



Greater Cambridge Partnership

# Fulbourn Greenway Phase 1: Eastern Section

## Engagement Summary Report





Greater Cambridge Partnership

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# **Fulbourn Greenway Phase 1: Eastern Section**

## Engagement Summary Report

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Appendix A Fulbourn Engagement Brochure (online version)

Appendix B Fulbourn Postcard

Appendix C Fulbourn Engagement Survey

Appendix D Overview of Fulbourn coding framework



# 1 Introduction

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## Context

- 1.1.1. WSP have been commissioned by the Greater Cambridge Partnership (GCP) to develop proposals for the Fulbourn Greenway Phase 1: Eastern Section and provide public engagement support.
- 1.1.2. A four-week engagement period ran from 26 June to 21 July 2023. The engagement was undertaken to provide an update on the proposals and to understand views from the local community, wider stakeholders, and other interested parties at an early, concept design stage.
- 1.1.3. This report documents the process by which the engagement was completed, and presents the feedback received during the engagement period.
- 1.1.4. The feedback will be used to review and develop the scheme design and inform GCP's decision on how the scheme should be progressed.

## Background

- 1.1.5. A previous consultation was undertaken in 2018 which was used to inform the route alignment and design options. Responses to the consultation informed the proposals that were presented in this round of engagement.
- 1.1.6. The objectives of the Greenways are to:
  - Help to provide alternatives to the private car 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 demand 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.
- 1.1.7. For the purpose of the engagement, the route has been split into two sections and we brought forward proposals for Phase 1: Eastern Section, while we work with Network Rail on proposals for Phase 2: Western Section. The intention is to engage the public in discussions about Fulbourn Greenway Phase 2: Western Section following this liaison with Network Rail.

## The Scheme

- 1.1.8. The Fulbourn Greenway is one of twelve proposed Greenway routes which aim to make journeys more sustainable, provide healthier alternatives to the car and allow people to enjoy the Cambridgeshire countryside for leisure purposes. They will also help to make local journeys, such as school and nursery runs safer and easier.
- 1.1.9. The schemes aim to deliver positive impacts by enhancing routes and facilities for active travel, to support more people to make greener, cheaper, healthier journeys as part of the vision for Greater Cambridge.
- 1.1.10. Fulbourn Greenway Phase 1: Eastern Section is designed to provide a safer and more convenient route for pedestrians and cyclists, spanning a distance of approximately 2.75 kilometres. It originates from Fulbourn village and extends to Yarrow Road, passing through Fulbourn Old Drift. The Fulbourn Greenway Phase 1: Eastern Section ends before the level crossing at Yarrow Road.
- 1.1.11. The Phase 1: Eastern Section proposals include:
- A 20mph speed limit from Fulbourn village up to Yarrow Road to improve safety.
  - Cycle-friendly speed bumps along Cow Lane and Hinton Road at 50-70 metres intervals (avoiding existing accesses and junctions), to reduce vehicle speeds.
  - Widening the existing cycle bypass at Cow Lane / Hinton Road junction to two metres to provide a safer environment for eastbound cyclists to continue along the carriageway.
  - Introducing a one-way cycle track at the Fulbourn Old Drift / Hinton Road junction for westbound cyclists to separate them from the carriageway, and offer a safer waiting area at the junction with improved visibility.
  - Improved surfacing of the existing shared-use path north of the Tesco superstore carpark (between Fulbourn Old Drift and Yarrow Road).
  - Identifying opportunities for landscaping and public realm improvements, including planting to make the route attractive and support biodiversity.
  - No changes to parking.

## 2 Engagement process

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2.1.1. This chapter outlines the process, activities and documentation used to deliver and support the most recent engagement process in 2023, for the Fulbourn Greenway Phase 1: Eastern Section.

### Engagement objectives

2.2.1. The key objectives for the most recent engagement exercises undertaken for the Fulbourn Greenway Phase 1: Eastern Section route is outlined below. These priorities were considered in all engagement communications and materials.

- 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 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;
- Ensure all engagement and communication is recorded and reported, as necessary.

### Engagement activities

2.2.2. Prior to the engagement period, a range of key stakeholders associated with the Fulbourn Greenway Phase 1: Eastern Section were engaged with and will continue to be engaged with as the project progresses.

2.2.3. Key stakeholders identified include partner authorities, council members, parish councils, representatives of walking, cycling and equestrian groups, and owners of land where access agreements are needed to operate or construct the route.

2.2.4. Further details of key stakeholders' groups engaged with to date are detailed in Section 2.4.1.

## Who was engaged with and when?

2.2.5. Table 2-1 summarises key stakeholders and groups engaged with to date related to Phase 1 of the Greenway, and when.

**Table 2-1 – Engagement Summary**

Timeline	Group or Organisation / Event	Date
Pre-Public Engagement	Cambridgeshire County Council Planning Workshop	June 2023
	Non-Motorised User Group workshop	June 2023
	Councillors Briefing	June 2023
During Public Engagement	Public Drop-in Event	13 July 2023
	Online Public Event	4 July 2023

## Engagement materials and promotion

2.2.6. Supporting engagement materials were produced to inform and invite feedback on the proposals from key stakeholders and members of the public. Materials included a brochure, postcard, maps, technical drawings, a survey and a banner.

2.2.7. The brochure, technical drawings and a word version of the survey were uploaded to the ConsultCambs online engagement platform along with a Frequently Asked Questions document and information about event dates:

<https://consultcambs.uk.engagementhq.com/gcp-fulbourn-greenway-phase-1>

2.2.8. Alternative formats and hard copies of the materials were available upon request, with details provided in the brochure on how to obtain these. Hard copy surveys and brochures were also on offer at the engagement event to ensure accessibility for all.

2.2.9. To promote the engagement, the following was undertaken:

- A postcard was delivered to just over 3,000 properties advertising the engagement and inviting residents to provide feedback on the proposals;
- Postcards were delivered to properties in the Fulbourn area, as well as properties in areas adjacent to the route;
- A press release was issued to local media;
- The engagement was promoted on the GCP’s social media accounts and through the GCP’s mass email platform.

2.2.10. A copy of the engagement brochure, the promotional postcard, the survey and a breakdown of the coding framework are provided as Appendices A to D of this report.

## Online engagement

2.2.11. A total of 930 people visited at least one Fulbourn engagement webpage during the engagement period. Table 2-2 provides a breakdown of engagement with the webpages.

**Table 2-2 – Website Figure Downloads General Documents**

Engagement Tool Name	Visitors	Downloads/Views
Fulbourn Greenway Phase 1 Eastern Section Brochure.pdf	226	252
Key dates document	29	33
Frequently asked questions document	22	31

2.2.12. Table 2-3 provides a breakdown of figures for the Fulbourn Greenway Phase 1: Eastern Section survey documents on the engagement webpage.

**Table 2-3 – Website Figure Downloads Fulbourn Documents**

Engagement Tool Name	Visitors	Downloads/Views
Fulbourn Greenway Phase 1 Engagement survey.docx	10	14
Fulbourn Greenway Phase 1: Eastern Section Overview Map.jpg	433	464
Fulbourn Greenway - Section 1 Cow Lane.pdf	88	102
Fulbourn Greenway - Section 2 Hinton Road Junction.pdf	77	88
Fulbourn Greenway - Section 3 Fulbourn Old Drift Hinton Road Junction.pdf	104	118
Fulbourn Greenway - Section 4 Fulbourn Old Drift.pdf	84	96
Fulbourn Greenway - Section 5 Tesco Path (up to Yarrow Road).pdf	101	110

## 3 Analysis and methodology

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3.1.1. This chapter summarises the methodology for data collation and analysis.

### Data collation

- 3.1.2. The primary means of providing feedback was via a survey, which was hosted online. Hard copies were also made available upon request. The survey contained a combination of closed questions (where respondents select their answers from a defined list), and open questions (where respondents provide a free text answer). This allowed respondents the opportunity to explain the reasons for their choices in more detail. Further written responses were also accepted via email and post.
- 3.1.3. The Fulbourn Greenway Phase 1: Eastern Section was divided into five different sections as part of the survey. This allowed respondents to provide direct comments relating to a specific section. Each survey section outlined specific route proposals in detail. Respondents were asked to rate their support for section features on a scale from Strongly Support to Strongly Oppose (including Don't Know) and provide specific feedback through an open question.

### Closed question analysis

- 3.1.4. Survey respondents were asked a number of closed questions in relation to different elements of the scheme. Closed questions also included standard demographic-related questions.
- 3.1.5. Please note that the decimal figures have been rounded to whole numbers and may mean that some percentages may not add up to 100%.

### Open question analysis

- 3.1.6. Free-text responses provided in response to the open questions can be complex to analyse and interpret. However, detailed free text answers provide valuable insight into respondents' opinions. To ensure comprehensive analysis for open questions, all free-text responses were 'coded' to identify common themes. These codes were then analysed to identify the most frequently recurring areas commented on.
- 3.1.7. The following stages were taken to develop a coding framework for analysis of the free text answers:
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 area 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.
- 3.1.8. An analysis of the open / free text questions is provided in Section 5 below. It should be noted the total number of coded mentions might differ from the total number of responses given, as some respondents may have mentioned more than one theme in their comments.
- 3.1.9. Some comments were received that offered no further comments on the proposals, therefore the base for each question has been adjusted to exclude these from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data.

## **Written responses**

- 3.1.10. 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.

## **Quality assurance**

### **Data integrity**

- 3.1.11. A visual check of the raw data also showed there to be no unusual patterns. For example, there were no large blocks of identical answers submitted at a similar time to indicate that any respondents or answers received were not authentic.
- 3.1.12. The date and time stamps of submissions showed no unusual patterns.

## 4 Respondents

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4.1.1. This chapter summarises the number of responses received throughout the engagement period, respondent demographics and the capacity in which they responded.

### Level of response

4.1.2. A total of 179 responses were received, to both the online and hard copy versions of the survey (178 survey responses via the online survey and 1 hard copy survey response). Hard copies of the survey were manually inputted into the system by a member of the team and have been included in the analysis below.

4.1.3. Survey responses were received from individuals, representatives of business groups and elected representatives. Responses comprised of:

- 174 individuals (97%)
- 5 representatives of a business, voluntary organisation or group (3%)

4.1.4. Table 4-1 below summarises the different types of interest in the project. 136 individuals chose to answer this question and 288 responses were received.

4.1.5. It should be noted that the number of responses (288) exceed the total number of individual respondents (136) because respondents had the option to select multiple answers.

**Table 4-1 – Respondent Types**

Type of Respondent	Frequency	Percentage
Resident in Fulbourn	73	25%
I regularly travel in the area	65	23%
Resident in Cherry Hinton (Cambridge)	33	11%
Resident elsewhere in Cambridge	32	11%
I occasionally travel in the area	21	7%
Work nearby	17	6%
Resident in Romsey (Cambridge)	13	5%
Resident elsewhere	10	3%
Work in Fulbourn	9	3%
Other (please specify)	8	3%
Resident in Petersfield (Cambridge)	3	1%
Resident in Little Wilbraham	2	1%
Resident in Teversham	1	<1%



Type of Respondent	Frequency	Percentage
Local business owner/employer	1	<1%

- 4.1.6. The results indicate that the highest level of interest in the Fulbourn Greenway Phase 1: Eastern Section proposals was from residents in Fulbourn, garnering 25% (73 responses) of the total.
- 4.1.7. The second highest respondent type, with 23% (65 responses) was from people regularly travel in the area, followed by residents in Cherry Hinton who accounted for 11% (33 responses).
- 4.1.8. Of the 3% (8 responses) who answered 'Other (please specify)', the following reasons for interested in the scheme were submitted:
- The British Horse Society.
  - Cycling across the city for pleasure several times a week.
  - Staff use this section to commute between Fulbourn and the Cambridge rail station.
  - Moving to Fulbourn or Cherry Hinton is a consideration, visiting friends and shops in the area.
  - Regular cycling in the area is part of the routine.
  - Working in education, the hope is to make the village safer for children to navigate independently, including trips to Cambridge and the surrounding villages.
  - Representing a national charity working to improve all routes for non-motorised users.

## Business and organisations

- 4.1.9. A total of eight businesses and organisations responded to the survey. They include:
- Arm Cambridge Bicycle User Group
  - Boyd & Associates Limited
  - British Horse Society
  - Camcycle - Cambridge Cycling Campaign
  - CTC Cambridge
  - Fulbourn Forum
  - Historic England
  - The Trails Trust, Registered Charity No. 1094139

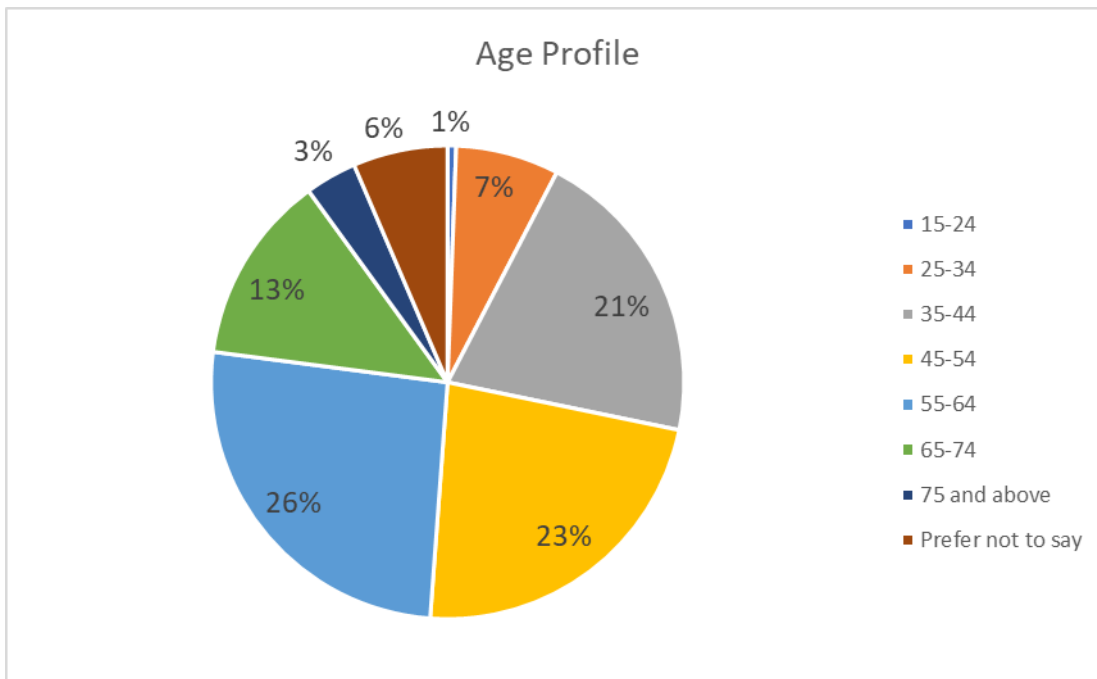
## Respondent profile

- 4.1.10. This section details respondent demographics. Data was collected using the 'More About You' questions in the survey. These were optional.
- 4.1.11. Respondents were asked to indicate their age, employment status, health limitations and postcodes. The results can be seen in the figures overleaf.

### Age profile of respondents

- 4.1.12. A total of 170 respondents disclosed their age. Of these, the largest group is the 55-64 age category, which accounted for 26% (44 respondents) of the total. This was followed closely by the 45-54 age group with 23% (39 respondents).
- 4.1.13. The 35-44 age bracket constitutes 21% (35 responses), while respondents aged 65-74 make up 13% (22 responses) of the total. Additionally, the 25-34 age group represents 7% (12 responses).
- 4.1.14. A smaller demographic includes individuals aged 75 and above, contributing 3% (6 responses). Additionally, those aged 15-24 account for 1% (1 respondent).
- 4.1.15. A total of 6% (11 responses) chose not to disclose their age.

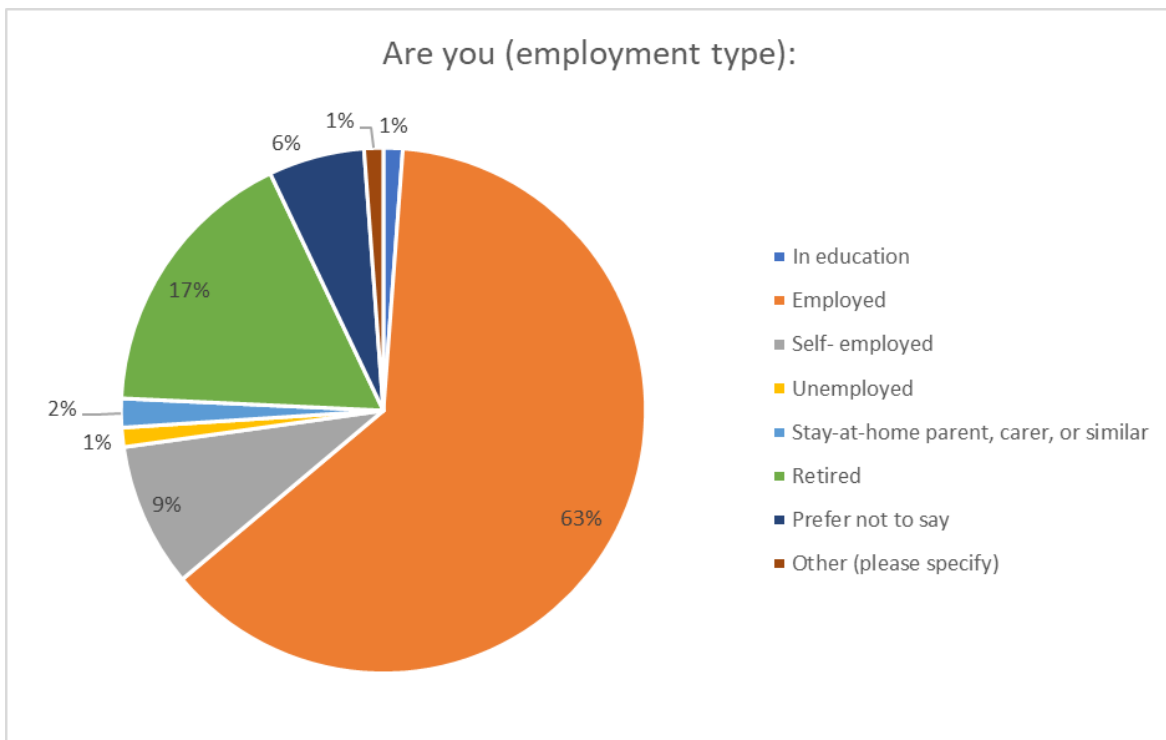
**Figure 4-1 – Age Profile of Respondents (170 responses received)**



### Employment status of respondents

- 4.1.16. A total of 170 responses were provided for employment type.
- 4.1.17. The largest proportion of respondents are employed, comprising 62% (106 responses). Being retired is the second-largest category, accounting for 17% (29 responses).
- 4.1.18. 9% (15 responses) selected self-employment as their responses, 6% (11 responses) preferred not to disclose their employment status, 1% (2 responses) are 'In education,' 2% (3 responses) are 'Stay-at-home parents, carer, or similar,'.
- 4.1.19. Additionally, and 1% (2 responses) stated that they are unemployed.
- 4.1.20. The 1% (2 responses) who stated 'Other' specified their employment status as:
  - Part-retired (part-time worker)
  - Between jobs

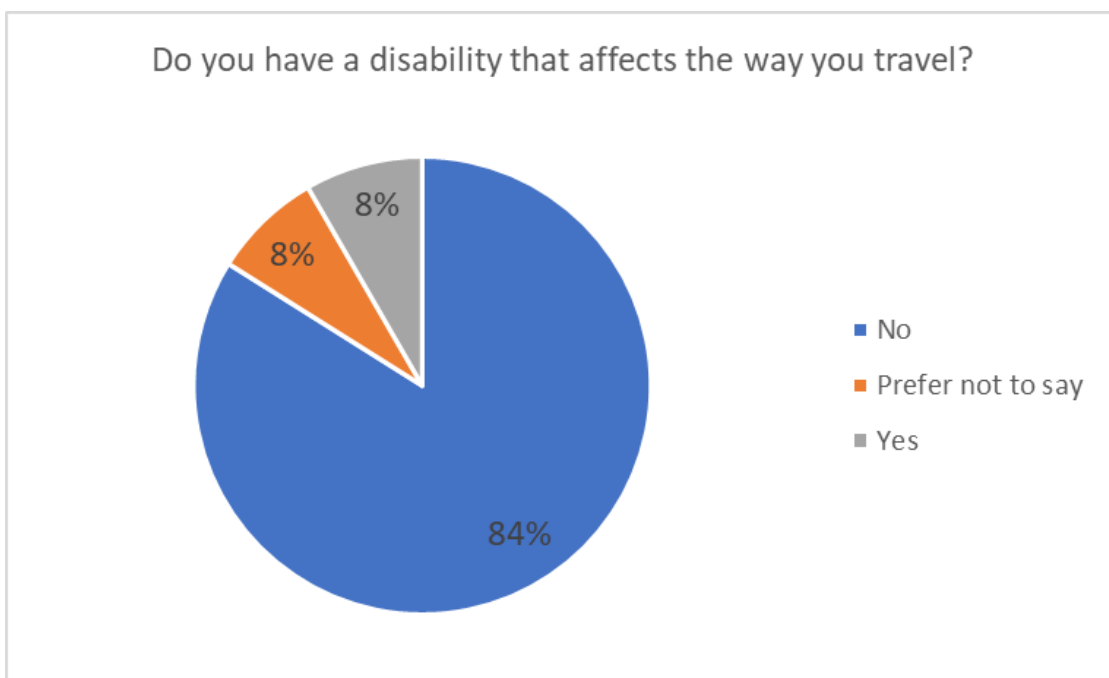
**Figure 4-2 – Employment status of Respondents (170 responses received)**



### Health limitations to travel

- 4.1.21. Respondents were also asked if they consider themselves to have a disability that affects the way in which they travel. A total of 169 responses answered this question.
- 4.1.22. Figure 4-3 illustrates that most respondents 84% (142 responses), do not consider themselves to have a disability that affects the way in which they travel.
- 4.1.23. In contrast, 8% (14 responses) do consider themselves to have a disability that affects the way in which they travel.
- 4.1.24. The remaining 8% (13 responses) preferred not to say.

**Figure 4-3 – Health Limitations to Travel (169 responses received)**



### Use of the scheme

- 4.1.25. The 'More about you' questions also asked respondents whether they would use this scheme to travel for work, education, recreational travel, or other trip purposes. This question received 290 responses.
- 4.1.26. It should be noted that the number of responses (290) exceed the total number of individual respondents (179) because respondents had the option to select multiple answers. This indicates that people who participated in the survey found out about the engagement through multiple sources.
- 4.1.27. As shown in Figure 4-4, the most frequently selected response was 42% (122 responses) indicated that their primary use of the scheme would be for recreational purposes.

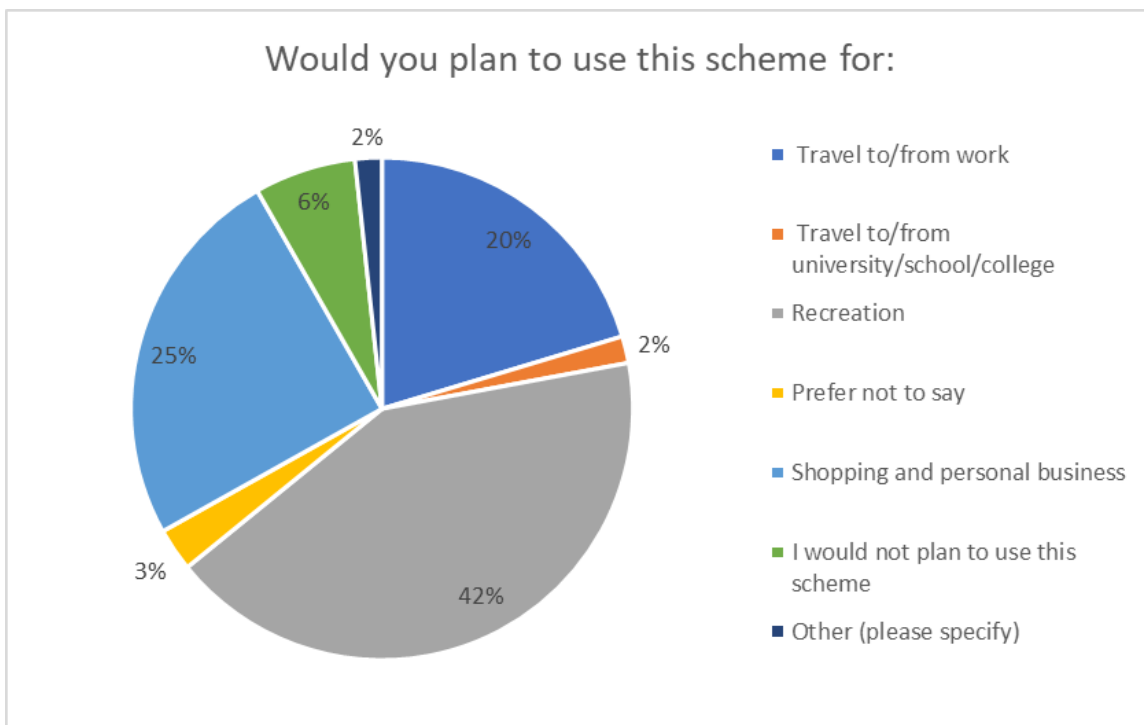
Following this, 25% (72 responses) mentioned that they plan to use the scheme for shopping and personal business. Additionally, travel to/from work was indicated as a planned use of the scheme by 20% (59 responses).

4.1.28. A total of 7% (19 responses) stated that they would not plan to use this scheme. 3% (8 responses) preferred not to disclose their planned use, while 2% (5 responses) indicated they would use for travelling to/from university/school/college.

4.1.29. 2% (5 responses) indicated 'Other' as their planned use. Some specific uses mentioned by these respondents include:

- Taking kids to nursery and other parenting related activities such as doctors/dentists/food shops etc
- Transporting items using the bike
- Travel to see relatives
- Visiting people/areas/businesses in and beyond Fulbourn.

**Figure 4-4 – How respondents plan to use this scheme (290 contributions received)**



## Postcodes

4.1.30. Finally, respondents were also asked for the first four or five characters of their postcode to provide a geographical representation of respondents.

4.1.31. In total 179 respondents disclosed their postcode. Table 4-2 summarises the geographical representations of respondents and the number of respondents per postcode area.

**Table 4-2 – Postcode Areas**

Postcode Areas	# of Respondents
CB21	75
CB1	64
CB4	10
CB2	7
CB22	5
CB5	3
CB25	3
CB24	3
CB8	3
CB23	1
LU2	1
CB10	1
PE38	1
N168	1
PE9	1

4.1.32. As shown in Table 4-2, the four most frequently listed postcodes included CB21, CB1 and CB1 4 (combined 149 responses, 83%)

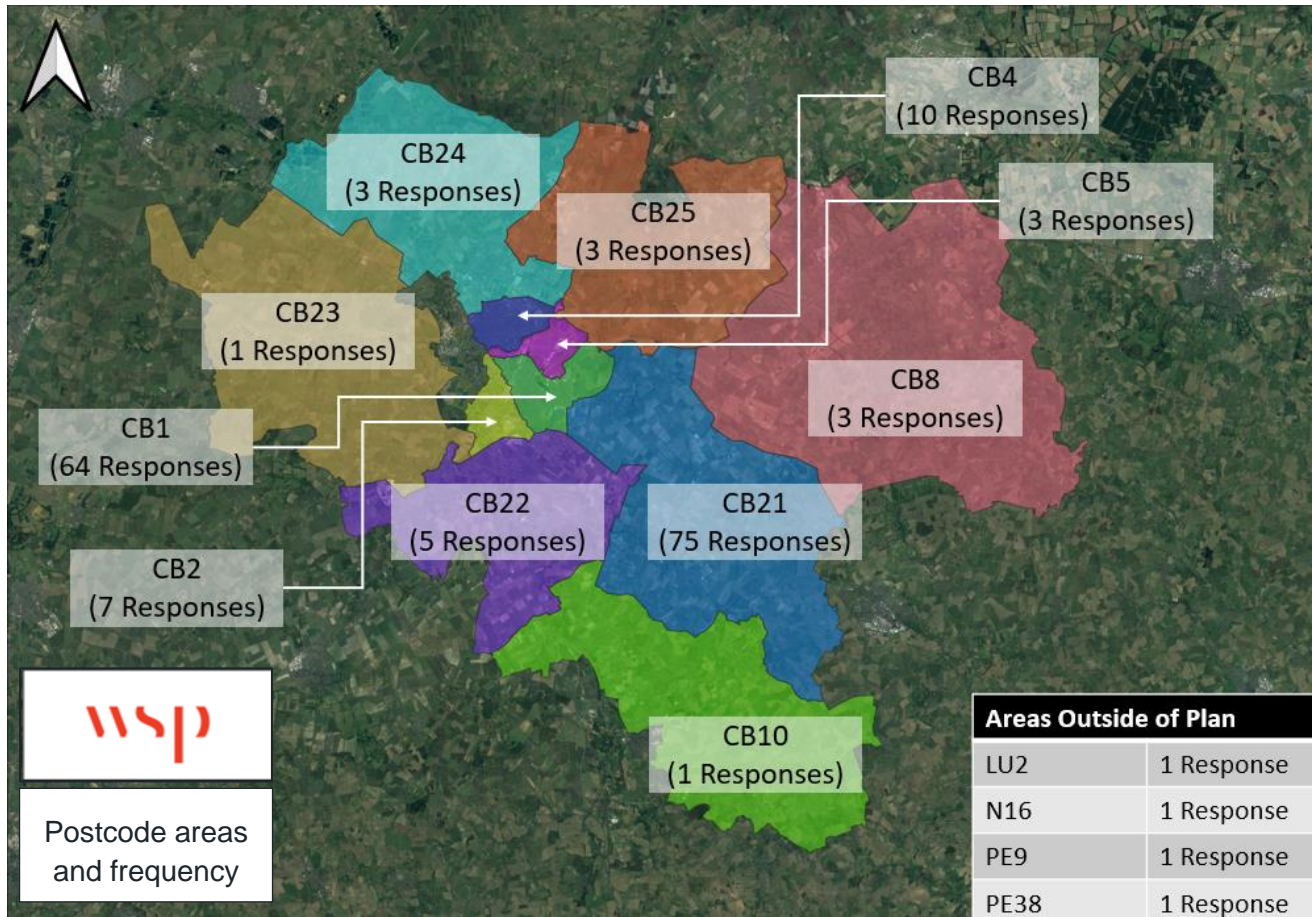
4.1.33. The postcodes "CB21" and "CB1" are located in and around the city of Cambridge in Cambridgeshire, England. A general overview of the areas covered by each postcode:

- CB21: This postcode area encompasses the south-eastern part of Cambridge, as well as a number of surrounding villages and rural areas. Some of the villages that may fall within the CB21 postcode area include Fulbourn, Linton, Abington, and Sawston, among others.
- CB1: This postcode area covers central Cambridge and includes parts of the city centre, as well as the University of Cambridge. It extends to the south, west, and east of the city centre, covering both residential and commercial areas.

4.1.34. Figure 4-5, shown overleaf, provides a map of the postcodes from the local area and their respective number of responses which are detailed in Table 4-2 – Postcode Areas

4.1.35. One respondent did not disclose their postcode as part of the survey.

**Figure 4-5 – Postcode areas and frequency**

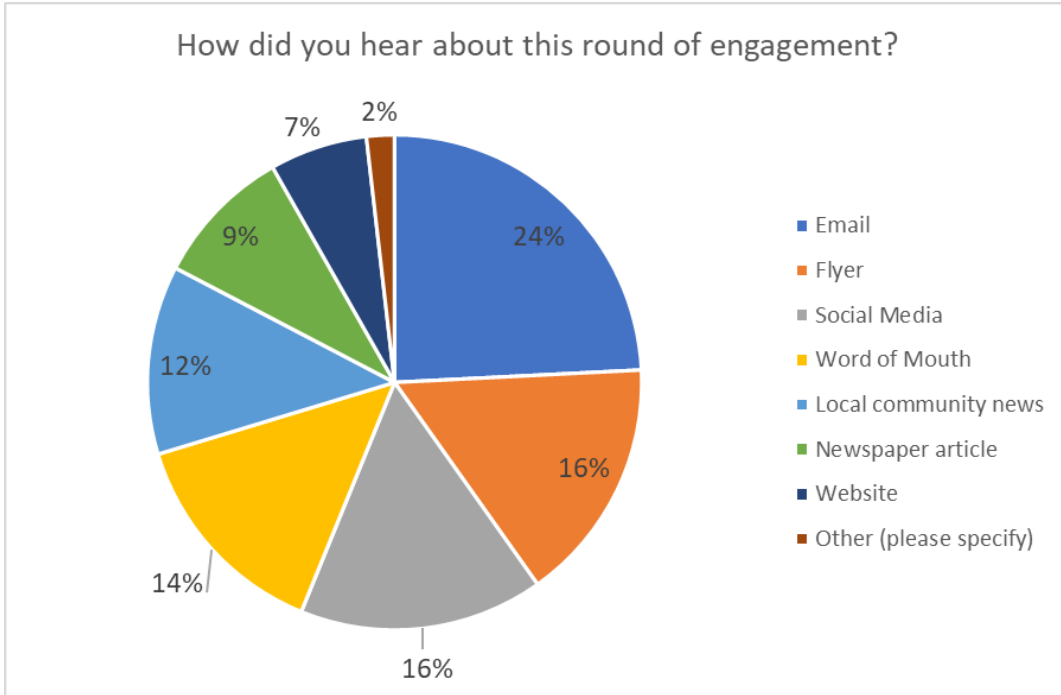


## How respondents found out about the engagement

- 4.1.36. Participants were asked about how they found out about the engagement. This question received 220 responses.
- 4.1.37. It should be noted that the number of responses (220) exceed the total number of individual respondents (179) because respondents had the option to select multiple answers. This indicates that people who participated in the survey found out about the engagement through multiple sources.
- 4.1.38. As illustrated in
- 4.1.39. Figure 4-6, the most common source was via email, accounting for 24% (53 responses) of the total. Social media followed closely with 16% (35 responses), while the flyer was mentioned by 16% (35 responses).
- 4.1.40. Word of mouth garnered 14% (31 responses) of the total, while local community news collected 12% (27 responses).
- 4.1.41. Newspaper articles and website mentions received 9% (20 responses) and 6% (14 responses) respectively. Newspaper adverts accounted for the smallest percentage with <1% (1 response) and as such has not been included in Figure 4-6.
- 4.1.42. Of the 2% (4 responses) were informed about the engagement from 'another source', some of which have been specified below:
- Work email and note through the door.
  - Camcycle membership
  - Stakeholder connection

### Figure 4-6 – How respondents found out about the engagement (220 responses)





## 5 Fulbourn Greenway Phase 1: Eastern Section

- 5.1.1. This chapter summarises the feedback received on the proposals for the Fulbourn Greenway Phase 1: Eastern Section within the engagement survey.
- 5.1.2. It should be noted that not all respondents provided feedback on all sections of the route. Therefore, the number of respondents vary between 78 and 112 for each section.

**Figure 5-1 – Fulbourn Greenway Phase 1: Eastern Section Breakdown**



## 6 Section 1: Cow Lane

- 6.1.1. Questions for Section 1: Cow Lane were broken down to two elements. The first element asked respondents to rank the proposals on a five-point scale from Strongly Support to Strongly Oppose and including Don't Know.
- 6.1.2. The second element asked respondents to detail any further comments relating to the proposals and provided an opportunity for them to include an open response. An analysis of both the closed and open questions for Section 1: Cow Lane has been detailed below.

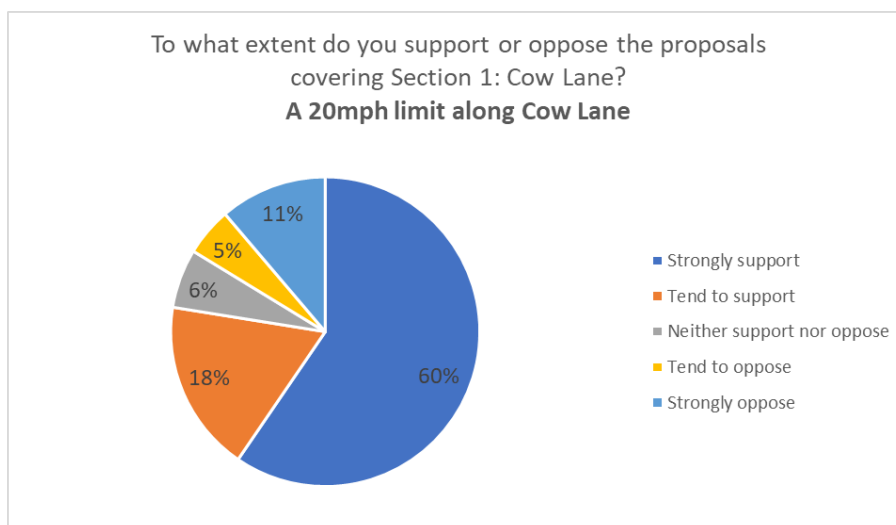
### Closed Question Analysis for Section 1: Cow Lane

- 6.1.3. The first question asked to respondents was to rank the proposals against the question: To what extent do you support or oppose the proposals covering Section 1: Cow Lane?

#### A 20mph limit along Cow Lane

- 6.1.4. There was a total of 179 responses to the question regarding the proposed 20mph limit along Cow Lane.
- 6.1.5. As shown in Figure 6-1, a significant majority 60% (106 responses) expressed strong support for the proposed speed limit. Additionally, 18% (32 responses) of respondents tended to support the idea.
- 6.1.6. Only 5% (10 responses) indicated a tendency to oppose the 20mph limit, and 11% (20 responses) selected 'strongly oppose'.
- 6.1.7. A small portion, 6% (11 responses), indicated a neutral stance, neither supporting nor opposing the proposition.
- 6.1.8. There were no respondents who selected 'don't know' as a response. As such, this option has not been displayed on Figure 6-1.

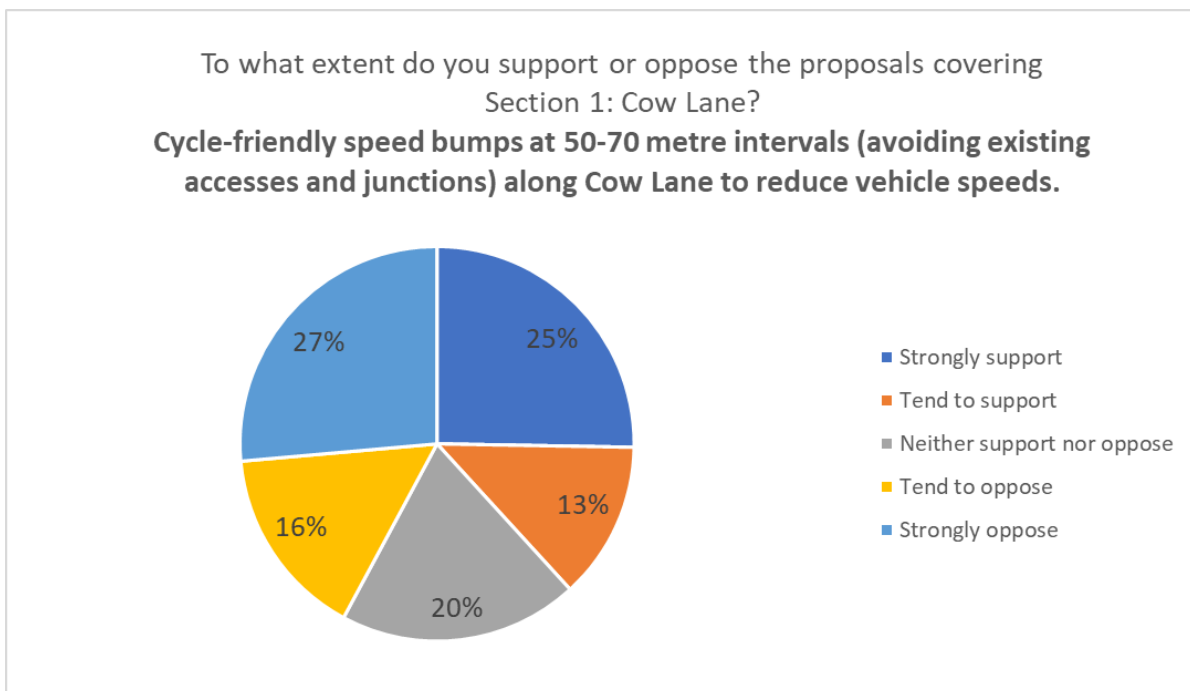
**Figure 6-1 – How respondents felt about a 20mph limit along Cow Lane**



**Cycle-friendly speed bumps at 50-70 metre intervals (avoiding existing accesses and junctions) along Cow Lane to reduce vehicle speeds**

- 6.1.9. There was a total of 178 responses to the question regarding the proposed cycle-friendly speed bumps along Cow Lane. As shown in Figure 6-2, opinions on the proposed feature garnered strong support from 25% (45 responses). Similarly, 13% (23 responses) indicated a tendency to support the proposal.
- 6.1.10. In contrast to this, 16% (28 responses) of participants tended to oppose, while 26% (47 responses) expressed strong opposition.
- 6.1.11. 20% (35 responses) maintained a neutral stance, neither supporting nor opposing the proposition.
- 6.1.12. There were no respondents who selected ‘don’t know’ as a response. As such, this option has not been included on Figure 6-2.

**Figure 6-2 – How respondents felt about cycle-friendly speed bumps at 50-70 metre intervals**



## Open Question Analysis for Section 1: Cow Lane

- 6.1.13. Respondents were given the opportunity to provide additional feedback on the proposals. This was a free text question where responses have been coded accordingly, as described in section 3.4.1
- 6.1.14. A total of 110 respondents provided comment which resulted in 203 coded comments. The below percentages are based on the total number of coded comments (mentions) however one of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data. Table 6-1 shows the top five emerging themes and their corresponding number of mentions.

**Table 6-1 – Top 5 Emerging Themes and their corresponding number of mentions**

Theme	number of mentions	percentage of mentions
Less speed bumps than currently proposed/ no additional speed bumps	41	20%
Maintenance concerns	25	12%
Comments regarding traffic calming measures	20	10%
Improvements to footways / cycleways	17	8%
Changes to route including alternative route, extending route, new route and/or reconfiguring route	12	6%

### **Theme 1: Less speed bumps than currently proposed/ no additional speed bumps**

- 6.1.15. A total of 20% (41 mentions) commented that they would prefer less speed bumps than is currently proposed or no additional speed bumps. Of these, eight respondents said that they felt the additional speed bumps would cause further noise and environmental pollution, and therefore they couldn't support the amount of speed bumps proposed.
- 6.1.16. Ten of the 41 coded mentions suggested alternative traffic calming measures such as chicane type buildouts, width restrictors and buildouts with cycle by-passes.

### **Theme 2: Maintenance concerns**

- 6.1.17. A total of 12% (25 mentions) were commented that current maintenance is needed within the area. Feedback received was mainly around existing maintenance of roads, footways and cycleways. Specifically, concerns were raised regarding potholes which are currently in the roads and maintenance of the planting in-situ.

### **Theme 3: Comments regarding traffic calming measures**

6.1.18. A total of 10% (20 mentions) suggested further calming measures or different traffic calming measures. These suggestions included those described in 5.2.11, as well as buildouts with speed bumps and bollards.

### **Theme 4: Improvement to footways / cycle ways**

6.1.19. A total of 8% (17 mentions) suggested different improvements to the current footways. These suggestions included, widening of footways, narrowing of the carriageway, continuous footways over junctions and improving the (currently) steep camber.

6.1.20. One comment went into further detail by mentioning specific streets. They said they'd like to see continuous footways provided across the following roads: Pierce Lane, Greater Foxes, Highfield Gate, Stansfield Gardens, Cox's Drove and the Pines to create safer crossings.

### **Theme 5: Changes to route including alternative route, extending route, new route and/or reconfiguring route**

6.1.21. A total of 6% (12 mentions) suggested an alternative route, extending the proposed route, a totally new route or reconfiguration of the existing route.

6.1.22. Pierce Lane was mentioned nine times as an alternative route, with many comments suggesting that Cow Lane was inappropriate for this type of proposal and many cyclists use Pierce Lane. Comments included the following:

*"I know the route has been fixed now - but I would say that in many ways Pierce Lane would be a better route as more cyclists & pedestrians are likely to travel that way, eg to the school"*

*"Cow Lane would probably not be used by cyclists, who would take the shorter Pierce Lane option to the village."*

## 7 Section 2: Hinton Road

- 7.1.1. Questions for Section 2: Hinton Road were broken down to two elements. The first element asked respondents to rank the proposals from Strongly Support to Strongly Oppose and including Don't Know.
- 7.1.2. The second element asked respondents to detail any further comments relating to Section 2: Hinton Road and provided an opportunity for them to include an open response. An analysis of both the closed and open questions for Section 2: Hinton Road has been detailed below.

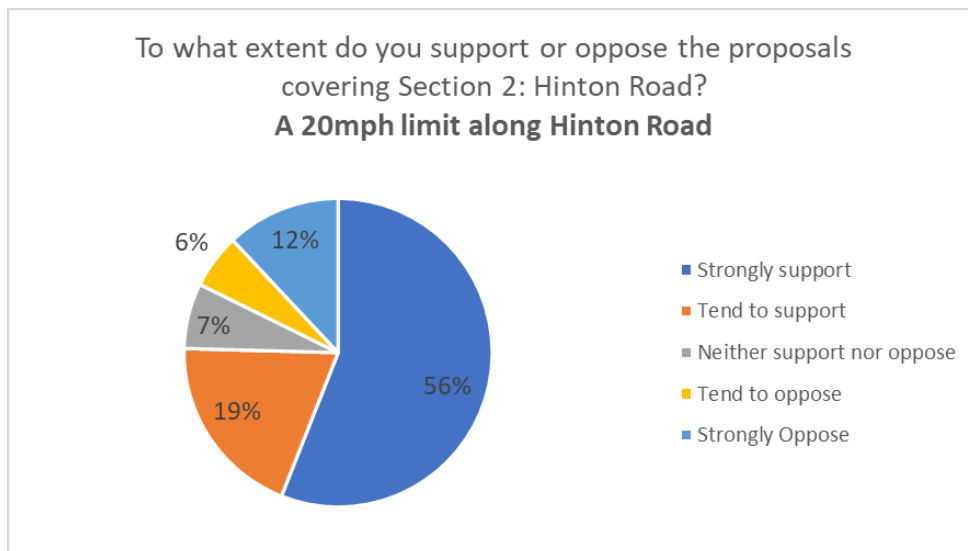
### Closed Question Analysis for Section 2: Hinton Road

- 7.1.3. The second question asked to respondents was to rank the proposals against the question: To what extent do you support or oppose the proposals covering Section 2: Hinton Road?

#### A 20mph limit along Hinton Road

- 7.1.4. There was a total of 176 responses to the question regarding ranking the proposed 20mph limit along Hinton Road.
- 7.1.5. As illustrated in Figure 7-1, over half of respondents 56% (98 responses), expressed strong support and a further 19% (34 responses) indicated a tendency to support the proposal.
- 7.1.6. A smaller portion, 6% (11 responses), indicated a tendency to oppose the speed limit's implementation. Furthermore, 12% (21 responses) expressed strong opposition. 7% (12 responses) of respondents maintained a neutral stance, neither supporting nor opposing the proposition.
- 7.1.7. There were no respondents who selected 'don't know' as a response. As such, this option has not been displayed on Figure 7-1.

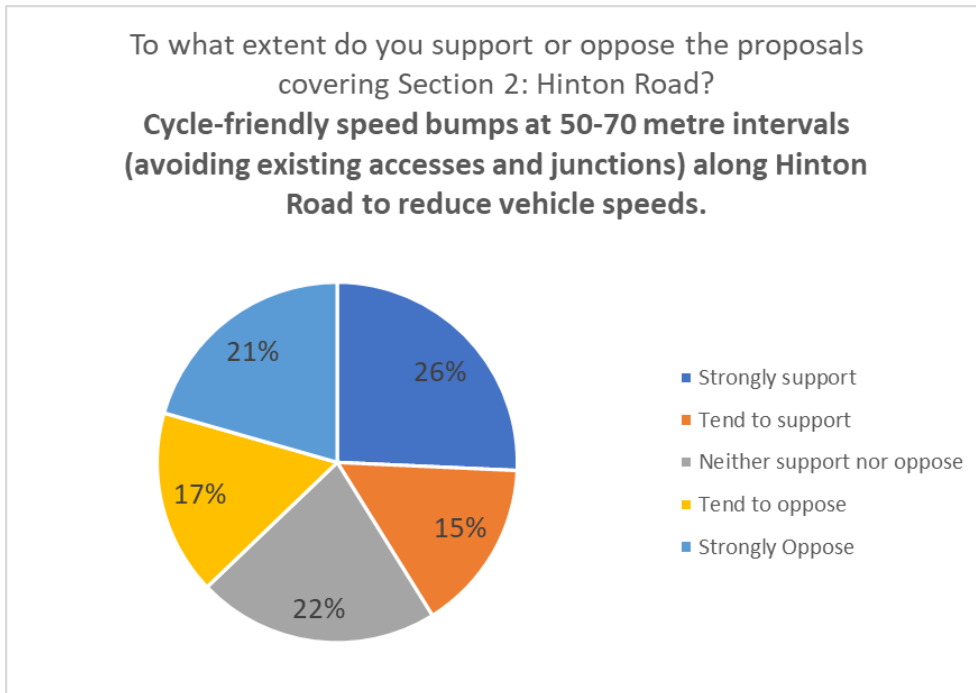
**Figure 7-1 – How respondents felt about a 20mph limit along Hinton Road.**



**Cycle-friendly speed bumps at 50-70 metre intervals (avoiding existing accesses and junctions) along Hinton Road to reduce vehicle speeds**

- 7.1.8. There was a total of 176 responses to the question regarding ranking the proposed introduction of cycle-friendly speed bumps at intervals of 50-70 meters along Hinton Road.
- 7.1.9. As seen in
- 7.1.10. Figure 7-2, a notable proportion, constituting 26% (45 responses), expressed strong support while an additional 15% (27 responses) indicated a tendency to support the proposal.
- 7.1.11. 17% (29 responses) of participants indicated a tendency to oppose the implementation of the cycle-friendly speed bumps, while 21% (37 responses) expressed strong opposition.
- 7.1.12. 22% (38 responses) of respondents remained neutral, neither supporting nor opposing the proposition.
- 7.1.13. There were no respondents who selected ‘Don’t Know’ as a response. As such, this option has not been displayed on Figure 7-2.

**Figure 7-2 – How respondents felt about cycle-friendly speed bumps at 50-70 metre intervals along Hinton Road**

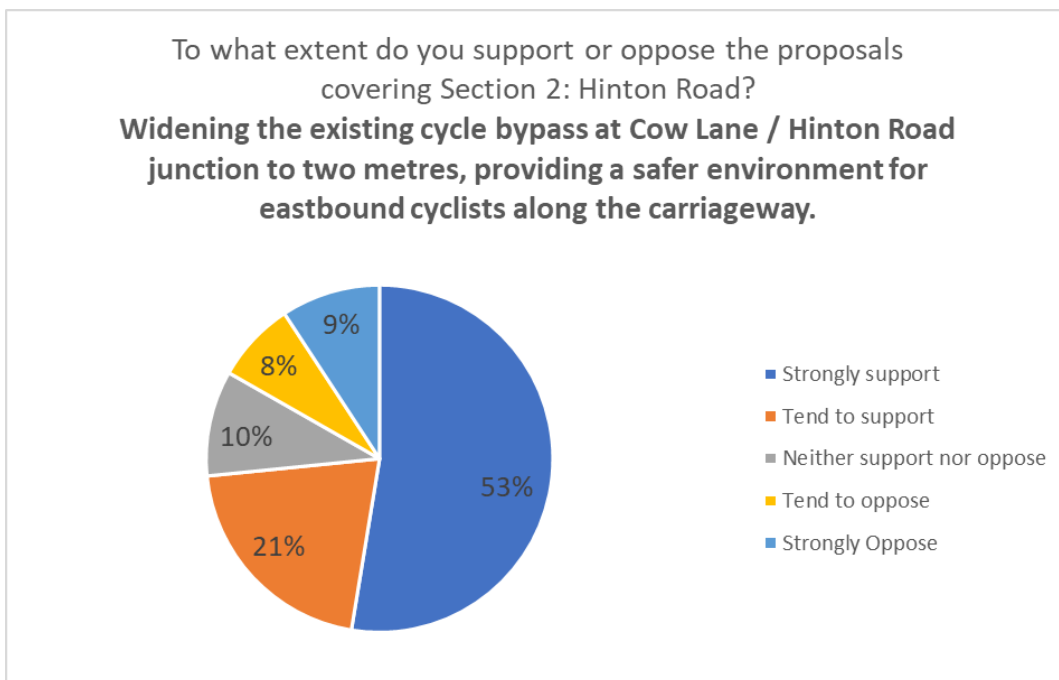




**Widening the existing cycle bypass at Cow Lane / Hinton Road junction to two metres, providing a safer environment for eastbound cyclists along the carriageway**

- 7.1.14. There was a total of 174 responses to the question regarding ranking the proposed Widening the existing cycle bypass at Cow Lane / Hinton Road junction.
- 7.1.15. As illustrated in Figure 7-3, the majority, comprising 53% (91 responses), expressed strong support for the proposed initiative, while a further 21% (36 responses) indicated a tendency to support the proposal.
- 7.1.16. A smaller proportion, 8% (14 responses), tended to oppose, while 9% (16 responses) expressed strong opposition.
- 7.1.17. Notably, 10% (17 responses) of respondents remained neutral, neither supporting nor opposing the proposition.
- 7.1.18. There were no respondents who selected ‘Don’t Know’ as a response. As such, this option has not been displayed on Figure 7-3.

**Figure 7-3 – How respondents felt about widening the existing cycle bypass at Cow Lane / Hinton Road junction**



## Open Question Analysis for Section 2: Hinton Road

7.1.19. Section 2 asked respondents to provide any other comments on the proposals along Hinton Road.

7.1.20. This was a free text question with responses coded, as described in section 3.4.1

7.1.21. A total of 88 respondents provided comments which resulted in 161 coded comments. The below percentages are based on the total number of coded comments (mentions) however four of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data. Table 7-1 shows the top 5 emerging themes and their corresponding number of mentions.

**Table 7-1 – Top 5 Emerging Themes and their corresponding number of mentions**

Theme	number of mentions	percentage of mentions
Improvements to footways / cycleways	18	11%
Teversham Road Junction should be redesigned	15	10%
Comments regarding traffic calming measures	12	8%
Maintenance concerns	10	6%
Comments regarding planting and greenery	8	5%

### Theme 1: Improvements to footways/cycleways

7.1.22. A total of 11% of coded mentions for this section (18 mentions) suggested that current footways/cycleways need improvement. The type of improvements suggested are as follows:

- continuous footways (11 mentions)
- wider footways (7 mentions)
- create paths with separate cycle track (3 mentions)
- continuation of the footways along Hinton Road (to the Hat and Rabbit) (2 mentions)
- wider cycle by-pass (3 mentions)
- dropped kerbs should be installed (1 mention)

### Theme 2: Teversham Road Junction should be redesigned

7.1.23. Redesigning the Teversham Road Junction emerged as the second most commonly mentioned theme, accounting for 10% of responses (15 mentions). Many comments

highlighted concerns about the junction's width, which was seen as a factor promoting speeding. To address this issue, some suggestions included 'reducing the radii'.

*"...The junction radii should be reduced and consideration given to how pedestrians from Teversham Road cross over the south side of Hinton Road (no pavement on the north side but people do walk along the verge)..."*

- 7.1.24. Additionally, participants noted the lack of a sufficient pedestrian crossing at this crucial intersection, especially given its importance for Hinton Road and Teversham Road, as well as its proximity to a bus stop.

*"It is difficult to cross Hinton Road as a pedestrian to get to Teversham Road or the bus stop by the Hat and Rabbit."*

- 7.1.25. One comment suggested that the island could be considered for removal.

### **Theme 3: Comments regarding traffic calming measures**

- 7.1.26. Traffic calming measures were discussed within 8% of the comments (12 mentions).
- 7.1.27. Four of the comments reinforced the feeling that the speed humps should be both cycle and equestrian friendly. A suggestion of sinusoidal humps was mentioned twice.
- 7.1.28. Further comments repeated previous sentiments that chicanes and buildouts should be used in addition to what it proposed. Two of the comments opposed speed bumps and would rather other measures be used.

### **Theme 4: Maintenance concerns**

- 7.1.29. Current maintenance needing attention remains a strong theme with 6% of mentions (10 mentions) commenting on maintenance issues.
- 7.1.30. As stated in the previous section, the underlying theme of the maintenance is the need to resurface the road due to the potholes. Comments regarding the maintenance of planting and greenery, both current and future, was flagged as a concern by the following comment:

*"Don't plant bushes next to cycleways. They aren't maintained and impede the path"*

### **Theme 5: Comments regarding planting and greenery**

- 7.1.31. In total 5% of mentions (8 mentions) talked about either including more greenery into the proposal or ensuring that existing greenery is retained. References to native tree and hedgerow being used as new planting was made.
- 7.1.32. Two of the mentions suggested trees be used to mark out parking bays in order to curb pavement parking.

## 8 Section 3: Fulbourn Old Drift / Hinton Road junction

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- 8.1.1. Questions for Section 3: Fulbourn Old Drift / Hinton Road junction were broken down to two elements. The first element asked respondents to rank the proposals from Strongly Support to Strongly Oppose and including Don't Know.
- 8.1.2. The second element asked respondents to detail any further comments relating to Section 3: Fulbourn Old Drift / Hinton Road junction and provided an opportunity for them to include an open response.
- 8.1.3. An analysis of both the closed and open questions for Section 3: Fulbourn Old Drift / Hinton Road junction has been detailed below.

### **Closed Question Analysis for Section 3: Fulbourn Old Drift / Hinton Road junction**

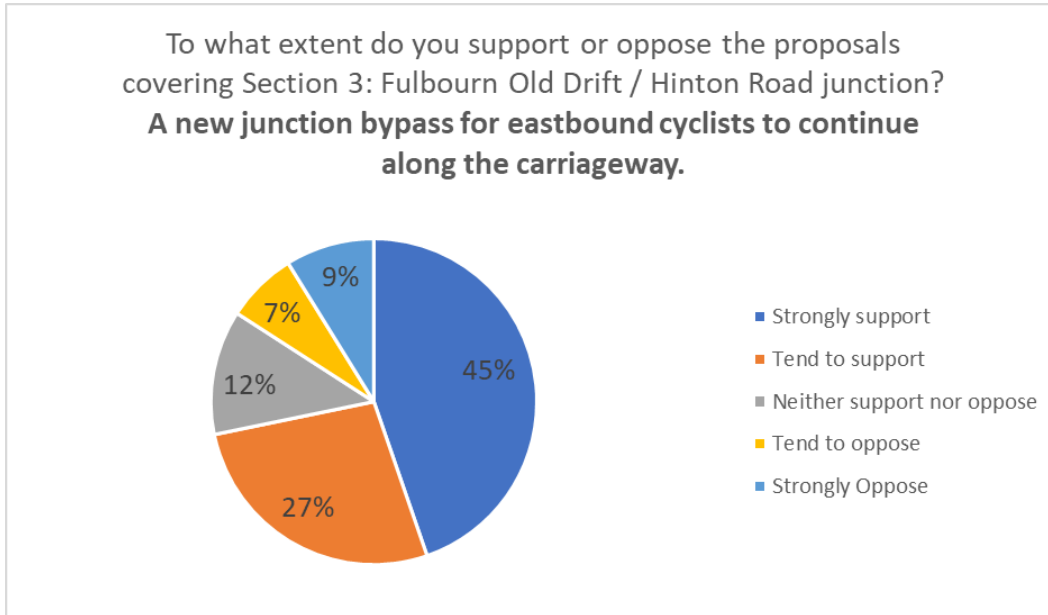
- 8.1.4. The first question asked to respondents was to rank the proposals against the question: To what extent do you support or oppose the proposals covering Section 3: Fulbourn Old Drift / Hinton Road junction?

#### **A new junction bypass for eastbound cyclists to continue along the carriageway.**

- 8.1.5. There was a total of 171 responses to the question regarding ranking the proposed widening the existing cycle bypass at Cow Lane / Hinton Road junction.
- 8.1.6. As shown in

- 8.1.7. Figure 8-1, 45% (76 responses), expressed strong support for the proposal, with an additional 27% (46 responses) indicated a tendency to support the proposal.
- 8.1.8. A smaller proportion, 7% (12 responses), tended to oppose, while 9% (16 responses) conveyed strong opposition.
- 8.1.9. 12% (21 responses) of respondents maintained a neutral stance, neither supporting nor opposing the proposition.
- 8.1.10. There were no respondents (0%) who selected 'Don't Know' as a response. As such, this option has not been displayed on Figure 8-1.

**Figure 8-1 – How respondents felt about a new junction bypass at Fulbourn Old Drift / Hinton Road**



**A new westbound cycle track to separate cyclists from the carriageway and provide a waiting area with improved visibility**

8.1.11. There was a total of 172 responses to the question regarding ranking the proposed westbound cycle track to separate cyclists from the carriageway and provide a waiting area with improved visibility.

8.1.12. As illustrated in



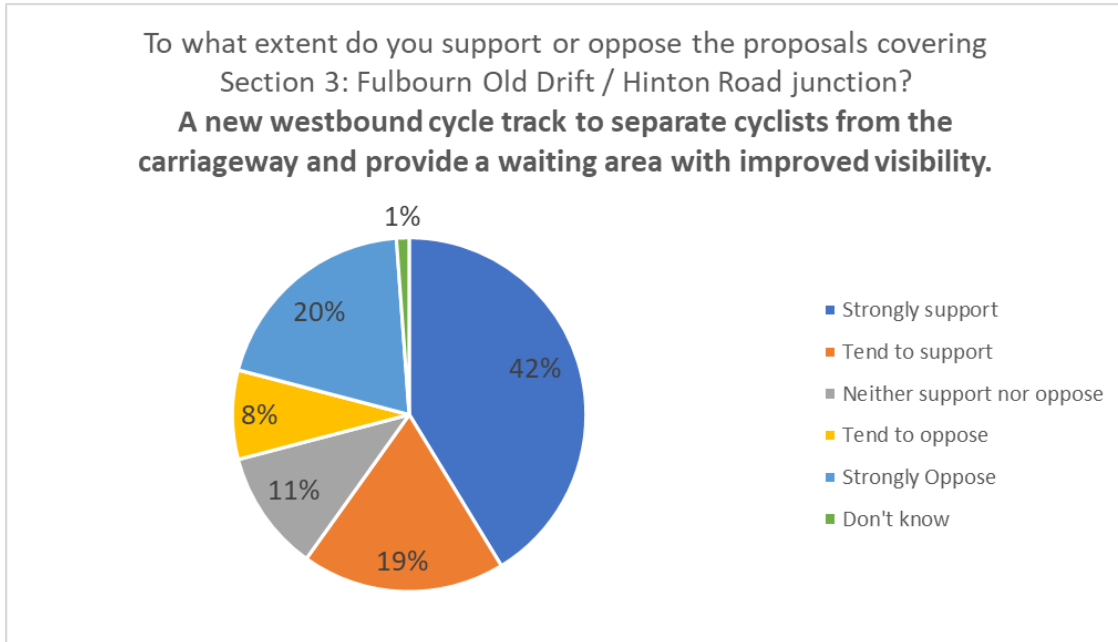
8.1.13. Figure 8-2, a notable portion, 42% (71 responses), expressed strong support for the proposal, while 19% (32 responses) indicated a tendency to support the proposal.

8.1.14. A smaller percentage, 8% (14 responses), tended to oppose. Additionally, 20% (34 responses) conveyed strong opposition.

8.1.15. 11% (19 responses) of participants maintained a neutral stance, neither supporting nor opposing the proposition.

8.1.16. A minimal 1% (2 responses) selected 'Don't Know' as their response.

**Figure 8-2 – How respondents felt about a new westbound cycle track at Fulbourn Old Drift / Hinton Road**



**A 20mph limit in and around the junction to provide a safer environment, as traffic volumes can be high at this location**

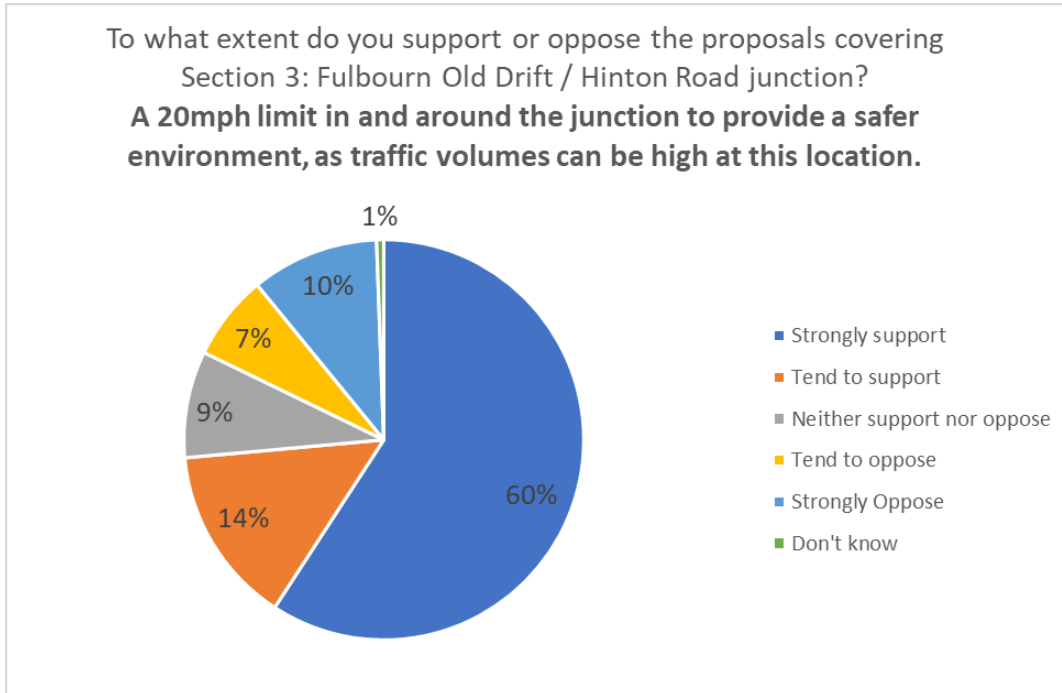
8.1.17. There was a total of 174 responses to the question regarding ranking a 20mph limit in and around the Fulbourn Old Drift / Hinton Road junction.

8.1.18. As show in



- 8.1.20. Figure 8-3, the majority of respondents constituting 60% (103 responses), expressed strong support for the proposal. A further 14% (25 responses) indicated a tendency to support the proposal.
- 8.1.21. A smaller portion, 7% (12 responses), tended to oppose, while 10% (18 responses) conveyed strong opposition.
- 8.1.22. 9% (15 responses) of participants remained neutral, neither supporting nor opposing the proposition. Only 1% (1 response) selected 'Don't Know as the response.

**Figure 8-3 – How respondents felt about a 20mph limit in/around Fulbourn Old Drift / Hinton Road**



## Open Question Analysis for Section 3: Fulbourn Old Drift / Hinton Road junction

- 8.1.23. Section 3 asked respondents to provide any other comments on the proposals along Fulbourn Old Drift / Hinton Road.
- 8.1.24. This was a free text question with responses coded, as described in section 3.4.1
- 8.1.25. A total of 86 respondents provided comments which resulted in 140 coded comments. The below percentages are based on the total number of coded comments (mentions) however three of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data. Table 8-1 shows the top 5 emerging themes and their corresponding number of mentions.

**Table 8-1 – Top 5 Emerging Themes and their corresponding number of mentions**

Theme	number of mentions	percentage of mentions
Cyclists should be prioritised at Hinton Road Junction	27	20%
The scheme isn't needed	13	9%
Comments regarding planting and greenery	11	8%
Comments regarding traffic calming measures	9	7%
Improvements to footways/cycleways	9	7%

### Theme 1: Cyclists should be prioritised at Hinton Road Junction

- 8.1.26. The most frequent suggestion for this section of the proposals, is cyclists should be prioritised at Hinton Road Junction, with 20% of mentions (27 mentions) suggesting this.
- 8.1.27. The overarching theme of changing the junction is make it safer for cyclists and reduce cyclists wait times. Other comments also suggested changing the junction would slow vehicle speeds.
- 8.1.28. Two comments also mentioned that parking on the junction is a current issue and parking restrictions should be considered here.

### Theme 2: The scheme isn't needed

- 8.1.29. A total of 9% of mentions (13 mentions) stated they do not think the scheme is needed. Some respondents have stated the area already has slow traffic and the junction is navigational in its current form. Comments included:

*“The westbound cycletrack and waiting area seems to try to solve a problem that does not exist. It just means that cyclist have to stop to enter Hinton Road, whereas previously[sic], they only have to stop for oncoming traffic. The junction itself is not a difficult junction to negotiate, and especially with a 20mph speed limit, this is overkill.”*

8.1.30. Three of the comments offered no further reason as to why the scheme isn't needed.

### **Theme 3: Comments regarding planting and greenery**

8.1.31. More greenery/planting/retain existing is another recurring theme, 8% of mentions (11 mentions) have included greenery sentiments in their comments.

8.1.32. Of these, five comments suggest a village “gateway” to create a welcoming environment as well as acting as a traffic calming measure.

### **Theme 4: Comments regarding traffic calming measures**

8.1.33. More traffic calming measures/different traffic calming measures is a common theme, 7% of mentions (9 mentions) have commented on this in some way. Comments have been recurring in that they have suggested buildouts. Chicanes and including equestrian friendly bumps as it is a bridleway.

### **Theme 5: Improvements to footways/cycleways**

8.1.34. A further 7% of mentions (9 mentions) spoke about improvements to footways/cycleways.

## 9 Section 4: Fulbourn Old Drift

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- 9.1.1. Questions for Section 4: Fulbourn Old Drift were broken down to two elements. The first element asked respondents to rank the proposals from Strongly Support to Strongly Oppose and including Don't Know.
- 9.1.2. The second element asked respondents to detail any further comments relating to Section 4: Fulbourn Old Drift and provided an opportunity for them to include an open response.
- 9.1.3. An analysis of both the closed and open questions for Section 4: Fulbourn Old Drift has been detailed below.

### **Closed Question Analysis for Section 4: Fulbourn Old Drift**

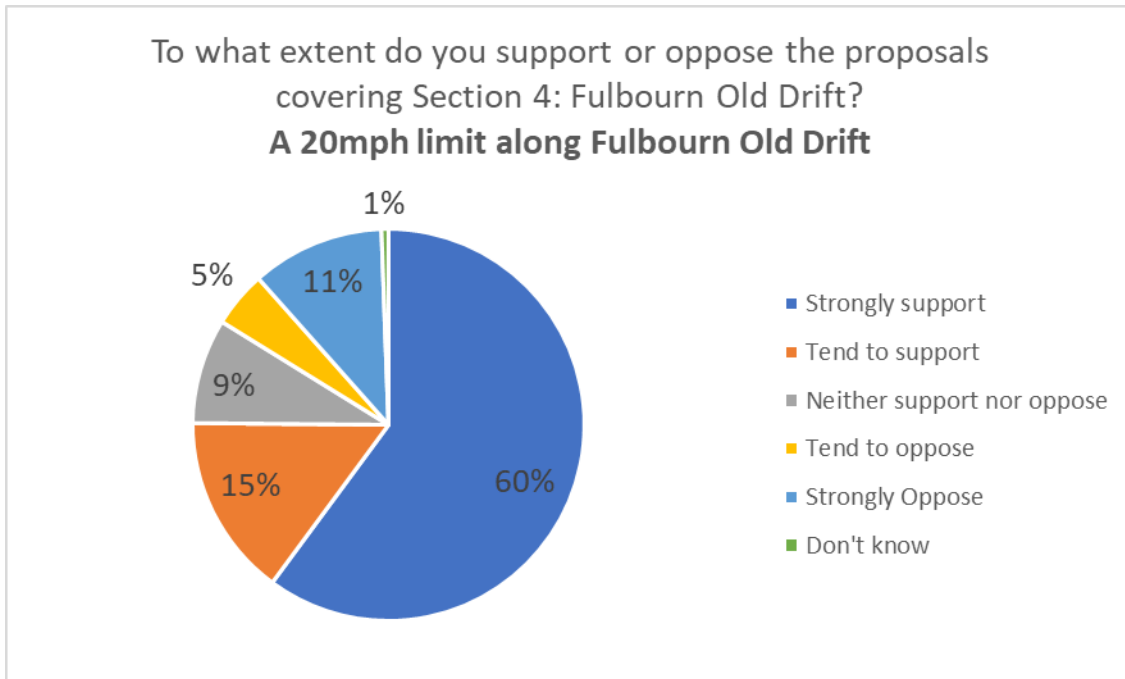
- 9.1.4. The first question asked to respondents was to rank the proposals against the question: To what extent do you support or oppose the proposals covering Section 4: Fulbourn Old Drift?

#### **A 20mph limit along Fulbourn Old Drift**

- 9.1.5. There was a total of 173 responses to the question regarding ranking a 20mph limit along Fulbourn Old Drift.
- 9.1.6. As shown in

- 9.1.7. Figure 9-1, a majority, comprising 60% (104 responses), expressed strong support for the suggested initiative. Additionally, 15% (26 responses) indicated a tendency to support the proposal.
- 9.1.8. Conversely, a smaller portion, 5% (9 responses), tended to oppose, and 11% (19 responses) expressed strong opposition.
- 9.1.9. 9% (15 responses) of participants maintained a neutral stance, neither supporting nor opposing the proposition.
- 9.1.10. Only 1% (1 response) selected 'Don't Know' as the response.

**Figure 9-1 – How respondents felt about a 20mph limit along Fulbourn Old Drift**



**New signage to highlight pedestrian Greenway user priority**

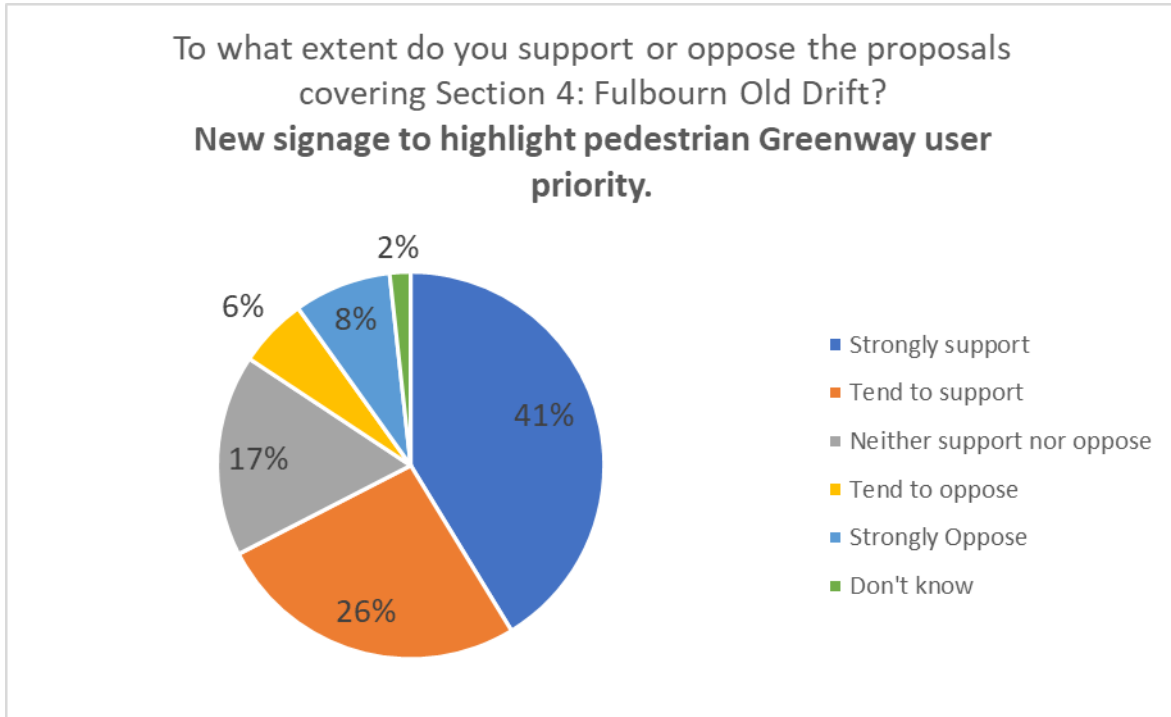
9.1.11. The proposal for new signage to emphasise pedestrian Greenway user priority had a range of responses from 172 participants.

9.1.12. As seen in

- 9.1.13. Figure 9-2, a notable percentage, 41% (71 responses), expressed strong support, while 26% (45 responses) indicated a tendency to support the proposal.
- 9.1.14. A smaller portion, 6% (11 responses), tended to oppose. Similarly, 8% (14 responses) conveyed strong opposition.
- 9.1.15. Notably, 17% (29 responses) of participants maintained a neutral stance, neither supporting nor opposing the proposition, while 2% (3 responses) responded with 'don't know'.



**Figure 9-2 – How respondents felt about new signage along Fulbourn Old Drift**



## Open Question Analysis for Section 4: Fulbourn Old Drift

- 9.1.16. Section 4 asked respondents to provide any other comments on the proposals along Fulbourn Old Drift.
- 9.1.17. This was a free text question with responses coded, as described in section 3.4.1
- 9.1.18. A total of 75 respondents provided comments which resulted in 132 coded comments. The below percentages are based on the total number of coded comments (mentions) however two of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data. Table 9-1 shows the top 5 emerging themes and their corresponding number of mentions.

**Table 9-1 – Top 5 Emerging Themes and their corresponding number of mentions**

Theme	number of mentions	percentage of mentions
Comments about other developments in the area	19	15%
Comments regarding traffic calming measures	13	10%
Maintenance concerns	13	10%
Comments regarding planting and greenery	9	7%
Further segregation between cyclists / motorists / pedestrians / equestrians	9	7%

### Theme 1: Comments about other developments in the area

- 9.1.19. The most recurring theme in this section was comments regarding other developments in the area, specifically the new housing development. 15% of mentions (19 mentions) commented about the housing development and the additional traffic this will bring.
- 9.1.20. Responses generally stated that the proposals should be built and completed before the housing development is built, this is to ensure cyclists and pedestrians are protected before the influx of more cars.
- 9.1.21. Comments included:

*"The scheme must take into account the new development on the old Fulbourn Hospital site. A number of build-outs with cycle bypasses could introduce planting areas whilst also helping to reduce speeds on Fulbourn Old Drift"*

*The designs need to be coordinated with the proposed works associated with the planning application on the northern side."*

*"Segregated cycle lane on Fulbourn Old Drift, this road will be a lot busier when the houses are built"*

## **Theme 2: Comments regarding traffic calming measures**

9.1.22. Traffic calming measures had 10% of mentions (13 mentions) talking about traffic calming measures in some way.

9.1.23. Many comments mentioned they would want traffic calming measures as speeding is currently an issue here.

## **Theme 3: Current maintenance is needed**

9.1.24. Another recurring theme is current maintenance being raised an issue. 10% of mentions (13 mentions) expressed that there are current maintenance issues which need addressing.

9.1.25. Comments suggest resurfacing of the road and footpaths is needed here but hasn't been included in the proposals.

## **Theme 4: Comments regarding planting and greenery**

9.1.26. Greenery was an important factor point for the community with 7% of mentions (9 mentions) expressing comment about greenery and planting.

9.1.27. These comments reflected a desire to either retain the current greenery and planting or to add more greenery/planting to the area.

9.1.28. Three comments suggest using greenery to reduce speeds alongside build-outs.

## **Theme 5: Further segregation between cyclists / motorists / pedestrians / equestrians**

9.1.29. The final theme of the top 5 for this section is further segregation between cyclists/ motorists / pedestrians / equestrians, with 7% of mentions (9 mentions) suggesting different forms they would like to see.

9.1.30. One comment suggested turning the road into a "cycle street" in which it would be illegal for motor vehicles to overtake bicycles.

9.1.31. Two comments suggested segregated lanes be installed before the housing developments completion due to the expected increase in traffic in the area.

## 10 Section 5: Tesco Path (between Fulbourn Old Drift and Yarrow Road)

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10.1.1. Questions for Tesco Path (between Fulbourn Old Drift and Yarrow Road) were broken down to two elements. The first element asked respondents to rank the proposals from Strongly Support to Strongly Oppose and including Don't Know. The second element asked respondents to detail any further comments relating to Tesco Path (between Fulbourn Old Drift and Yarrow Road) and provided an opportunity for them to include an open response. An analysis of both the closed and open questions for Tesco Path (between Fulbourn Old Drift and Yarrow Road) has been detailed below.

### **Closed Question Analysis for Section 5: Tesco Path (between Fulbourn Old Drift and Yarrow Road)**

10.1.2. The first question asked to respondents was to rank the proposals against the question: To what extent do you support or oppose the proposals covering Tesco Path (between Fulbourn Old Drift and Yarrow Road)?

#### **Improved surfacing of the existing shared-use path north of the Tesco superstore carpark (between Fulbourn Old Drift and Yarrow Road)**

10.1.3. The proposed improved surfacing for the existing shared-use path between Fulbourn Old Drift and Yarrow Road received 171 responses.

10.1.4. As illustrated in

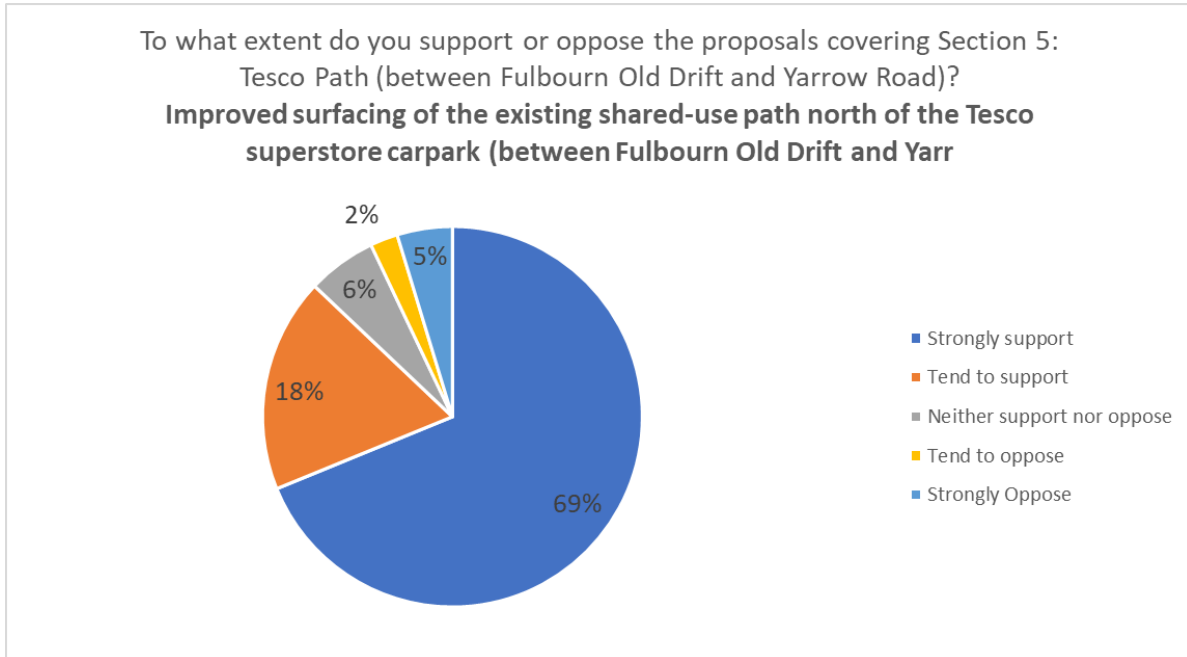


- 10.1.5. Figure 10-1, the vast majority, comprising 69% (118 responses), expressed strong support for the suggested initiative. Additionally, 18% (31 responses) indicated a tendency to support the proposal.
- 10.1.6. A small proportion, 2% (4 responses), tended to oppose the improved surfacing of the shared-use path. Additionally, 5% (8 responses) conveyed strong opposition.
- 10.1.7. 6% (10 responses) of participants maintained a neutral stance, neither supporting nor opposing the proposition.
- 10.1.8. There were no respondents who selected 'don't know' as a response. As such, it has not been displayed on



10.1.9. Figure 10-1.

**Figure 10-1 – How respondents felt about improved surfacing between Fulbourn Old Drift and Yarrow Road**



**Widen the existing shared-use path to three metres, where possible (subject to landowner agreement)**

10.1.10. The proposals pertaining to the widening of the existing shared-use path to three meters, where possible (subject to landowner agreement), received 172 responses.

10.1.11. As shown in

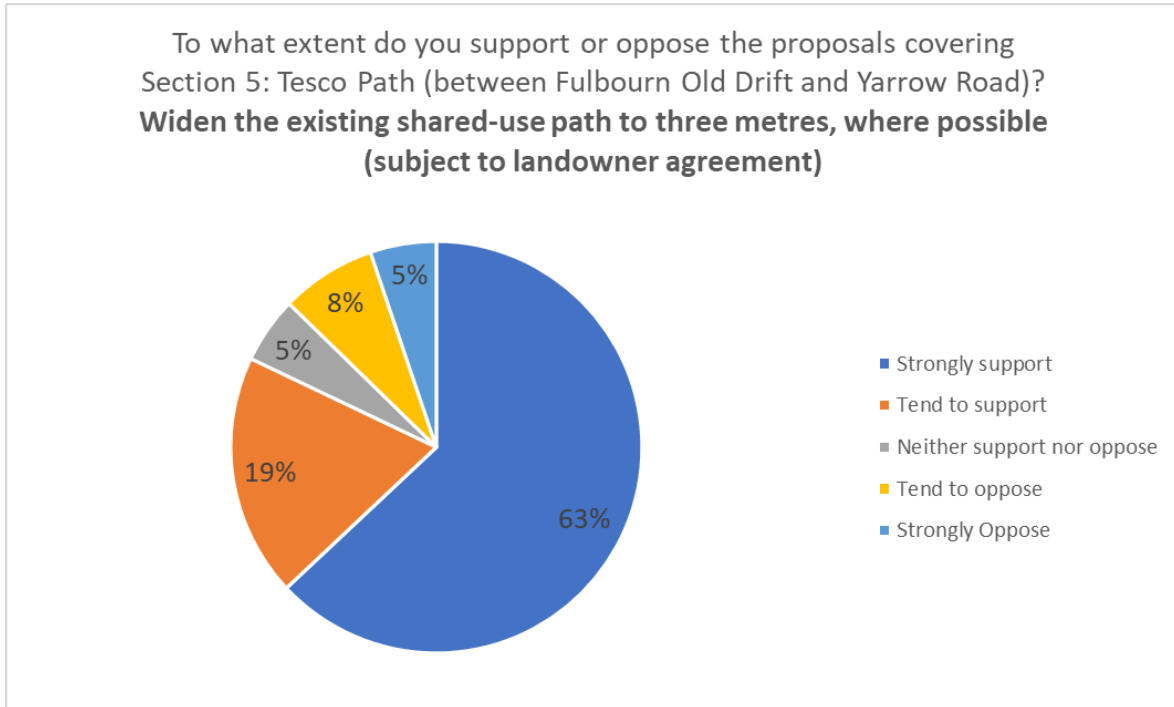
- 10.1.12. Figure 10-2, a significant majority, 63% (109 responses), expressed strong support for the proposal. Additionally, 19% (33 responses) indicated a tendency to support the proposal.
- 10.1.13. Conversely, 8% (13 responses) of participants tended to oppose, while 5% (9 responses) conveyed strong opposition.
- 10.1.14. Only 5% (9 responses) of respondents remained neutral, neither supporting nor opposing the proposition. There were no respondents (0%) who selected 'don't know' as a response. As such, it has not been displayed on





10.1.15. Figure 10-2.

**Figure 10-2 – How respondents felt about widening the existing path between Fulbourn Old Drift and Yarrow Road**



## Open Question Analysis for Section 5: Tesco Path (between Fulbourn Old Drift and Yarrow Road)

- 10.1.16. Section 5 asked respondents to provide any other comments on the proposals at the Tesco Path (between Fulbourn Old Drift and Yarrow Road)
- 10.1.17. This was a free text question with responses coded, as described in section 3.4.1
- 10.1.18. A total of 93 respondents provided comments which resulted in 148 coded comments. The below percentages are based on the total number of coded comments (mentions) however one of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data. Table 10-1 shows the top 5 emerging themes and their corresponding number of mentions.

**Table 10-1 – Top 5 Emerging Themes and their corresponding number of mentions**

Theme	number of mentions	percentage of mentions
Maintenance concerns	45	31%
Improvements to footways/cycleways	33	22%
Changes needed to material surfacing and painted symbols	11	7%
Feels the scheme hasn't been planned correctly	11	7%
Comments regarding planting and greenery	8	5%

### Theme 1: Maintenance concerns

- 10.1.19. This section had the biggest response regarding maintenance issues being the main theme here. 31% of mentions (45 mention) raised concerns around the current and future maintenance of the cycleway/footway.
- 10.1.20. Many of the comments drew attention to tree roots being the main factor in causing an uncomfortable ride and safety issues. Comments suggested the roots be dealt with before any resurfacing to stop recurring issues. Comments included:

*“Unless tree roots beneath this path are seriously dealt with, then money on resurfacing is likely to be wasted - as with the current surface !”*

*“The main problem with this route at the moment is tree root damage. Whatever changes are made here must deal with this problem. Widening and improving the join between the cemetery and Tesco sections is essential.”*

10.1.21. One comment also mentioned that ongoing maintenance of the greenery must be considered as part of the proposals.

### **Theme 2: Improvements to footways/cycleways**

10.1.22. Suggestions of improvements to the current footway/cycleways was prevalent in this section with 22% of mentions (33 mentions) suggesting this.

10.1.23. Many suggested that the footway to Tesco should be widened as it's currently very narrow, there were also suggestions of moving the path to go through the Tesco car park.

### **Theme 3: Changes needed to material surfacing and painted symbols**

10.1.24. Due to the tree roots along this path, 7% of mentions (11 mentions) have stated that surface materials need to be considered to avoid the roots breaking through. Comments included:

*"Resurfacing needs to be high quality and resistant to root growth in future."*

*"Yes, please ensure the path can be widened. Tesco should give up some car park space to provide better cycling provision."*

*"Surface must be resistant to root movement and soil shrinkage, route should be widened between Old Drift and the path by Tesco."*

### **Theme 4: Feels the scheme hasn't been planned correctly**

10.1.25. Within the feedback received, 7% of the mentions (11 mentions) stated they did not feel the proposals had been planned correctly. Many of these comments related to land negotiations not being undertaken before presenting the scheme to the public.

10.1.26. One comment suggested CPO powers be used as it shouldn't be subject to landowners agreement due to the proposals being needed in the area.

### **Theme 5: Comments regarding planting and greenery**

10.1.27. In addition to the other recurring themes, more greenery/planting/retain existing was an important factor with 5% of mentions (8 comments) stating they would like greenery in some capacity.

10.1.28. Six of these comments mention that they are worried if the Tesco path goes ahead, there will be loss of trees and hedges in the area. They would prefer trees be incorporated into the plans rather than cut down.

## 11 Additional feedback

11.1.1. Question 11 asked respondents *“Do you have any other comments about the proposals?”*

11.1.2. A total of 101 respondents provided comments which resulted in 197 coded comments. The below percentages are based on the total number of coded comments (mentions) however one of the comments received offered no further comments on the proposals, therefore the base has been adjusted to exclude this from the total number of mentions. This is to ensure a comprehensive representation and a precise identification of key themes within the data. Table 11-1 shows the top 5 emerging themes and their corresponding number of mentions.

**Table 11-1 – Top 5 Emerging Themes and their corresponding number of mentions**

	# of mentions	% of mentions
Feels the scheme hasn't been planned correctly	32	16%
Maintenance concerns	23	12%
Value for money	14	7%
Changes to route include alternative, extending, new and reconfiguration	12	6%
Improvements to footways/cycleways	11	6%

### **Theme 1: Feels the scheme hasn't been planned correctly**

11.1.3. Feelings regarding the schemes planning is the top theme here with 16% of mentions (32 mentions) questioning the general planning of the scheme in some way.

11.1.4. Of these comments 20 mentions out of the 32 total mentions, said that felt the proposals did not go far enough. Many of these comments expressed that they felt the proposals were limited in their approach and were to the benefit of drivers, rather than the active travel users it should be built for. Comments included:

*“These proposals are quite minimal. To really improve cycling and walking facilities in Fulbourn, a much more ambitious scheme is needed.”*

*“This scheme is highly unambitious. Active travel improvements are lacking within the village and the proposals are over-reliant on speed cushions. A more holistic solution would deliver a better outcome: proposals should go back to the drawing board and be co-designed with local stakeholders.”*

*“I would like to see more ambition in these proposals and additional measures to prioritise people walking and cycling over cars.”*

## **Theme 2: Maintenance concerns**

- 11.1.5. Maintenance concerns are again raised here with 12% of mentions (23 mentions) expressing concerns about maintenance.
- 11.1.6. Of these, seven of the 23 mentions stated that they believe the scheme was not value for money and that the money should be spent on resurfacing road and cycleway instead.

## **Theme 3: Value for money**

- 11.1.7. Value for money was the third most recurring theme in this section, with 7% of mentions (14 mentions) expressing concerns about public funds being used for engagements/consultations as well as the scheme itself.
- 11.1.8. As expressed in 5.7.7 many of the comments believe the funds would be better used on resurfacing the roads and cycleways rather than new schemes.

## **Theme 4: Changes to route include alternative, extending, new and reconfiguration**

- 11.1.9. A total of 6% of mentions (12 mentions) stated the route should be changed in some way as the current configuration was not suitable.
- 11.1.10. Pierce Lane is mentioned as an alternative option with three of the mentions suggesting that the Greenways route be placed here.
- 11.1.11. There were also two suggestions that the route should be extended to include the High Street, including speed bumps.
- 11.1.12. There was one mention which expressed concerns about the potential of using land within the cemetery and therefore suggested a new route be found to found using this land.

## **Theme 5: Improvements to footways/cycleways**

- 11.1.13. A total of 6% of mentions (11 mentions) stated that the footways need improvement. Many comments stated that they do not feel the footways have been properly addressed within the proposals and that widening the footways is needed.
- 11.1.14. Below is an extract of one of the comments received which reflects the general theme of the comments received:

*“Pedestrians gain almost nothing: There is no extra priority for pedestrians or cyclists anywhere in this scheme. Continuous footways, changed priority at the Hinton/FOD junction, zebra crossings, buildouts to control parking and speeds, wider footways, bus shelters are things that would actually adjust things in favour of active and public transport by improving the public realm and giving space to active modes.”*

## 12 Written feedback

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12.1.1. Respondents were able to provide additional feedback via email or letter or attend an event online or in-person to ask questions and give their views. Feedback received has been summarised in the following sections.

### Emails

12.1.2. 2 emails were received throughout the engagement period, each of which has been reviewed and the top themes have been summarised in Table 12-1. Both emails were received from individuals.

**Table 12-1 – Top themes and their corresponding number of mention**

View on Proposal	Total number of mentions
Negative feedback	1
Design considerations	2
General criticism	4
<b>Total</b>	<b>7</b>

12.1.3. Each email was reviewed and assigned a sentiment (positive, negative, neutral, request for information, design consideration, criticism). The summary of can has been anonymised and is summarised below.

#### Negative feedback:

- Inadequate width (3m) for a sustainable shared path, potentially causing conflicts and discomfort.
- Lack of consideration for various user speeds and modes of travel, leading to potential congestion.
- Safety concerns, particularly after dark and for vulnerable users, suggesting a need for improved lighting.
- Concerns about high population density, road congestion, and frequent roadworks impacting the area.
- Disapproval of accelerated development's impact on local charm, heritage, and quality of life.
- Concern for an aging population and promoting active travel for all age groups.

#### Design Considerations:

- Emphasis on sociability and inclusivity, promoting users moving alongside each other.

- Consideration for different types of users and their needs, including mobility scooters, wheelchairs, and cargo cycles.
- Increase path width to accommodate different users comfortably and reduce conflicts.
- Design with user diversity in mind, considering various speeds and modes of travel.
- Prioritise safety through proper lighting, especially in low-light conditions.
- Include seating at regular intervals, with attention to scenic spots and hills. Specially to help accommodate various user groups.
- Address population density issues and their impact on infrastructure and services.
- Explore solutions to alleviate road congestion and minimise disruptions from roadworks.
- Balance development to preserve heritage and maintain the area's appeal and quality of life.
- Advocate for better coordination between local and national government regarding development.

## Letters

12.1.4. Three letters were received, these were from Historic England, CTC Cambridge and Camcycle. The feedback has been anonymised and summarised below.

12.1.5. **Design Considerations:**

12.1.6. **Comprehensive Approach:**

- Holistic approach involving public realm enhancements, planting, and parking adjustments.
- Specific design recommendations for widening footways, creating continuous footways, and incorporating buildouts with cycle bypasses.

12.1.7. **Connectivity and Infrastructure:**

- Advocacy for improved pedestrian and cyclist infrastructure for a more connected village.
- Emphasis on creating continuous footways at crossings and installing buildouts with cycle bypasses.

12.1.8. **Traffic Management and Junctions:**

- Evaluation of proposed junction changes and suggestions for safer cyclist integration onto carriageways.
- Advocacy for cyclist priority and traffic calming measures at key junctions.

12.1.9. **Equality and Inclusion:**



- Highlighting the positive impact of high-quality infrastructure on various groups, promoting inclusivity and healthier living.
- Recommendations for accessible crossings and reduced camber on footways for better pedestrian experience.

12.1.10. Surface Quality and Longevity:

- Stress on appropriate surfacing for safety and durability of paths and roads.

12.1.11. Environmental Impact and Biodiversity:

- Recommendation to integrate reduced parking with buildouts and planting for improved streetscape and biodiversity.

12.1.12. **Concerns:**

12.1.13. Lack of Ambition and Recognition:

- Concerns about the phase's lack of ambition and limited recognition of potential walking and cycling benefits.
- Critique of lacking ambition and benefits in the proposals.

12.1.14. Landowner Agreements and Progress:

- Frustration over slow progress in land negotiations, particularly for widening paths.
- Emphasis on the need for stronger commitment and actions in this area.
- Urgency in progressing landowner agreements and widening paths.

12.1.15. Historic Environment Considerations and Integration:

- Concerns about potential impacts on Conservation Areas, listed buildings, and scheduled monuments.
- Recommendation for a thorough heritage impact assessment for mitigation.
- Need for better incorporation of historic environment considerations into the proposals.
- Emphasis on careful material selection to preserve character and avoid visual obtrusiveness.
- Clarification that the provided opinion doesn't preclude future advisement or potential objections to development proposals affecting the historic environment.

12.1.16. Sustainability:

- Stating the importance of sustainable design solutions with long-term benefits for transportation and heritage preservation.
- Suggesting close collaboration with local authority conservation teams and archaeological advisors during proposal preparation.

## Events

12.1.17. As part of the engagement process, both in person and online events were held to provide an opportunity for stakeholders, residents and the wider public to hear more about the proposals, meet the project team and ask any questions. The details of both the in person and online events are outlined below, summarising the feedback received.

12.1.18. One in-person event was held on the date below:

- Thursday 13 July at Fulbourn Centre (Home End, Fulbourn, Cambridge, CB21 5BS) from 5:30pm – 8:00pm
- Approximately 35 attendees were present.

12.1.19. An online event was also held via Microsoft Teams on Tuesday 4 July 2023 from 6:30pm - 8:00pm. This online event had zero attendees. The online presentation proceeded regardless, and the recording was made available on the GCP YouTube channel.

## Event feedback

12.1.20. Whilst the proposals were generally well received and support at the events, a summary of the key concerns has been outlined below.

### Design requests / considerations:

12.1.21. **Alternative to Humps:** Consider signage as an alternative to humps on Cow Lane. with some suggesting signage as an alternative due to potential noise issues. The positioning of speed humps should be carefully considered, with sensitivity to their impact, as highlighted during the NMU (Non-Motorised Users) workshop.

12.1.22. **Preservation of Village Ambiance:** The design prioritises maintaining the existing village atmosphere and enhancing the living experience for residents. Maintaining the existing village ambience is a crucial design goal to ensure the project aligns with the community's character.

12.1.23. **Safety for Children:** The design is sensitive to the safety and needs of school children, ensuring they can navigate the area securely. Implementing child drawing signs and planting to discourage speeding promotes safety. Given the presence of many school children, the design should prioritise their safety and convenience.

12.1.24. **Crossing Point Planning:** The potential introduction of a crossing point on Cow Lane reflects a commitment to pedestrian safety and accessibility. Carefully planned crossing points on Hinton Road enhance pedestrian safety and convenience.

12.1.25. **Cyclist-Friendly Route:** Recognising that Pierce Lane is less congested and more suitable for cyclists aligns the design with the needs of non-motorised users. Additionally, ensuring good cyclist visibility into Tesco contributes to safer road use.

- 12.1.26. **Environmental considerations and Greenery:** A survey should be conducted to identify which trees and vegetation can be removed along the path without adversely affecting the environment. Additionally, reinstating lost planting (particularly along Pierce Lane and Hinton Road) would contribute to a more aesthetically pleasing and environmentally friendly design.
- 12.1.27. **Traffic Flow Prioritisation:** Prioritising east/west traffic movement and creating a gateway feel can improve traffic flow and enhance the area's character.
- 12.1.28. **Space Optimisation:** The use of a leaning fence to increase effective width and optimise space.
- 12.1.29. **Traffic Management:** Addressing the issue of traffic through the Tesco car park would show an awareness of local traffic patterns.
- 12.1.30. **Respectful Planning:** The presence of a significant burial ground in the area requires respectful planning and design considerations, with a culturally sensitive approach.

### Concerns

- 12.1.31. The existing road on Cow Lane is noted for its adverse camber, which requires consideration for road design.
- 12.1.32. There was a question of whether the scheme should extend further into Fulbourn.
- 12.1.33. The need for a crossing point on Cow Lane is evident; however, determining the ideal location, considering desired lines, is essential.
- 12.1.34. Hinton Road / Fulbourn Old Drift requires a focus on east/west traffic flow and possibly creating a gateway feel, perhaps combined with a 20mph speed limit.
- 12.1.35. The existing steep gradient on Fulbourn Old Drift may pose challenges for some users and should be addressed in the design.
- 12.1.36. Locals currently use Tesco car park as a shortcut to avoid the path, which may need to be addressed in the design.
- 12.1.37. Consider using a leaning fence to increase effective width, a technique that has been employed in other parts of Cambridge.
- 12.1.38. The need to future-proof the design for potential double rail track expansion should be taken into account during planning and construction.

## 13 Equality analysis feedback

13.1.1. A separate section of the survey asked two additional questions to capture views on equality and diversity. This is to ensure that the proposals do not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. These questions were:

- “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”; and
- “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”.

### **Question 12: 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**

13.1.2. 40 comments were submitted around whether the proposals affect or impact on any such person/s or group/s. One of these comments was a repeat, and as such, only 39 comments have been coded.

13.1.3. A total of 40 respondents provided comments which resulted in 50 coded comments. 7 of these coded comments were related to ‘Nothing to add / not applicable / no comment’. As such, the below percentages are based on the total number of coded comments, excluding those related to ‘no further comment’.

13.1.4. There were three common themes relating to EQIA identified in the comments. These are highlighted in Table 13-1 below.

**Table 13-1 – Equality Analysis Themes**

Key Themes	Number of Coded Comments	Percentage
Comments related to those with mobility and accessibility issues	17	34%
Comments to suggest the proposals discriminate against / adversely affect a particular group	8	16%
Comments relating to age	6	12%

## **Theme 1: Comments related to those with mobility and accessibility issues**

13.1.5. 17 (34%) comments related to those with mobility and accessibility issues. An outline of the positive and negative comments related to the theme has been summarised below.

13.1.6. Positive impacts related to those with mobility and accessibility issues

- Widening footpaths is seen as a positive change that would benefit wheelchair users and pedestrians with prams.
- Fixing paths near Tesco is viewed as beneficial for disabled individuals.
- Creating wider, flatter routes away from traffic could encourage older individuals to use alternative modes of transportation.

13.1.7. Negative impacts related to those with mobility and accessibility issues

- Introduction of speed humps is expected to negatively impact mobility scooter users.
- Some argue that the current proposals are not suitable for parents with pushchairs or wheelchair users and that the new proposal needs to prioritise pedestrians over cars.
- Speed bumps are seen as a hindrance / not suitable to wheelchairs and tricycles.

*“Unless the footway and junction issues I highlighted above are addressed there will be no positive impacts for vulnerable groups, including wheelchair users, mobility scooter users, people with buggies, as well as families or groups of walkers/ramblers.”*

## **Theme 2: Comments to suggest the proposals discriminate against / adversely affect a particular group**

13.1.8. Comments to suggest the proposals discriminate against / adversely affect a particular group was the second most coded comment, with 8 responses (16%). An outline of the positive and negative comments related to the theme has been summarised below.

- Ignoring equestrian access is seen as discriminatory against women, the elderly, and young girls who constitute the majority of horse riders.
- Some individuals believe that the scheme neglects the needs of the "silent majority" and does not offer significant benefits.
- Concerns are raised about the negative impact of speed bumps on drivers.
- The scheme is criticised for not considering the requests of drivers and for not fostering inclusivity, potentially fuelling tensions between cyclists and drivers.
- Failure to correctly represent facts regarding equestrian access is viewed as negatively impacting the equestrian community and women who make up the majority of horse riders.

13.1.9. These comments highlight perceived discrimination or adverse effects on groups such as equestrians, drivers, and individuals not in favour of the proposed changes.

### Theme 3: Comments relating to age

13.1.10. 6 (12%) comments related to age. A summary of the comments related to age has been outlined below:

- Concerns are raised that the current system is not suitable for parents with pushchairs or those with wheelchairs, indicating that the proposed changes should consider the needs of different age groups.
- Some suggest that creating wider, flatter routes away from traffic would benefit older individuals who may not be as confident on two wheels or mobility scooters.
- Improving walking and cycling facilities is seen as a way to enable children to travel independently from their parents at a younger age, leading to improved skills and emotional resilience.
- Older people are expected to benefit from improved infrastructure as they can travel independently for longer, potentially reducing loneliness and isolation.

### **Question 13: 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**

13.1.11. A total of 45 comments were submitted about 'other comments on the proposals, including any suggestions for inclusion on the design'. The submitted comments, suggestions and concerns have been summarised below:

- Consider the potential for shared spaces and pedestrian prioritisation in the greenway plan.
- Create a round-trip running route using the main road to Fulbourn.
- Add equestrian access along the route.
- Emphasise responsible behaviour through signage rather than rights and priorities.
- Ensure the paths connect seamlessly and eliminate existing cycleway gaps.
- Design a flatter alternate route for older individuals through the Ida Darwin development.
- Enforce 20mph speed limits effectively.
- Be cautious about speed bump placement.
- Prioritise maintenance to prevent tree roots from damaging pathways.
- Consider making Cow Lane a cul-de-sac and giving priority to cyclists at key junctions.
- Address the dangerous condition of the path north of Tesco's car park promptly.
- Suggest implementing a one-way system on Pierce Lane to expand paths and reduce traffic.
- Propose reopening the train station at Fulbourn.
- Call for traffic calming measures on Pierce Lane.
- Concerns that traffic calming on Cow Lane may divert traffic to other village roads.

- Maintain existing paths to encourage cycling.
- Focus on improving road quality over infrastructure changes.
- Suggest relocating the bus stop on Hinton Road for safety.
- Recommendations for more bike parking and reducing car parking.
- Emphasise the need for proper maintenance of greenways, including regular maintenance to avoid overgrown hedges which are a hazard to cyclists faces.
- Highlight the importance of quality road surfacing.
- Propose using painted cycle symbols on the road to indicate shared routes.
- Request proper resurfacing of poor cycling road surfaces.
- Address the need for improved walking facilities in Fulbourn.
- Ensure slopes for electric mobility scooters at road crossings.
- Suggest hiring professional inclusive design experts.
- Request a pedestrian crossing on Hinton Road for safety.
- Highlight the importance of accommodating horse-riders on shared paths.
- Emphasise the need for footpath improvements, accessibility, and safety.

13.1.12. One respondent felt that the project had been ‘poorly managed’ and issues such as landowner engagement had not been addressed.

13.1.13. One respondent highlighted that they did not understand why a record of their sex and birth date was relevant to the cycleway.

## 14 Conclusions and next steps

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### Engagement summary

- 14.1.1. In total, 179 survey responses were received throughout the engagement process in addition to 2 emails and 3 letters received.
- 14.1.2. Overall, the feedback received was generally supportive of the proposals for Fulbourn Phase 1: Eastern Section. The feedback recognised the need for improvements, with several design suggestions raised for consideration as the design progresses.
- 14.1.3. There is good support for the majority of the proposals across all sections in the Fulbourn Phase 1: Eastern Section route. In all but one closed question 'Strongly Support' was the most popular answer.
- 14.1.4. Particularly, responses highlighted significant support for the proposal to introduce a 20mph speed limit from Fulbourn village along to the start of the Tesco Path. The same question was asked for Sections 1 to 4, and in all sections, 'Strongly Support' made up more than 50% of the responses.
- 14.1.5. The predominant theme highlighted in the feedback from the open responses for Section 3: Fulbourn Old Drift / Hinton Road junction is the need to prioritise cyclists at the junction. The suggested changes to the junction aim to enhance cyclist safety and reduce waiting times for cyclists. Additionally, some comments also indicated that altering the junction could potentially decrease vehicle speeds. Two comments raised concerns about existing parking issues at the junction, suggesting that parking restrictions should be taken into consideration as part of the proposed changes.
- 14.1.6. Some concerns were raised for the proposals most noticeably relating to Section 1: Cow Lane (42% of the respondents) and Section 2: Hinton Road (38% of the respondents) did not support the introduction of cycle-friendly speed bumps. These were the only closed question which 'Strongly Support' was not the most common response. Some people felt the speed bumps would cause further noise and environmental pollution. Some responses suggested alternative traffic calming measures such as chicane-type buildouts, width restrictors and buildouts with cycle by-passes.
- 14.1.7. Concerns for the inclusion of horse riders was also prevalent across the feedback received and was highlighted as a key concern for the entirety of the route. Comments included the lack of inclusion for equestrians, suggestions to sections of the shared-use paths to accommodate equestrian users and ensure their safety if using these routes.

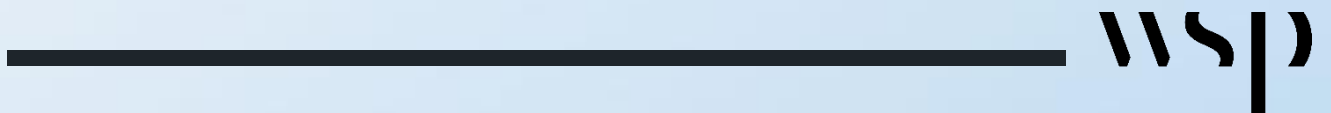


## Next steps

- 14.1.8. The intention is to engage the public regarding Fulbourn Greenway Phase 2: Western Section following liaison with Network Rail.
- 14.1.9. The development of the Phase 1: Eastern Section and how it will move forward is to be determined by GCP and CCC following a review of the engagement feedback. The results will be presented to the Executive Board in December 2023. Following this, a decision will be made on whether and how to proceed with detailed design. A separate 'You said, we did' document will be published at a later date, providing an update on how the scheme is to be progressed, and the design changes as a result of the feedback received.
- 14.1.10. *Should the proposed scheme plans receive approval from the Executive Board, a Full Business Case would be developed, alongside further engagement with local members, parish councils, resident associations and other interest groups, which would then be presented to the Joint Assembly and Executive Board for final approval before construction could commence.*
- 14.1.11. If the decision is taken to proceed, construction of Phase 1 would be due to commence in 2024..

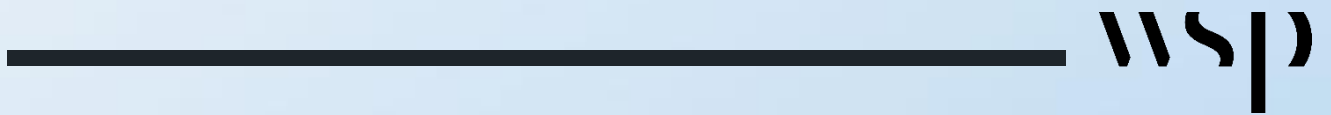
# Appendix A

**Fulbourn Engagement Brochure (online version)**



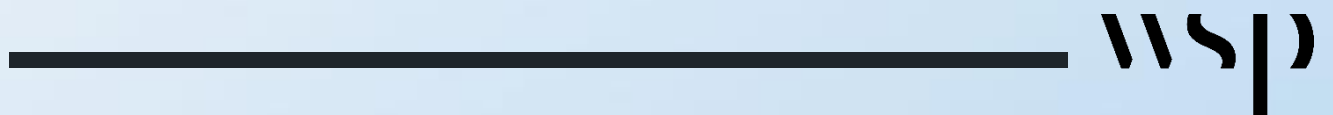
# Appendix B

Fulbourn Postcard



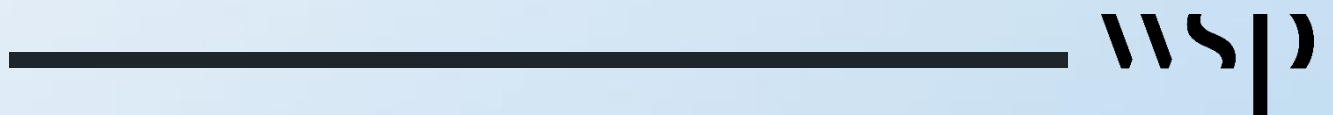
# Appendix C

Fulbourn Engagement Survey



# Appendix D

Overview of Fulbourn coding framework





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