



SNC • LAVALIN

Melbourn Greenway

Engagement Summary Report

Greater Cambridge Partnership

January 2023

Engagement Summary Report



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1. Introduction

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

The purpose of public engagement was to update members of the local community, wider stakeholders and other interested parties, on the latest proposals for the Melbourn Greenway and to collate views and thoughts. The engagement period began at midday on Monday 3rd October 2022 and lasted four-weeks, coming to an end at midday on Friday 28th October 2022.

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

1.1. Melbourn Greenway Scheme Overview

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

The Melbourn Greenway proposes to connect Cambridge to Melbourn and Royston to the south west of the city. The route covers 12.5km of improvements via Cambridge South West Travel Hub, Hauxton, Harston, Foxton, Melbourn Science Park and Melbourn, with additional spurs of the route extending to Haslingfield, Shepreth, Meldreth and Royston.

The proposals involve making better use of the existing shared use path along the A10, which is to be enhanced with upgrades and new sections where gaps are present currently. Traffic calming measures, such as raised tables, road narrowing and chicanes, are proposed through villages along the route, where cyclists will use the road. Alongside traffic calming features, new pedestrian and cycle crossings to make roads safer and easier to cross.

1.2. Background and Objectives

The objectives of the Greenways are to:

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

Previous consultation was undertaken by the GCP over a seven-week period in the Summer of 2019, beginning on the 17th June and closing on 5th August. Views and responses to this consultation shaped the proposals that were presented in this round of public engagement. The report which summarises the findings of the previous consultation can be viewed online on the Greater Cambridge website¹. Highlight findings from the 2019 consultation included:

- The majority of respondents being supportive over the proposals as a whole, with a new bridge over the A505 to improve connectivity to Royston being received most favourably,
- Support for a new Shared Use Path between Royston and Melbourn,

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

- Support for the installation of solar studs between Royston and Melbourn and Harston and Trumpington.
- Concerns with the environmental impact of the proposals and the need for planting along the route,
- Concerns about the lack of existing cycle path usage and the inclusion of shared use paths.
- The need for the Greenway routes to connect to nearby villages and employment centres along the route,
- Discussions about the level of lighting and signage need along the route.

As a result of the findings from the 2019 consultation, the alignment of the route was agreed by the GCP Executive Board in June 2020.

2. Engagement Progress

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

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

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

2.1. Engagement Activities

Key stakeholders associated with the Melbourn Greenway were engaged with throughout 2022 and will continue to be engaged with as the Melbourn Greenway project progresses. Stakeholders ranged from council members, partner authorities, representatives of walking, cycling and equestrian groups and relevant landowners whose agreement is needed in order to construct and manage the route. Table 2-1 below presents a summary of stakeholder engagement undertaken.

Table 2-1 - Engagement Summary

Timeline	Date	Organisation/Group/Event
Pre-Public Engagement	6 th September 2022	Non-Motorised User Group, including representatives from: <ul style="list-style-type: none"> • British Horse Society, • Trail Trust, • Ramblers Association, • Cambridgeshire Local Access Forum (LAF) • CamCycle, and • Melbourn, Foxton, Shepreth Community Rail Partnership
Pre-Public Engagement	13 th September 2022	Cambridge County Council (CCC): Melbourn greenway Planning Workshop involving various CCC disciplines
Pre-Public Engagement	8 th August 2022	Cambridgeshire LAF
Pre-Public Engagement	September/October 2022 - Ongoing	Major Landowners, including Network Rail, Jesus College and Prospects Farm

Timeline	Date	Organisation/Group/Event
Pre-Public Engagement	July 2022	Foxton Travel Hub
Pre-Public Engagement	August 2022	Harston Parish Chair and Harston Residents Association inc site visits
Pre-Public Engagement	June-August 2022	Cllr Van de Ven and A10 Cycle Campaign inc site visit
Pre-Public Engagement	22 nd September 2022	Melbourn Parish Councillors and Chair of Parishes virtual meeting
	11 th October 2022	Melbourn Public Virtual Zoome Event presentation
During Engagement Period	17 th October 2022	Melbourn Public Drop-In Event: Melbourn Hub
	20 th October 2022	Melbourn Public Drop-In Event: Hauxton Centre

2.2. Overview of Engagement Material

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

- An A5 leaflet,
- An A4 and A5 postcard,
- An A4 poster,
- A wide banner wide (1506x2156mm),
- 21x technical plan enhancements, including 1x key location plan (not in appendix),
- A questionnaire survey, and
- A Frequently Asked Questions (FAQ) document.

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

In terms of distribution of the aforementioned materials and information, approximately 6,000 copies of the postcard were delivered to properties deemed relevant to the Melbourn Greenway. This included properties in the communities of Hauxton, Harston, Foxton, Shepreth, Meldreth and Melbourn.

2.3. Online Engagement Summary

Over the four-week engagement period, the ConsultCambs webpage was visited by a total of 2,315 people and 3,394 times altogether. A breakdown of which can be found in Table 2-2 below.

Table 2-2 - Website Summary

Engagement Tool Name	Visitors	Downloads/Views
Melbourn_Greenway_Leaflet_2022_Web.pdf	372	431
Melbourn Greenway Proposals Overview Map.jpg	243	269
Section_1_A10_Hauxton_Melbourn Greenway.pdf	218	251
Section_5_Melbourn_Village-Melbourn_Greenway.pdf	204	242
Section_2_Harston_off_road_path_Melbourn_Greenway.pdf	190	221

Engagement Tool Name	Visitors	Downloads/Views
Section_7_A10_Royston_Road-Melbourn_Greenway.pdf	152	167
Section_3_Foxton_Village-Melbourn_Greenway.pdf	148	175
Section_8_A505_Bridge-Melbourn_Greenway.pdf	139	158
Section_6_Meldreth_Links-Melbourn_Greenway.pdf	129	147
Section_4_Shepreth_Link-Melbourn_Greenway.pdf	118	138
Melbourn Greenway Survey Plain Text.docx	69	89
FAQs	75	82
Key Date	187	241

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

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

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

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

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

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

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

Table 2-3 - Type of website engagement

Engagement Type	Frequency
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Aware Visits	2,315
Informed Visits	1,338
Engaged Visits	334

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

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

3.2. Question Analysis

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

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

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

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

3.3. Written Responses

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

3.4. Quality Assurance

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

4. Respondent Breakdown

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

4.1. Response Levels

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

- 323 individuals,
- 17 representatives of a business or group,
- 5 elected representatives,
- 2 Other, including Melbourn Parish Council and Fowlmere Parish Council, and
- 2 blank responses.

Question 14 of the survey prompted respondents to state their interest in the project. This was listed as a multiple-choice question where respondents were able to select more than one answer, thus yielding a higher number of responses than respondents. In total, there were 349 respondents to the questions, representing a frequency of 454, as detailed in Table 4-1 below.

Table 4-1 - Summary of Respondent Type

Respondent Type	Frequency	Representative Percentage
Resident in Melbourn	122	27%
Resident in Meldreth	35	8%
Resident in Frog End	4	1%
Resident in Shepreth	12	3%
Resident in Foxton	24	5%
Resident in Harston	37	8%
Resident in Hauxton	10	2%
Resident in Trumpington	3	1%
Resident elsewhere in Cambridge	28	6%
Resident in Royston	25	5%
Resident elsewhere	23	5%
Local business owner/employer	9	2%
I regularly travel in the area	94	21%

I occasionally travel in the area	6	1%
Other (please specify)	22	5%

From the table, respondents most commonly interested in the Melbourn Greenway identified themselves as residents in Melbourn, representing over a quarter of all responses (27%, 122 responses). The second highest group of respondents were those who indicated they travelled regularly in the area (21%, 94 responses), followed by residents in Harston (8%, 37 responses).

A total of 17 representatives of businesses and/or organisations responded to the survey, outlined as follows:

- The Shepreth Charity,
- Melbourn Primary School (Headteacher),
- Natural England,
- A10 Corridor Cycling Campaign (2 responses),
- Harston Residents Group,
- Hertfordshire County Council,
- Axis Land Partnerships,
- CamCycle (2 responses),
- Newton Sports and Social Club,
- Meldreth, Shepreth and Foxtton Community Rail Partnership (2 responses),
- Cambridge Past, Present and Future,
- Boyer on behalf of Wates Developments Limited,
- CTC Cambridge, and
- Vectos on behalf of Bruntwood Sci Tech.

Melbourn Parish Council submitted a written response via email. As such, they did not check the box identifying themselves as a representative of a business or group.

A total of 5 elected representatives responded to the survey. Details of the public bodies they represented are as follows:

- Cambridgeshire County Council,
- Foxtton Ward (District Councillor),
- Newton Parish Council,
- South Cambridgeshire District Council, Whittlesford Ward, and
- Shepreth Parish Council.

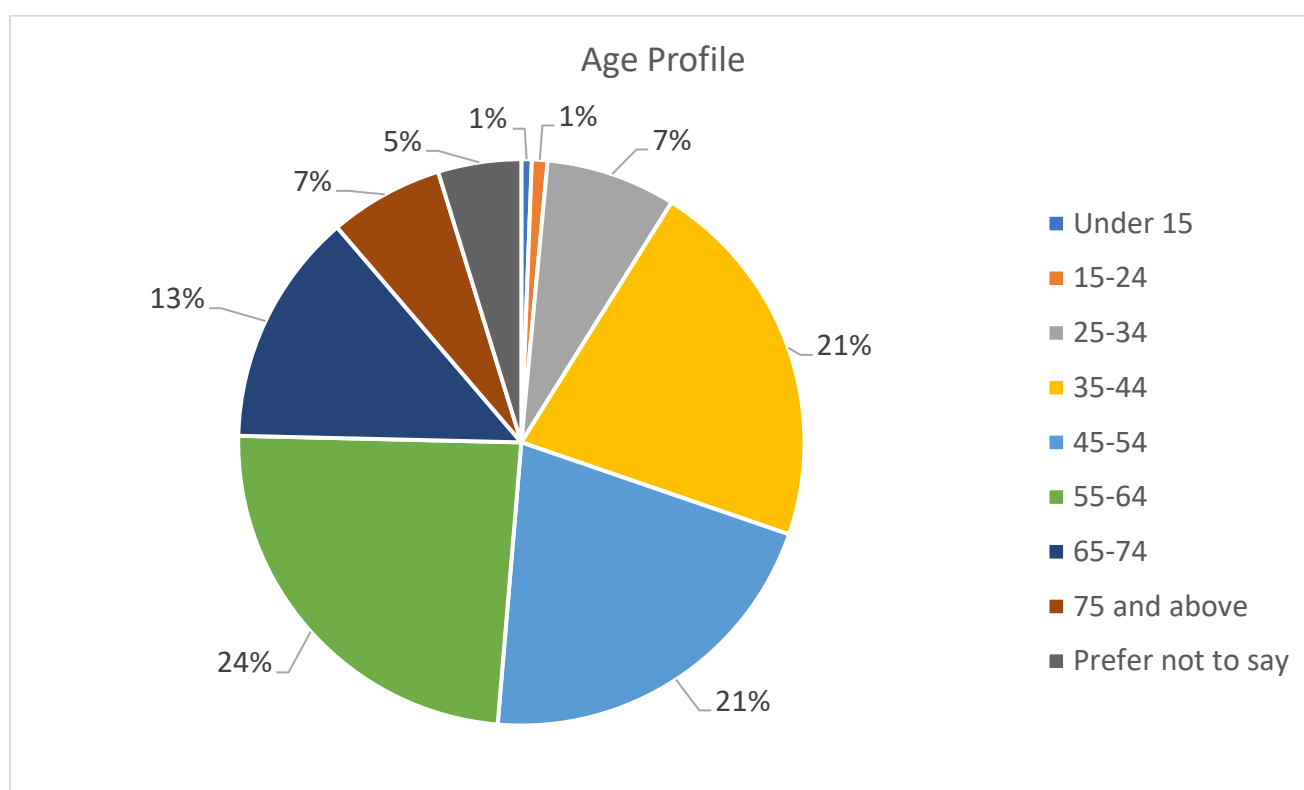
A total of 22 responses indicated 'Other (please specify)' when considering their interest in the Melbourn Greenway. This option was selected predominately for individuals who reside in communities elsewhere near to Melbourn Greenway, such as Newton or Whaddon. There were also examples of people who selected 'other' due to the fact they work in the area.

4.2. Respondent profile

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

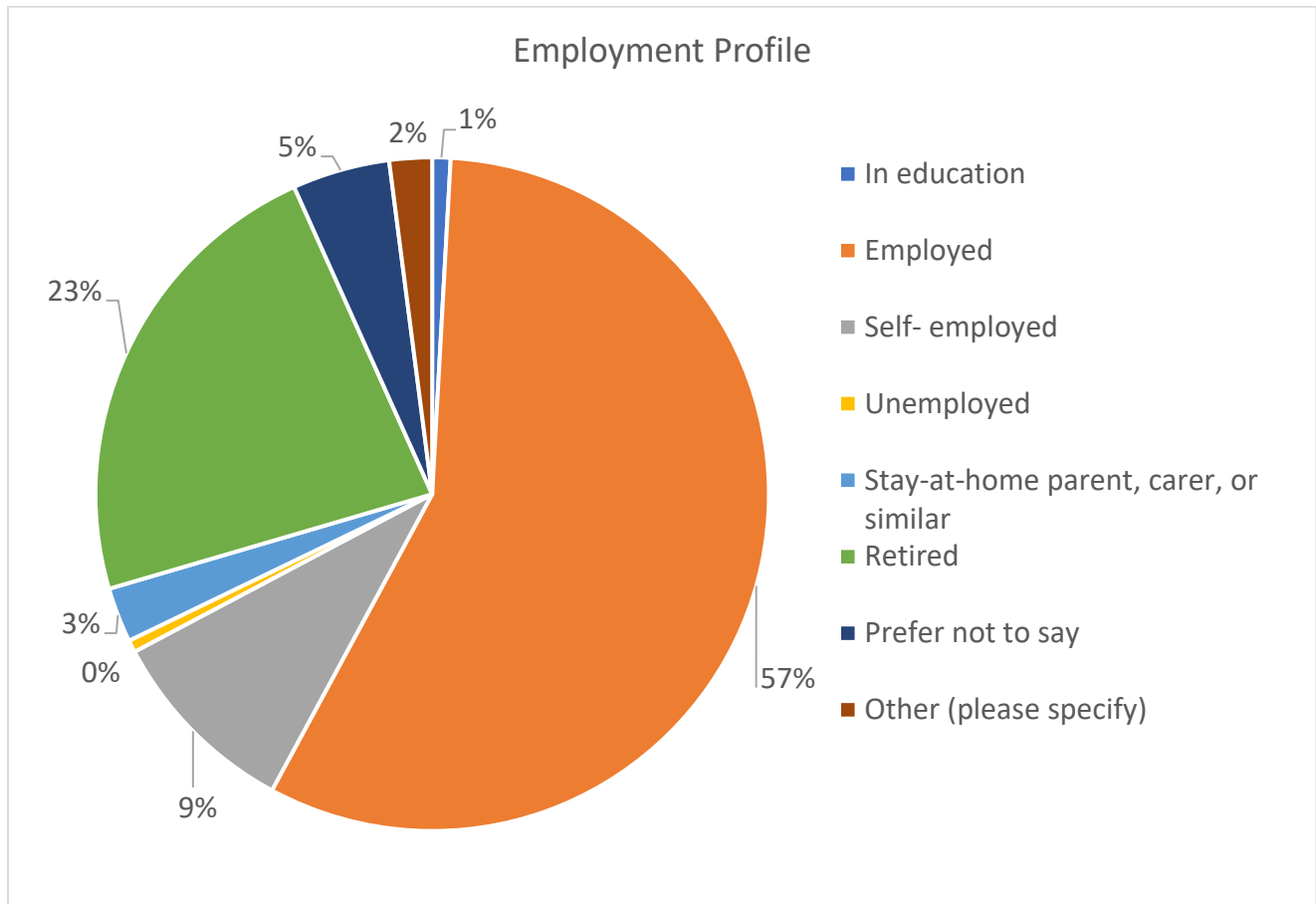
A total of 337 respondents disclosed their age, a breakdown of which can be found in Figure 4-1 below. 16 responses (5%) indicated that they would prefer to not disclose their age. The largest proportion of respondents fell into the 55-64 age bracket, representing almost a quarter of all responses (24%, 81 responses). This was closely followed by the 45-54 age bracket and the 25-44 age bracket, who account for 21% of respondents each (71 responses and 72 responses respectively). 22 respondents indicated they were aged 75 and above (7%), whereas 45 respondents (13%) selected the 65-74 age bracket. The remaining 9% were amalgamated from people under the age of 35, 7% of which were aged between 25 and 34 (25 respondents). 3 respondents were aged between 15-24 and 2 respondents were under the age of 15, each category representing 1% respectively.

Figure 4-1 - Age Profile of Respondents



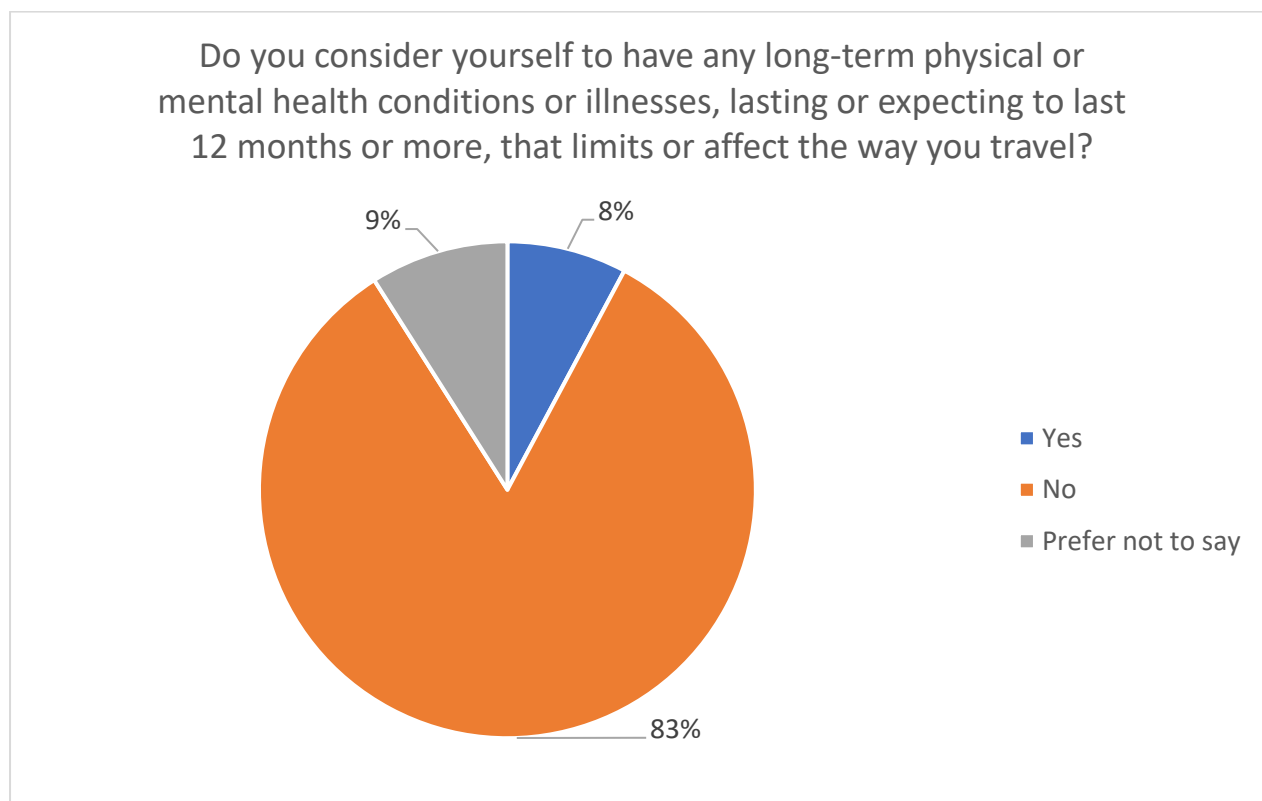
In terms of employment status, a total of 342 responses were tabulated, with 16 answers indicating they would prefer not to say. A breakdown of employment status can be found in Figure 4-2 below. The vast majority of respondents identified themselves as employed, representing 57% (195 responses) of the total figure. The second largest portion of respondents fell under the 'retired' category, representing 23% (78 responses) of the total amount. 32 answers (9%) indicated self-employment as their employment status. A small number of answers indicated unemployment (2 responses), in education (3 responses) or stay-at-home parent, carer, or similar (9 responses), representing 4% of all responses in total. The remaining 7 responses (2%) selected 'Other (please specify)' as their response. Reasons for selecting this were pre-retirement/out-of-work by choice (3 responses), answering as part of an organisation (3 responses) and a 0 hour rolling contract.

Figure 4-2 - Employment Profile of Respondents



Respondents were also asked about their health, both physical and mental. This question investigated whether respondents considered themselves to have any long-term physical or mental health conditions that affects the way they travel or choose to travel. In order to standardise the answers, the question asked for conditions lasting or expecting to last 12 months or more. 333 responses total were collated, with 83% (277 responses) indicating 'No'. 30 (9%) answers indicated 'Prefer not to say' with the remaining 26 (8%) selecting 'Yes'. A breakdown of this can be viewed in Figure 4-3 below.

Figure 4-3 - Health Limitations to Travel

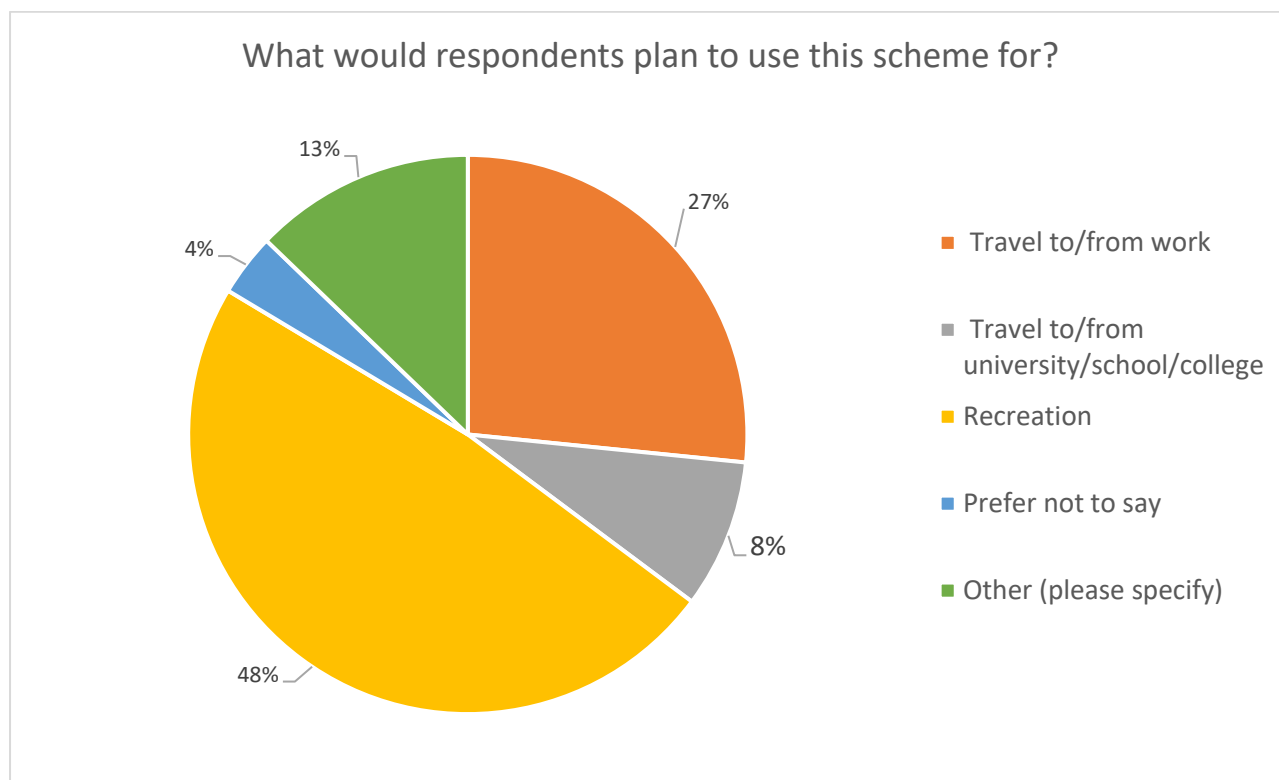


The survey also asked respondents how they would use the scheme, the responses of this detailed in Figure 4-4. Similar to previous questions, this question was multiple-choice, meaning respondents were able to select more than one response. For example, an individual can use the Greenway to travel to work and recreational use. A total of 500 responses were collated, with almost half of these (242 answers, 48%) indicating they would use the greenway for recreational purposes. The second most popular response was people who would use the Greenway in some aspect to travel to/from work, representing 27% of responses (133 responses). The third most frequent response was 'Other (please specify)', totalling 13% (64 responses) of the total response rate. These 'Other' responses identified this category due to the following reasons:

- They wouldn't use it,
- Onwards travel to other modes such as Royston Railway Station,
- Visiting friends,
- Exercise,
- Shopping, and
- Visiting others.

18 responses (4%) preferred not to say, whilst the remaining 8% (43 responses) suggested they would use the greenway to travel to their place of education.

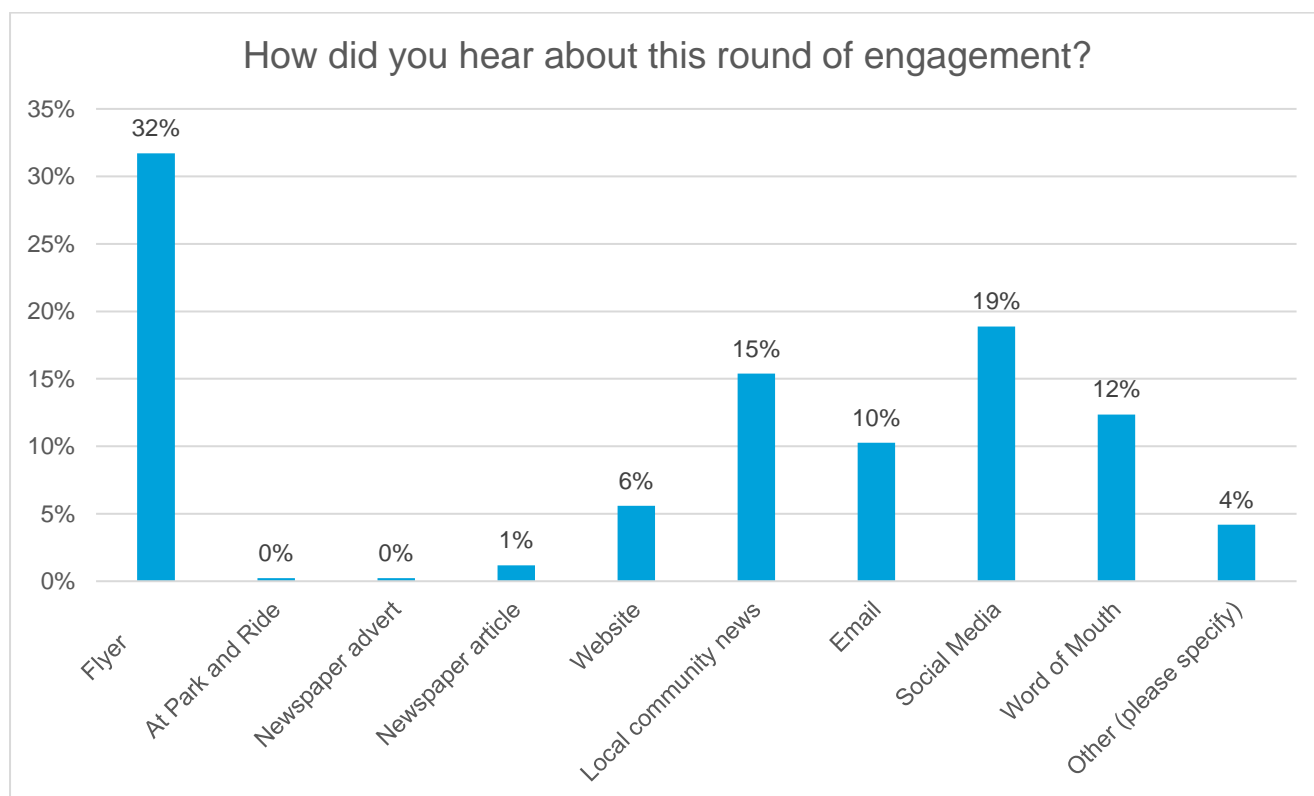
Figure 4-4 - Planned Usage of the Greenway



4.3. Avenue of promotion

The survey also enquired about how respondents discovered the survey, a breakdown of which can be found in Figure 4-5 below. Almost a third of individuals discovered this round of engagement through the postcard, representing 32% (136 respondents) of the total. The second most popular avenue of discovery was via social media at 19% (81 responses), followed by local community news at 15% (66 responses). Word of mouth was responsible for 12% (53 responses) of the total engagement discovery, with email and the website representing 10% (44 responses) and 6% (24 responses) respectively. Newspaper articles were responsible for 5 responses (1%) with information at Park and Rides and newspaper adverts representing a response each. The 4% (18 responses) of responses listed as 'Other (please specify)' were predominately classified as word of mouth, with respondents hearing about the proposals through work colleagues and other residents. There were, however, some respondents who heard about the proposals via their Parish councils.

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



4.4. Postcode Analysis

As part of the survey, respondents were asked to provide the first four or five characters of their postcode in order to understand the geographic variability of the responses. A total of 341 respondents provided their postcode, a breakdown of which can be found in Table 4-2 below.

Table 4-2 - Postcode Area Analysis

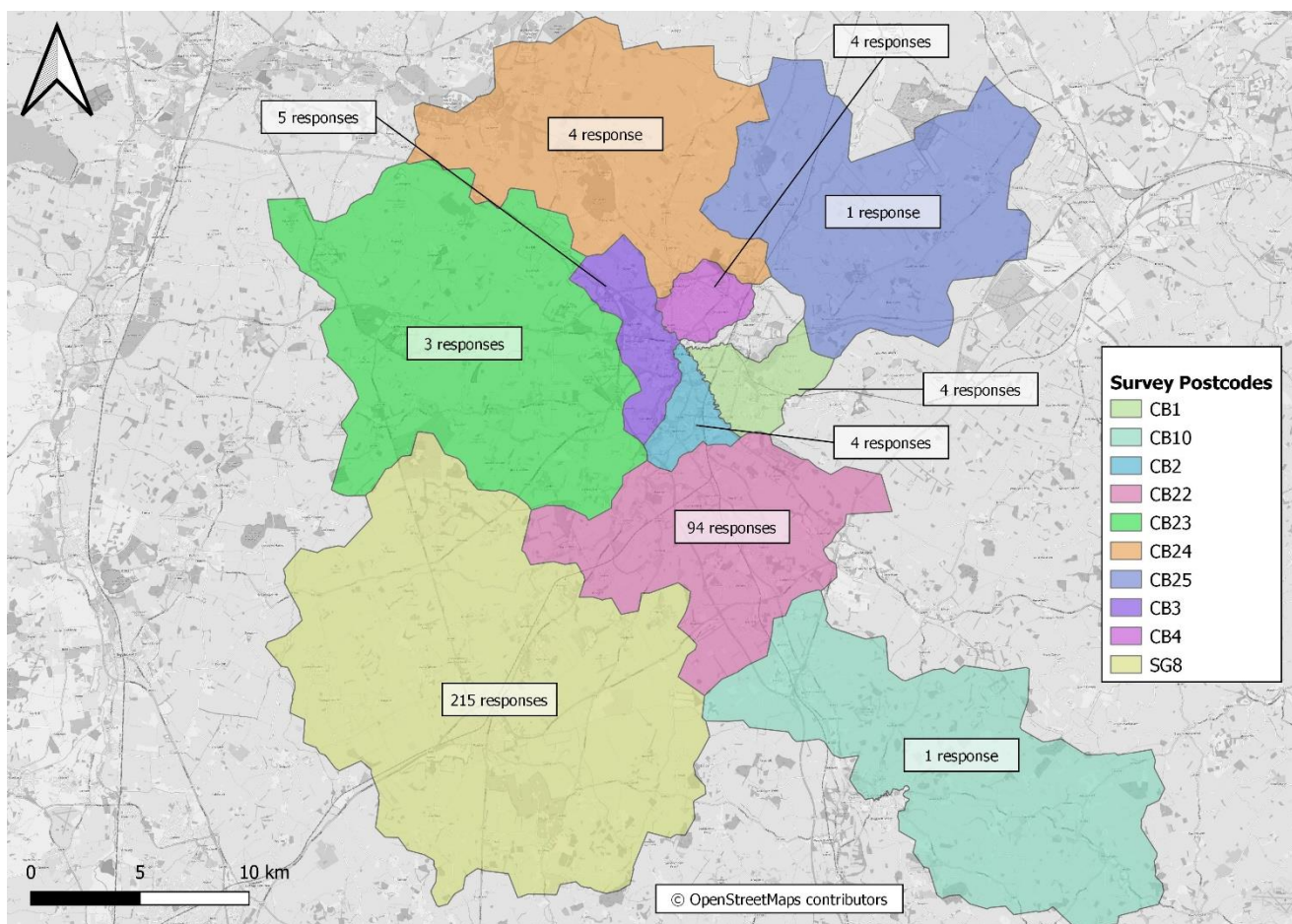
Postcode	Number of Respondents
SG8	215
CB22	94
CB3	5
CB2	4
CB1	4
CB4	4
CB24	4
CB23	3
CB10	1
CB25	1
CO4	1
CW1	1
HP2	1
N4	1
RG18	1
SG13	1

The postcodes of SG8 and CB22 account for over 90% of all of the responses, which is unsurprising given the Melbourn Greenway route lies within these two postcodes. The SG8 postcode encompasses the settlements of Royston, Melbourn, Meldreth and Shepreth, whereas the CB22 postcode area encompasses the communities of Foxton, Newton, Harston and Hauxton.

Figure 4-6 below, shows a map of the postcodes surrounding Cambridge and presents their respective response rate. To note, the map does not showcase the locations of the following postcodes, due to their relatively large distance from Cambridge.

- CO4 (Colchester),
- CW1 (Crewe),
- HP2 (Hemel Hempstead),
- N4 (Haringey, London),
- RG18 (Reading), and
- SG13 (East Hertfordshire).

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



5. Feedback on the proposal

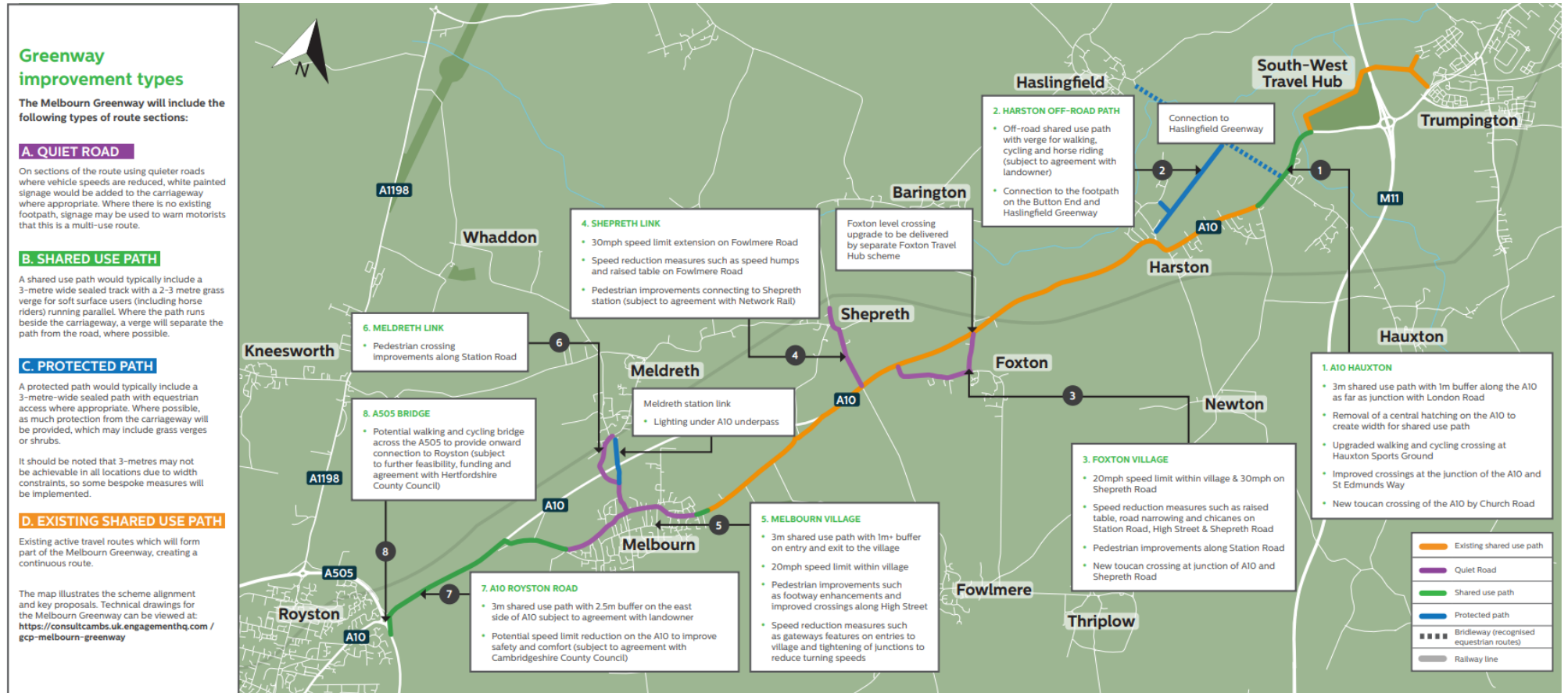
Chapter 5 focuses on the feedback received on the proposals for the Melbourn Greenway. As no question was mandatory, response rates vary between sections as some respondents did not feel the need to provide feedback on sections that didn't seem relevant to themselves. This chapter also summaries feedback received through the two Public Drop-in events during October 2022.

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

- Section 1: A10 North of Harston,
- Section 2: Harston Off-Road Path,
- Section 3: Foxton Village,
- Section 4: Shepreth Link,
- Section 5: Melbourn Village,
- Section 6: Meldreth Link,
- Section 7: A10 Royston Road, and
- Section 8: A505 Bridge.

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

Figure 5-1 - Melbourn Greenway Overview Map



5.1. Section 1: A10 North of Harston (A10 Hauxton)

There was a total of 161 responses (46% of the total number of survey responses) received in relation to Section 1: A10 Hauxton Junction. A total of 379 codes have been assigned to the responses, with Table 5.1 highlighting the top five themes assigned to the Section 1 survey data.

Table 5-1 - Top 5 themes for section 1

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	45	28%
Suggest providing alternative routes / extending route / new route	39	24%
Suggests wayfinding / signage / clear markings / no unnecessary signage	23	14%
Suggests changes to the width of the Shared Use Path	17	11%
Will improve safety (generally)	14	9%

Theme 1: In favour of proposals (generally)

A total of 28% of coded comments suggested they were generally in favour of the proposals to Section 1 of the Melbourn Greenway, stating that proposed improvements are generally welcomed. Numerous comments stated that this section of the greenway was most important to improve connectivity to Trumpington Park and Ride and further into Cambridge. Comments also highlighted the need to focus on maximising the width of the cycle paths to allow for passing comfort. There was strong support for the fact the proposals sought to deal with pinch points and provide a wider shared use path on some parts of this section.

Theme 2: Suggest providing alternative routes / extending route / new route and crossings

The second most frequent theme relating to Section 1 of the Melbourn Greenway was relating to providing alternative routes/extending the route/new routes, representing 24% of the total coded comments. 18 of the 39 comments requested extending the greenway improvements, specifically walking and cycling facilities, between Newton and the A10, via Harston, stating that there is currently no safe provision to do so. Responses also indicate this would have an added benefit to children accessing their local school.

Other comments believe the Melbourn Greenway should be extended to encompass improvements towards and across the M11 junction / roundabout and the Park and Ride site towards Cambridge. There was also support for a controlled crossing of the A10 at the point where the Public Right of Way (PROW) across Trumpington Meadows joins the A10 to provide a connection to the PROW on the other side of the road to Hauxton.

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

A total of 14% of the coded comments mentioned signage or markings in their response, the majority of which express the need for provision of clear signage along the route to maximise safety of all users. Multiple comments recommend adjustments to existing signage locations to remove obstructions/barriers as a way to encourage cyclists to use the designated shared-use-paths.

Theme 4: Suggests changes to the width of the shared use path

11% of the coded comments referred to increasing the width of the footway or cycleway in certain locations not already proposed to be widened to improve comfort for active travel users. 8 of the responses indicated that the cycleway would need to be widened in section 1 to comfortably accommodate 2 bikes passing each other, without risking conflict with vehicular traffic. 11 of the coded comments mention widening of the footpath along the length of the route would be beneficial, although one of the comments suggested that overgrown vegetation

is an issue which would need addressing going forward. Overall, the coded comments recognise that the carriageway and shared use path is narrow at this location, hence there is limited opportunities for widening. Suggestions to potentially remove the guard rail over the River Cam as a way to increase width was met with mixed opinions. A small number of respondents identified that the removal of the barrier would increase available width whilst also understanding the danger of doing so. One respondent indicated that if the guard rail was removed, the speed limit on the road would need to be reduced in order to mitigate the risk.

Theme 5: Will improve safety (generally)

14 coded comments in total were supportive of the greenway improvements based on their perceived improvements to safety along Section 1. All 14 comments are in consensus that current conditions on this section of the route are poor, with numerous comments reporting near misses along this section of the route. One respondent indicating they had been knocked off their bike previously at this location and thus welcomed the proposed improvements. 3 of the comments suggested that the improvements be continued further north towards the M11 junction/Trumpington Meadows to ensure that safety is constant through to Cambridge.

5.2. Section 2: Harston Off-Road Path

There was a total of 150 responses (43% of the total number of survey responses) received in relation to Section 2: Harston Off-Road Path. A total of 383 codes have been assigned to the responses, with Table 5.2 highlighting the top four themes assigned to the Section 2 survey data.

Table 5-2 - Top 4 themes for section 2

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests providing alternative routes / extending route / new route	49	33%
In favour of proposals (Generally)	44	30%
Opposition based on concerns for safety and usefulness	27	18%
Suggests lighting / removal of lighting / types of lighting	22	15%

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

Almost a third of all comments referred to the route alignment, with 25 of the 49 recorded comments suggesting that the Harston off-road path neglects residents in Newton and recommend improvements via Station Road/Newton Road. 12 of the comments reference the interface between the off-road path and Church Street as being potentially dangerous, with some respondents expressing dissatisfaction over the lack of detail involved in the plans at this stage. Many of the comments feel that connection to Newton via Station Road could be an opportunity to improve the safety of children at Harston & Newton Community Primary School. 3 of the respondents suggested an alternative alignment to Haslingfield via Button End.

Theme 2: In favour of proposals (Generally)

Despite suggestions to provide alternate routes and alignments, 30% of the coded comments were found to be generally in favour of the proposals, with the majority of the 44 comments expressing full support of this section. Some comments of this theme state that this off-road route would provide a scenic alternative to Harston High Street and avoid clashes with active frontages along the A10. Respondents are also generally supportive that the plans would be well-received by equestrians.

It should be noted that whilst these responses are positive, many felt that these plans could be implemented in conjunction with a route towards Newton.

Theme 3: Opposition based on concerns for safety and usefulness

27 comments in total were generally opposed to the scheme on the basis of safety concerns of various aspects and questioned the overall usability of the off-road path. A total of 11 coded comments expressed concerns for safety over the off-road proposals for Section 2. Some of these comments referred to lightning which has been captured as a separate theme (see below). 4 of these comments expressed concerns over the apparent lack of separation between different types of users and worry that a shared use path may create conflict between user groups. Further comments referenced the entrance to the off-road route from Church Street in the south as a potential safety risk, commenting that there are existing high volumes of traffic and on-street parking observed along the road and feel encouraging more users down Church Street could increase the risk of accidents.

A common concern from respondents for this section was the apparent usefulness of the route given there are existing viable alternatives that provide more direct journeys. whilst other comments identified that the majority of cyclists and walkers would continue to use the more-direct existing facilities along the A10 for journeys north and south.

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

22 of the coded comments mentioned lighting, representing 15% of all comments. The general consensus is that some form of lighting is needed along the off-road route in order to improve safety and increase potential

usage during the dark. Whilst the majority of these 22 coded comments agree lighting in some form would be needed, 2 comments express concerns that lighting may negatively affect the natural environment. There are many suggestions indicating that minimal lighting is implemented as a compromise.

5.3. Section 3: Foxton Village

There were a total of 122 responses (35% of the total number of survey responses) received in relation to Section 3: Foxton Village. A total of 270 codes have been assigned to the responses, with Table 5.3 highlighting the top four themes assigned to the Section 3 survey data.

Table 5-3 - Top 4 themes for section 3

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	47	39%
Suggests changes to speed limits / to not change speed limits	18	15%
Suggests new location for a crossing / to not have a crossing	17	14%
In opposition of proposals based on potential highway impacts	13	11%

Theme 1: In favour of proposals (generally)

47 of the coded comments received were generally supportive of the proposals through Foxton Village, with numerous responses simply commenting 'Fully Support' and 'Good/Great idea. Specifically, responses are tailored around the intention to calm traffic through the village, better provision for pedestrians and cyclists and welcome better/improved crossing along the A10.

Theme 2: Suggests changes to speed limits / to not change speed limits

15% of coded comments (17 responses) reference speed limits in Foxton Village. Eight of the responses believe that the proposed speed limit reduction from 30mph to 20mph through the village is unnecessary, claiming motorists often ignore these. One comment suggested implementing speed cameras as a potential solution to enforce slower speeds through the village, although this was via a comment in support of the speed reduction. Two of the comments mention that the 50mph speed limit on the A10 through this section may pose a safety risk.

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

Crossings, in various forms, were mentioned a total 17 times, representing 15% of respondents. The crossing of the A10 at the bottom of Shepreth Road, was mentioned specifically 5 times, with respondents commenting that it is on the wrong side of the junction and should be instead moved to the southern side of the junction. Four of the comments state the need for crossing facilities to be enhanced near the station, although it is recognised the Foxton Travel Hub project should address this concern.

Theme 4: In opposition of proposals based on potential highway impacts

A total of 27 responses (22%) were perceived to be generally opposed to the plans, the highest proportion of which (13) referred to potential negative impacts on highways and vehicles, particularly in relation to on-street parking. The sentiment of the comments is that the Greenway improvements would encroach on the already narrow highway along Station Road, making it even more difficult for vehicles, including public transport services, to navigate the village. Seven comments in particular refer to on-street parking as an ongoing issue through Foxton Village, something which the proposals don't address. Current concerns around on-street parking is that vehicles parked in the wrong locations impede traffic flow and cause congestion.

5.4. Section 4: Shepreth Link

There were a total of 112 responses (32% of the total number of survey responses) received in relation to Section 4: Shepreth Link. A total of 252 codes have been assigned to the response, with Table 5.4 highlighting the top five themes assigned to the Section 4 survey data.

Table 5-4 - Top 5 themes for section 4

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	37	33%
Suggests traffic calming measures / changes to traffic calming measures	21	19%
In opposition of proposals (generally)	20	18%
Suggests new location for a crossing / to not have a crossing	17	15%
Suggests providing alternative routes / extending route / new route	11	10%

Theme 1: In favour of proposals (generally)

A total of 33% of the coded comments were generally in favour of the proposals, with many responses offering full support and agreement with the Shepreth link proposal as set out in Section 4. A variety of reasons were stated as to why this was the case, with some respondents simply stating their full support for the proposals.

Respondents were generally supportive of the concept to reduce speed on Fowlmere Road and the calming of traffic along this section, with 2 comments recommended that the speed is further reduced to 20mph. Comments were noted that speed humps would need to be cycle friendly to be effective.

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

Traffic calming features were mentioned by 19% of people, representing 21 of the 112 coded responses. 12 of the 21 responses negatively perceive speed/traffic humps along this section and deem them an unsuitable traffic calming feature for this area. Respondents raised concerns over the potential damage caused to vehicles, the noise implications for residence and the general annoyance they cause to cyclists and motorised traffic alike. A respondent highlighted the fact that speed humps were removed from Bassingbourn due to their unpopularity and damage caused. 2 comments viewed the proposed reduction to speed limits (down to 30mph) as a positive aspect, with 1 respondent deeming this unnecessary.

Theme 3: In opposition of proposals (generally)

Despite almost a third of all respondents being generally in favour of the proposals for Section 4, 20 comments (18%) are generally opposed to the scheme in its current format. As previously highlighted, some of this is due to the proposed speed humps, with multiple comments worried that congestion would be exacerbated. 4 comments were concerned with the cost vs benefit element of the scheme, suggesting the improvements were a waste of money given the number of users, money which could be better spent repairing the road surface in places.

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

17 of the coded comments revolved around crossing facilities throughout Section 4. The proposed set back crossing of Fowlmere Road is cause for concern, with 3 respondents questioning the safety of the crossing given its proximity to the A10. There have been suggestions to move this crossing further back along Fowlmere Road to allow for better visibility.

6 comments suggested implementing a safe pedestrian and cycle crossing across the A10 to allow access between Fowlmere Road and Shepreth Road, noting that this area is currently difficult and dangerous to cross. One such comment suggested an underpass as a potential solution if there were concerns with the road layout.

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

10% of comments were in relation to providing alternate routes, equating to 11 responses. Of these, 3 responses focused on providing greenway improvements further away from the A10 and connecting Shepreth with the communities of Barrington (2 comments) and Meldreth (1 comments). A further suggestion for improvements suggested enhanced walking and cycling facilities along Frog End Lane, connecting the A10 and Shepreth.

5.5. Section 5: Melbourn Village

There was a total of 157 responses (45% of the total number of survey responses) received in relation to Section 5: Melbourn Village. A total of 411 codes have been assigned to the responses, with Table 5.5 highlighting the top four themes assigned to the Section 5 survey data.

Table 5-5 - Top 4 themes for section 5

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	78	50%
Suggests changes to speed limits / to not change speed limits	30	20%
Suggests traffic calming measures / changes to traffic calming measures	23	15%
Suggests providing alternative routes / extending route / new route / new and improved crossings	23	15%

Theme 1: In favour of proposals (generally)

Half of all coded responses were in favour of the proposals pertaining to Melbourn Village in some aspect, with one particular comment reading 'Approve without reservation'. In general respondents were pleased with the widened footpath provisions through the High Street, the proposed speed reduction to 20mph, although enforcement would be needed and the proposed traffic calming features.

Theme 2: Suggests changes to speed limits / to not change speed limits

A fifth of coded comments mentioned speed limits, with a mix of positive and negative reactions to this aspect of the proposal. 18 of the 30 comments relating to this topic oppose changes to the speed limit, in reference mainly to the proposed speed limit reduction to 20mph. Reasoning for this stated that the lower speed limit would either act as an unnecessary measure to a problem some respondents deem to be minor or that there would be insufficient enforcement and as such there is little point in changing the limit to 20mph. There are also concerns that a sudden change in speed limits (60mph to 20mph) could create vehicular accidents and cause congestions throughout the village. A respondent who suggested they oppose the 20mph speed limit suggested that a 30mph speed limit would be acceptable given that it was respected. A further comment expressed concern that the speed limit on Fowlmere Road (60mph) to the north of Melbourn makes for dangerous crossing conditions.

Conversely, 12 comments were supportive of speed limit changes in general, with numerous suggestions as to where a 20mph speed limit should be implemented further. Reasons for extending the boundaries of the 20mph speed limit was to provide consistency throughout the village and to discourage vehicles from rat running. Locations mentioned included Mortlock Street/New Street, Rose Lane, Dolphin Lane and the stretch of Cambridge Road/High Street near Melbourn Science Park. 2 of these comments stated the 20mph zone should be imposed throughout the entire village.

Across the 30 comments, 7 responses stated that a 20mph zone should be honoured near Melbourn Primary School on Mortlock Street/Orchard Road/New Road, particularly during school ingress and egress to create a safer pedestrian environment for children.

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

15 % of the coded comments (23 responses), were related to traffic calming measures. Speed bumps are directly stated 5 times, with 2 of the responses viewing speed bumps in a negative manner and 3 responses believing they are a necessary inclusion to lower speeds in the village. Speed cameras to enforce lower traffic speeds through Melbourn was cited a total of 5 times, with comments suggesting that there is currently no respect for existing signage.

Theme 4: Suggests providing alternative routes / extending route / new route / new and improved crossings

Similarly, to the volume of responses observed in Theme 3, 15% of responses suggested alterations and or amendments to the general route alignment through Melbourn Village. Of the 23 comments analysed, 9 of the responses involved prioritising connections to the south of Melbourn into Royston, particularly for cyclists, with one comment stating ‘Until (improved cycling/pedestrian route between Melbourn and Royston) is done, there will be little increase in cycling on the southern side of Melbourn. 6 responses suggest providing or catering for school children in the village, with a crossing near the primary school deemed necessary for safety. With this said, 1 comment does mention that there may be no need to add a pedestrian crossing near the school as a ‘lollipop man’ is employed to help children cross safely.

There were a small number of comments that suggested crossings on the A10 near Melbourn need improvement. 2 of these comments suggested improvements to the existing A10 Dunsbridge Turnpike crossing, noting that the current central reservation is not sufficiently wide enough to accommodate pedestrians safely. One such comment suggested a toucan crossing may be beneficial here. A further 4 comments highlighted the crossing near Dobbies Garden Centre as a potential location for improvement.

A number of comments enquired as to why there was an emphasis on bringing cyclists off of the A10 and into Melbourn rather than staying on the A10.

5.6. Section 6: Meldreth Link

There was a total of 124 responses (36% of the total number of survey responses) received in relation to Section 6: Meldreth Link. A total of 304 codes have been assigned to the response, with Table 5.6 highlighting the top five themes assigned to the Section 6 survey data.

Table 5-6 - Top 5 themes for section 6

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	72	58%
Suggests lighting / removal of lighting / types of lighting	21	22%
Suggests improvements to footbridges across the railway line towards Meldreth Station	18	15%
Suggests changes to the width of the footway / cycleway	16	13%
Suggests changes to speed limits / to not change speed limits	14	11%

Theme 1: In favour of proposals (generally)

A total of 72 coded comments were viewed as favourable to the proposals to Section 6, Meldreth Link of the Melbourn Greenway. A large portion of the comments were happy to see that improvements were being made that link Melbourn to and from Meldreth Station and hopes that the proposals make for a much safer journey for all users. The proposals to widen and improve the surface of the off-road path to Meldreth Station are strongly supported throughout the coded comments.

Text welcoming the improvements to safety was present in 18 of the favourable coded comments, with reasons varying from the existing underpass being deemed unusable at certain times and unfavourable active travel conditions leading to Meldreth Station. A comment stated, 'A proper, shared, well-lit path to Meldreth Station is long overdue'.

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

The need for either enhanced or new lighting was referenced a total of 21 times across the coded comments for Section 6, amassing 22% of all comments. There is only 1 comment out of the 21 that feels lighting would not be needed, with this comment being in reference to lighting under the road bridge, presumably along Station Road under the A10. The comment doesn't go into further detail. However, 3 of the 21 comments are supportive of improved lighting provisions surrounding this bridge, suggesting that lighting would improve comfort and perceived safety for users and encourage uptake in sustainable modes.

11 comments specifically reference the lighting conditions at the off-road route between Station Road and to Meldreth Station as an area of support, citing that it is very dark at night, with many users deeming the route unsafe in the dark. These comments highlighted the lightning conditions at the underpass as the main area of concern on the off-road route.

7 further comments highlighted the need for lighting to be improved in general across the section. With 1 of these 7 comments specifically highlighting lighting improvements at Meldreth Station.

Theme 3: Suggests improvements to footbridges across the railway line towards Meldreth Station

18 of the observed coded comments reference improvements to bridges along Section 6. 12 of the 18 responses analysed expressed concerns over the accessibility of the footbridge that spans the railway line. Respondents raised concerns that the improvements to the off-road route would be redundant as cyclists and pushchair users would be forced to carry their bikes/pushchairs across the bridge to reach the other side of the station. Some respondents understand that the onus lies with Network Rail in order to implement such improvements but request that this is something that is considered in the future.

An alternative to the off-road route for wheel-based users would be to navigate via Station Road. However, 5 comments suggested that the current pedestrian conditions across the bridge on Station Road are unsafe, stating that the footpath is too narrow, with further comments saying 'The Station Road rail bridge needs urgent improvement to benefit all users'.

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

13% of coded responses alluded to the width of the proposed footpaths/cycleways/shared-use-paths. As observed in Theme 3 for this section, many of the concerns around width mention the Station Road bridge as a particular pinch point, stating that widening this section would be beneficial to encourage active and sustainable modes of travel. The junction of Station Road and Whitecroft Road, near to Meldreth Station entrance is mentioned 5 times throughout the comments although suggesting around this area are mixed. One respondent expressed concerned that widening the footpath at this location could potentially cause vehicles to mount the footpath when turning. However, all 5 comments agree that the junction of Whitecroft Road and Station Road is problematic. One comment states traffic volume builds up along Station Road as cars are held back by on-road cyclists, something widening the cycle provisions along Station Road would solve.

Theme 5: Suggests changes to speed limits / to not change speed limits

14 of the coded comments referred to changes in speed limits in some way, although analysis shows that there are mixed opinions on the proposals. 6 of the 14 comments suggested that they felt the speed limit reduction to 20mph along Station Road is unnecessary, with the responses suggesting that it would be too extreme given the traffic volume on the road. A suggestion observed is that 30mph is fine, provided that it is enforced correctly. With this said, 5 comments proactively support the reduction to 20mph, emphasising the need to implement this along Station Road to the junction with Whitecroft Road. A comment suggested that the 20mph zone should be extended along High Street to encompass the road outside Meldreth Primary School.

5.7. Section 7: A10 Royston Road

There was a total of 146 responses (42% of the total number of survey responses) received in relation to Section 7: A10 Royston Road. A total of 318 codes have been assigned to the response, with Table 5.7 highlighting the top five themes assigned to the Section 7 survey data.

Table 5-7 - Top 5 themes for section 7

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	89	61%
Will improve access to other villages / key locations	22	15%
Will improve safety (generally)	22	15%
Suggests bridge (generally)	18	12%
Suggests providing alternative routes / extending route / new route	17	12%

Theme 1: In favour of proposals (generally)

As is observed with many of the sections of the Melbourn Greenway, the improvements to the A10 Royston Road are met with generally favourable feedback, with 89 of the 146 comments in favour of the proposals. A large portion of the responses simply express their support and offer no detail as to why. Those that do provide feedback state their delight over the fact cycling connectivity between Royston will be improved, with one comment reading ‘This link will, for the first time, open a route for cycling from several villages to Royston’. Whilst still viewed favourably, 20 comments are related to the success of the proposed A505 bridge (see section 8) located to the south. There are mixed opinions on this topic, as some respondents indicate that the improvements to the path could be less favourable if the bridge does not go ahead. However, 8 of the comment’s suggestion the proposals in Section 7 should go ahead regardless of whether the bridge across the A505 goes ahead or not.

Theme 2: Will improve access to other villages / key locations

22 responses indicate that the section 7 proposals of the Melbourn Greenway would improve access to other villages and improve connectivity. Similar to the reasonings stated in Section 5, 16 of the 22 comments express the need for improved connectivity into Royston, particularly from Melbourn. 4 comments deem the proposals important, stating the poor cycling conditions on the western side of the A10. 2 comments comment on the proposals’ ability to provide onward travel towards Royston railway station, highlighting this as a positive impact.

Theme 3: Will improve safety (generally)

15% of respondents believe that the proposed interventions to Section 7 would generally improve safety. All of the 22 comments reflect that the proposals would positively impact on walking and cycling safety along this stretch of the Melbourn Greenway, noting that the current provision on the western side of the A10 is of poor quality and dangerous to cycle on.

Theme 4: Suggests bridge (generally)

This theme was identified to reflect the emphasis that some respondents used this section to highlight the importance of the delivery of the A505 bridge in Section 8 of the Melbourn Greenway proposals. 12% of coded comments referenced this bridge in relation to the improvements in Section 7, which showcases the importance of section 8.

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

17 of the comments, 12% of the total, reference the current proposed alignment of the section 7 of the route. 3 of the comments enquire as to why the existing conditions provisions of the western side of the A10 isn’t enhanced instead of creating a completely new route. A further 3 comments suggest that the alternative route

proposed towards the south of Melbourn (where Royston Road meets the A10) is preferable as the route is more direct. An additional 3 comments express interest in exploring the opportunity to extent/implement Greenway improvements directly towards Meldreth via the Bury Lane Farm complex.

5.8. Section 8: A505 Bridge

There was a total of 179 responses (51% of the total number of survey responses) received in relation to Section 8: A505 Bridge. A total of 333 codes have been assigned to the responses, with Table 5.8 highlighting the top five themes assigned to the Section 8 survey data.

Table 5-8 - Top 5 themes for section 8

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	125	70%
Will improve safety (generally)	33	18%
Will improve access to other villages / key locations	21	12%
Waste of public funding / money	11	6%
Suggests the need for a backup option if funding is not secured for bridge	9	5%

Theme 1: In favour of proposals (generally)

Overwhelming support was shown for the proposed A505 bridge, which aims to provide further connectivity along the A10 into and out of Royston. 125 coded comments were generally in favour of this proposal, representing 70% of the coded comments. A large portion of said comments view this portion as essential to the success of the Melbourn Greenway and failure to deliver would be met with huge disappointment.

Theme 2: Will improve safety (generally)

Echoing the sentiment of Theme 1 for Section 8, 33 of coded comments believe the proposed bridge would generally have a positive impact on safety in some way. 6 of the comments directly mention that the A505 is dangerous to cross in its current format, with one comment in particular stating 'The bridge is essential! The A505 is scary and dangerous to cross'. There is general consensus across all of the comments that the current difficulty in crossing the A505 acts as a deterrent for many potential cyclists and walkers with a particular comment stating, 'This section of the Melbourn Greenway holds perhaps the greatest potential of any section to achieve mass modal shift to active travel'.

Theme 3: Will improve access to other villages / key locations

Building upon Themes 1 and 2 for Section 8 of the Melbourn Greenway, 21 of the comments (12% of the total responses) were supportive of the bridge mentioning improved connectivity and travel choices as a reason. 11 of the 21 responses named improved connectivity to and from Melbourn as a specific positive to the proposals, with a further comment stating improved connectivity to south Cambridgeshire villages in general. Furthermore, two of the responses commented on how improved walking and cycling connectivity would enable them to access onward modes of transport more sustainably, with Royston Railway Station named both times.

Theme 4: Waste of public funding / money

Despite widespread support, 11 comments express concern over the associated expense of the potential proposals for Section 8, with 5 of the 11 responses questioning whether the cost of the bridge would be justified given how much it would be used. These respondents suggest that the bridge will only be used by a select few individuals. A further 4 comments suggested that the money used to construct the bridge could be better spent on quality of life improvements for residents in the area, citing public transport strengthening and maintenance of the existing facilities as two possible alternatives.

Theme 5: Suggests the need for a backup option if funding is not secured for bridge

Given the propensity of general support for the A505 bridge, 9 comments (5% of the total) suggest that a back-up plan or option is crucial in the event that the bridge is undeliverable. 6 of the comments primarily focussed on the need for a 'normal' or designated pedestrian crossing in this location. A further 3 comments suggest an underpass as a potential alternative.

5.9. Events

Two in-person events and one virtual event was held throughout the four-week engagement period. This was to provide stakeholders and the wider public an opportunity to hear more about the proposals, understand the details of the designs and ask any questions they have about the scheme.

The first in-person event was held at the Melbourn Hub on the 17th October 2022, between 4pm and 7pm, and had 75 attendees. The second in-person event followed three days later at the same time, this time at the Hauxton Centre, where 13 people attended. An online, virtual event was held via Zoom on the 11th October 2022 and was attended by 7 people.

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

5.9.1. General Themes

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

5.9.2. Hauxton

- Many in favour of the improved crossing provision on the corner of the A10 and Church Road, although some concerns were raised over its proximity to the junction, feeling it would be safer to move the crossing further east on Church Road.

5.9.3. Harston

- The proposed off-road route linking Church Street and the Haslingfield Greenway was perceived negatively in general for the following reasons:
 - Concerns over the route's apparent useability in the dark, with attendees stating they would feel unsafe,
 - Attendees expressed dissatisfaction that no proposals were presented around the entrance to the off-road path from Church Street,
 - Many felt the route would only be used by a small number of people, stating cyclists will continue to use the more direct Shared-Use-Path along the A10,
 - Suggestions that improvements would be more beneficial to the east of the A10, towards the community of Newton.

5.9.4. Foxton Village

- The Melbourn Hub event was attended by a group of Foxton residents who were opposed to any improvements through the village, stating that the character of the village would be affected.
- In relation to the area with proposed chicanes, some Foxton residents suggested that road humps may be more appropriate.
- Some comments were picked up where attendees requested a new footpath extending from the south end of the village to the A10 based upon observed traffic speeds and the lack of current provision.
- A discussion with a Foxton Parish Councillor suggested they didn't understand the need to "tighten up" the radii of the Station Road/High Street junction as cars have to stop to give way anyway. They suggested that they would prefer for the money associated with this part of the scheme to be spent on a pedestrian crossing across the High Street to serve the local shop and post office (Londis).

5.9.5. Melbourn

- General positive comments received about the improvements around Melbourn.

- Suggestions from many attendees that the Melbourn Greenway should look to incorporate improvements to the crossing provisions on the A10 towards Melbourn, particularly near the Dunsbridge Turnpike and Dobbies Garden Centre. Current crossing provision at Dunsbridge Turnpike is inadequate, particularly for larger bikes.
- Concerns over the speed limit changes throughout the village. Whilst many viewed the proposed reduction to the speed limit as a positive, some comments also noted the sudden change in speed limit (60mph to 20mph) as too harsh.
- Crossing location and access to SUP outside Melbourn Science Park to be further considered as not practical for northbound cyclists (i.e. will pass through junction then join SUP rather than earlier as proposed).

5.9.6. Royston

- Support the proposed bridge spanning the A505, with numerous attendees stating this is an essential component of the Melbourn Greenway.
- Some concerns were raised over the lack of progress on developing the bridge, with multiple enquires over when updates would be made publicly available.

6. Equality analysis feedback

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

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

A total of 114 respondents were received for this question, with 86 codes applied to the answers. A significant portion of the comments had nothing to add to the equality analysis feedback and have been assigned with the ‘no comment/not applicable/nothing to add’ code. With this said, three themes were identified as prevalent features, as shown in Table 6.1.

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

Theme	Number of Coded Comments	Percentage of Coded Comments
Mobility and accessibility issues	25	22%
Age related	21	18%
Support / agree with Equality Impact Assessment (EqIA)/it's necessary	21	18%

Theme 1: Mobility and accessibility issues

There were 25 comments that mentioned mobility and access issues related to the scheme, of which 10 of the comments mentioned that the proposals would have a positive impact on disabled or wheelchair users, with enhanced safety and comfort being the main drivers for this response. With this said, a number of answers simply stressed the point that the positive treatment of mobility users is crucial to the success of the scheme.

With this said, a number of respondents voiced concerns that the scheme may negatively impact individuals who rely on vehicles to travel around, which applies to pushchair users also.

Theme 2: Age related comments

There were 21 coded comments received in relation to age, the most of which were left in a positive manner. A number of responses referred to the fact that the proposals would improve the well-being of older people as speed reductions and improved crossing facilities will reduce risk. However, as observed in theme 1 for this section, there were some concerns that elderly users would be left disadvantaged due to the fact they aren't able to confidently walk or cycle as far, with one response stating, “I am too old and arthritic to cycle, so please don't forget about the elderly, who need to use their cars”.

Not all comments were related to the elderly or older users. 15 of the 21 comments directly referred to schools, children or young people, stating that the proposals would create safer walking and cycling routes for them. Some of these comments did raise concerns over the lack of improvements extending into Newton as this would predominately affect children and parents/guardians of school aged children.

Theme 3: Support / agree with the EqIA

In total, 21 coded comments were identified that showed support or agreement with the EqIA, with many comments stating that the scheme was beneficial to potential disadvantaged user groups. A comment suggested that the proposals will “...have a positive effect for everybody, especially the young, the elderly and those with mobility difficulties”.

Question 13 read ‘**We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below**’. A total of 88 responses was received in response to this question.

Table 6-2 - Top five themes for question 13

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	14	16%
Suggests providing alternative routes / extending route / new route	11	13%
Suggests need for maintenance / bins / improved maintenance	6	%
Suggests new location for a crossing / improvement to existing crossings	5	6%
Opposed to the scheme based on costs	5	6%

Theme 1: In favour of proposals (generally)

14 of the 88 responses to question 13 showed support to the Melbourn Greenway proposals in general. Half of these comments directly mentioned improvements to cycling connectivity and safety as a reason for support. 5 of the 14 comments did not allude to any specific reasons for their support, simply providing comments such as “Please crack on with these proposals” and “I strongly support the proposals”. A further 2 responses viewed the proposed improvements between Melbourn and Royston favourably, indicating that the current provisions are unsafe.

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

13% of all of the comments received for this question suggested altering the route alignment in some way. There were 8 comments that related to the inclusion of Newton in the plans, with 1 of the 8 comments even suggesting extending the Greenway proposals towards Whittlesford and Whittlesford Parkway Railway Station. Another comment proposed extending the Meldreth link towards Whaddon and expressed dissatisfaction that it had been missed from the proposals

Theme 3: Suggests need for maintenance / bins / improved maintenance

There were 6 coded comments (7%) that mentioned the need for the improvements to be maintained if implemented, with 4 of said comments proposing the need for a maintenance plan. When referring to maintenance plans and upkeep, suggestions include sweeping the cycle paths, cutting or trimming hedges and clearing overhanging trees. 2 of the 6 comments highlight the fact that repairs are needed to the existing infrastructure and question why further improvements are being proposed when existing features are in need of repair.

Theme 4: Suggests new location for a crossing / improvement to existing crossing

4 comments suggest new locations for crossings that aren’t currently captured or directly reference in the plans for Melbourn Greenway at this stage; 1 comment suggests improvement to a specific existing crossing. However, only 2 of the comments refer to the same location. This regards the crossing of the A10 at Foxton, near Foxton station, however it is recognised that this crossing will be developed further as part of the Foxton Travel Hub scheme. Other crossings were suggested at the following locations:

- An accessible crossing at Melbourn (presumably Meldreth) Station that links with the footpath,
- Improvement to the existing crossing of the A10 at Dunsbridge Turnpike,
- Trumpington Meadows Section, and
- A traffic light controlled crossing at the junction between the A10 and Church Road, Hauxton.

Theme 5: Opposed to the scheme based on costs

6% of coded comments analysed for this section opposed the plans, mentioning concerns over the cost as the reason. 3 of the 5 coded comments felt that money could be better spent addressing underfunded public transport services in the area, feeling that this would have a positive impact on more people than the Greenway.

7. Conclusion and next steps

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

For Section 2 (Harston Off-Road Path), 30% of people supported the proposals generally, 33% of the open-ended responses suggested adjustments to the proposed route alignment, with 25 comments expressing concerns over the lack of improvements catered towards the community of Newton to the east of the A10 from Harston. When considering the open-ended responses in conjunction with feedback from the in-person drop in events, respondents expressed dissatisfaction over the off-road route, questioning its usability and potential environmental impacts.

Concerns were raised over the Bridges comprised within Section 6 of the Melbourn Greenway proposals. Respondents highlighted the need to either improve the bridge at Meldreth Station (accessed via the off-road underpass) so that step free access can be achieved or widen the road bridge on Station Road so that it can be safely traversed by all users.

A lot of support (61% in favour) was received for Section 7 (A10 Royston Road) and the proposed shared use path on the east side of the road through this section.

The A505 bridge proposal (Section 8) received the most support out of all of the proposed sections to the Melbourn Greenway, with 125 responses (70% of the total responses for this section) generally in favour of the proposals. The general consensus is that the intersection of the A505 and A10 is a major constraint to active travel in the area and restricts movement for walkers and cyclists looking to travel between Royston and the settlements to the north.

The majority of the respondents indicated they reside in the SG8 postcode area, which encompasses the village of Melbourn and Royston, alongside other smaller settlements such as Shepreth and Meldreth. The CB22 postcode is the second largest area of respondents, which include Harston and Foxton.

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

Appendices

Appendix A. Engagement Material

A.1. Brochure

WHAT IS A GREENWAY?

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

The Challenge

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

Continued growth of traffic and congestion

Limited public transport choices and lack of attractive walking and cycling routes

Toxic air pollution and high carbon emissions as a result of limited alternatives to the car

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

Improving our region through Greenways, to:



Provide better cycling and walking routes



Enhance public spaces where possible



Reduce the impact of traffic congestion and growing traffic levels



Support access to jobs and opportunities



Reduce air pollution and improve our health

Melbourn Greenway Project

BACKGROUND

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

Previous public consultation was held in 2019 with supportive feedback for the Melbourn route. Further design work on the route was approved by the GCP Executive Board in June 2020.

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

THE ROUTE

Once the proposed Melbourn Greenway is complete it will connect Cambridge to Melbourn and Royston. The route covers 12.5km of improvements routing south-west from Cambridge, via Trumpington, Cambridge South West Travel Hub, Hauxton, Harston, Foxton, Foxton Travel Hub, Melbourn Science Park and Melbourn. Additional links to the route extend to Haslingfield, Shepreth, Meldreth and Royston.

The improvements will focus on where there are gaps in the existing provision and will be focused on Hauxton, Harston, Foxton, Melbourn, Meldreth, Shepreth and Royston.

The route follows existing quiet roads, off-road paths and busier roads, with the aim to provide a high quality route to improve and enhance walking, cycling and, where appropriate, horse riding in the area.

THE PROPOSALS

The proposals involve making better use of the existing shared use path on the A10 along with 12.5km of safety and other improvements. The existing A10 path will be enhanced with upgrades and new sections where there are currently gaps.

Through villages on the route, where people cycling will use the road, we are proposing traffic calming measures, such as raised tables, road narrowing and chicanes to make them safer both for cycling on and crossing on foot.

Alongside traffic calming, we are proposing new pedestrian and cycle crossings to make roads safer and easier to cross. We will also be providing improved access to railway stations.

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

Visualisations of the scheme

TYPICAL URBAN SETTING

Our proposals include a 'quiet road' treatment type, where people cycling will use the road. This typically includes reducing speed limits, often to 20mph, and using signs to reinforce the presence of people cycling.



Existing Layout



Proposed Layout

TYPICAL RURAL SETTING

Our proposals include shared use paths where the route runs off-road. This typically includes a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Exact materials are still to be confirmed.



Existing Layout



Proposed Layout

Next stages

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

1 ENVIRONMENTAL & ECOLOGY IMPACTS

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

2 ENGAGEMENT WITH LANDOWNERS

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

3 PLANNING CONSENT

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

4 TRAFFIC MODELLING

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

5 PARKING SURVEYS

We will undertake surveys, where necessary, to understand on-street parking demand at locations where changes may need to be made to improve safety for walking and cycling which could impact parking. Any survey data collected will be inform the preliminary design process.

Melbourn
greenway

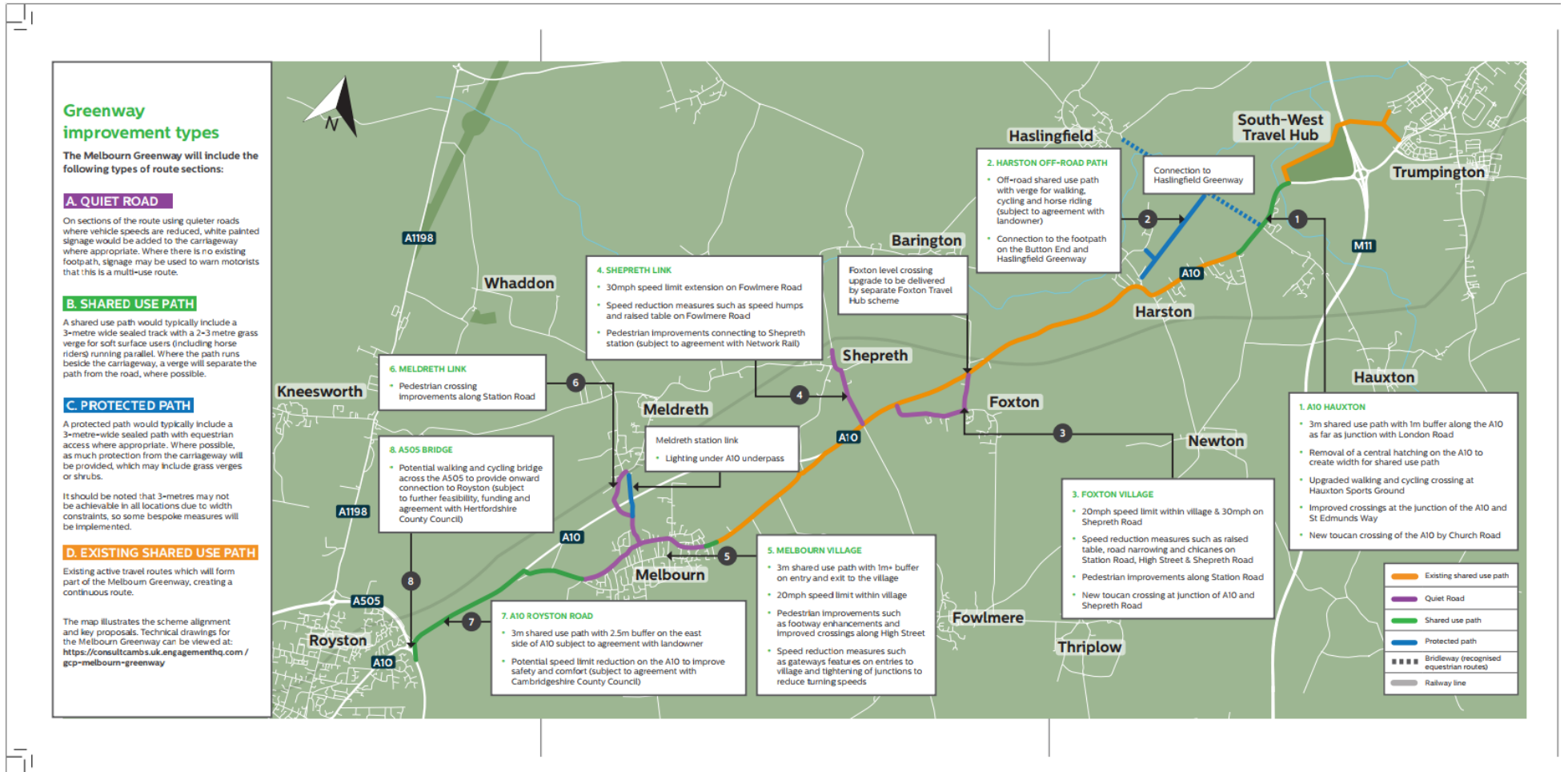
**GREATER
CAMBRIDGE
PARTNERSHIP**
Growing and sharing prosperity

MELBOURN GREENWAY

Melbourn - Foxton - Harston - Hauxton

Have your say on a new walking, cycling and, where appropriate, horse riding route linking Melbourn, Foxton, Harston, Hauxton, Trumpington and Cambridge





Potential impacts and mitigations

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

The routes are being designed to be fully accessible for wheelchairs, opening up more of our places to more people.

Proposals for on-road sections of the route will feature measures to improve safety for all, including traffic calming and safer crossing points. We are reviewing car parking on the route to ensure it does not create excess risk to people cycling.

Materials and surfacing

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



Visual impact

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

Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we are preparing an Equality Impact Assessment (EqIA) for the proposals put forward in this engagement exercise.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and carer's responsibilities.

Timeline

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



A.2. Poster

Greater Cambridge
greenways

 **GREATER
CAMBRIDGE
PARTNERSHIP**
Growing and sharing prosperity

We'd like to  hear from you!

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

- **Melbourn Greenway:** 12.5km of improvements proposed on the route to Melbourn via Hauxton, Harston and Foxton. Additional links to the route extend to Royston, Shepreth and Meldreth.

The engagement period for this route will commence from midday on Monday 3 October until midday Friday 28 October 2022.

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

Just go to <https://consultcambs.uk.engagementhq.com/gcp-melbourn-greenway>

Telephone us: 01223 699906



Scan here to find out more

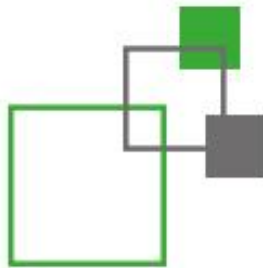
A.3. Postcard



Melbourn
greenway



GREATER
CAMBRIDGE
PARTNERSHIP



Have your say on a new Greenway route linking Melbourn, Foxton, Harston, Hauxton, Trumpington and Cambridge.

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

An online survey will run from Monday 3 October until Friday 28 October 2022.



HAVE YOUR SAY

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

<https://www.consultcambs.uk.engagementhq.com/gcp-melbourn-greenway>

The engagement period ends on Friday 28 October, so please submit your feedback by then.



What are the proposals?

Please visit our website where you can find out more and provide feedback:
<https://www.consultcambs.uk.engagementhq.com/gcp-melbourn-greenway>

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

- More direct off-road, all weather, shared paths between Hauxton, Harston, Foxton, Melbourn and Royston as well as improvements to the links to Meldreth and Shepreth railway stations
- Safer streets with traffic speed reduction measures and reduced speed limits where the Greenway runs on road
- New and upgraded walking and cycling crossings
- Localised road repairs and surface improvements to make them safer and easier to use
- Easier to follow signs to guide people along the Melbourn Greenway route
- Potential walking and cycling bridge across the A505 to connect with Royston

Find out more and have your say



Fill out the online survey at:
<https://consultcambs.uk.engagementhq.com/gcp-melbourn-greenway>



We will be holding one virtual event and two in person in October. Details below:



Email us: consultations@greatercambridge.org.uk



We will be holding a live event online with the project team.
Date: Tuesday 11th October
Time: 18:00 - 20:00



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



To register, please visit:
<https://consultcambs.uk.engagementhq.com/gcp-melbourn-greenway>



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



Venue: Melbourn Hub
Date: Monday 17th October
Time: 16:00 - 19:00
Address: High Street, Melbourn, SG8 6DZ



Telephone us: 01223 699906



Venue: Hauxton Centre
Date: Thursday 20th October
Time: 16:00 - 19:00
Address: Church Road, Hauxton, CB22 5HS



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

A.5. Survey Text

Introduction

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

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

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

What information do you need before completing the survey?

We encourage you to read the brochure: 'Melbourn Greenway 2022' before completing this survey. You can download this from the Document section of the Melbourn Greenway engagement page or, if using a phone, from below the survey.

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

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

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

This questionnaire can be completed online at **Melbourn Greenway Survey 2022**. If you are unable to complete the form online, fill in this Word version and return to:

Greater Cambridge Partnership
PO Box 1493, Mandela House
4 Regent Street, Cambridge
CB1 0YR

Please ensure your response reaches us by midday on 28 October 2022.

About you

Q1. Are you responding as...?

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

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

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

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

About the scheme

The proposed Melbourn Greenway would link Melbourn, Meldreth, Shepreth, Foxton, Harston, Hauxton, Trumpington and Cambridge. Further south, the route would also continue along the A10 with the aim of providing a safe connection across the A505 to Royston. The route follows existing roads and paths with the aim to provide a high-quality route to improve and enhance walking, cycling and, where appropriate, horse riding in the area.

The proposals include:

- More direct off-road, all weather, shared paths between Hauxton, Harston, Foxton, Melbourn and Royston as well as improvements to links to Meldreth and Shepreth railway stations
- Safer quiet streets with traffic speed reduction measures and reduced speed limits where the Greenway runs on road
- New and upgraded walking and cycling crossings
- Localised road repairs and surface improvements to make them safer and easier to use
- Easier to follow signs to guide people along the Melbourn Greenway route
- Potential walking and cycling bridge across the A505 to connect with Royston

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

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

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

The Greenways objectives are to:

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

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

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

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

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

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

Section 1: A10 Hauxton

Section 2: Harston off-road path

Section 3: Foxton Village

Section 4: Shepreth Link

Section 5: Melbourn Village

Section 6: Meldreth Links

Section 7: A10 Royston Road

Section 8: A505 Bridge

Greenway improvement types

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

A. QUIET ROAD

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

B. SHARED USE PATH

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

C. PROTECTED PATH

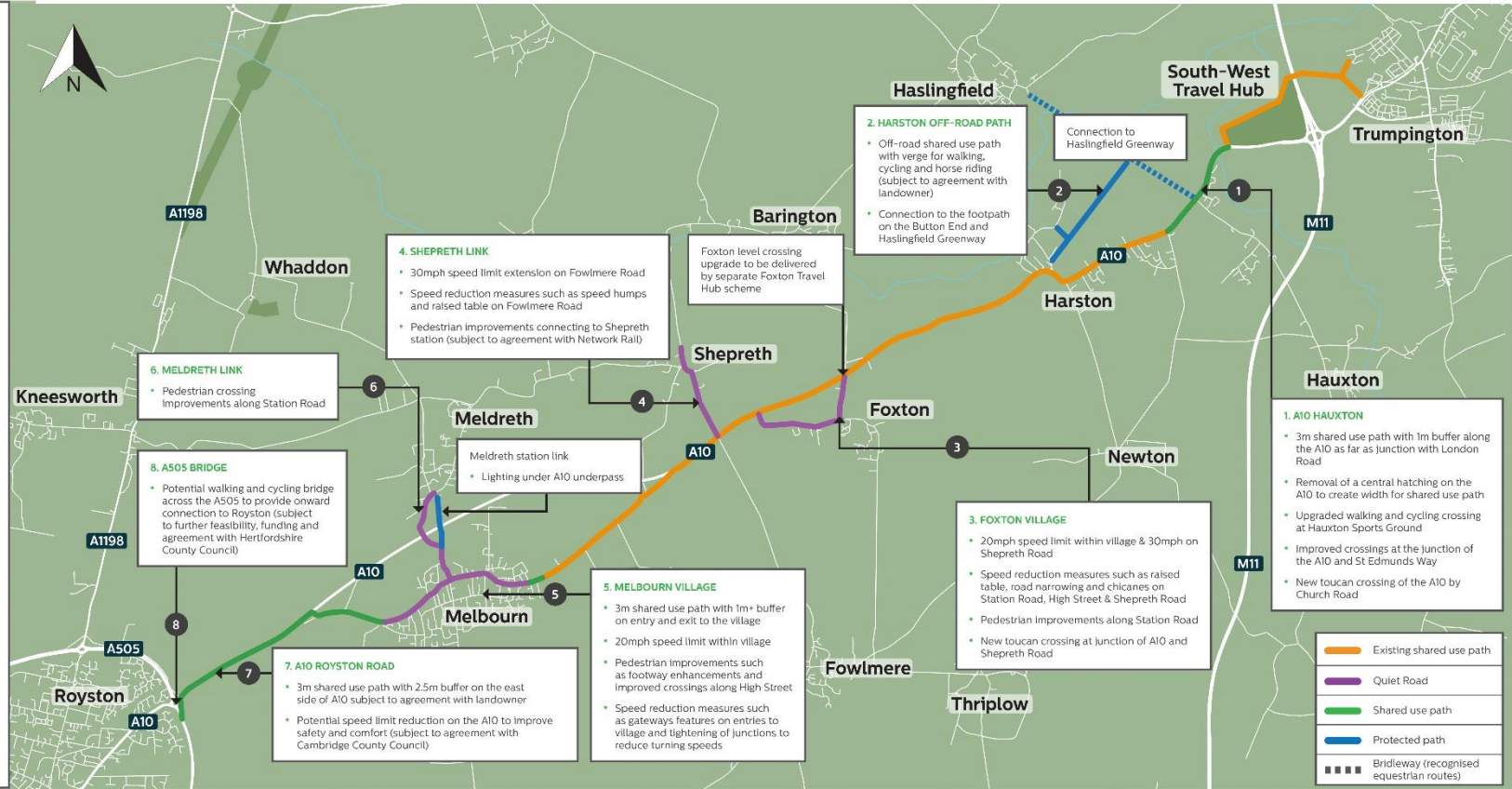
A protected path would typically include a 3-metre wide sealed path with equestrian access where appropriate. Where possible, as much protection from the carriageway will be provided, which may include grass verges or shrubs.

It should be noted that 3-metres may not be achievable in all locations due to width constraints, so some bespoke measures will be implemented.

D. EXISTING SHARED USE PATH

Existing active travel routes which will form part of the Melbourn Greenway, creating a continuous route.

The map illustrates the scheme alignment and key proposals. Technical drawings for the Melbourn Greenway can be viewed at: <https://consult.cambs.uk/engagement/ha/gcp-melbourn-greenway>



Section 1: A10 Hauxton

For this section of the route, we are proposing to upgrade the shared use path alongside the A10 between the new off-road path which connects to Trumpington and the junction of the A10 and London Road. Enhanced crossing facilities for pedestrians and cyclists are also proposed along and adjacent to the A10 in the area.

We would upgrade approximately 1.1km of shared use path on the west side of the A10. The shared use path would be 3m wide with a 1 metre buffer where the speed limit is 40mph and 3m wide with a 0.5m buffer where the speed limit is 30mph to improve safety and comfort of users. The additional space required would be taken from central hatching on the carriageway, as well as the layby between Church Road and London Road.

We are proposing a new crossing at the entrance to Hauxton Sports Club. The junction width here would also be reduced to reduce turning speeds of vehicles and make it safer and easier for pedestrians and cyclists to cross. We propose updating the signalised crossings at the junction of the A10 and St Edmunds Way to reduce delays for pedestrians and cyclists. An upgrade is proposed of the existing uncontrolled crossing on the A10 close to the junction with Church Road to improve connectivity with the residential properties on the eastern side of the road. The crossing would become a signalised toucan crossing which both pedestrians and cyclists can use. Finally, a parallel zebra crossing is proposed on Church Road to enable pedestrians and cyclists to safely transition between the south side and the existing shared use path on the north side of Church Road.

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

Q3. Do you have any comments and suggestions on the proposed design and different features for Section 1? (A10 Hauxton)

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

Section 2: Harston off-road path

For this section of the route, we are proposing an all-weather, off-road, shared-use path (subject to landowner agreement) along an existing field boundary. A grass verge is proposed alongside it for soft surface users, including horse riders. This path would provide additional connectivity with the Haslingfield Greenway and facilitate an onward connection to Harston.

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

Q4. Do you have any comments and suggestions on the proposed design and different features for Section 2? (Harston off-road path)

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

Section 3: Foxton Village

For this section of the route, we propose to make roads in the village safer and easier to cross. These include pedestrian improvements on Station Road and speed reduction measures on High Street and Shepreth Road. A new 20mph speed limit is proposed within Foxton Village. A new signalised toucan crossing for pedestrians and cyclists is proposed at the junction of the A10 and Shepreth Road.

On Station Road, the proposed pedestrian improvements include a pedestrian priority crossing at Hall Close, a raised table crossing near Challis Close, which also creates a traffic calming feature. A crossing point over the Burlington Park entrance to improve pedestrian access and safety and improved footway and pedestrian crossing provision at the junction of Station Road and High Street is also proposed.

Where the current speed limit is 30mph within the village, we propose to reduce it to 20mph. Outside the village, we propose to reduce the speed limit to 30mph along the remainder of Shepreth Road to the junction with the A10. Lower speeds will improve safety and comfort for pedestrians and cyclists.

On High Street and Shepreth Road, traffic speed reduction measures are proposed including three road narrowing points along High Street where the 20mph speed limit would be. Where the speed limit is proposed to be 30mph, two chicanes are proposed to moderate traffic speeds.

At the junction of the A10 and Shepreth Road, a new signalised toucan crossing is proposed along with a short section of new shared use path to allow pedestrians and cyclists to access the crossing safely.

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

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

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

Section 4: Shepreth Link

For this section of the route, we are proposing to reduce the speed limit on the approach to Shepreth village from the A10 along Fowlmere Road. Physical traffic reduction measures are also proposed to support the speed limit reduction. Pedestrian improvements are proposed at Shepreth Station, subject to agreement with Network Rail.

It is proposed to extend the existing 30mph speed limit on Fowlmere Road to the junction with the A10. This would create a safer, more comfortable environment for people walking and cycling between the Melbourn Greenway and the village.

To help ensure speeds do reduce, raised traffic humps are proposed on the approach to the village which are suitable for all vehicle types. Surface treatments appropriate for a rural setting are also being considered where they help could reinforce lower speeds.

Subject to agreement with Network Rail, a pedestrian crossing point is proposed at the entrance to the station car park.

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

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

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

Section 5: Melbourn Village

For this section of the route, we are proposing a 20mph speed limit on High Street in Melbourn village. Improved pedestrian facilities, including crossings are proposed along High Street. Speed reduction measures are also proposed along High Street to support the new 20mph speed limit. At the western end of the village a new shared use path would connect to the A10 and onwards towards Royston.

The proposed 20mph speed limit would cover Cambridge Road/High Street from the junctions with Back Lane and Portway. This will create a safer, more comfortable route for walking and cycling. Surface treatments appropriate for a rural setting are also being considered where they help could reinforce lower speeds. Along High Street narrow pavements (footway pinch points) would be removed, where possible, and regular improved crossing points are proposed. This includes proposed improvements to increase footway widths and improve pedestrian accessibility at the existing signalised crossing at the junction of High Street and Station Road.

At the southern edge of the village a new crossing is proposed to create a safe transition for pedestrians and cyclists to a new shared use path. This shared use path would be constructed on the existing verge on the south side of Royston Road and would connect with the A10. The path would be 3m wide with a 2m buffer to improve user safety and comfort.

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

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

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

Section 6: Meldreth Links

For this section of the Greenway, we are proposing two links to Meldreth Station, including a 20mph speed limit with speed reduction measures and improved pedestrian routes.

Changes to local roads

The proposed 20mph speed limit would cover the area between the junction of Station Road and High Street, to Meldreth Station. This will create a safer, more comfortable route for walking and cycling. Junction layouts would be narrowed and turnings would be tightened to reduce the speed of turning vehicles. Surface treatments appropriate for a rural setting are also being considered where they help could reinforce lower speeds. Improved pedestrian crossing facilities are proposed at the junction of Station Road and Station Road (towards A10) and at the entrance to Meldreth Station.

Changes to footpath and underpass

We would also upgrade the off-road footpath and underpass to Meldreth Station from Station Road. The footpath would be widened to a 3m shared use path. We have reflected on concerns raised during public engagement led by the Community Rail Partnership and propose upgraded lighting of the underpass and its approaches -as well as a reduction to the existing vegetation to improve visibility.

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

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

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

Section 7: A10 Royston Road

For this section of the route, we are proposing to provide a new shared use path alongside the A10 between the junction with Royston Road and the junction with the A505. Subject to further feasibility work, the route could connect with a walking and cycling bridge over the A505 to provide an onward connection to Royston.

The proposal is to provide approximately 2km of shared use path on the eastern side of the A10. The shared use path would be 3m wide with a 2.5 metre buffer to improve safety and comfort of users. The shared use path would be located on the existing verge.

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

Q9. Do you have any comments and suggestions on the proposed design and different features for Section 7? (A10 Royston Road)

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

Section 8: A505 Bridge

For this section of the route, we are considering a potential walking and cycling bridge across the A505 to provide onward connectivity to existing provision in Royston, Hertfordshire.

Please note that this element of the Melbourn Greenway - the A505 Bridge - is subject to further feasibility work and securing adequate funding. Further engagement on this scheme would take place once full feasibility has been completed and funding secured.

Q10. Do you have any comments or views you would like to share at this stage regarding potential connectivity to Royston, via the Melbourn Greenway?

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

Section 3 – Equality analysis

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

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

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

A large, empty rectangular box with a black border, intended for users to provide comments or suggestions on the proposals.

Section 4 – More about you

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

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

<input type="checkbox"/>	Resident in Melbourn
<input type="checkbox"/>	Resident in Meldreth
<input type="checkbox"/>	Resident in Frog End
<input type="checkbox"/>	Resident in Shepreth
<input type="checkbox"/>	Resident in Foxton
<input type="checkbox"/>	Resident in Harston
<input type="checkbox"/>	Resident in Hauxton
<input type="checkbox"/>	Resident in Trumpington
<input type="checkbox"/>	Resident elsewhere in Cambridgeshire
<input type="checkbox"/>	Resident in Royston
<input type="checkbox"/>	Resident elsewhere
<input type="checkbox"/>	Local business owner/employer
<input type="checkbox"/>	I regularly travel in the area
<input type="checkbox"/>	I occasionally travel in the area
<input type="checkbox"/>	Other (please specify)

Q15. Please indicate your age

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

Q16. Are you:

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

Q17. Would you plan to use this scheme for:

- Travel to/from work
- Travel to/from university/school/college
- Recreation
- Prefer not to say
- Other (please specify)

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

- Yes
- No
- Prefer not to say

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

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

Contact details

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

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

If you have asked to be added to our mailing list, we may send you details on the consultation results, and information about other projects and consultations. You retain the right to opt out of the mailing list at any time, either by using the self-service system or by emailing contactus@greatercambridge.org.uk

We will not sell your personal contact details or pass them to any other organisation except those directly involved in compiling and analysing the consultation responses, who will only use it to contact you in regards of this consultation.

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

Q21. Name

Q21. Email address

Q22. Post code (to identify concerns by location)

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

Yes

No

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

Yes

No

A.6. FAQ Document

1. What is happening on the route now?

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

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

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

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

The public engagement process for the Melbourn Greenway will run for four weeks, from 3rd to 28th October 2022. As part of this process, we have also been engaging with key stakeholders including local authority officers, our Non-Motorised User forums (walking, cycling, horse riding), relevant Parish Councils and Landowners, as well as Network Rail and National Highways, where appropriate.

We will also be engaging with members of the public as part of our in-person engagement events at Melbourn Hub on the 17th October 2022 and Hauxton Centre on the 20th October, plus our virtual event via Zoom on the 11th October 2022 and through this online survey. Please click the link here <https://consultcambs.uk.engagementhq.com/gcp-melbourn-greenway> to register your place.

There will be opportunities for further engagement before construction starts.

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

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

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

4. Why are you not proposing anything on the A10 at Foxton station?

That section of the Melbourn Greenway will be delivered by the Foxton Travel Hub project. The Foxton Travel Hub proposals include improvements along the A10 at Foxton, including the level crossing and the junction with Station Road.

The proposals for the Melbourn Greenway in Foxton village are therefore intended to tie-in with the Foxton Travel Hub plans to create a continuous route.

Following consultation for the Foxton Travel Hub in 2021 the project was approved by the GCP board in December 2021. The next stage for the project is to submit a planning application. For more detail about the Foxton Travel Hub project, please visit our website: Foxton Travel Hub (greatercambridge.org.uk)

5. What is proposed for the off-road footpath link to Meldreth Station?

We are proposing (subject to landowner approval) to widen the existing footpath from approximately 0.9m to a 3m shared use path connecting with Station Road and Meldreth Station. Lighting upgrades are proposed underneath the underpass and on the approach to the underpass from Station Road as well as some vegetation clearance to improve visibility.

Together, these changes should produce a higher quality direct connection to the station and improve the personal safety of users.

6. What is proposed in terms of the A505 bridge to connect with Royston – subject to funding, connectivity to Royston

Working with Hertfordshire County Council, we are investigating the feasibility and potential designs of a bridge over the A505 to provide a safer, quicker crossing on the Greenway.

We would still need to identify further funding to construct any bridge and any proposals would subject to discussing with partner councils and further public engagement, when appropriate.

Any structure across the A505 would require Hertfordshire County Council land so they would also need to be supportive of any proposal which comes forward. Further communication regarding the A505 bridge will be undertaken in the future once there is more clarity about its cost and deliverability.

Appendix B. Overview of coding framework

Table B-1 - Positive/Supportive Comments of Proposals

Support	Theme and Number of Times Codes Were Used: Positive/Supportive Comments of Proposals	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q11	Q13	Total
SUP-001	In favour of proposals (Generally)	45	44	47	37	78	72	89	125	39	14	590
SUP-002	Will improve walking and/or cycling facilities	15	3	6	0	14	13	12	8	3	1	75
SUP-003	Will encourage me to walk/cycle more	2	1	1	0	3	3	5	13	3	0	31
SUP-004	Will improve access / give new route options	0	0	3	3	5	3	0	13	1	0	28
SUP-005	Will help improve the environment / reduce emissions / pollution	0	0	0	0	0	0	0	2	1	1	4
SUP-006	Will improve access to jobs / employment	3	1	0	0	4	0	1	8	0	0	17
SUP-007	Will improve access to services (e.g. health care / essential shops)	2	3	0	1	1	0	2	8	0	0	17
SUP-008	Will improve access to education (schools / university)	3	5	0	0	4	0	1	3	2	0	18
SUP-009	Will improve bridleways / equestrian facilities	0	0	0	0	0	0	0	1	0	0	1
SUP-010	Will improve access to other villages / key locations	6	6	2	1	1	3	22	21	1	1	64
SUP-011	Will improve safety (generally)	14	5	6	3	16	8	22	33	6	4	117
SUP-012	Segregation between cyclists / motor vehicles is needed / welcomed	10	1	0	2	0	2	3	0	3	0	21

Table B-2 - General Negative Comments and Concerns

Opposition	Theme and Number of Times Codes Were Used: General Negative Comments and Concerns	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q11	Q13	Total
OPP-001	The scheme is unnecessary / not needed	2	18	9	4	11	4	9	9	5	1	72
OPP-002	In opposition of proposals (generally)	32	29	27	20	23	11	12	14	14	5	187
OPP-003	Waste of public funding / money	2	10	6	4	7	3	6	11	6	2	57
OPP-004	Concerns regarding parking removal	3	0	0	0	1	0	0	0	0	0	4
OPP-005	Scheme favours cyclists over drivers / concern of prioritising cyclists needs over drivers	9	4	3	2	5	3	4	5	1	0	36
OPP-006	Concerns for vulnerable road users (elderly/disabled)	0	1	1	1	3	2	1	0	0	1	10
OPP-007	Opposition based on concerns for safety (generally)	6	14	7	8	2	3	5	0	1	2	48
OPP-008	Concerns around equestrian users	10	5	1	1	2	1	4	3	3	0	30
OPP-009	Environmental concerns	1	11	1	1	1	2	0	0	1	0	18
OPP-010	Feels the scheme hasn't been thought through/ not suitable /doesn't make sense	0	9	1	0	2	0	1	0	3	0	16
OPP-011	Concerns around areas of shared-use space	6	6	1	1	4	0	4	0	2	0	24
OPP-012	Concerns of negative impact on historical routes	1	9	0	1	1	2	0	0	2	0	16
OPP-013	Concerns over privacy / noise / construction	0	0	0	1	0	1	0	0	0	0	2

OPP-014	Concerns relating to existing road conditions i.e., lack of road space, road deemed unsuitable / dangerous for the proposals	9	7	7	5	8	3	1	0	2	2	44
OPP-015	Concerns over reduction in speed limit	2	0	8	2	17	5	0	0	1	1	36
OPP-016	Concerns for the landowner	0	3	1	0	0	0	0	0	1	0	5

Table B-3 - Scheme Suggestions

Suggestions	Theme and Number of Times Codes Were Used: Scheme Suggestions	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q11	Q13	Total
SUG-001	Suggests wayfinding / signage / clear markings / no unnecessary signage	23	7	8	9	15	9	8	2	11	4	96
SUG-002	Suggests lighting / removal of lighting / types of lighting	12	22	3	8	6	21	9	3	9	4	97
SUG-003	Suggests providing alternative routes / extending route / new route	39	49	10	11	23	13	17	7	31	11	211
SUG-004	Suggests greenery / planting	5	3	2	2	6	4	9	1	3	2	37
SUG-005	Suggests seating	0	3	0	1	0	0	0	0	0	0	4
SUG-006	Suggests types of material surfacing	6	12	4	5	7	6	2	2	5	1	50
SUG-007	Suggests new location for a crossing / to not have a crossing	10	1	18	17	17	7	7	9	2	5	93
SUG-008	Suggests changes to speed limits / to not change speed limits	7	4	18	10	30	14	6	1	9	4	103

SUG-009	Suggests traffic calming measures / changes to traffic calming measures	1	0	4	21	23	8	1	0	5	2	65
SUG-010	Suggests further segregation between cyclists / motorists / pedestrians / equestrians	8	9	1	5	5	5	12	1	8	3	57
SUG-011	Suggests need for maintenance / bins	8	7	0	1	13	9	2	2	14	6	62
SUG-012	Suggests parking/traffic restrictions	1	1	2	1	10	0	0	0	0	1	16
SUG-013	Suggests parking removal / addition	0	1	3	0	3	0	0	0	0	0	7
SUG-014	Suggests changes to the wide of the footway / cycleway	17	2	2	6	10	16	6	2	7	2	70
SUG-015	Suggests colour contrasts	0	0	2	2	4	1	1	0	1	0	11
SUG-016	Suggests areas where visibility needs to be improved	8	3	3	8	7	5	3	1	1	0	39
SUG-017	Suggests cycle parking	0	0	1	0	2	3	0	0	0	2	8
SUG-018	Suggests the addition or removal of one way roads	0	0	1	0	0	2	0	1	0	0	4
SUG-019	Suggests bridge slope/ gradient	2	1	0	3	3	4	18	2	0	0	33
SUG-020	Suggests security cameras	0	0	0	0	0	4	0	0	0	1	5
SUG-021	Station Bridge Improvements (Section 6 only)	N/A	N/A	N/A	N/A	N/A	18	N/A	N/A	N/A	N/A	18
SUG-022	Backup option if funding is not secured for bridge (Section 8 only)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9	N/A	N/A	9

Table B-4 - Comments

Comments	Theme and Number of Times Codes Were Used: Comments Relating to GCP/CCC	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q11	Q13	Total
COM-001	General criticism of GCP / CCC	1	1	1	1	1	1	1	1	0	0	8
COM-002	Criticism of consultation (e.g. will not be listened to / won't make a difference)	0	2	1	0	1	0	1	1	2	3	11
COM-003	Criticism of consultation materials (e.g. website, leaflet, maps, and info.)	0	0	0	0	0	0	0	0	1	0	1
COM-004	Criticism of consultation accessibility (e.g. lack of access for those without internet)	0	0	0	0	0	0	0	0	0	0	0

Table B-5 - Other

Other	Theme and Number of Times Codes were Used: Other	Section 1	Section 2	Section 3	Section 4	Section 5	Section 6	Section 7	Section 8	Q11	Q13	Total
OTH-001	Not sure / do not know / confused by proposals	0	1	1	0	0	0	2	0	0	0	4
OTH-002	Nothing to add / not applicable / no comment	23	27	22	21	11	10	9	10	6	9	148
OTH-003	Need more information / question about proposals	2	5	3	0	0	0	0	1	1	0	12
OTH-004	Request for contact / conversation regarding proposals	0	0	0	0	1	0	0	0	4	0	5
OTH-005	Other (unrelated comments)	0	0	0	0	0	0	0	0	0	0	0
OTH-006	Other GCP/CCC Transport Schemes i.e. C2C/ bus ways	0	0	0	1	0	0	0	0	0	0	1

Table B-6 - EqIA

EqIA	Theme and Number of Times Codes Were Used: EqIA	Total
EQ-001	EQIA is not needed/irrelevant	0
EQ-002	Support / agree with EQIA / it's necessary	21
EQ-003	I don't understand why the EQIA / why is it needed	1
EQ-004	Comments related to those with mobility and accessibility issues	25
EQ-005	Comments relating to age	21
EQ-006	Comments relating to gender	4
EQ-007	Comments relating to race	0
EQ-008	Nothing to add / not applicable / no comment	27

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<contact info>

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