

St Ives Greenway

Consultation Summary Report

Greater Cambridge Partnership

May 2023

Consultation Summary Report



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1. Introduction

Atkins have been commissioned by the Greater Cambridge Partnership (GCP) to provide public consultation support for the St Ives Greenway scheme.

The purpose of public consultation was to inform members of the local community, wider stakeholders and other interested parties, on the proposals for the St Ives Greenway and to collate views and thoughts. The consultation period began at midday on Monday 6th February 2023 and lasted eight-weeks, coming to an end at midday on Friday 31st March 2023.

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

1.1. St Ives Greenway Scheme Overview

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

The St Ives Greenway proposes to connect Cambridge to St Ives via the existing Cambridgeshire Guided Busway, which runs past several settlements such as: Histon, Oakington, Cottenham, Northstowe, Swavesey, Over and Fen Drayton. The proposals involve a series of upgrades to the existing footpaths, byways and carriageways that connect these settlements to the existing provision alongside the Cambridgeshire Guided Busway (busway).

Unlike other Greenway schemes, the St Ives Greenway incorporates a number of spurs, or links, that extend from the principal Greenway route along the existing busway, to provide connectivity between settlements adjacent to the route and the Greenway itself.

A number of said spurs along the St Ives Greenway have already been delivered through pre-allocated GCP funding. This public consultation encompasses three separate spurs which have not been previously delivered. These spurs include:

- Fen Drayton spur,
- Over Bridleway spur, and
- Oakington to Cottenham spur, via Westwick.

The Fen Drayton spur will look to utilise the current public byway along Holywell Ferry Road to connect the village to the existing Guided Busway. The proposals will resurface Holywell Ferry Road to improve comfort for all users, which will include the implementation of traffic calming features, such as sinusoidal speed humps and chicanes, at regular intervals.

The spur to Over would see the public footpath upgraded to a bridleway, with a three metre wide hard surface running parallel with a two and a half metre wide grass verge to enhance the comfort for all users. Furthermore, the wooden bridge spanning Swavesey Drain would be replaced with a wider bridge and minor improvements would be made at the crossing of the existing Guided Busway to improve safety and accessibility for all users. This new bridleway would provide improved connectivity to the existing bridleway and Cow Fen Road on the southern side of the Greenway, towards Swavesey, providing walkers, cyclists and horse-riders with an off-road route between the communities.

The Oakington to Cottenham link would improve provision for people walking, cycling and, where appropriate, horse-riding between the villages of Cottenham, Oakington and Westwick with the St Ives Greenway (busway). Between Cottenham and Westwick, the proposals would create a new bridleway, upgrading the existing provision, subject to landowner permission. This section of the route would typically provide a five-metre-wide bridleway comprising of a three-metre-wide shared use path and two-metre wide soft-surface (grass) strip. Between Westwick, the St Ives Greenway and Oakington, enhanced on-carriageway provision would create a safer and easier route for pedestrians and cyclists.

1.2. Background and Objectives

The objectives of the Greenways are to:

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

As mentioned previously, a number of spurs along the St Ives Greenway have been delivered, which include:

- Girton to Oakington link.
- Willingham improvements to Busway link.
- Rampton, Reynolds' Drove link.

Atkins are also aware that Cambridgeshire County Council had recently improved sections of the route pertaining to the Oakington to Cottenham spur. These improvements were not included in this consultation of the St Ives Greenway Scheme.

2. Consultation Progress

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

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

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

2.1. Consultation Approach

As referenced in Chapter 1, the St Ives Greenway consultation covers three separate spurs that connect surrounding settlements to the Cambridgeshire Guided Busway. Due to the limited geographical impact of these spurs, a decision was made by CGP to split the St Ives Greenway consultation into two separate, but concurrent, sections. One section to encompass the Over and Fen Drayton spurs; one to cover the Oakington to Cottenham spur. This way, GCP were able to provide succinct, targeted information about the scheme to the relevant people and ensure that any feedback or data collected would be of higher quality.

2.2. Consultation Activities

Key stakeholders associated with the St Ives Greenway were engaged with throughout 2022 and 2023 and will continue to be engaged with as the St Ives Greenway project progresses. Stakeholders ranged from council members, partner authorities, representatives of walking, cycling and equestrian groups and relevant landowners. Securing the support of these groups for the proposals is vital if the scheme is to be successfully delivered and managed in the future.

Table 2-1 - Engagement Summary

Timeline	Date	Organisation/Group/Event
Pre-Public Consultation	17 th May 2022	Non-Motorised User Groups, including representatives from: <ul style="list-style-type: none"> • British Horse Society • Ramblers Association, and • CamCycle
Pre-Public Consultation	15 th June 2022	Virtual meeting with RSPB to discuss the Fen Drayton Link
Pre-Public Consultation	12 th July 2022	In-person meeting with Fen Drayton Parish Council to discuss the Fen Drayton Link
Pre-Public Consultation	25 th July 2022	Cambridgeshire Guided Busway Manager

Pre-Public Consultation	7 th December 2022	Virtual meeting with CCC Lead Local Flood Authority (LLFA) to discuss the Fen Drayton Link
Pre-Public Consultation	12 th December 2022	Meeting with affected landowners on Over Bridleway scheme
Pre-Public Consultation	2 nd February 2023	Councillors Briefing Zoom Event Presentation including representatives from Oakington and Westwick as well as Cottenham Parishes
Pre-Public Consultation	2 nd February 2023	Councillors Briefing Zoom Event Presentation including representatives from Over, Fen Drayton and Swavesey Parishes
During Consultation Period	2 nd March 2023	Oakington to Cottenham Public Virtual Zoom Event presentation
During Consultation Period	2 nd March 2023	Fen Drayton Link and Over Bridleway Public Virtual Zoom Event presentation
During Consultation Period	8 th March 2023	In-person meeting with Swavesey Parish Council to discuss the Over Bridleway scheme
During Consultation Period	8 th March 2023	In-person meeting with the Swavesey Internal Drainage Board to discuss the Over Bridleway scheme
During Consultation Period	30 th March 2023	Cambridge County Council (CCC): St Ives Greenway Planning Workshop involving various CCC disciplines

2.3. Overview of Consultation Material

A range of material was developed to promote the public consultation for the St Ives Greenway. The objective of the material was to promote the project and inform the general public of the proposals, whilst also providing an avenue for feedback on the current proposals. This material was also utilised at the two virtual public events. The materials produced are listed below and can be viewed in Appendix A:

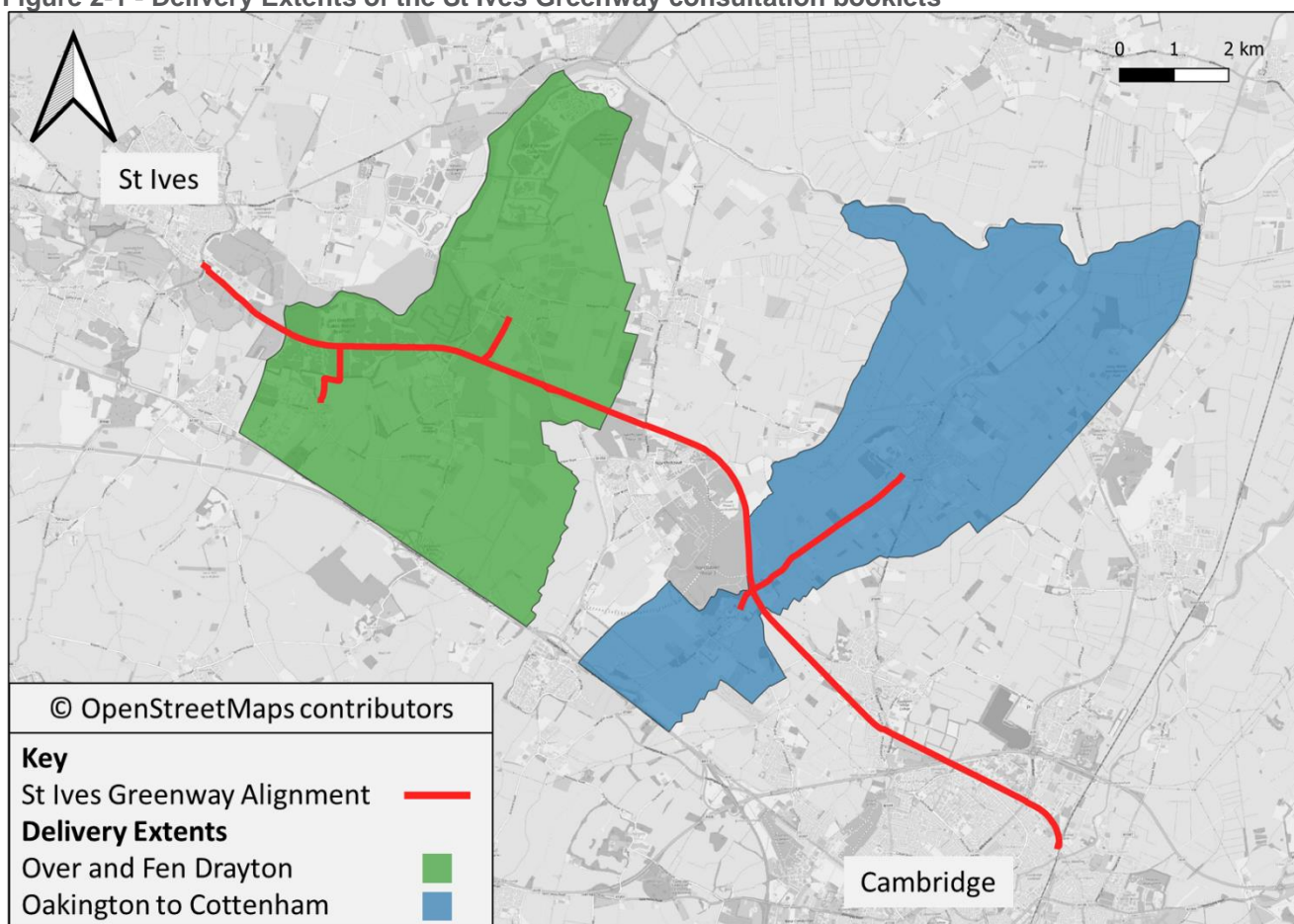
- 2x 6-page A5 booklets
 - 1x Over and Fen Drayton,
 - 1x Oakington to Cottenham,
- 9x technical plan enhancements, including 1x key location plan (not in Appendix A),
 - 2x Over Bridleway,
 - 2x Fen Drayton
 - 4x Oakington to Cottenham
- 2x questionnaire surveys,
 - 1x Over and Fen Drayton,
 - 1x Oakington to Cottenham,
- 2x Frequently Asked Questions (FAQ) documents,
 - 1x Over and Fen Drayton,
 - 1x Oakington to Cottenham,

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

In terms of distribution of the aforementioned materials and information, approximately 3,000 copies of the Over and Fen Drayton booklet were delivered to properties deemed relevant to the spurs; with 4,000 copies of the Oakington and Cottenham booklet delivered to relevant properties. Due to the limited geographical extents of

the spurs, deliveries were targeted to dwellings as defined by civil parish boundaries. The Over and Fen Drayton booklet was delivered to dwellings in the parishes of Fen Drayton, Over and Swavesey, whereas the Oakington and Cottenham booklet was delivered to dwellings in the Oakington and Westwick parish and Cottenham parish. Figure 2-1 below illustrates the delivery extents of the respective booklets.

Figure 2-1 - Delivery Extents of the St Ives Greenway consultation booklets



2.4. Online Consultation Summary

Over the eight-week consultation period, the ConsultCambs website for the Oakington to Cottenham spur was visited by a total of 1,355 people and 1,493 times altogether. A breakdown of interactions with the various engagement tools can be found in Table 2-2 below. Please note, the figures in the table do not equal the aforementioned website figures, as it is possible for an individual to visit the website without engaging with any of the engagement tools.

Table 2-2 – Oakington to Cottenham spur - Website Summary

Engagement Tool Name	Visitors	Downloads/Views
St Ives Greenway: Oakington to Cottenham Brochure -web version	258	286
Oakington to Cottenham - St Ives Greenway-Sheet 1.pdf	244	290
St Ives Greenway: Oakington to Cottenham Map - web version	191	201
Oakington to Cottenham - St Ives Greenway-Sheet 2.pdf	138	159

Oakington to Cottenham - St Ives Greenway-Sheet 4.pdf	129	144
Oakington to Cottenham Location Plan.pdf	120	128
Oakington to Cottenham - St Ives Greenway-Sheet 3.pdf	114	119
St Ives Greenway: Oakington to Cottenham Plain Text Survey	78	95
FAQs	30	38
Key Date	11	13

Over the same eight-week consultation period, the ConsultCams website for the Over and Fen Drayton spurs was visited by a total of 1,035 people and 1,132 times altogether. A breakdown of interactions with the various engagement tools can be found in Table 2-3 below. Please note, the figures in the table do not equal the aforementioned website figures, as it is possible for an individual to visit the website without engaging with any of the engagement tools.

Table 2-3 – Over and Fen Drayton spur - Website Summary

Engagement Tool Name	Visitors	Downloads/Views
St Ives Greenway: Over and Fen Drayton Brochure - web version	195	225
St Ives Greenway: Over and Fen Drayton Map - web version	159	164
Fen Drayton Spur - St Ives Greenway Technical Drawings	85	91
Over Spur - St Ives Greenway Technical Drawings	84	91
Over and Fen Drayton St Ives Greenway Plain Text Survey.docx	64	80
FAQs	49	51
Key Date	12	12

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

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

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

- Viewed a photo or video,
- Downloaded a document,
- Visited the 'Key Dates' page,

- Visited the FAQ document, or
- Visited multiple project pages, defined by clicking from one project into the next or clicking on pages with the project.

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

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

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

Table 2-3 - Type of website engagement

Engagement Type	Consultation Spur	Frequency
Aware Visits	Oakington to Cottenham	1,167
	Over and Fen Drayton	896
Informed Visits	Oakington to Cottenham	744
	Over and Fen Drayton	577
Engaged Visits	Oakington to Cottenham	262
	Over and Fen Drayton	166

3. Analysis and Methodology

Chapter 3 details the method of data collection and subsequent analysis of collected data.

3.1. Data Collection

The surveys acted as the primary avenue of collecting feedback on the St Ives Greenway proposals for both the Oakington to Cottenham spur and the Over and Fen Drayton spurs. As stated previously, the survey was available on the ConsultCambs website, with hard copies available upon request. The questions in the survey regarding the scheme were all open ended, meaning respondents were able to provide a free text answer. Open-ended responses cater better for opinions as users aren't prompted to select their answer from a pre-determined list.

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

3.2. Question Analysis

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

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

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

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

3.3. Written Responses

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

3.4. Quality Assurance

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

4. Respondent Breakdown

Chapter 4 provides insight into the profile of respondents to the two separate surveys distributed as part of the St Ives Greenway consultation, which include demographics, geographical variance and respondent type.

4.1. Oakington to Cottenham Spur

4.1.1. Response Levels

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

- 254 individuals,
- 4 representatives of a business or other group,
- 4 elected representatives, and
- 2 others.

From the above list, over 96% of respondents identified themselves as individuals. A total of 4 representatives of a business or other group responded to the Oakington to Cottenham survey, outlined as follows:

- Representative from Cottenham Parish Council,
- Sustrans,
- Cambridge Past Present and Future, and
- PL & WS Stroude.

A total of 4 elected representatives respondents to the survey, which included representatives from:

- Westwick Parish Council,
- South Cambridgeshire District Council, and
- Cambridge County Council.

The remaining 2 'Other' respondents identified themselves as a landowner and a representative from the Swavesey & District Bridleway Association.

Question 7 of the survey prompted respondents to state their interest in the project. This was listed as a multiple-choice question where respondents were able to select more than one answer, thus yielding a higher number of responses than respondents. In total, there were 264 respondents to the questions, representing a frequency of 344, as detailed in Table 4-1.

Table 4-1 - Summary of Respondent Type – Oakington to Cottenham

Respondent Type	Frequency	Representative Percentage
Resident in Oakington	37	11%
Resident in Westwick	7	2%
Resident in Cottenham	165	48%
Resident in Northstowe	3	1%
Resident in Histon	11	3%
Resident in Longstanton	3	1%
Resident in Cambridge	14	4%
Resident elsewhere in Cambridge	11	3%
Resident elsewhere	7	2%

Local business owner/employer	6	2%
I regularly travel in the area	58	17%
I occasionally travel in the area	13	4%
Other (please specify)	9	2%

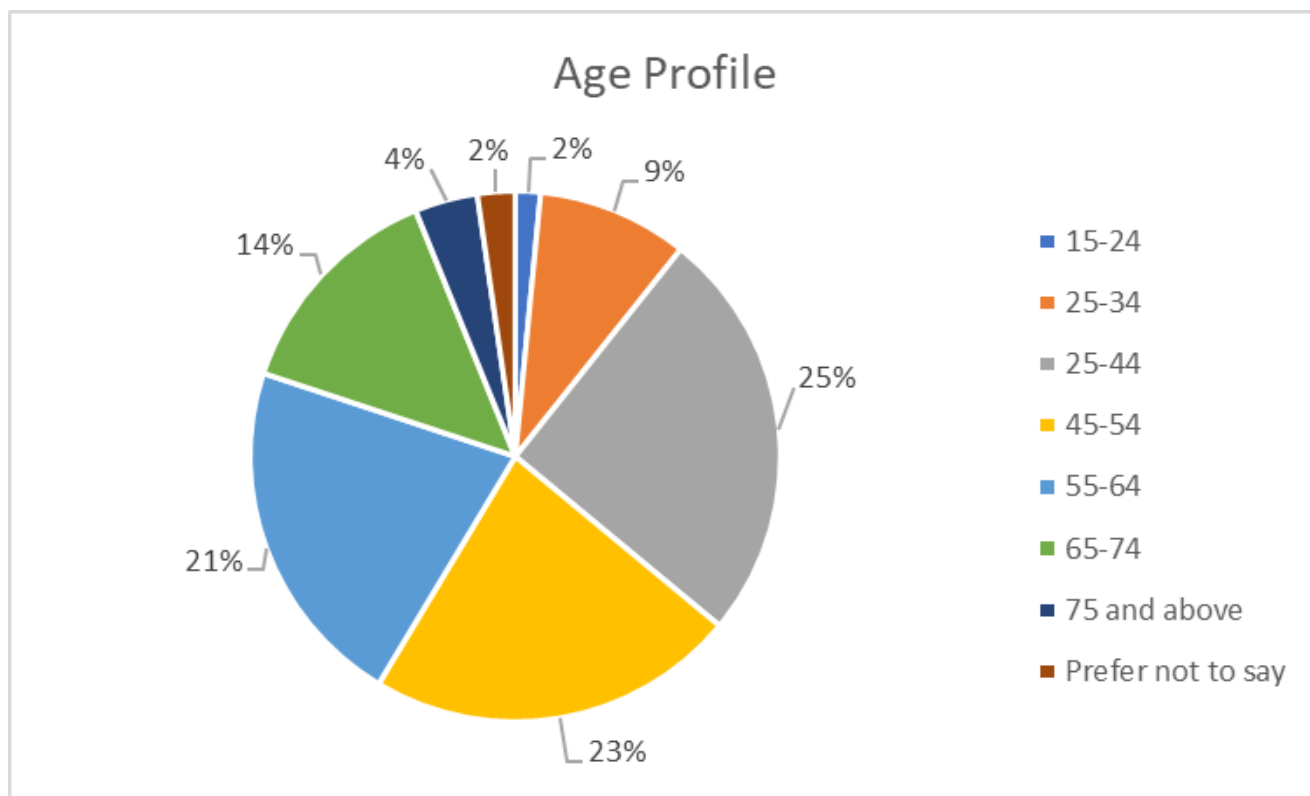
From the table above, respondents most commonly interested in the Oakington to Cottenham spur of the St Ives Greenway indicated that they were a resident in Cottenham, representing almost half of all respondents (48%, 165 responses). The second highest group of respondents selected 'I regularly travel in the area' and third highest group of respondents identified themselves as residents of Oakington, representing 17% (58 responses) and 11% (37 responses) respectively.

4.1.2. Respondent Profile

Questions 8 through 11 of the survey enquired about the demographics on the respondents, which included their age, employment status, potential scheme usage and health. These questions were optional, thus yielded fewer results.

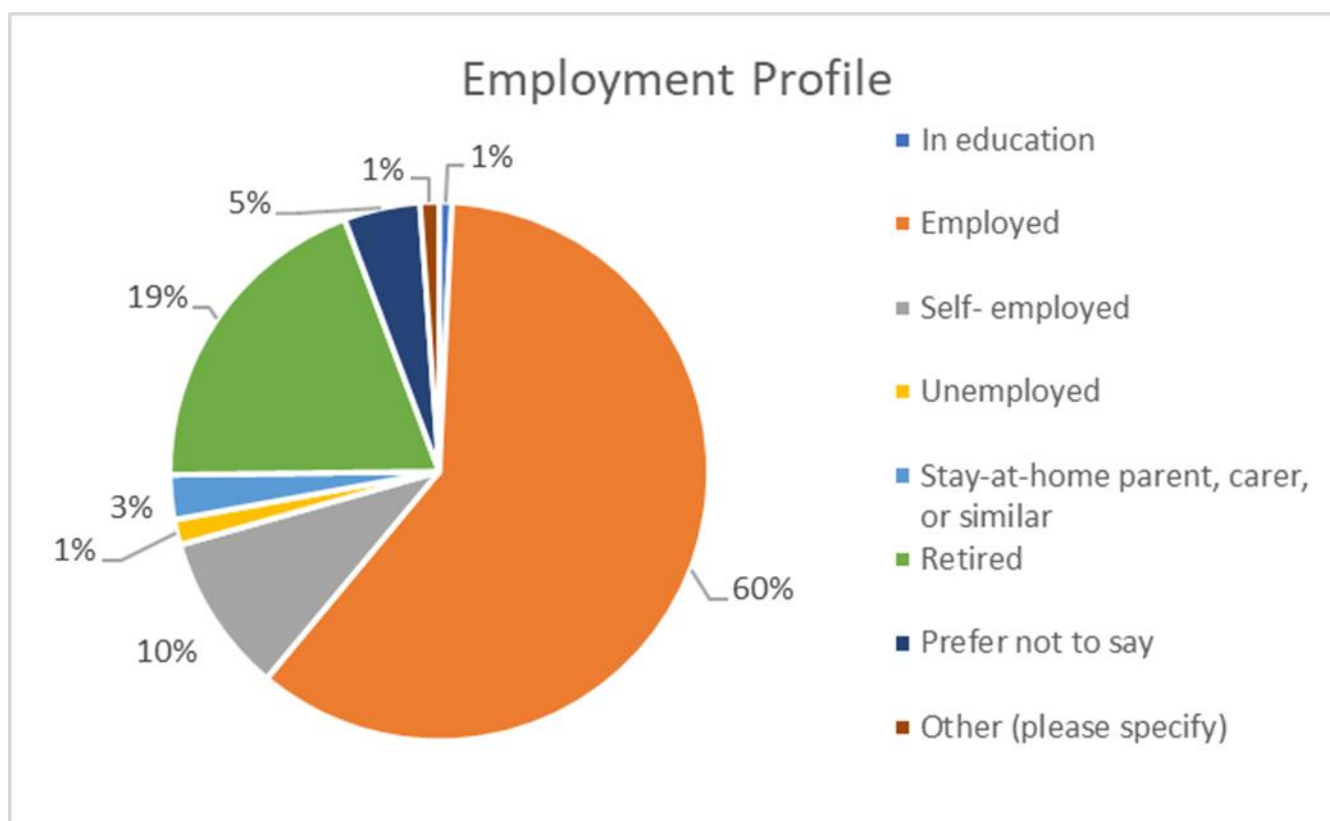
A total of 261 respondents disclosed their age, a breakdown of which can be found below in Figure 4-1. A total of 6 respondents (approximately 2%) indicated that they would prefer not to disclose their age. The largest proportion of respondents fell into the 25-44 age bracket, representing 25% of all responses (66 respondents). This was closely followed by the 45-54 and 55-64 age bracket which accounted for 23% and 21% of responses respectively (59 and 56 respondents). 14% of respondents (36 responses) were aged 65 – 74 and 4% of respondents (10 responses) were aged 75 and above. The remaining 11% (34 responses) were aged 34 or under, with 9% of these aged 25-34 (24 respondents) and the remaining 2% aged 15-24 (4 respondents). It should be noted that no respondents indicated they were aged under 15. For visual purposes, this value has not been included in Figure 4-1.

Figure 4-1 - Age Profile of Respondents – Oakington to Cottenham



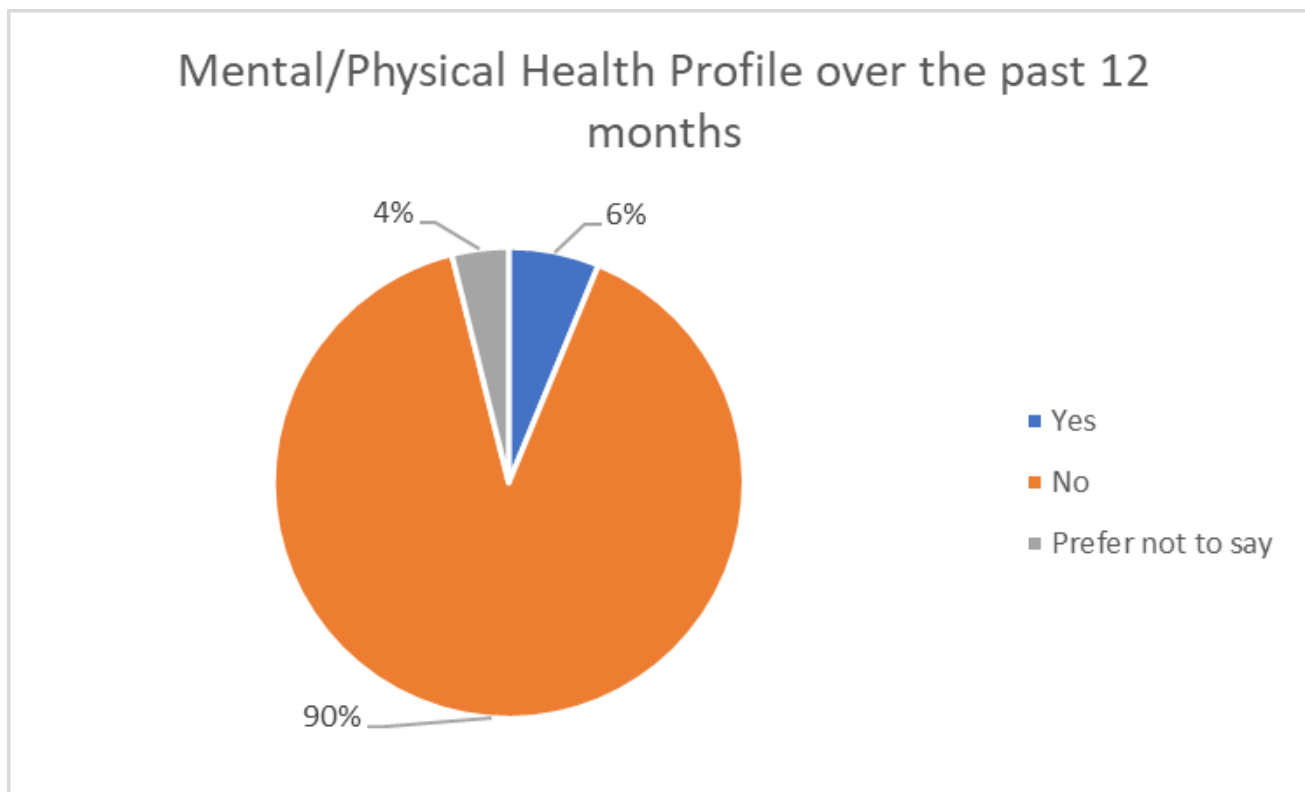
A total of 262 respondents answered question 9 with regards to their employment status of which 12 respondents (5%) preferred not to say. A breakdown of employment status can be found in Figure 4-2 below. The vast majority of respondents identified themselves as employed, representing 60% (158 responses) of the total figure. The second largest proportion of respondents, 19% (51 responses) fell into the “retired” category. 10% (25 respondents) indicated self-employment as their employment status. A small number of respondents identified as ‘Stay-at-home parent, carer or similar’, totalling 7 respondents (or 3% of all responses). The remaining responses suggested they were unemployed (4 respondents, 1%) and with a further 3 responses selecting ‘Other’. Further analysis of the ‘Other’ category deducted those respondents were semi-retired, a volunteer and unable to work due to disability.

Figure 4-2 - Employment Profile of Respondents – Oakington to Cottenham



Respondents were also asked about their health, both physical and mental. This question investigated whether respondents considered themselves to have any long-term physical or mental health conditions that affects the way they travel or choose to travel. In order to standardise the answers, the question asked for conditions lasting or expecting to last 12 months or more. A breakdown of which can be seen in Figure 4-3. A total of 257 responses were collated of which 90% (231 respondents) indicated “No”.6% (16) of respondents answered “Yes” and the remaining 4% (10) of respondents preferred not to say.

Figure 4-3 - Health Limitations to Travel – Oakington to Cottenham

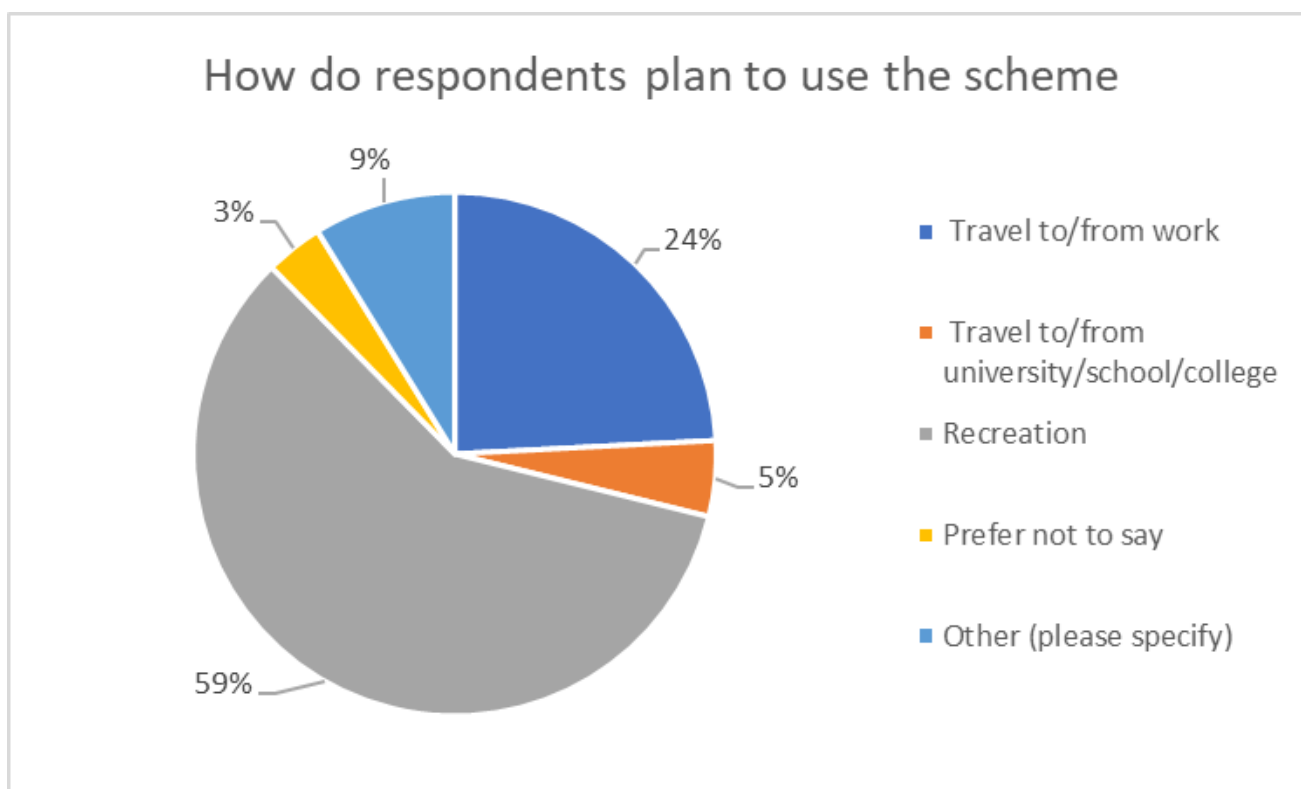


The survey asked respondents how they would use the scheme, a breakdown of this can be seen in Figure 4-4. Similar to previous questions, this question was multiple-choice, meaning respondents were able to select more than one response. For example, an individual can use the Greenway to travel to work and for recreational use. A total of 364 responses were collated, the majority of which (59%, 214 answers) indicated that they would use the Greenway for leisure or recreational activities. The second most popular response was to use the Greenway in some aspect to travel to/ from work, representing 24% (88 answers) of all responses. The third most frequent response was “Other (please specify)”, totalling 9% (32 responses). Respondents chose “Other” for the following reasons:

- Would not use the scheme,
- Visiting friends and family,
- Exercise, and
- Access to shopping and hospitality.

5% of respondents (17 responses) indicated they would use the Greenway to travel to their place of education school, college or university, and the remaining 4% (13 responses) would rather not say.

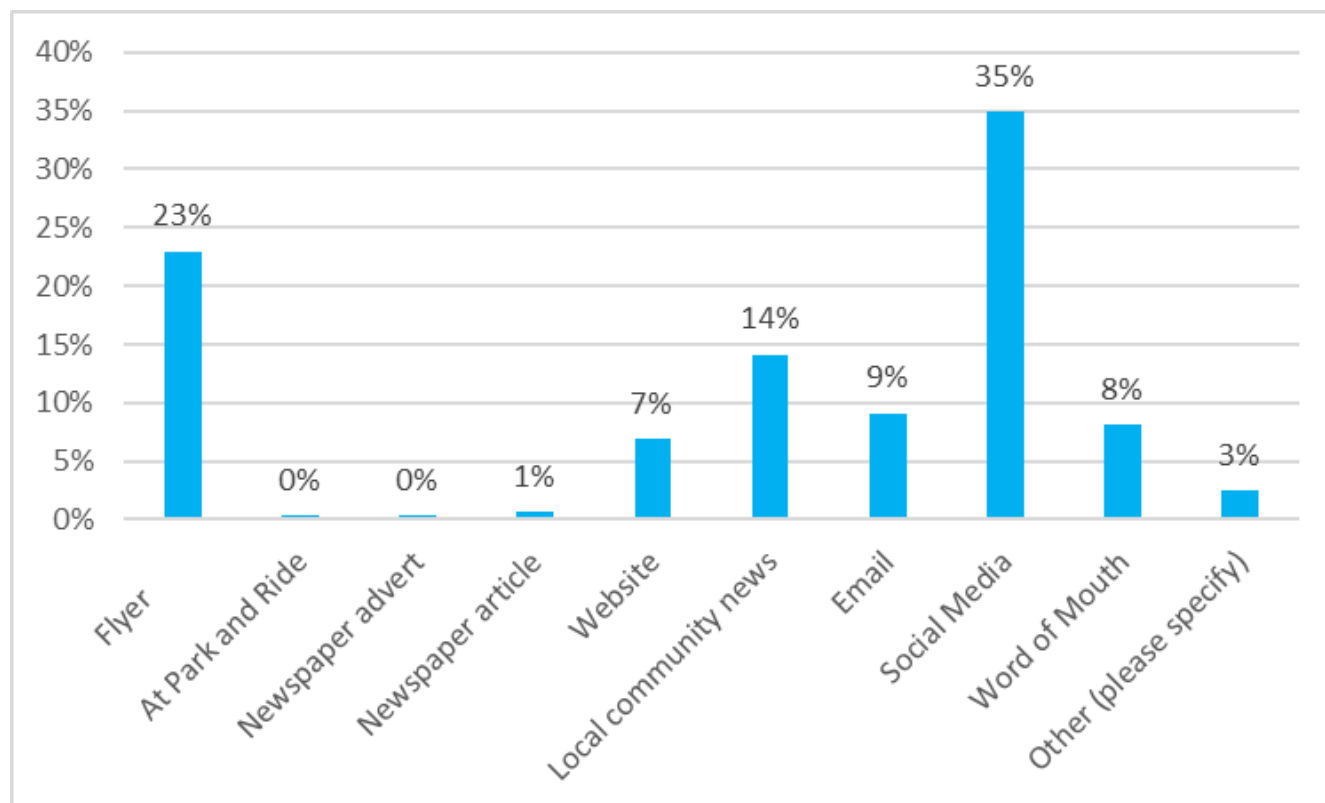
Figure 4-4 - Planned Usage of Greenway – Oakington to Cottenham



4.1.3. Avenue of promotion

Question 12 enquired about how respondents discovered the survey, a breakdown of which can be found in Figure 4-5 below. Just over a third of individuals discovered this consultation through social media, representing 35% of all responses (111 respondents). The second highest avenue for discovery was the flyer, or booklet, accounting for 23% of responses (73 respondents), followed by local community news, which accounts for 14% (45 respondents). Word of mouth and Website accounted for 8% and 7% of responses respectively (29 and 22 respondents). Newspaper advert, Newspaper article and the park and ride account for a total of 4 responses between the three avenues, accounting for 1% of all responses. The remaining 3% of respondents selected 'Other (please specify)' of which the reasons ranged from CamCycle communication, GCP and Parish Councillor meetings.

Figure 4-5 - Breakdown of how respondents found out about the consultation– Oakington to Cottenham



4.1.4. Postcode Analysis

As part of the survey, respondents were asked to provide the first four or five characters of their postcode in order to understand the geographic variability of the responses. A total of 269 respondents provided their postcode, a breakdown of which can be found in Table 4-2 below

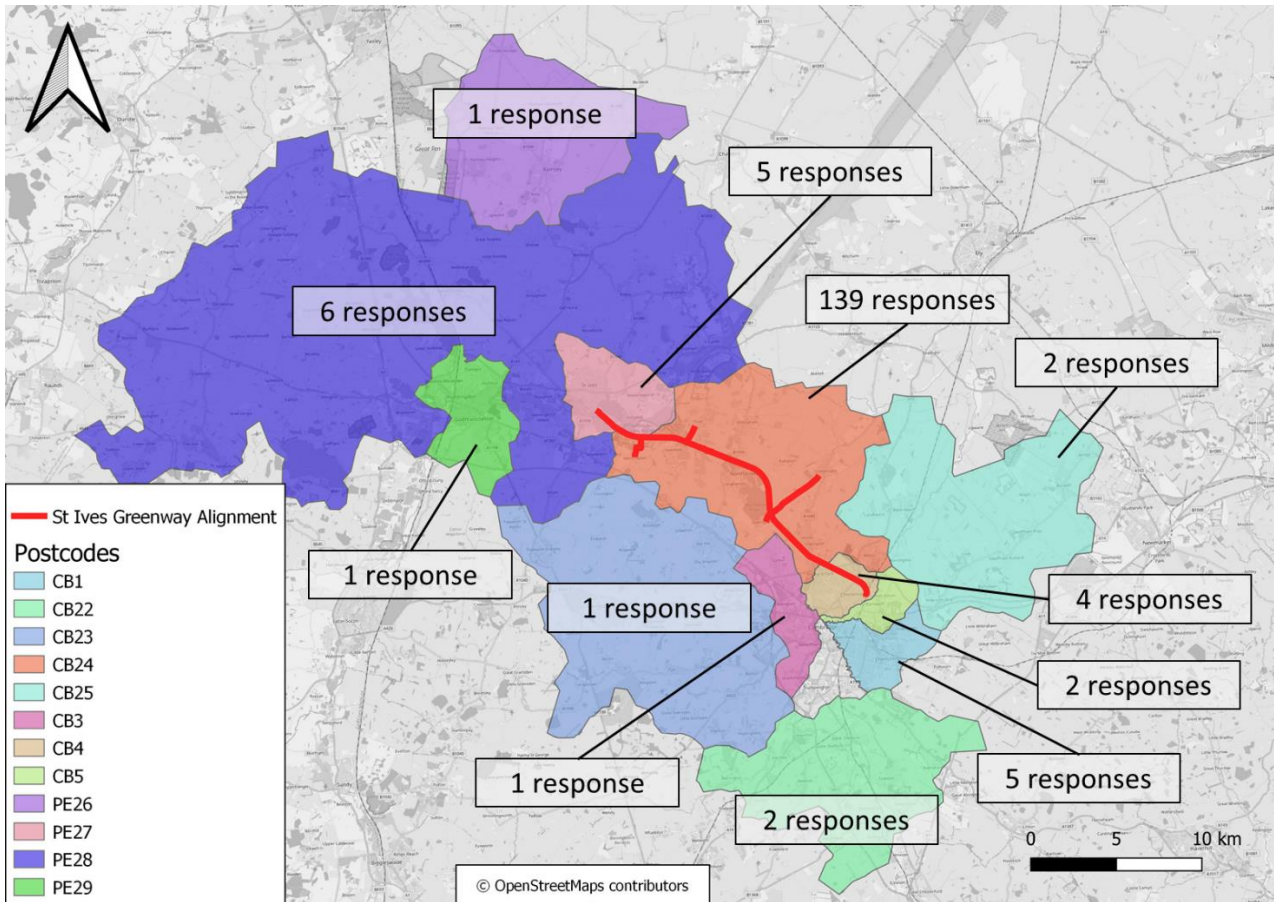
Table 4-2 - Postcode Area Analysis – Oakington to Cottenham

Postcode	Number of Respondents
CB24	232
CB4	7
CB1	5
CB23	5
CB3	4
PE28	3
PE29	2
CB5	1
CB25	1
PE1	1
N1	1
DE65	1

An overwhelming majority stated CB24 as their postcode, accounting for over 88% of all of the responses, which is unsurprising when considering the Oakington-Cottenham spur is located within this postcode (as does the majority of the St Ives Greenway as a whole). The CB24 postcode encompasses the villages of Oakington, Westwick and parts of Cottenham. CB4 was found to be the second most common postcode, with 7 respondents indicating this as their postcode, representing the Cambridge North area.

Figure 4-6 below shows a map of the postcodes surrounding Cambridge and presents their respective response rate. The map does not showcase the location of the N16 or DE65 postcode, due to their relatively large distance from Cambridge and the St Ives Greenway scheme.

Figure 4-6 – Postcode Area and Response Frequency centred around Cambridge – Oakington to Cottenham



4.2. Over and Fen Drayton Spur

4.2.1. Response Levels

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

- 164 individuals,
- 3 representatives of a business or other group,
- 2 elected representatives, and
- 2 others

From the above list, over 96% of respondents identified themselves as individuals. A total of 3 representatives of a business or other group responded to the Over and Fen Drayton survey, outlined as follows:

- Swavesey By-ways committee (South Cambridgeshire District Council)
- Cambridge Past Present and Future, and
- Swavesey Parish Council.

A total of 2 elected representatives respondents to the survey, which included representatives from:

- Agnus Logan, and
- Cambridge County Council.

The remaining 2 'Other' respondents identified themselves as a family (including 2 children) and a representative from the Swavesey & District Bridleway Association.

Question 8 of the Over and Fen Drayton survey prompted respondents to state their interest in the project. This was listed as a multiple-choice question where respondents were able to select more than one answer, thus yielding a higher number of responses than respondents. In total, there were 168 respondents to the questions, representing a frequency of 228, as detailed in Table 4-3 below.

Table 4-3 - Summary of Respondent Type – Over and Fen Drayton

Respondent Type	Frequency	Representative Percentage
Resident in Over	69	30%
Resident in Fen Drayton	27	12%
Resident in Swavesey	28	12%
Resident in Fenstanton	4	2%
Resident in Willingham	3	1%
Resident in Northstowe	2	1%
Resident in St Ives	6	3%
Resident in Cambridge	11	5%
Resident elsewhere in Cambridgeshire	10	4%
Resident elsewhere	3	1%
Local business owner/employer	6	3%
I regularly travel in the area	42	18%
I occasionally travel in the area	6	3%
Other (please specify)	11	5%

From the table above, respondents most commonly interested in the Over and Fen Drayton spur of the St Ives Greenway indicated that they were a resident in Over, representing almost a third of all respondents (30%, 69 responses). The second highest group of respondents selected 'I regularly travel in the area', accounting for 18% of the total (or 42 respondents). The joint third highest group of respondents identified themselves as residents of Swavesey and residents of Fen Drayton accounting for 12% each (28 respondents and 27 respondents respectively).

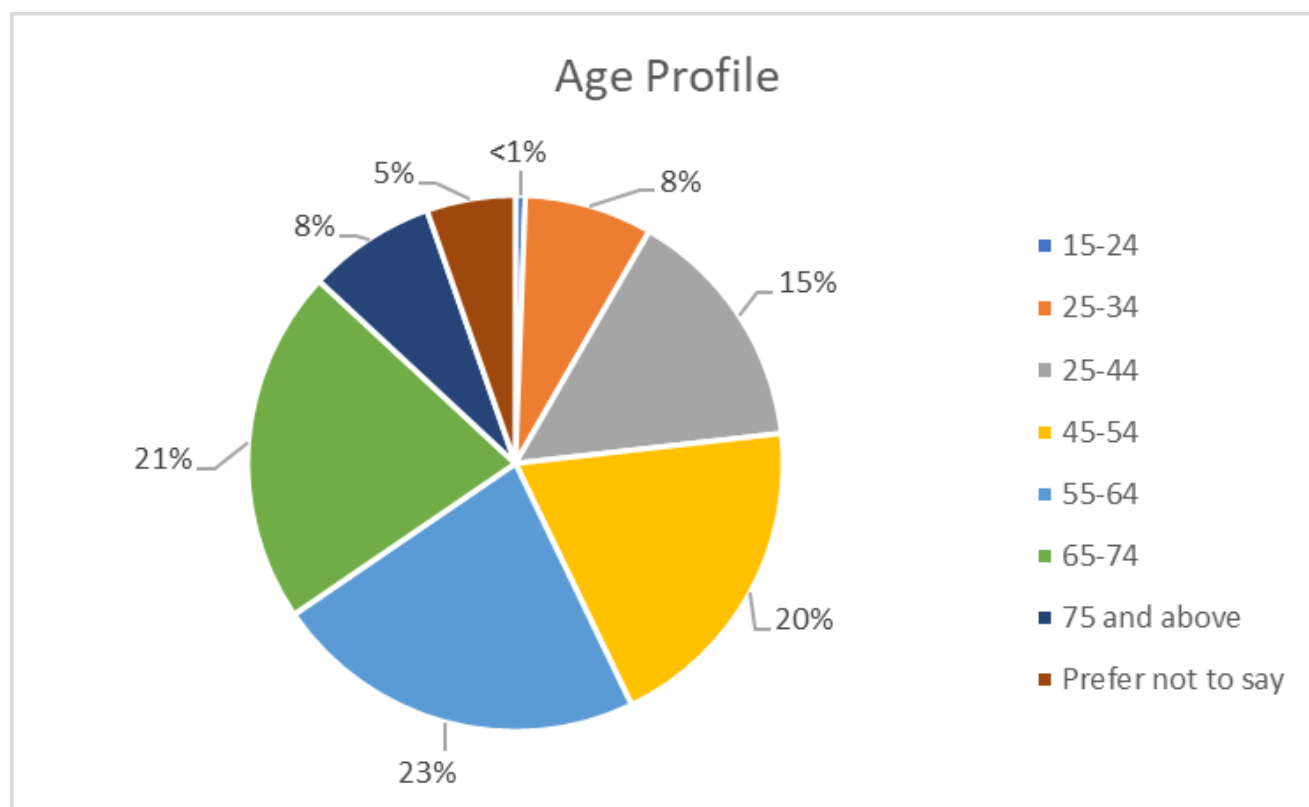
4.2.2. Respondent Profile

Questions 9 through 12 of the Over and Fen Drayton survey enquired about the demographics on the respondents, which included their age, employment status, potential scheme usage and health. These questions were optional, thus yielded fewer results.

A total of 168 respondents disclosed their age, a breakdown of which can be found below in Figure 4-7. A total of 9 respondents (approximately 5% of the total) indicated that they would prefer not to disclose their age. The largest proportion of respondents fell into the 55-64 age bracket, representing 23% of all responses (38 respondents). This was closely followed by the 65-74 and 45-54 age bracket which accounted for 21% and 20% of responses respectively (36 and 33 respondents). A further 15% of respondents (25 responses) indicated they were aged 25-44. There were 13 respondents to both the 25-34 category and the 75 and above category, representing 8% of the total each.

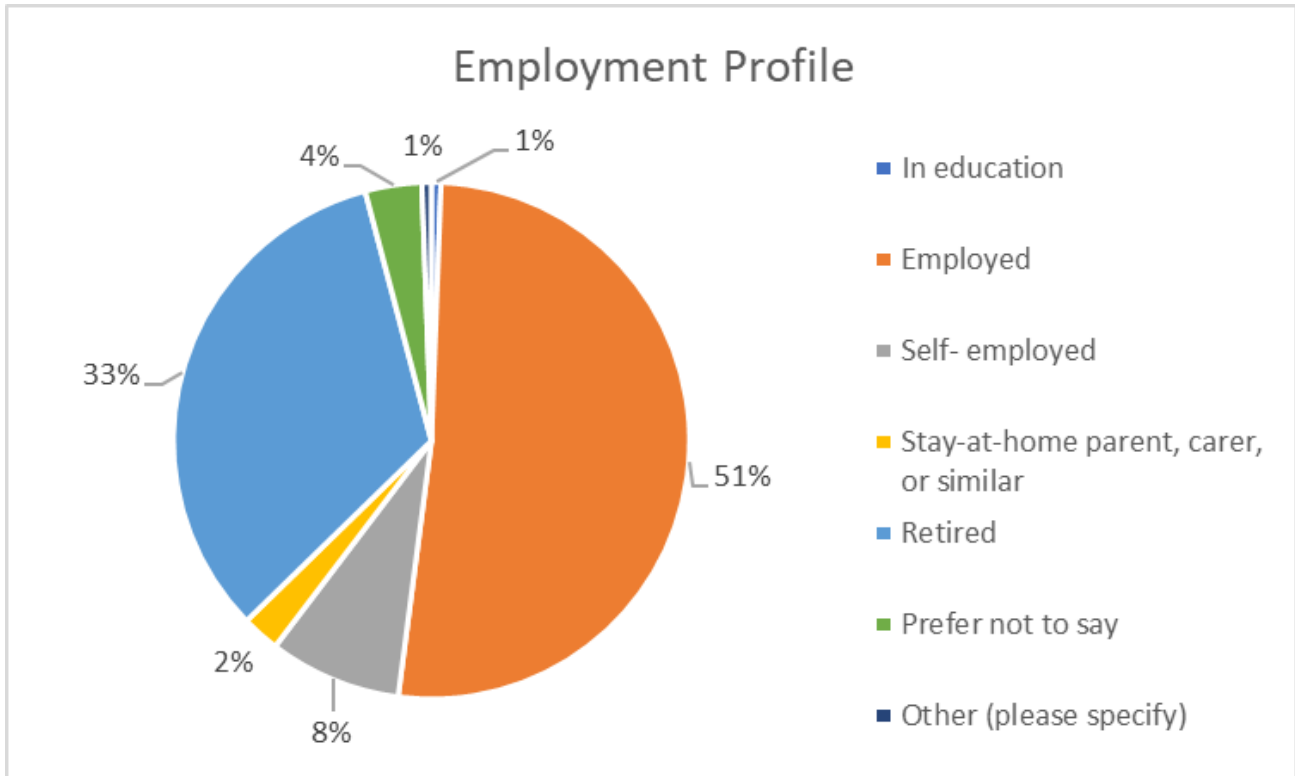
It should be noted that no respondents indicated they were aged under 15. For visual purposes, this value has not been included in Figure 4-7.

Figure 4-7 - Age Profile of Respondents – Over and Fen Drayton



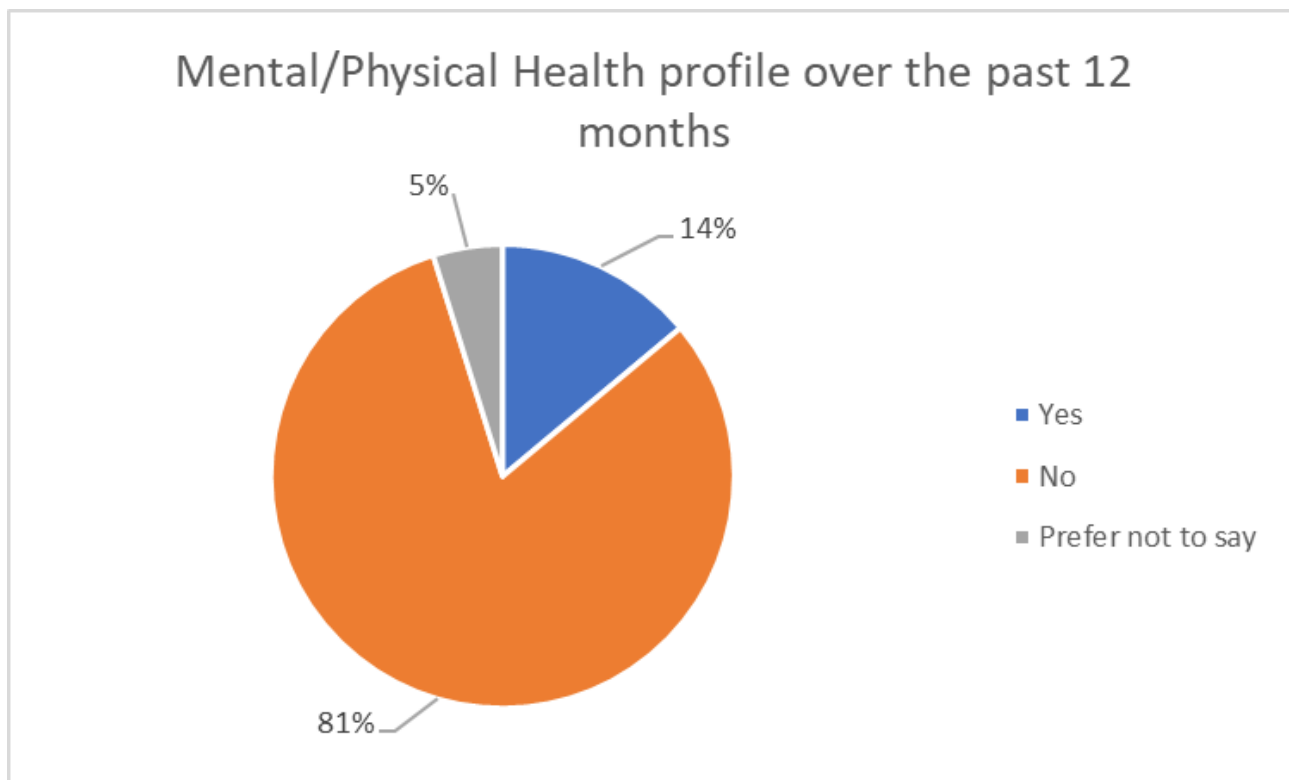
A total of 169 respondents answered question 10 with regards to their employment status of which 6 respondents (4%) preferred not to say. A breakdown of employment status can be found in Figure 4-8 below. Just over half of all respondents identified themselves as employed, representing 51% of the total amount (87 respondents). The second largest proportion of respondents, 33% (56 responses) fell into the “retired” category. 8% (14 respondents) indicated self-employment as their employment status. A small number of respondents identified as ‘Stay-at-home parent, carer or similar’, totalling 4 respondents (or 2% of all responses). The remaining responses indicated that 1 respondent was in education and 1 selected ‘Other’. Analysis of the ‘Other’ category found that the respondent thought the question was irrelevant.

Figure 4-8 - Employment Profile of Respondents – Over and Fen Drayton



Respondents were also asked about their health, both physical and mental. This question investigated whether respondents considered themselves to have any long-term physical or mental health conditions that affects the way they travel or choose to travel. In order to standardise the answers, the question asked for conditions lasting or expecting to last 12 months or more. A breakdown of which can be seen in Figure 4-9. A total of 165 responses were collated, of which 81% (134 respondents) indicated “No”. 14% (or 23) of respondents answered “Yes” and the remaining 5% (8) of respondents preferred not to say.

Figure 4-9 - Health Limitations to Travel – Over and Fen Drayton



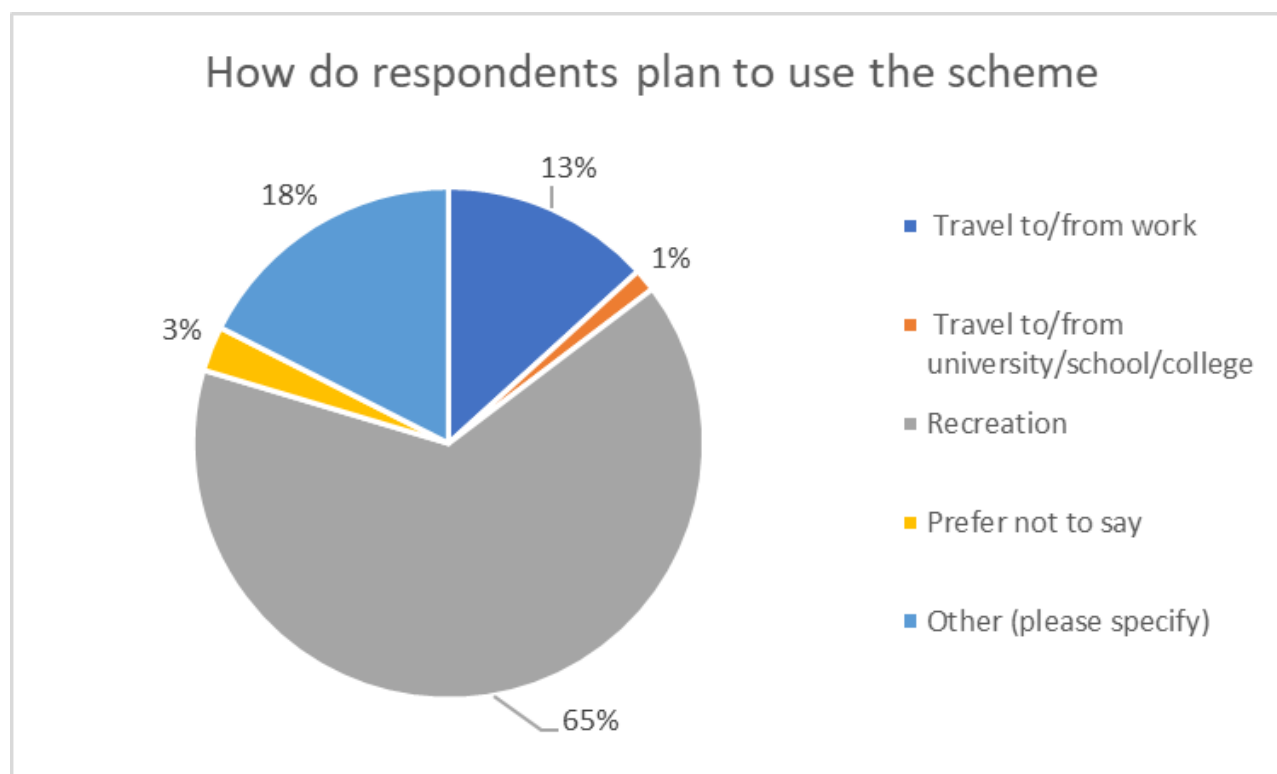
The survey asked respondents how they would use the scheme, a breakdown can be seen in Figure 4-10. Similar to previous questions, this question was multiple-choice, meaning respondents were able to select more than one response. For example, an individual could use the Greenway to travel to work and for recreational use. A total of 211 responses were collated, the majority of which (65%, 137 answers) indicated that they would use the Greenway for leisure or recreational activities. The second most popular response fell into the ‘Other (please specify)’ category, representing 18% of the total responses (37 answers). Upon further analysis, the main reasons for selecting this were:

- Exercise,
- Visiting friends and family,
- Continued usage (respondents already use the spurs),
- Access to shopping, hospitality or education, and
- For a variety of unspecified reasons.

It should be noted that within the 37 ‘Other (please specify)’ responses, 12 respondents indicated they would not use the scheme, citing that the existing provisions elsewhere are good enough and refusal based on opposition to the scheme in general.

28 respondents indicated they would utilise the improvements to travel to and from work, representing 13% of the total. Of the remaining responses, 6 respondents (3%) preferred not to say and 3 respondents (1%) indicated they would use the scheme to travel to and from education.

Figure 4-10 - Planned Usage of Greenway – Over and Fen Drayton

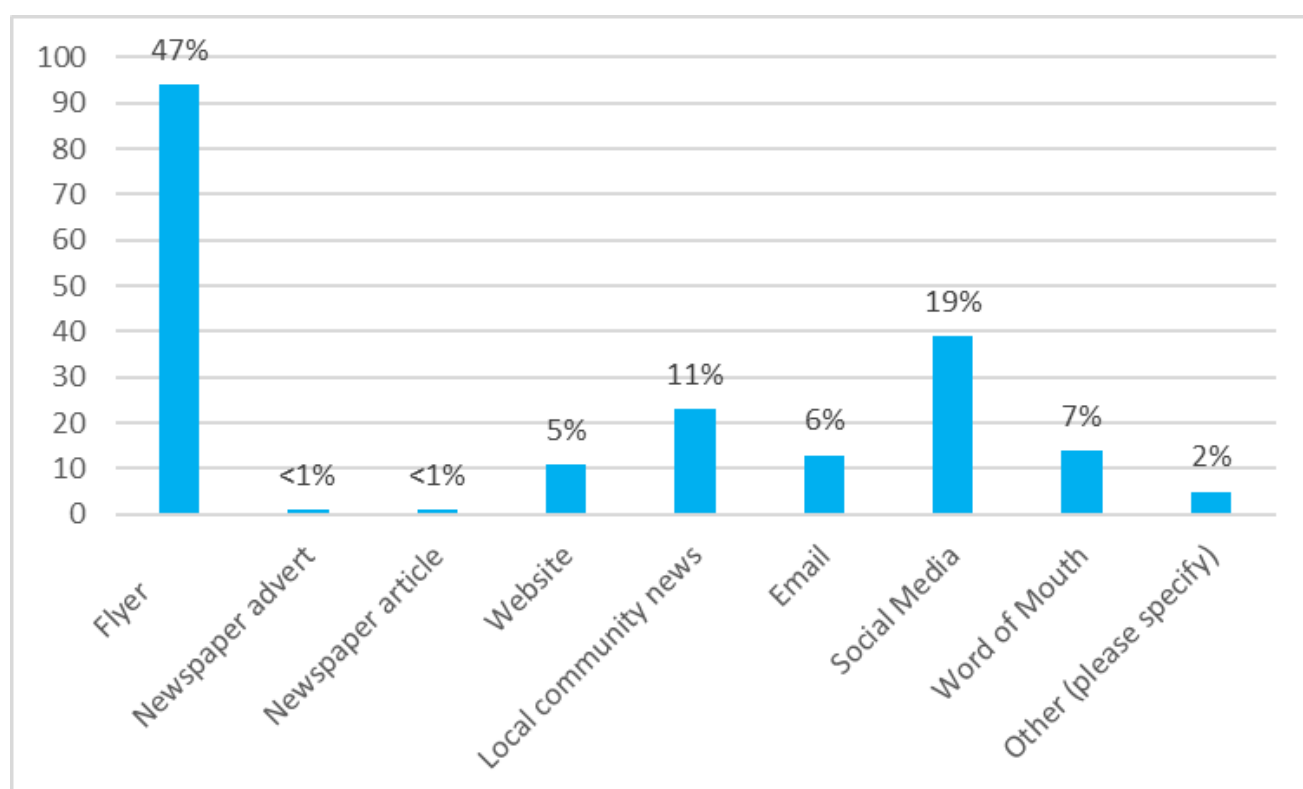


4.2.3. Avenue of promotion

Question 13 enquired about how respondents discovered the survey, a breakdown of which can be found in Figure 4-11 below. Almost a half of all respondents discovered the consultation through distribution of the booklet (or flyer), representing 47% of all responses (94 respondents). The second highest avenue for discovery was via social media, accounting for a further 19% of responses (or 39 individual respondents), followed by local community news, which accounted for 11% (23 respondents). Word of mouth and emails accounted for 7% and 6% of responses respectively (14 and 13 respondents), with the website following closely behind, responsible for 5% of the total responses (11 respondents). Newspaper adverts and Newspaper articles each had a single respondent, accounting for less than 1% of respondents between them. The remaining 2% of respondents selected 'Other (please specify)' of which there were 5 respondents, reasons which included:

- CamCycle (2 respondents),
- Stakeholder meetings (2 respondents), and
- Google search.

Figure 4-11 - Breakdown of how respondents found out about the engagement



4.2.4. Postcode Analysis

As part of the survey, respondents were asked to provide the first four or five characters of their postcode in order to understand the geographic variability of the responses. A total of 170 respondents provided their postcode, a breakdown of which can be found in below.

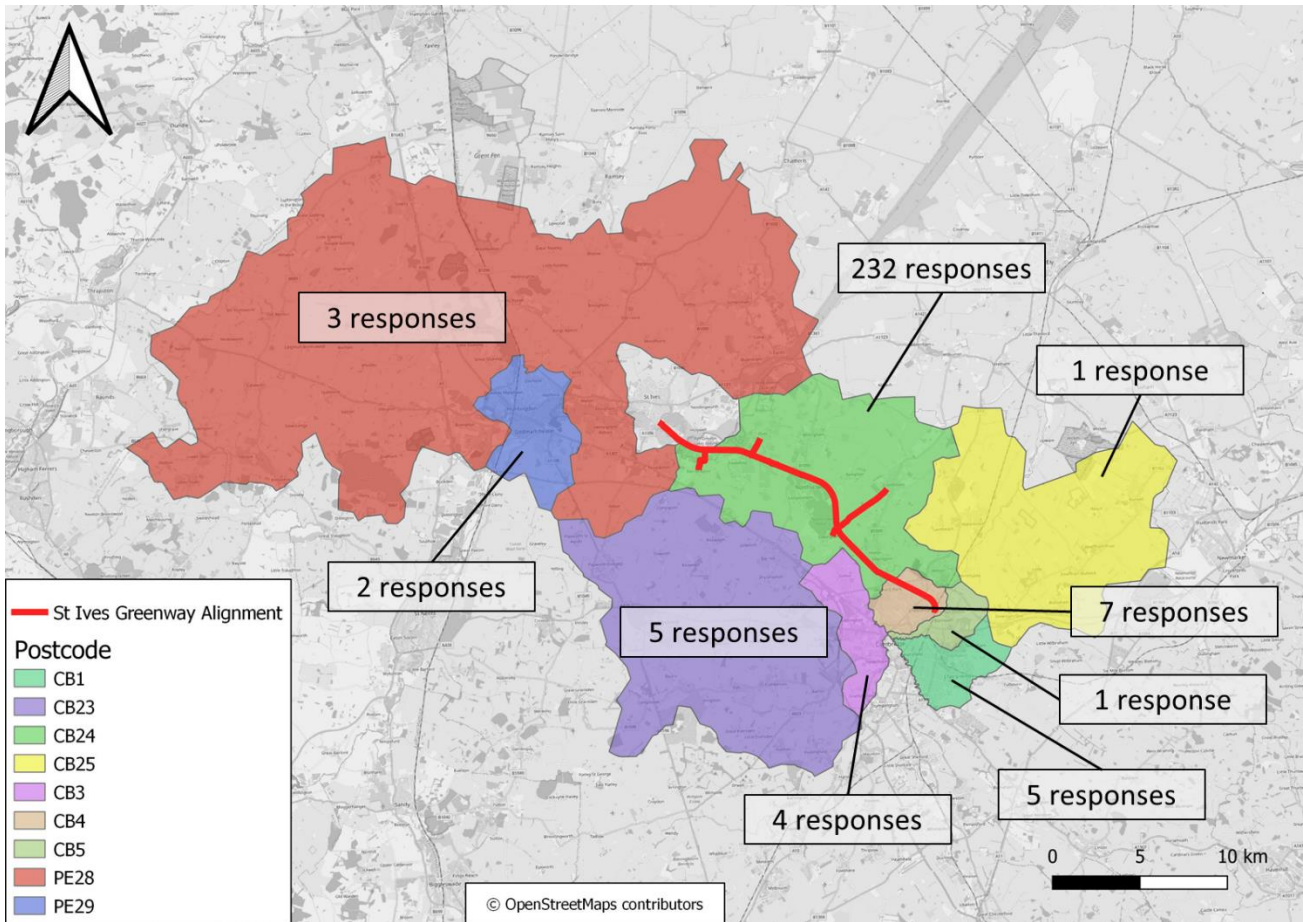
Table 4-4 - Postcode Area Analysis - Over and Fen Drayton

Postcode	Number of Respondents
CB24	139
PE28	6
CB1	5
PE27	5
CB4	4
CB5	2
CB22	2
CB25	2
CB3	1
CB23	1
PE26	1
PE29	1
N1	1

An overwhelming majority stated CB24 as their postcode, accounting for over 82% of all of the responses, which is unsurprising when considering the Over and Fen Drayton spurs are located in this postcode (as is the majority of the St Ives Greenway as a whole). The CB24 postcode encompasses the villages of Over, Fen Drayton and Swavesey. PE28 was found to be the second most common postcode, with 6 respondents indicating this as their postcode, covering the communities of Fen Stanton and Huntingdon.

Figure 4-12 below, shows a map of the postcodes surrounding Cambridge and presents their respective response rate. The map does not showcase the location of the N1 postcode, due to their relatively large distance from Cambridge and the St Ives Greenway scheme.

Figure 4-12 – Postcode Area and Response Frequency centred around Cambridge – Over and Fen Drayton



5. Feedback on the proposal

Chapter 5 focuses on the feedback received on the proposals for the St Ives Greenway. As mentioned previously in Chapter 2, the consultation was split in order for interested parties to provide targeted feedback on parts of the St Ives Greenway most relevant to themselves.

As no question was mandatory, response rates vary between sections as some respondents did not feel the need to provide feedback on sections that didn't seem relevant to themselves. This chapter also summarises feedback received through two virtual public consultation events, conducted via Microsoft Teams, on Thursday 2nd March 2023.

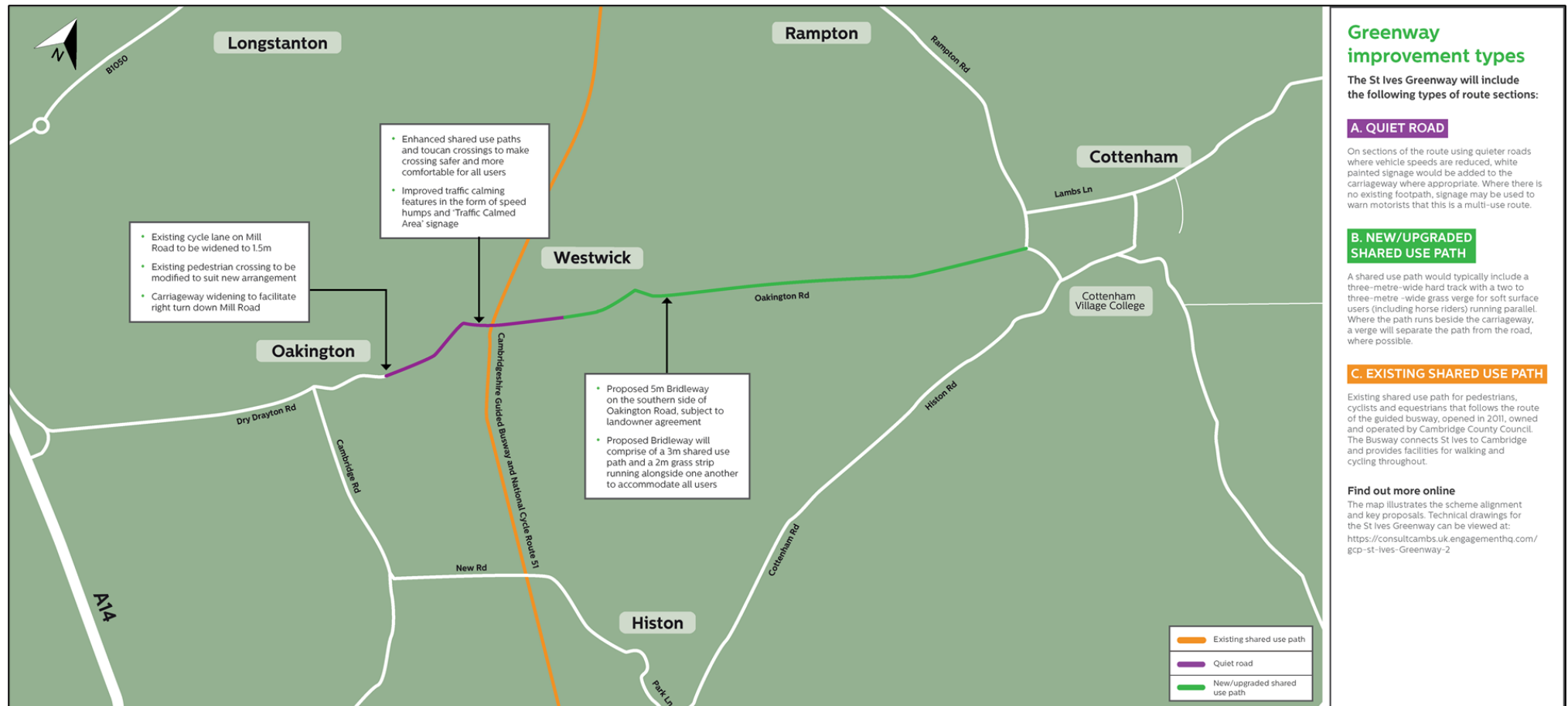
An insert of the St Ives Greenway proposal overview maps used to illustrate the schemes on both spurs can be found in Figure 5-1 and Figure 5-2 below. These maps were utilised within the booklets and surveys to outline the different sections of the proposed route.

Consultation on the St Ives Greenway route was split into three separate spurs, across two booklets to allow for more granular responses over specific sections of the route. As such, three questions were asked (one for each spur) to gauge specific response. The spurs on the St Ives Greenway are as follows:

- Oakington to Cottenham spur,
- Fen Drayton spur,
- Over spur,

Analysis for each section of the feedback focusses on the 5 or 6 most common emerging themes. Responses that answered the question but provided no comment were not considered as a theme, whether or not this was within the top 5 most common answers. Such answers included, but is not limited to, responses such as "No comment", "Nothing to add" or "Not Applicable".

Figure 5-1 – Oakington to Cottenham spur of the St Ives Greenway - Overview Map



5.1. Oakington to Cottenham Spur

There was a total of 194 responses (73% of the total number of survey responses) received in relation to the Oakington to Cottenham Spur. A total of 417 codes have been assigned to the response, with Table 5-1 highlighting the top five themes assigned to the Oakington to Cottenham survey data.

Table 5-1 - Top 6 themes for the Oakington to Cottenham spur

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	57	29%
Suggests lighting / removal of lighting / types of lighting	54	28%
Suggests providing alternative routes / extending route / new route	38	20%
Suggests further segregation between cyclists / motorists / pedestrians / equestrians	30	15%
Suggests greenery / planting	23	12%
Suggests types of material surfacing	21	11%

Theme 1: In favour of proposals (generally)

57 of the 194 responses analysed (29%) were viewed as favourable to the proposals for the Oakington to Cottenham spur in some form or another. Many of the comments simply stated their support for the proposals at this location, without providing any further insight into any specific elements of the designs. Of those comments that did provide additional detail, many respondents expressed their delight that improvements were forthcoming and were long overdue, particularly in reference to connectivity between the communities of Cottenham and Oakington. Further supportive comments were in reference to improved safety and increased user comfort the proposals would bring throughout the spur.

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

The second most common theme emerging from the Oakington to Cottenham spur referenced lighting, accounting for 28% of all comments. The large majority of these responses highlighted the importance of providing a substantial, but suitable level of lighting will be key to the success of the route as a spur as it will enhance safety for all users. The general consensus is that street lights are to be avoided where possible in order to minimise environmental impacts and protect the rural nature of the villages. Solar studs along the section between the existing Guided Busway (alignment to the St Ives Greenway) and Cottenham are referenced 13 times in total.

Theme 3: Suggests providing alternative routes / extending route / new route

30 of the 194 comments suggested an alteration to the proposed route in some aspect, representing a fifth of all comments received regarding the Oakington to Cottenham spur. Whilst suggestions on the route alignment vary, many of the comments express concern over the abrupt end to cycling provision at either ends of the spur between Cottenham and Westwick. To address this, some respondents recommend a less severe interface between the shared use path and the carriageway to create a continuous journey for cyclists or a formal crossing to improve safety. Further suggestions proposed by respondents express desire for improvements to be continued through the village of Oakington, towards Cambridge Road and Dry Drayton Road.

Some respondents questioned why the route between Westwick and Cottenham is located on the eastern side of Oakington Road, rather than the western side, stating that improvements to the western side would better connect the new housing developments along Newton Close and Clarke Close.

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

30 of the comments analysed (or 15%) analysed suggested that further segregation between users groups are needed. Some of the analysed comments felt that further, or increased, segregation is needed between fast-moving vehicles using the carriageway and the proposed bridleway between Westwick and Cottenham to increase safety. Suggestions for physical segregation vary from bollards to hedges, the latter providing the additional benefit of reducing glare from vehicle headlights when using the spur. Furthermore, a number of comments alluded to the fact that a shared-use-path itself would not be satisfactory in providing sufficient separation between users, suggesting that a separate cycle lane may be more beneficial. Additional comments suggested that moving the improvements behind the houses in Westwick would be best at achieving maximum segregation and would solve perceived width issues throughout the village of Westwick.

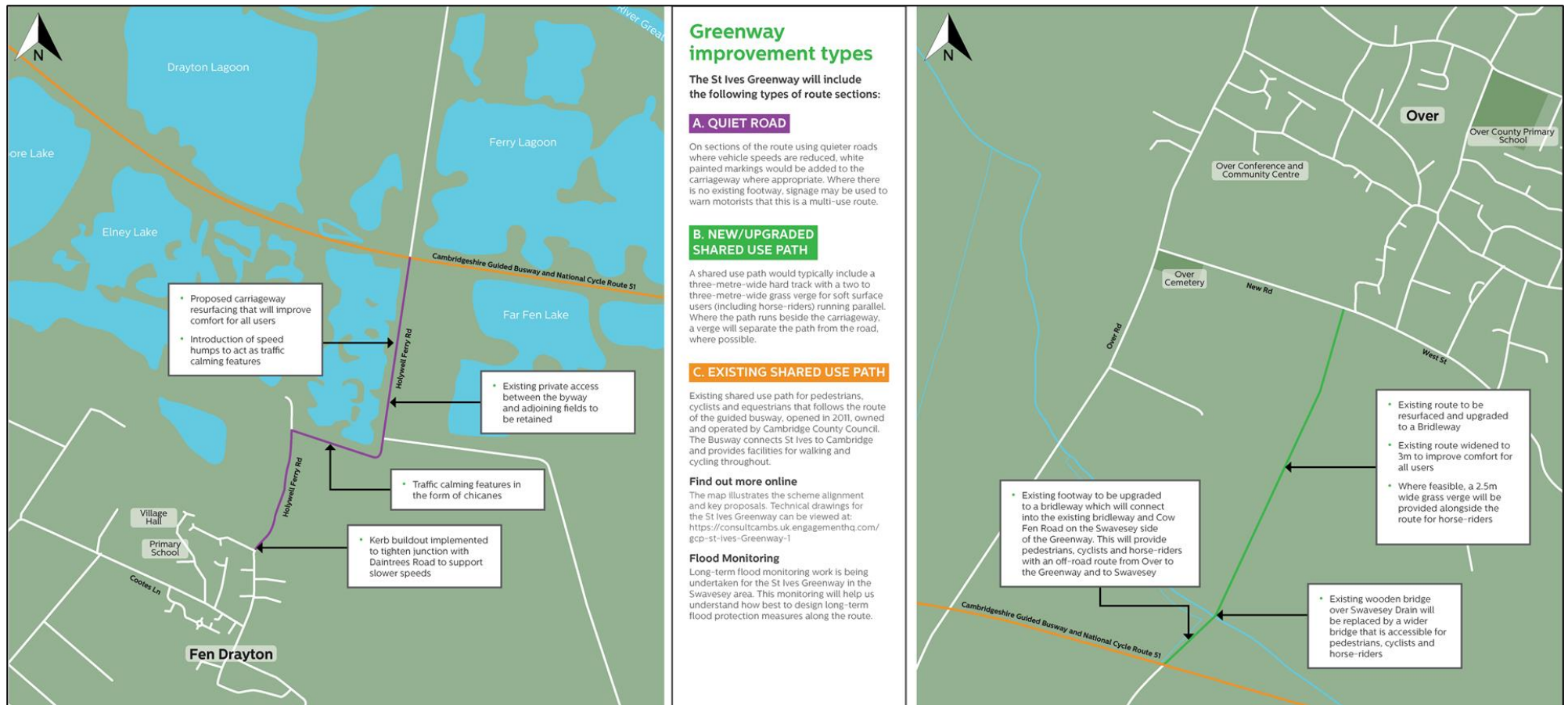
Theme 5: Suggests greenery / planting

12% of the coded comments suggested greenery or planting as a way to improve the Oakington to Cottenham spur. There was general consensus that additional greenery is necessary along the path to protect the local environment and to enhance biodiversity. Nine (9) such comments were concerned that trees were being removed and highlighted the importance of replanting/reintroducing trees as part of the upgrades.

Theme 6: Suggests types of material surfacing

A further 11% of all coded comments relating to the Oakington to Cottenham spur offered suggestion over the surface material used. The vast majority of comments expressed desire for smooth, flat surfaces (tarmac named specifically multiple times) to be used for walking and cycling (i.e. use on the shared-use-path of the bridleway).

Figure 5-2 - Fen Drayton and Over spurs of the St Ives Greenway - Overview Map



5.2. Fen Drayton Spur

There was a total of 109 responses (64% of the total number of survey responses) received in relation to the Fen Drayton spur. A total of 246 codes have been assigned to the responses, with Table 5-2 highlighting the top five themes in relation to the Fen Drayton spur survey data.

Table 5-2 - Top 5 themes for the Fen Drayton spur

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	33	30%
Suggests lighting / removal of lighting / types of lighting	22	20%
Opposition based on environmental concerns	15	14%
Suggests greenery / planting	14	13%
Suggests traffic calming measures / changes to traffic calming measures	14	13%

Theme 1: In favour of proposals (generally)

33 of the 109 responses were viewed to be generally in favour of the proposed improvements to the Fen Drayton spur, which represents 30% of all responses. The general consensus is that Holywell Ferry Road is long overdue some form of improvement, with the majority of these respondents referencing improved surfacing as their primary driver for support. Respondents of this nature highlighted the fact that the existing carriageway is in poor condition, with numerous potholes and trip hazards present along the route.

Some respondents raised caution relating to flooding, stating that any improvements to the road surface would need to accommodate or resolve this issue.

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

A fifth of all respondents suggested lighting as part of their response to the Fen Drayton proposals, accounting for 22 responses in total. Whilst most of the comments analysed thought that lighting of some description is required to enhance safety for all users and to maximise usage of the route, a few of the comments expressed desire for there to be no lighting at all, referencing the proximity of the RSPB nature reserve as a reason to keep lighting away from the spur. Whilst there is some disagreement on the provision of lighting, the general theme is that any lighting improvements should be kept to a minimum.

Theme 3: Opposition based on environmental concerns

The third most common theme, yielding 15 responses in total (14%), was in relation to environmental concerns or impacts caused by the proposed Fen Drayton spur improvements. A commonality across these responses (9 out of the 15) mentioned the historic flooding that occurs along Holywell Ferry Road as a cause for concern and respondents didn't feel the proposals in their current state adequately address this issue. Many of the same respondents feel that improvements are futile until this issue is resolved. Another concern from respondents includes a potential increase in traffic off the back of resurfacing, which in turn, would increase air pollution to the area.

Theme 4: Suggests greenery / planting

14 of the coded comments suggested that improvements associated with the Fen Drayton spur should further focus on greenery or planting in some aspect as part of the next stage of design, mainly to protect the rural feel of the route. Over half of the 14 respondents that mentioned this theme, expressed desire that the grass verge, which was located on the east-west section of Holywell Ferry Road, is reinstated, commenting that this grass verge had been previously eroded away due to vehicles avoiding potholes. Further comments on greenery suggested that improvements to hedges along the spur would go a long way in preserving the environment along the spur and enhance biodiversity in the area.

Theme 5: Suggests traffic calming measures / changes to traffic calming measures

A further 14 comments analysed as part of the Fen Drayton spur survey results suggested amendments to the traffic calming features proposed in the designs in some aspect. The principal concern among respondents were that the proposed sinusoidal speed humps are not sympathetic to cyclists or other wheel-based users (such as pushchairs) which may make the route unappealing. Further comments suggested that the proposed grass verges along the spur should have sections for non-vehicle users (i.e. a cut through) so that these user groups do not have to veer out into the byway.

5.3. Over Spur

There was a total of 119 responses (70% of the total number of survey responses) received in relation to the Over spur. A total of 302 codes have been assigned to the responses, with Table 5-3 highlighting the top five themes assigned to the Over spur survey data.

Table 5-3 - Top 5 themes for the Over spur

Theme	Number of Coded Comments	Percentage of Coded Comments
In favour of proposals (generally)	33	27%
Concerns of negative impact on historical / existing routes / unnecessary route	26	22%
Opposition based on concerns for safety (generally)	22	18%
Opposition based on environmental concerns	21	18%
Suggests lighting / removal of lighting / types of lighting	16	13%

Theme 1: In favour of proposals (generally)

Over a quarter of all comments received in relation to the Over spur were perceived to be generally in favour of the proposals in their current state for a variety of reasons. The main driver deduced from the aforementioned support was that the Over spur would provide a safer alternative, particularly for horse-riders, to the existing connecting route along Station Road/Over Road, providing much needed segregation between dangerous, high speed vehicles, such as HGVs. On this note, further respondents commended the proposals as it would enhance the safety of students from Over travelling to Swavesey Village College. Many respondents simply stated their support over the scheme designs, without providing any further insight, with some such comments urging the scheme to be progressed as soon as possible. Alongside the support, many respondents included suggestions that they feel would enhance the route, which ranged from sufficient, but minimal lighting and an ample provision of waste bins/maintenance in general to protect the natural environment.

Theme 2: Concerns of negative impact on historical / existing routes / unnecessary route

However, in relation to theme 1, 26 respondents (22% of the overall responses) oppose the current proposals, raising concerns over the impact the scheme would have on the existing Public Right of Way and stating that formalising the route in general is unnecessary. The vast majority of respondents of this theme oppose the proposed surfacing of the route (many respondents suggest avoiding hard-surfacing, such as tarmac, specifically, on the grounds that any such surface here would ruin the natural environment and negatively impact the current aesthetic). A number of respondents felt that the scheme was unnecessary given the proximity of Station Road/Over Road which provides existing connections (including signalised crossing of the Busway) between the villages of Over and Swavesey, with many suggestions that improvements are focussed along this route rather than the current proposed route. There were further concerns raised over the potential impact of additional cyclists that the Over spur scheme may bring along Cow Fen Road and Market Street, with responses feeling that these such roads are not suitable to accommodate for additional demand.

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

The third most common theme from the analysis of the responses to the Over spur was that 22 respondents expressed concerns over the safety of the scheme in general. 12 of the 22 responses directly referenced lighting as a primary cause for concern. As seen across previous sections of the St Ives Greenway spurs, there is general consensus that lighting is needed, any provision should be kept at a minimum to avoid light pollution. A further 7 responses expressed concerns over the safety of crossing the existing Busway, feeling that by encouraging more usage along the Over spur of the St Ives Greenway would exacerbate safety issues. Whilst there is consensus that signalised crossing would be the best solution at this location to enhance safety at the crossing, many feel that this would be superfluous considering the existing crossing provision along Over Road.

Theme 4: Opposition based on environmental concerns

Of the 119 responses received for the Over spur of the St Ives Greenway, 21 (or 18%) respondents were opposed to the scheme based on environmental concerns. Almost all of the comments expressed concerns that widening and surfacing the route would have a negative impact on the natural environment and impact on the local wildlife in the area. 15 of the 21 comments specifically mention the impacts to the Orchard (Over Orchard) as a reason for opposition, with respondents worried that widening the route would mean removing trees.

Theme 5: Suggests lighting / removal of lighting / types of lighting

16 of the 119 (13%) responses mention lighting in some aspect, supporting the opinions emerging from Theme 3 of the Over spur analysis. Of the 16 comments, most suggest that the route is well lit to enhance the perception of safety and to increase usage during hours of dark. 5 comments specifically suggested the usage of solar powered lighting, such as solar studs, as a possible form of low-impact lighting.

Although, despite widespread suggestions for some form of lighting provision, there were 2 such comments that expressed their desire for no lighting to be provided at all, owing to the rural nature of the route.

5.4. Virtual Event Feedback

Two virtual events were held at the midway point of the eight-week St Ives Greenway consultation period, with one session dedicated to the Oakington to Cottenham spur and one session dedicated to the Over and Fen Drayton spur. Both of these virtual events were held via Zoom on the 2nd March and lasted 45 minutes each. The virtual sessions began with an introduction to the Greenways programme as a whole, followed by a detailed walkthrough of the current designs. Attendees were then invited to question the designs.

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

5.4.1. General Themes

Mainly covered high-level themes which will be developed in further detail as the St Ives Greenway scheme designs progress. Such themes included:

- Timeframes for construction and completion,
- Lighting along the spurs,
- Desire for maintenance (i.e. vegetation clearance) schedule, and
- General comments to ensure that designs are further developed with inclusivity in mind.

5.4.2. Oakington to Cottenham Spur

There were numerous comments relating to the Oakington to Cottenham spur, some of which were covered by the general themes outlined above. However, there were some specific comments which have been captured below:

- Overall positive feedback for the off-road path between Westwick and Cottenham,
- Concerns raised over the perceived narrow pinch point between Westwick and Oakington, which makes the spur inaccessible for wheelchairs and pushchairs. Comments that the route at present is narrow with vegetation overgrowing, precluding additional width. Many attendees were welcoming of efforts to widen pinch points along the route, which includes the junction of Mill Road in Oakington,
- Concern raised over traffic levels for the on-road section of the route between Oakington and Westwick, but people were generally welcoming over traffic calming features proposed, including the 20mph zone,
- Questions regarding surfacing and supporting appropriate surfacing to benefit all user groups,
- Further suggestion to engage bus drivers or bus companies in the area regarding the designs, and
- Encouragement to ensure any turn radii on the paths / cycle lanes are generous enough for cargo-cycles and tandems.

5.4.3. Fen Drayton Spur

For the Fen Drayton spur, there were fewer emerging themes. However, the following points were captured:

- Questions regarding the scope of works,
- Concerns that the sinusoidal road humps would be inaccessible for horse-drawn carriage users, and
- Requests for soft-surface (grassed) sections along the spur to accommodate equestrian usage.

5.4.4. Over Spur

Similarly to the Over Spur, there were limited themes captured from the virtual events. However, some commonalities were captured as detailed below:

- Challenge the business case for Over Bridleway and concern about turning peaceful, natural path into 'road for cycles'. Attendees expressed a preference for safer cycling routes to Willingham and Northstowe/Longstanton, and
- Challenges to the designs for horse-drawn carriages, stating that bollards would prevent access to the proposed bridleway. It should be noted that horse-drawn carriages would not be permitted on this path as a bridleway allows for pedestrians, cycles, and equestrians.

6. Equality analysis feedback

To ensure that the proposals are not deemed discriminatory in any way, two optional questions were asked in both the Oakington to Cottenham survey and the Over and Fen Drayton survey to capture views centred around equality and diversity. It is important to consider these aspects as the proposed St Ives Greenway should not disproportionately impact those with protected characteristics under the Equality Act 2010. Despite the questions being identical in both surveys, the decision was made to analyse feedback separately, as the questions ask about separate proposals.

Oakington to Cottenham Spur

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

A total of 113 responses were received for this question, with 68 codes applied across the answers. 14 of the comments received had nothing to add to the equality analysis feedback and have been assigned with the 'no comment/not applicable/nothing to add/no' code. It was noted that many of the comments used this question as an opportunity to further express their support for the scheme or mentioned that the scheme would benefit specific villages. Whilst these comments were encouraging, they are not related to the Equality Act, and have hence been left uncoded.

With this said, three themes were identified as prevalent features, as shown in Table 6-1.

Table 6-1 - Top 3 themes through equality analysis feedback – Oakington to Cottenham spur

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments relating to age	22	19%
Comments relating to those with mobility or accessibility issues / disabilities	17	15%
Comments relating to all user groups / inclusivity	10	9%

Theme 1: Comments relating to age

There were 22 coded comments analysed which referenced age in some regard. The majority of these age related comments were in reference to children, pupils (the Nursery in Westwick specifically) or families. There was general consensus that the improvements to the Oakington to Cottenham spur of the St Ives Greenway would enhance safety and connectivity which would greatly benefit a younger age group. There were however some safety concerns raised regarding the speed of vehicles along Oakington Road/Station Road. Five (5) further comments reference elderly or retired age groups, again stating that the proposals would enhance the quality of life for such people.

Theme 2: Comments relating to those with mobility or accessibility issues / disabilities

There were 17 coded comments analysed which mentioned the schemes potential impact on individual's mobility or accessibility issues. Of the 17 comments, 10 commented on how the current proposals would negatively impact (or at least not positively impact) users with mobility or accessibility issues. Concerns mainly emanated from the lack of segregation between vehicles in Oakington and the lack of disabled car parking near the scheme extents. However, 4 comments suggested that the improvements would benefit individuals with mobility issues, although no further details were provided. The remaining 3 comments mentioned that people with mobility or accessibility issues should be kept in consideration as designs progress.

Theme 3: Comments relating to all user groups / inclusivity

10 of the 113 comments mentioned all user groups or referenced inclusivity as part of their response to the question. Seven (7) responses simply stated that the proposed improvements to the Oakington to Cottenham

spur would have a positive impact on all user groups. The remaining 3 comments simply stated that this section of the Greenway is developed with all user groups in mind.

Following the above question, question 6 read ‘**We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below**’. A total of 111 responses was received in response to this question, with 210 codes applied across the question set. Despite being optional, 17 of the 111 comments (15%) indicated they had nothing to add. A further 35 responses (31%) used this question to express their general support for the scheme. As this question is asked with suggestions in mind, this theme has not been included in the following analysis. The top three themes for this question are outlined in Table 6-2 below.

Table 6-2 - Top 3 themes for question 6 – Oakington to Cottenham

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests providing alternative routes / extending route / new route	18	16%
Suggests changes to speed limits / to not change speed limits	11	10%
Suggests greenery / planting	9	8%

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

18 (or 16%) of the coded comments received for this question suggested altering the route alignment in some aspect. The majority of comments (10 of 18) suggested that the current alignment would benefit from being extended further south of Oakington, towards the A14 and Dry Drayton via Dry Drayton Road. Many such comments feel that the chance to enhance connectivity to Dry Drayton by improving active travel infrastructure is a missed opportunity, and that the scheme as a whole would greatly benefit from improvements. There were further suggestions received suggesting an extension of the current route to the communities of Longstanton, Northstowe, Rampton and Histon, although it should be noted these were not as frequent as comments regarding Dry Drayton and the area south of Oakington.

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

11 of the 58 responses to question 6 referenced speed limits or vehicle speeds along the Oakington to Cottenham spur as part of their response. All comments were supportive of the proposed traffic calming features in general, with 3 such comments specifically highlighting that vehicle speeds along Oakington Road and Station Road are a cause for concern. A further 8 comments specifically suggested that the speed limit along the roads near this spur of the St Ives Greenway should be decreased. In particular, respondents feel that the existing 60mph speed limit along Oakington Road creates unnecessary danger to non-motorised users, with a specific comment suggesting this limit if reduced to 40mph. Also, many responses suggested that the current 20mph speed limit in Oakington should be extending to encompass Westwick.

Theme 3: Suggests greenery / planting

A small portion of comments (8%, or 9 comments) suggested greenery or planting in general when answering question 6. 4 of the 9 comments suggested that increased planting along the Westwick to Cottenham section of the spur would not only have positive environmental impacts but would also increase safety and enhance user comfort by providing physical separation with vehicular traffic. A further 2 comments suggested that the existing, mature trees along the route should be maintained, stating that the Greenway route should curve to accommodate trees where necessary. The remaining comments suggested that ecological features were included as part of the designs, with suggestions ranging from wild flowers to birdboxes.

Over and Fen Drayton Spur

In the Over and Fen Drayton survey, question 7 read ‘**Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person(s) or group(s)**’. This question generated different themes than the questions outlined in Chapter 5, thus a different codeframe was needed. The codeframe closely followed that previously used to undertake Equality Analysis for previous Greenway engagement schemes.

A total of 82 responses were received for this question, with 67 codes applied to the responses. 15 of the responses had nothing to add to the equality analysis feedback and have been assigned with the ‘no comment/not applicable/nothing to add’ code. The top three themes identified from Equality Analysis for the Over and Fen Drayton spurs of the St Ives Greenway are shown in Table 6-3.

Table 6-3 - Top 3 themes through equality analysis feedback - Over and Fen Drayton spurs

Theme	Number of Coded Comments	Percentage of Coded Comments
Comments relating to those with mobility or accessibility issues / disabilities	26	32%
Comments relating to age	14	17%
Comments relating to all user groups / inclusivity	7	9%

Theme 1: Comments relating to those with mobility or accessibility issues / disabilities

The most common theme analysed from question 7 of the Over and Fen Drayton survey was in relation to users with mobility or accessibility issues (or general mention of disabilities). There were 26 coded comments analysed (32 responses) which mentioned the schemes potential impact on individuals with these issues. 12 of the 26 responses, comments on how the proposals would have a positive impact on individuals with accessibility of mobility issues, stating that the improvements would increase connectivity and safety. Conversely, 8 comments highlighted that the proposals would negatively impact such user groups, namely due to the lack of apparent segregation between all users. A further 6 comments used this question to express their desire that designs should be carried forward and developed with such users in mind.

Theme 2: Comments relating to age

It was found there were 14 comments relating to age, representing a frequency of 17%. The majority of these age related comments were in reference to children, pupils/students, or young families with prams/pushchairs, representing 8 comments. A further 5 comments referenced the elderly specifically. Across both of the aforementioned age groups, the general consensus is that the scheme proposals would enhance safety and quality of life by increasing comfort and enhancing connectivity. There were however some concerns raised over the lack of separation between user groups, with some respondents indicating that the lack of separation would be undesirable to vulnerable people.

Theme 3: Comments relating to all user groups / inclusivity

Seven (7) of the 82 comments mentioned all user groups or referenced inclusivity as part of their response to the question, representing 9% of all coded comments. Of the 7 comments, all but one praised the proposed schemes ability to positively impact all user groups, with one such comment claiming there were no drawbacks to the plans. A single comment however, mentioned that unless the flooding issues were addressed, the scheme would not have a positive impact on anybody.

As with the Oakington to Cottenham spur, the following question (question 7) read **'We welcome your views. If you have any other comments on the proposals, including any suggestions for inclusion on the design please add them in the space below'**. A total of 56 responses was received for this question, with 73 codes applied across the answers. 10 of the 56 comments provided no further insight. Due to the low response rate, only 2 significant themes were extrapolated from the data, as evidenced in Table 6-4 below.

Table 6-4 - Top 2 themes for question 7 – Over and Fen Drayton

Theme	Number of Coded Comments	Percentage of Coded Comments
Suggests providing alternative routes / extending route / new route	7	13%
Suggests greenery / planting	7	13%

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

One in eight (approximately 13%) of the coded comments received for this question suggested altering the route alignment in some aspect, representing 7 comments. Of these 7, 5 comments suggested extending the existing route extents to encompass more nearby settlements and to provide greater local connectivity. 40% of these comments did not propose a location specifically but expressed a desire for the route to be extended generally. Of those that did provide locations, suggestions included providing connections to: Swavesey, Holywell, Longstanton. The remaining 2 comments suggested adjustments to the proposals, such as removing the chicanes on Holywell Ferry Road and enhancing the width on the proposed Over bridleway.

Theme 2: Suggests greenery / planting

The same frequency of comments (7 responses, approximately 13%) suggested greenery or planting (or by extension, the environment) in some aspect. Whilst there was no singular, specific commonality across the coded comments, many suggested that the proposals would need to be delivered with minimal environmental impact in order to protect the local wildlife and maintain the rural feel of the area. This message was delivered in different ways, with one particular comment expressing concerns over the use of tarmac.

7. Conclusion and next steps

A total of 435 responses in total were received to the St Ives Greenway consultation process as a whole, 264 (61%) of which were through the Oakington to Cottenham spur and 171 (39%) were through the Over and Fen Drayton spur. Overall, feedback received was supportive to all sections of the proposed St Ives Greenway. With this said, a number of suggestions and concerns were raised that will be considered and possibly incorporated into the design of the spurs moving forward.

All spurs received a similar proportion of support, although in terms of volume the Oakington to Cottenham spur received the most (57 responses). The general consensus is that improvements along Oakington Road, connecting Oakington and Cottenham via Westwick, are long overdue and that the proposals would greatly enhance connectivity and safety for those making the journey. With this said, many respondents did raise concern that the current crossing alignment to the north of Westwick would be undesirable, as it would cause cyclists and other users to come to an abrupt stop. Lighting and ecological impacts were also key themes along this section of the route. Whilst it is identified that these elements will be developed in greater detail as the scheme progresses, it is noted that providing suitable lighting and minimising environmental impacts are crucial to the success of the scheme.

Proposed resurfacing of Holywell Ferry Road as part of the Fen Drayton spur of the St Ives Greenway was met with strong support, with many respondents indicating that whilst needed, surfacing should be sympathetic to all users. Upon further analysis of the responses, there were numerous suggestions to reinstate a grass strip along sections of Holywell Ferry Road which had previously been eroded due to vehicles swerving to avoid potholes.

Whilst the proposed Over bridleway was met with support, there were numerous concerns raised over the necessity of the improvements. Whilst it was identified that the Over spur would benefit horse-riders, many respondents felt that the scheme is superfluous given the existing provision along Over Road less than half a mile to the west. Further concerns were raised concerning the safety of the busway crossing and the environmental impact the scheme would have on the area. As with the Oakington to Cottenham spur, suitable lighting and minimal environmental impacts were frequently raised as areas of focus, something which will be considered in greater detail as plans progress.

An overwhelming majority of respondents (371 across both schemes, accounting for 86% of the total response received) indicate they reside in the CB24 postcode area, which is unsurprising given the St Ives Greenway scheme extents lie predominately in this postcode area. This postcode encompasses the settlements of Over, Fen Drayton, Swavesey, Oakington, Cottenham and Westwick, all of which are subject to the St Ives Greenway proposed improvements. The next most popular area of respondents was from the postcodes of CB4 (11 respondents) and CB1 (10 respondents), both of which are located east of the CB24 postcode, encompassing parts of the city of Cambridge itself.

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

Appendices



Appendix A. Consultation Material

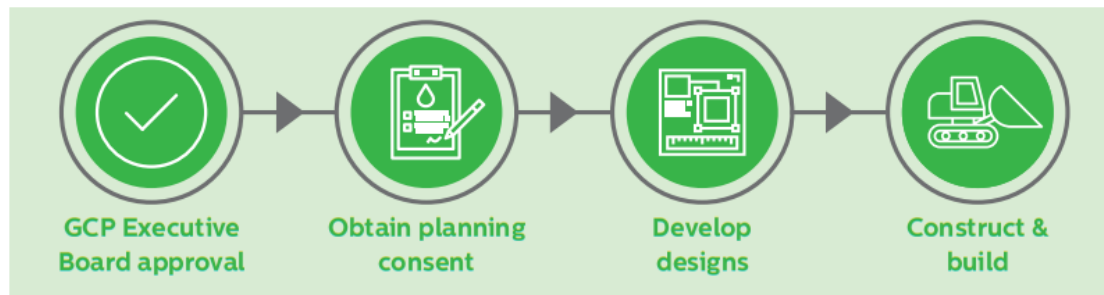
A.1. Oakington to Cottenham Spur

A.1.1. Booklet



Timeline

We are consulting the public on a number of enhancements to the existing St Ives Greenway. These enhancements will improve connectivity between settlements adjacent to the Greenway such as Oakington, Cottenham, Over and Fen Drayton.





On-going consultation with key stakeholders, land owners and the wider public.


HAVE YOUR SAY

We want to continue to understand the views of local communities and other interested parties on our proposals and use this feedback to help produce the design for this scheme.

The consultation period will be for eight weeks from midday 6th February to midday 31st March 2023.

 Fill out the online questionnaire and find design drawings at: <https://consultcambs.uk/engagementhq.com/gcp-st-ives-greenway-2>

 Download or request a paper questionnaire and return to: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR**

 We will be holding one virtual event on Microsoft Teams.

Virtual Teams Event

Date: Thursday 2nd March


Time: 18:30-19:15

Please register details online at: <https://consultcambs.uk/engagementhq.com/gcp-st-ives-greenway-2>


NEXT STEPS

Your feedback will be analysed once the consultation period ends. The findings will then be compiled into a summary report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the GCP Executive Board.

GET IN TOUCH

 consultations@gretercambridge.org.uk

 01223 699906

 @GreaterCambs #CambsGreenways

 www.facebook.com/GreaterCambs

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

WHAT IS A GREENWAY?

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

The Challenge

The Greater Cambridge Partnership is investing to secure sustainable economic growth and improve the quality of life for everyone in our area.

However, Greater Cambridge faces a range of issues as a result of how we travel, including:

Slow journey times due to the continued growth of traffic and congestion

Limited public transport choice and a lack of attractive walking and cycling routes

Toxic air pollution and high carbon emissions due to limited viable alternatives to the car

Meeting the challenge

The Greater Cambridge Partnership (GCP) was awarded £500million to improve our transport network, aimed at making journeys quicker, cheaper and greener. Some of this money will be used to develop the Greenways, which will provide better walking, cycling and, where appropriate, horse riding routes and enhance public spaces where possible. This will help to:

Reduce the impact of traffic congestion and growing traffic levels

Help people access jobs, education and opportunity

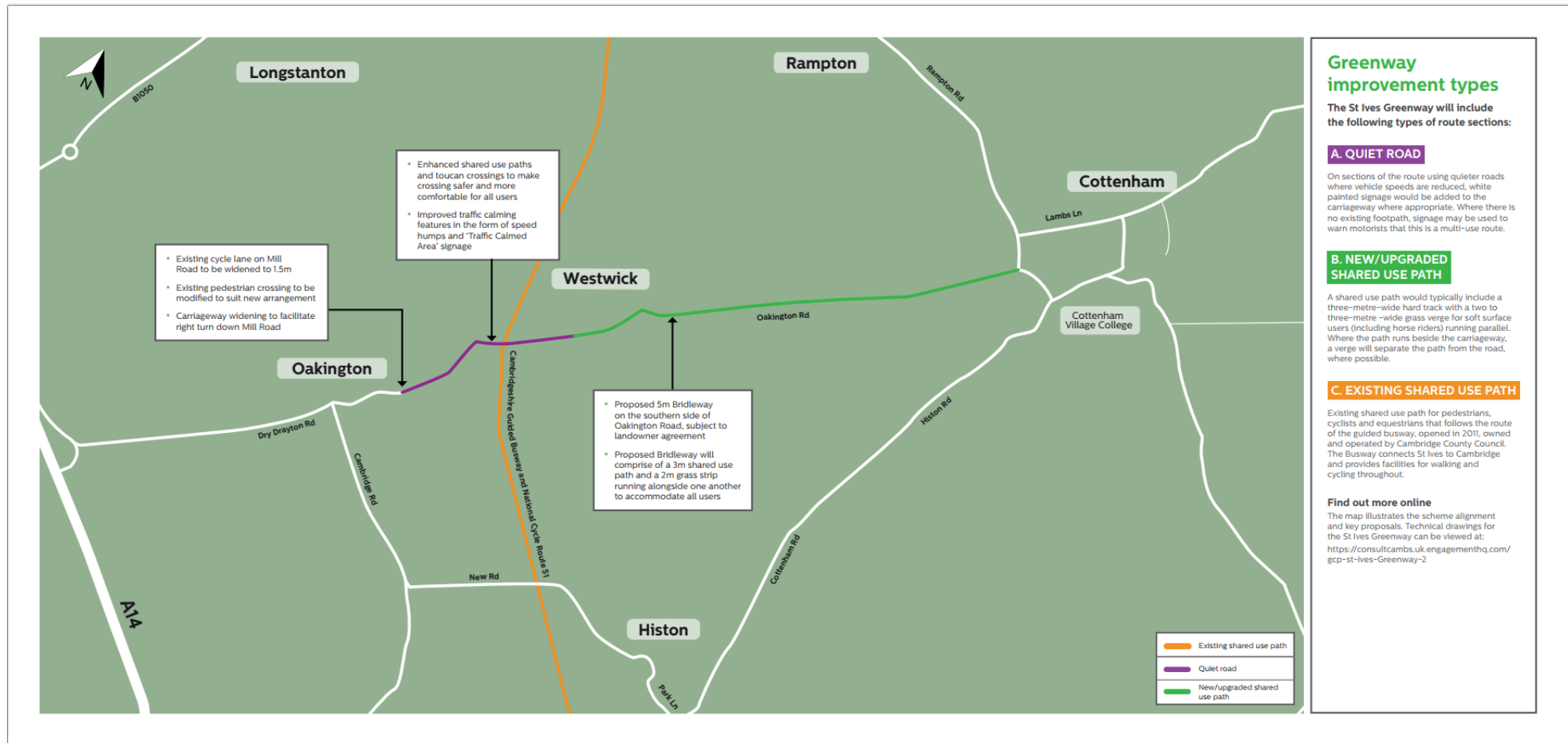
Reduce air pollution and improve our health

THE ROUTE AND PROPOSALS

The St Ives Greenway will follow the guided busway path and connects St Ives with Cambridge and the Science Park. The route runs past several settlements, including Oakington and Westwick, and is popular with people walking, cycling and riding horses. The proposals involve upgrades to the existing footpaths and roads which connect the communities of Cottenham, Oakington and Westwick to the existing guided busway.

The proposals will improve provision for people walking, cycling and, where appropriate, horse-riding. It will create a new bridleway and an upgrade of the existing bridleway to provide improved connectivity between Cottenham and Westwick. This section of the route will typically create a five-metre-wide bridleway, comprising of a three-metre-wide shared use path and two-metre-wide grass strip. In addition to this, further on carriageway facilities will also be provided between Westwick, the Busway and Oakington to improve safety and user experience.

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



A.1.2. Survey



Greater Cambridge Greenways – St Ives Survey – Spurs to Oakington, Westwick and Cottenham

Introduction

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

We are consulting the public on a number of proposed enhancements to routes linking in to the existing St Ives Greenway, also known as the Cambridgeshire Guided Busway or National Cycle Route 51. The enhancements will improve connectivity between settlements adjacent to the Greenway, including Cottenham, Westwick and Oakington. We have provided this survey for you to give your views on our design proposals.

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

What information do you need before completing the survey?

We encourage you to read the 'St Ives Greenway – Oakington-Cottenham' booklet before completing this survey. You can download this from the Document section of the St Ives Greenway consultation page. Please read the booklet carefully before starting.

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

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

This questionnaire can be completed online at
<https://consultcamb.s.uk/engagementhq.com/gcp-st-ives-greenway-2>

If you are unable to complete the form online, fill in this Word version and return to:

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

Please ensure your response reaches us by midday on 31st March 2023.



About you

Q1. Are you responding as...?

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

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

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

Q2. Please tell us the first four or five characters of your postcode e.g. CB24 5 or CB24



About the scheme

The St Ives Greenway connects St Ives with Cambridge and the Science Park and follows the route of the guided busway. It is part of the National Cycle Network (NCN Route 51).

The proposed enhancements would improve links from the surrounding communities to the existing Greenway. The proposed routes follow existing roads and paths with the aim to provide a high-quality route to improve and enhance walking, cycling and, where appropriate, horse riding in the local areas.

Oakington to Cottenham link

The Oakington to Cottenham link would improve provision for people walking, cycling and, where appropriate, horse-riding between the villages and the St Ives Greenway (Busway). Between Cottenham and Westwick, we would create a new bridleway and upgrade the existing bridleway, subject to landowner permission. This section of the route would typically create a five-metre-wide bridleway comprising of a three-metre-wide shared use path and two-metre wide soft-surface strip. Between Westwick, the St Ives Greenway (Busway) and Oakington on carriageway provision would create a safer and easier route for pedestrians and cyclists.

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

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

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

The Greenways objectives are to:

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

We are now seeking feedback on the route alignment and proposed concept designs of the routes.

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

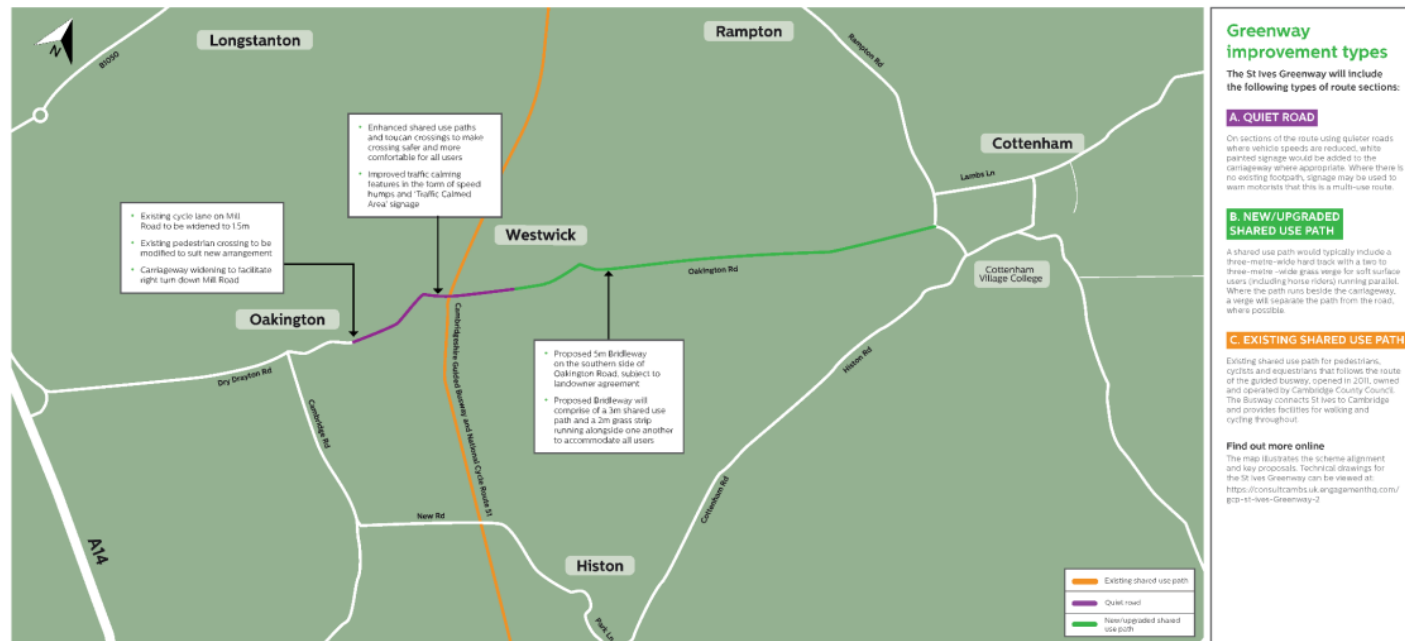
Full details can be found in the St Ives Greenway – Oakington - Cottenham booklet.

The technical drawings are also published on the website and can be downloaded from the Document section of the St Ives Greenway consultation homepage.



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

Designs for the Oakington – Cottenham spur of the St Ives routes can be found on the map provided overleaf.





Spurs to Oakington, Westwick and Cottenham

The proposed improvements would link Oakington to Cottenham and improve provision for people walking, cycling and, where appropriate, horse-riding.

We would create a new bridleway and upgrade the existing bridleway to provide connectivity between Cottenham and Westwick, subject to landowner agreement. This section of the route would typically create a five-metre-wide bridleway comprising of a three-metre-wide shared use path and two-metre-wide grass strip.

Between Westwick, the Busway and Oakington, on-carriageway measures will be implemented to improve safety and user experience. These measures include improved crossing provisions at the junction with the Busway, traffic calming measures in the form of cycle-friendly speed humps, traffic signs and road markings. We are also proposing to formalise existing on-street parking on the north side of Westwick Terrace to maintain consistent footway widths.

Further provision has been proposed to improve connectivity and safety for cyclists by widening the existing cycle lane and modifying the junction with Mill Lane.

The technical drawings of the proposals for this section can be viewed at [Insert Reference \[link to be embedded\]](#). They can also be downloaded from the document section of the St Ives Greenway consultation homepage.

Q3. Do you have any comments and suggestions on the proposed design and different features for the Oakington-Cottenham scheme?

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

Q4. Do you have any other comments, queries or concerns you'd like us to consider for the next stages of design?



Section 3 – Equality analysis

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

Q5. 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

Q6. 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



Section 4 – More about you

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

Q7. Please indicate your interest in the project (please tick all that apply)

- Resident in Oakington
- Resident in Westwick
- Resident in Cottenham
- Resident in Northstowe
- Resident in Histon
- Resident in Longstanton
- Resident in St Ives
- Resident in Cambridge
- Resident elsewhere in Cambridgeshire
- Resident elsewhere
- Local business owner/employer
- I regularly travel in the area
- I occasionally travel in the area
- Other (please specify)



Q8. Please indicate your age

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

Q9. Are you:

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



Q10. Would you plan to use this scheme for:

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

Q11. Do you consider yourself to have any long-term physical or mental health conditions or illnesses, lasting or expecting to last 12 months or more, that limits or affects the way you travel?

- Yes
- No
- Prefer not to say



Q12. How did you hear about this round of consultation? (Please tick all that apply)

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



Contact details

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

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

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

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

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

Q13. Name

Q14. Email address

Q15. Post code (to identify concerns by location)



Q16. Would you like to be added to our mailing list?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Q17. Are you happy for the Greater Cambridge Partnership to contact you via email to find out more about your views?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

A.1.3. FAQ Document

St Ives Greenway FAQs

1. Who is being included as part of the St Ives Greenway consultation process?

The consultation process for the St Ives Greenway will run for eight weeks, from 6th February to midday 31st March 2023. This is open to all members of the public. As part of this we have a virtual event via Microsoft Teams on the 2nd March 2023 and an online survey. Please click the link here

<https://consultcambs.uk.engagementhq.com/gcp-st-ives-greenway-2> to register your place.

As part of this process, we have also been engaging with key stakeholders including our Non-Motorised User forums (walking, cycling, horse riding), relevant Parish Councils and Landowners, where appropriate.

There will be opportunities for further engagement before construction starts.

2. When will the St Ives Greenway be open to the public?

The proposed St Ives Greenway schemes are expected to open by the end of 2025.

3. What is being done to prevent the St Ives Greenway being flooded?

Long-term flood monitoring work is being undertaken to help us understand how to best design flood protection measures along the St Ives Greenway (Busway).

In order to develop a design solution to mitigate against flooding, we need more evidence of flood events. This includes information around the exact location of floods, flood duration, frequency and depth. Unfortunately, anecdotal records of flooding do not provide sufficient evidence of this.

Spurs to Oakington, Westwick and Cottenham FAQs

1. Is the proposed route alignment for the Oakington-Cottenham Link fixed?

The overall alignment is as proposed in the drawings. However, the creation of the proposals will be subject to further engineering feasibility work, landowner agreement and the outcome of this consultation. The GCP Executive Board will make a final decision on the route alignment.

2. Will the Oakington-Cottenham link be lit during hours of darkness?

As with all of the Greenways routes, we will assess the requirement for lighting alongside the sensitivities of the environment. At this stage it is proposed to utilise solar studs to help provide a level of lighting in the hours of darkness.

3. Can horse-riders use the Oakington-Cottenham link?

It is proposed that both the surfaced route between Oakington and Westwick and the grassed route between Westwick and Cottenham are for use by equestrians.

4. Will there be any negative impact on vegetation from creating the bridleway?

Existing vegetation may be affected to accommodate a high-quality active-travel path. The scheme will include landscaping and ecological enhancements, including planting to make the route more attractive and support a wide range of wildlife. The details of the landscaping and ecological enhancements will be developed in further design stages.

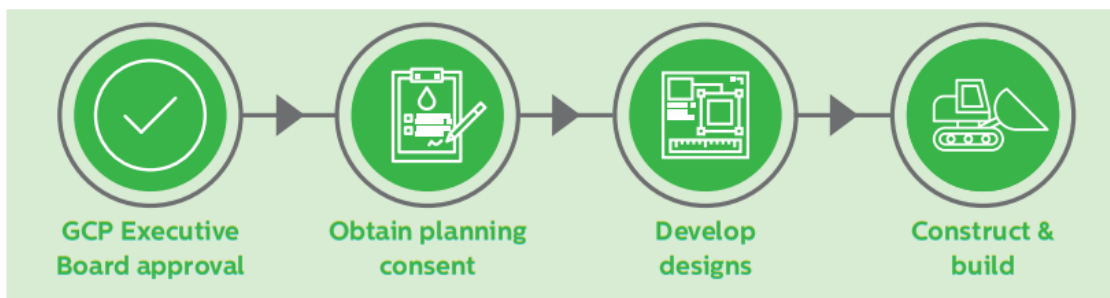
A.2. Over and Fen Drayton Spurs

A.2.1. Booklet



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Virtual Teams Event

Date: Thursday 2nd March

Time: 19:30-20:15

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GET IN TOUCH



consultations@greatercambridge.org.uk



01223 699906



@GreaterCambs #CambsGreenways



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Reduce the impact of traffic congestion and growing traffic levels

Help people access jobs, education and opportunity

Reduce air pollution and improve our health

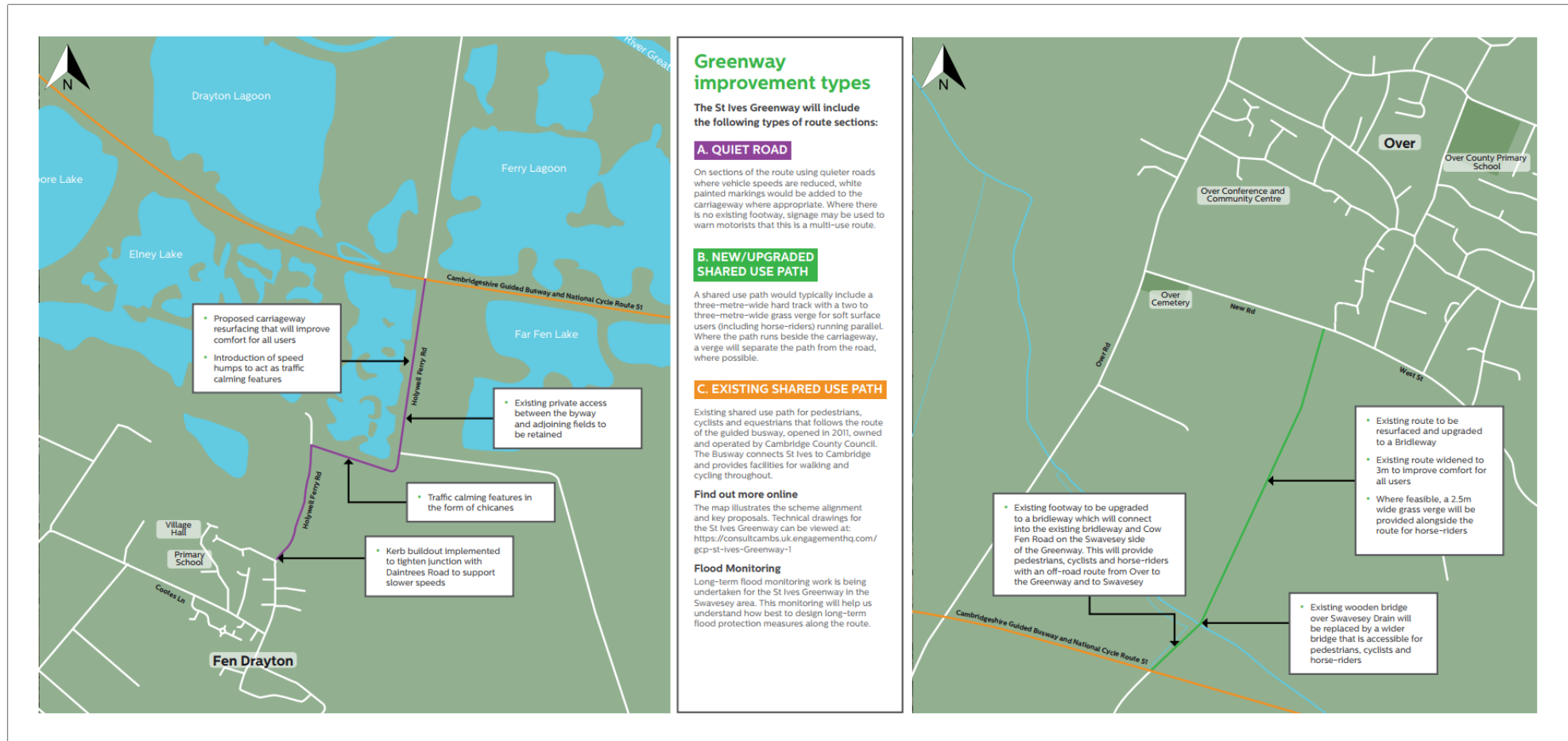
THE ROUTE AND PROPOSALS

The St Ives Greenway will follow the guided busway path and connects St Ives with Cambridge and the Science Park. The route runs past several settlements, including the villages of Over and Fen Drayton, and is popular with people walking, cycling and riding horses.

The proposals involve upgrades to existing roads and public rights of way, which connect the communities of Over and Fen Drayton to the existing guided busway. The proposals would improve provision for people walking, cycling and, where appropriate, horse-riding.

Holywell Ferry Road will be resurfaced to include traffic calming features which will enhance connections from Fen Drayton to the Greenway for all users. A new bridleway will be created between Over and the guided busway along the route of the existing footpath.

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



A.2.2. Survey



Greater Cambridge Greenways – St Ives Survey – Spurs to Over and Fen Drayton

Introduction

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

We are consulting the public on a number of proposed enhancements to routes linking in to the existing St Ives Greenway, also known as the Cambridgeshire Guided Busway or National Cycle Route 51. The enhancements will improve connectivity between settlements adjacent to the Greenway, including Over and Fen Drayton. We have provided this survey for you to give your views on our design proposals.

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

What information do you need before completing the survey?

We encourage you to read the 'St Ives Greenway – Over-Fen Drayton' booklet before completing this survey. You can download this from the Document section of the St Ives Greenway consultation page. Please read the booklet carefully before starting.

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

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

This questionnaire can be completed online at

<https://consultcambs.uk.engagementhq.com/gcp-st-ives-greenway-1>

If you are unable to complete the form online, fill in this Word version and return to:

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

Please ensure your response reaches us by midday on 31st March 2023.



About you

Q1. Are you responding as...?

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

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

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

Q2. Please tell us the first four or five characters of your postcode e.g. CB24 5 or CB24



About the scheme

The St Ives Greenway connects St Ives with Cambridge and the Science Park and follows the route of the guided busway. It is part of the National Cycle Network (NCN Route 51).

The proposed enhancements would improve links from the surrounding communities to the existing Greenway. The two proposed spurs follow existing roads and paths with the aim to provide a high-quality route to improve and enhance walking, cycling and, where appropriate, horse riding in the local areas.

Spur to Over

There are several existing tracks that link the Greenway to Swavesey but there is only one link to Over, via Over Road. Options to create a new link to make it easier and safer for walkers, cyclists and horse-riders to travel between the St Ives Greenway (Busway) and Over have been assessed and one option is being considered in more detail, which we are seeking views on. This would create an improved route for walkers, cyclists and horse-riders along the line of the existing public footpath between the St Ives Greenway (Busway) and New Road in Over, subject to landowner permission.

Spur to Fen Drayton

The Fen Drayton link will connect the village of Fen Drayton to the St Ives Greenway (Busway) via the local Nature Reserve. The scheme will enhance the existing Public Byway that passes along the Holywell Ferry Road, by upgrading the existing path surface and introducing traffic calming features. These measures will create a safer and more accessible route for walkers, cyclists and equestrians.

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

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

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

The Greenways objectives are to:

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

We are now seeking feedback on the route alignment and proposed concept designs of the routes.



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

Full details can be found in the St Ives Greenway – Over-Fen Drayton booklet.

The technical drawings are also published on the website and can be downloaded from the Document section of the St Ives Greenway consultation homepage.

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

Designs for the Over – Fen Drayton spurs have been split into two sections. One representing the Over spur; one representing the Fen Drayton spur. A map is provided overleaf that details both the Over and Fen Drayton spurs.



Greenway improvement types

The St Ives Greenway will include the following types of route sections:

A. QUIET ROAD

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

B. NEW/UPGRADED SHARED USE PATH

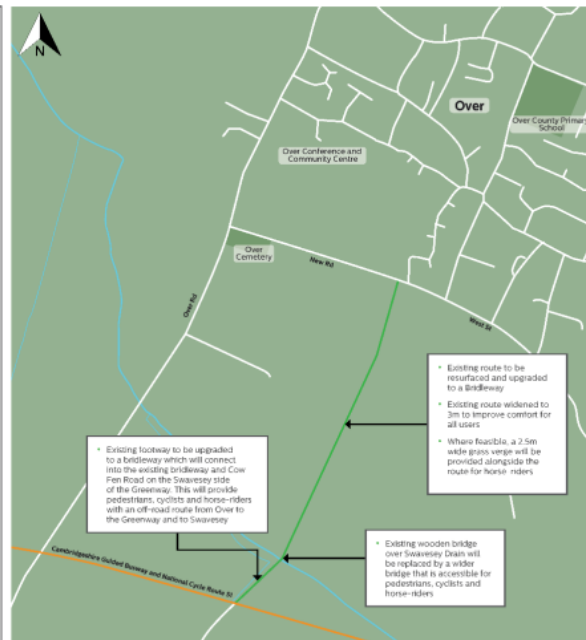
A shared use path would typically include a three-metre-wide hard track with a two to three-metre-wide grass verge for soft surface users (including horse-riders) running parallel. Where the path runs beside the carriageway, a verge will separate the path from the road, where possible.

C. EXISTING SHARED USE PATH

Existing shared use paths for pedestrians, cyclists and equestrians that follows the route of the guided byway, opened in 2018, owned and operated by Cambridgeshire County Council. The Byway connects St Ives to Cambridge and provides facilities for walking and cycling throughout.

Find out more online
The map illustrates the schema alignment and key proposals. Technical drawings for the St Ives Greenway can be viewed at: <https://consult.cambs.uk/engagement/2023/gc-pc-st-ives-greenway-1>

Flood Monitoring
Long term flood monitoring work is being undertaken for the St Ives Greenway in the Swareway area. This monitoring will help us understand how best to design long-term flood protection measures along the route.





Spur to Fen Drayton

The Fen Drayton scheme will focus on the section of Public Byway between Daintrees Road and the St Ives Greenway (Busway). Subject to further stakeholder discussion and public consultation, it is proposed that this length of byway is re-surfaced with an asphalt finish. This would provide a durable path surface that can be used throughout the year.

New cycle-friendly sinusoidal speed humps and chicanes would be added to the route at regular intervals to control vehicle speeds and create a safer route for all. Existing accesses from the byway into the adjacent fields will be retained.

The southern junction between Holywell Ferry Road, Daintrees Road and the High Street will be narrowed to slow vehicle speeds, with a new footway provided to improve pedestrian safety.

The technical drawings of the proposals for this section can be viewed at [Insert Reference \[link to be embedded\]](#). They can also be downloaded from the document section of the St Ives Greenway proposal homepage.

Q3. Do you have any comments and suggestions on the proposed design and different features for the Fen Drayton spur?

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



Spur to Over

The proposal is to upgrade the existing public footpath to a bridleway, subject to landowner agreement. The bridleway would consist of hard surface running in parallel to a grass verge, where feasible, to accommodate the use of walkers, cyclists and horse-riders. The hard surfaced path would be three metres wide, and the grass verge would be 2.5 metres wide for the majority of the route. The existing wooden bridge over Swavesey Drain would be replaced by a wider bridge that is accessible to all. Minor improvements would be made at the crossing of the busway to improve safety and accessibility for all users.

This new bridleway will connect into the existing bridleway and Cow Fen Road on the southern (Swavesey) side of the Greenway (Busway). The new route will provide walkers, cyclists and horse-riders with an off-road route from Over to the Greenway and to Swavesey.

The technical drawings of the proposals for this section can be viewed at [Insert Reference \[link to be embedded\]](#). They can also be downloaded from the document section of the St Ives Greenway consultation homepage.

Q4. Do you have any comments and suggestions on the proposed design and different features for the Over spur?

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

Q5. Do you have any other comments, queries or concerns you'd like us to consider for the next stages of design?



Section 3 – Equality analysis

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

Q6. 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

Q7. 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



Section 4 – More about you

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

Q8. Please indicate your interest in the project (please tick all that apply)

- Resident in Over
- Resident in Fen Drayton
- Resident in Swavesey
- Resident in Fenstanton
- Resident in Willingham
- Resident in Northstowe
- Resident in St Ives
- Resident in Cambridge
- Resident elsewhere in Cambridgeshire
- Resident elsewhere
- Local business owner/employer
- I regularly travel in the area
- I occasionally travel in the area
- Other (please specify)



Q9. Please indicate your age

- Under 15
- 15-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 and above
- Prefer not to say

Q10. Are you:

- In education
- Employed
- Self-employed
- Unemployed
- Stay-at-home parent, carer, or similar
- Retired
- Prefer not to say
- Other (please specify)



Q11. Would you plan to use this scheme for:

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

Q12. Do you consider yourself to have any long-term physical or mental health conditions or illnesses, lasting or expecting to last 12 months or more, that limits or affects the way you travel?

- Yes
- No
- Prefer not to say



Q13. How did you hear about this round of consultation? (Please tick all that apply)

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



Contact details

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

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

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

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

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

Q14. Name

Q15. Email address

Q16. Post code (to identify concerns by location)



Q17. Would you like to be added to our mailing list?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

Q18. Are you happy for the Greater Cambridge Partnership to contact you via email to find out more about your views?

<input type="checkbox"/>	Yes
<input type="checkbox"/>	No

A.2.3. FAQ Document

St Ives Greenway FAQs

1. Who is being included as part of the St Ives Greenway consultation process?

The consultation process for the St Ives Greenway will run for eight weeks, from 6th February to midday 31st March 2023. This is open to all members of the public. As part of this we have a virtual event via Microsoft Teams on the 2nd March 2023 and an online survey. Please click the link here

<https://consultcambs.uk.engagementhq.com/gcp-st-ives-greenway-1> to register your place.

As part of this process, we have also been engaging with key stakeholders including our Non-Motorised User forums (walking, cycling, horse riding), relevant Parish Councils and Landowners, where appropriate.

There will be opportunities for further engagement before construction starts.

2. When will the St Ives Greenway be open to the public?

The proposed St Ives Greenway is expected to open by the end of 2025.

3. What is being done to prevent the St Ives Greenway being flooded?

Long-term flood monitoring work is being undertaken to help us understand how to best design flood protection measures along the St Ives Greenway (Busway).

In order to develop a design solution to mitigate against flooding, we need more evidence of flood events. This includes information around the exact location of floods, flood duration, frequency and depth. Unfortunately, anecdotal records of flooding do not provide sufficient evidence of this.

Over Spur FAQs

1. Is the proposed route alignment for the Over bridleway fixed?

The feedback received from local stakeholders in 2021 has informed the choice of route and shaped the proposals being presented as part of this engagement. However, the creation of a new bridleway is subject to further engineering feasibility work, landowner agreement and the outcome of this consultation. The GCP Executive Board will make a final decision on the route alignment.

We had considered a ramp option from the busway to Gravel Bridge Road, however this has been ruled out at this stage as this would need to incorporate a much larger scheme encompassing Gravel Bridge Road and Longstanton Road to ensure the safer onward movement of active travel users. It is our view that the Over bridleway option would be a more cost effect solution at this stage.

2. What surface material will the surfaced route have?

The surfaced route is for all users (walkers, cyclists, wheelers and horse-riders) and needs to satisfy the requirements of each. It is currently proposed that the surface will be a semi-bound / naturally binding surface material that provides a smooth and slip resistant surface, suitable for all users. Short sections are expected to require a bound surface similar to an asphalt surface to accommodate vehicles accessing the adjacent land and to minimise deterioration in flood risk areas.

3. Will the bridleway be lit during hours of darkness?

The current proposal is for a series of solar studs to be embedded in the path, subject to approval by the County Council as Highway Authority. This low-impact, sustainable energy solution is considered the most appropriate for a rural setting where a balance has to be struck between user safety and impact on the local environment.

4. Can horse-riders use the surfaced path?

Yes, both the surfaced path and adjacent grassed strip could be used by horse-riders.

5. Will there be any negative impact on vegetation from widening the bridleway?

Existing vegetation will be trimmed back/removed/tidied where necessary to accommodate the widened bridleway. However, the scheme will include landscaping and ecological enhancements, including planting to make the route more attractive and support a wide range range of wildlife. The details of the landscaping and ecological enhancements will be developed in further design stages.

Fen Drayton Spur FAQs

1. Is the proposed route alignment for the Fen Drayton Link fixed?

Any decisions on the alignment of the route would be taken by the GCP Executive Board, following this consultation and our analysis of the results. Our assessment of the options suggests this is the best possible route to connect Fen Drayton to the Greenway (Busway).

2. Why have traffic calming measures been included in the proposal?

Concerns have been raised at vehicle speeds along the byway. Cycle-friendly (sinusoidal) speed humps and a chicane created with grass verges are proposed to help control vehicle speeds along the route. These measures will create a safer environment for pedestrians, cyclists and equestrians, whilst maintaining vehicular access along the Holywell Ferry Road.

3. Can horse-riders use the surfaced path?

It is proposed that both the surfaced route and the grassed route are for use by horse-riders.

4. Will the Fen Drayton link be lit during hours of darkness?

As with all of the Greenways routes, we will assess the requirement for lighting alongside the sensitivities of the environment. At this stage it is proposed to utilise solar studs to help provide a level of lighting in the hours of darkness.

The Fen Drayton link will likely be lit during the hours of darkness using low-level solar studs embedded in the path, given the proximity to the Fen Drayton Lakes Nature Reserve.

Appendix B. Overview of coding framework

Table B-1 - Supportive

Support	Theme and Number of Times Codes Were Used: Positive/Supportive Comments of Proposals	Oakington to Cottenham	Fen Drayton	Over	Q6 (Oakington to Cottenham)	Q7 (Over and Fen Drayton)
SUP-001	In favour of proposals (Generally)	57	35	33	35	9
SUP-002	Will improve walking and/or cycling facilities	10	12	6	10	0
SUP-003	Will encourage me to walk/cycle more	2	2	1	2	0
SUP-004	Will improve access / give new route options	7	3	8	3	1
SUP-005	Will help improve the environment / reduce emissions / pollution	1	0	0	2	0
SUP-006	Will improve access to jobs / employment	0	0	1	1	0
SUP-007	Will improve access to services (e.g. health care / essential shops)	0	0	0	0	0
SUP-008	Will improve access to education (schools / university)	1	0	2	2	0
SUP-009	Will improve bridleways / equestrian facilities	0	0	5	2	0
SUP-010	Will improve access to other villages / key locations	4	1	3	7	2
SUP-011	Will improve safety (generally)	11	1	10	9	2

SUP-012	Segregation between cyclists / motor vehicles is needed / welcomed	5	0	0	5	0
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Table B-2 - Opposition

Opposition	Theme and Number of Times Codes Were Used: General Negative Comments and Concerns	Oakington to Cottenham	Fen Drayton	Over	Q6 (Oakington to Cottenham)	Q7 (Over and Fen Drayton)
OPP-001	The scheme is unnecessary / not needed	4	5	20	8	3
OPP-002	In opposition of proposals (generally)	5	3	14	6	4
OPP-003	Waste of public funding / money	4	3	6	6	1
OPP-004	Concerns regarding parking removal	0	0	0	2	0
OPP-005	Scheme favours cyclists over drivers / concern of prioritising cyclists needs over drivers	2	0	0	1	0
OPP-006	Concerns for vulnerable road users (elderly/disabled)	4	4	3	1	0
OPP-007	Opposition based on concerns for safety (generally)	12	11	22		0
OPP-008	Concerns around equestrian users	6	3	2	3	0
OPP-009	Environmental concerns	4	15	21	0	0
OPP-010	Feels the scheme hasn't been thought through/ not suitable /doesn't make sense	4	9	7	2	0
OPP-011	Concerns around areas of shared-use space	3	4	16	0	0

OPP-012	Concerns of negative impact on historical routes	0	4	26	0	1
OPP-013	Concerns over privacy / noise / construction	0	5	8	0	0
OPP-014	Concerns relating to existing road conditions i.e., lack of road space, road deemed unsuitable / dangerous for the proposals	9	3	4	0	0
OPP-015	Concerns over reduction in speed limit	0	0	0	3	0
OPP-016	Concerns for the landowner	0	0	1	0	0

0

Table B-3 - Scheme Suggestions

Suggestions	Theme and Number of Times Codes Were Used: Scheme Suggestions	Oakington to Cottenham	Fen Drayton	Over	Q6 (Oakington to Cottenham)	Q7 (Over and Fen Drayton)
SUG-001	Suggests wayfinding / signage / clear markings / no unnecessary signage	17	4	4	1	2
SUG-002	Suggests lighting / removal of lighting / types of lighting	54	22	16	5	5
SUG-003	Suggests providing alternative routes / extending route / new route	38	8	12	18	7
SUG-004	Suggests greenery / planting	23	14	3	9	7
SUG-005	Suggests seating	1	1	0	1	0
SUG-006	Suggests types of material surfacing	21	11	9	3	6
SUG-007	Suggests new location for a crossing / to not have a crossing	5	0	0	1	1
SUG-008	Suggests changes to speed limits / to not change speed limits	11	8	0	11	0
SUG-009	Suggests traffic calming measures / changes to traffic calming measures	10	14	0	4	2
SUG-010	Suggests further segregation between cyclists / motorists / pedestrians / equestrians	30	9	9	8	3
SUG-011	Suggests need for maintenance / bins	6	3	7	4	1
SUG-012	Suggests parking/traffic restrictions	0	2	0	4	0
SUG-013	Suggests parking removal / addition	4	2	0	0	0

SUG-014	Suggests changes to the wide of the footway / cycleway	9	1	4	4	1
SUG-015	Suggests colour contrasts	2	0	0	0	0
SUG-016	Suggests areas where visibility needs to be improved	7	1	0	1	0
SUG-017	Suggests cycle parking	2	4	0	0	0
SUG-018	Suggests the addition or removal of one way roads	0	0	0	0	0
SUG-019	Suggests bridge slope/ gradient	0	1	0	0	1
SUG-020	Suggests security cameras	1	0	0	0	1
SUG-021	Suggest coordination with public transport	0	0	0	3	1

Table B-4 - Comments

Comments	Theme and Number of Times Codes Were Used: Comments Relating to GCP/CCC	Oakington to Cottenham	Fen Drayton	Over	Q6 (Oakington to Cottenham)	Q7 (Over and Fen Drayton)
COM-001	General criticism of GCP / CCC	2	1	0	3	1
COM-002	Criticism of consultation (e.g. will not be listened to / won't make a difference)	1	1	1	0	1
COM-003	Criticism of consultation materials (e.g. website, leaflet, maps, and info.)	1	0	0	1	0
COM-004	Criticism of consultation accessibility (e.g. lack of access for those without internet)	0	0	0	0	0

Table B-5 - Other

Other	Theme and Number of Times Codes were Used: Other	Oakington to Cottenham	Fen Drayton	Over	Q6 (Oakington to Cottenham)	Q7 (Over and Fen Drayton)
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					to Cottenham)	
OTH-001	Not sure / do not know / confused by proposals	2	0	0	0	0
OTH-002	Nothing to add / not applicable / no comment	9	11	8	17	10
OTH-003	Need more information / question about proposals	7	5	8	0	0
OTH-004	Request for contact / conversation regarding proposals	0	0	1	0	0
OTH-005	Other (unrelated comments)	0	0	1	0	0
OTH-006	Other GCP/CCC Transport Schemes i.e. C2C/ bus ways	0	0	0	2	0

Table B-6 - EqIA

EqIA	EqIA theme	Oakington to Cottenham	Over and Fen Drayton
EQ-001	EQIA is not needed/irrelevant	0	1
EQ-002	Support / agree with EQIA / it's necessary	2	0
EQ-003	I don't understand why the EQIA / why is it needed	1	1
EQ-004	Comments related to those with mobility and accessibility issues	17	26
EQ-005	Comments relating to age	22	14

EQ-006	Comments relating to gender	2	2
EQ-007	Comments relating to race	0	1
EQ-008	Nothing to add / not applicable / no comment	14	15
EQ-009	Reference to all user groups	10	7

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Paradise Circus
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B3 3AX

<contact info>

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