded comments	Percentage of coded comments
1. Opposition based on concerns for safety (generally)	33	17%
2. Will improve safety (generally, inc. references to speed limits)	28	14%
3. Concerned that proposal(s) will increase vehicular traffic	26	13%
4. Suggests further segregation between cyclists / motorists / pedestrians / equestrians	16	8%

Theme 1: Opposition based on concerns for safety (generally)

17% of responses to this question (33 responses) expressed concern that this option would reduce safety at the A10/Ely Road junction. Concerns were split primarily between two reasons. Respondents are concerned that closing the slip lane would cause fast moving vehicles (moving southbound on the A10) to suddenly brake in order to turn down Ely Road. This could cause congestion and potentially lead to vehicle collisions. Respondents did acknowledge the proposed deceleration lane, although questioning its effectiveness. Other concerns revolved around the A10/Humphries Way (Landbeach Road) junction further south on the A10. Respondents were concerned that by closing the slip lane, this would force more traffic to this junction.

Theme 2: Will improve safety (generally, inc. references to speed limits)

Conversely to theme 1 above, 14% of responses (28 responses) thought that this scheme option would enhance safety in the area. 10 of the recorded responses suggested that closing the slip lane is necessary to reduce the speed of motor vehicles, thus decreasing the chance of collisions or accidents with active travel users. Respondents suggested that closing the slip lane would force vehicles to slow down when entering Milton village from the north, which would therefore encourage slower speeds through the village itself. Further to this, a small number of comments suggested that the presence of the slip lane encourages 'rat running' to avoid congestion along the A10, something that would be discouraged if the slip lane is closed.

Theme 3: Concerned that proposal(s) will increase vehicular traffic

Alluding to themes highlighted above in Theme 1 of this option, 13% of responses to this question (26 respondents) raised concerns that closing the slip lane would simply encourage increased usage of the A10/Humphries Way junction and result in more traffic along Landbeach Road into Milton, roads which are not equipped to handle to large volumes of traffic. It was also suggested that this could negatively impact the College of West Anglia and the Milton C of E Primary School.

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

As observed throughout the survey feedback, 8% of responses (16 respondents) suggested that separate walking and cycling features should be implemented. In this location specifically, respondents think that closing the slip lane is a perfect opportunity to do provide a segregated cycle lane. Two such comments specifically mentioned the need

to consider equestrian usage, particularly in the context of providing access to the College of West Anglia and Milton Country Park.

5.7.3 Potential additional option: Close slip lane and priority junction

There were a total of 192 responses (45% of responses) received in relation to the potential option at Section 7 of the scheme. In total, 252 codes were applied across the responses, the top four coded themes of which can be found in Table 16 below.

Table 16 - Top four themes for Section 7 – Potential additional option

Theme	Number of coded comments	Percentage of coded comments
1. Concerned that proposal(s) will increase vehicular traffic	36	19%
2. The scheme is unnecessary / not needed	32	17%
3. In favour of proposals (generally)	20	10%
4. Will improve safety (generally, inc. references to speed limits)	15	8%

Theme 1: Concerned that proposal(s) will increase vehicular traffic

19% of all respondents (36 individual comments) suggested that closing both the slip lane and priority junction would increase vehicular traffic, and hence increase traffic, at the A10/Humphries Way junction (and as an extension, Landbeach Road junction). Some respondents suggested that, at present, the footway provision at this location is inadequate and there are fears that increased vehicular traffic would lead to additional safety concerns. Respondents noted that by diverting vehicles along Landbeach Road (via Humphries Way) as a route into Milton is much more residential in nature, thus further increasing the likelihood of collisions. Additionally, there were three comments that expressed concern that these proposals would increase queuing and congestion in the area.

Theme 2: The scheme is unnecessary / not needed

17% of responses to this question (32 responses) thought that the potential scheme options were simply unnecessary. Just over half of these comments did not provide reasons as to why they thought this, instead simply stating that they believe the current junction provision is adequate. Five responses stated that closing the slip lane in this location would negatively impact the A10/Humphries Way junction and encourage 'rat-running' through Milton village at this location, therefore thinking that the scheme in this location is not needed.

Theme 3: In favour of proposals (generally)

There were 10% of responses (20 responses) who voiced their general support for this proposed option. Seven comments stated that this option was the greatest opportunity to create a sense of place at the northern end of Milton village, making the village itself a more pleasant place. Specific suggestions were limited but did mention planting. A further five comments commended proposals to segregate between motorists and active travel at this point of the Waterbeach Greenway, suggesting this move would encourage people to walk and cycle. Two further comments showed support on the basis that closure of the junction to motor vehicles would help negate 'rat-running' through Milton village as an alternative to the A10.



Theme 4: Will improve safety (generally, inc. references to speed limits)

Building on Theme 3, 15 comments (8% of comments) received showed support for the proposals based on the fact they would improve safety. Just over half of these (eight comments) referenced the signalisation of the A10/Humphries Way (Landbeach Road), suggesting that this location is dangerous in its current layout. Further support regarding safety improvements were associated to further segregation between motorists and active travel users.

5.8 Section 8: A10 off-road alignment

There were 213 responses (50% of the total number of survey responses) received in relation to Section 8 of the scheme. In total, 444 codes were applied across the responses, the top five coded themes of which can be found in Table 17 below.

Table 17 - Top five themes for Section 8

Theme	Number of coded comments	Percentage of coded comments
1. Suggests further segregation between cyclists / motorists / pedestrians / equestrians	55	26%
2. In favour of proposals (generally)	52	24%
3. Suggests lighting / removal of lighting / types of lighting	47	22%
4. Suggests providing alternative routes / extending route / new route / realignment	34	16%
5. Suggests greenery/planting	26	12%

Theme 1: Suggests further segregation between cyclists / motorists / pedestrians / equestrians

Just over a quarter of respondents to Section 8 suggested additional segregation between user groups, accounting for 55 comments specifically. 20 of these comments (36%) directly referenced the Cambridge Cycling Campaign (CamCycle) proposed plans for a 'Linear Park', which illustrates a bi-directional segregated cycle path, offset from a path and separated by a grass verge.

Theme 2: In favour of proposals (generally)

24% of responses (52 respondents) were in favour of the A10 off-road alignment proposals, with the majority simply stating their support for the plans without providing further insight. Nine respondents mentioned that the proposals would offer a better alternative to the A10, which respondents noted were covered in debris, unsafe and unpleasant, especially in the dark.

Two respondents stated their support for this section but would recommend a segregated provision instead of a shared use path, again citing comfort and safety as reasons. Further respondents agreed with the proposals, provided that sufficient lighting was provided (see Theme 3 - suggests lighting / removal of lighting / types of lighting) and that the rural nature of the route is not lost (ensuring minimal environment impacts).



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

A common theme amongst respondents to this section was in relation to the lighting provision along the route, which was included in 47 responses (22% of responses). Given the nature of the route, there is a consensus that without sufficient lighting, the route would be unsafe to use in the dark, particularly when travelling alone, as there would be limited natural surveillance.

Solar studs are mentioned 13 times specifically but there are conflicting views over whether these would provide a sufficient level of lighting. Other potential lighting suggestions included bollards/pillars with solar lights on them and motion-activated lighting. It is recognised by respondents that light pollution needs to be minimised.

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

16% of responses (34 responses) in this section suggested amendments to the proposed route alignment. Numerous different suggestions were proposed, the majority of which suggested that a more direct route that intersects Car Dyke further east closer to Cambridge Road would be more beneficial to encourage greater usage. Furthermore, it was mentioned that the field which the route runs across suffers with flooding more severely in the west (where the proposed route aligns) so realigning the greenway to the east may potentially resolve flooding concerns.

There were nine comments who suggested the previous greenway alignment, that ran adjacent to the railway line further east, would still be the preferable options, stating that this alignment is more sensible and direct.

Furthermore, eight respondents specifically mentioned concerns around the route's proximity to Cosy Nook park, specifically with regards to security and flooding concern.

Theme 5: Suggests greenery / planting

26 of the total responses (12% of responses) suggested greenery, planting or wildlife in some aspect. Five of these explicitly reference CamCycle's 'Linear Park' proposals which include enhanced greenery (trees specifically). However, there are a number of separate comments which suggested planting and space for children to play along the route, features proposed by CamCycle.



5.9 Section 9: Car Dyke Road

There were a total of 213 responses (50% of the total number of survey responses) received in relation to Section 9 of the scheme. In total, 273 codes were applied across the responses, the top four coded themes of which can be found in Table 18.

Table 18 - Top four themes for Section 9

Theme	Number of coded comments	Percentage of coded comments
1. Suggests providing alternative routes / extending route / new route / realignment	74	35%
2. In favour of proposals (generally)	29	14%
3. Suggests further segregation between pedestrians / cyclists / motorists / equestrians	24	11%
4. Suggests lighting / removal of lighting / types of lighting	15	7%

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

The most prevalent theme from Section 9 was suggestions to alter the proposed route. Of the 74 responses referencing this theme (35% of responses), 44 of these specifically requested a more-direct route, with respondents suggesting that the current provision is unnecessarily diverted. Furthermore, there were multiple comments which expressed concerns over the route ending to the south of Waterbeach at the junction with Cambridge Road. However, most recognised that Phase 2 of the Waterbeach Greenway would commence from here. Despite this, five respondents thought that Phase 1 of the Waterbeach Greenway, especially Section 9, should only be delivered if Phase 2 is able to be delivered concurrently to ensure a joined-up approach between schemes. Furthermore, five respondents suggested that the previous alignment, along the railway line, is the only suitable alignment.

Theme 2: In favour of proposals (generally)

29 of the 213 responses (14% of responses) indicated they were in favour of the proposals. 17 of these 29 respondents did not provide any further information or insight as to why they thought this, instead simply stating their support. Of the respondents that did provide context, they stated that the plans are an improvement to the current provision in this area and that these plans would encourage them to walk and cycle in the area.

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

As is present in other sections of the Waterbeach Greenway, respondents once again suggested further segregation between user groups. Nine specific comments raised concerns over the presence of a shared use path in the area, thinking that this provision is insufficient to accommodate all user groups safely and comfortably. Segregated facilities were suggested throughout. Alternatively, some comments recommended using markings to clearly differentiate between user groups (cyclists specifically mentioned).

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

7% of responses to this question (15 responses) mentioned the need for lighting along this section of the greenway. Whilst all 15 comments agreed that some form of lighting is needed, there were conflicting views on the exact

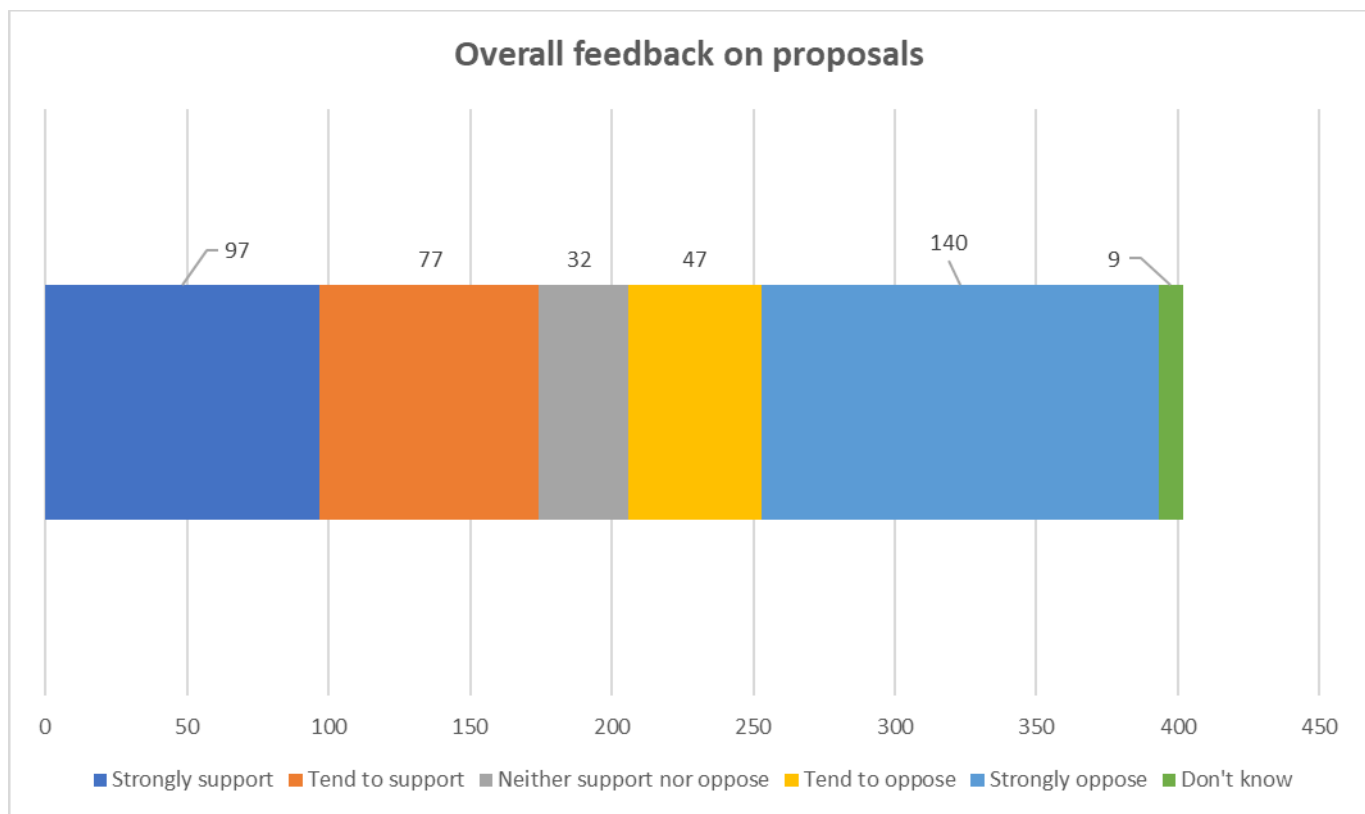


provision which should be provided. Solar studs were mentioned five times. Two people thought that they would be welcomed additions to the proposals; three people thought that alone they were insufficient in lighting the route. Street lights were mentioned numerous times to improve safety reasons, although people were conscious of light pollution.

5.10 Overall feedback on proposals

The survey also asked about the extent to which respondents supported or opposed proposals for the Waterbeach Greenway. A total of 402 responses were made to this question. Of these, 47% opposed the proposals (combining 12% 'tend to oppose' and 35% 'strongly oppose'). 43% of responses to this question supported the proposals (24% strongly support and 19% tend to support).

Figure 5-5 - To what extent do respondents support or oppose the proposals



A further question in the survey asked respondents if there were anything they would like to say about why they selected the above response.

Of the 97 who indicated they strongly supported the proposals, 54 respondents provided detail. 14 of the 54 comments directly mentioned safety improvements as the reason for their support. 12 stated they strongly supported the proposals because of improvements to walking and cycling infrastructure. Whilst showing strong support, 13 respondents suggested altering the alignment of the route in some way, with three of these responses directly referencing the previous greenway alignment adjacent to the railway line. Other suggestions included extending the route to include other developments to the north of Cambridge, with two respondents mentioning improvements are needed along the A10.

Of the 77 respondents who selected 'tend to support', 45 provided further detail. In line with those that selected 'strongly support', 12 respondents also suggested altering the alignment of the route. Four respondents mentioned

they would prefer the previous alignment. However, there were other suggestions, including extending improvements up towards the Cambridge Research Park. Again, suggestions for altering the route mentioned other new development projects to the north of Cambridge, although no further information was provided on this.

Of the 47 who selected 'tend to oppose', 45 respondents provided further detail. 14 of these comments suggested that separate walking and cycling facilities are needed, stating that shared use facilities are inadequate and unsafe. Seven respondents in total felt that the scheme would be a poor use of money, which could be better spent elsewhere, such as maintaining existing walking and cycling infrastructure in the area. A further eight comments raised other concerns with the proposed shared use facilities along the route.

Of the 140 respondents who indicated they strongly opposed the proposals, 120 provided further comment. The largest reason for opposition was linked to the alignment of the proposed greenway, with 69 comments referencing this theme. As observed previously, opposition was based around preference for the previous greenway alignment along the railway line and objection to the proposed alignment through Milton. 31 people suggested that further segregation between users is required, mostly relating to the proposed shared use path through Milton village. 20 comments suggested the proposals would be a poor use of money.

Of the 32 respondents who indicated they neither supported nor opposed the proposals, 23 respondents chose to explain why they selected this response. There were few clear themes emerging from these comments. However, 10 of the comments did suggest that the greenway route should be altered in some way.

Of the nine respondents who selected 'don't know', seven chose to provide further comment. Two of these seven responses asked for further information regarding speed limits (although didn't specify at what location). No further common themes were apparent from these comments.

6. Equality analysis feedback

It is important that the Waterbeach Greenway does not disproportionately impact those with protected characteristics under the Equality Acts 2010. To affirm that the proposals are not deemed discriminatory in any way, an additional optional question was asked to capture views on equality and diversity.

Question 20 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 those generated in Chapter 5, thus a separate codeframe was developed in line with Equality Analysis undertaken for previous greenway schemes.

A total of 159 responses were received for this question with 148 codes applied across the responses. To note, a considerable number of responses (53) indicated they had nothing further to add. These codes were not included in the aforementioned total. Three themes were identified as prevalent features as shown in Table 19.

Table 19 - Top three themes through Equality Analysis feedback

Theme	Number of coded comments	Percentage of coded comments
1. Mobility and accessibility issues	74	50%
2. Age related	56	38%
3. Gender related	11	7%



Theme 1: Mobility and accessibility issues

50% of the responses received for this question indicated the proposals would impact individuals with mobility and accessibility issues in some way, with 74 of the 159 responses mentioning this topic. Of these responses, there was an even split between respondents who thought the proposals negatively affected such groups and those who thought they had a positive impact.

Of the respondents who consider the proposals to negatively impact individuals or groups with mobility and accessibility, respondents cited the prevalence of shared use paths/shared space proposed and the restrictions to car usage as reasons. Edmund House (referring to a care home associated with the Edmund Trust, located on Edmund Close) specifically was mentioned 12 times as to why the scheme would negatively impact such protected groups, with respondents suggesting that the scheme would increase conflict between cyclists (travelling along the shared use paths through Milton Village) and residents of Edmund House.

Of the respondents that thought the proposals would have a positive impact on protected groups, responses highlighted that the designs would make it easier for people without access to cars (or private vehicles in general) to travel in the area.

A small number of responses simply state that the proposals would have an impact on certain people or groups, without explicitly mentioning whether this was in a positive or negative way.

Theme 2: Age related comments

38% of responses (56 respondents) were in relation to age. A majority of comments reference children, kids or 'young' (persons/people) in their response, stating they think the proposals are inadequate in providing safe journeys through and specifically around Milton village. The elderly age group are mentioned 19 times, with all comments suggesting the proposals will have a negative impact on older individuals and groups. The majority of concerns stem from the proposal for shared use space and alterations to parking arrangements along Milton village High Street.

Theme 3: Gender comments

There were 11 comments received in relation to gender, all of which referenced women or females (or at least alluded to this group). As with other themes, there is a general mix in positivity and negativity received throughout.

Respondents who think the scheme in its current state will negatively impact women, suggest this is because of the isolated nature of the route north of Milton and the lack of safe provision to Waterbeach Station. One response suggested that the proposals negatively impact pregnant women as they feel the scheme will make it more difficult to move around Milton village by people who rely on their cars for mobility reasons.

Positive responses highlight that the proposals would positively impact women equestrians by providing a safe route linking the villages for equestrian use, something which they currently do not have.



7. Conclusions and next steps

The Greater Cambridge Partnership delivered an effective consultation. Postcards were delivered to 6,700 properties within the vicinity of the proposed greenway. The consultation was advertised in local papers and promoted online. As a result, the consultation web page was visited by over 4,000 unique visitors and 422 survey responses were received.

Response rates ranged from 186 to 422 responses to each question. Most respondents were local to the scheme. 82 per cent reside within the CB24 and CB25 postcode areas (54% and 29% respectively), which contain Waterbeach, Landbeach, Clayhithe and Milton. The CB4 postcode, closer to Cambridge itself and captures the Cowley Road section of the greenway and accounts for 7 per cent of responses.

While there was neither a majority in support nor opposed to the proposals, there was a plurality opposed (47% opposed: 43% support). The opposition was felt more strongly (35% strongly oppose) than support (24% strongly support). However, the majority of feedback raised concerns regarding the shared use path through Milton village as opposed to the alignment itself. Many respondents suggested segregated provision for people cycling was required.

Some sections of the greenway route were positively received, including the principles of updated crossings, slower speed limits and Sections 8 and 9 to the north (off-road path east of the A10).

The findings of the public consultation will be presented to the GCP Joint Assembly and Executive Board alongside recommendations for how the route could be developed further in keeping with the feedback received.

A separate report detailing how feedback has been acted upon or not and the design changes that will be made in response will be published once further engagement has been undertaken with stakeholders.

APPENDICES

Appendix A. Consultation material





Appendix B. Overview of coding framework



Appendix C. Event feedback



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Classification, e.g. AtkinsRéalis - Sensitive
/ Sensible

Waterbeach Greenway -
Consultation Report - v3
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