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# Bottisham, Swaffham and Horningsea Greenways: Summary Report of Consultation Findings

V1

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## Executive Summary

Between 16 September and 28 October 2019 the Greater Cambridge Partnership (GCP) held a consultation on a scheme to develop Greenway routes from Bottisham, Swaffham, and Horningsea to Cambridge. The decision was taken to combine the three possible consultations in to one due to the close proximity of the villages and the interconnectedness of the routes.

The key findings of this piece of work are:

- Analysis of the geographical spread (see figure 1) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- The majority of respondents supported most elements of the proposed Greenway Route, with the exception of Horningsea Greenway element 2: 'Fen Ditton church road arm closure with landscaping around the churchyard entrance' which was supported by less than half of respondents and opposed by over a fifth.
  - The majority of respondents supported:
    - Swaffhams Greenway 'Stow Road/Orchard Street/Church Road junction Route A: round the back of the Wheatsheaf pub'
    - Bottisham Greenway 'The Wing Development to Airport Way Option B: Direct from the Wing development towards Airport Way roundabout'
    - Bottisham Greenway 'Crossing Ditton Lane Option C: New underpass beneath Ditton Lane linking existing paths'
  - Over half of respondents supported Horningsea Greenway 'The byway between Green End and Horningsea Road Route B: High Street and Horningsea Road'
    - Over two fifths of respondents supported Horningsea Greenway 'The byway between Green End and Horningsea Road Route A: along the existing byway' but was also opposed by over a quarter of respondents
- The majority of respondents supported all eight locations for the installation of solar studs.
- A great deal of detailed comments were received. From these it was clear that;
  - there were concerns about element 2 (Fen Ditton church road arm closure with landscaping around the churchyard entrance) and element 3 (The byway between Green End and Horningsea Road) of the Horningsea Greenway; and ongoing maintenance;
  - there were areas where it was felt the Greenways could benefit from extending to, particularly from Bottisham to Swaffham Bulbeck and across Baits Bite Lock to Milton/Waterbeach.

- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

## Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional, online, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 6250 consultation leaflets.

Five drop-in events were held across the area to enable people to have their say in person and the opportunity to question project officers.

Quantitative data was recorded through a formal consultation questionnaire (online) with 159 complete responses in total recorded. A significant amount of qualitative feedback was gathered via the questionnaire, at events, via email and social media and at other meetings.

**This report summarises the core 159 online and written responses to the consultation survey and the 24 additional written responses received.**

## Key findings

Support for the Greater Cambridge Greenways network

### *Quantitative*

- 153 respondents answered the question on how far they supported the formation of the Greater Cambridge Greenways network.
  - The majority of respondents supported the formation of the Greater Cambridge Greenways network (87%)

Individual elements of the proposed scheme

### *Quantitative*

- 149 respondents answered the question about how far they agreed with the individual elements of the proposed Bottisham Greenway Route.
  - The majority of respondents supported all of the following elements of the proposed Greenway route:
    - Element 5: 'Lighting, surfacing and visibility improvements to A14 underpass' (85%)
    - Element 3: 'High Ditch Road junction crossing' (73%)
    - Element 4: 'Bridge over Quy Water/Underpass path junction with Newmarket Road' (72%)
    - Element 7: 'Bell Road shared use path improvements' (64%)
    - Element 6: 'Dunsley Corner – crossing of Albert Road' (55%)
- 2 elements had multiple options available

- For the element 1: 'Crossing Ditton Lane' Options:
  - The majority of respondents supported 'Option C: New underpass beneath Ditton Lane linking existing paths' (60%)
  - Half of respondents supported 'Option B: Altered shared use path alignment with landscaping' (50%)
  - Under two fifths supported 'Option A: Use the existing signalised crossing and continue path across junction' (36%) and under two fifths opposed it (33%)
- For the element 2: 'The Wing Development to Airport Way' Options:
  - The majority of respondents supported 'Option B: Direct from the Wing development towards Airport Way roundabout' (61%)
  - Just over two fifths supported 'Option A: Parallel to the eastern access road' (42%)
- 144 respondents answered the question about how far they agreed with the individual elements of the proposed Swaffhams Greenway Route.
  - The majority of respondents supported all of the following elements of the proposed Greenway route:
    - Element 6: 'Anglesey Abbey crossing and path improvements' (73%)
    - Element 5: 'Quy Court connection to Lode path' (70%)
    - Element 1: 'Stow-cum-Quy to the A14 underpass relocated path upgraded to shared-use' (68%)
    - Element 9: 'Route improvements through Swaffham Bulbeck Road' (65%)
    - Element 7: 'Crossing improvements at junction of Lode Road/Quy Road/Swaffham Road (B1101)' (64%)
    - Element 2: 'Stow-cum-Quy field edge link' (60%)
    - Element 8: 'Crossing improvements at junction of Longmeadow with Swaffham Road (B1101)' (58%)
    - Element 4: 'Stow Road/Main Street/Herring's Close junction narrowing and crossing of Stow Road' (58%)
    - Element 10: 'Traffic free slip road and cycle priority to Swaffham Prior' (56%)
- 1 element had multiple options available
  - For the element 3: 'Stow Road/Orchard Street/Church Road junction' Routes:
    - The majority of respondents supported 'Route A: round the back of the Wheatsheaf pub' (55%)
    - Two fifths of respondents supported 'Route B: along Stow Road' (40%)
- 143 respondents answered the question about how far they agreed with the individual elements of the proposed Horningsea Greenway Route.
  - The majority of respondents supported all of the following elements of the proposed Greenway route:



- Element 1: 'Wadloes path to Ditton Meadows 'Bow-Tie' improvements' (73%)
    - Element 5: 'Horningsea to the A14 shared-use path improvements' (67%)
    - Element 6: 'Horningsea Road/A14 junction 34 improvements' (64%)
    - Element 7: 'Horningsea village gateway' (57%)
    - Element 4: 'Milepost markers and path widening at junction of the byway and Horningsea Road towards the school' (56%)
  - Less than half of respondents supported element 2: 'Fen Ditton church road arm closure with landscaping around the churchyard entrance' (49%)
    - Over a fifth indicated they opposed this element (22%)
- 1 element had multiple options available
  - For the element 3: 'The byway between Green End and Horningsea Road' Routes:
    - Over half of respondents supported 'Route B: High Street and Horningsea Road' (53%)
    - Over two fifths of respondents supported 'Route A: along the existing byway' (42%)
      - Over a quarter of respondents opposed this element (26%)
- 143 respondents answered the question about how far they supported the installation of solar studs in eight specific locations.
  - The majority of respondents supported all eight solar stud locations:
    - Bottisham Greenway A - Approach to the Wing Development (77%)
    - Bottisham Greenway B - A1303 - Stow-cum-Quy to Albert Road (The Missing Sock) (74%)
    - The Swaffham Greenway A - Stow-cum-Quy to The A14 Underpass (72%)
    - Bottisham Greenway C - A1303 - Albert Road (The Missing Sock) to Bell Road (71%)
    - The Swaffham Greenway B - Stow-cum-Quy field edge link (70%)
    - The Swaffham Greenway C - B1102 - Swaffham Road between Lode and Swaffham Bulbeck (69%)
    - Bottisham Greenway D - Bell Road towards Bottisham (69%)
    - The Swaffham Greenway D - B1102 - Swaffham Bulbeck to Swaffham Prior (67%)

### *Qualitative*

- Question 5 asked respondents whether they had any additional comments on the proposed route options. 116 respondents answered this question. The main themes were:
  - About opposition to 'Horningsea Greenway element 3: The byway between Green End and Horningsea Road'

- About opposition to 'Horningsea Greenway element 2: Fen Ditton church road arm closure with landscaping around the churchyard entrance
  - About the need for ongoing maintenance
  - About the need for Baits Bite Lock and the associated river path to be included in the Greenway scheme
  - About the need for adequate lighting along the route
  - About the need for improvements to the bends in 'Horningsea Greenway element 1: Wadloes path to Ditton Meadows 'Bow-Tie' improvements'
  - About the need to use the disused Mildenhall railway line as part of a Greenway route
  - Concerns about 'Swaffhams Greenway element 10: Traffic free slip road and cycle priority to Swaffham Prior'
  - About support for 'Horningsea Greenway element 7: Horningsea village gateway'
  - Debate about which Option should be pursued for 'Bottisham Greenway element 1: Crossing Ditton Lane'
  - Concerns about potential conflict between users on shared-use paths
- Question 6 asked respondents whether they had any comments about the suggested options for signage and wayfinding. 64 respondents answered this question. The main themes were:
    - Concerns about the use of abbreviations
    - About the need for the signage to be consistent with those use for other cycle/footpaths, particularly the National Cycle Network
    - About the need for signage to be kept to a minimum
    - About the need for ongoing maintenance of the routes and signage

## Other

### *Qualitative*

- 36 respondents left comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. The main themes were:
  - Discussion about the benefits the proposals would have on those with disabilities and what would be needed to achieve this
  - Discussion about the benefits the proposals would have on older and younger users and what would be needed to achieve this
  - That the proposals would have no impact on those with protected characteristics

# Introduction

## Background

In 2016, the Greater Cambridge Partnership commissioned a consultant to review twelve Greenway routes that would enable cyclists, walkers and equestrians to travel safely and sustainably from villages around the city into Cambridge.

The consultant identified a number of missing links that could be provided, creating initial proposals for the villages below:

- Waterbeach Greenway
- Horningsea Greenway
- Swaffham Greenway
- Bottisham Greenway
- Fulbourn Greenway
- Linton Greenway
- Sawston Greenway
- Melbourn Greenway
- Haslingfield Greenway
- Barton Greenway
- Comberton Greenway
- St Ives Greenway

In April 2017, £480,000 of City Deal funding was allocated to the Greenways scheme to take the project through a public engagement and consultation phase.

Each Greenway then went through an initial public engagement phase. Residents and stakeholders attended events and discussed how the local area is meeting the transport needs of its users. This information was then fed into the designs for initial proposals for each route.

After taking on this feedback finalised designs were created, the Greater Cambridge Partnership then ran a public consultation between 16 September and 28 October 2019 to gather and record the public's views on the route. This consultation was promoted via online advertising, social media promotion, posters in key locations, emails, engagement events and consultation leaflets to over 6250 households.

Public consultation is undertaken as part of wider stakeholder engagement in advance of any decisions on final options to consider and facilitate necessary input in the development of the scheme. The main stakeholders for this consultation were:

Individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups. Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England.

# Consultation and Analysis Methodology

## Background

The consultation strategy for this stage of the Bottisham, Swaffham, and Horningsea Greenway proposals was designed by the Greater Cambridge Partnership communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

## Consultation Strategy

### Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience were individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups.

Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

### Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked to express how far they supported the formation of the Greater Cambridge Greenways network, how far they supported the individual elements of the Bottisham, Swaffham, and Horningsea Greenway routes, and how far they supported the installation of solar studs in eight locations) a twelve page information document was produced and supplemented with additional information

available online and at key locations.

This document explained the Greater Cambridge Partnership's strategy and the time-scales to which it was working and discussed the reasons why Greenways were being developed for Bottisham, Swaffham, and Horningsea. It also provided detailed maps, information and costings on each of the options to enable residents to compare the pros and cons for each element.

### Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on both the Greater Cambridge Partnership's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the options for the Bottisham, Swaffham, and Horningsea Greenways schemes. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Bottisham, Swaffham, and Horningsea Greenways schemes on various groups.

The main tool for gathering comments was an online survey. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore paper copies of the information document were widely distributed with road-shows held to collect responses face to face. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

### Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status and disability (although not the nature of disability). A free text option provided opportunity for respondents' to feedback on any issues they felt may impact on protected groups.

## Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
  - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
  - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through) then these are added to the final set for analysis.
  - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- The final report is then written to provide an objective view of the results of the consultation.

## Quality Assurance

### Data Integrity

- A visual check of the raw data show no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.



# Survey Findings

## Respondent Profile

In total, 156 residents and 3 stakeholders responded to the consultation survey.

### Respondent location

Respondents were asked for their postcodes during the survey, but were not forced to enter a response. 130 respondents entered recognisable postcodes, while under a fifth did not (26 respondents).

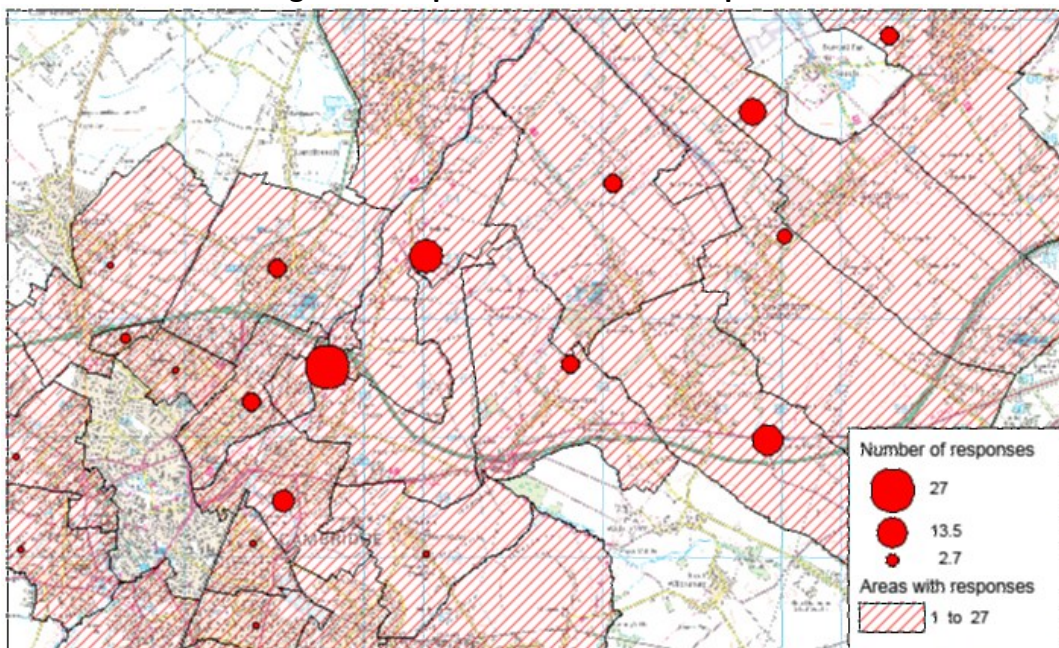
Based on the postcode data provided the largest areas of response were:

- Fen Ditton (17%)
- Horningsea (10%)

A full breakdown of respondent locations can be found in Appendix 1.

The following map shows the rate of response by parish/ward:

**Figure 1: Map to show areas of response**



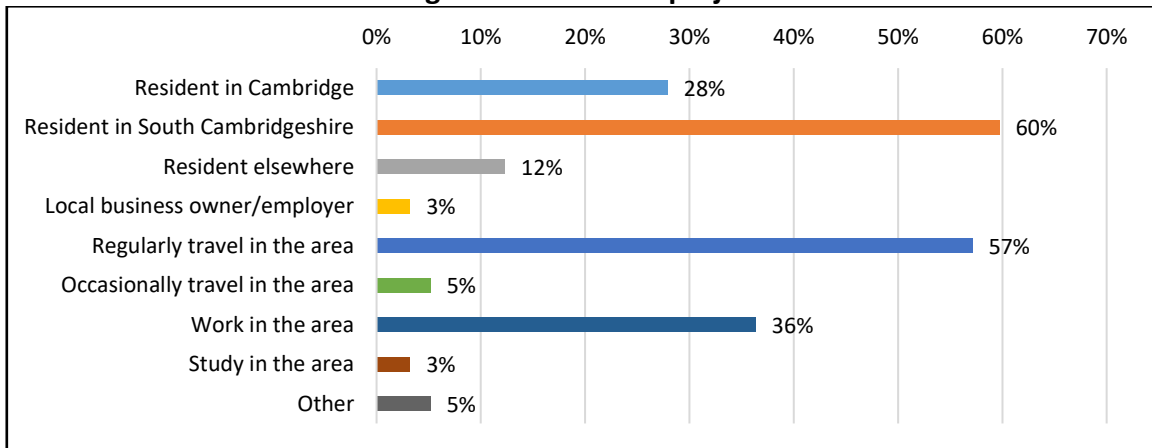
Respondents were asked a series of questions about their personal circumstances and the results can be seen below. Please note that respondents did not have to enter information on these questions.

### Respondent interest in project

154 respondents answered the question on their interest in the project. Respondents could select multiple answers for this question.



**Figure 2: Interest in project**

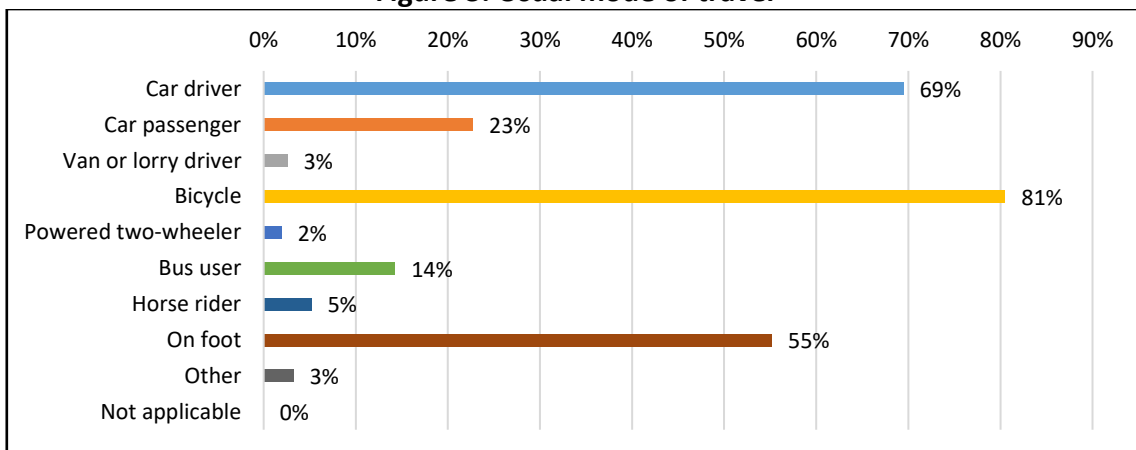


- The majority of respondents indicated they:
  - Were a 'resident in South Cambridgeshire' (60%)
  - 'Regularly travel in the area' (57%)
- Under two fifths indicated they 'work in the area' (36%)
- Over a quarter indicated they were a 'resident in Cambridge' (28%)

#### Respondent usual mode of travel in the area

154 respondents answered the question on how they usually travel in the area. Respondents could select multiple answers for this question.

**Figure 3: Usual mode of travel**

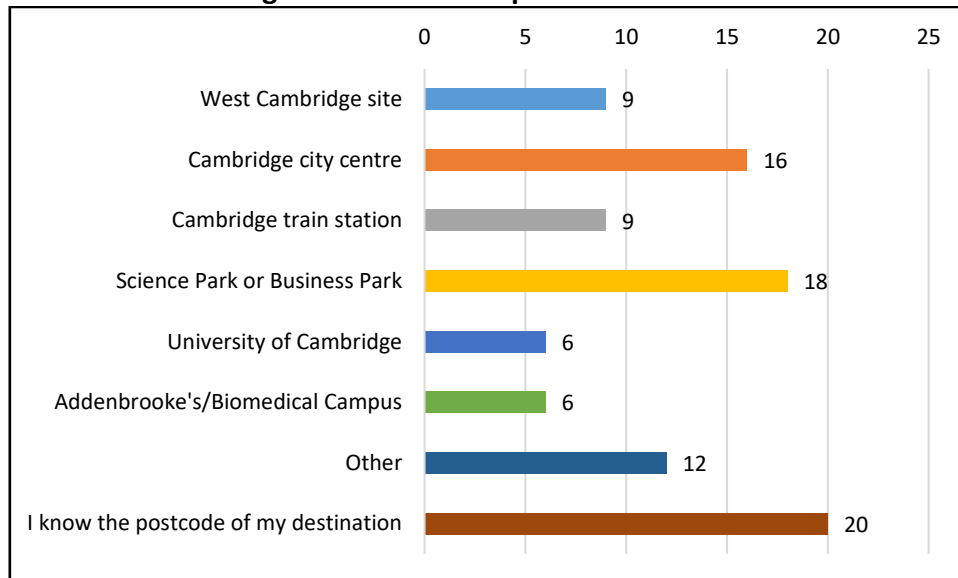


- The majority of respondents indicated:
  - They usually travelled by 'bicycle' (81%)
  - They were a 'car driver' (69%)
  - They usually travel 'on foot' (55%)
- Under a quarter of respondents indicated they were a 'car passenger' (23%)

## Respondent usual workplace if commuting in the area

81 respondents answered the question on their usual workplace destination if they commuted from in the area. Respondents could select multiple answers to this question.

**Figure 4: Usual workplace destination**

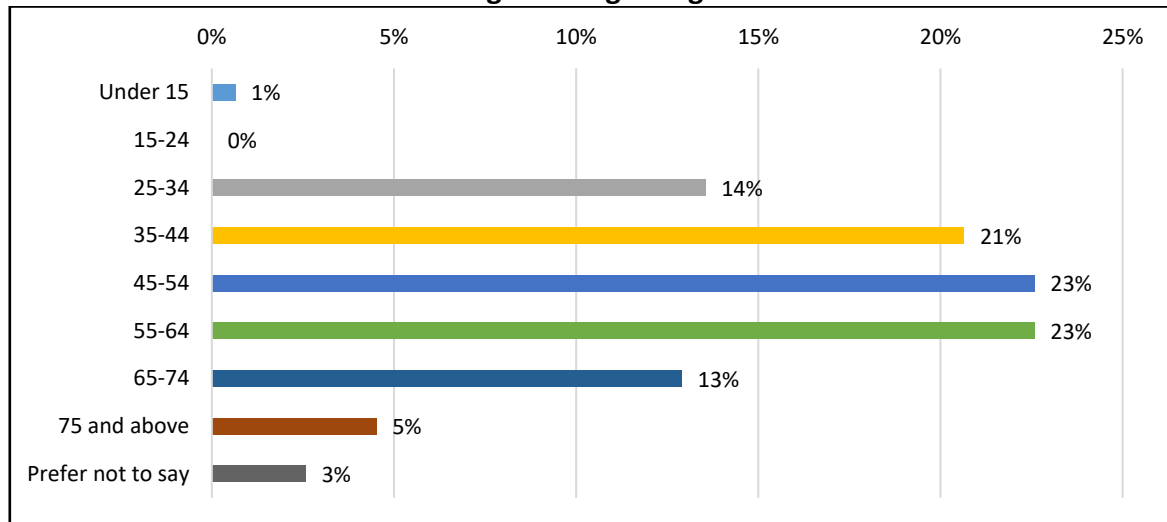


- 18 respondents indicated their usual workplace destination was 'Science Park or Business Park'
- 16 respondents indicated it was 'Cambridge city centre'
- 20 respondents indicated they knew 'postcode of my destination' and 12 respondents indicated it was an 'other' destination
  - 19 of these respondents (1 who answered 'other' and 18 who answered 'I know the postcode of my destination') left information indicating where their usual workplace destination was. These included: Barnwell, Bedford, Billericay, Burwell, Cambridge city centre, Hardwick, Histon, Lode, London, Newton, and Waterbeach

## Respondent age range

155 respondents answered the question on their age range.

**Figure 5: Age range**

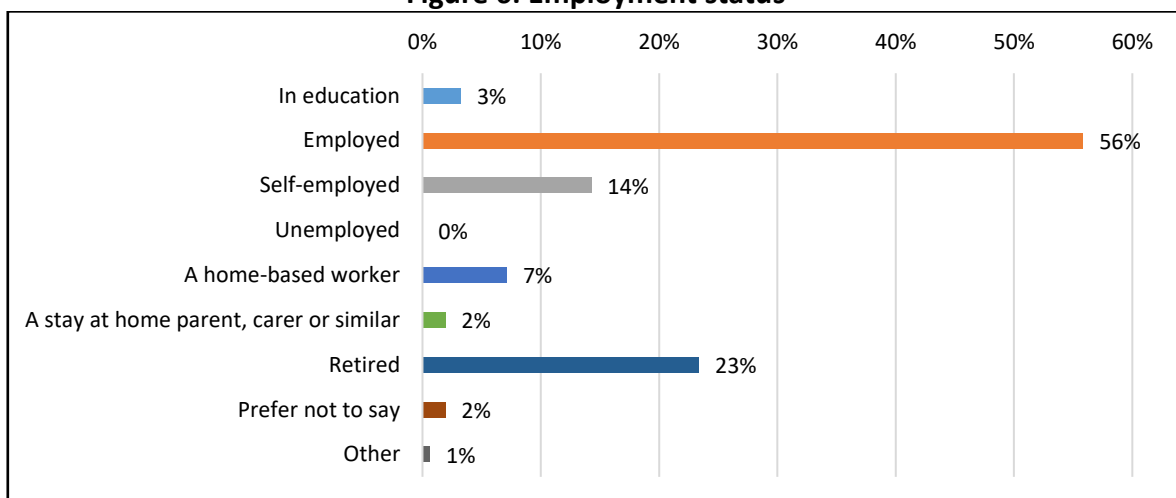


- Average working ages from '25-34' to '55-64' were well represented when compared to the general Cambridgeshire population
- Ages from '15-24' were not represented, accounting for 0% of respondents

## Respondent employment status

154 respondents answered the question on their employment status. Respondents could select multiple answers to this question.

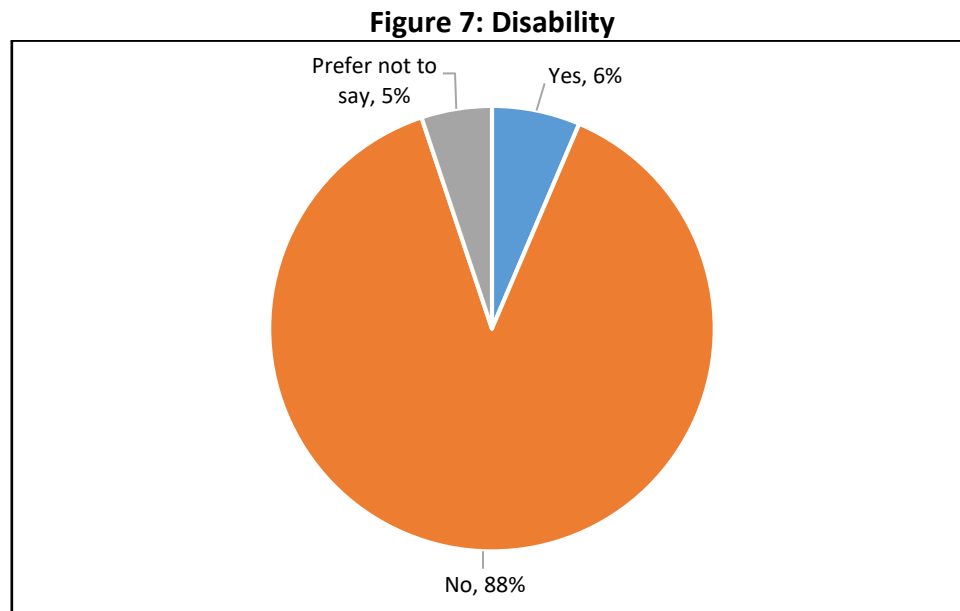
**Figure 6: Employment status**



- The majority of respondents indicated they were 'employed' (56%)
- Under a quarter indicated they were 'retired' (23%)

## Respondent disability status

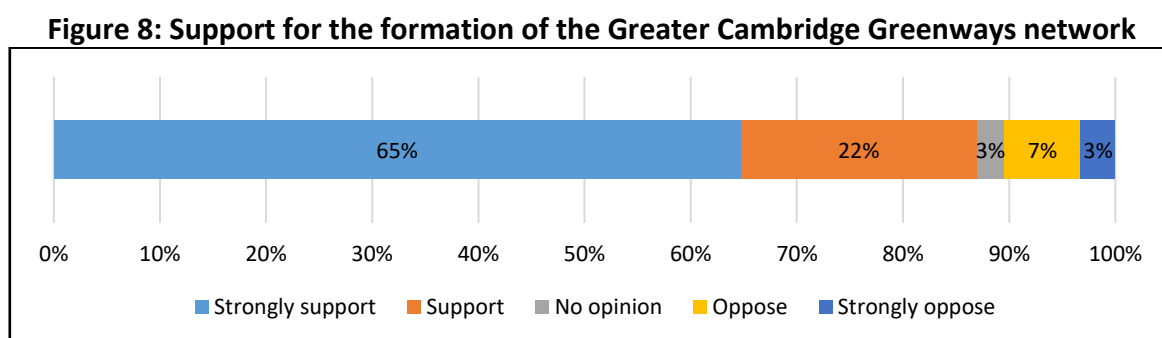
156 respondents answered the question on whether they had a disability that influences the way they travel.



- 6% of respondents indicating that they did.

## Question 1: In general how far do you support the formation of the Greater Cambridge Greenways network?

153 respondents answered the question on how far they supported the formation of the Greater Cambridge Greenways network.



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

- The majority of respondents supported the formation of the Greater Cambridge Greenways network (87%)

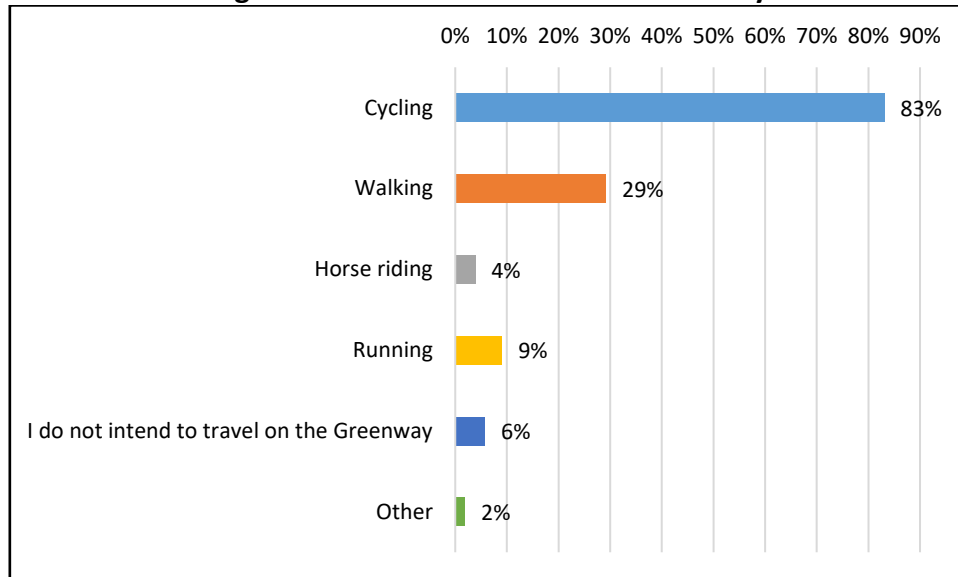
3 stakeholders answered this question.

- All 3 stakeholders supported the formation of the Greater Cambridge Greenways network (2 stakeholders 'strongly supported' and 1 stakeholder had 'supported').

## Question 2: How would you intend to primarily travel on the Greenway?

154 respondents answered the question on how they intended to primarily travel on the Greenway. Respondents could select multiple answers to this question.

**Figure 9: Mode of travel on the Greenway**

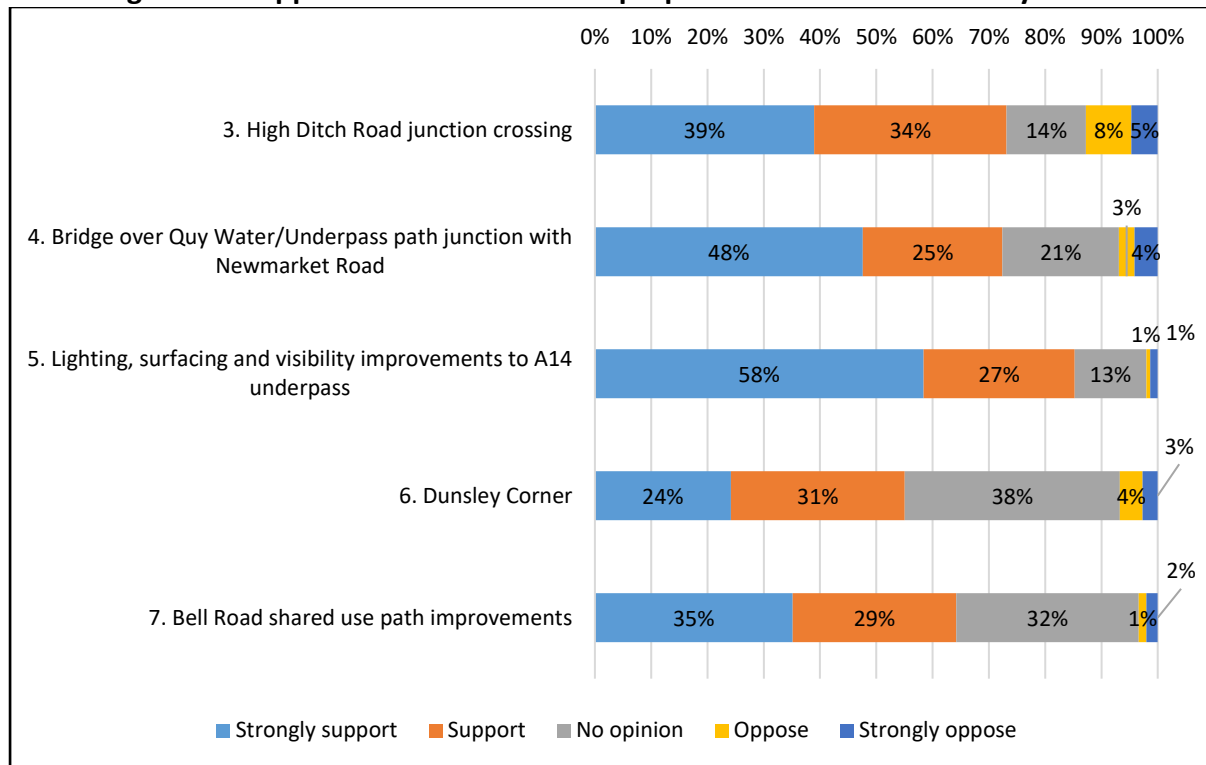


- The majority of respondents indicated they would be 'cycling' on the Greenway (83%)
- Over a quarter indicated they would be 'walking' on the Greenway (29%)

## Question 3a: How far do you agree with the following elements of the proposed Greenway Route (Bottisham Greenway)?

149 respondents answered the question about how far they agreed with the individual elements of the proposed Greenway Route.

**Figure 10: Support for elements of the proposed Bottisham Greenway Route**



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

The majority of respondents supported all of the following elements of the proposed Greenway route:

- Element 5: 'Lighting, surfacing and visibility improvements to A14 underpass' (85%)
- Element 3: 'High Ditch Road junction crossing' (73%)
- Element 4: 'Bridge over Quay Water/Underpass path junction with Newmarket Road' (72%)
- Element 7: 'Bell Road shared use path improvements' (64%)
- Element 6: 'Dunsley Corner – crossing of Albert Road' (55%)

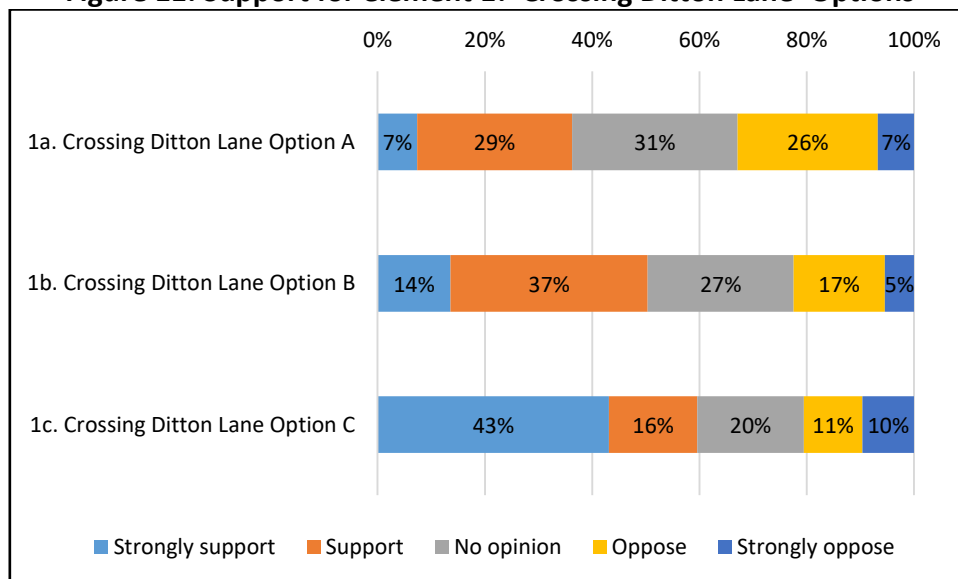
3 stakeholders answered this question.

- 3 stakeholders 'strongly supported' or 'supported' element 5: 'Lighting, surfacing and visibility improvements to A14 underpass'
  - 2 'strongly supported' and 1 'supported'

- 3 stakeholders ‘strongly supported’ or ‘supported’ element 3: ‘High Ditch Road junction crossing’
  - 1 ‘strongly supported’ and 2 ‘supported’
- 2 stakeholders ‘strongly supported’ element 4: ‘Bridge over Quay Water/Underpass path junction with Newmarket Road’
  - 1 stakeholder had ‘no opinion’
- 2 stakeholders ‘strongly supported’ element 6: ‘Dunsley Corner – crossing of Albert Road’
  - 1 stakeholder had ‘no opinion’
- 2 stakeholders ‘strongly supported’ element 7: ‘Bell Road shared use path improvements’
  - 1 stakeholder had ‘no opinion’

2 elements had multiple options available.

**Figure 11: Support for element 1: ‘Crossing Ditton Lane’ Options**



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

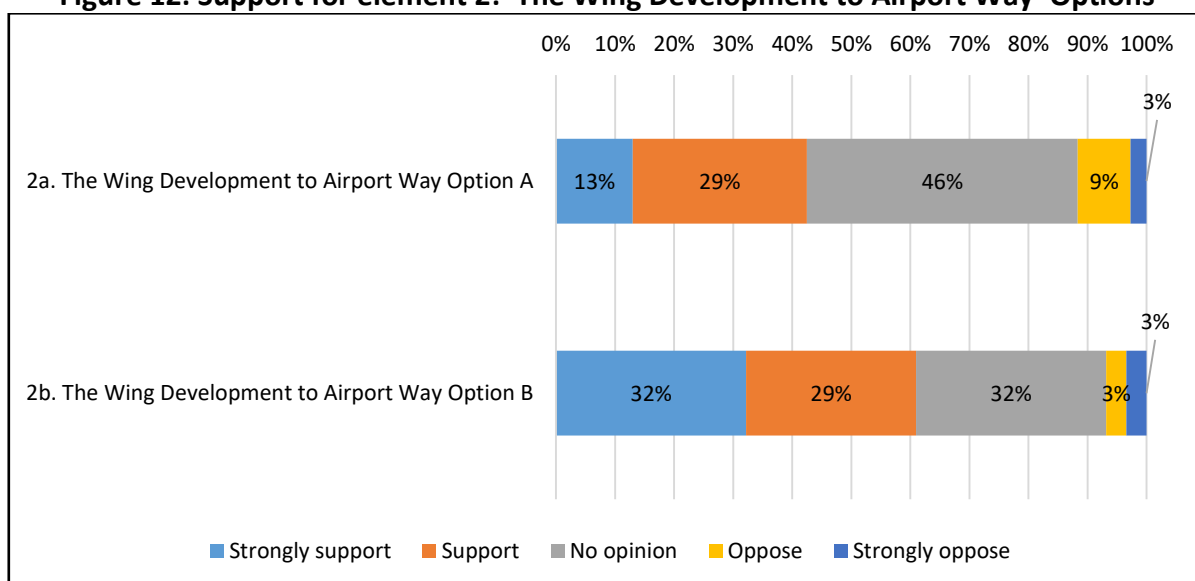
For the element 1: ‘Crossing Ditton Lane’ Options:

- The majority of respondents supported ‘Option C: New underpass beneath Ditton Lane linking existing paths’ (60%)
- Half of respondents supported ‘Option B: Altered shared use path alignment with landscaping’ (50%)
- Under two fifths supported ‘Option A: Use the existing signalised crossing and continue path across junction’ (36%) and under two fifths opposed it (33%)

3 stakeholders responded to the question on this element:

- All 3 stakeholders ‘strongly supported’ or ‘supported’ ‘Option C: New underpass beneath Ditton Lane linking existing paths’
  - 2 ‘strongly supported’ and 1 ‘supported’
- All 3 stakeholders ‘strongly supported’ or ‘supported’ ‘Option B: Altered shared use path alignment with landscaping’
  - 1 ‘strongly supported’ and 2 ‘supported’
- 2 stakeholders ‘strongly supported’ or ‘supported’ ‘Option A: Use the existing signalised crossing and continue path across junction’
  - 1 stakeholder had ‘no opinion’

**Figure 12: Support for element 2: ‘The Wing Development to Airport Way’ Options**



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

For the element 2: ‘The Wing Development to Airport Way’ Options:

- The majority of respondents supported ‘Option B: Direct from the Wing development towards Airport Way roundabout’ (61%)
- Just over two fifths supported ‘Option A: Parallel to the eastern access road’ (42%)

3 stakeholders answered the question on this element:

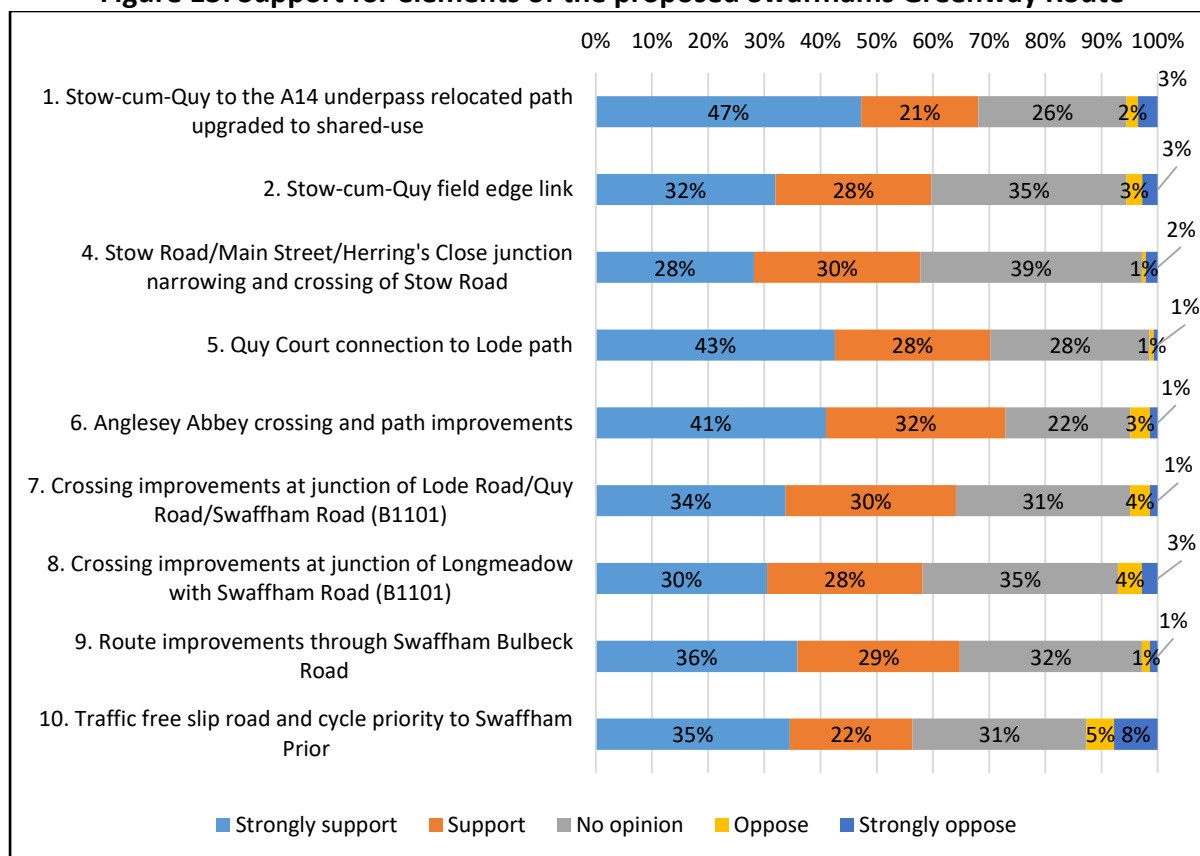
- All 3 stakeholders ‘strongly supported’ or ‘supported’ ‘Option A: Parallel to the eastern access road’
  - 1 ‘strongly supported’ and 2 ‘supported’
- 2 stakeholders ‘strongly supported’ or ‘supported’ ‘Option B: Direct from the Wing development towards Airport Way roundabout’
  - 1 stakeholder had ‘no opinion’



## Question 3b: How far do you agree with the following elements of the proposed Greenway Route (Swaffhams Greenway)?

144 respondents answered the question about how far they agreed with the individual elements of the proposed Greenway Route.

**Figure 13: Support for elements of the proposed Swaffhams Greenway Route**



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

The majority of respondents supported all of the following elements of the proposed Greenway route:

- Element 6: 'Anglesey Abbey crossing and path improvements' (73%)
- Element 5: 'Quy Court connection to Lode path' (70%)
- Element 1: 'Stow-cum-Quy to the A14 underpass relocated path upgraded to shared-use' (68%)
- Element 9: 'Route improvements through Swaffham Bulbeck Road' (65%)
- Element 7: 'Crossing improvements at junction of Lode Road/Quy Road/Swaffham Road (B1101)' (64%)
- Element 2: 'Stow-cum-Quy field edge link' (60%)

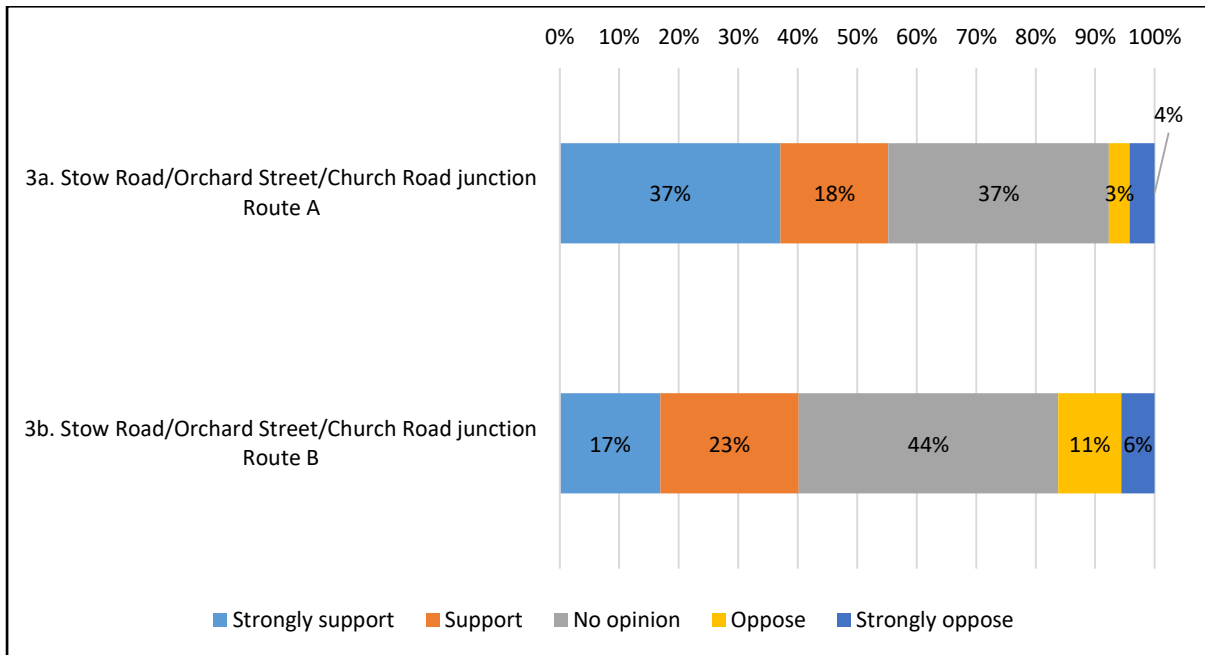
- Element 8: 'Crossing improvements at junction of Longmeadow with Swaffham Road (B1101)' (58%)
- Element 4: 'Stow Road/Main Street/Herring's Close junction narrowing and crossing of Stow Road' (58%)
- Element 10: 'Traffic free slip road and cycle priority to Swaffham Prior' (56%)

3 stakeholders answered this question.

- 2 stakeholders 'strongly supported' element 1: 'Stow-cum-Quy to the A14 underpass relocated path upgraded to shared-use'
  - 1 stakeholder had 'no opinion'
- 2 stakeholders 'strongly supported' element 2: 'Stow-cum-Quy field edge link'
  - 1 stakeholder had 'no opinion'
- 2 stakeholders 'strongly supported' element 4: 'Stow Road/Main Street/Herring's Close junction narrowing and crossing of Stow Road'
  - 1 stakeholder had 'no opinion'
- 2 stakeholders 'strongly supported' element 5: 'Quy Court connection to Lode path'
  - 1 stakeholder had 'no opinion'
- 2 stakeholders 'strongly supported' element 6: 'Anglesey Abbey crossing and path improvements'
  - 1 stakeholder had 'no opinion'
- 2 stakeholders 'strongly supported' element 7: 'Crossing improvements at junction of Lode Road/Quy Road/Swaffham Road (B1101)'
  - 1 stakeholder had 'no opinion'
- 2 stakeholders 'strongly supported' element 8: 'Crossing improvements at junction of Longmeadow with Swaffham Road (B1101)'
  - 1 stakeholder had 'no opinion'
- 2 stakeholders 'strongly supported' element 9: 'Route improvements through Swaffham Bulbeck Road'
  - 1 stakeholder had 'no opinion'
- 2 stakeholders 'strongly supported' or 'supported' element 10: 'Traffic free slip road and cycle priority to Swaffham Prior'
  - 1 stakeholder had 'no opinion'

1 element had multiple options available.

**Figure 14: Support for element 3: ‘Stow Road/Orchard Street/Church Road junction’ Routes**



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

For the element 3: ‘Stow Road/Orchard Street/Church Road junction’ Routes:

- The majority of respondents supported ‘Route A: round the back of the Wheatsheaf pub’ (55%)
- Two fifths of respondents supported ‘Route B: along Stow Road’ (40%)

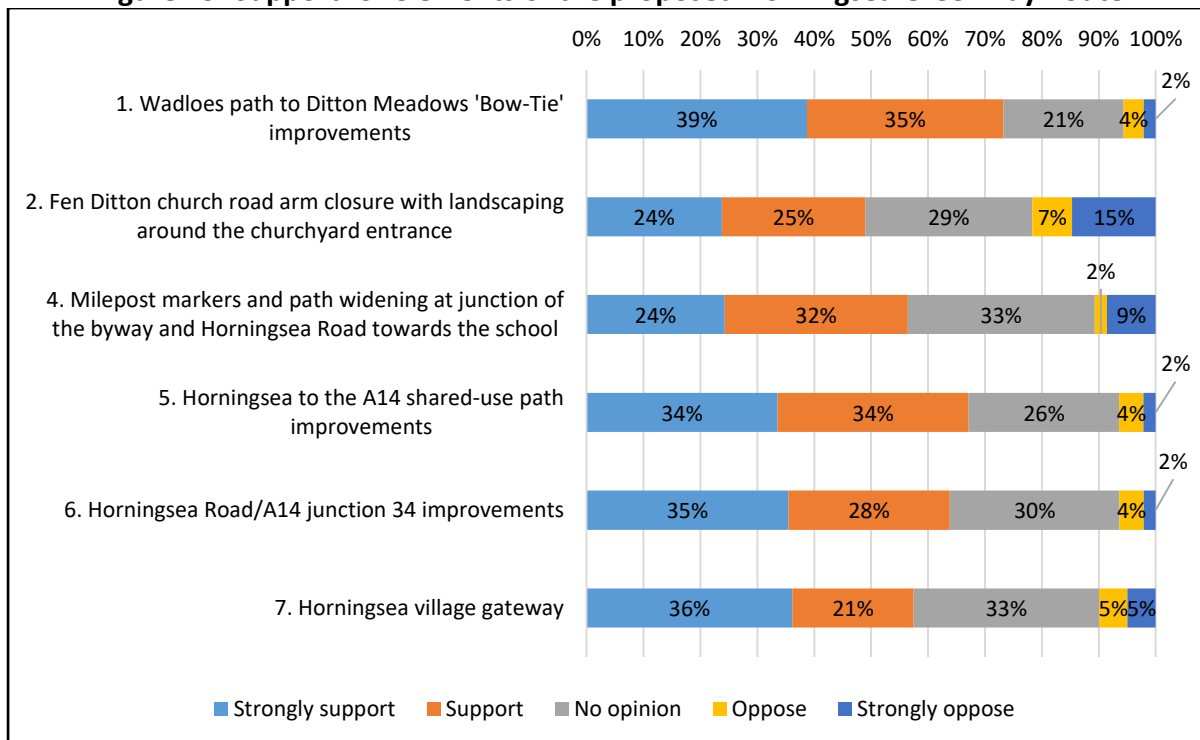
3 stakeholders responded to the question on this element:

- 2 stakeholders ‘strongly supported’ ‘Route A: round the back of the Wheatsheaf pub’
  - 1 stakeholder had ‘no opinion’
- 2 stakeholders ‘strongly supported’ ‘Route B: along Stow Road’
  - 1 stakeholder had ‘no opinion’

**Question 3c: How far do you agree with the following elements of the proposed Greenway Route (Horningsea Greenway)?**

143 respondents answered the question about how far they agreed with the individual elements of the proposed Greenway Route.

**Figure 15: Support for elements of the proposed Horningsea Greenway Route**



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

The majority of respondents supported all of the following elements of the proposed Greenway route:

- Element 1: 'Wadloes path to Ditton Meadows 'Bow-Tie' improvements' (73%)
- Element 5: 'Horningsea to the A14 shared-use path improvements' (67%)
- Element 6: 'Horningsea Road/A14 junction 34 improvements' (64%)
- Element 7: 'Horningsea village gateway' (57%)
- Element 4: 'Milepost markers and path widening at junction of the byway and Horningsea Road towards the school' (56%)

Less than half of respondents supported element 2: 'Fen Ditton church road arm closure with landscaping around the churchyard entrance' (49%)

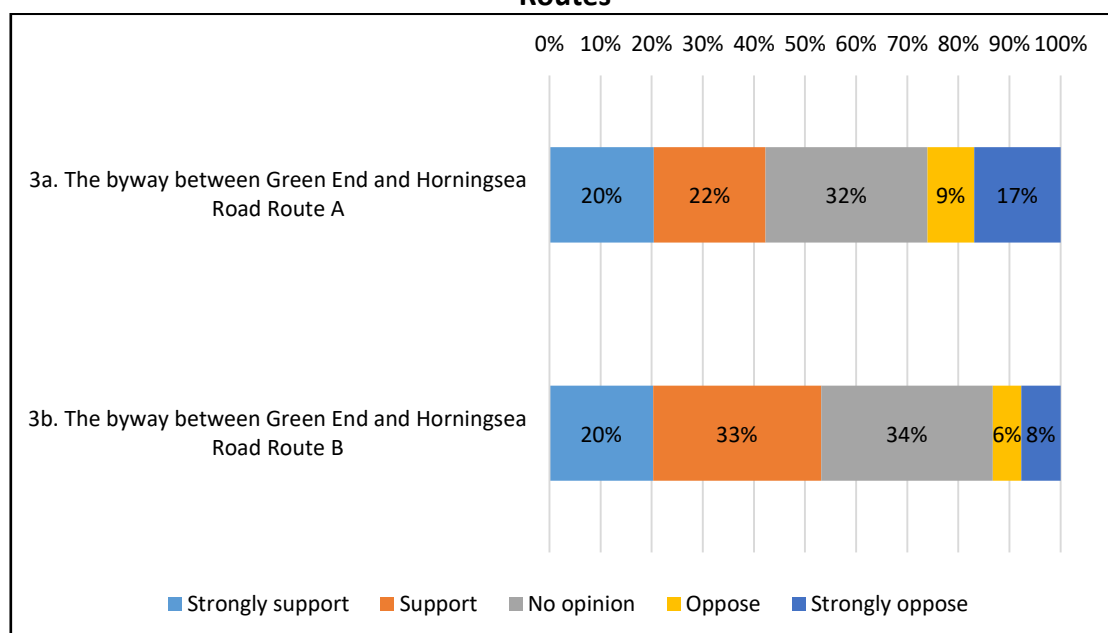
- Over a fifth indicated they opposed this element (22%)

3 stakeholders answered this question.

- All 3 stakeholders ‘strongly supported’ or ‘supported’ element 1: ‘Wadloes path to Ditton Meadows ‘Bow-Tie’ improvements’
  - 2 ‘strongly supported’ and 1 ‘supported’
- All 3 stakeholders ‘strongly supported’ or ‘supported’ element 5: ‘Horningsea to the A14 shared-use path improvements’
  - 2 ‘strongly supported’ and 1 ‘supported’
- All 3 stakeholders ‘strongly supported’ or ‘supported’ element 6: ‘Horningsea Road/A14 junction 34 improvements’
  - 2 ‘strongly supported’ and 1 ‘supported’
- All 3 stakeholders ‘strongly supported’ or ‘supported’ element 7: ‘Horningsea village gateway’
  - 2 ‘strongly supported’ and 1 ‘supported’
- All 3 stakeholders ‘strongly supported’ or ‘supported’ element 4: ‘Milepost markers and path widening at junction of the byway and Horningsea Road towards the school’
  - 1 ‘strongly supported’ and 2 ‘supported’
- 2 stakeholders ‘strongly supported’ or ‘supported’ element 2: ‘Fen Ditton church road arm closure with landscaping around the churchyard entrance’
  - 1 stakeholder ‘strongly opposed’ this element

1 element had multiple options available.

**Figure 16: Support for element 3: ‘The byway between Green End and Horningsea Road’ Routes**



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

For the element 3: 'The byway between Green End and Horningsea Road' Routes:

- Over half of respondents supported 'Route B: High Street and Horningsea Road' (53%)
- Over two fifths of respondents supported 'Route A: along the existing byway' (42%)
  - Over a quarter of respondents opposed this element (26%)

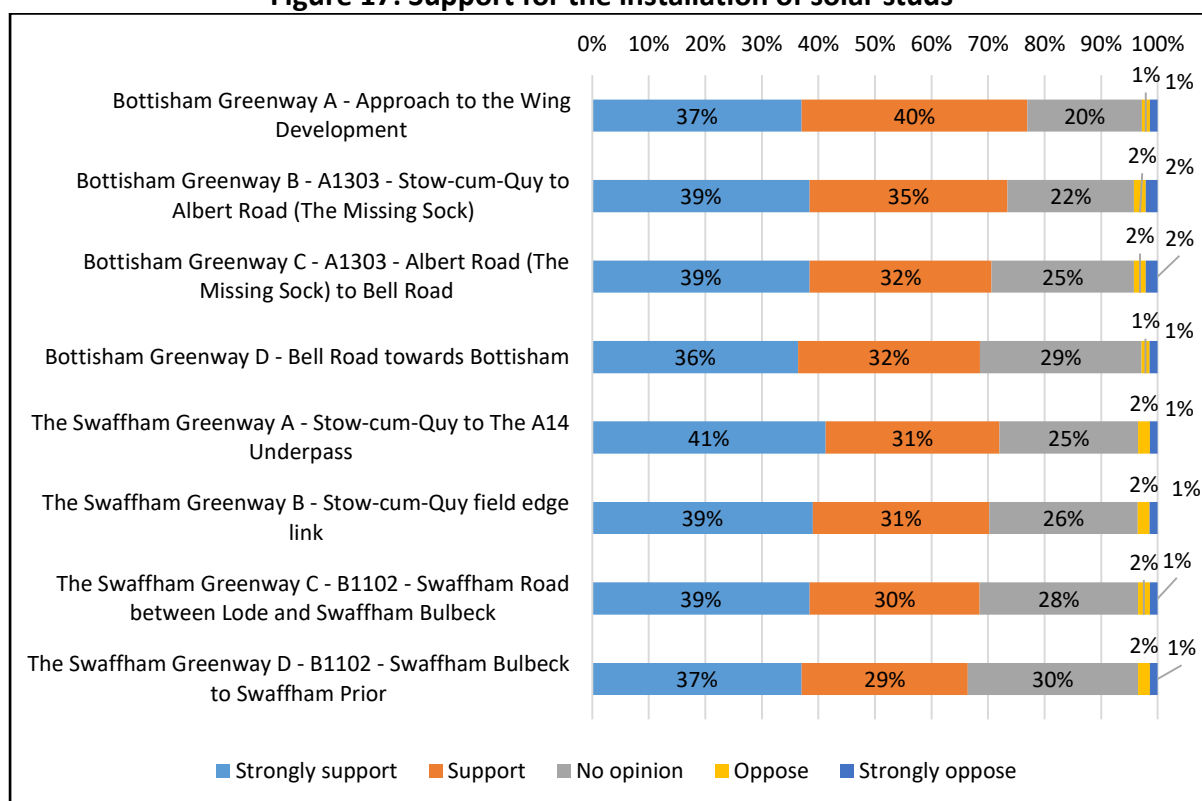
3 stakeholders responded to the question on this element:

- All 3 stakeholders 'strongly supported' or 'supported' 'Route B: High Street and Horningsea Road'
  - 2 stakeholders 'strongly supported' and 1 stakeholder 'supported'
- 2 stakeholders 'strongly supported' or 'supported' 'Route A: along the existing byway'
  - 1 stakeholder was 'strongly opposed' to the Route

**Question 4: How far do you support the installation of solar studs in the following locations?**

143 respondents answered the question about how far they supported the installation of solar studs in eight specific locations.

**Figure 17: Support for the installation of solar studs**



*N.B Figures in the graph may not exactly match the text in the report due to rounding*

The majority of respondents supported all eight solar stud locations:

- Bottisham Greenway A - Approach to the Wing Development (77%)
- Bottisham Greenway B - A1303 - Stow-cum-Quy to Albert Road (The Missing Sock) (74%)
- The Swaffham Greenway A - Stow-cum-Quy to The A14 Underpass (72%)
- Bottisham Greenway C - A1303 - Albert Road (The Missing Sock) to Bell Road (71%)
- The Swaffham Greenway B - Stow-cum-Quy field edge link (70%)
- The Swaffham Greenway C - B1102 - Swaffham Road between Lode and Swaffham Bulbeck (69%)
- Bottisham Greenway D - Bell Road towards Bottisham (69%)
- The Swaffham Greenway D - B1102 - Swaffham Bulbeck to Swaffham Prior (67%)

3 stakeholders answered this question.

- 2 stakeholders 'strongly supported' 'The Swaffham Greenway B - Stow-cum-Quy field edge link'
  - 1 stakeholders had 'no opinion'
- 2 stakeholders 'strongly supported' 'The Swaffham Greenway C - B1102 - Swaffham Road between Lode and Swaffham Bulbeck'
  - 1 stakeholders had 'no opinion'
- 2 stakeholders 'strongly supported' 'The Swaffham Greenway D - B1102 - Swaffham Bulbeck to Swaffham Prior'
  - 1 stakeholders had 'no opinion'
- 2 stakeholders 'strongly supported' or 'supported' 'Bottisham Greenway A - Approach to the Wing Development'
  - 1 stakeholders had 'no opinion'
- 2 stakeholders 'strongly supported' or 'supported' 'Bottisham Greenway B - A1303 - Stow-cum-Quy to Albert Road (The Missing Sock)'
  - 1 stakeholders had 'no opinion'
- 2 stakeholders 'strongly supported' or 'supported' 'Bottisham Greenway C - A1303 - Albert Road (The Missing Sock) to Bell Road'
  - 1 stakeholders had 'no opinion'

- 2 stakeholders ‘strongly supported’ or ‘supported’ ‘Bottisham Greenway D - Bell Road towards’
  - 1 stakeholders had ‘no opinion’
- 2 stakeholders ‘strongly supported’ or ‘supported’ ‘The Swaffham Greenway A - Stow-cum-Quy to The A14 Underpass’
  - 1 stakeholders had ‘no opinion’

**Question 5: Do you have any additional comments on the proposed route options?**

116 respondents left comments on question 5, which asked if respondents had any additional comments on the proposed route options.

Summary of main themes

Comment theme	Respondent comments
<b>Horningsea Greenway element 3: The byway between Green End and Horningsea Road</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme indicated they were opposed to this element as they felt Fen Ditton was an unsuitable location for cyclists due to the narrow streets and low visibility               <ul style="list-style-type: none"> <li>○ Some of these respondents indicated they were most opposed to Route A (Along the existing byway) as they felt it would have a negative impact on the rural nature of the byway, that increased cycle traffic would put other users and nearby residents at risk of conflict, and that it would increase the risk of motorised traffic using the byway                   <ul style="list-style-type: none"> <li>▪ A few of these respondents indicated that work had already taken place along the B1047 to improve cycle and pedestrian routes in the area, so felt that additional work was not needed</li> </ul> </li> </ul> </li> <li>• A few of the respondents who discussed this theme indicated they support Route B (High Street and Horningsea Road) as they felt this was a more direct route than Route A, that work had already taken place here so would require less disruption, and would have less of an impact on local residents</li> </ul>
<b>Horningsea Greenway element 2: Fen Ditton church road arm closure with landscaping around the</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme indicated they were opposed to this element. These respondents felt this would have a negative impact on the Church and cause issues with traffic flow, particularly during events, as motorised vehicles needed the Church Road arm in order to turn around due to the limited space available on High Street</li> </ul>



<b>churchyard entrance</b>	
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that ongoing maintenance needed to be considered as part of these proposals, indicating that current cycle routes and pedestrian paths were damaged from tree routes, blocked from overgrown hedges, and lacked gritting during poor weather</li> <li>• A few of the respondents who discussed this theme had concerns about the planting planned at crossing points. These respondents felt that these plants needed to be small and well maintained to ensure sight lines and visibility weren't impacted</li> <li>• A few of the respondents who discussed this theme felt that more maintenance and improvements were needed along Newmarket Road and in Queen Ediths, as these were the areas they struggled with when travelling into Cambridge</li> </ul>
<b>Baits Bite Lock</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that Greenway improvements should include Baits Bite Lock and the associated river path. These respondents felt that this was a route already used by pedestrians and cyclists travelling from Horningsea to Milton/Waterbeach (and onwards to Cambridge North and the Science Park), although the path was generally unsuitable and Baits Bite Lock was difficult to cross, particularly for those with mobility aids, pushchairs, and larger cycles.</li> </ul>
<b>Lighting</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that lighting would be important along all the routes to ensure Greenways users were able to travel safely <ul style="list-style-type: none"> <li>○ A few of these respondents felt that solar lights would not be adequate enough for users to travel safely</li> </ul> </li> </ul>
<b>Horningsea Greenway element 1: Wadloes path to Ditton Meadows 'Bow-Tie' improvements</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that the bends in the 'Bow-Tie' needed further improvements to 'straighten' them. The bends were felt to be difficult for cyclists to navigate.</li> </ul>
<b>Quy to Lode path</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that improvements could extend to the disused Mildenhall railway line. This was felt to offer an off-road route that would connect to Burwell and other nearby locations and national cycling routes</li> </ul>
<b>Swaffhams Greenway element 10: Traffic free slip road and cycle</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme were concerned this element could cause potential accidents between motorised vehicles and cause problems for residents trying to leave Swaffham Prior due to the heavy use of this section of road</li> </ul>

<p><b>priority to Swaffham Prior</b></p>	<ul style="list-style-type: none"> <li>○ Most of these respondents felt this element was of little benefit to cyclists and pedestrians. These respondents felt the slip road's foot/cycle path could be widened instead</li> </ul>
<p><b>Horningsea Greenway element 7: Horningsea village gateway</b></p>	<ul style="list-style-type: none"> <li>● Most of the respondents who discussed this theme indicated they supported this element, as they felt motorised traffic would often speed into and through Horningsea, making it unsafe for residents and cyclists/pedestrians</li> <li>● A few of the respondents who discussed this theme indicated they were opposed to this element as they felt, without enforcement, motorised traffic would take risks and increase the chance of accidents, while offering little benefit to cyclists</li> </ul>
<p><b>Bottisham Greenway element 1: Crossing Ditton Lane</b></p>	<ul style="list-style-type: none"> <li>● Some of the respondents who discussed this theme indicated they supported Option C (New underpass beneath Ditton Lane linking existing paths). These respondents felt this was the safest Option that allowed the greatest amount of non-motorised users to cross Ditton Lane <ul style="list-style-type: none"> <li>○ A few of these respondents felt that the entrance/exits needed to be wide enough to accommodate high levels of non-motorised traffic and well-lit to ensure user safety</li> </ul> </li> <li>● Some of the respondents who discussed this theme felt that Option A (Use the existing signalised crossing and continue path across junction) or Option B (Altered shared use path alignment with landscaping) should be pursued instead, with a slight preference for Option B</li> </ul>
<p><b>Shared-use paths</b></p>	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme were concerned about potential conflict between non-motorised users on shared-use paths. Some of these respondents felt that the paths needed to be made wide enough (3.5m+) to allow safe passing. Some felt segregated paths should be implemented instead</li> </ul>

## Question 6: Do you have any comments on the suggested options for signage and wayfinding?

64 respondents left comments on question 6, which asked for respondents' comments if they felt any of the proposals would positively or negatively impact on the environment.

### Summary of main themes

Comment theme	Respondent comments
<b>Abbreviations</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that the abbreviations of place names could be confusing for those not familiar to the area or confused for other locations                             <ul style="list-style-type: none"> <li>○ Some of these respondents felt that full place names would be more suitable</li> </ul> </li> <li>• A few of the respondents who discussed this theme felt more positively about the abbreviations but felt a key was required at regular intervals</li> </ul>
<b>Consistency with other signage</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the signage should be consistent with that used for other cycle/footpath networks                             <ul style="list-style-type: none"> <li>○ Most of these respondents felt the signs should match the National Cycle Network signage</li> </ul> </li> </ul>
<b>Minimal</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that signage should be kept to a minimum to avoid confusing users</li> </ul>
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that regular maintenance of the route and signage needed to be considered as part of the proposals</li> </ul>

## Question 7: Please comment if you feel any of these proposals would either positively or negatively affect or impact on any such person/s or group/s

36 respondents left comments on question 8, which asked for respondents' comments on the route and travel hub options.

### Summary of main themes

Comment theme	Respondent comments
<b>Disability</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt the proposals would be beneficial to those with disabilities, as they would add more accessible routes and pathways</li> <li>• Some of the respondents who discussed this theme felt that considerations needed to be made for those with</li> </ul>

	<p>disabilities. In particular; ensuring that paths and pinch points were wide enough for mobility aids and larger cycles; that crossing points were limited or allowed continuous travel across them; that cyclist speed was limited to reduce conflict between Greenway users, particularly those with protected characteristics</p> <ul style="list-style-type: none"> <li>• A few of the respondents who discussed this theme were concerned about the proposals around the church in Horningsea, particularly around the current and planned disabled parking for the church</li> </ul>
<b>Age</b>	<ul style="list-style-type: none"> <li>• Most of the respondents who discussed this theme felt that considerations needed to be made for younger/older residents. In particular; ensuring that paths and pinch points were wide enough for pushchairs and larger cycles; that crossing points were limited or allowed continuous travel across them; that cyclist speed was limited to reduce conflict between Greenway users, particularly those with protected characteristics</li> </ul>
<b>No issues</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that the proposals would have no impact on those with protected characteristics</li> </ul>

## Stakeholders responses

### Background

12 responses were received on behalf of a number of different groups or organisations.

County Councillor Anna Bradnam  
 Barton & District Bridleway Group  
 Bottisham Village College  
 British Horse Society  
 Cambridge PPF  
 Camcycle  
 CTC Cambridge

Fen Ditton Parish Council  
 Natural England  
 Swaffham Bulbeck Parish Council  
 Swaffham Prior Parish Council  
 The Parish Church of St Mary the Virgin  
 Fen Ditton

All of the responses from these groups will be published alongside the results of the public consultation survey. The following is a brief summary of the common themes expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

### Summary of main themes

<p><b>Bottisham Greenway element 1: Crossing Ditton Lane</b></p>	<ul style="list-style-type: none"> <li>• Most of the stakeholders who discussed this theme indicated they supported Option C (New underpass beneath Ditton Lane linking existing paths) as it offered a safe and direct route across Ditton Lane. These stakeholders felt that the underpass should be designed so there were good sightlines into and out of the underpass, that it would be well lit, and that the gradient for the ramps was kept minimal so it was accessible to all types of non-motorised users                         <ul style="list-style-type: none"> <li>○ Some of these stakeholders indicated this was their preferred Option</li> <li>○ A few of these stakeholders felt mounting blocks should be included to ensure there was equestrian access to the underpass</li> </ul> </li> <li>• Some of the stakeholders who discussed this theme indicated they preferred Option B (Altered shared use path alignment with landscaping) over the other Options, as they felt it offered a safe, accessible crossing without impacting on the environment or traffic flow</li> </ul>
<p><b>Bottisham Greenway element 5: Lighting, surfacing and visibility improvements to A14 underpass</b></p>	<ul style="list-style-type: none"> <li>• Most of the stakeholders who discussed this theme indicated they supported this element. These stakeholders felt that improvements to the underpass should ensure there were good sightlines into and out of the underpass and that routes were clear and accessible to all non-motorised users</li> </ul>

<p><b>Horningsea Greenway element 3: The byway between Green End and Horningsea Road</b></p>	<ul style="list-style-type: none"> <li>• Some of the stakeholders who discussed this theme indicated they preferred Route B (High Street and Horningsea Road) as they felt this was a more direct route than Route A, that work had already taken place here so would require less disruption, and would have less of an impact on local residents</li> <li>• Some of the stakeholders who discussed this theme indicated they preferred Route A (Along the existing byway) as it was more accessible to all types of non-motorised traffic, particularly equestrians. These stakeholders felt the commitment to respecting the rural nature of the byway was very important</li> </ul>
<p><b>Horningsea Greenway element 6: Horningsea Road/A14 junction 34 improvements</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme indicated they supported this element with a few of these stakeholders indicating this was particularly important for equestrians due to the high speeds of Horningsea Road</li> </ul>
<p><b>Swaffhams Greenway element 3: Stow Road/Orchard Street/Church Road junction</b></p>	<ul style="list-style-type: none"> <li>• Most of the stakeholders who discussed this theme indicated they preferred Route A (round the back of the Wheatsheaf pub) as they felt this was a safer route that could be accessible to all forms of non-motorised traffic</li> </ul>
<p><b>Bottisham Greenway element 2: The Wing Development to Airport Way</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme indicated they supported Option A (Parallel to the eastern access road) as they felt it could be accessible to all forms of non-motorised traffic and offered connectivity to the Newmarket Road Park &amp; Ride site</li> <li>• Some of the stakeholders who discussed this theme indicated that they preferred Option B (Direct from the Wing development towards Airport Way roundabout) as it offered a safe route away from the main road. These stakeholders felt that Option A (Parallel to the eastern access road) should also be developed as it was needed to fully access the Newmarket Road Park &amp; Ride</li> </ul>
<p><b>Horningsea Greenway element 2: Fen Ditton church road arm closure with landscaping around the churchyard entrance</b></p>	<ul style="list-style-type: none"> <li>• Most of the stakeholders who discussed this theme indicated they were opposed to this element. These stakeholders felt this would have a negative impact on the church and cause issues with traffic flow, increasing risks of conflict between users</li> </ul>
<p><b>Horningsea Greenway element 1: Wadloes path to Ditton Meadows 'Bow-Tie' improvements</b></p>	<ul style="list-style-type: none"> <li>• Stakeholders who discussed this theme indicated they supported this element. Some of these stakeholders felt that more could be done to improve the bends within the design to ensure the route was accessible to all forms of cycle</li> </ul>

<p><b>Links to other areas</b></p>	<ul style="list-style-type: none"> <li>• Some of the stakeholders who discussed this theme felt that the Bottisham Greenway route should extend to Swaffham Bulbeck as this would be important for students at Bottisham Village College</li> <li>• Some of the stakeholders who discussed this theme felt that the Greenway routes should include Baits Bite Lock, as this was an important link between Milton/Waterbeach and Horningsea Road that was in need of improvement</li> </ul>
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**Email, social media and consultation event responses**

12 responses were received regarding the consultation through email and social media platforms, such as Facebook and Twitter. Comments were too singular to be grouped together for analytical purposes but followed the sentiment given within comments in the survey.