



Greater Cambridge Partnership

Haslingfield Greenway - Grantchester Section

Consultation Summary Report





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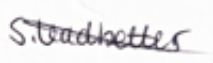
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1 Introduction

1.1 Context

- 1.1.1. WSP has been commissioned by the Greater Cambridge Partnership (GCP) to develop proposals for the Haslingfield Greenway scheme and provide public engagement and consultation support.
- 1.1.2. This consultation included proposals for a specific 2.5km section of the route that passes through Grantchester. The proposals have been developed with input from Grantchester Parish Council after listening to the concerns expressed by residents in our previous route wide engagement.
- 1.1.3. An eight-week consultation period commenced on 5 June 2023 and ran until 28 July 2023. The consultation was undertaken to provide an updated proposal for the village and understand views from the local community, wider stakeholders and other interested parties.
- 1.1.4. This report documents the process by which the consultation was undertaken, and presents the feedback received during the consultation period. The feedback will be used to review and develop the scheme design and inform the GCP's decision on whether the section of the route through Grantchester will be taken forward. If this section does not go ahead, Haslingfield Greenway users would use the link alongside the M11 to join the Barton Greenway and continue their journey using either the Baulk Path or Barton Road.

1.2 The Scheme

Haslingfield Greenway – Wider Route

- 1.2.1. The Haslingfield Greenway is one of twelve proposed Greenway routes which aims to make local walking, cycling and, where appropriate, horse-riding journeys easier, connecting villages along the route to each other and Cambridge.
- 1.2.2. The scheme aims 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.

The Proposals for Grantchester

- 1.2.3. The proposals which are being presented within this consultation relate to a specific section of the Haslingfield route that spans 2.5 kilometres, starting from the Baulk Path in the north, running through Grantchester, and ending at the M11 bridge in the south. This route would provide the most direct connection between Haslingfield, Grantchester and Cambridge, and would also allow the M11 bridge to become step-free.
- 1.2.4. The proposal aims to improve connectivity and safety for people walking and cycling through Grantchester. The proposal includes traffic calming measures such as raised tables

and carriageway narrowing to reduce vehicle speeds, in addition to junction improvements and widening of existing paths A widened shared-use path is proposed at the southern end of Burnt Close out to the M11 bridge.

- 1.2.5. The proposals do not include any changes to the remaining sections of the Haslingfield Greenway between Barton Road and the Rugby Club, or the section south of the M11 bridge, which predominantly follows the alignment of existing bridleways, and Cantelupe Road into Haslingfield village with a spur to the A10 at Hauxton.

1.3 Background

- 1.3.1. In 2018, a public consultation was undertaken to seek feedback on ideas for the Haslingfield Greenway route alignment and wider proposals, with supportive feedback received on the majority of the proposals. Following the consultation, the designs were updated and presented to the public in the summer of 2022 for further feedback.
- 1.3.2. Much of the feedback received related to the route through Grantchester, with particular concerns about landscaping and using appropriate materials in keeping with the historic and rural feel of the village and conservation area.
- 1.3.3. The report summarising the findings of the consultation in 2018 and the engagement undertaken in 2022 can be viewed online:
- [Haslingfield Greenway: Summary report of Consultation Findings \(November 2018\)](#)
 - [Haslingfield Greenway: Engagement Summary Report \(October 2022\)](#)

2 Consultation process

2.1.1. This chapter outlines the process, activities and documentation used to deliver and support the most recent consultation process in 2023, for the Haslingfield Greenway (Grantchester Section).

2.1 Consultation objectives

2.1.1. The key objectives for the most recent consultation exercise undertaken for the Haslingfield Greenway (Grantchester Section) are as outlined below. These priorities were considered in all consultation 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 results.
- 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.

2.2 Consultation activities

2.2.1. Throughout 2023, a range of key stakeholders along the Haslingfield Greenway, particularly those affected by the Grantchester proposals, were engaged and continue to be engaged as the project progresses. These include partner authorities, council members, parish councils such as Grantchester Parish council, representatives of walking, cycling and equestrian groups, and owners of land where access agreements are needed to operate or construct the route.

2.3 Who was engaged with and when?

2.3.1. Table 2-1 summarises who was engaged with and when they were engaged with during the engagement process.

Table 2-1 - Summary of engagement that took place.

Timeline	Group or Organisation / Event	Date
Pre-Engagement	Grantchester Parish Council Meetings, including site walk over	21 March 2023 25 April 2023
	Public Parish Council Meeting	15 May 2023
	Councillor Briefing Session (Virtual)	16 May 2023
	Email updates to non-motorised user groups	24 May 2023
During Public Consultation	Public Event (Virtual)	20 June 2023
	Public Event (Drop-in at Grantchester Village Hall)	22 June 2023

2.4 Consultation materials and promotion

- 2.4.1. Supporting materials were produced to inform and invite feedback on the proposals from key stakeholders and members of the public. Materials included a brochure, visualisations and a survey.
- 2.4.2. The brochure, technical drawings and a Word version of the survey were uploaded to the ConsultCambs online platform along with Frequently Asked Questions and information about event dates: <https://www.greatercambridge.org.uk/sustainable-transport-programme/active-travel-projects/greater-cambridge-greenways/haslingfield-greenway>.
- 2.4.3. Alternative formats and hard copies of the materials were available upon request, with details provided in the brochure on how to obtain these, to ensure accessibility for all.
- 2.4.4. In terms of dissemination of consultation materials and promotion of the consultation event dates, the following was undertaken:
- Hard copies of the brochure were delivered to approximately 2920 properties along and adjacent to the 2.5km section of the route, advertising the consultation, providing detailed

information about the proposals including annotated maps, and inviting residents and businesses to provide feedback on the proposals.

- 150 paper copies of the survey and consultation brochure were provided to Grantchester Parish Council.
- Further promotion was conducted through social media platforms, with multiple posts being made on GCP’s Facebook and Twitter pages.
- A press release was sent out by GCP to promote the consultation in the media.

2.4.5. A copy of the engagement brochure, the survey and a breakdown of the coding framework are provided as Appendices A to C, of this report.

2.5 Online engagement

2.5.1. A total of 1,523 people visited at least one Haslingfield consultation webpage during the consultation period. Table 2-2 provides a breakdown of the downloaded figures for the documents on the consultation webpage.

Table 2-2 – Website Figure Downloads

Engagement Tool Name	Visitors	Downloads/ Views
Haslingfield Greenway Consultation Brochure	679	805
Haslingfield Grantchester Technical Drawings	155	177
Haslingfield consultation survey	48	57
FAQs	22	24
Key Date	22	24

2.5.2. A breakdown of the statistics from the webpage are summarised below in Table 2-3.

Table 2-3 – Engagement on webpage

Type of Engagement	Frequency
Aware Visits	1,523
Informed Visits	1,160
Engaged Visits	406

- 2.5.3. A visitor classified as 'aware' has made at least one visit to the site or project. According to the methodology, even if a visitor hasn't interacted further (e.g., clicked on any links), they can still be considered aware of the project or website's existence.
- 2.5.4. An 'informed' visitor takes the next step from being aware and clicked on something. That might be another project, a news article, a photo, etc. This visitor is now considered to be informed about the project or site. This is done because a click suggests interest in the project.
- 2.5.5. If a visitor takes any of the following actions, they would be classified as '**informed**':
- Viewed a video
 - Viewed a photo
 - Downloaded a document
 - Visited the Key Dates page
 - Visited a FAQ list page
 - Visited multiple project pages (that means clicking from one project into the next or clicking on pages within the project, for example into a forum discussion).
 - Contributed to a tool (in other words, become 'engaged')
- 2.5.6. An '**engaged**' visitor is one that contributes to a tool, meaning that a participant has performed one or several of the following actions:
- 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
 - Contributed to ideas
- 2.5.7. Engaged and informed participants both fall within the broader category of "aware" visitors. It is implied that every engaged visitor is inherently both informed and aware, signifying that engagement cannot exist without awareness and information. Similarly, an informed visitor is always inherently aware of the project or site.
- 2.5.8. Typically, the number of contributors may vary when compared to the number of submissions as an administration account will have entered several paper copies into the survey. Therefore, one contributor may have made multiple submissions.

3 Analysis and methodology

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

3.1 Data collation

3.1.1. The primary means of providing feedback was via the survey, which was hosted online, with hard copies available upon request. The survey contained a combination of closed questions, where respondents select their answers from a defined list, and open (free text) questions so that respondents had the opportunity to explain the reasons for their choices in more detail. Other written responses were also accepted via email and post.

3.1.2. The Haslingfield Greenway (Grantchester section proposals) was divided into five different sections as part of the survey. This allowed respondents to provide direct comments relating to a specific section and for ease of analysis.

3.1.3. Each section was outlined in the survey and the specific proposals for that part of the route explained in detail. Two open questions were provided for respondents to submit additional feedback.

3.2 Closed question analysis

3.2.1. 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.

3.2.2. Please note that the decimal figures have been rounded to whole numbers and may mean that some percentages may not add up to 100%.

3.3 Open question analysis

3.3.1. 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.

3.3.2. 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 was 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.

3.3.3. An analysis of the open / free text questions is provided in Section 5 below. It should be noted the total number of coded comments might differ from the total number of responses given, as some respondents may have mentioned more than one theme in their comments.

3.4 Written responses

3.4.1. Other forms of response such as 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.

3.5 Quality assurance

Data integrity

3.5.1. 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.

3.5.2. Date and time stamp of submissions also showed no unusual patterns.

3.5.3. However, it should be noted that 17 identical or near identical responses were given within the open questions and reference the design suggestions put forward by CamCycle on their website. Whilst responses are similar, these are individual responses and have therefore been counted as so.

4 Respondents

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

4.1 Level of response

4.1.1. The survey was available online and hard copies were provided to Grantchester Parish Council. All consultation materials were also available upon request. A total of 428 responses were received to the survey, in addition to 11 letters and emails.

4.1.2. Survey responses have been reviewed from individuals, representatives of business groups and elected representatives comprising of:

- 405 individuals (95%)
- 15 representatives of a business or group (3.5%)
- 2 elected representatives (0.5%)
- 6 other (1.5%)

4.1.3. Table 4-1 illustrates the breakdown of respondent type, based on the question asking respondents why they are interested in the project.

4.1.4. A total of 411 respondents responded to this question. It should be noted that this was a multiple-choice question and therefore some respondents answered with more than one type, resulting in a higher frequency (611 in total).

Table 4-1 – Respondent Types

Type of Respondent	Frequency	Percentage
Resident in Grantchester	119	19%
I regularly travel in the area	108	18%
Resident elsewhere in Cambridge	78	13%
Resident in Haslingfield	76	12%
Resident in Newnham (Cambridge)	69	11%
I occasionally travel in the area	44	7%
Work nearby	24	4%
Resident elsewhere	22	4%

Type of Respondent	Frequency	Percentage
Resident in Trumpington	19	3%
Other (please specify)	17	3%
Local business owner/employer elsewhere	7	1%
Resident in Great Shelford	6	1%
Resident in Barton	5	1%
Work in Grantchester	5	1%
Local business owner/employer in Grantchester	4	1%
Resident in Hardwick	2	<1%
Resident in Highfields	2	<1%
Resident in Harston	2	<1%
Resident in Hauxton	1	<1%
Resident in Toft	1	<1%

4.1.5. The results indicate that most respondent type reside in Grantchester with 119 responses (19%), while the second highest respondent type was interested in the proposals because they regularly travel in the area with 108 responses (18%).

Business and organisations

4.1.6. A total of 13 businesses and organisations responded to the consultation. Six of which responded via the survey, the remaining six provided feedback via letter/email. Businesses or organisations that have responded to the survey are included below:

- Arm Cambridge Bicycle User Group
- Blue Ball Inn, Grantchester
- Cambridge and South Cambridgeshire Green Party
- Cambridge Past, Present & Future
- Cambridge Rugby Union Football Club
- CTC Cambridge
- Fenland Bridleways Association
- Grantchester Road Residents' Association
- South Newnham Neighbourhood Forum

- Swavesey & District Bridleway Association
- The Red Lion, Grantchester
- CamCycle
- The Trails Trust.

Public bodies represented

4.1.7. Three elected representatives responded to the survey; these were:

- Grantchester Parish Council
- Haslingfield Parish Council
- Barton Parish Council.

4.2 Respondent profile

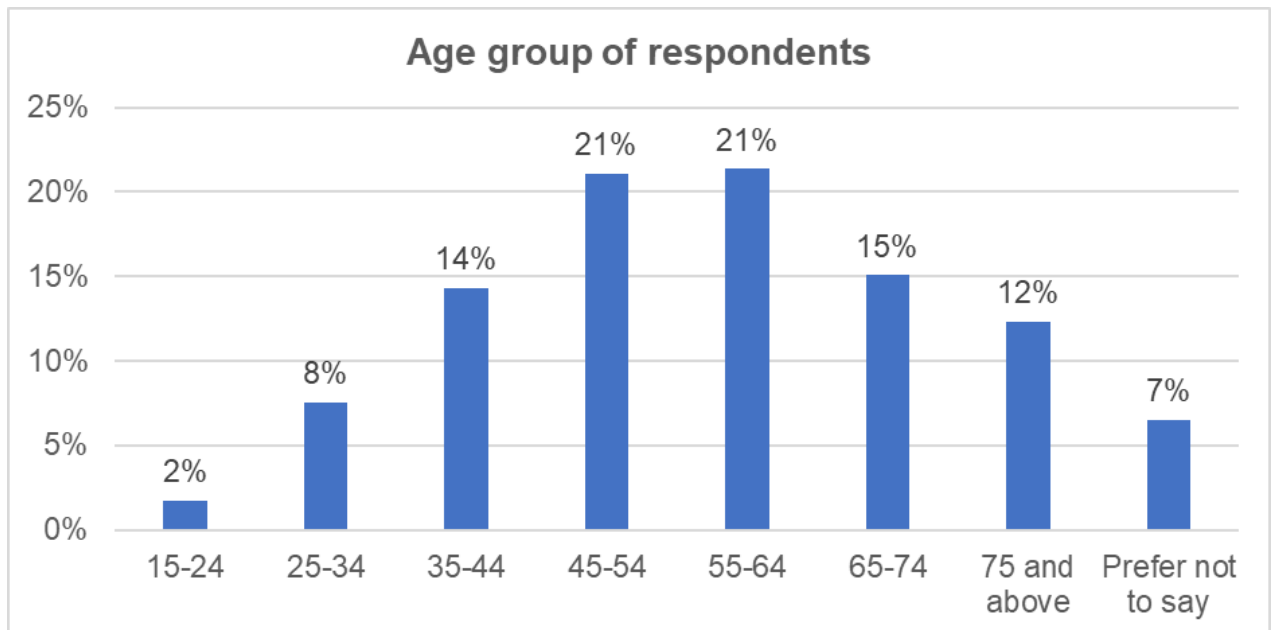
4.2.1. This section details the respondent demographics. Data was collected using the ‘More about you’ questions in the survey (Q11 – Q15). These questions were optional.

Age profile of respondents

4.2.2. A total of 398 disclosed their age, with 26 respondents (7%) preferring not to say.

4.2.3. The largest proportion of respondents were in the 55-64 bracket with 85 respondents (21%). This is closely followed by 45-54 with 84 respondents (21%) followed by the 65-74 with 60 respondents (15%). The 35-44 age bracket made up 57 respondents (14%) followed by the 75 and above age bracket with 49 respondents (12%). This is followed by the 25-34 age bracket with 30 respondents (8%) and the smallest proportion of respondents were in the 15-24 age bracket with 7 respondents (2%).

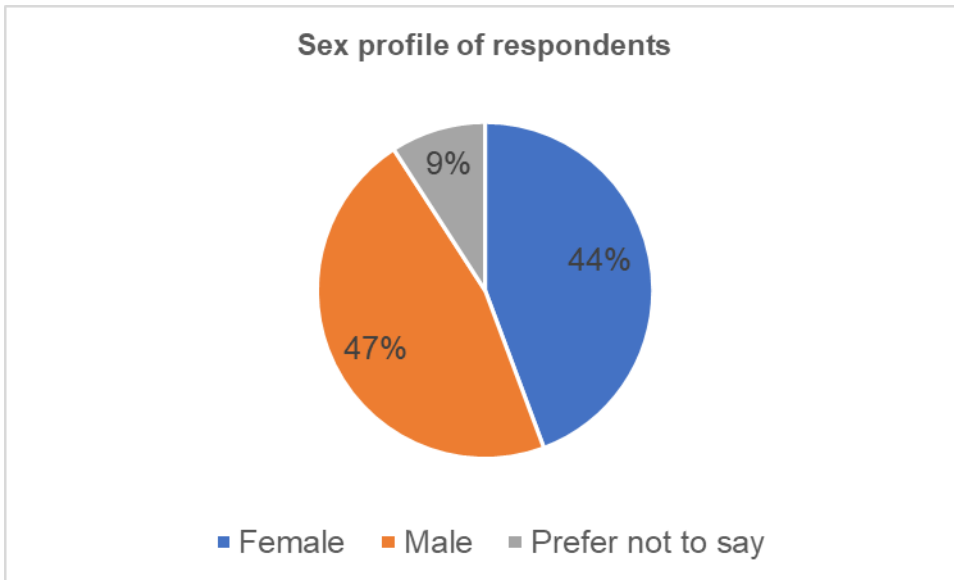
Figure 4-1 - Age Profile of Respondents (398 responses received)



Sex profile of respondents

4.2.4. A total of 404 respondents chose to answer “Q9. What is your sex?”. Figure 4-2 shows that 179 respondents (44%) were female, 188 (47%) were male and 37 respondents (9%) chose not to say.

Figure 4-2 - Sex profile of respondents (404 responses received)



Ethnicity of respondents

4.2.5. A total of 365 respondents disclosed their ethnicity. The results of which are summarised in Table 4-2. As seen, 344 respondents (94%) were White, 10 respondents (3%) were Asian and the remaining 3% were either Mixed, Black or Other.

Table 4-2 - Ethnicity of respondents

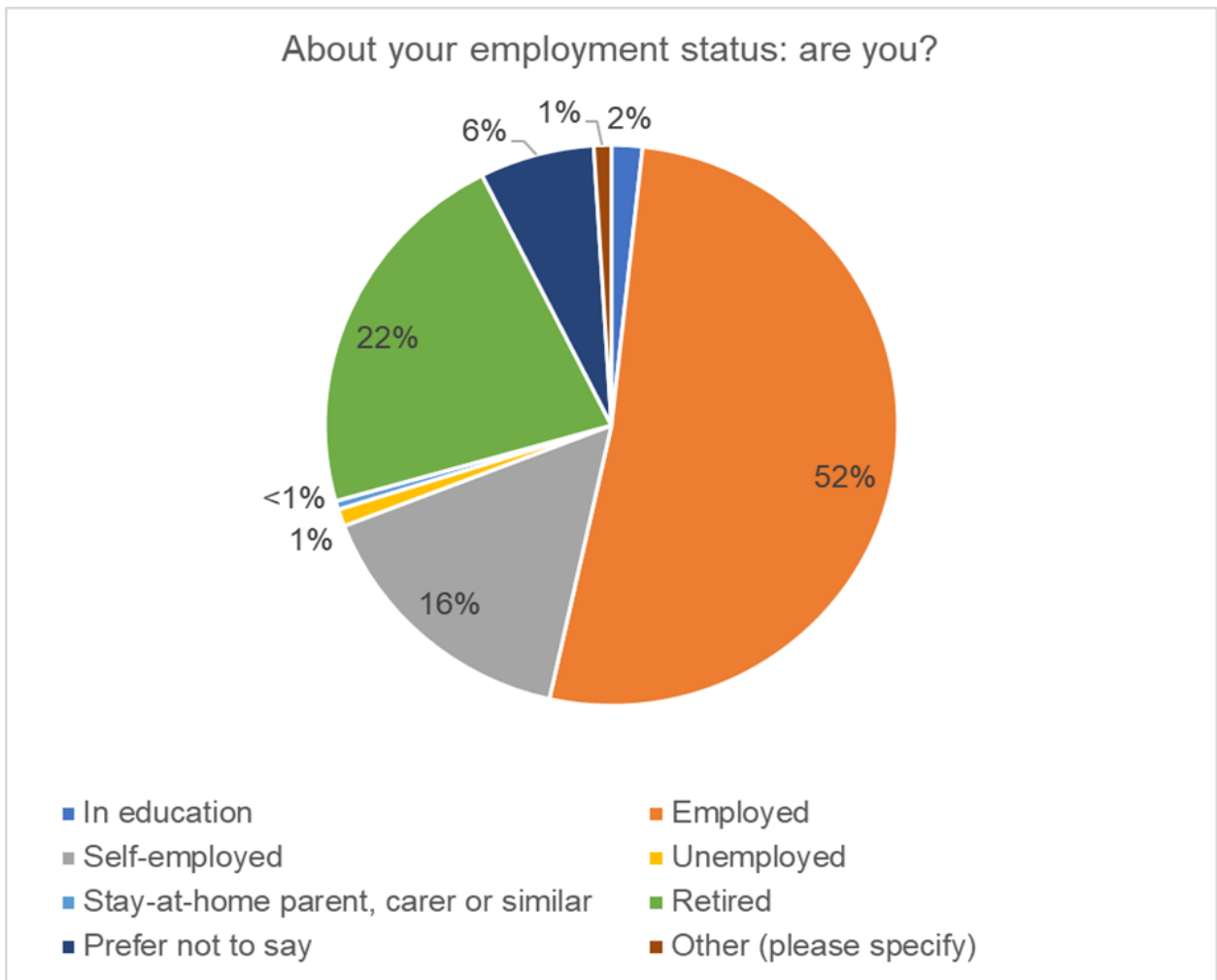
Ethnic Groups	Frequency	Percentage
White: includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background	344	94%
Asian or Asian British: includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background	10	3%
Mixed or Multiple ethnic groups: includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background	5	1%
Black, Black British, Caribbean or African: includes Black British, Caribbean, African or any other Black background	3	1%

Other ethnic group: includes Arab or any other ethnic group	3	1%
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Employment status of respondents.

4.2.6. A total of 376 respondents identified their employment status, with 26 respondents (6%) preferring not to say. The largest proportion of respondents are employed with 208 respondents (52%), followed by those who are retired with 88 respondents (22%) and self-employed with 63 respondents (16%). The number of respondents in education was 7 respondents (2%) and both Unemployed and Other having 4 respondents (1%). Finally, <1% of respondents are stay at home parents, carers or similar with 2 respondents.

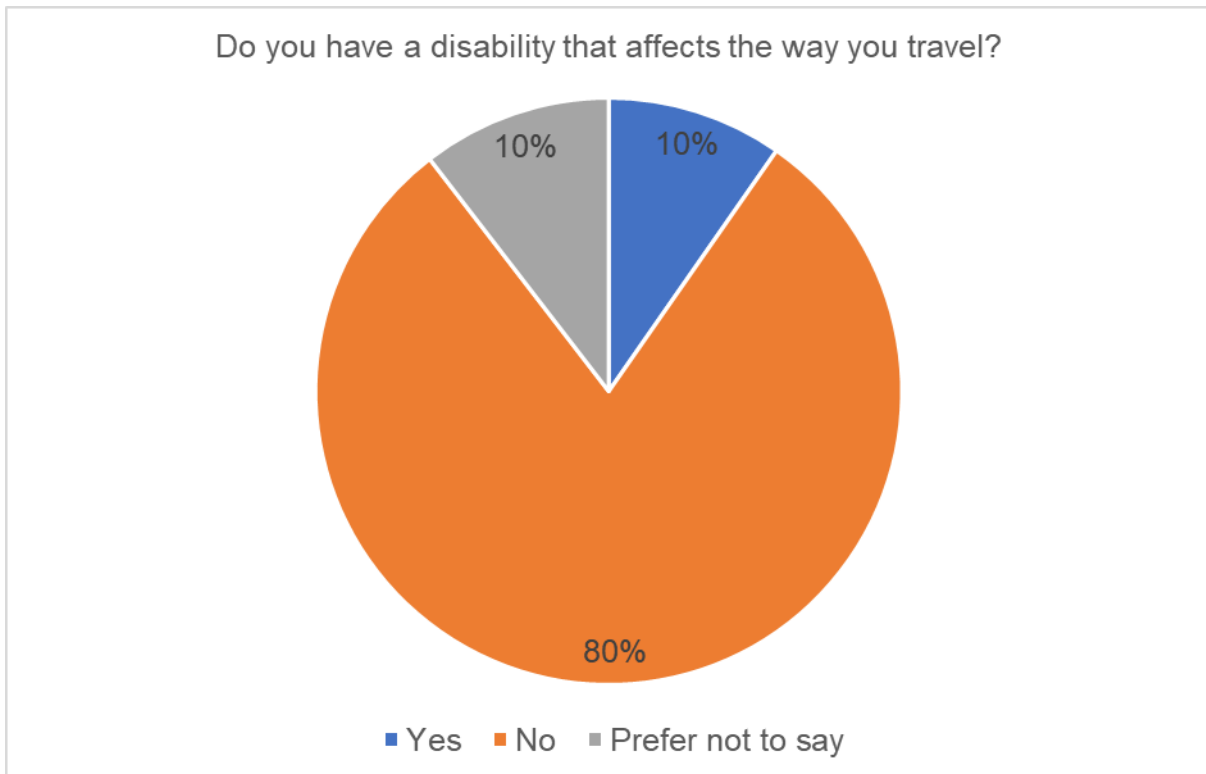
Figure 4-3 - Employment Profile of Respondents (402 responses received)



Disability

- 4.2.7. Respondents were asked if they consider themselves to have a disability that affects the way they travel. A total of 392 respondents answered this question.
- 4.2.8. Figure 4-3 illustrates that the majority of respondents 313 respondents (80%) answered 'no', while 38 respondents (10%) answered 'yes'.
- 4.2.9. The remaining 41 respondents (10%) preferred not to say.

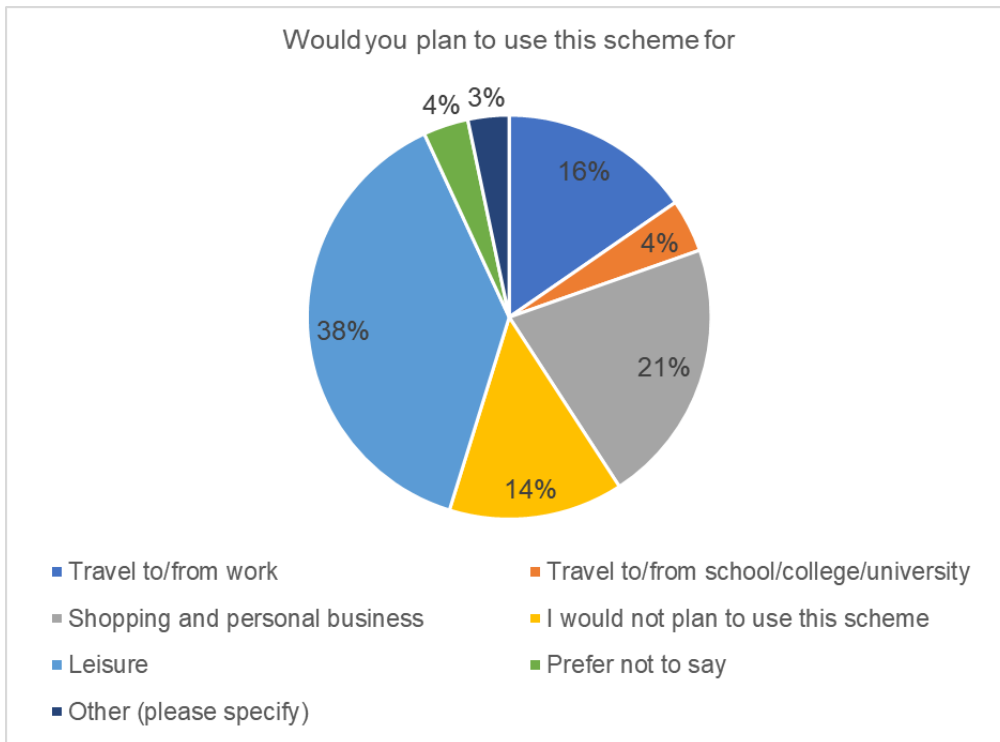
Figure 4-4 - Disability (392 responses received)



Use of the scheme

- 4.2.10. The ‘More about you’ questions also asked what respondents would use this scheme for such as travel for work, travel for education, recreation or other.
- 4.2.11. It should be noted that this was a multiple-choice question, therefore the total number of responses is higher than the total number of survey respondents. Figure 4-5 illustrates the responses to this question.

Figure 4-5 - Would you plan to use this scheme for? (637 options selected by 395 respondents)



- 4.2.12. Figure 4-5 illustrates that over a third of responses (38%, or 244 respondents) indicated that leisure would be the greatest use of the greenway.
- 4.2.13. Travel to/from work was identified as a planned use for 98 respondents (15%) and travel to education (university/school/college) was identified by 27 respondents (4%).
- 4.2.14. Travel to/ from shopping and personal business was identified by 135 respondents (21%) and ‘I would not plan to use this scheme’ was identified as having 89 respondents (14%).
- 4.2.15. There were 23 respondents (4%) who preferred not to disclose how they plan to use the route.
- 4.2.16. 21 respondents (3%) answered ‘other’. Some uses identified from the ‘other’ category are outlined below.
 - Horse-riding
 - Visiting friends and family

- Travel between villages, and between villages and Cambridge
- Travel to access services i.e., GP/doctors surgery, pub, restaurants and local shops
- Exercising.

Postcodes of respondents

4.2.17. Respondents were also asked for the first four of five characters of their postcode to provide a geographical representation of respondents.

4.2.18. Table 4-3 outlines the first 3-4 characters of postcodes provided and the number of respondents per postcode area. In total, 421 respondents disclosed their postcode. Seven respondents did not disclose their postcode as part of the survey.

Table 4-3 – Postcode Areas

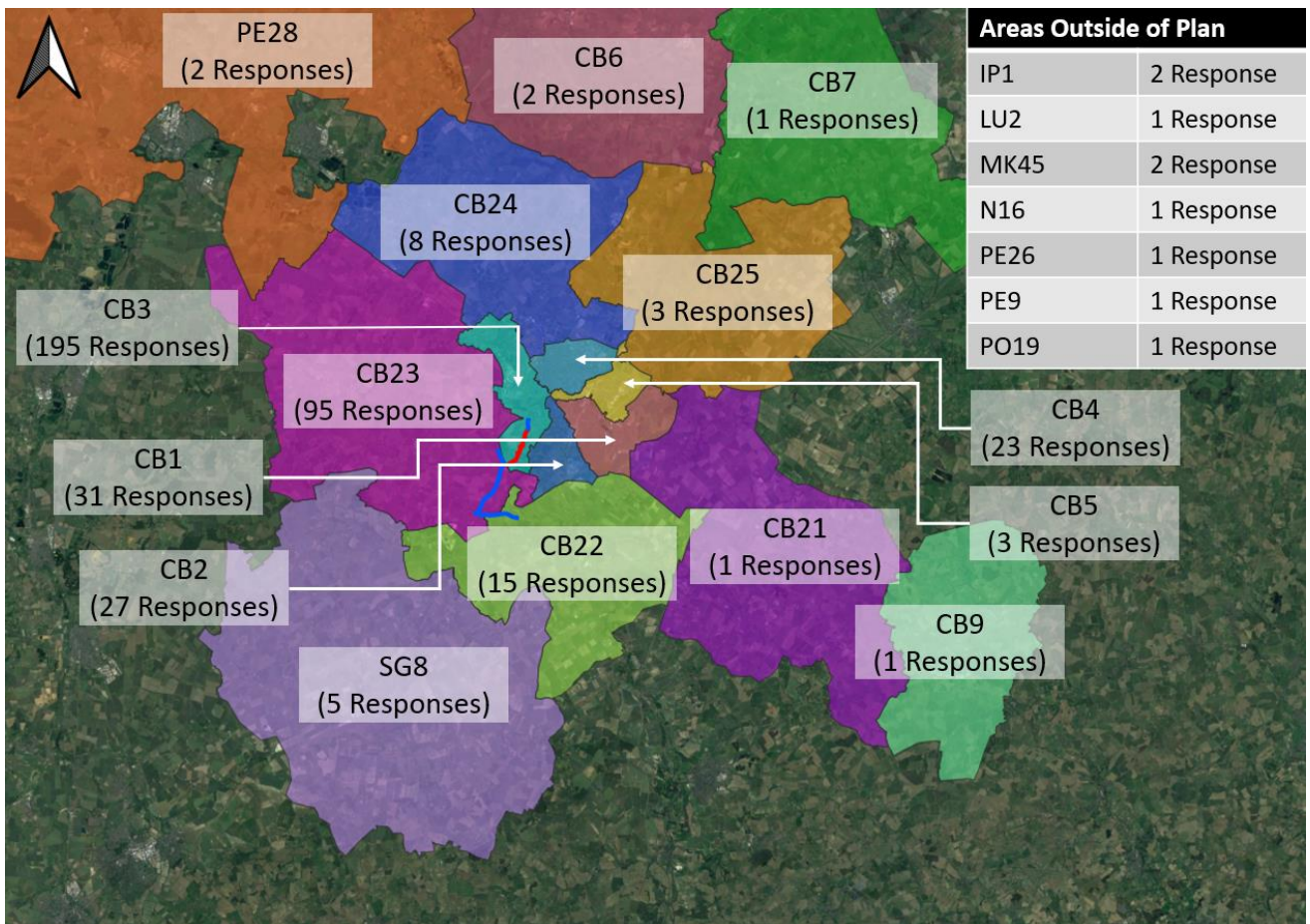
Postcode	Number of Respondents
CB3	195
CB23	95
CB1	31
CB2	27
CB4	23
CB22	15
CB24	8
SG8	5
CB25	3
CB5	3
CB6	2
IP1	2
MK45	2
PE28	2
CB21	1
CB7	1
Cb9	1
LU2	1
N16	1
PE26	1
PE9	1
PO19	1

Did not Disclose	7
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4.2.19. As shown in Table 4-3, the majority of respondents reside in the CB3 and CB23 postcode areas, which encompasses multiple settlements such as Bar Hill, Cambourne, Comberton, Girton and Grantchester.

4.2.20. Figure 4-6 below illustrates the postcodes and their respective number of responses.

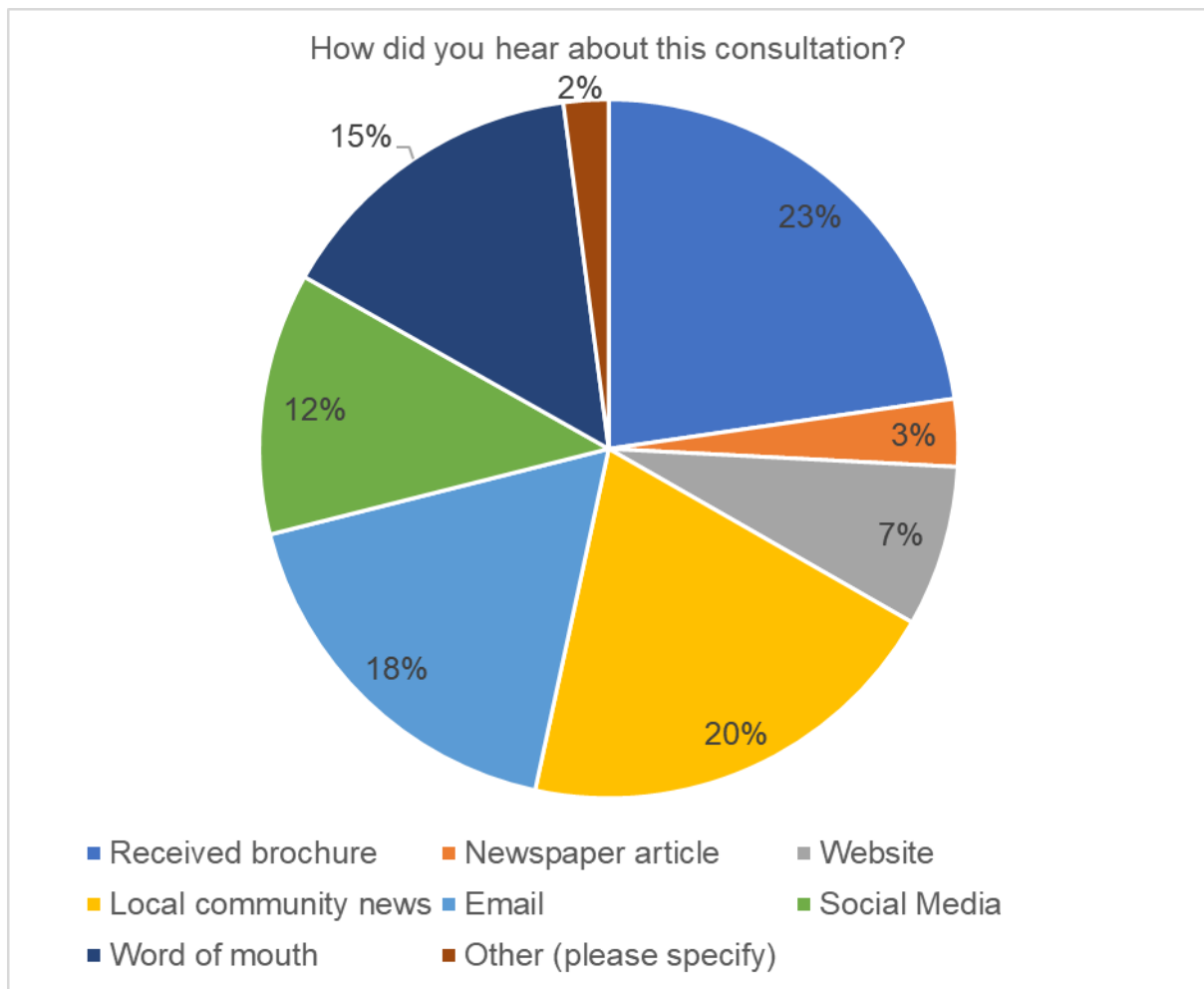
Figure 4-6 – Postcode areas and frequency



4.3 How respondents found out about the consultation

- 4.3.1. In total, 393 respondents disclosed how they heard about the consultation. It should be noted that this question was multiple choice, as such the respondents selected a total of 577 options.
- 4.3.2. Most respondents found out about the consultation from receiving the brochure, with 131 respondents (23%) stating this.
- 4.3.3. This was followed by local community news with 116 respondents (20%) and then by email with 102 respondents (18%).
- 4.3.4. Some respondents found out via word of mouth with 85 respondents (15%), social media had 70 respondents (12%) and the website informed 43 respondents (7%).
- 4.3.5. 18 respondents (3%) were informed by a newspaper article and 12 respondents (2%) found out about the engagement by other sources, including via a Parish Council, British Horse Society, and cycle newsletter.
- 4.3.6. Figure 4-7 provides a breakdown of how respondents found out about the consultation.

Figure 4-7 - Breakdown of how respondents found out about the consultation

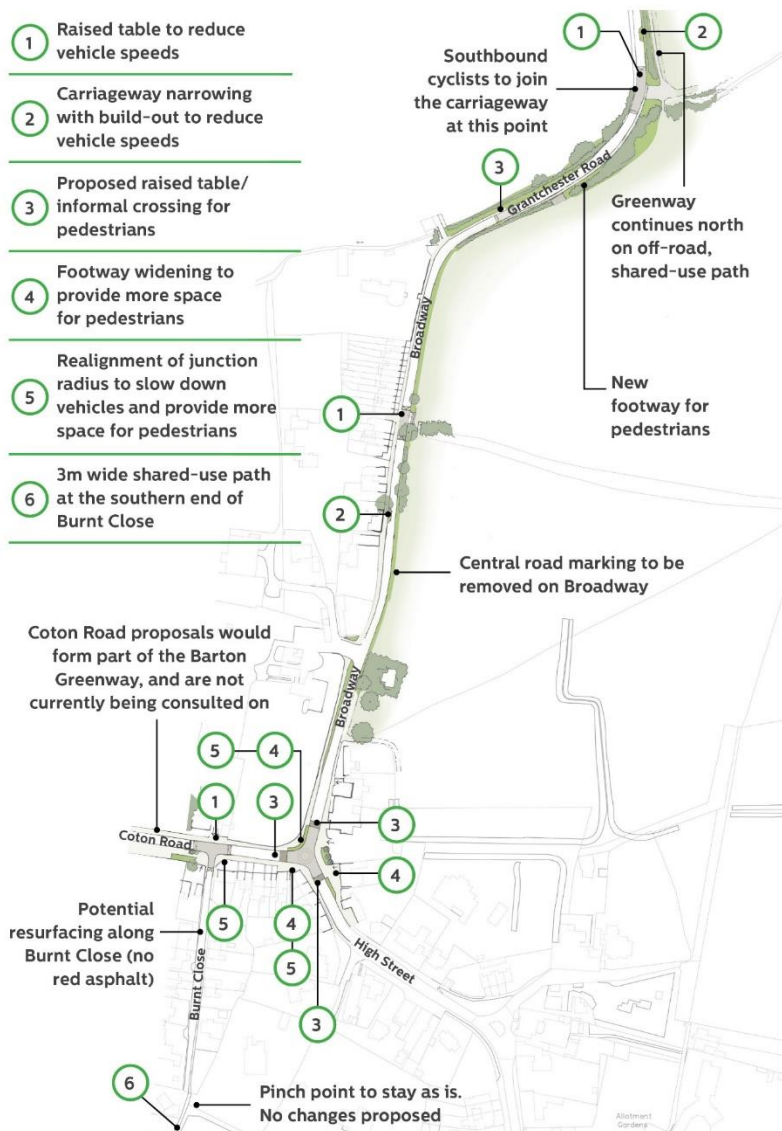


5 Feedback on the proposals

5.1 Introduction

- 5.1.1. This chapter summarises the feedback received on the proposals for the scheme. It should be noted that not all respondents provided feedback on all sections of the route. Therefore, the number of respondents varies between 401 and 417 for each proposed option.
- 5.1.2. This chapter also summarises the feedback received at the consultation events that took place in June 2023 (online and in-person), in addition to the letters and emails received.
- 5.1.3. The insert of the Haslingfield Greenway survey map has also been provided in Figure 5-1.

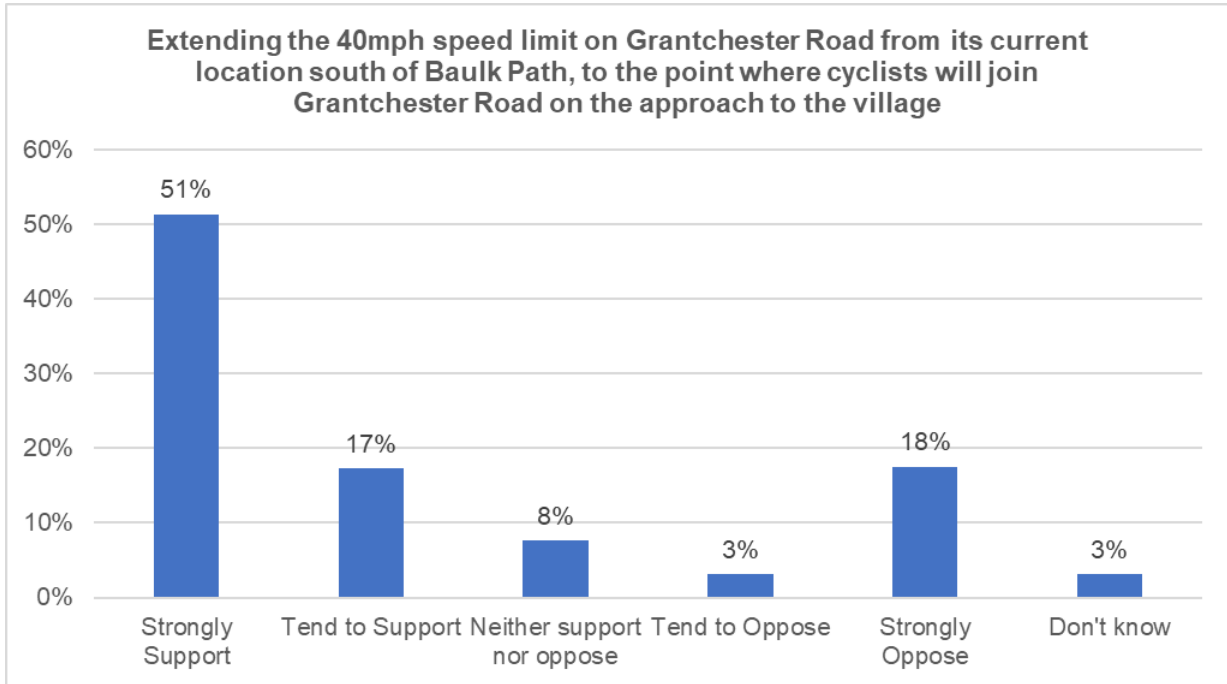
Figure 5-1 – Haslingfield Greenway Map



5.2 Section 1: Grantchester Road and Broadway

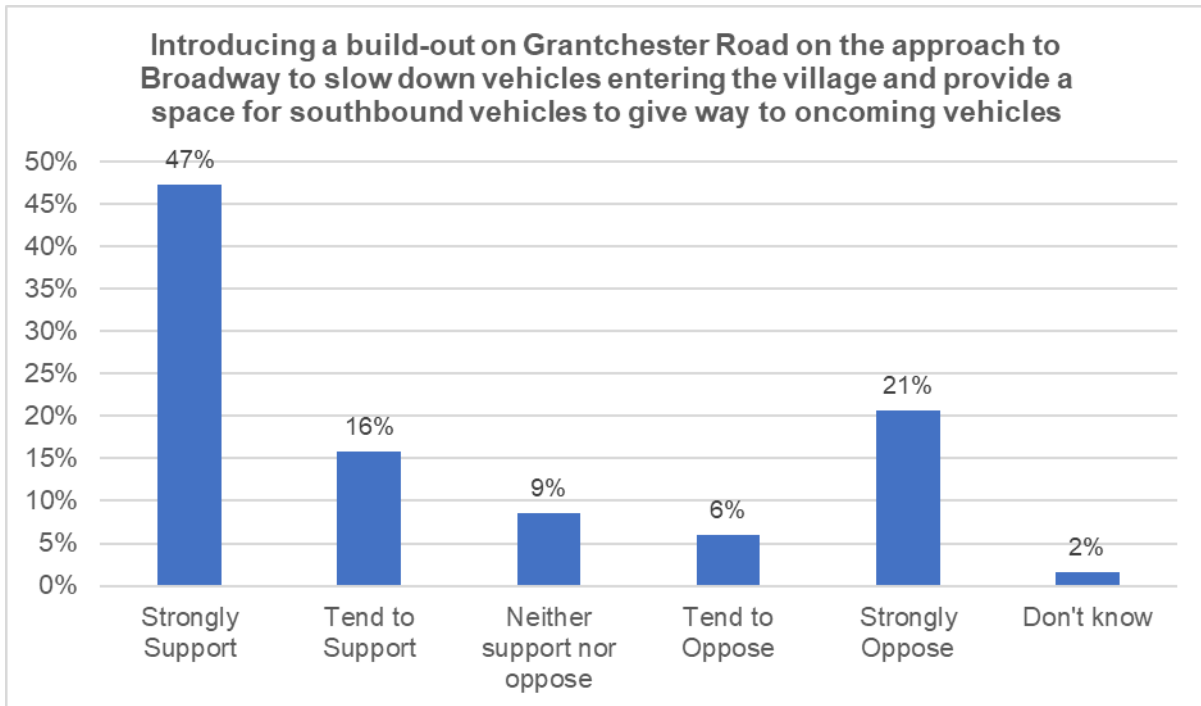
- 5.2.1. This section provides an overview of the feedback received regarding the proposals between Grantchester Road and Broadway.
- 5.2.2. A total of six closed questions were provided in the survey seeking feedback on the proposals using a five-point scale (strongly support to strongly oppose).

Figure 5-2 - Extending the 40mph speed limit on Grantchester Road (417 responses)



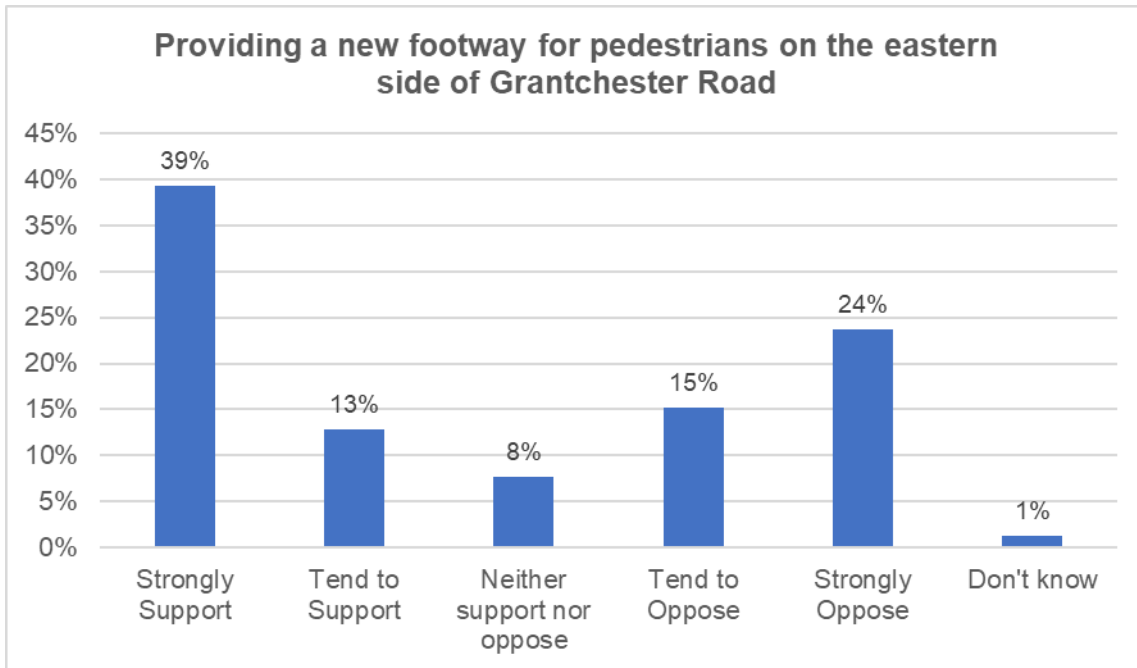
- 5.2.3. A total of 417 responses were received regarding the proposal to extend the 40mph speed limit on Grantchester Road. 214 respondents (51%) that strongly supported the proposal and 72 respondents (17%) tended to support.
- 5.2.4. A total of 73 respondents (18%) strongly opposed this option and 13 respondents (3%) tend to oppose the proposal.
- 5.2.5. Of the total, 13 respondents (3%) noted that they did not know if they support or oppose. 32 respondents (8%) neither support nor oppose this option.

Figure 5-3 - Introducing a build-out on Grantchester Road on the approach to Broadway (417 responses)



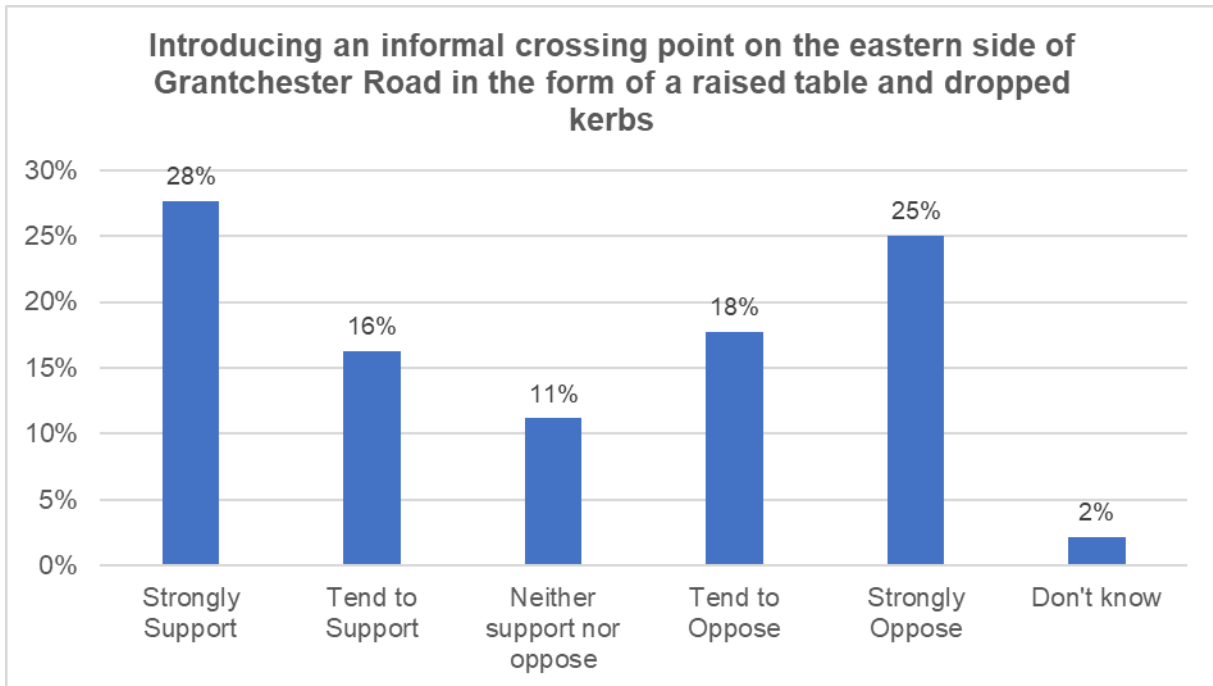
- 5.2.6. 417 responses were received regarding the proposal to introduce a build out on Grantchester Road. There were 197 respondents (47%) that strongly supported the proposal and 66 respondents (16%) that tended to support.
- 5.2.7. A total of 86 respondents (21%) strongly opposed this proposal and 25 respondents (6%) tended to oppose.
- 5.2.8. A further 36 respondents (9%) neither support nor oppose this option. 7 respondents (2%) noted that they did not know.

Figure 5-4 - Providing a new footway for pedestrians on the eastern side of Grantchester Road (414 responses)



- 5.2.9. 414 respondents provided a response regarding the proposal to provide a new footway on the eastern side of Grantchester Road. Of those, 163 respondents (39%) strongly supported the proposal and a further 53 respondents (13%) tended to support it.
- 5.2.10. A total of 98 respondents (24%) strongly opposed the proposal and 63 respondents (15%) tended to oppose. A further 32 respondents (8%) neither support nor oppose this option.
- 5.2.11. 5 respondents (1%) noted that they did not have a preference on the option proposed.

Figure 5-5 - Introducing an informal crossing point on the eastern side of Grantchester Road (412 responses)

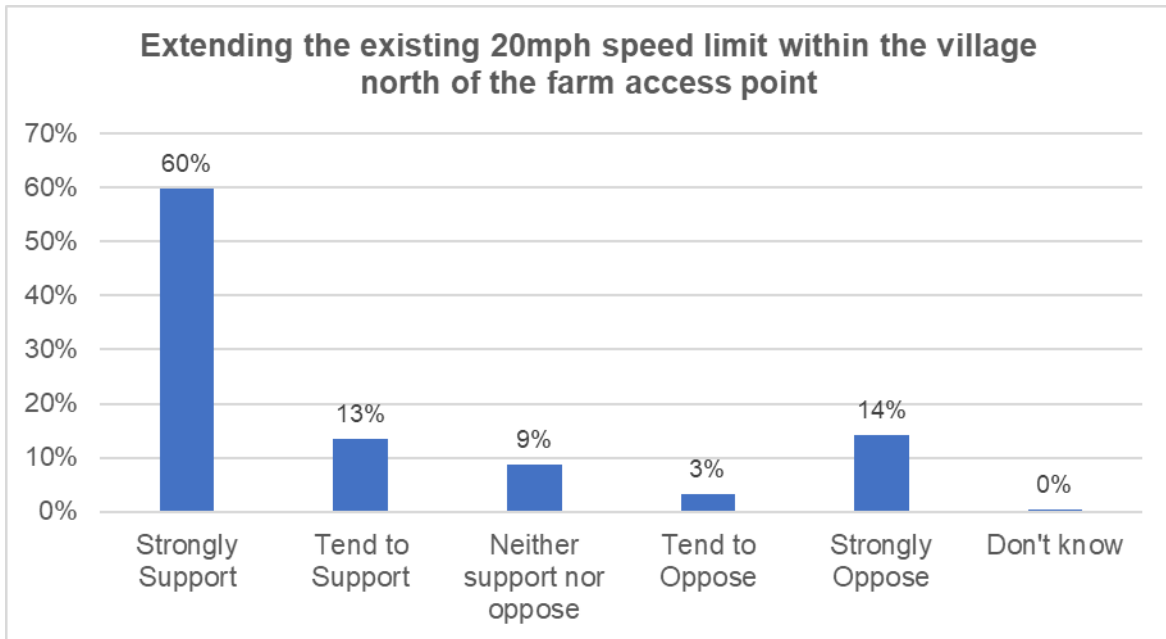


5.2.12. There was a total of 412 responses to the question regarding the proposal to introduce an informal crossing point on the eastern side of Grantchester Road. There were 114 respondents (28%) that strongly supported this proposal and 67 respondents (16%) that tended to support.

5.2.13. A total of 103 respondents (25%) strongly opposed the proposal and 73 respondents (18%) tended to oppose. A further 46 respondents (11%) neither supported nor opposed this proposal.

5.2.14. 9 respondents (2%) noted that they did not have a preference on the option proposed.

Figure 5-6 - Extending the existing 20mph speed limit who reside in Grantchester north of the farm access point (416 responses)

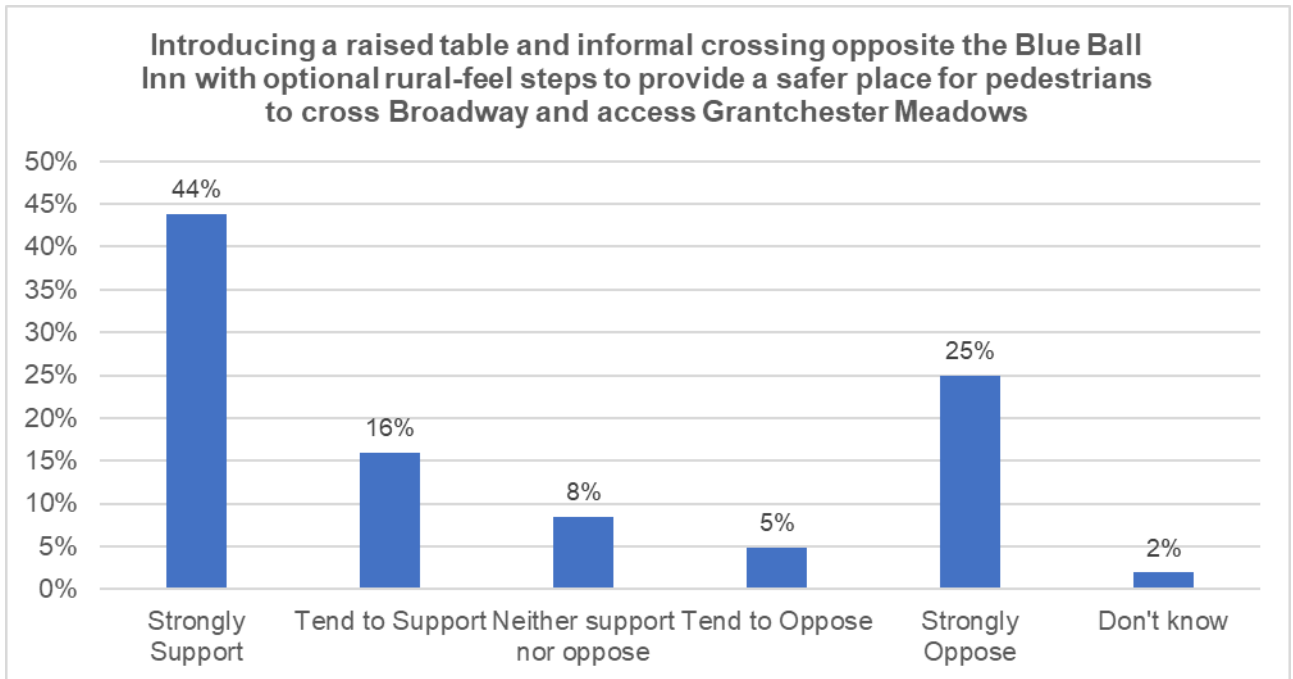


5.2.15. A total of 416 responses were received regarding the proposal to extend the existing 20mph speed limit north of the farm access. 249 respondents (60%) strongly supported this proposal and 56 respondents (13%) tended to support.

5.2.16. A total of 59 respondents (14%) strongly opposed this proposal, whilst 14 respondents (3%) tended to oppose. 36 respondents (9%) neither support nor oppose this option.

5.2.17. 2 respondents (<1%) noted that they did not have a preference on the option proposed.

Figure 5-7 - Introducing a raised table and informal crossing opposite the Blue Ball Inn (413 responses)

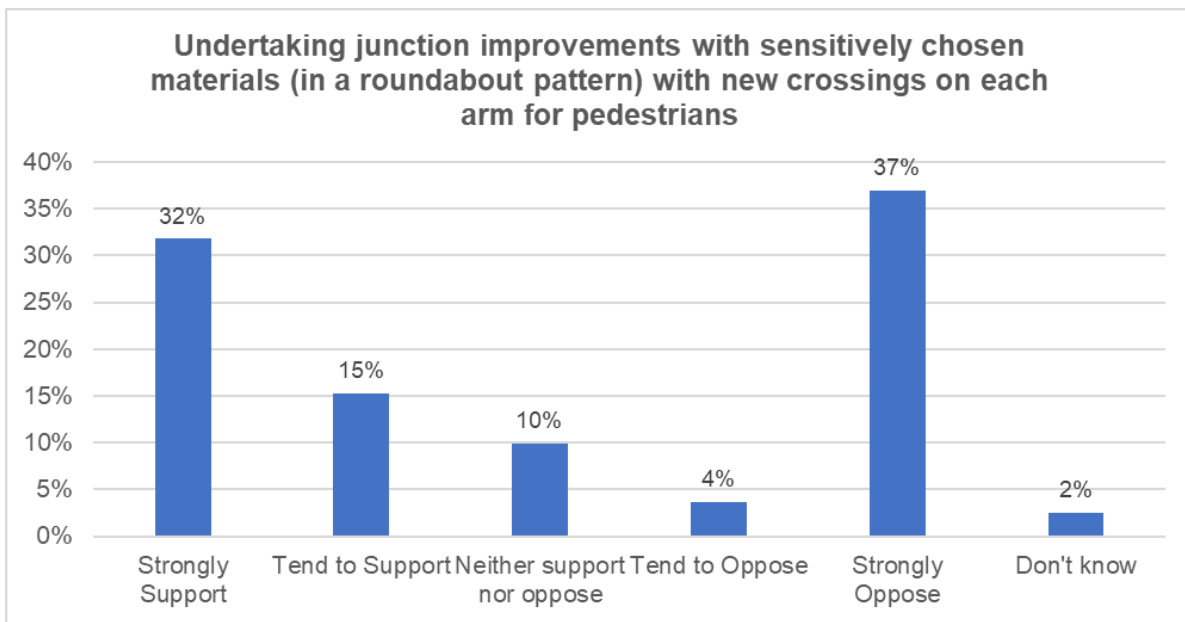


- 5.2.18. A total of 413 responses were received to the question regarding the proposal to provide a raised table and steps opposite the Blue Ball Inn.
- 5.2.19. 181 respondents (44%) strongly supported the proposal and 66 respondents (16%) tended to support.
- 5.2.20. 103 respondents (25%) strongly opposed the proposal, and 20 respondents (5%) tended to oppose. A further 35 respondents (8%) neither supported nor opposed.
- 5.2.21. 8 respondents (2%) noted that they did not have a preference on the proposal.

5.3 Section 2: Coton Road, Broadway, High Street junction

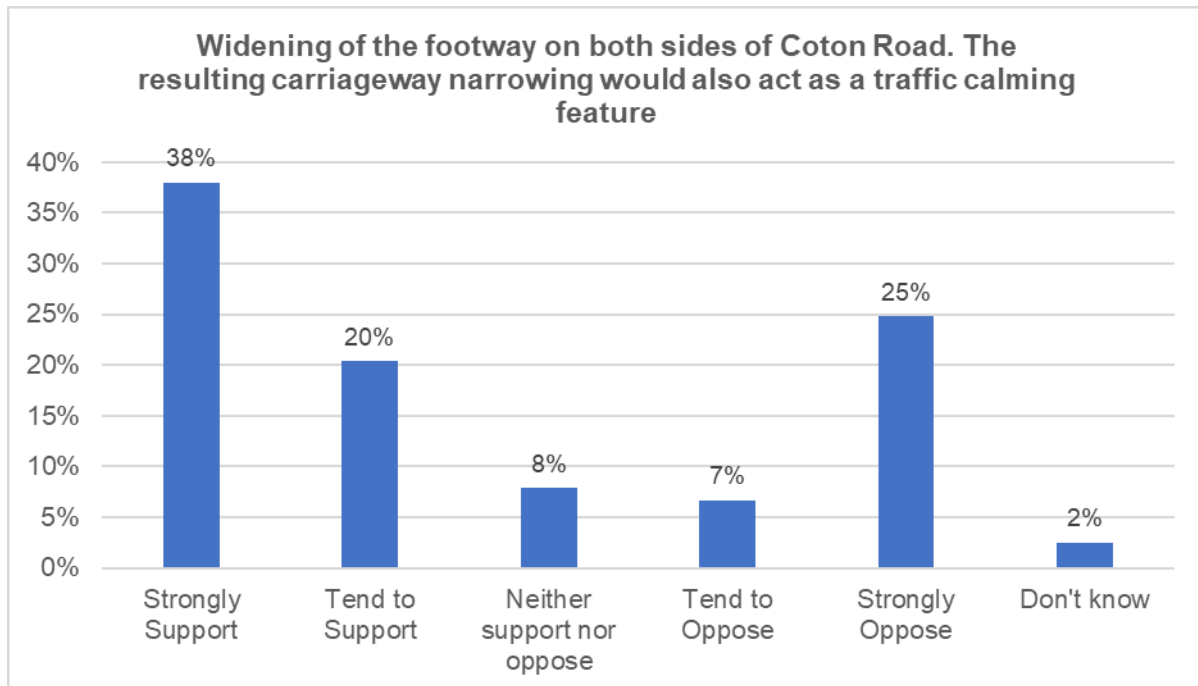
- 5.3.1. This section provides an overview of the feedback received regarding the proposals on the Coton Road, Broadway and High Street junction.
- 5.3.2. A total of two closed questions were provided in the survey seeking feedback on the proposal using a five-point scale (strongly support to strongly oppose).

Figure 5-8 - Undertaking junction improvements (in a roundabout pattern) with sensitively chosen materials with new crossings (406 responses)



- 5.3.3. A total of 406 responses to the question regarding the proposal to undertake junction improvements at Coton Road, Broadway and High Street.
- 5.3.4. 129 respondents (32%) strongly supported the proposal, whilst 62 respondents (15%) tended to support.
- 5.3.5. 150 respondents (37%) strongly opposed the proposal, and 15 respondents (4%) tended to oppose. A further 40 respondents (10%) neither supported nor opposed.
- 5.3.6. 10 respondents (2%) noted that they did not know if they support or oppose the proposal.

Figure 5-9 - Widening of the footway on both sides of Coton Road (408 responses)

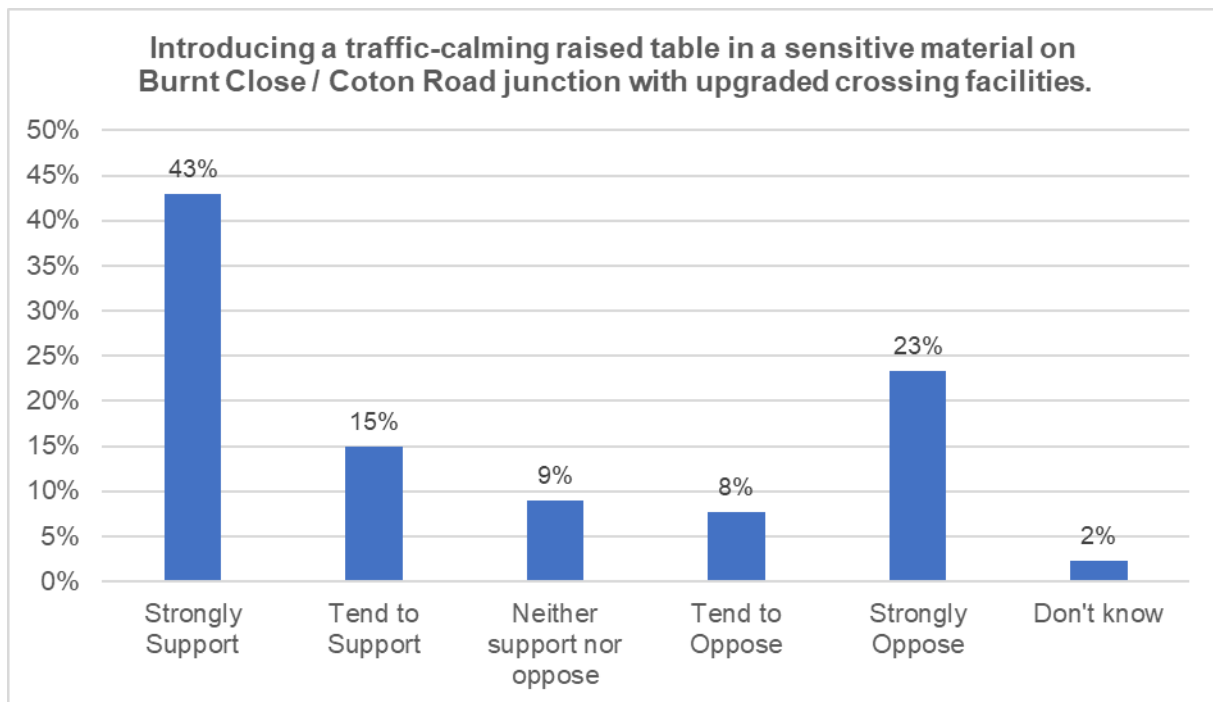


- 5.3.7. A total of 408 responses were received relating to the proposal to widen the footways on Coton Road.
- 5.3.8. 155 respondents (38%) strongly supported this proposal and 83 respondents (20%) tended to support.
- 5.3.9. 101 respondents (25%) strongly opposed this proposal and 27 respondents (7%) tended to oppose.
- 5.3.10. A further 32 respondents (8%) neither supported nor opposed this option.
- 5.3.11. 10 respondents (2%) noted that they did not have a preference on the option proposed.

5.4 Section 3: Burnt Close and M11 Bridge

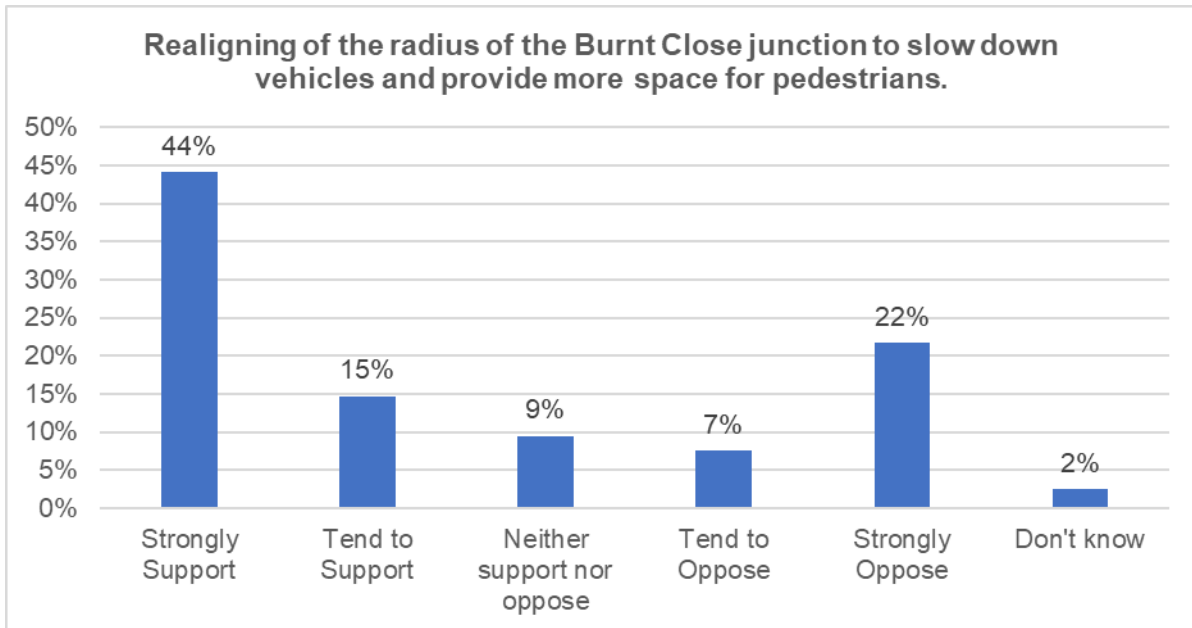
- 5.4.1. This section provides an overview of the feedback received regarding the proposals along Burnt Close to the M11 Bridge.
- 5.4.2. A total of five closed questions were provided in the survey seeking feedback on the proposal using a five-point scale (strongly support to strongly oppose).

Figure 5-10 - Introducing a traffic-calming raised table in a sensitive material on Burnt Close / Coton Road junction with upgraded crossing facilities (403 responses)



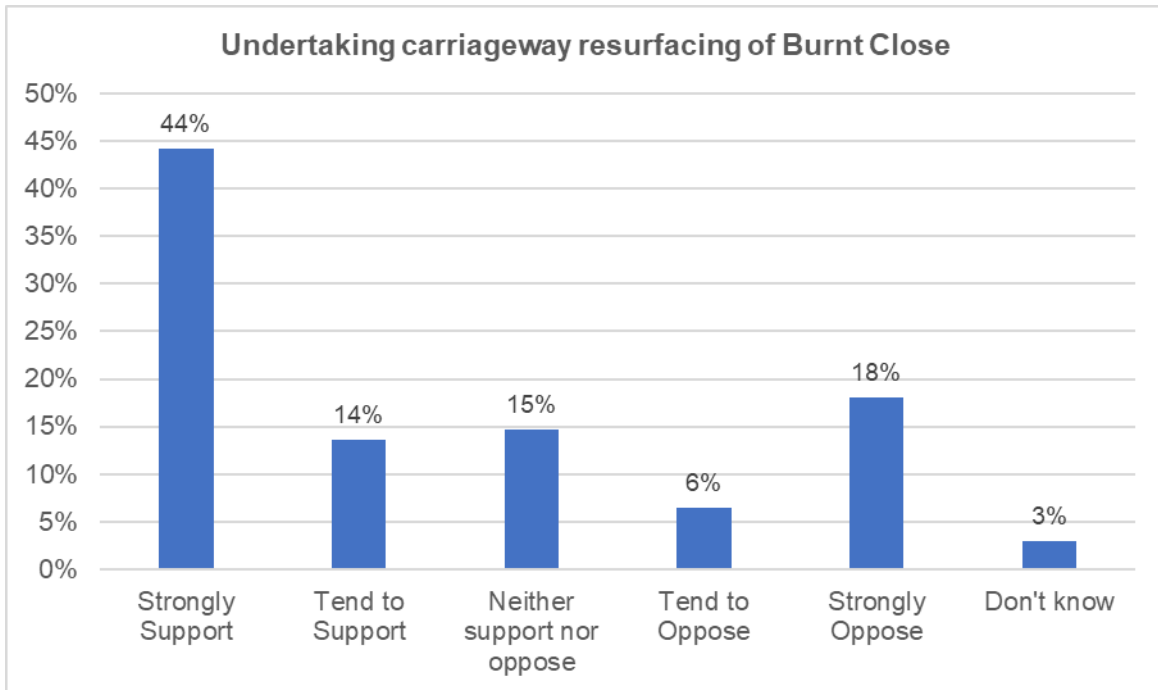
- 5.4.3. There was a total of 403 responses to the question regarding the proposal to introduce traffic calming measure and upgrade crossing facilities. Of those, there were 173 respondents (43%) that strongly supported the proposal and 60 respondents (15%) that tended to support it.
- 5.4.4. 94 respondents (23%) strongly opposed the proposal, and 31 respondents (8%) tended to oppose. A further 36 respondents (9%) neither supported nor opposed.
- 5.4.5. 9 respondents (2%) noted that they did not know if they support or oppose the proposal.

Figure 5-11 - Option 2: Realigning of the radius of the Burnt Close junction (401 responses)



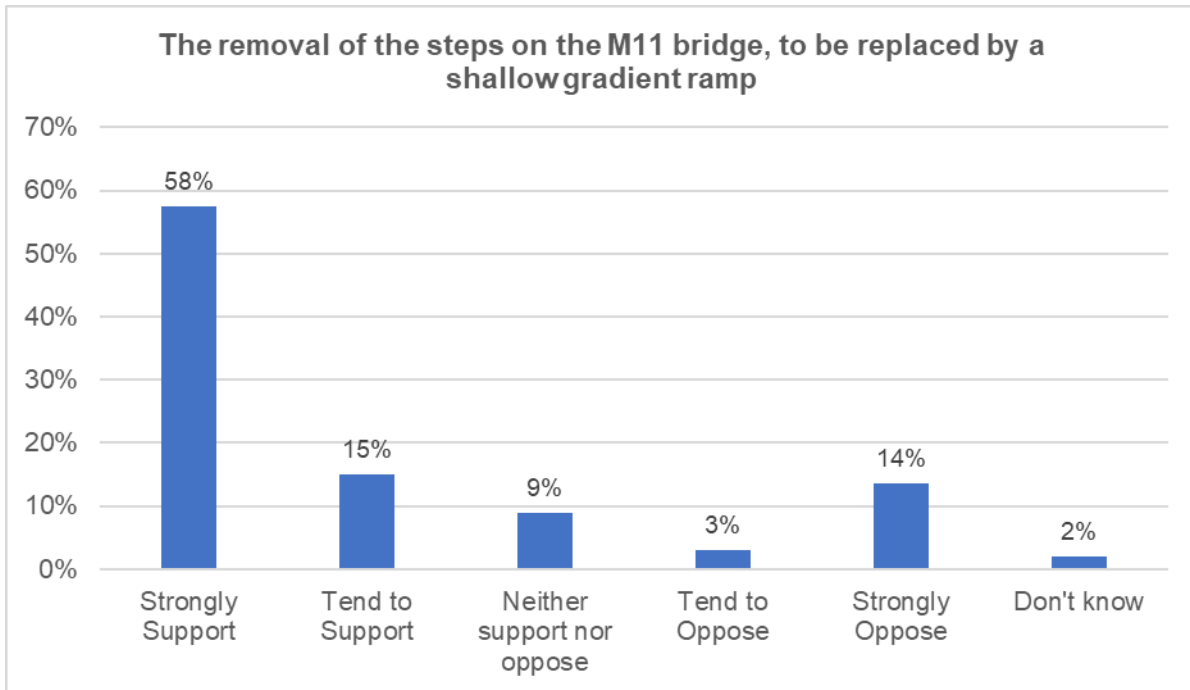
- 5.4.6. There was a total of 401 responses to the question regarding the proposal to realign the junction radius of Burnt Close. 177 respondents (44%) strongly supported the proposal and 59 respondents (15%) tended to support the proposal.
- 5.4.7. A total of 87 respondents (22%) strongly opposed this option and 30 respondents (7%) tended to oppose.
- 5.4.8. A further 38 respondents (9%) neither support nor oppose this proposal. 10 respondents (2%) noted that they did not have a preference on the option proposed.

Figure 5-12 - Option 3: Undertaking carriageway resurfacing of Burnt Close (403 responses)



- 5.4.9. A total of 403 respondents provided feedback on the proposal to undertake carriageway resurfacing on Burnt Close.
- 5.4.10. There were 178 respondents (44%) that strongly supported the proposal and 55 respondents (14%) that tended to support. Whilst 73 respondents (18%) strongly opposed, and 26 respondents (6%) tended to oppose.
- 5.4.11. A further 59 respondents (15%) neither supported nor opposed.
- 5.4.12. 12 respondents (3%) noted that they did not have a preference on the option proposed.

Figure 5-13 - The removal of the steps on the M11 bridge, to be replaced by a shallow gradient ramp (405 responses)



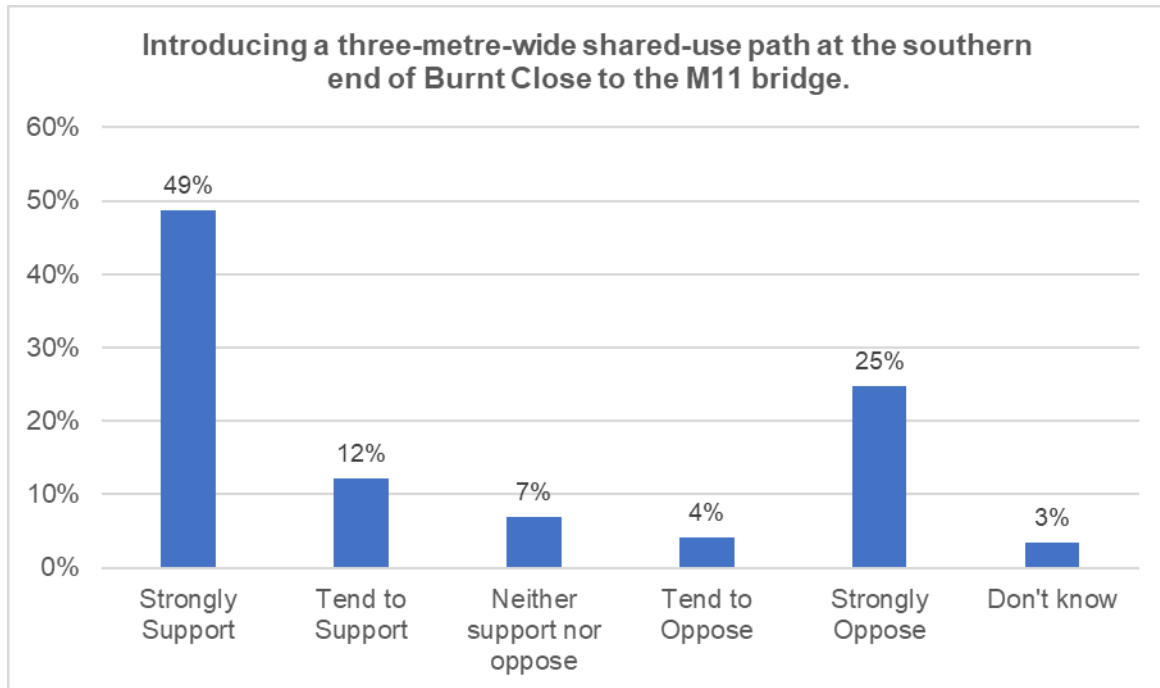
5.4.13. 405 responses were received regarding the proposal to implement a shallow ramp on the M11 bridge, in replacement of the steps.

5.4.14. 233 respondents (58%) strongly supported the proposal, in addition to 61 respondents (15%) tended to support it. 55 respondents (14%) strongly opposed, and 12 respondents (3%) tended to oppose this option.

5.4.15. Eight respondents (2%) noted that they did not have a preference on the option proposed.

5.4.16. A further 36 respondents (9%) neither supported nor opposed this option.

Figure 5-14 - Introducing a three-metre-wide shared-use path at the southern end of Burnt Close to the M11 bridge (405 responses)



- 5.4.17. 405 respondents provided feedback on the introduction of a three-metre shared-use path at the southern end of Burnt Close.
- 5.4.18. 197 respondents (49%) strongly supported this proposal and 49 respondents (12%) tended to support. Whilst 100 respondents (25%) strongly opposed, and 17 respondents (4%) tend to oppose this option.
- 5.4.19. 28 respondents (7%) neither supported nor opposed the proposal, and 14 respondents (3%) noted that they did not have a preference on the option proposed.

5.5 Feedback from Grantchester Village

5.5.1. This chapter of the report provides an overview of the responses from a total of 119 respondents who identified themselves as a resident of Grantchester. This group made up 28% of overall respondents. This analysis has been undertaken on all the closed questions within the following survey sections:

- Section 1: Grantchester Road and Broadway
- Section 2: Coton Road, Broadway, High Street junction
- Section 3: Burnt Close and M11 Bridge

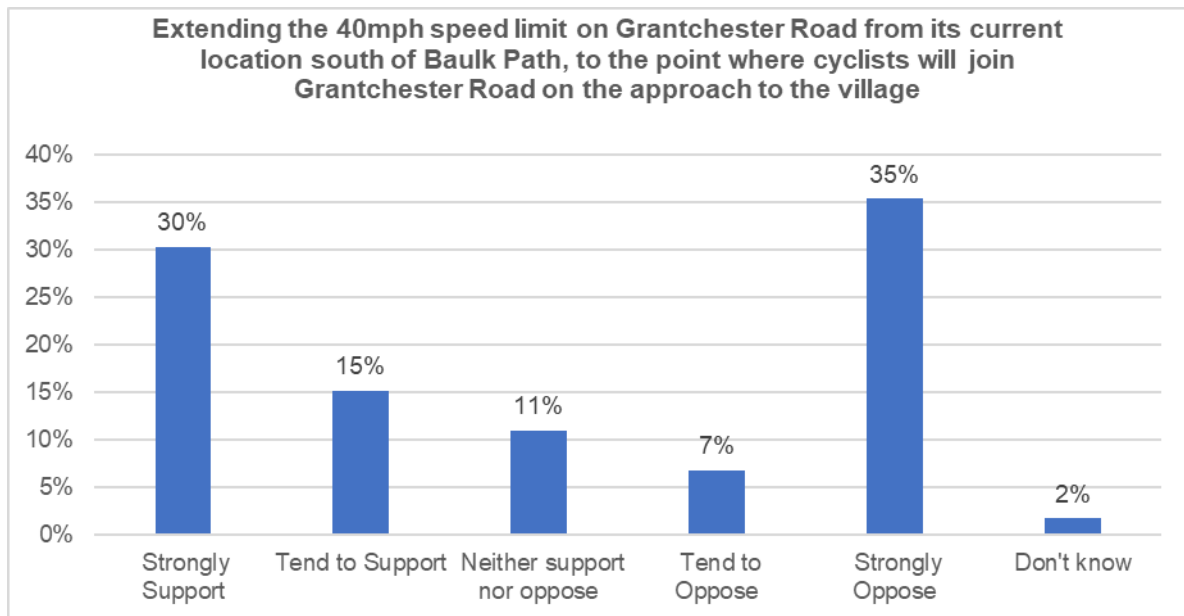
5.5.2. It should be noted that open text analysis has not been broken down by residents of Grantchester. The number of respondents to each question will also vary as not all respondents provided feedback on every closed question.

Section 1: Grantchester Road and Broadway

5.5.3. This section provides an overview of the feedback received regarding the proposals between Grantchester Road and Broadway.

5.5.4. A total of six closed questions were provided in the survey seeking feedback on the proposal using a five-point scale (strongly support to strongly oppose).

Figure 5-15 - Extending the 40mph speed limit on Grantchester Road (119 responses)

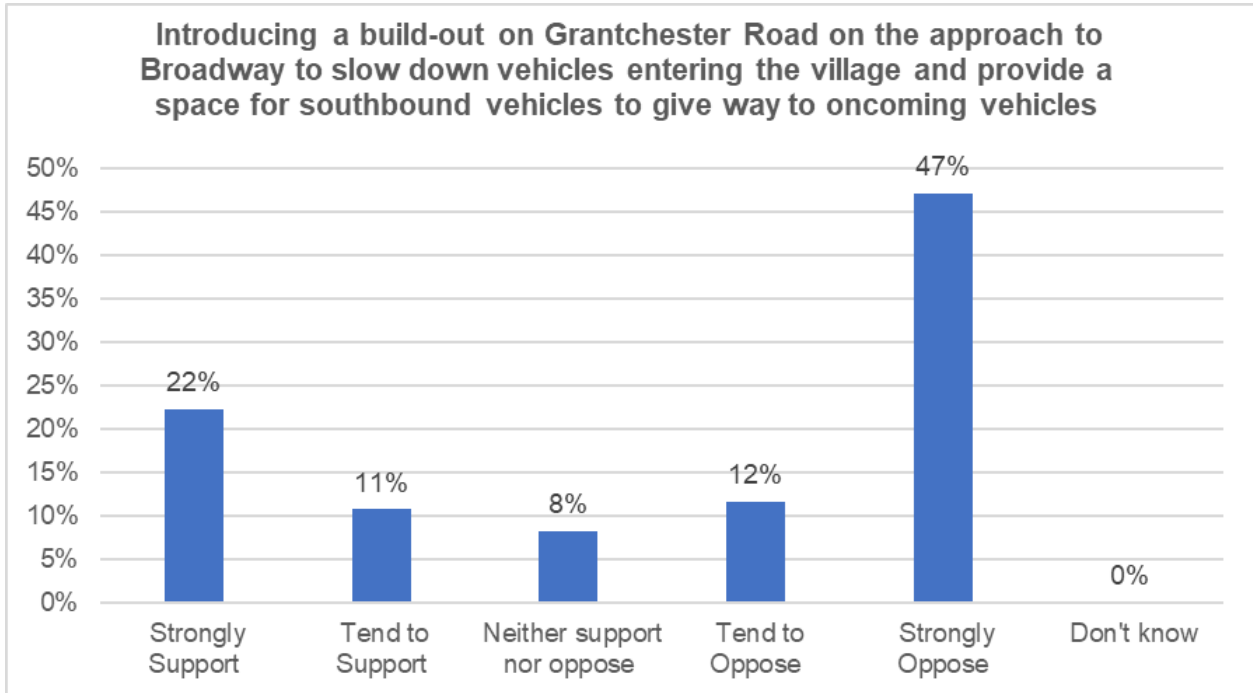


5.5.5. A total of 119 respondents who reside in Grantchester provided feedback on the proposal to extend the 40mph speed limit on Grantchester Road from the Baulk Path, to the point where cyclists will join Grantchester Road on the village approach.

5.5.6. 36 respondents (30%) strongly supported the proposal and 18 respondents (15%) tended to support. Whilst 42 respondents (35%) strongly opposed, and eight respondents (7%) tended to oppose.

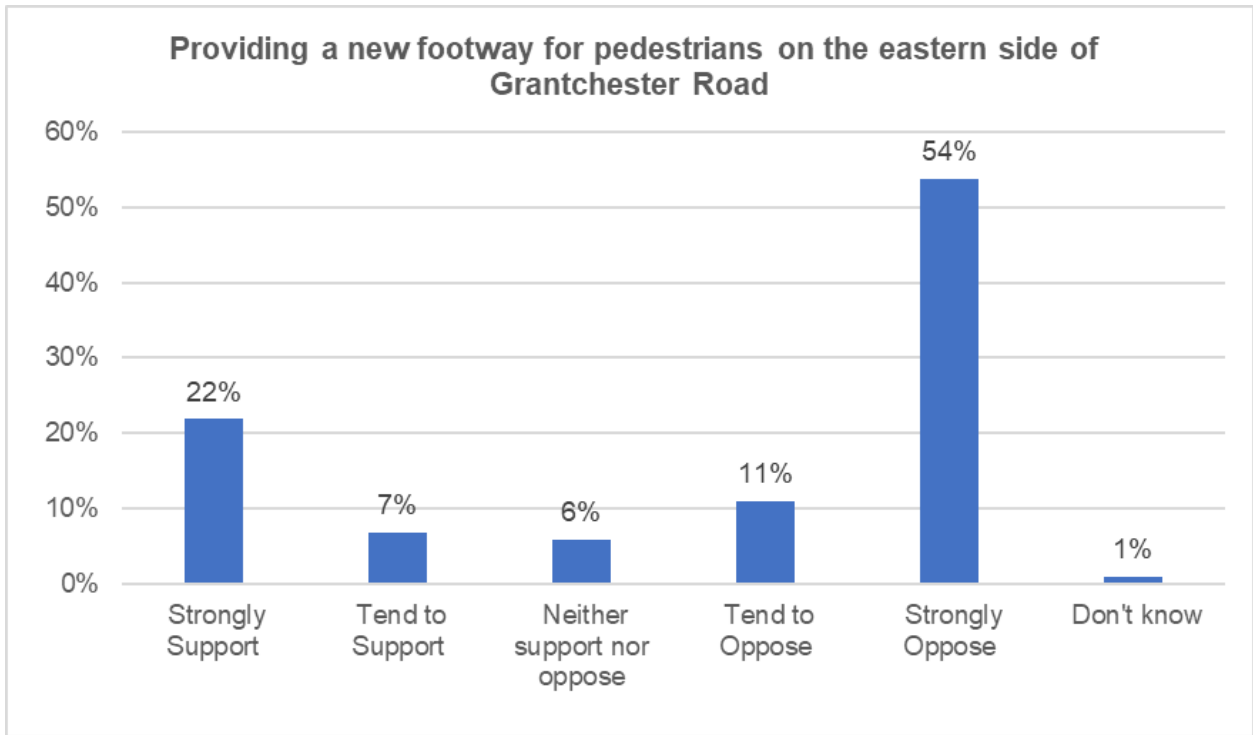
- 5.5.7. There was a further 13 respondents (11%) who neither supported nor opposed.
- 5.5.8. Two respondents (2%) noted that they don't know.

Figure 5-16 - Introducing a build-out on Grantchester Road on the approach to Broadway (118 responses)



- 5.5.9. A total of 118 respondents who reside in Grantchester provided feedback on the proposal to introduce a build-out on Grantchester Road on the approach to Broadway, for traffic calming purposes and to provide more space for oncoming southbound traffic.
- 5.5.10. 25 respondents (21%) strongly supported the proposal and 13 respondents (11%) tended to support. Whilst 56 respondents (47%) strongly opposed, and 14 respondents (12%) tended to oppose.
- 5.5.11. A further 10 respondents (8%) neither supported nor opposed this proposal.

Figure 5-17 - Providing a new footway for pedestrians on the eastern side of Grantchester Road (119 responses)



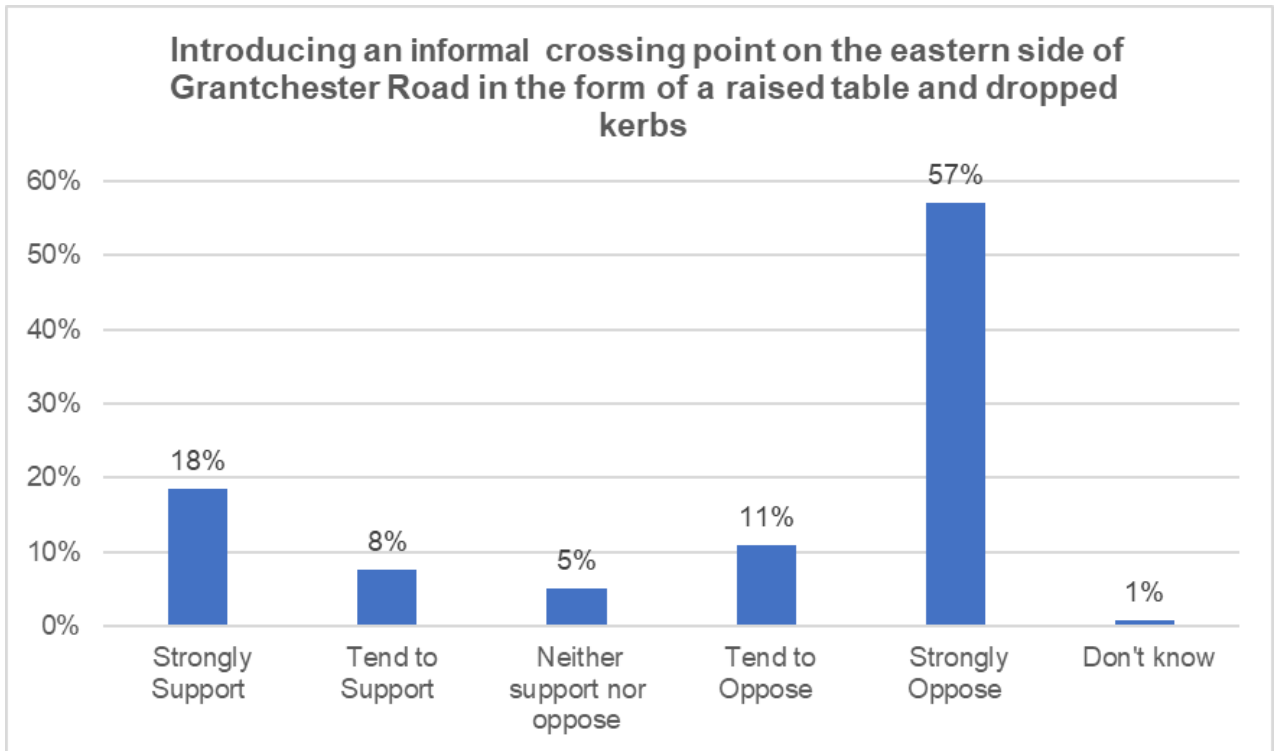
5.5.12. A total of 119 respondents who reside in Grantchester provided feedback on the proposal to provide a new footway for pedestrians on the eastern side of Grantchester Road.

5.5.13. 26 respondents (22%) strongly supported the proposal and eight respondents (7%) tended to support. Whilst 64 respondents (54%) strongly opposed, and 13 respondents (11%) tended to oppose.

5.5.14. A further seven respondents (6%) neither supported nor opposed this proposal.

5.5.15. One respondent (1%) noted that they don't know.

Figure 5-18 - Introducing an informal crossing point on the eastern side of Grantchester Road (119 responses)



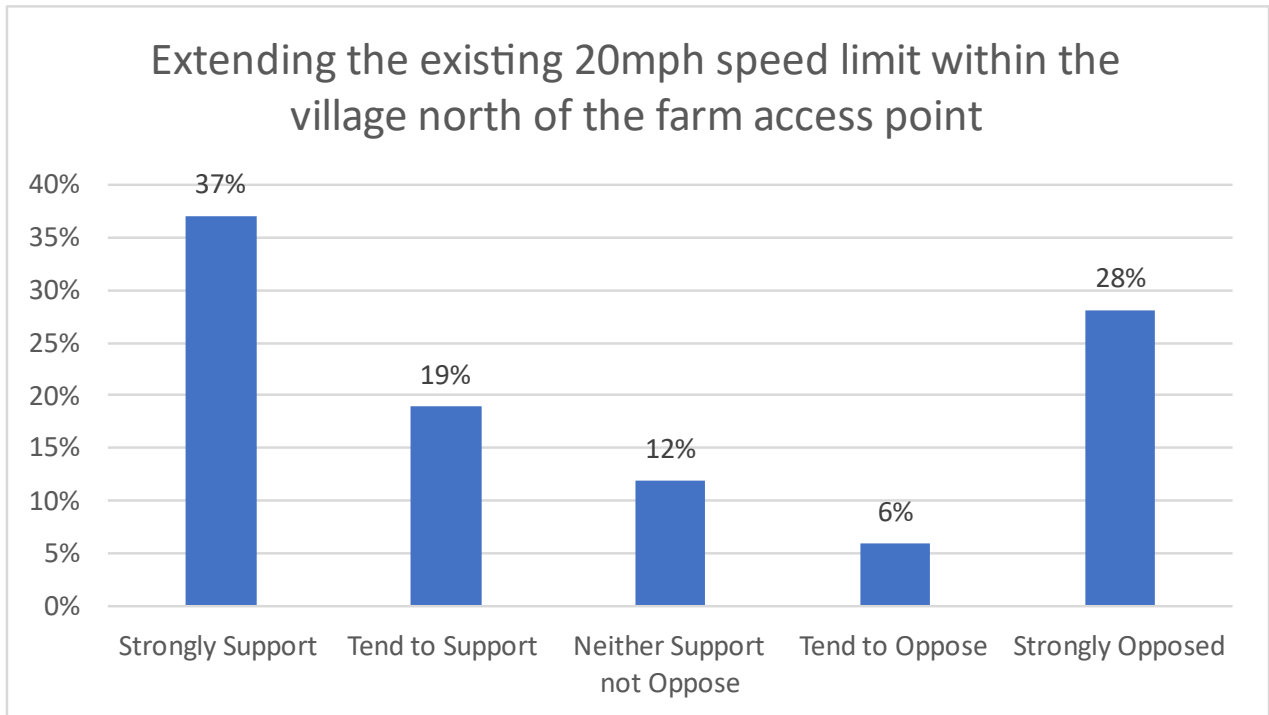
5.5.16. A total of 119 respondents who reside in Grantchester provided feedback on the proposal to introduce an informal crossing point on the eastern side of Grantchester Road in the form of a raised table and dropped kerbs.

5.5.17. 22 respondents (18%) strongly supported the proposal and nine respondents (8%) tended to support. Whilst 68 respondents (57%) strongly opposed, and 13 respondents (11%) tended to oppose.

5.5.18. A further six respondents (5%) neither supported nor opposed this proposal.

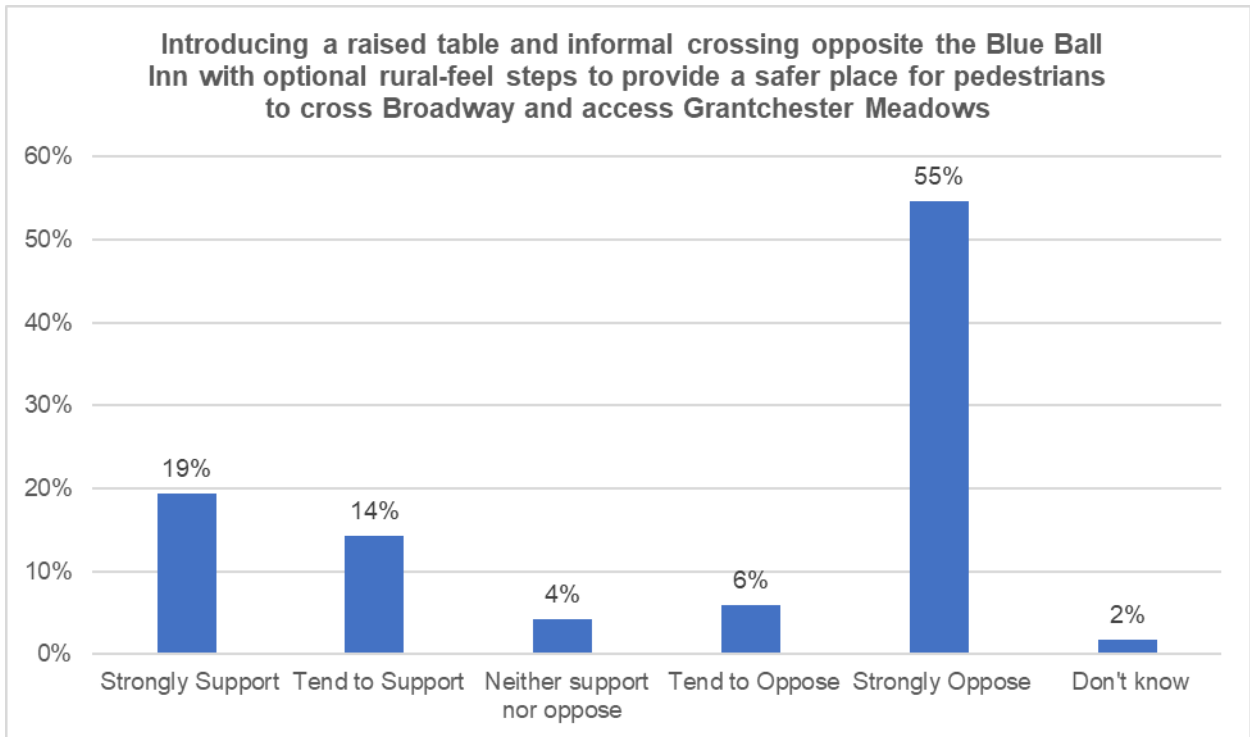
5.5.19. One respondent (1%) noted that they don't know.

Figure 5-19 - Extending the existing 20mph speed limit within the village north of the farm access point (118 resident responses)



- 5.5.20. A total of 118 respondents provided feedback on the proposal to extend the 20mph speed limit through the village north of the farm access point.
- 5.5.21. 44 respondents (37%) strongly supported the proposal and 22 respondents (19%) tended to support. Whilst 33 respondents (27%) strongly opposed, and seven respondents (6%) tended to oppose.
- 5.5.22. A further 14 respondents (12%) neither supported nor opposed this proposal.

Figure 5-20 - Introducing a raised table and informal crossing opposite the Blue Ball Inn (119 responses)



5.5.23. A total of 119 respondents who reside in Grantchester provided feedback on the proposal to introduce a raised table and informal crossing opposite the Blue Ball Inn.

5.5.24. 23 respondents (19%) strongly supported the proposal and 17 respondents (14%) tended to support. Whilst 65 respondents (55%) strongly opposed, and seven respondents (6%) tended to oppose.

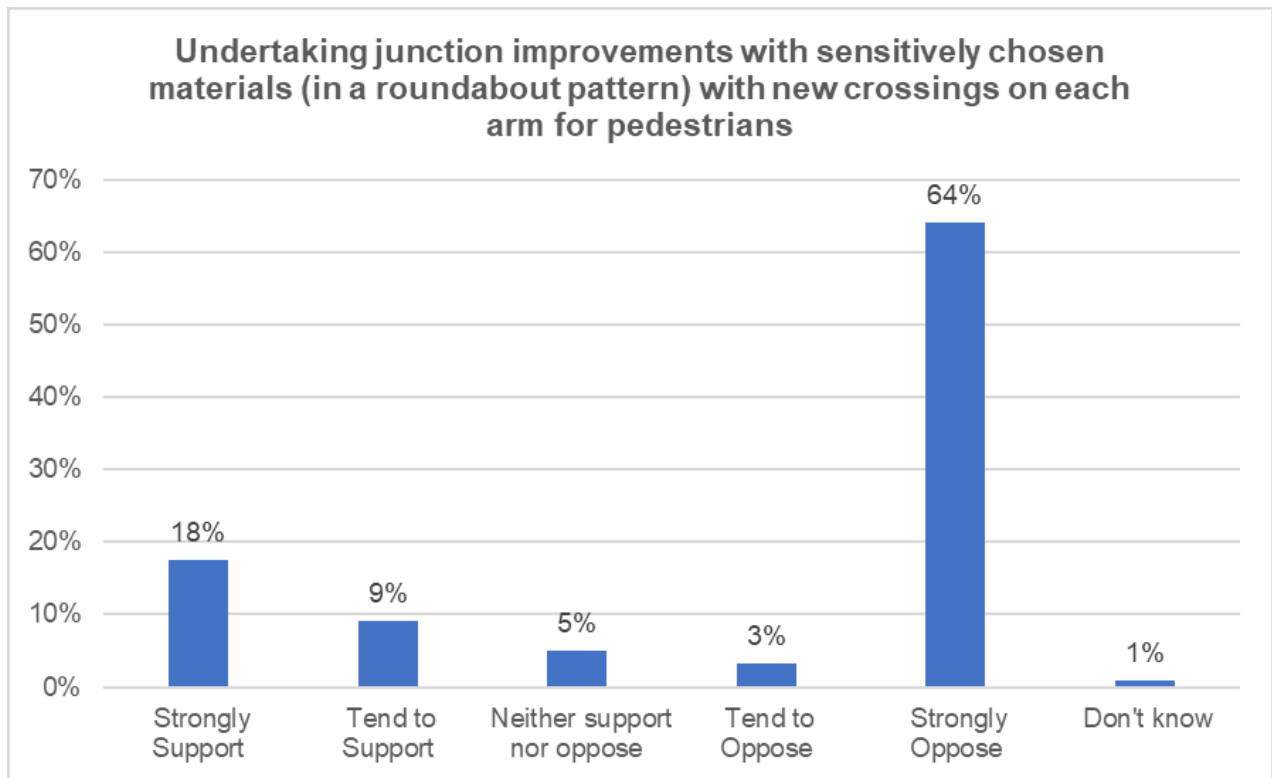
5.5.25. A further five respondents (4%) neither supported nor opposed this proposal.

5.5.26. Two respondents (2%) noted that they don't know.

Section 2: Coton Road, Broadway, High Street junction

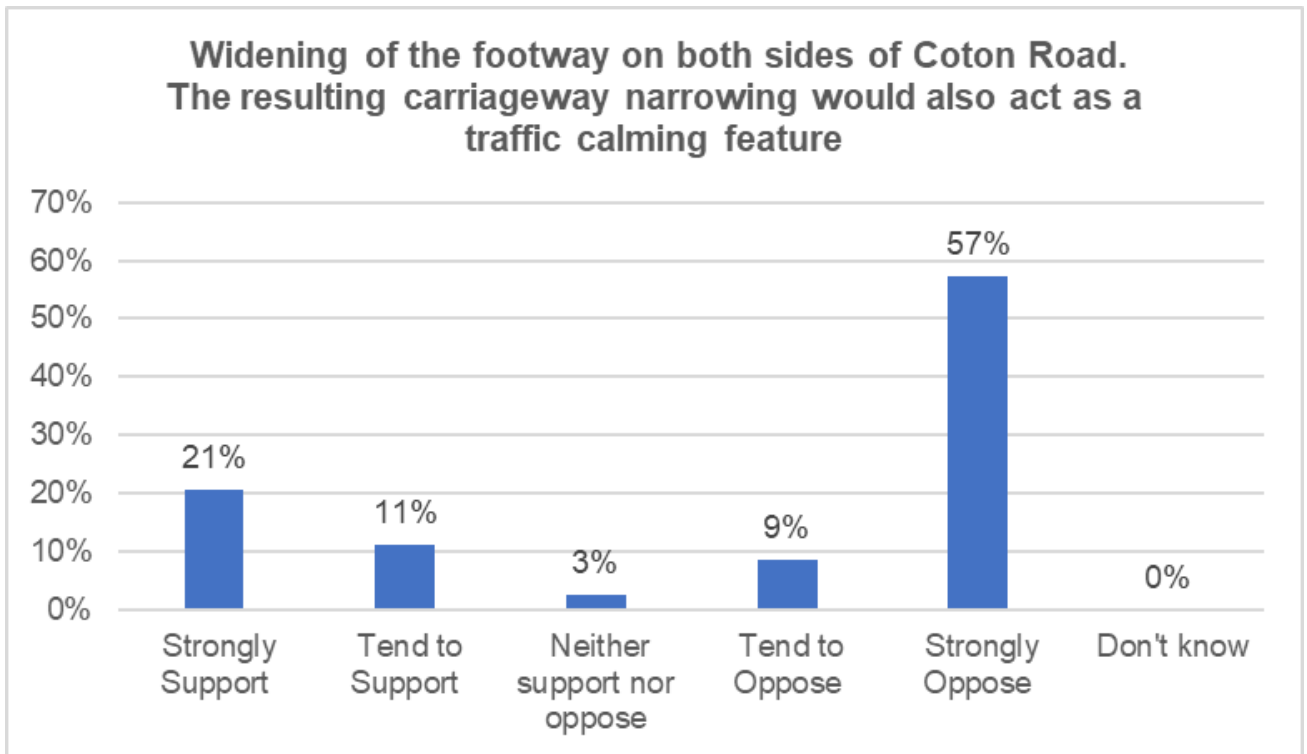
- 5.5.27. This section provides an overview of the feedback received regarding the proposals on the Coton Road, Broadway and High Street junction.
- 5.5.28. A total of two closed questions were provided in the survey seeking feedback on the proposal using a five-point scale (strongly support to strongly oppose).

Figure 5-21 - Undertaking junction improvements (in a roundabout pattern) with sensitively chosen materials with new crossings (118 responses)



- 5.5.29. A total of 118 respondents who reside in Grantchester provided feedback on the proposal to undertake junction improvements using sensitively chosen materials (in a roundabout pattern) with new crossings on each arm for pedestrians.
- 5.5.30. 21 respondents (18%) strongly supported the proposal and 10 respondents (9%) tended to support. Whilst 75 respondents (64%) strongly opposed, and four respondents (3%) tended to oppose.
- 5.5.31. A further six respondents (5%) neither supported nor opposed this proposal.
- 5.5.32. One respondent (1%) noted that they don't know.

Figure 5-22 - Widening of the footway on both sides of Coton Road (117 responses)



5.5.33. A total of 117 respondents who reside in Grantchester provided feedback on the proposal to widen the footway on both sides of Coton Road. The resultant carriageway narrowing would also act as a traffic calming feature.

5.5.34. 24 respondents (21%) strongly supported the proposal and 13 respondents (11%) tended to support. Whilst 67 respondents (57%) strongly opposed, and 10 respondents (9%) tended to oppose.

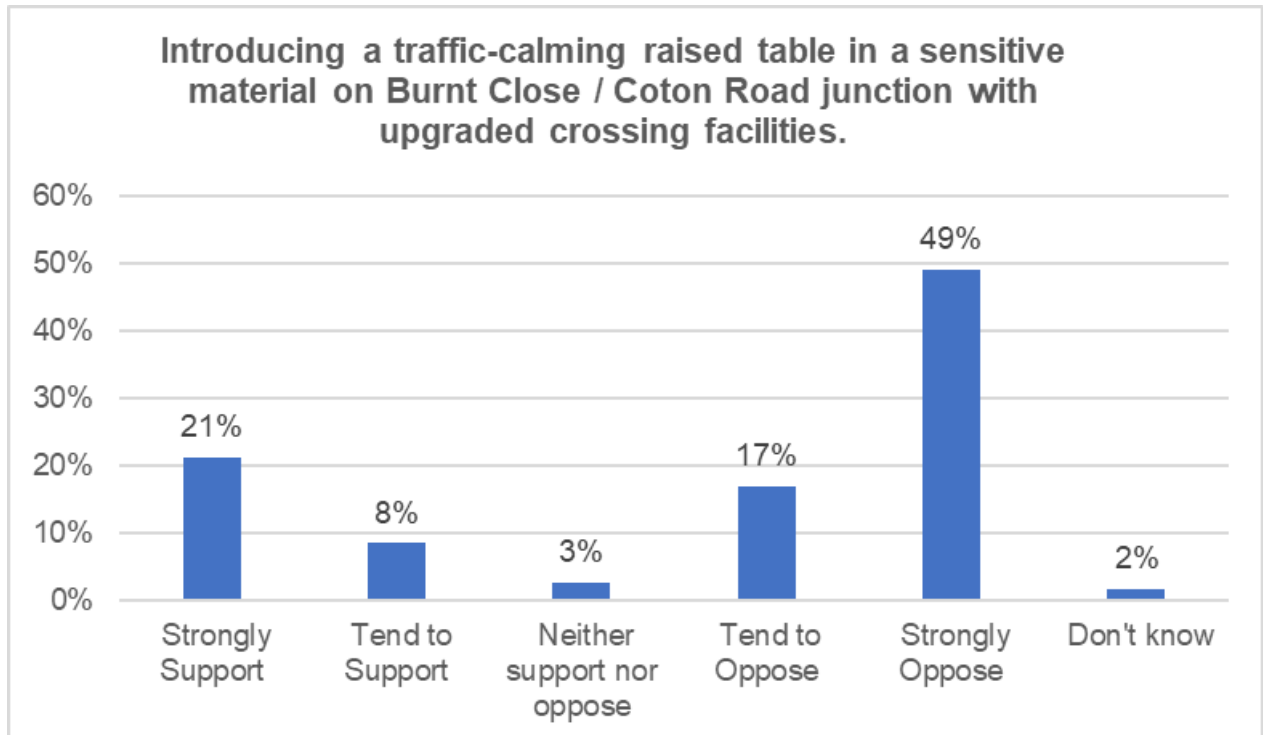
A further three respondents (3%) neither supported nor opposed this proposal.

Section 3: Burnt Close and M11 Bridge

5.5.35. This section provides an overview of the feedback received regarding the proposals along Burnt Close to the M11 Bridge.

5.5.36. A total of five closed questions were provided in the survey seeking feedback on the proposal using a five-point scale (strongly support to strongly oppose).

Figure 5-23 - Introducing a traffic-calming raised table in a sensitive material on Burnt Close / Coton Road junction with upgraded crossing facilities (118 responses)



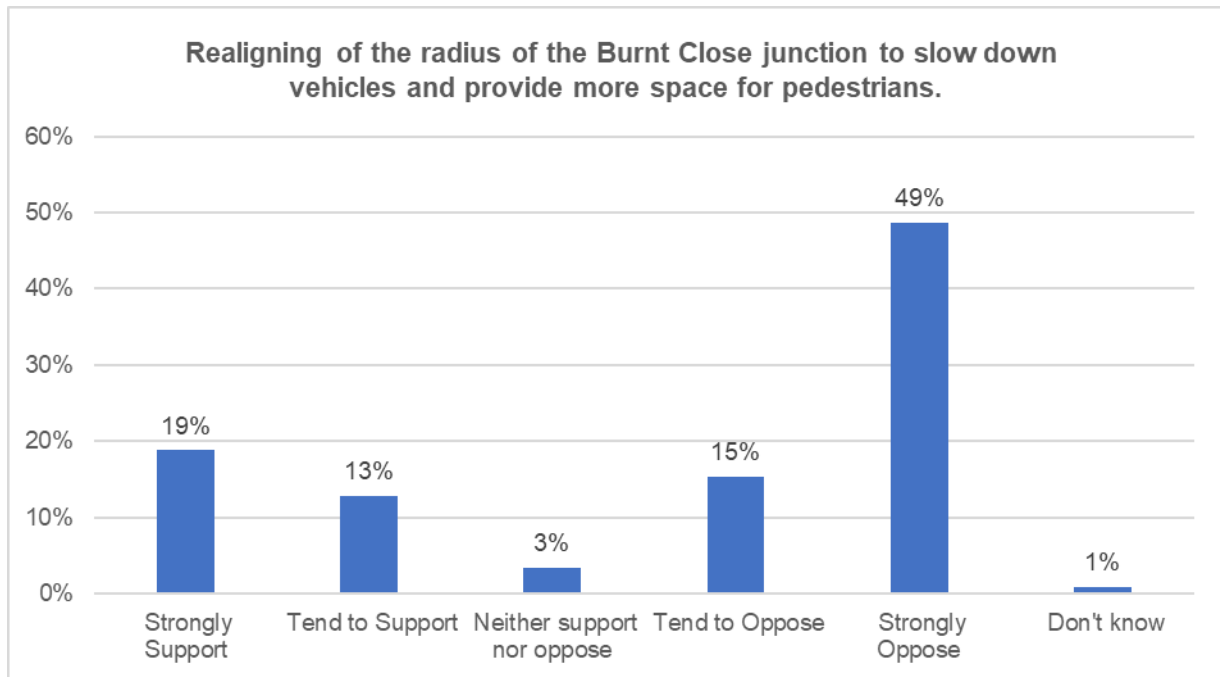
5.5.37. A total of 118 respondents who reside in Grantchester provided feedback on the proposal to introduce traffic-calming raised table in a sensitive material on the Burnt Close/ Coton Road junction with upgraded crossing facilities.

5.5.38. 25 respondents (21%) strongly supported the proposal and 10 respondents (8%) tended to support. Whilst 58 respondents (49%) strongly opposed, and 20 respondents (17%) tended to oppose.

5.5.39. A further three respondents (3%) neither supported nor opposed this proposal.

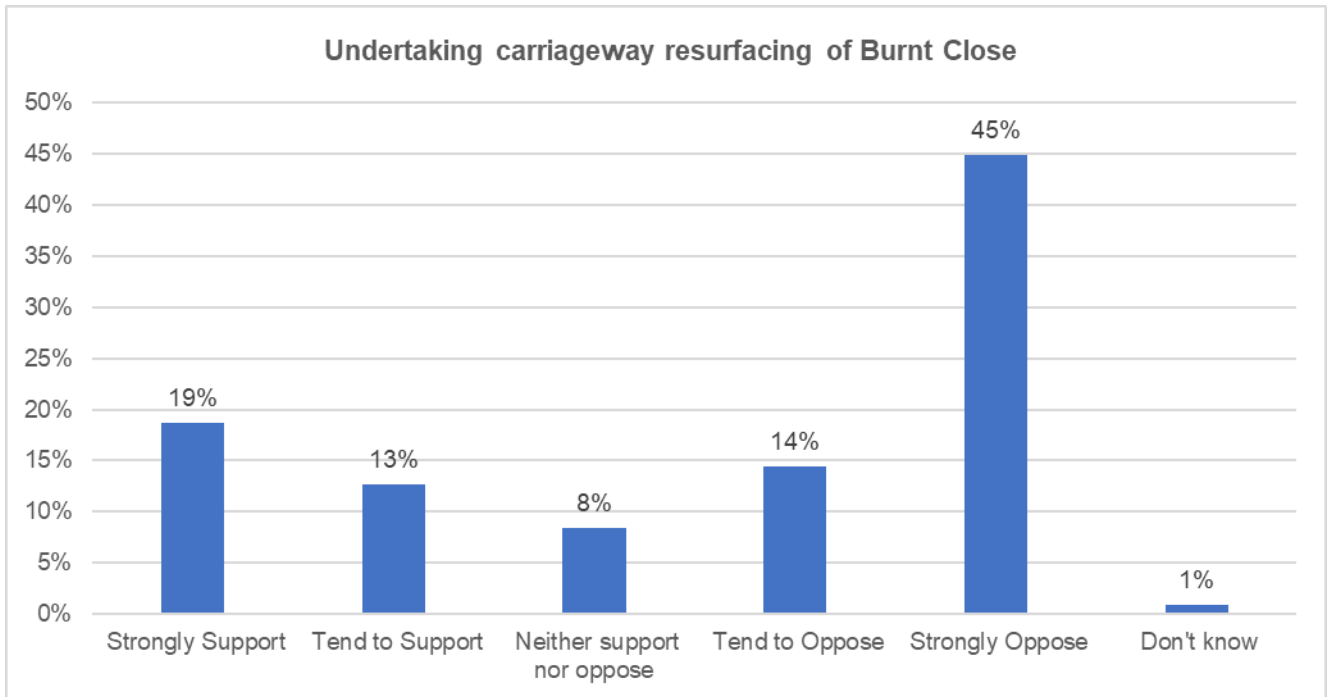
5.5.40. Two respondents (2%) noted that they don't know.

Figure 5-24 - Realigning of the radius of the Burnt Close junction (117 responses)



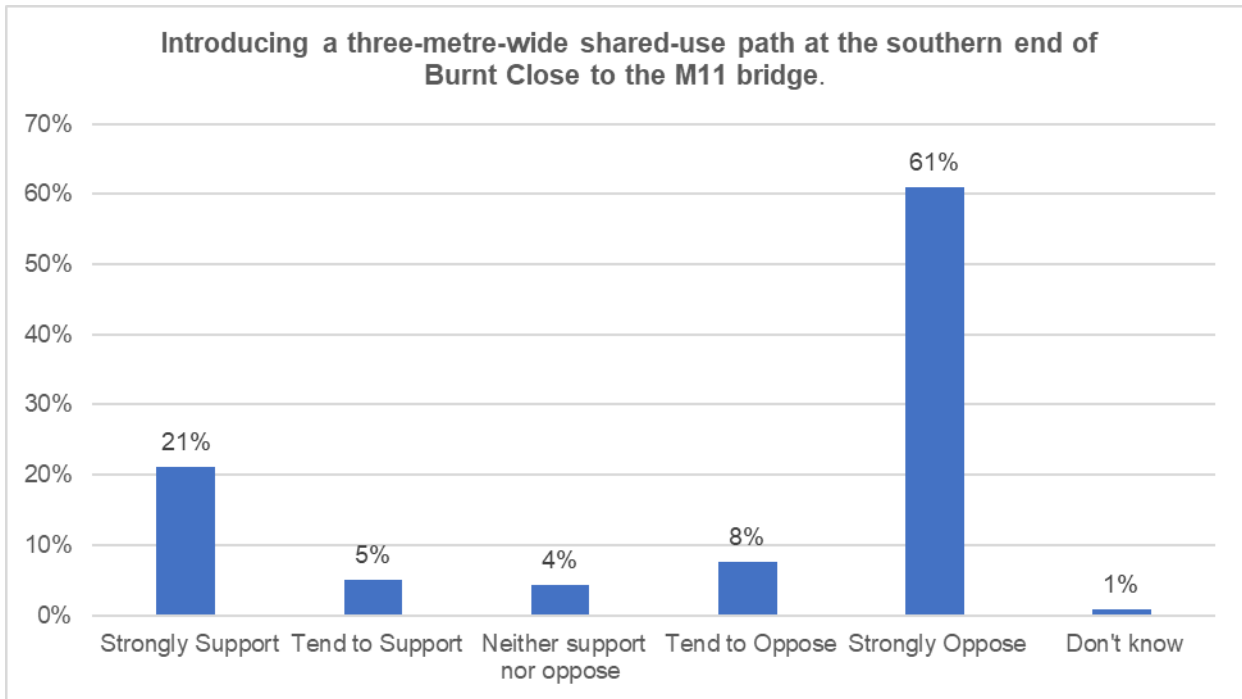
- 5.5.41. A total of 117 respondents who reside in Grantchester provided feedback on the proposal to realign the radius of the Burnt Close junction to slow down vehicles and provide more space for pedestrians.
- 5.5.42. 22 respondents (19%) strongly supported the proposal and 15 respondents (13%) tended to support. Whilst 57 respondents (49%) strongly opposed, and 18 respondents (15%) tended to oppose.
- 5.5.43. A further four respondents (3%) neither supported nor opposed this proposal.
- 5.5.44. One respondent (1%) noted that they don't know.

Figure 5-25 - Undertaking carriageway resurfacing of Burnt Close (118 responses)



- 5.5.45. A total of 118 respondents who reside in Grantchester provided feedback on the proposal to resurface the carriageway on Burnt Close.
- 5.5.46. 22 respondents (19%) strongly supported the proposal and 15 respondents (13%) tended to support. Whilst 53 respondents (45%) strongly opposed, and 17 respondents (14%) tended to oppose.
- 5.5.47. There was a further 10 respondents (8%) who neither supported nor opposed.
- 5.5.48. One respondent (1%) noted that they did not have a preference on the option proposed.

Figure 5-26 - Introducing a three-metre-wide shared-use path at the southern end of Burnt Close to the M11 bridge (118 responses)



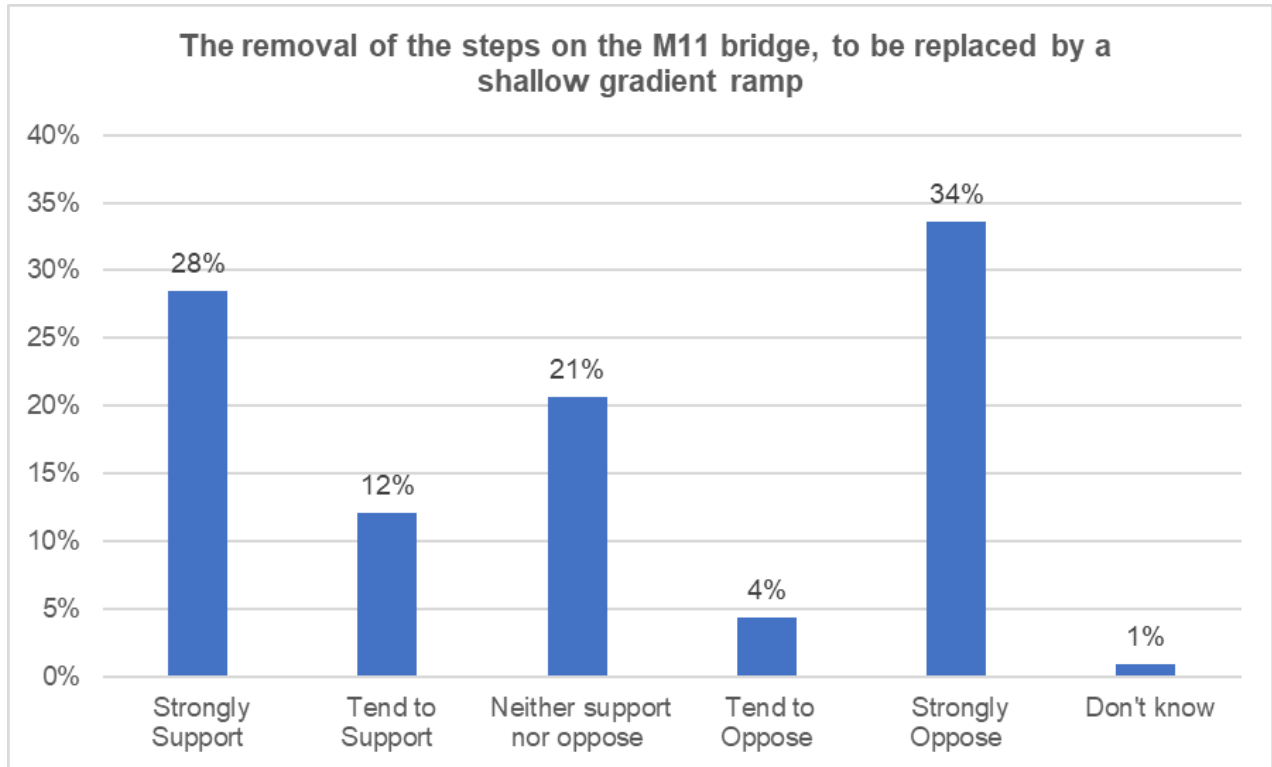
5.5.49. A total of 118 respondents who reside in Grantchester provided feedback on the proposal to resurface the carriageway on Burnt Close.

5.5.50. 25 respondents (21%) strongly supported the proposal and six respondents (5%) tended to support. Whilst 72 respondents (61%) strongly opposed, and nine respondents (8%) tended to oppose.

5.5.51. A further five respondents (4%) neither supported nor opposed this proposal.

5.5.52. One respondent (1%) noted that they did not have a preference on the option proposed.

Figure 5-27 - The removal of the steps on the M11 bridge, to be replaced by a shallow gradient ramp (116 responses)



5.5.53. A total of 116 respondents who reside in Grantchester provided feedback on the proposal to remove the steps on the M11 bridge and replace these with a shallow gradient ramp.

5.5.54. 33 respondents (28%) strongly supported the proposal and 14 respondents (12%) tended to support. Whilst 39 respondents (34%) strongly opposed, and five respondents (4%) tended to oppose.

5.5.55. A further 24 respondents (21%) neither supported nor opposed this proposal.

5.5.56. One respondent (1%) noted that they did not have a preference on the option proposed.

5.6 Section 4: Design and landscaping features

5.6.1. As part of the design process, various features were explored which are in accordance with Historic England’s “Streets for All” guidance which states that new designs respect the character of designated conservation areas. This includes:

- Materials palette: The selection of materials will be carefully considered to correspond with historical buildings and existing materials while reflecting the character of the conservation area.
- Open views: The designs will be developed to maintain key views along Broadway towards Grantchester Meadows.

- Key arrival intersection (Coton Road/Broadway/High Street junction): Key view towards the conservation area on arrival from Broadway would be retained. There is the potential to enhance the intersection by proposing a roundabout pattern through careful selection and use of materials that would reflect the character of the conservation area.
- Other potential features including street furniture such as bins, seating and planting.

5.6.2. This section of the consultation requested feedback through an open-text question which received 205 responses. Survey participants were asked whether they have any comments or suggestions for the design features in the proposals for Grantchester village. Table 5-1 provides an overview of the five most frequent themes raised in the open text responses.

Table 5-1 - 5 most frequent themes for “Do you have any comments or feedback on the above features”.

Theme 1: Concerns regarding proposed roundabout feature.

- 5.6.3. 17% (35 comments) of responses to this question were concerned about the proposed roundabout feature at Coton Road/Broadway/High Street junction.
- 5.6.4. 11 responses expressed safety concerns, expressing that they felt a mini roundabout may increase collision risks both for cyclists and other road users.
- 5.6.5. 10 responses also expressed concerns that the roundabout features proposed would not fit in with the historical and rural aesthetic of the village and surrounding area. Included in the comments are remarks that roundabouts are “hideous”, “suburban” and proceeding with this proposal would be an example of “ignorant vandalism”.

Key Themes	Number of Coded Comments	Percentage
Concerns regarding proposed roundabout feature	35	17%
Concerns regarding equestrian users	29	14%
Comments on route alignment	23	11%
Concerns for urbanisation / impact on rural settings	22	11%
Comments about the use of public funding	20	10%

- 5.6.6. Six comments expressed confusion over what “roundabout pattern” meant; they did not know whether a mini roundabout was proposed or whether the road design would just look

like a roundabout. This raised further safety concerns as road users may be confused about the road layout.

Theme 2: Concerns regarding equestrian users.

- 5.6.7. 14% of responses (29 comments) expressed concerns about the suitability of the design for horse riders, with particular reference to the M11 bridge improvements. 11 comments refer to the importance of ensuring crossing the M11 bridge is suitable for equestrian users, as the next bridge is over a mile's detour. Three comments suggest incorporating mounting blocks into the designs at either side of the bridge so that riders can easily dismount and remount their horses after crossing the bridge.
- 5.6.8. Further comments were more general requests to ensure shared-used paths were accessible for horse riders with provisions including suitable road surfacing materials and maintaining existing bridleways.

Theme 3: Comments on route alignment

- 5.6.9. Suggest alternative routes was the third most commonly coded theme from the responses to Question 4. 11% of responses (23 comments) discussed alternative routes for this section of the Greenway. The comments were split between people expressing a desire for the Greenway to pass through Grantchester and people who wanted the village to be avoided.
- 5.6.10. The eight comments that support the Greenway passing through Grantchester expressed their preference for this route over the Baulk Path, which was discussed as being a less direct route to Cambridge. Respondents feel the Baulk Path is an appropriate rural route and should be left as it is; developing the Baulk Path would be a waste of money because people would continue to use the Broadway as the most direct route.
- 5.6.11. In contrast, seven comments favoured the Baulk Path over routing the Greenway through Grantchester. Respondents felt that the Baulk Path is a more enjoyable off-road cycle route and proceeding only with this section of the route will maintain the historical character of Grantchester village.

Theme 4: Concerns for urbanisation / impact on rural settings.

- 5.6.12. 11% of responses (22 comments) expressed concern that the proposals would have a negative impact on the historical character of Grantchester village and surrounding conservation area.
- 5.6.13. Ten comments express concern that the proposals will “urbanise” the village, impairing its historical and rural character.
- 5.6.14. Four comments specifically request that materials used are kept to a minimum. Materials mentioned include excessive signage, bright colour contrasts, and road markings.

Theme 5: Comments about the use of public funding.

- 5.6.15. Another theme was that this section of the Greenway is seen to be a waste of public money being spent, with 10% of responses (20 comments) expressing this concern.
- 5.6.16. Some comments (seven) are generic statements that this project is a waste of money at a time when public funding is limited, and Grantchester does not need this level of development.
- 5.6.17. Three comments refer to money being better spent on the road network, with two comments requesting maintenance of the existing road network and another asking for double yellow line restrictions in Grantchester.
- 5.6.18. Other comments refer to the Baulk Path, with two responses expressing concern that the cost of the developing the Baulk Path far outweighs the benefit it would bring as it is not a direct route to Cambridge.

5.7 General feedback

5.7.1. Question 6 asked respondents to provide any further comments about the proposals. This was an open-text question which received 161 responses. Table 5-2 provides an overview of the five most frequent themes raised in the open text responses.

Table 5-2 – 5 most frequent themes for Question 6 (Do you have any other comments about the proposals, 161 responses)

Key themes	Number of Coded Comments	Percentage
Comments on the route alignment	42	26%
Concerns regarding equestrian users	25	16%
Comments about the use of public funding	22	14%
Suggest further segregation between road users (cyclists, motorists, pedestrians, equestrians)	14	9%
Suggests parking / traffic restrictions	13	8%

Theme 1: Comments on the route alignment.

- 5.7.2. 26% of responses (42 comments) suggested alternative routes or favouring one route over another. Of particular note is the conflicting opinions regarding using the Baulk Path and/or routing the Greenway through Grantchester village.
- 5.7.3. 12 comments are in favour of using off-road routes rather than routing the Greenway through the Broadway and Grantchester village. The Baulk Path is the top suggested alternative route, but respondents also suggest using the existing path that runs north alongside the M11, the bridleway that joins Coton Road, and improving the existing path from Newnham to Grantchester Meadows.
- 5.7.4. Among these comments, there is a consensus that developing the Baulk Path as the primary Greenway route will be safer, cheaper, preserve more greenfield land, and will help to maintain the historic character of the village.
- 5.7.5. In contrast, nine comments oppose using the Baulk Path, arguing that as it is the least direct route to Cambridge it should not be part of the Greenway, because people would still opt to take the more direct route, through Grantchester. One comment also notes that the Baulk

Path would require lots of work to make it a viable Greenway route and this would be “detrimental to the countryside”.

- 5.7.6. Six comments also request that GCP considers the alternative routes that were proposed by CamCycle rather than progressing with the plans to route the Greenway through Grantchester.
- 5.7.7. Also noted in coded comments for this theme were concerns that the road widths through Broadway, Burnt Close and Grantchester Road were not wide enough to support the Greenway. Six comments also requested a modal filter on Broadway, as opposed to the other proposals, as this is felt to be the cheapest, most viable option.

Theme 2: Concerns around equestrian users

- 5.7.8. Concerns for equestrian users were coded in 16% of responses (25 comments). The majority of comments were quite general in terms of ensuring the Greenway was accessible by horse riders, and matched previous concern for the impact narrow roads and tarmac surfacing have on equestrian access.
- 5.7.9. Two comments also express more specific concern around the M11 bridge proposals. To ensure the bridge is accessible for equestrians, both comments suggest installing mounting blocks at either side of the bridge.

Theme 3: Comments about the use of public funding

- 5.7.10. 14% of comments (22 responses) were coded for expressing concerns the proposals are a waste of public money and funding. The majority of comments (16 responses) were general concerns that the Greenways are a waste of taxpayers’ money and that cyclists do not use cycle paths anyway.
- 5.7.11. Three comments suggested spending money on improving the existing Baulk Path as a cheaper alternative and investing the rest of the money elsewhere.

Theme 4: Suggest further segregation between road users

- 5.7.12. 9% of responses to this question (14 comments) suggested the proposals do not go far enough to segregate users and express safety concerns regarding this.
- 5.7.13. 11 responses request a modal filter be considered on Grantchester Road, as a cheap alternative option that will ensure cyclists, pedestrians and equestrians are segregated from motor traffic.
- 5.7.14. Five repeated comments also mention that the “width restriction on Burnt Close should be considered”. These respondents express that resolving this pinch point will be essential for the overall safety of the Greenway.
- 5.7.15. Five repeated comments also mention that the “width restriction on Burnt Close should be considered”. These respondents express that resolving this pinch point and ensuring Greenway users do not come into contact with motor traffic will be essential for the overall safety of the Greenway.

5.7.16. Three comments refer to concerns that equestrian users are not being properly considered; one comment raises concerns that equestrian space is not clearly defined on multi-user paths. In contrast, another comment feels the proposals will improve safety for equestrian users providing access is permitted over the M11 bridge.

Theme 5: Suggests parking / traffic restrictions.

5.7.17. 8% of comments (13 responses) also raise concerns about parking and traffic restrictions in the proposals.

5.7.18. Five comments request that a modal filter on Grantchester Road is implemented as a traffic restriction to reduce motor vehicle traffic and lead to a modal shift to cycling and walking. Two of these comments suggest trialling a modal filter as a temporary TRO.

5.7.19. Three comments would like increased parking restrictions on Broadway, noting that parked cars outside the Blue Ball Inn contribute to congestion issues and present a road safety hazard as cars have to drive in the right-hand lane to pass by. Two of these comments also recognise that the existing double yellow line parking restrictions are not enforced.

5.7.20. Three comments express concern that the scheme will add additional stress to the existing parking situation in Grantchester, as it is currently difficult to find a parking space.

5.7.21. Two comments also express a desire to restrict car traffic on Grantchester Road completely, in order to make the road safe for cyclists and pedestrians.

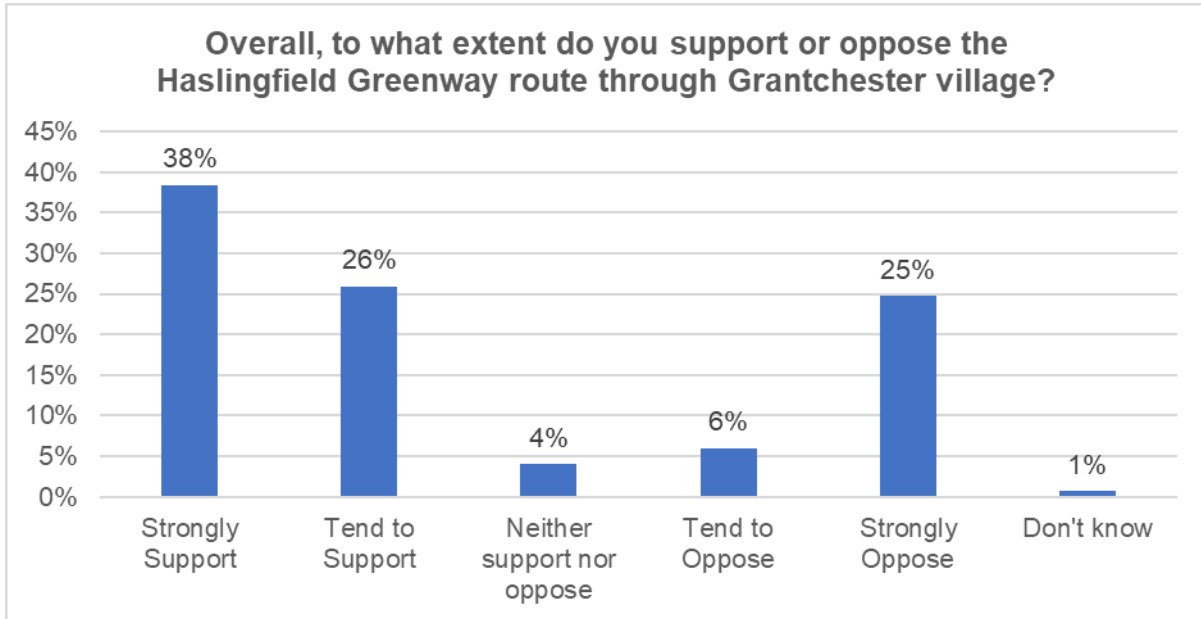
5.8 Overall view of the route through Grantchester

5.8.1. Finally, respondents were asked “Overall, to what extent do you support or oppose the Haslingfield Greenway route through Grantchester village?”. 416 respondents answered this question.

As shown in

- 5.8.2. Figure 5-28 below, a total of 267 respondents (64%) are in support of the route through the village, in which 158 respondents (38%) strongly support and 109 respondents (26%) tend to support it.
- 5.8.3. Overall, 128 respondents (31%) oppose the route through the village, in which 103 respondents (25%) strongly oppose, and 25 respondents (6%) tended to oppose.
- 5.8.4. 17 respondents (4%) neither support nor oppose, whilst 3 respondents (1%) did not know.

Figure 5-28 - to what extent do you support or oppose the Haslingfield Greenway route through Grantchester village (416 responses)



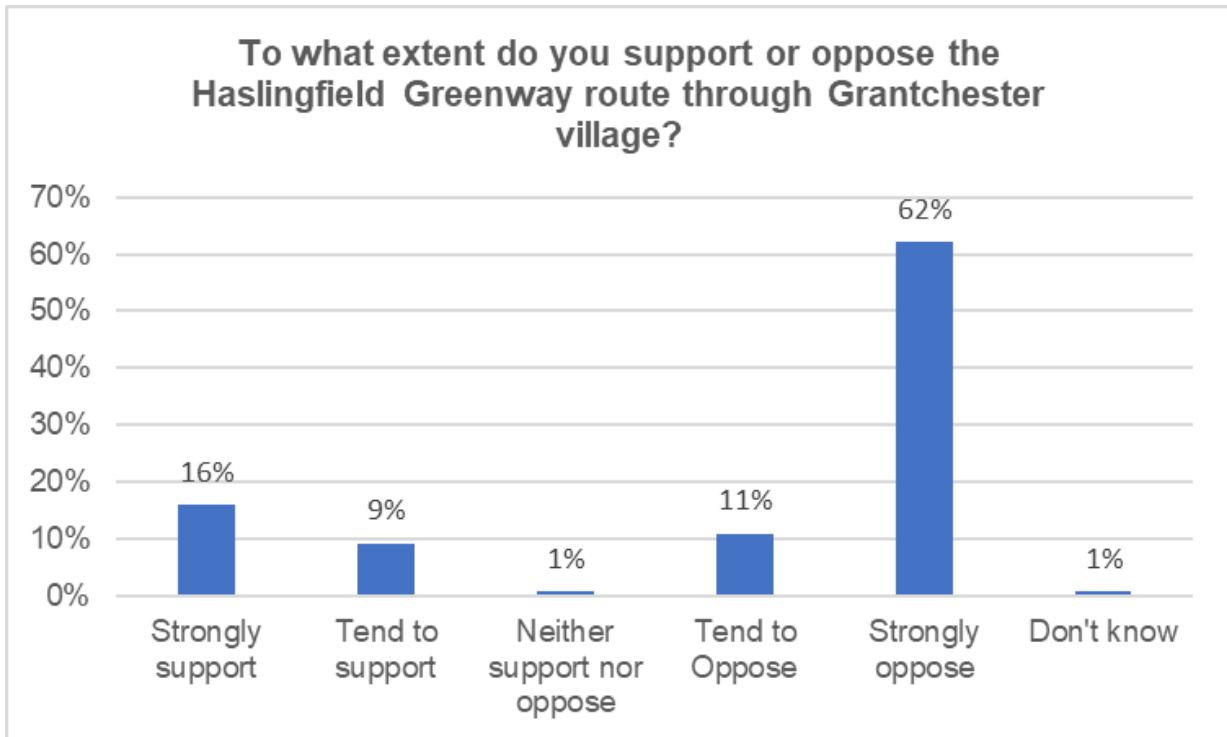
Overall view on route through Grantchester: Grantchester Village residents

- 5.8.5. This question was broken down further to understand how residents of Grantchester felt about the route through the village.
- 5.8.6. A total of 119 residents in Grantchester provided feedback on the Haslingfield Greenway route through Grantchester village.

As shown in

- 5.8.7. Figure 5-29 below, a total of 30 respondents (25%) are in support of the route through the village, in which 19 respondents (16%) strongly supported the proposal and 11 respondents (9%) tend to support it.
- 5.8.8. Overall, 87 respondents (73%) oppose the route through the village, in which 74 respondents (62%) strongly oppose, and 13 respondents (11%) tended to oppose.
- 5.8.9. One respondent (1%) neither supported nor opposed the proposed route through Grantchester.
- 5.8.10. One respondent (1%) noted that they did not know.

Figure 5-29 - To what extent do you support or oppose the Haslingfield Greenway route through Grantchester village? (119 responses)



Postcode analysis and level of support

- 5.8.11. Additional analysis has been undertaken to understand how consultation respondents view the proposals based on where they live. As such, the following questions have therefore been analysed together:
- Q2. Please tell us the first four or five characters of your postcode e.g. CB3 7 or CB21 6
 - Q6. Overall, to what extent do you support or oppose the Haslingfield Greenway route through Grantchester village?
- 5.8.12. A total of 412 respondents provided both their postcode and responded to Q6. The results of this are illustrated in Appendix D and show that:
- 5.8.13. As shown in Appendix D, almost half of respondents reside in the CB3 postcode district (195 responses), which includes Grantchester village. Respondents living in the CB3 postcode had somewhat divided opinions with strongly oppose or tend to oppose the proposals being selected by 49%, or 95 resident respondents. While 41%, 79 respondents strongly support or tend to support the overall proposals.
- 5.8.14. The second highest respondent postcode district was CB23. The majority of respondents living in the CB23 postcode, strongly support or tend to support the Haslingfield Greenway (85%, or 81 resident respondents), while 4% (7 respondents) strongly oppose or tend to oppose the proposals.

5.9 Written feedback

5.9.1. Respondents were able to provide additional feedback via email, and letter. A summary of feedback received from stakeholders and individuals has been outlined in the following sections.

Stakeholder responses

Emails and letters

5.9.2. Six emails were received throughout the consultation period, all of which have been reviewed. Four emails also contained an accompanying letter providing direct feedback about the proposals. Emails were received from the following stakeholders:

- CamCycle
- CTC Cambridge
- Cambridge Past, Present & Future
- Grantchester Parish Council
- Historic England
- South Newnham Neighbourhood Forum

5.9.3. The feedback from the various emails and letters has been anonymised and summarised below:

Section 1: Grantchester Road and Broadway

- Suggests that the footway on the eastern side of Grantchester Road is only for a short section before it crosses over to the western side. A footpath along the existing permissive path would remove the need for this unnecessary crossing.
- Felt that the informal crossing point on the eastern side of Grantchester Road is unnecessary.
- Propose that a cycle bypass should be included at the location of the build out due to concerns for safety.
- Suggests that a second build out should be added just north of the cycle path crossing of Grantchester Road.
- Suggests proposing an alternative route that does not intersect with Grantchester Road on the approach to Newnham.
- Suggests making Grantchester Road a 'Quiet Lane' with speeds restricted to 20mph.
- Suggests installing a straight cycleway next to Grantchester Road.
- Concerns raised that the speed reduction should be extended.
- Felt that although there is off-road path for cycling, many will prefer to use the road.
- Concerns regarding potential conflicts between cyclists, pedestrians and horse riders.

Section 2: Junction of Coton Road, High Street and Broadway

- Concerns over a design which is laid out in the style of a mini roundabout.
- Felt that widening footways without implementing further parking restrictions will narrow the carriageway width, creating a safety risk.

- Suggest that the 20mph speed limit should be extended further.
- Propose that a build out should be added at the start of the 20mph speed limit to reinforce the start of the lower speed limit.
- Felt that there should be raised tables on all three arms of the junction.

Section 3: Burnt Close and the M11 Bridge

- Concerns regarding poor condition of road surface materials.
- Felt that the proposal retains the existing pinch point at Burnt Close which creates conflict between path users and creates difficulties for those on larger cycles. Feedback suggested reconsidering the width restriction on Burnt Close to resolve this issue.

Section 4: Other comments

- Highlights the importance of using high-quality materials.
- Concerns regarding the surfacing the Baulk Path
- Felt that careful consideration needed when looking at the impact on heritage assets and advise that a heritage impact assessment will be required. Felt that the improvements in safety have been offset by the visual impact of safety measures which compromise the historical look and feel of Grantchester village
- Concerns that the promises to use sympathetic materials and maintain red tarmac will not be followed through.
- Concerns that after a formal safety audit, more lighting will be required than has been included in the proposals.
- Felt that money would be better spent redeveloping the existing path across the Meadows, which would benefit existing and potential cyclists.
- Concerns that should the Baulk Path be taken forward, an important heritage and environmental asset will be lost.

Individual responses

Emails

- 5.9.4. Five emails were received from individuals throughout the consultation period, all of which have been reviewed. The feedback has been anonymised and summarised below:

Section 1: Grantchester Road and Broadway

- Felt that Grantchester Road should be closed to all car traffic.
- Concerns regarding safety of pedestrians and cyclists
- Felt that speed reduction should be for the extent of Grantchester Road.
- Concerns regarding crossing being dangerous.
- Propose that the cycle path could be put on the west side of the road and run along the other side of the hedge.

Section 4: Other comments

- Concerns regarding the paving of the Baulk Path
- Felt that the section along the Baulk Path is not useful or needed.

- Concerns that building a cycle path will spoil the rural character of the area.
- Concerns that the cycle path will cause potential conflicts with pedestrians.
- Suggests cyclists and pedestrians should be kept separate.
- Felt that greenways should not have any cycling on roads.
- Propose that an all-weather surface in all seasons is essential along the Baulk Path.
- Suggests preventing rat running by making the road one way and only providing permits to local residents, emergency services and the buses.
- Propose the use of solar studs.

6 Equality analysis feedback

6.1 Question 7 and Question 8

6.1.1. 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:

- **Question 7:** 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
- **Question 8:** 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.

Feedback for Question 7

6.1.2. A total of 100 comments and 106 codes were provided in response to Question 7. The highest percentage of coded comments (34%) were responses that either had nothing further to add or were not relevant to EQIA. This category has therefore been removed from the analysis. The remaining key themes have been identified and summarised in Table 6-1.

Table 6-1 – 5 most frequent themes for question 7 (100 responses)

Theme	Number of Coded Comments	Percentage
Comments relating to horse riders	26	26%
Comments related to those with mobility and accessibility issues	24	24%
Comments relating to age	21	21%
Comments relating to gender	13	13%
Comments that support and agree with the proposals	8	8%

Theme 1: Comments relating to horse riders.

6.1.3. 26% of comments (26 responses) expressed concerns that the proposals will not be accessible for horse riders.

- 6.1.4. 12 of these comments refer to the user groups of horse riders, and the respondent states that equestrians tend to be female and often elder or disabled women. They also highlight that cyclists tend to female, with a consensus that the proposals are discriminatory, favouring male users over female.

Theme 2: Comments related to those with mobility and accessibility issues.

- 6.1.5. 24% of EQIA comments (24 comments) make reference to users with mobility and accessibility issues.
- 6.1.6. Eight of the comments express concerns that the proposals do not go far enough to improve the accessibility of the routes for disabled or vulnerable users. Three comments make specific reference to those in wheelchairs, stating that not filtering Grantchester Road will impact these users. Another comment refers to the Baulk Path being an un-inclusive route as progressing with this section will mean disabled and vulnerable users would need to travel further. In its current state, two respondents feel the Meadows path is not suitable for disabled users and needs to be upgraded with wheelchairs in mind.
- 6.1.7. In contrast, six comments feel the proposals through Grantchester would benefit disabled and vulnerable users with particular reference to the plans to improve road crossings and widen paths.
- 6.1.8. Two comments also refer to the fact some horse riders are disabled and these users will be disadvantaged if the proposals do not consider equestrian users equally to pedestrians and cyclists.

Theme 3: Comments relating to age.

- 6.1.9. 21% of responses (21 comments) were related to age, with particular reference to elderly people, who make up a large proportion of Grantchester's population.
- 6.1.10. 15 comments express concerns for the safety of elderly people, for whom they believe walking will be made more difficult by the proposals for a shared use path and informal crossings.

Theme 4: Comments relating to gender.

- 6.1.11. There were 13 coded comments (13%) received which made reference to gender. 12 of the 13 comments received highlighted the relationship between horse-riding and gender, with all 12 of these comments stating that this group should not be discriminated against and expressed the need for suitable bridleways, improved access over the M11 bridge and the steps outside Blue Ball Inn, and appropriate surfacing.

Theme 5: Comments that support and agree with the proposals.

- 6.1.12. In total, there were eight coded comments (8%) which mentioned the positive impacts the scheme will have. Three comments noted biases against those with protected characteristics in the proposals and the importance of removing them.

Question 7: 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.

6.1.13. A total of 89 responses and 90 codes assigned to Question 7. A total of 77% of the coded comments (68 comments) highlighted that the respondents had nothing to add or provided comments that were not relevant to EQIA. These have therefore been excluded from the analysis. The key themes have been identified and summarised in Table 6-2.

Table 6-2 - Top comments for Q8: Comments on inclusive design

Key Themes	Number of Coded Comments	Percentage
Comments relating to horse riders	15	17%
Comments related to those with mobility and accessibility issues	2	2%
Comments that support the proposals	2	2%

Theme 1: Comments relating to horse riders.

6.1.14. Only one recurring theme was coded in over 5% of responses; A total of 17% of responses (15 comments) were related to ensuring the designs are accessible for equestrian users.

6.1.15. Six of these responses requested a mounting block either side of the M11 bridge, to ensure riders can dismount and remount their horse safely before crossing the bridge.

Theme 2: Comments related to those with mobility and accessibility issues.

6.1.16. Both comments coded under this theme suggest ways to increase usership of the Greenway including offering free guided rides/training to more vulnerable people and making a few safety changes to avoid multiple road crossings and a mini roundabout.

Theme 3: Comments that support the proposals.

6.1.17. Two comments also expressed support for the EQIA element of the survey through their request that the proposals are inclusive for all users.

6.1.18. Further design comments that were included in the proposals were concerns about lighting the Greenway at night, and a request that water fountains are implemented throughout the route.

6.2 Events

- 6.2.1. As part of the consultation process, 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 questions. The details of the in person and online events are outlined below, summarising the feedback received.
- 6.2.2. The online session was delivered by Microsoft Teams and took place on 20th June 2023. There was a total of 10 attendees present.
- 6.2.3. The in-person event was held for the Haslingfield Greenway on 22 June 2023 at the Grantchester Village Hall. Approximately 40 attendees were present.
- 6.2.4. The online session was delivered via Microsoft Teams and took place on 20th June 2023. There was a total of 10 attendees present.

Event feedback

- 6.2.5. A summary of the main feedback noted during the events has been provided below.
- 6.2.6. There were a number of questions and discussions around materials and lighting, with attendees wanting to see these kept in line with the conservation area status of the village.
- 6.2.7. There was a lot of discussion about using the Baulk Path as an alternative route to that through the village.
- 6.2.8. There was some concern around inconsiderate parking in the village and what could be done around better enforcement.
- 6.2.9. Some concerns were raised about speeds through the village, and use of Broadway due to its narrow width and parked cars being a potential risk to cyclists.
- 6.2.10. The British Horse Society attended the in-person event and put forward suggestions to the design team for consideration. This included:
 - Suggestion to implement mounting blocks on the M11 bridge and are seeking advice about whether the sub-standard provision (low parapet height of 1.4m and width of circa 2m) is acceptable for equestrian usage of the bridge.
 - Recommended that signage including a 'horses' dismount' sign and/or a warning sign about the deck width and parapet height should also be considered within the design,
 - Recommended widening the embankment or changing the surface material on the embankment to the south of Burnt Close to provide better equestrian access.
 - Further to this, BHS also requested that the section between Burnt Close and the M11 bridge be designated as a bridleway.
- 6.2.11. A resident of Burnt Close suggested that the proposed cycle symbols on the carriageway and proposed signage along Burnt Close should not be implemented, as they felt this section of the Greenway does not have many cyclists at present.

- 6.2.12. Some attendees noted that the bend on the northern approach to the M11 bridge is sharp and is not used very often by pedestrians and cyclists as it does not follow desire lines and is inaccessible. Suggestions included adjusting the alignment so it is more direct.

7 Conclusions and next steps

7.1 Consultation summary

7.1.1. In total, there were 428 submissions received to the online survey throughout the consultation, in addition to 11 letters and emails.

Overall feedback

7.1.2. Overall, respondents tended to support the proposals, with over half of respondents expressing support for the route through Grantchester (268 respondents, 63%).

7.1.3. The proposals for the section covering Grantchester Road and Broadway were generally well received, with the exception of junction improvements and crossings at Coton Road, Broadway and High Street:

- **51%** strongly support and **17%** tend to support the proposal the proposal to extend the 40mph speed limit on Grantchester Road.
- **47%** strongly support and **16%** tend to support the proposal to introduce a build out on Grantchester Road.
- **39%** strongly support and **13%** tend to support the proposal to provide a new footway on the eastern side of Grantchester Road.
- **28%** strongly support and **16%** tend to support the proposal to introduce an informal crossing point on the eastern side of Grantchester Road.
- **60%** strongly support and **13%** tend to support the proposal to extend the existing 20mph speed limit north of the farm access.
- **44%** strongly support and **16%** tend to support the proposal to provide a raised table and steps opposite the Blue Ball Inn.

7.1.4. However, the proposals for the Coton Road / Broadway / High Street junction were generally more varied:

- **32%** strongly supported and **15%** tended to support the proposal to undertake junction improvements in a roundabout pattern at Coton Road, Broadway and High Street, whilst **37%** strongly opposed and **4%** tended to oppose the proposal.
- **38%** strongly supported and **20%** tended to support the proposal to widen the footway on both sides of Coton Road, whilst **25%** strongly opposed and **7%** tended to oppose the proposal.

7.1.5. Feedback for the section between Burnt Close and M11 Bridge was generally well received:

- **43%** strongly supported the proposal to introduce traffic calming and improved crossings, and **15%** tended to support.
- **44%** strongly supported the proposal to realign the junction radius of burnt Close and **15%** tended to support.
- **44%** strongly supported the proposal to undertake carriageway resurfacing, and **14%** tended to support.

- **58%** strongly supported the proposal to implement a shallow ramp on the M11 bridge, whilst **15%** tended to support.
- **49%** strongly support the proposal to introduce a three-metre shared-use path at the southern end of Burnt Close, and **12%** tended to support.

- 7.1.6. As highlighted in Appendix D, almost half of respondents reside in the CB3 postcode district (195 responses), which includes Grantchester village. Respondents living in the CB3 postcode strongly oppose or tend to oppose the proposals (49%, or 95 resident respondents). While 41% (79 respondents) strongly support or tend to support the overall proposals. The second highest respondent postcode district was CB23.
- 7.1.7. The majority of respondents living in the CB23 postcode, strongly support or tend to support the Haslingfield Greenway (85%, or 81 resident respondents), while 4% (7 respondents) strongly oppose or tend to oppose the proposals.

Feedback from Grantchester Village Residents

- 7.1.8. Of the 428 responses, 119 respondents (28%) were from Grantchester residents. 16% of resident respondents (19 responses) strongly supported and 9% (11 responses) tended to support the proposals. While, 62% of resident respondents (74 responses) strongly oppose and 11% (13 responses) tended to oppose the proposals through Grantchester.
- 7.1.9. Resident feedback was mostly negative, with most Grantchester residents responding 'Strongly Oppose' to most of the proposals. The proposal for Section 2, to undertake junction improvements with sensitively chosen materials and new crossings was the most strongly opposed proposal with 74 respondents (62%) answering 'Strongly oppose'.
- 7.1.10. The proposal to extend the existing 20mph speed limit through Grantchester north of the farm access point was the most supported proposal by Grantchester residents, with 56% (67 respondents) supporting the extension.

Comments and concerns raised

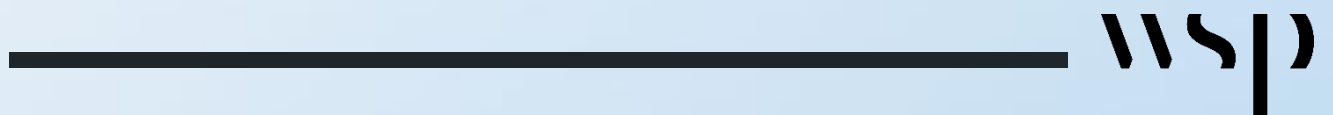
- 7.1.11. Generally, concerns raised related to the proposals at the Coton Road / Broadway / High Street junction. Respondents expressed concern regarding the proposed roundabout feature, the materials, and the potential increased risk of collisions. Some respondents also felt that the proposal is not in keeping with the rural setting of the village.
- 7.1.12. Concerns were also around the accessibility of the M11 bridge, particularly for equestrian users. Those that did not support the route through the village, noted that the Baulk Path should be used as an alternative route.
- 7.1.13. Other feedback received was supportive of the proposal, noting the positive impact they are likely to have. Although others critiqued that the proposals do not go far enough and would like to see more segregated facilities for cyclists.

7.2 Next steps

- 7.2.1. The feedback detailed in this report will be used to review and develop the scheme design and inform GCP's decision on whether the section of the route through Grantchester will be taken forward. If this section does not go ahead, Haslingfield Greenway users would use the link alongside the M11 to join the Barton Greenway and continue their journey using either the Baulk Path or Barton Road. The results and recommendations from this consultation will be presented to the Executive Board. Following this, a decision will be made on how to proceed.

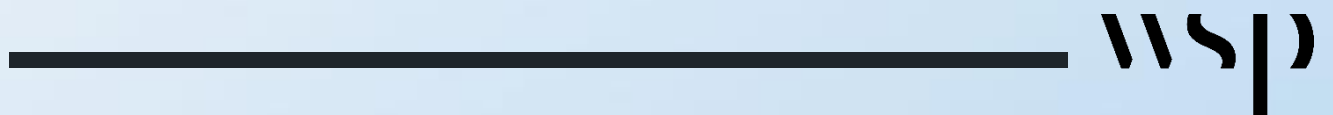
Appendix A

Consultation Brochure



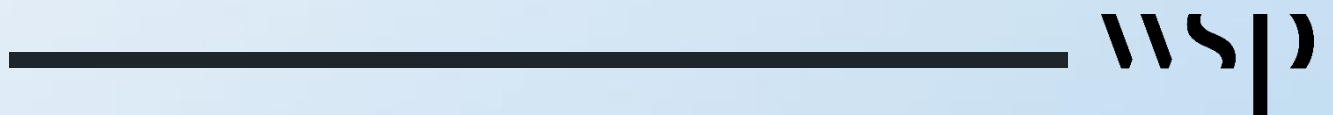
Appendix B

Consultation Survey



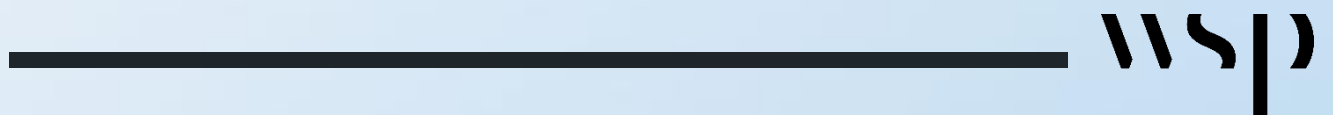
Appendix C

Overview of coding framework



Appendix D

**Overview of respondent post code
and level of support**





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