



GREATER
CAMBRIDGE
PARTNERSHIP

St Ives
greenway

St Ives Greenway: you said, we did

Summary of actions we've taken from the public engagement

Introduction

Following the public consultation exercise on the St Ives Greenway proposals held in Spring 2023; all of the data submitted has now been analysed and compiled into a report outlining the overarching themes that emerged.

The full report of which the below information was based upon will be uploaded to the GCP website.

The feedback received from the consultation, forms an integral part of the next phase of this project. Where we have been able to, we will incorporate comments and suggestions into the next round of design.

The following information outlines what the public and stakeholders said they wanted to improve or disagreed with, and how the GCP plan to act upon this. It outlines where the GCP have acted on the suggestions and sets out the changes that will be made to the design of the Greenway or where changes will not be made, and the reasons for this.

The table below is broken down into three sections representing the Oakington to Cottenham, Fen Drayton and Over Bridleway sections of the scheme, as outlined in the main report.

YOU SAID	WE DID
Oakington to Cottenham	
You recommend adjustments to existing signage locations to remove obstructions/barriers, as a way to encourage cyclists to better use the existing path alongside the guided busway.	We have developed a wayfinding strategy across all 12 Greenways to ensure that all active travel users can safely navigate along each route. The St Ives Greenway has been identified as one of two routes (alongside the Linton Greenway) to test this strategy.
You supported proposals to improve access for walking and cycling along this section of the greenway, including the provision of shared user paths.	We will continue to develop the proposals to the next design stage, taking into consideration some of the specific comments raised through public engagement. A summary of public and stakeholder feedback will go to our Executive Board in June.
You suggested that lighting should be provided along the route to assist users - although acknowledged this would need to be minimised, as it could have negative impacts on the local environment.	We are reviewing lighting options for this off-road route and considering the use of solar studs along the path. A lighting strategy is currently being developed across all 12 Greenways to ensure that all active travel users can safely navigate along each route.
You raised concerns with the design of the route between Cottenham and Westwick, where the proposed shared use path abruptly connects to the carriageway. You also requested a formal signalised crossing at this location to assist cyclists.	The design of this section will be revised to address the 90-degree bend in the Greenway alignment, though the proposed traffic calming feature will be retained. This has been specifically designed to control speeds along the road and will have a greater impact than a new signalised crossing. The scheme will also be subject to an independent Road Safety Audit.
You suggested that the scheme is extended further within	The suggested extensions are not in the scope of the programme and will not be taken forward in the next

<p>Cottenham and through the village of Oakington, towards Dry Drayton.</p>	<p>stage of design. However, the current scheme links to a widened developer provided path within Cottenham, while a third-party developer of the Oakington Road housing estate has plans to provide a safe crossing, as part of upgrades to the mini-roundabout. The proposed extension towards Dry Drayton could potentially be considered as a Phase 2 scheme in the future.</p>
<p>You indicated a preference to align the route along the west side of Oakington Road between Westwick and Cottenham, instead of the east side, as this would connect to the new housing developments along Newton Close and Clarke Close.</p>	<p>The proposed route has been aligned along the south-east side of road, as there are fewer houses and gardens along this alignment that would interfere with the route. The proposed alignment also passes further into Cottenham without disruption from buildings and physical obstructions.</p>
<p>You highlighted a need for further segregation and separation between pedestrians, cyclists, equestrians and motorists.</p>	<p>The limited space that is available along the route has been maximised and the design is LTN 1/20 compliant, providing enough space for pedestrians, cyclists and equestrians. Where possible, a 0.5m verge has been incorporated into the design, between the carriageway and the shared user path, to provide further separation between motorists and Greenway users.</p>
<p>You expressed your concern at the prospect of trees being removed and suggested that new greenery / planting is added along the route.</p>	<p>The removal of trees will be minimised. Where this is unavoidable, removed trees will be replaced in line with biodiversity targets.</p>
<p>You requested that a smooth, flat surface is provided for walking and cycling.</p>	<p>The surface treatment has not yet been confirmed, but a smooth, flat surface will be provided for walking and cycling in particular. Where possible, a grass strip will be provided alongside this path. The shared use path will be accessible for walking, cycling, and horse riding.</p>
<p>You raised concerns about the speed of vehicles along the existing Oakington Road - Station Road.</p>	<p>Traffic calming measures in the form of Sinusoidal humps are proposed between Oakington and Westwick to reduce vehicle speeds.</p>
<p>You highlighted a lack of disabled parking provision near the scheme extents.</p>	<p>The provision of new disabled car parking is not in the current scope, though car parking along the route is being formalised to accommodate the proposed Greenway. Cycle parking is currently provided at the Cambridge Busway stop in Oakington and consideration for larger cycle racks will be passed on to the Busway team.</p>
<p>You expressed your concern with the existing 60mph speed limit along Oakington Road and suggested it should be reduced.</p>	<p>A local highway improvement scheme has introduced a speed limit buffer to Oakington Village and no further speed limit reductions are proposed at this time.</p>

	The speed limit at the Cottenham end of the scheme is currently 30mph. Alongside the 60mph section, the proposed Greenway path is set back from the road, with a hedge row providing a buffer. The route design is compliant with LTN 1/20 guidance.
You raised concerns with the perceived narrow pinch point between Westwick and Oakington.	The footway provision along this section will be a minimum width of 1.5m and in compliance with Cambridgeshire County Council policy. It will not be possible to increase the width any further along this section due to the mature hedgerows.
You suggested that the grass Bridleway verge is repositioned so that it is not located directly alongside the existing road.	The layout will be revised, so that the hard surfaced path is located between the carriageway and the grass strip (which is primarily intended for equestrians). This will ensure that the equestrian grass verge is located furthest away from the road.
You suggested that the shared use path through Westwick towards Oakington should be made available to horse riders, as well as to cyclists and walkers.	There is not enough width available along this section to provide a 3m path for horse riders. However, there is a bridleway around the edge of Westwick, which provides access to the busway bridleway. Furthermore, horse riders are not excluded from using the carriageway as current.
Fen Drayton Link	
You supported the proposals to improve access for walking and cycling along this section of the Greenway, noting it would enhance safety, connectivity and accessibility.	We will continue to develop the proposals to the next design stage, taking into consideration some of the specific comments raised through public engagement. A summary of public and stakeholder feedback will go to our Executive Board in June.
You indicated a preference for lighting provision along the route to assist users although acknowledged this should be minimised, due to the potential environmental impacts on the adjacent nature reserve.	We are reviewing lighting options for this off-road route and considering the use of solar studs along the path.
You highlighted previous flood events along this route and raised concerns with the risk of future flooding, which could impact the Greenway.	We have undertaken flood risk assessments and have considered the flood risk and reviewed the potential impacts of flooding on the proposed scheme. While there is a possibility of flooding along the route, the relatively low level of risk is considered to be acceptable for the scheme to progress and the scheme proposals will not exacerbate this existing flood risk. Furthermore, a bound surface is proposed along the route, so that in the rare event of flooding, the path is not severely damaged or washed away.
You expressed concern that traffic volumes, speeds and air pollution could increase, as a consequence of the route being surfaced.	The improvements will support a modal shift towards active travel, by providing a high-quality route for walking and cycling. While there is a risk that resurfacing the route may increase traffic volumes, traffic calming features along the route should help to reduce vehicle speeds and minimise

	emissions. The scheme will also be subject to an independent Road Safety Audit.
You noted that a grass verge previously existed along the central east-west section of the route, but this was damaged by vehicles. You also suggested that this grass verge be reinstated, to provide a soft surface for walkers and equestrians.	This will be reviewed and addressed as part of design changes.
You expressed a desire for the rural character of the route to be protected, with additional greenery planted through the scheme.	The proposed surfacing works along the route will be confined to the width of the existing carriageway, so there is no intrusion into the adjacent grass verges and vegetation. Where it is necessary to cut back existing hedgerows to improve visibility sight lines, this clearance work will be minimised to limit environmental impacts. No additional greenery planting is proposed at this stage, as it is not within the project scope.
You raised concerns with the proposed speed humps, stating they would not be sympathetic to cyclists. You also suggested that any traffic calming features should incorporate gaps for non-motorised users.	Sinusoidal humps have been proposed along the route as traffic calming measures. These adhere to cycle design standards and are LTN 1/20 compliant. They were also considered suitable by local cycle user groups during consultation, as their radius is smooth and easy to pass over for cyclists.
You suggested that the lack of segregation and separation between users would negatively impact user groups with reduced mobility.	There is insufficient width available to provide a segregated facility along this route. However, traffic calming features (e.g., Sinusoidal humps) have been proposed, which should contribute to lower speeds and provide a more comfortable environment. Given the low existing and expected volumes of traffic, the scheme complies with LTN 1/20 guidance. The scheme will also be subject to an Equality Impact Assessment and Road Safety Audit.
You suggested that the scheme is extended to additional nearby settlements e.g., Holywell.	Extending the route is not in the scope of the programme and will not be taken forward at this time. With regards to a connection with Holywell, this proposal would require a bridge structure over the River Great Ouse which is outside of scope. This could be considered as a Phase 2 project if funding became available.
You suggested that the chicane features along the Holywell Ferry Road are removed from the design.	This will be reviewed and addressed as part of design changes.
Over Bridleway	
You supported the proposals to improve access for walking, cycling and equestrians along this section of the greenway, noting	We will continue to develop the proposals to preliminary design stage, taking into consideration some of the specific comments raised through public

the proposed bridleway had been a local aspiration of the Swavesey & District Bridleways Association since their inception in 2001.	engagement. A summary of public and stakeholder feedback will go to our Executive Board in June.
You expressed concern that the proposed bridleway will negatively impact existing footpath users.	Existing public footpaths (178/1 and 225/9) will be upgraded to accommodate all bridleway users. A widened path and new bridge will ensure there is sufficient space for pedestrians, cyclists and equestrians, preventing conflict between users.
You expressed concern with a hard surface being laid along the route (e.g., tarmac), as it could affect the rural character of the existing path.	The rural context of this route has been taken into consideration when identifying a suitable surface treatment. A compacted self-binding gravel surface will be used for the majority of the route. This will ensure the path can be used all year round by different bridleway users. Where there is a risk of surface erosion along steep sections of the path, due to surface water runoff, a bound surface material will be provided.
You questioned whether the scheme was necessary given the proximity of Station Road/Over Road, which is an existing safe route to school.	The Over Bridleway scheme may follow a similar alignment to Station Road and Over Road, but it would provide a valuable, alternative route. The proposed scheme provides more direct off-road access for cyclists and equestrians that is wholly segregated from vehicular traffic. The upgraded path would be LTN 1/20 compliant and provide a useful route for equestrians seeking access to the bridleway alongside the guided busway.
You expressed concern that Cow Fen Road and Market Street are not suitable to accommodate additional demand.	The Over Bridleway will provide a direct link between the village of Over and the guided busway access track/bridleway. Cow Fen Road and Market Street are located outside of the scope of this project.
You indicated a preference for lighting provision along the route to assist users, although acknowledged that this should be minimised to reduce environmental impacts.	We are reviewing lighting options for this off-road route and considering the use of solar studs along the path.
You highlighted safety concerns with the suitability of the existing Busway Crossing.	This will be reviewed and investigated further.
You expressed concern that widening and surfacing the route would have a negative impact on the natural environment and impact the local wildlife in the area.	We have completed initial environmental assessments to assess the potential impacts of the scheme. The environmental impact of the scheme is considered to be minimal, though further assessments will be completed during the next stage of design. Approvals will be sought from relevant bodies before undertaking any works. A tree may need to be removed to enable a replacement bridge to be installed across the Swavesey Drain, but no additional trees have been identified for removal along the route at this stage.
You suggested extending the scheme to additional settlements	Extending the route is not in the scope of the programme and will not be taken forward in

<p>nearby e.g., Swavesey, Longstanton</p>	<p>preliminary design. However, proposed linkages have been noted and could potentially be delivered in the future through alternative projects.</p>
<p>You suggested that the width of the proposed bridleway is enhanced.</p>	<p>The proposed Over Bridleway includes a 3m wide shared used paved path and an adjacent 2.5m grass strip, intended for equestrian use. While there are sections of the scheme where the accessible width of the Bridleway is reduced (e.g., the new bridge), the entire route will adhere to good design standards, with ample room for all bridleway users.</p>
<p>You expressed concern that unauthorised motorised vehicles may use this route.</p>	<p>Bollards will be incorporated into the route at the northern end to prevent unauthorised vehicle traffic. There will be 1.5m gaps between the bollards, that provide access for pedestrians, cyclists and equestrian users, as well as wheelchair users and non-standard cycles such as cargo bikes and bike trailers.</p>
<p>You highlighted a flood risk in the area that would make the path unusable.</p>	<p>We have considered the flood risk and reviewed the potential impacts of flooding on the proposed scheme. While there is a possibility of flooding along the route, the relatively low level of risk is considered to be acceptable for the scheme to progress and the scheme proposals will not exacerbate this existing flood risk. Furthermore, a bound surface is proposed along sections of the route that may be susceptible to occasional surface water runoff, so that in the rare event of flooding, the path is not severely damaged or washed away.</p>