

Cambridge Area Greenways Review



Nigel Brigham & Associates
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A report for



Cambridgeshire
County Council

About the Author



Nigel Brigham founded Nigel Brigham and Associates in January 2016 after leaving Sustrans, where he had worked for nearly 21 years. During that time he led the development of the National Cycle Network across the East of England and built up Sustrans infrastructure and Smarter Choices work overseeing the delivery of practical projects across the region. Nigel has had a long involvement with Cambridgeshire. He undertook the first study of the National Cycle Network in Cambridgeshire, during 1997, commissioned by a consortium of all the District and Highway Authorities. The study was based on site surveys across the County and has been the basis of the National Cycle Network in the County since then.

One of the first results of the report on the National Cycle Network in the County was the work that was done on what was initially known as the Marshall Millennium Cycleway, promoted enthusiastically by Jonathan Barker, Company Secretary at Marshalls. Nigel undertook the work to secure legal agreements and planning permission for the route. Although the route was not completed in time for the Millennium it was rebranded as the Jubilee Route and was opened by Prince Philip as part of the Queen's Jubilee celebrations.

Nigel lives in Peterborough and has cycled and walked around many parts of the region and across Cambridgeshire. He is a passionate advocate of the benefits of walking and cycling and tries to travel actively and sustainably whenever he can.

Acknowledgments

There are many people with great ideas on Greenways, based in the Cambridge area and special thanks must go to Jim Chisholm and Alasdair Massie for their suggestions which have been investigated, with many of them included in the report. John Grimshaw, who is working on the Chisholm Trail has been a source of encouragement.

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1. Introduction

This report is based on fieldwork carried out in April, May and June 2016 to review the Greenway network around Cambridge as shown here.

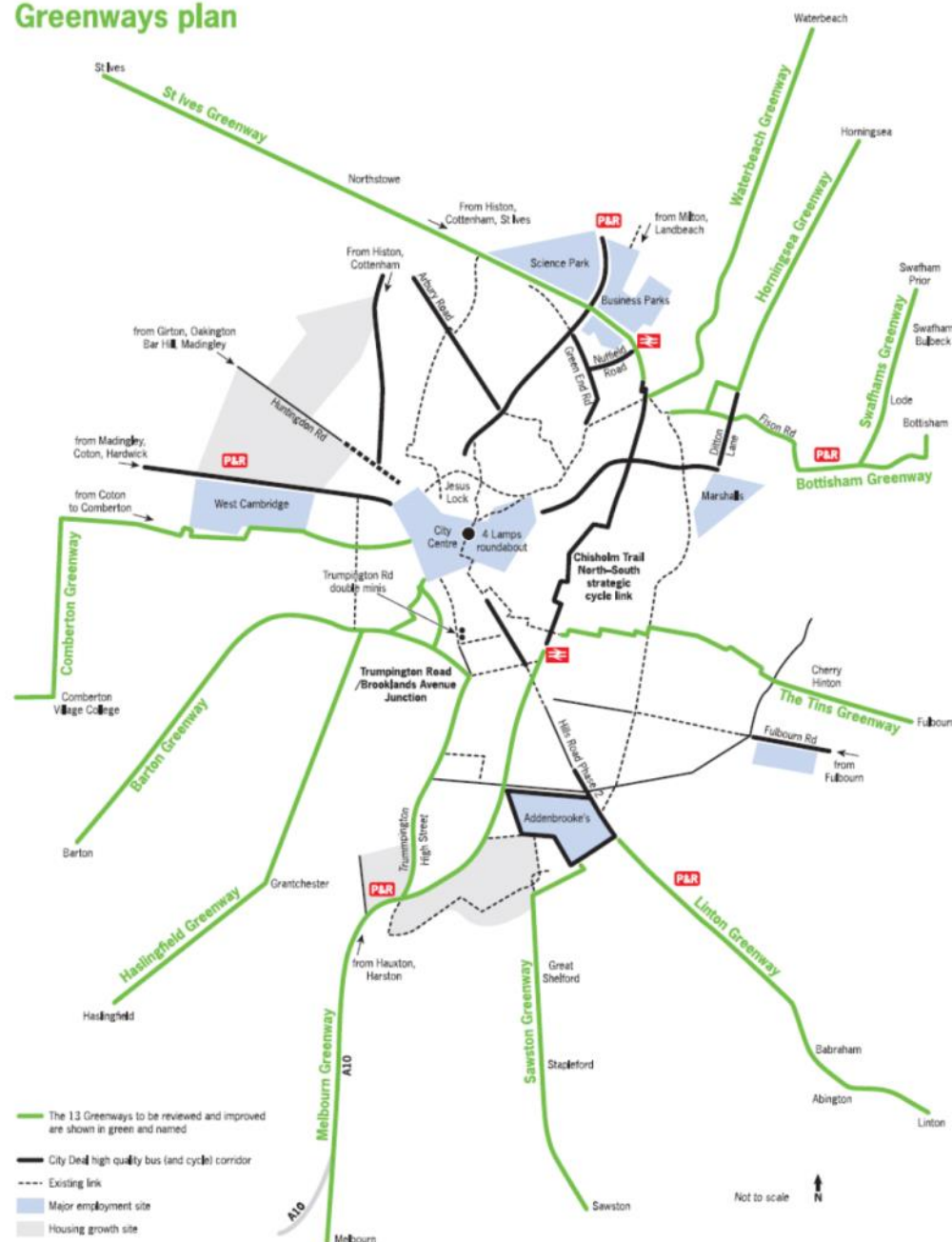
Greenways are defined in various ways but are generally expected to be attractive linear corridors away from traffic and suitable for cycling, walking and sometimes horse-riding. Greenways can be important wildlife corridors as well as corridors for use by people.

The aim of the report is to produce recommendations for Greenways which, when implemented, will increase levels of cycling and walking and be of benefit to as many as possible including horse-riders and those with disabilities. There is a particular emphasis on commuting into Cambridge, from within the Greater Cambridge region in order to reduce traffic congestion as the city grows, and to improve the health of its population.

The Council is looking to establish a high quality Greenway network of routes into the city. Some of this exists already, some requires improvement and some new links are required and recommendations on this are made in the report.

Cambridge has the highest level of cycling in the UK and without this it is hard to see how the city could function efficiently and maintain its high quality of life. A successful Greenways Network around Cambridge is likely to be a key part of the future success of the Greater Cambridge area.

Greenways plan



The Brief for Greenways used in this report was that that Greenway routes should have :

- An all weather, hard surface (generally tarmac) of width of at least two metres, but wider where possible.
- Where the routes follow roads these should preferably have less than 2,000 motor vehicle movements per day, and preferably be subject to 20mph speed limits.
- Where busy roads are crossed, there should be a suitably safe means of crossing the road.

There is no fixed definition of Greenways and this is considered in Appendix 1. There is an expectation that Greenway routes should be attractive and as useful as possible and that in urban areas and where pedestrian usage is high wider paths are likely to be needed. The quality of the Greenway environment and the links to the Greenways are also both important aspects of Greenways.

The opportunity has been taken to look at additional opportunities and links between Greenways. In places this has meant that some of the Greenways have started to merge, which is what would ideally be expected of any good network.

Whilst Greenways are often relatively simple pieces of infrastructure, the development of high quality greenways is not simple. In addition to funding there are three major challenges that need to be addressed:

1. Obtaining the rights for use and construction of the Greenway, which may well involve private landowners.
2. The need to ensure continuity, which can involve the need for high quality crossings of roads, rivers, railways etc.
3. The need to satisfy planning requirements, which will include habitat, flooding and other issues.

This report does not seek to answer all of these issues, but the issues are considered and the report makes recommendations for bringing forward the Greenways and addressing the issues.



In many parts of the world high quality greenways are becoming increasingly common and popular with a population that wants to stay active and travel to and from work in an attractive environment. Cambridgeshire has many attractive Greenways and for businesses this may be a factor in where they choose to locate. The above example is from the Netherlands.



In this example again in the Netherlands a major bridge has been constructed across a railway and a dual carriageway in order to link Greenways and unlock land for development. The bridge was completed before the housing started and shows the big commitment that is needed to make Greenways work really well.

2. Waterbeach Greenway

There is an existing Waterbeach Greenway which follows the River Cam from Fen Road to the Bridge Inn and then continues to Waterbeach Station. This is a delightful route used by commuters, those on leisure trips and those following the rowing along this popular stretch of river.

The existing path is generally below the expected width of a Greenway and the surface has deteriorated significantly over the years since it was built. In addition the final link into Waterbeach is difficult.

If Waterbeach expands significantly as has been proposed as part of the South Cambridgeshire Local Plan 2014 Submission there will be great demands on the Greenway and there is also likely to be a demand for a more direct route than the existing route along the river. With the population living west of the railway a new route that does not involve crossing the railway could be a good option.

The three main options investigated have been:

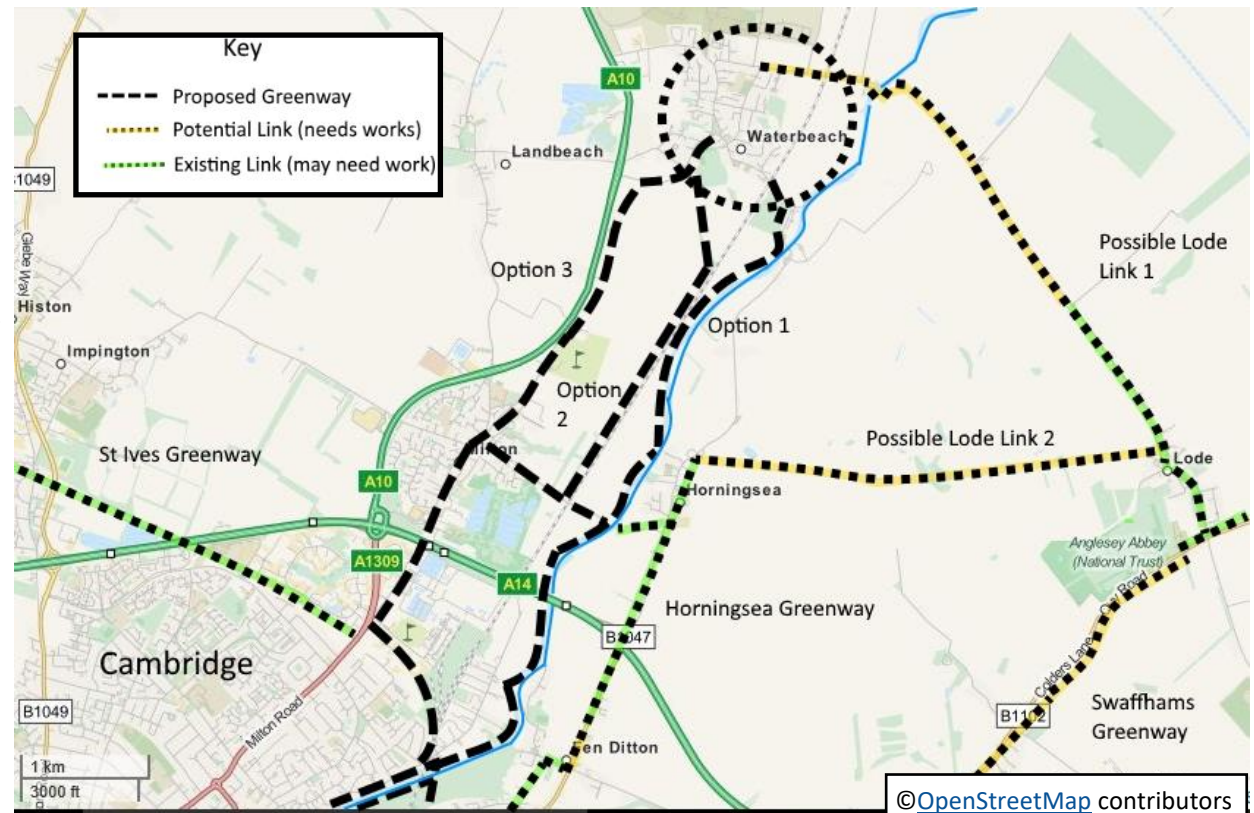
Option 1 — Improvements to the existing Greenway

Option 2 — A new route following the railway line, approximately on an alignment that was due to be delivered as part of Cambridge Rowing Lake plans.

Option 3 — A new route following the A10 corridor but set away from the road.

A number of options in Waterbeach have been explored as well as links with the Horningsea, Swaffhams and St Ives.

Due to the interest in this corridor it is possible that there will be changes in priorities and this report will need to be reviewed regularly, to ensure that it fits in with the latest position.



Plan showing the alignment of options investigated for the Waterbeach Greenway and links



View of the existing Greenway

2.1 Summary

Detailed comments are covered in Appendix 2.

It is not possible to find one individual route that would link all of the potential destinations in a direct attractive manner, due to the significant barrier provided by the railway line, so there is a case for more than one route.

2.1.1 Option 1

The existing Greenway follows the towpath and is generally 1.8m wide from Fen Road/Water Street, Cambridge to Baits Bite Lock. From Fen Road, Milton to Waterbeach the path width varies between 1.2m and 1.5m. The path surface is believed to be crushed limestone and it has deteriorated with a large number of low spots meaning that it is suffering water damage. The Greenway was visited on a wet day and puddles were numerous — see photo below with puddles marked ★



Option 1 (continued)

In order to bring the existing Greenway up to standard it will need widening to at least 2m and resurfacing, to provide a better all weather surface. If a blacktop surface is considered inappropriate a surface dressing could be applied. This will increase the cost and give a poorer riding surface but may be considered more appropriate.

Between Fen Road, Milton and Waterbeach a new alignment is likely to be necessary in places to achieve the required



Tar spray and chippings were added to a sealed blacktop surface on this path near Lode.

2.1.2 Option 2

This alignment has not been fully surveyed on the ground but the ends have been examined and the potential alignment is clearly visible from the train and it looks achievable with landowner and planning support. The route would need a completely new path and the obvious alignment would be to follow Car Dyke from Cambridge Road, Waterbeach to the railway and then follow the railway line to Fen Road Milton, which could either link back to a widened and resurfaced towpath (see Option 1) or could link to Milton, including Milton Country Park. There should be space for a 3m wide sealed path from Waterbeach to Milton at least.

2.1.3 Option 3

This alignment is closest to the ideal desire line and connects well with Milton and the most populated parts of Waterbeach. There is however already a path that follows the A10 which is not at all pleasant, being narrow and close to busy traffic. A route that ran parallel, but away from the road would be far more attractive and would work well, but is subject to landowner's agreement. Highways work is also needed through Milton.

2.1.4 Links

Waterbeach generally lies to the west of the railway but there are a number of interesting links to the east, so good connections across the railway are needed, which are likely to involve existing level crossings. Station Road itself is quite a challenging environment with the road being very busy and large numbers of parked cars. It is important that there is a good route to Waterbeach station and the report looks at options for this. New routes will be needed to link with new developments as Waterbeach grows, as well as links with Waterbeach Business Park and Denny Abbey, Stretham, Ely, Landbeach and Cottenham.

A link with Horningsea is examined as part of this report and this is likely to involve a new bridge over the river, which will be expensive. A link between Horningsea and Lode is covered in the Horningsea Greenway report. A direct link from Waterbeach to Lode via Bottisham Lock has been a long standing ambition, but needs landowner's agreement.

2.2 Recommendations

- Progress Option 3 including:
 - ◇ Improve route through Milton with on road cycle lanes and traffic calming for approximately 1.1 km.
 - ◇ Create new off-carriageway route to north of Milton by re-allocating road space for approximately 600m.
 - ◇ Undertake negotiations with landowners to allow a new route to be constructed to the east of the A10 away from the highway, between the northern edge of Milton and the southern edge of Waterbeach, over a distance of approximately 1800m.
- If possible resurface the existing towpath route. (Option 1)
- Develop proposals and case for a new River Cam bridge to north of Baits Bite Lock for link with Horningsea Greenway.
- Progress ideas for links with new developments in Waterbeach and links with Waterbeach Business Park and Denny Abbey as well as Stretham, Ely, Landbeach and Cottenham.

2.3 The case for Works

Waterbeach is approximately 8km / 5 miles from central Cambridge and even closer to major employment sites like the Science Park. It is on a busy and congested road corridor, so there is a strong case for investing in good alternatives to the car, particularly given the likely increase in population expected in Waterbeach as it grows. Waterbeach Business Park is an important employment area and is seeking to grow so access to Waterbeach is also important.

3. Horningsea Greenway

The Horningsea Greenway is not a classic greenway in that it follows a main road within the highway verge with no verge between path and carriageway — nevertheless it gives cyclists and walkers an alternative to the B1047, which is particularly busy between the A14 and Fen Ditton.

The existing path is generally of the width and surfacing expected for a Greenway although it has no verge separating it from the carriageway which is a disadvantage and the route is not continuous within Fen Ditton.

There is one obvious alignment for the Greenway as shown on the map below, but there are a number of options for links. Any major works on a link are likely to be hard to justify for Horningsea alone but they have potential value as part of longer routes.



View of the existing route



Plan showing the Greenway and links

3.1 Summary

Detailed comments are covered in Appendix 3

There is an obvious need to improve the existing route, but the case for new links is more complicated and extends beyond the Horningsea area.

3.1.1 The Main route

Given the existing provision the obvious priority for the Greenway is to address the deficiencies in the route in the Fen Ditton area. Much of this is already being progressed in the County Councils Cross City Cycling Scheme for Ditton Lane and Links to East Cambridge, but some recommendations are made which will hopefully be useful for that scheme. *Widening and improving Wadloes Footpath and the linkages of the path with Howard Road are also recommended as well as completing the route past Fen Ditton Primary School at least as far as Fen Ditton High Street* . The continuation of the route to Fison Road is less relevant for the Greenway but would be an important route nevertheless.

3.1.2 Link to Lode

There are attractive paths linking Horningsea with Lode via Lode Fen and a combination of existing paths and new field edge paths could make an attractive and useful route particularly when combined with a new river crossing near Baits Bite Lock. Any new route would be subject to landowners and planning agreement, but could help to create a useful route linking the Science Park, Cambridge North Station and vicinity with villages to the east. This all needs to be

considered alongside the new possibilities that will be provided by the Chisholm Trail. *It is recommended that this is investigated further.*

3.1.3 Link to Milton

There is already an established route between Horningsea and the Waterbeach Greenway via Baits Bite Lock using an unsurfaced path and a stepped bridge over the Lock. It would be possible to add ramps to the bridge, but space is tight and this is not as easy as might be the case at Bottisham Lock. It is therefore likely that a new bridge would be a better option. Any new bridge could potentially serve Horningsea residents accessing the Science Park/Milton area as well as Milton/Waterbeach residents accessing employment areas in East Cambridge and would need to be part of a wider network including the Lode link . *It is recommended that this is investigated further.*



3.2 Recommendations

- Complete the existing Greenway including :
 - ◇ Widen existing paths within Fen Ditton for approximately 650m along the B 1047 where space is restricted.
 - ◇ Add new toucan crossing of B1047 to north of Fen Ditton Community Primary School .
 - ◇ Widen existing paths between Fen Ditton and Howard Road for approximately 350m (Wadloes Path and links).
- Widen paths and add 2 raised tables in Howard Road/ Fison Road area.
- Develop proposals and case for a new River Cam bridge to north of Baits Bite Lock for link with Waterbeach Greenway.
- Progress ideas for links with Lode (approximately 4.5 km) including liaising with landowners

3.3 The case for Works

Horningsea is less than 7km from Central Cambridge and already has the basis of a good link so it makes sense to complete this so Horningsea residents can access work and school. The case for new links is more complicated and extends beyond the Horningsea area. A new link with Lode and a new link with Milton would together make an interesting route that would serve the Science Park, Cambridge North Station and the villages well, linking a wide population with employment. Completing one of these links without the other would mean that the number of potential users would be much reduced and this is not recommended.

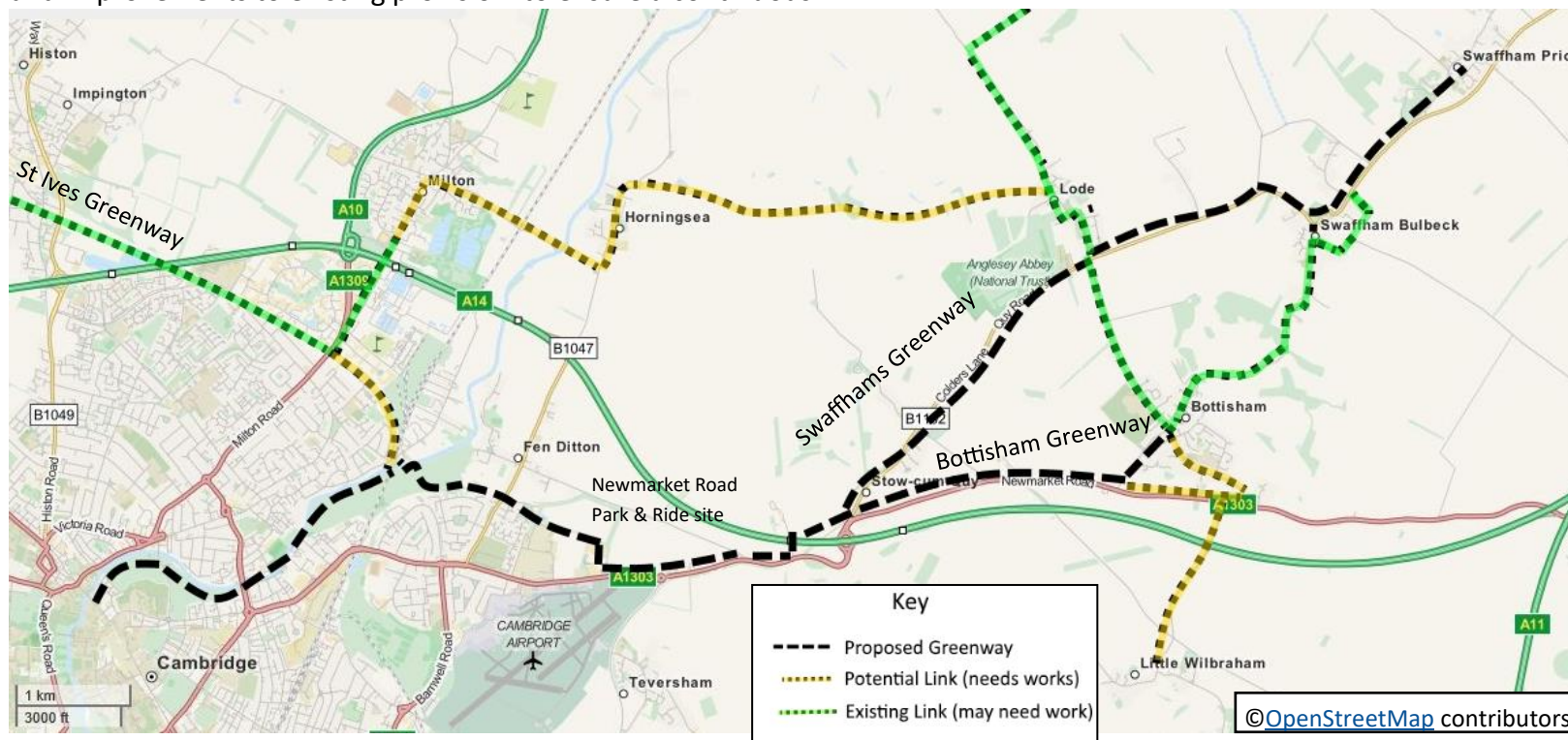
4 Saffhams Greenway

The Saffhams & Bottisham Greenways are the same between Cambridge and the edge of Stow-cum-Quy, where they split. The Cambridge to Stow-cum-Quy section is covered within the Saffhams Greenway report. This section is generally of good quality, but some improvements are recommended around Newmarket Road Park & Ride site and in the Fen Ditton area and near the Ditton Lane/ Fison Road junction.

The proposed route follows the B1102 alignment with new sections of path needed and improvements to existing provision to ensure a continuous

route through to Saffham Prior. A number of links have also been considered including the Milton to Lode link discussed in the Horningsea Greenway section.

View of the B1102 between Lode and Stow-cum-Quy where there is no alternative to the road at present.



4.1 Summary

Detailed comments are covered in Appendix 4.

There is a clear need to fill gaps in the existing route, particularly between Stow-cum-Quy and Lode but there is also a need to address deficiencies in the existing route. Beyond the urban area the case for new links is more complicated and needs to allow for the Chisholm Trail which will significantly improve cross-river access in the eastern part of Cambridge.

4.1.1 City Centre to Newmarket Road Park & Ride site.

The riverside paths through Cambridge are one of the attractive features of the City and some opportunities for improvements, including adding solar studs are proposed. There is a significant pinch-point where the route passes under the railway after leaving Stourbridge Common using a jetty built in the river. John Grimshaw has recommended improvements as part of the Chisholm Trail work and this will become increasingly more beneficial as that work progresses. There is a need to improve the route in the Howard Road/Fison Road area by widening and some minor re-alignment and links. Within Newmarket Road Park & Site there is also a need to improve the route which is very narrow in parts. *Improvements to the route are recommended in a number of locations to improve quality.*

4.1.2 Newmarket Road Park & Ride site to Stow-cum-Quy

The very first section of this route at the entrance to the Park and Ride site is the part of the route in greatest need of attention. It is

narrow with poor visibility *and widening the route and potentially diverting it through the shrub belt adjacent is recommended. Some further minor changes are recommended including that if possible the route should be re-aligned at the approach to the A14 underpass.*

4.1.3 Stow-cum-Quy

The section of route through Stow-cum-Quy is challenging. There is existing traffic calming but the road remains busy, although Main Street itself is delightful and quiet.

Options for new off-road routes both on and away from highway are considered as well as on-road options. *Progressing new off-road links is recommended but this is likely to be difficult and certainly the best options need landowners agreement.*

It is assumed that access through Quy Court has been agreed to link with a new off-road path to Lode.

4.1.4 Stow-cum-Quy to Lode

Negotiations with landowners have been going on for some time and a planning application should be submitted shortly. The proposed path is to be built on a combination of highway and private land to ensure continuity and will cross the B1102 using a central refuge near to the pedestrian/cycle entrance to Anglesey Abbey. *Early completion of this route is recommended.*

4.1.5 Lode to Swaffham Bulbeck

The width of path along this section varies between 1.4m and 2m and the crossings of side roads are of variable standards. The route was built some time ago and does not include solar studs and *it is recommended that works are done to bring the route up to current standards: widening the path in places and improving road crossings.*

4.1.6 Swaffham Bulbeck

Within Swaffham Bulbeck the continuity of the route disappears as there is inadequate space for an off-carriageway route. The sharp bends within the village slow traffic significantly and an on-road option is possible, but in order to maintain continuity *construction of a new length of path is proposed which will be subject to landowners' consent.*

4.1.7 Swaffham Bulbeck to Swaffham Prior

The existing path varies from 1.6m width to 1.9m and again there is scope to improve some of the road crossings and junction details and add solar studs. *Path widening is recommended with priority to particular areas, adding solar studs and improvements to road crossings including in Swaffham Prior.*

4.1.8 Links

There are already various links between Lode and the Swaffhams and the Lodes Way to Wicken Fen. There are also existing links with Bottisham Village College which are examined and the potential new route to Horningsea and Milton, which is considered in the Horningsea Greenway section. *Existing links are considered with a recommendation that there is more investigation of the Lode-Horningsea-Milton route.*

4.2 Recommendations

Some significant improvements can be made using highway land, but the best options will involve some private land. Recommendations include:

- ◇ Construct new off-road route between Stow-cum-Quy and Lode approximately 2.2km (already being considered).
- ◇ Construct new off-road route through Stow-cum-Quy approximately 1km challenging route.
- ◇ Upgrade route through Newmarket Road Park & Ride site and near the Ditton Lane/ Fison Road junction.
- ◇ Construct new off-road route through Swaffham Bulbeck approximately 500m challenging route.
- ◇ Upgrade existing route and in particular substandard sections between Lode and Swaffham Prior over approximately 4km .
- ◇ The new link with Horningsea and Milton provides some very interesting opportunities and should be investigated further.

4.3 The case for Works

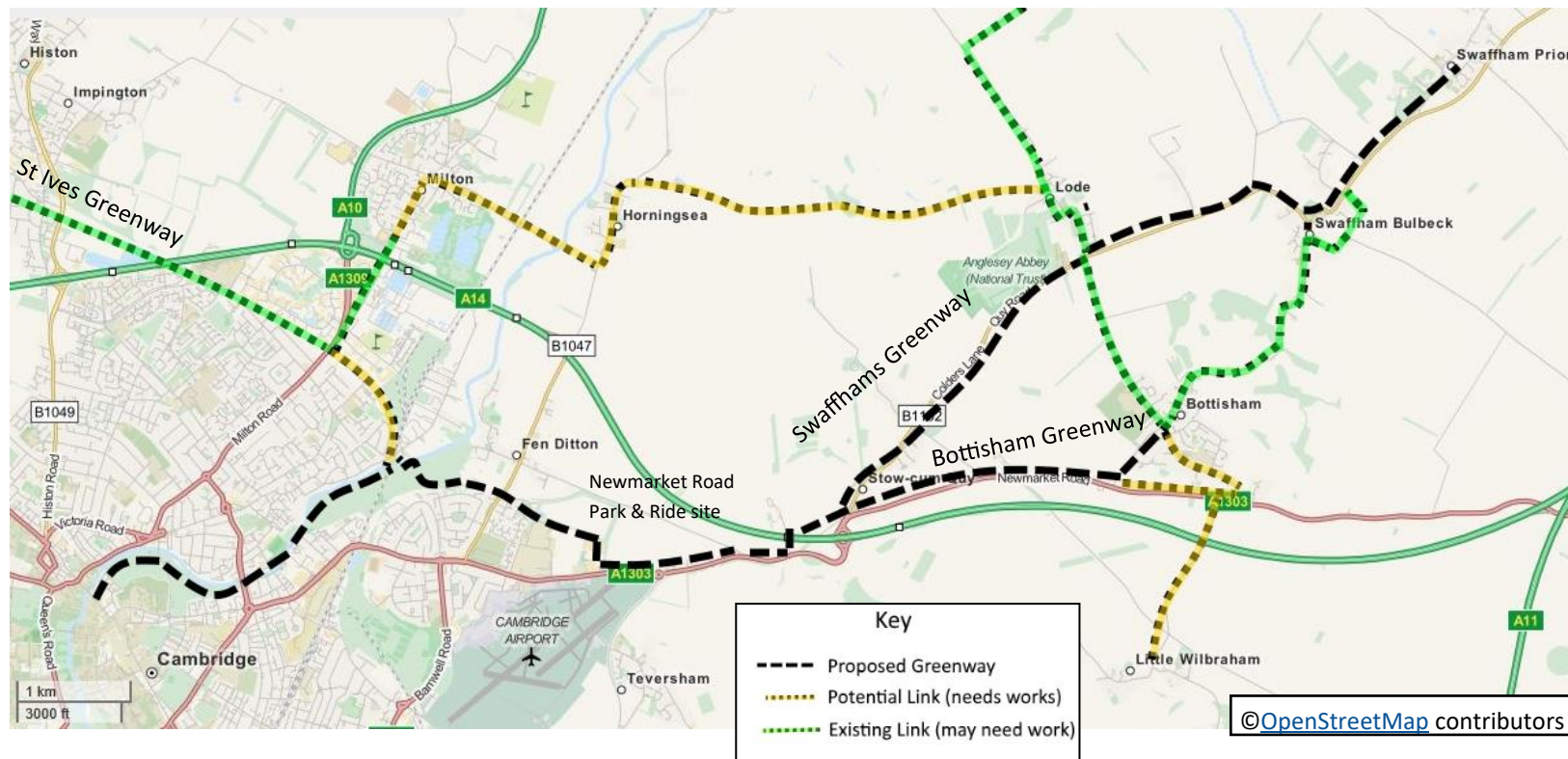
Swaffham Prior is approximately 13km from Central Cambridge , but is much closer to major employers such as Marshalls. The main benefit of this route is in the large number of different communities along the corridor that could benefit, both in terms of trips to Cambridge and shorter local trips. The existing roads into Cambridge are congested at peak times so investing in alternatives would be beneficial. There is an existing route with gaps and substandard sections so any investment should be in a continuous high quality route including through Stow-cum-Quy.

5 Bottisham Greenway

The Swaffhams & Bottisham Greenways are the same between Cambridge and the edge of Stow-cum-Quy, where they split. The Cambridge to Stow-cum-Quy section is covered within the Swaffhams Greenway report. That section is generally of good quality, but some improvements are recommended around Newmarket Road Park & Ride site and in the Fen Ditton area.

The section of route from Stow-cum-Quy to Bottisham is also generally of good quality and no significant changes are recommended, apart from additional works to link up with the road to the Wilbrahams and potentially to the Fulbourn Greenway.

Large numbers on the Bottisham Greenway riding to Reach Fair



Plan showing the Greenway and links

5.1 Summary

Detailed comments are covered in Appendix 5.

5.1.1 City Centre to Stow-cum-Quy

This is covered in the Swaffhams Greenway report. (Appendix 4)

5.1.2 Stow-cum-Quy to Bottisham

This section of route is generally 2m wide and sealed surface set back from the carriageway and meets the Greenway standards. It has no solar studs. As the route enters Bottisham the width reduces but cyclists can also use the carriageway. *Only minor changes to the route are proposed, including adding solar studs.*

5.1.3 Links

There is already a good link between Bottisham and Lode and the Lodes Way. The existing link with Swaffham Bulbeck does not work well as an off-road route but the road itself is relatively quiet — upgrading the Swaffhams Greenway is likely to be a higher priority. There is virtually no provision for those wanting to access the road to Little Wilbraham apart from going on the A1303 itself and *new path works in the A1303 verge are recommended*. Note that the route to the Wilbrahams and Fulbourn has not been surveyed as part of this study.

Existing narrow and very old path in A1303 verge which can be widened to make a useful link.



5.2 Recommendations

The existing route between Cambridge and Bottisham is generally of good quality and the main improvements recommended are the same as those for the Swaffhams Greenway namely:

- ◇ Upgrade route through Newmarket Road Park & Ride site and near the Ditton Lane/ Fison Road junction.

Some minor improvements are also recommended, but the major potential improvement identified would be to widen and resurface the existing narrow path in highway verge to link with the Wilbraham Road.

This would involve:

- ◇ Construct new path in highway verge for approximately 1.2km.

5.3 The case for Works

Bottisham is approximately 10km from Central Cambridge, but is much closer to major employers such as Marshalls. The main works needed to improve the route from Bottisham to Cambridge are in the vicinity of Newmarket Road Park & Ride site so would benefit a number of routes and the case for these works would be strong. The case for the link path to connect with Wilbraham Road is likely to be weaker, due to the relatively small number of beneficiaries, but these works would benefit journeys to school as well as work.

6. Fulbourn Greenway

The Fulbourn Greenway connects Fulbourn and Cherry Hinton with Cambridge Station and the City Centre.

The route links with the Melbourn Greenway at Cambridge Station and the report also looks at potential links to the Bottisham and Swaffhams Greenways and the Linton Greenway.

Plan showing the Greenway and links

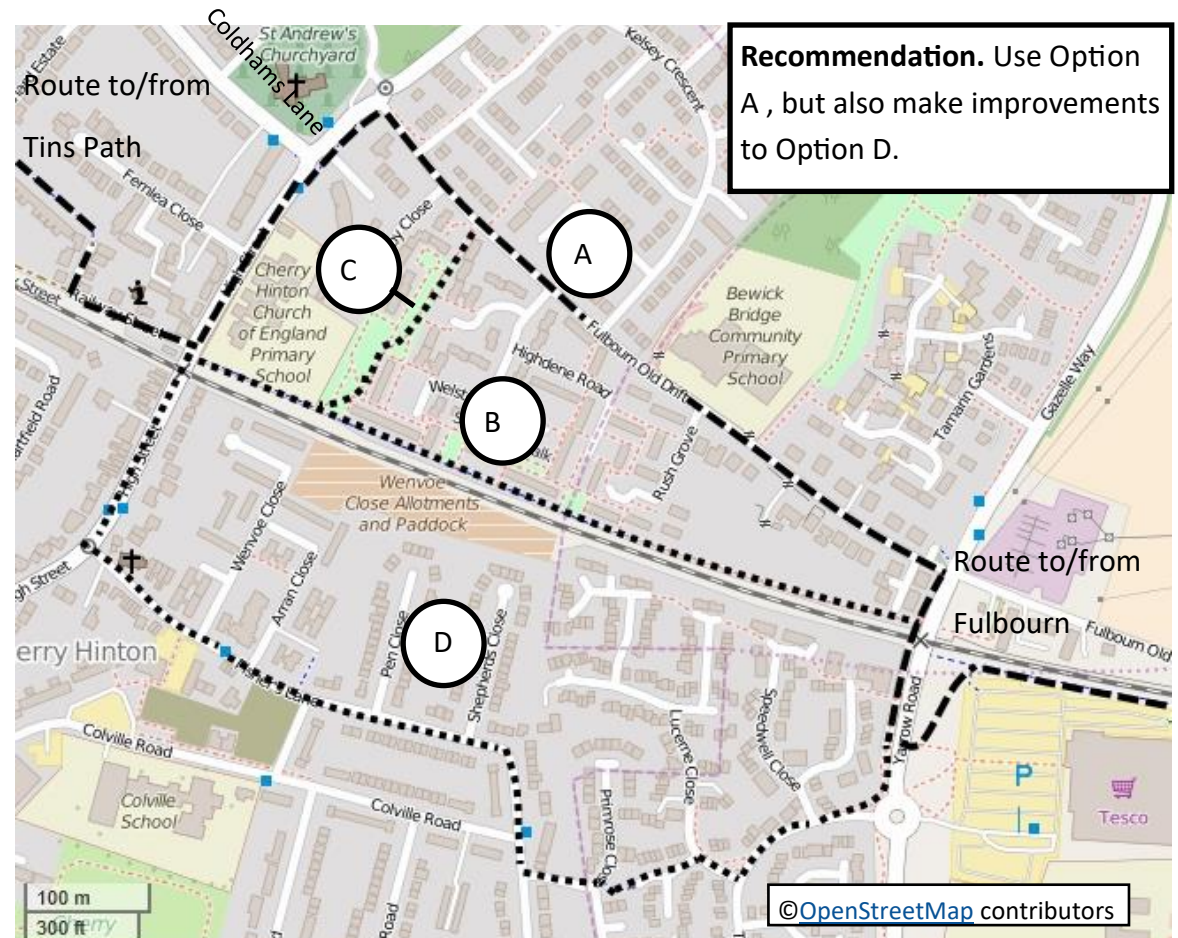


6.1 Cherry Hinton Options

In the Cherry Hinton area it is difficult to choose the best route. The most obvious alignment and the most direct is Option B, but there are difficulties with this and options A and D also have merits and are likely to be more achievable.

Option A. This option follows Fulbourn Old Drift which has the advantage of being quieter than Fisher's Lane (Option D). The official alignment may have to divert from the desire line and use an upgraded Tesco crossing as Option D. It can use existing facilities and new facilities on Cherry Hinton High Street.

Option B. This option follows the railway and the public footpath along this alignment. The path is very narrow and constrained in places and could only be made into a suitable Greenway by widening. It would be possible to remove the existing railway fence and replace it with one set back further on railway land and widen the path onto railway land. This would of course be subject to Network Rail approval. The difficulty with this is that the route needs to cross roads at each end adjacent to level crossings and Network Rail may have concerns about this and may not support the use of their land for this reason. It will not be possible to have a formal crossing of Cherry Hinton High Street or Yarrow Road next to a level crossing so the route may have to be diverted from the desire line.



Option C. This option would be a useful link if Option B develops.

Option D. This option follows residential streets through Cherry Hinton and then joins the new facilities being built on Cherry Hinton High Street. Works are needed to make new links to the existing Tesco crossing and upgrade it to Toucan. Minor works are also recommended to improve the Primrose Close link path. This route has merits for the local residents, but is further than other options.

6.2 Summary

Detailed comments are covered in Appendix 6.

There is an existing route between Cambridge and Fulbourn that works reasonably well but which could be improved.

6.2.1 Cambridge Station to Cherry Hinton High Street.

The existing route between Cambridge Station and Cherry Hinton High Street has been much improved over recent years. Perhaps the greatest challenge is improvements to the existing bridge over the railway on the Tins path. The best option would appear to be a new bridge over the railway and new paths along the rail corridor in the vicinity of the lakes. *Short term improvements to the route in a number of locations to improve quality are recommended, alongside development of longer term schemes.*

6.2.2 Tins path railway issues

The Cherry Hinton area is not as well linked with the Cambridge cycle network as it could be and there would appear to be a good opportunity to link with the Science Park and Cambridge North with a new route following the railway. This will need to be considered as land develops in the area, including opportunities for a new bridge over the railway. *Progressing the design and negotiations in this area is recommended.*

6.2.3 Cherry Hinton High Street to Tesco/Yarrow Road

Improvements to Cherry Hinton High Street are imminent and now is a good time to review routes in the area. The existing established route runs to the north of the railway along Fulbourn Old Drift and this is the preferred alignment *with some improvements.*

6.2.4 Tesco/Yarrow Road to Fulbourn centre

The existing route between Yarrow Road and Fulbourn Centre uses a section of cycleway and then relatively quiet roads. *At Tesco a new link to an existing signalled crossing is proposed and suggestions are made to widen an existing path. In Fulbourn some works are proposed to improve the route.*



If the whole route was to the standard of the recently completed Tins path (adjacent) usage would be likely to be high.

6.3 Recommendations

This route links together a number of very good bits of infrastructure such as the Carter Bridge and the recently upgrade Tins path, but as a whole route it lacks cohesion. Some changes to the existing route are recommended and can potentially be delivered soon:

- ◇ Widen existing path between Orchard Estate and Railway Street in Cherry Hinton for approximately 100m.
- ◇ Add cycle slip, widen paths and alter junction for improved route in and near Cherry Hinton High Street, between Railway Street and Fulbourn Old Drift.
- ◇ Add new paths for approximately 200m to link with existing signalled crossing by Tesco store, Yarrow Road and improve crossing.
- ◇ Widen path for approximately 150m to rear of Tesco store, Yarrow Road in sensitive area.
- ◇ Improve route details in a number of places, particularly at junctions and interfaces between on and off-road sections of route.

There are also interesting opportunities along the rail corridor and that could be opened up with a new railway crossing:

- ◇ Progress plans and land negotiations for a new railway crossing and paths along rail corridor including Greenway near lakes and on towards Chisholm Trail.

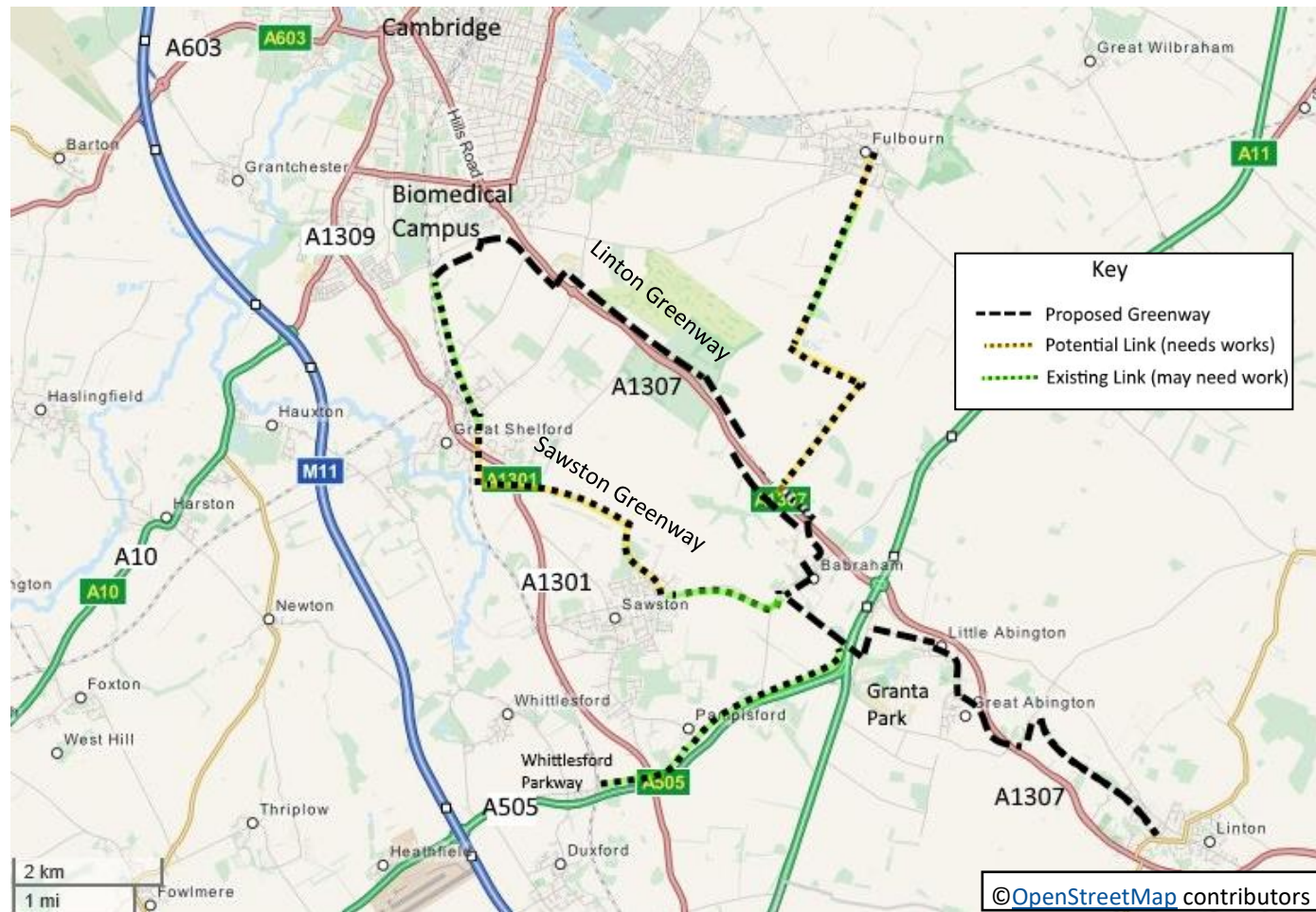
6.4 The case for Works

Fulbourn is approximately 7km from Central Cambridge and with good provision is within relatively easy cycling distance of most major employment sites in Cambridge. Fulbourn itself is an important employment area. The case for high quality cycle routes is strong, with Fulbourn being so close to the City. Many of the improvements identified are in the urban area and could potentially benefit large numbers.

The case for new links between Cherry Hinton and the rest of Cambridge is particularly strong and a new crossing of the railway and routes along the rail corridor could transform some journeys, particularly if this can deliver a long term route to Cambridge North Station and the Science Park.

7. Linton Greenway

The Linton Greenway is made up of a number of distinct sections, with options in key locations. In the Babraham area the Greenway links with the Sawston Greenway providing choices for links with Cambridge and the Cambridge Biomedical Campus.



The existing path that follows the A1307 would be greatly improved by a new route into the Biomedical Campus, which should be possible with a new path through the former Bell School land (now the Nine Wells development). This should ideally be extended with a new path to Babraham Park & Ride site. The route continues in the highway verge following the A1307 and is generally 2m wide and is a sealed surface. There are areas for improvement

including the crossings of side roads and entrances and therefore a new section of path is recommended near to Babraham Institute.

At Babraham Institute a new path is to be built that will continue the existing route to the village.

Between Babraham and Little Abington/Granta Park a good crossing of the A11 is needed, with four options identified. The favoured option is a route that crosses under the A11 besides the Granta, but all options are subject to agreement and need to be explored further.

Between Great Abington and Linton a good, safe crossing is needed of the A1307 and a new bridge is proposed in the vicinity of Hildersham. The big investment needed in a new bridge can only really be justified if there is a high quality route all the way through to Linton and the Village College. A route and options are identified with the best option subject to landowner's agreement.

7.1 Summary

Detailed comments are covered in Appendix 7

The route is discussed in distinct sections and at this stage it is not possible to be sure of what can be achieved so for some sections a number of options need to be kept open. The report also looks at a number of links.

7.1.1 Cambridge Biomedical Campus to Babraham Road Park & Ride site.

It is recommended that a new path at least 3m wide is constructed all the way from Dame Mary Archer Way to the south-west of the A1307, continuing to the existing signalled junction by the Park and Ride site. This will need landowner's agreement.

7.1.2 Babraham Road Park & Ride site to Babraham Institute

On this existing path there are locations where the greenway crosses accesses, with the entrance to the Gog Magog Farm shop being the greatest concern. *A number of locations for possible improvements are identified, including adding a new central refuge and a new section of path, on the opposite side of the road to the existing or re-aligning the carriageway to allow the existing path to be widened.*

7.1.3 Babraham Institute to Babraham Village

A new, 1.1 km, 2.5m wide, shared path is being built between the A1307 roundabout and the Close in Babraham village. This valuable link will connect Babraham village with the Greenway.

7.1.4 Babraham Village to Granta Park/Little Abington

Four options have been considered for the crossing of the A11. *It is recommended that the following options should be taken forward if possible but all options will need to be pursued in case of difficulties with land negotiations and to ensure good links can be achieved.*

- A new route following the Granta under the A11. This could be the most attractive option but requires landowner's consent.



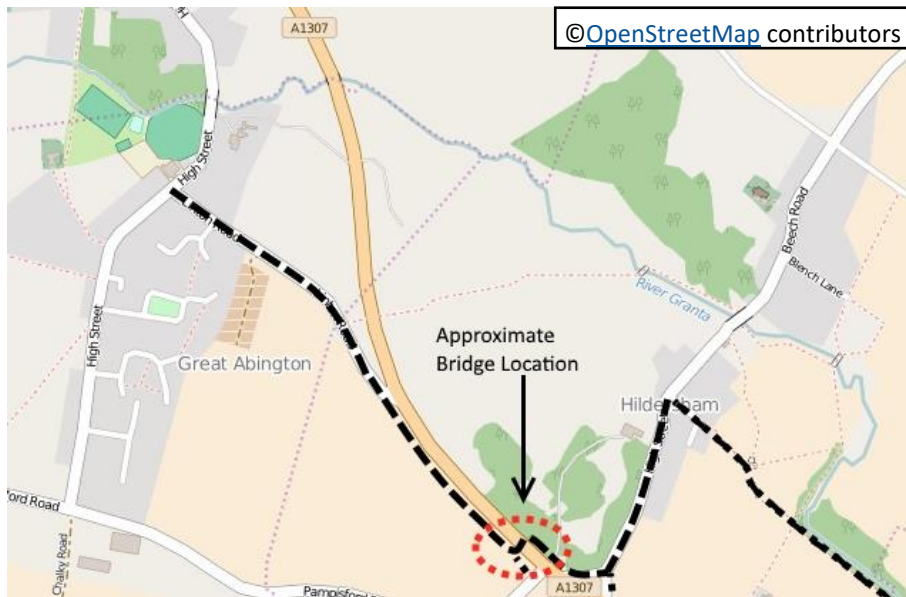
The Granta as it passes under the A11

- A new route using the A505 underpass and existing road bridge over the A11. Space is restricted on this route but it remains an interesting option and it should be possible to re-allocate road space by changing the road to one-way.

7.1.5 Granta Park/Little Abington to Linton

The most obvious route for this is possibly the disused railway that runs parallel with the Granta Park boundary and around Great Abington and then close to the A1307, but this has been discounted as the favoured option because it would not serve well those considered to be the main potential regular users.

A route following existing rights of way between Hildersham and Linton could be one of the most attractive Greenways in the County. The identified alignment links very well with the centres of both villages. *A new bridge over the A1307 is recommended with good links to make this into a high quality route.*



7.1.6 Links

If the Sawston Greenway can be completed to a high standard it is likely that this would be the main route for links between Cambridge and Babraham and would form the 3 Campus cycle route.

A link with Fulbourn is identified in the Tins Greenway section. The route could be upgraded, but is not considered a high priority at present.

An existing path besides the A505 that links towards Pampisford and Whittlesford Parkway is to a good standard, but includes some tricky crossings and the off-road link does not continue all the way to Granta Park. It is important that this is extended to Granta Park and linked to the Linton Greenway.

7.2 Recommendations

- For Cambridge Biomedical Campus to Babraham:
 - ◇ Construct new link all the way from Dame Mary Archer Way, Cambridge Biomedical Campus to Babraham Road Park & Ride site approximately 1.5km.
 - ◇ Improve access crossings along existing A1307 path particularly at the Gog Magog Farm Shop and Wandlebury Country Park entrance.
 - ◇ Construct new refuge crossing of A 1307 by Copley Hill Business Park and new path south-west of A1307 north of Babraham Institute, for approximately 1.2km or re-align carriageway to south-west to allow existing path to be widened.
 - ◇ Complete new Babraham village link through Institute grounds—approximately 1.2km
- For A11 Crossing:
 - ◇ Construct new paths for approximately 2.4 km to link Babraham High Street, with Granta Park entrance and Bourn Bridge Road and to link with the A505 path.
 - ◇ Construct new link from A11 crossing to new Park & Ride site if this goes ahead.
 - ◇ Complete new crossing of A 11 with the preferred option

- For Granta Park to Linton:
 - ◇ Construct new path between Great Abington and A1307 for approximately 750m.
 - ◇ Construct new bridge over A1307 near Hildersham as part of new Great Abington to Linton route.
 - ◇ Construct new Greenway between Hildersham and Linton for approximately 2.5km.
 - ◇ Construct improved path besides A1307 between Linton and Hildersham junction, as part of any road safety scheme

All are possible schemes within the A1307 City Deal project for delivery by 2020 and it will be important to make rapid progress with negotiations.

7.3 The case for Works

The case for improvements along this corridor has already been identified as part of the City Deal work with high priority being given to the corridor with high priority being given to the corridor as part of the A1307 Three Campuses to Cambridge scheme .

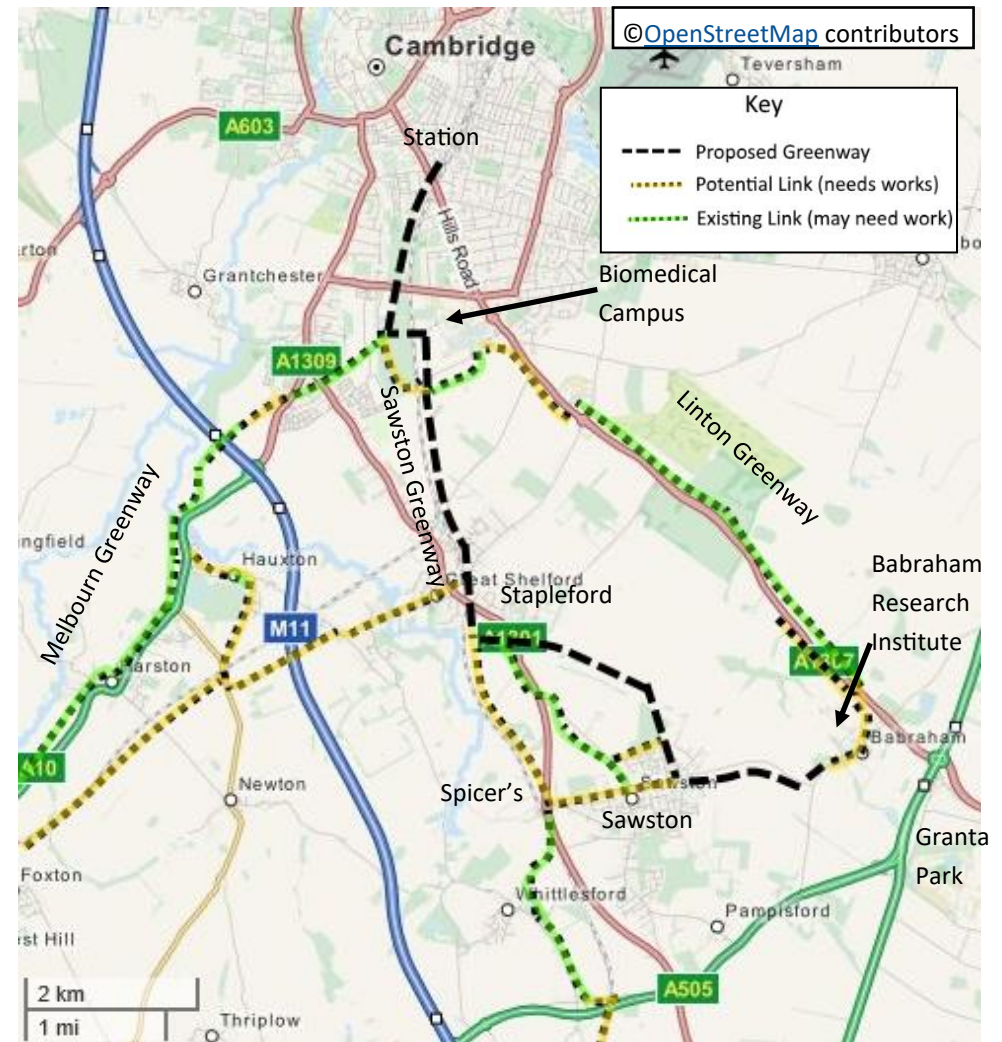
8. Sawston Greenway

The Sawston Greenway is built around the successful path that runs between Cambridge Biomedical Campus and Great Shelford. This gives an attractive and direct Gateway to Cambridge from the south and given the growth to the south of Cambridge this is an important route.

There is an existing route to Sawston which is particularly important for links with Sawston Village College, but the route has some difficult stretches in Stapleford and ways to improve the route have been explored.

The existing Sawston-Babraham path is a very good facility and will link well with the Linton Greenway, but there are issues within Sawston that make accessing the path difficult. For this reason a new route following or close to the disused railway alignment has been looked at as well.

A number of links have also been examined including Whittlesford and Duxford and links to the A10 corridor. At the Cambridge end the route can link with both the Melbourn and Linton Greenways and options are investigated.



8.1 Summary

Detailed comments are covered in Appendix 8.

The route is discussed in three sections. The report also looks at a number of links. The links are important in terms of deciding best options.

8.1.1 Cambridge Biomedical Campus to Shelford Station.

There is an existing route using the “Genome” path, which was the 10,000th mile of the national cycle network. *Path widening is recommended*. Options for improving links with the City Centre are considered as are options to create a more direct route in Great Shelford including a route via Mill Court. *It is recommended that negotiations are undertaken to see if a route can be achieved.*

8.1.2 Shelford Station to A1301 (Cambridge Road) crossing

The existing route through Stapleford is useful and proposals are made to improve it, but the report also looks at a new, better alignment. The trackbed of a disused railway runs almost into Shelford Station and is nearly continuous to the A11 but there are some significant gaps and the disused railway is in multiple ownership, so following it exactly is unlikely to be a practical option. Nevertheless it is a good alignment and includes two grade separated road crossings so has been investigated.

The proposed route would initially follow the disused railway and then would need private land to continue besides the railway and on field edges passing under the A1301 (Cambridge Road) using a disused railway arch and the edge of a private garden. This is all subject to landowner's agreement.

8.1.3 A1301 (Cambridge Road) crossing to Sawston

The existing route that uses the verge of Cambridge Road is an important route and will remain so since it provides a good link with the centre of Sawston and Sawston Village College. *Some improvements to this route are recommended including widening and addition of solar studs, but also more work on a route along the disused railway/River Granta corridor.*

At the Sawston end the relocation of Cambridge City football ground should provide an opportunity for improved access to the new stadium with its associated amenity land and the adjacent residential and employment land in Sawston. However, an examination of the Masterplan does not make it clear how the site will be easily accessed on foot or bike and there appears to be no easy access from the residential area adjoining the site to the proposed Amenity Land. There have been no discussions with the developer or local authority on this yet, so hopefully the reality will be significantly better.

8.1.4 Links

The onward link with Babraham is referred to in the Linton Greenway Report and this combined with a new Sawston Greenway could form the 3 Campus route.

A direct route from Shelford towards the level crossing at Spicers following the railway has been investigated in part, but not fully surveyed. *Developing a route along this corridor and on to Hinxton is recommended.*

A link through Little Shelford and under the M11 towards the A10 corridor has also been investigated. The value of this link is dependant on the works that develop for the Melbourn Greenway.

8.2 Recommendations

- There is an existing route from Cambridge to Sawston via Stapleford, but if it can be agreed with landowners a new alignment is recommended for the Sawston Greenway, including a new route through Great Shelford and Stapleford. However the existing route serves a good purpose and needs improving. Suggested priorities would be:
 - ◇ Upgrade existing route as a “quick win” with revised alignment and road crossing in Stapleford for approximately 150m and path widening, bridge works and re-alignment over approximately 400m.
 - ◇ Construct new link from Shelford Station to the A1301 along the disused railway corridor and leading to the agreed onward route for approximately 1300m.
 - ◇ Construct new path following the disused railway/ river corridor between the A1301 and Sawston linking with the new Sawston Amenities area/ Stadium and residential areas nearby for approximately 3km.
- In order to maximise the benefits of re-aligning the route through Sawston new links along the railway corridor are also recommended. Suggested priorities would be:
 - ◇ Construct new path from disused railway corridor to Spicers Level Crossing for approximately 1.2km.
 - ◇ Look further at opportunities to link across the A505 and with Duxford, Hinxton and the Wellcome Trust Sanger Institute.

8.3 The case for Works

The case for improvements along this corridor has already been identified as part of the City Deal work with high priority being given to the corridor and in particular the Three Campuses (the Biomedical Campus, Babraham Research Campus and Granta Park).

Between Babraham and Cambridge Biomedical Campus the case for a high quality route via Sawston is stronger than the case for a route past Wandlebury Country Park due to the higher population and the level of economic and other activity along the Sawston Greenway route. However a fair comparison can only be made if the quality of the routes is comparable.

The level of economic activity and employment growth along this corridor is significant with the Three Campuses, plus the Wellcome Trust Sanger Institute and the potential of major growth at the Spicers site. The case for improving the route through Shelford is much enhanced if the route also links to improved routes along the rail corridor to the Spicers site and Hinxton for the Wellcome Trust Sanger Institute.



The 10,000th mile path links Cambridge Biomedical Campus directly with residential areas in Great Shelford. Onward links are not as good, at present but the route has great potential.

9. Melbourn Greenway

The Melbourn Greenway is one of the longest Greenways and with its close association with the A10 it is one of the most challenging. At the Cambridge end it can connect very well with the Busway path giving excellent access to employment sites in the south of Cambridge, Cambridge Station etc. The route from Trumpington Park & Ride site to the City Centre is covered in the Haslingfield Greenway report.

Given the busy nature of the A10 the road itself is a significant barrier as well as providing a potential corridor for the Greenway. In places therefore routes are recommended on both sides of the A10.

Due to the complex nature of the route it is inevitable that it will be developed over time and parts of the route are currently under construction or being planned.

A number of links and options have also been examined including Meldreth and Shepreth. A link to Haslingfield is recommended as the Haslingfield Greenway and covered in that section.

An option for a route besides the railway between Foxton and Hauxton could potentially link well with Great Shelford, but a route to Trumpington is favoured.



9.1 Summary

Detailed comments are covered in Appendix 9.

9.1.1 Trumpington Park & Ride site to Harston

The proposed route uses an existing route over the M11 that links with the A10. It then passes via Button End. The proposed alignment follows field edges and is dependant on landowner's agreement. A number of options are possible with the aim being to link up with the Haslingfield Greenway and a direct route towards Trumpington Park & Ride site.

The County Council scheme for Harston will be very important for Harston residents and those accessing services, employment etc in Harston, but given the proposals for Haslingfield Greenway an alternative alignment away from the A10 has also been investigated.



Existing path from Trumpington towards the A10

9.1.2 Harston to Foxton

The route between Harston and Foxton was either under construction or recently completed at the time of survey and is generally 2.5 m wide set within highway verge.

9.1.3 Foxton to Melbourn

There is already a good route being built along the A10 corridor between Foxton and Dunsbridge Turnpike. Dunsbridge Turnpike is a quiet road that links to a recently installed crossing to Shepreth and the A10 path to Foxton. For those travelling between Foxton and Melbourn this would involve crossing the A10 twice and a route that linked Foxton with Melbourn without crossing the A10 would be very beneficial, especially if the A10 gets busier and if a new railway crossing is built at Foxton. The missing section of just over 1km would be challenging but of great benefit. *A new path is recommended, as a long term aim to complement the existing one.*

From Dunsbridge Turnpike the proposed route follows the former A10 into Melbourn. The very wide entrance to the Wyevale Garden Centre is a major concern and *it is recommended that this is avoided with the route crossing the road after the Garden Centre.*

Along the former A10 and beyond the built up area of Melbourn there is an existing path within a wide verge which can easily be widened. *The construction of a path from near the A10 to the Science Park entrance is now underway.* There are some challenges along the route associated with accesses and services.

Within Melbourn the route will need to be on road and it would be appropriate to designate the road through Melbourn as 20mph.

9.1.4 Melbourn and Meldreth to Royston

Meldreth is on the opposite side of the A10 and the railway to Melbourn and a good link is important . This will mean a largely on-road route which can switch to an off-carriageway solution at the pinch-point where the road crosses the railway on a narrow bridge. *A combination of on-road cycle provision and re-allocation of road space is proposed with single-way working over the railway for motorised traffic and a new two-way shared use path.*

The Melbourn to Royston route is partly in Hertfordshire and is dependent for its success on a new bridge over the A505 on the edge of Royston. The bridge site is such that minimal ramps are needed and the bridge links well with existing paths in Royston. Royston has a good network in this part of the town but it would be unfortunate if the bridge was not also accompanied by improvements to Melbourn Road in Royston for a better link with the town centre than currently exists.

The proposed route besides the A10 from Melbourn has already been through the early stages of design and is seeking funding, so is not discussed in detail in this report. From Melbourn to the A10 the route the route will need to be on road initially on village roads and then follow Cambridge Road Royston. A new route is needed in the highway verge on the southern side. *Construction of a route in this verge from the junction with Back Lane is recommended.*

9.2 Recommendations

The plans for the A10 corridor have focused on a complete route and completing a route between Royston and Cambridge is an obvious priority. However additional links are also recommended. The priorities are suggested to be:

- ◇ Complete the Haslingfield Greenway including a new route into Cambridge via the former Treatment Works site, for approximately 750m with a new bridge over the River Cam (span approximately 30m depending on Environment Agency requirements).
- ◇ Improve existing Hauxton path besides A10 for approximately 400m including re-allocating roadscape.
- ◇ Agree route for new route from Harston to Button End and linking with the Haslingfield Greenway and construct new path on field edges for approximately 2km.
- ◇ Construct new route to and through Melbourn from A10 ensuring continuity with a combination of new off-road paths for approximately 3km and 20mph zone through the historic centre of Melbourn for approximately 1km.
- ◇ Complete Meldreth to Melbourn link including improving arrangements at the existing railway bridge with new traffic signals and new paths and ramps for approximately 400m.
- ◇ Construct new path besides A10 between A505 and Royston Road, Melbourn for approximately 1.7km with new bridge over A505 into Royston(span approximately 80m).

- ◇ As a longer term scheme consider the need and options for constructing a new path from Shepreth Road, Foxton to Dunsbridge Turnpike on south-east side of A10 for approximately 1.2km. Much of this can be done on highway land although private land is needed for a good solution. The scheme will need to be considered alongside any changes to the A10 including at Foxton crossing.

9.3 The case for Works

The case for improvements along this corridor has already been identified as a priority with a bid for Growth funding for the A505 bridge and funding already allocated for the A10 corridor from various sources.

The existing link with Cambridge Biomedical Campus and employment sites in the south of Cambridge means that links with Trumpington Park and Ride site have potential to be very useful for those accessing employment sites.

The whole corridor of the Melbourn Greenway links with numerous villages and the larger settlements of Royston and Melbourn and is likely to be an area of considerable housing as well as employment growth and the case for investment is strong particularly closer to Cambridge. The fact that the Greenway links with the Haslingfield Greenway means that there is a particularly strong case for the proposed new section of route past the former Treatment Works site near Hauxton.

10. Haslingfield Greenway

Haslingfield is a community very close to Cambridge, but isolated from the City by busy roads. Opportunities for links with Cambridge are limited because of the limited number of crossings of the M11. All of these options have been explored and the favoured option is to link with the Melbourn Greenway and the approach to Cambridge via Trumpington Park & Ride site.



View towards Cambridge from near the edge of Haslingfield with the cranes at Cambridge Biomedical Campus clearly visible on the skyline.



10.1 Summary

Detailed comments are covered in Appendix 10.

The route falls into two distinct sections either side of the M11. Options for crossing the M11 are discussed with then a focus on the favoured option.

10.1.1 Cambridge Station to Trumpington Park & Ride Site

From Cambridge Station once on the path besides the busway there is an excellent and very popular route all the way to Trumpington Park and Ride Site with links to parts of Trumpington, Great Kneighton and Cambridge Biomedical Campus.

The Masterplan for Trumpington Meadows shows the continuation of the route over the M11 bridge.

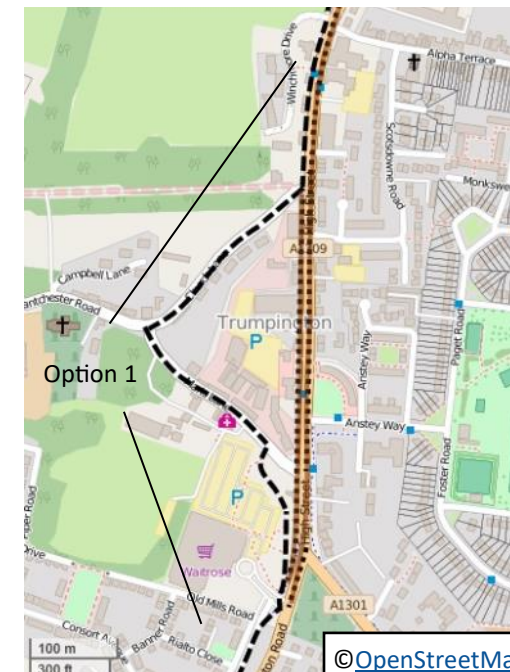
10.1.2 Cambridge City Centre to Trumpington Park & Ride Site

The route leaves the City centre via Mill Lane and Trumpington Street/ Kings Parade. To near Chaucer Road the proposed route follows Coe Fen and New Bit, where the path surfaces and widths are inconsistent. Path widening and constructing a short new link path along a desire line are proposed and this will need careful consideration and more discussions.

There is an established path along the western side of Trumpington Road until it becomes Trumpington Road , but some potential improvements are recommended notably in the Chaucer Road area. There is also an on-road route along Trumpington Road which is variable and needs reviewing.

Once at Trumpington the quality of existing routes is poor and there is a gap in the provision between Winchmore Drive until after Waitrose. There are no easy options and the final route needs consideration in light of discussions about the whole of Trumpington Road. Options are discussed in more detail in Appendix 10 and are indicated on the plan below. Option 1 is potentially the most attractive option.`

As well as connection with the Guided Bus and the path that follows it , referred to previously, the Masterplan for Trumpington Meadows also shows a connection with an existing closed road towards Waitrose and a connection from the development to the Grantchester Road. In order for these routes to work well some significant challenges will have to be addressed in Trumpington.



Option 1 is subject to landowners agreement. There may be opportunities to improve it as part of any future developments in the area.

10.1.3 Trumpington Park & Ride Site to Haslingfield

The 6 existing overbridge crossings of the M11 are shown below. Options using tunnels and adjacent to rivers have not been explored.



Option i.

This crossing is part of the existing Barton—Cambridge route. It could be accessed by a new path from Haslingfield or using Barton Road from Haslingfield. The crossing has some possible benefits but is a long way from the desire line and does not link well with South Cambridge. It is not considered a priority for Haslingfield although improved links from Barton Road/ Haslingfield Road are recommended in the Barton Greenway report.

Option ii.

This is a good crossing of the M11 and is recommended as part of the Barton Greenway, but for Haslingfield it represents a major detour and is not considered the priority.

Option iii.

This crossing carries a public footpath over the M11 and is closer to a direct route between Haslingfield and Cambridge than Option i. or ii. One of the significant problems with this route is the cost and difficulty of modifying the existing bridge, which has steps. The existing ramp could be filled and regraded and extended but that might cause structural concerns. The bridge is also narrow and the bridge parapets would need raising, so this is not an easy option.

Option iv.

There is an existing farm accommodation/ private bridge that crosses the Motorway. It would make a very good route between Haslingfield and Grantchester and is already used by Cantelupe Farm vehicles and cyclists with private agreement with the landowner. The concrete roadway is likely to need some repairs if agreement could be reached but agreement seems unlikely.

Option v

The existing farm accommodation/ private bridge in this location has already been agreed as a cycle facility and it already links well with the A10 path and should link well with Trumpington Park & Ride site and the existing Greenway to Cambridge station. This route has very good links with south Cambridge and the City Cycle network. It has potential to link well with Haslingfield. This combination makes this the favoured option, subject to agreement.



Option iii—The existing bridge showing the stepped ramp.



Option iv— Private Road leading to the private bridge (Marked with arrow) seen from Grantchester side .

Option v. The proposed route

The proposed route follows an existing bridleway between Hauxton and Haslingfield . At the time of visit the surface was reasonable and some cyclists are already using it. A sealed surface preferably 2.5m wide would be needed from the A10 at Hauxton to follow the bridleway through to Haslingfield. Some of the route is used by farm traffic and a better option than the bridleway which is occasionally used by farm traffic may be to follow field edges close to the bridleway alignment.

There is a lot of uncertainty about the exact final alignment because there are a number of landowners involved and their views are not known. It will also be important to consider rights of way issues and the needs of horse-riders and others.

If the Western Orbital did go ahead to the west of the M11 that would open up new options for access, but this alignment would be a good option with or without the Western Orbital.

Option vi.

This crossing is available but is so much less attractive than Option v it has not been given much consideration, although it of course has value for some trips. (See image right)



Option v. Existing route needs a link with Haslingfield



10.1.4 Links

Haslingfield is in an area already popular with cyclists and includes some very attractive quiet roads such as the link with Harlton, where no works are proposed, apart from some possible signing.

Links have been discussed within the various sections and in Cambridge there are numerous links. The development of Option v does not serve as well as a link with Grantchester as Option ii, iii or iv but Grantchester can be accessed via Trumpington. West Cambridge can also be accessed via the City Cycle Network from Trumpington.

10.2 Recommendations

There is currently no good route between Haslingfield and Cambridge unless you are fortunate enough to have agreement to use the private road past Cantelupe Farm. A good new route is needed. The technical challenges of the rural sections of the route are not major, but agreeing a suitable alignment with landowners for the whole route may be challenging. There are however significant technical challenges in creating a coherent and high quality route within Trumpington. Subject to agreement

- ◇ Widen existing path on Coe Fen for approximately 900m.
- ◇ Address deficiencies on existing route particularly Trumpington Road path near Brooklands Avenue junction for approximately 300m
- ◇ Agree and construct new route through Trumpington High Street area .
- ◇ Construct new path and bridge over River Cam for link through former Hauxton Treatment Works site.
- ◇ Construct new path from Haslingfield to A10 approximately following the existing bridleway for approximately 2.4km.



A route that links with the existing bridge over the M11 (left and Option v) is the aim for the Haslingfield Greenway. Whilst the bridge is already available access to the bridge needs works and agreement with the landowners. Part of the existing bridleway link between Haslingfield and Hauxton is shown right .



10.3 The case for Works

Haslingfield is within sight of major employment sites in Cambridge but is isolated from Cambridge by a lack of good routes across the M11. The village has potential for good and easy cycle access to Cambridge and there is a strong case for works especially given that two of the main items identified have many other potential beneficiaries. Any works at the former Hauxton Works site are likely to be needed if that site develops and will also be of benefit for the Melbourn Greenway.

Any works on Trumpington High Street and into Cambridge will benefit users of the Park & Ride site and residents nearby. These will need addressing as part of Trumpington Meadows developments as well as for developments and access further afield.

11. Barton Greenway

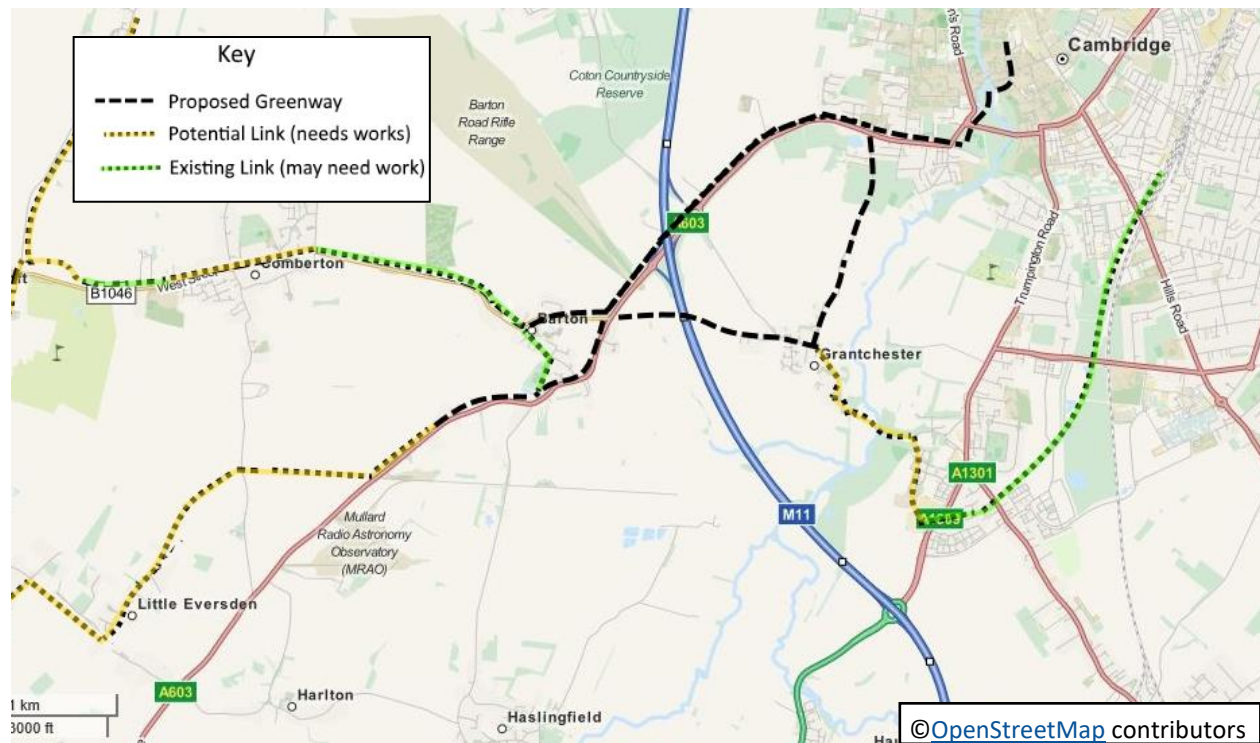
Barton is very close to Cambridge and was one of the first villages to have its own dedicated off-road cycle link with the City. It is an important gateway to the City for a number of villages and the report looks at links beyond Barton to some of these villages.

There are a number of options for routes and given the very different functions of the routes the options have been left open.

The most attractive route from Barton and the route that serves South Cambridge best is the bridleway route via Grantchester. The report recommends surfacing and junction improvements on this and then proposes a new route from Grantchester into the City with the favoured option being a point closure of Grantchester Road. This option will need careful consideration but is a good way of protecting this attractive road and would bring benefits for the village. The existing path from Barton to Cambridge besides the main road serves West Cambridge well and has the advantage of being entirely off-road and lit. Improvements and changes are recommended to the route.

The extension of the Greenway to Comberton is also considered. This is the obvious alignment for Comberton residents heading to the City Centre or South Cambridge. The existing route is narrow and lacks continuity.

The extension of the route beyond Barton along the A603 corridor is considered with the Eversdens as a potential destination. There is a narrow path (see right) for some of the way but much of this route does not exist at present so needs major works.



11.1 Summary

Detailed comments are covered in Appendix 11.

11.1.1 City Centre to Newnham

The proposed Greenway starts at Mill Lane/ Granta Place in the City Centre and despite this being an existing promoted route it is not obvious and not to a similar standard as other comparable routes in the City Centre. The area is precious and heavily used, but there seems to be scope to improve the experience for users whilst also protecting the area and *some changes are recommended*.

11.1.2 Newnham to Barton via Grantchester

Three options have been considered between Newnham and Grantchester and *it is recommended that a new route is developed following the Grantchester Road*. The possible point closure of Grantchester Road would bring significant benefits but will need detailed consultation. A more expensive option than point closure would be to construct a new path following the road along field and sports field edges.

Between Grantchester and Barton there is an existing bridleway that it is a very direct and attractive route. It crosses the M11 on an existing farm accommodation bridge and links well with roads at both ends. Surfacing the existing path and improving junction details at the Barton end with changes to the road layout is proposed.

11.1.3 Newnham to Barton (A603 alignment)

The existing Barton path was innovative in its day with careful consideration given to the crossings of side roads and in places the path well set back from the carriageway. The route generally works well, but space is tight at the Lammas Land end, the crossings of side

roads can be tricky at times, the crossings of motorway slip roads are a concern and path surfacing is an issue, so there is definitely potential to improve the route. *Improvements are proposed which might fit well with Western Orbital plans*.

11.1.4 Barton

Within Barton the existing path continues besides the A603 to the High Street and another path along New Road heads to the village centre. *The main proposals for Barton are in relation to changes to junctions to improve linkages combined with extension of the route further along the A603 corridor* to pick up more of the local population. The existing shared use path stops at Barton High Street and beyond that there is a footway of variable standard to the village edge, where the route finishes. In order to deliver a good quality route the existing path will need to be widened.

11.1.5 Links

The main links proposed aim to link Barton with Comberton and the Mollard Observatory and the Eversdens and also to link the Eversdens with Comberton. Routes can benefit trips to school as well as trips into Cambridge.

11.1.5.1 Barton to Eversdens

From the edge of Barton there is space in the highway verge to continue the path but as it approaches Bourn Brook that becomes more difficult and a field edge path would be a better option. *The aim is to develop a route that continues at least as far as the University buildings*. Beyond the Mollard Observatory the route has not been surveyed, but is considered a valuable route. The obvious alignment would follow the line of the radio telescope or possibly Bourn Brook from the A603 and then follow a field edge path into Little Eversden. Any route will be subject to agreement with landowners and should also address the Little Eversden – Great Eversden link.

11.1.5.2 Barton to Comberton

For Comberton residents heading to central Cambridge and South Cambridge a route via Barton is the obvious alignment. This will also be important for Barton residents going to Comberton Village College. There is an existing off road route but it is to a poor standard and would benefit from rebuilding. Within both Barton and Comberton villages it will be necessary for cyclists to join the carriageway and 20 mph zones in both villages would be appropriate, but between the villages an off-road solution is recommended.

The existing path can be widened relatively easily in places , but land is likely to be needed to get a good quality route.

11.1.5.3 Comberton to Eversdens

A link between Comberton and the Eversdens can use some of the proposed link between the Mullard Observatory and the Eversdens. An additional new link is proposed to link directly with Comberton Village College. The proposed alignment has not been surveyed, but seeks to avoid Royston Lane.

11.1.5.4 Other links

To improve the link with Haslingfield changes to the A603 junction would be beneficial. This is a popular route for cyclists heading for Chapel Hill and beyond.

Within Barton itself the existing path that runs between the A603 and the High Street across Barton Recreation Ground is an attractive path that could easily be widened, subject to local consultation. A higher priority in this case is likely to be changes to the junction where the path meets the High Street .

11.2 Recommendations

As early priority:

- ◇ Upgrade surface of existing path between Barton and Cambridge on A603 alignment over 3.5km, including cutting back vegetation.
- ◇ Upgrade surface of bridleway between Barton and Grantchester over approximately 1.5km to provide a good quality path of at least 2.5m width.
- ◇ Upgrade route between Granta Place and Fen Causeway including new path entrance, path widening for approximately 150m and 2 new bridges.
- ◇ Improve Grantchester-Cambridge route, including possible road closure. Consider early trial for this.

Subject to good progress with land negotiations and subject to planning approval:

- ◇ Construct new upgraded path between Comberton and Barton along road corridor for approximately 1.9km.
- ◇ Extend existing A603 path from Barton to Mullard Observatory for approximately 1.6km.
- ◇ Construct new path from near Mullard Observatory to Little Eversden and to Comberton Village College for approximately 4km.
- ◇ Address crossings of A603 and junction re-alignments including potential new roundabout in vicinity of New Road Barton, roadspace re-allocation and junction changes in the Barton area and Grange Road area.
- ◇ Make changes to 2 roundabouts and road layout near M11 crossing of A603, integrating this with plans for Western Orbital as appropriate .

11.3 The case for Works

The route between Barton and Cambridge was one of the early schemes delivered by the County Council. Barton is very close to Cambridge and within easy cycling distance, it is a congested corridor and there were good opportunities on highway land. This argument still applies and there is a strong case for bringing the route up to modern standards addressing some of the more challenging issues. For any investment to be worthwhile it needs to deliver a high quality route along the whole corridor that works well at peak times.

The route between Grantchester and Cambridge was also an early scheme and is now very busy and in need of upgrade. Given the proximity of Grantchester and Cambridge and the relatively low cost of a road point closure the economic case should be good.

The further communities are from Cambridge the lower the cycle usage is likely to be, but there are also strong arguments for extending the route beyond Barton. Given the size of Comberton and the proximity to Barton an upgrade of the Barton to Comberton is the obvious priority. There is an existing substandard route and if new investment is to be worthwhile it will need to be transformational and deliver a high quality route that is an attractive option for travel to and from Cambridge.

Whilst Comberton has an existing substandard route there are communities beyond Barton with no route at all and with little choice but to cycle on the A603 itself or to drive. There are therefore important road safety aspects to consider. A good route to Little Eversden would put this within safe cycling distance of Cambridge for some, but to be genuinely useful for the rural communities a link with Comberton Village College is also needed. An extension to Wimpole Hall would make this an attractive tourism/ leisure option, adding an additional case for the route.



View of key junction at Barton where major works are proposed to improve linkages and safety.

12. Comberton Greenway

This Greenway serves two distinct purposes which link together well. Within Cambridge the Greenway has potential to provide excellent links between communities west of the M11, the West Cambridge developments and the City Centre. Beyond the M11 Comberton is an obvious focus because of the need for young people from many dispersed villages to get to and from school.

The route starts in the historic City centre at Trinity Lane and follows a well established route to West Cambridge and then uses the high quality new University route through west Cambridge. Minor changes are proposed in the City and a new link to the existing M11 crossing (which needs upgrading) and through Coton. From Coton there is no surfaced route and

a new facility is proposed including a new grade separated crossing of Long Road. Much of the route follows bridleways but will also require landowners' agreement to ensure continuity of a high quality route through to Comberton Village College. The route also has interesting potential to link up communities further west including Cambourne.

The suggestion of linking up with Cambourne (which needs more investigation) can tie up with the proposals from the City Deal A428 Cambourne to Cambridge Corridor Study. Whilst this corridor is focused on bus priority it is expected to also include new walking and cycling provision. There is some way to go before the bus priority scheme is finalised and there is flexibility in the Comberton Greenway proposals so there are good opportunities to ensure that the corridor cycling and walking provision links well with the Comberton Greenway.



12.1 Summary

For detailed comments see Appendix 12.

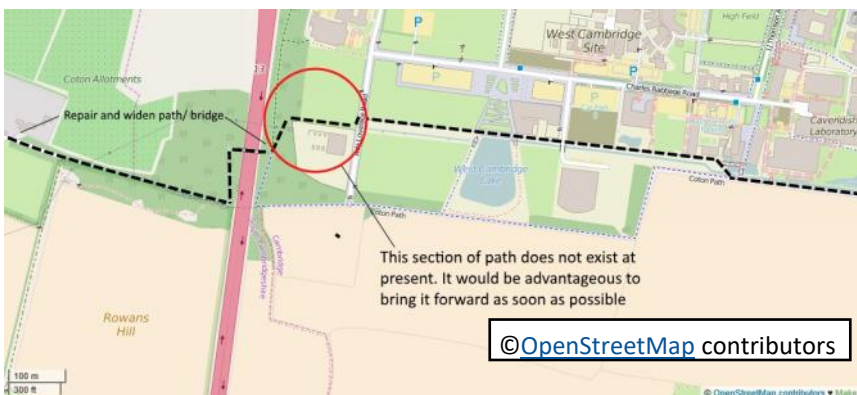
The route between Coton and the City Centre is based on the existing route with some variations. From Coton to Comberton Village College a lot of options have been investigated with the aim of establishing a route that benefits as many people as possible.

12.1.1 City Centre to West Cambridge

This existing route is one of the great routes into the City Centre and is popular with students, locals and tourists. Some changes are proposed to improve the quality at certain points.

12.1.2 West Cambridge to Long Road

At present those heading to Coton have to turn off the West Cambridge route to join the Coton path which includes a number of right angle bends before a final sharp bend at the M11 bridge. The preferred alignment is one that is shown in the West Cambridge Masterplan and creates a new link to the M11 bridge.

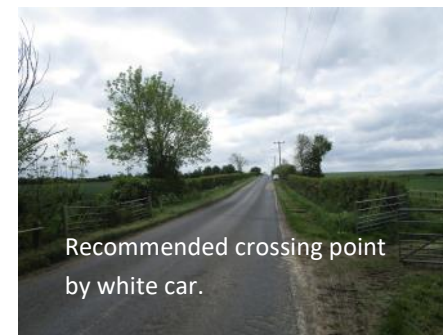


Within Coton the route follows existing roads to the edge of the village where it joins a bridleway towards Long Road. This bridleway or a parallel adjacent route requires surfacing with a good quality sealed surface. Negotiations will be needed with the landowners to agree plans.

12.1.3 Long Road crossing

Long Road is a fast road that can be busy at peak times and this is likely to be a considerable concern particularly for parents of those on their way to school who need to cross the road. At off-peak times road conditions are acceptable and some cyclists use the road, but given that one of the major justifications for the route is for usage by those going to work or school at peak times a safe crossing is important. There are a lot of options about where and how to cross the road depending on the onward alignment with a grade separated crossing needed.

A bridge over the road has been considered and is possible, but given that the proposed crossing point is on a significant slope an underpass is proposed. A cut and fill option would be ideal, but the details will depend on site surveys and discussions with landowners.



If there are minimal services in the road a concrete box could be prepared adjacent to the road and installed relatively quickly. The area will need more detailed survey, but a safe crossing and a high quality continuous route are needed for this route to succeed.

12.1.4 Long Road to Hardwick

The existing bridleway (shown right) is a direct attractive route that links well with the southern part of Hardwick. If surfaced it would be a popular and useful Greenway and irrespective of the final route to Comberton it needs to be surfaced to a good standard throughout, to accommodate all users.



12.1.5 The route towards Comberton

A number of routes have been surveyed including an alignment that links with Branch Road, Comberton. However this alignment represents a significant diversion from the desire line for those from Hardwick heading for Comberton. It is also not easy to find a good alignment to link with the College. The ideal alignment would head almost directly to the school from the Hardwick bridleway and it has not been possible to survey this because the land is private. There do appear to be good options following field boundaries, but this will be a matter for discussion with the landowner. A green lane could form part of a very good link to Comberton Village College but options will need to be discussed with landowners before any decision can be taken. A possible alternative following field edges near Hardwick Road to Toft could work but would be a diversion from the desire line for Cotton-based students.

12.1.6 Links

The main links proposed are additional links that could serve Comberton Village College well.

From Hardwick it appears to be possible to continue on the same bridleway alignment to Caldecote and then potentially to Bourn Airfield and Cambourne. This route has not been surveyed.

From Comberton Village College there is an existing path besides the road towards Toft. The path needs widening and in Toft a different alignment may be needed either crossing to the opposite side of the road by the golf club entrance or taking a route to the rear of properties.

Within Toft a quiet road avoids the main road and could link to an onward route to Bourn. This has not been surveyed, but was known to be an aspiration for Bourn many years ago.

Within Hardwick it will be important that local people can access any new route easily and the main road through Hardwick will need to be improved for cycling, but has not been surveyed in detail.



Narrow path in Toft with wide verge on opposite side.

12.2 Recommendations

- For Coton to Cambridge: as early priority
 - ◇ Widen and upgrade existing path and ramps from Coton edge to existing bridge over M11 for approximately 400m.
 - ◇ Repair surface of bridge over M11.
 - ◇ Construct new ramps and path from existing bridge over M11 into West Cambridge University Site (Charles Babbage Road) for approximately 300m.
 - ◇ Remove low level wall at Adams Road/ Wilberforce Road junction.
 - ◇ Replace existing bridge over Bin Brook with new wider bridge and make minor adjustments to path on Burrell's Walk.
- For Coton to Comberton: as early priority
 - ◇ Undertake negotiations with landowners to agree a route that links Coton and Hardwick with Comberton Village College .
 - ◇ Complete initial designs for safe crossing of Long Road.
 - ◇ Investigate options for extending route to Cambourne, the Eversdens, Barton and Bourn.
- For Coton to Comberton subject to agreeing a final route:
 - ◇ Construct new path on field edges and bridleway for approximately 5km including new safe crossing of Long Road, currently assumed to be a new underpass.

12.3 The case for Works

The case for improvements along the corridor between Coton and Cambridge is very strong and it is surprising that the high quality major west Cambridge development has such a poor link with Coton which is very close to this major employment site. The case for improvements between the West Cambridge site and the City centre is also very strong , especially given that this is one of the most heavily used routes in the City.

The case for links with Comberton Village College is strongest in relation to school travel and the need for young people to have safe ways to travel independently. For Comberton residents the best route to Cambridge would be via Barton if that route is upgraded, but Comberton Village College is such a focal point that good links with the College would be very beneficial for many villages.

The case for a new direct link between Hardwick and Coton is strong, especially if this route can be extended to Cambourne potentially linking with the City Deal scheme or on a different alignment.

Whilst Cambourne to Cambridge is a long way many people do commute similar distances by bike and the growth along the whole corridor is very significant.



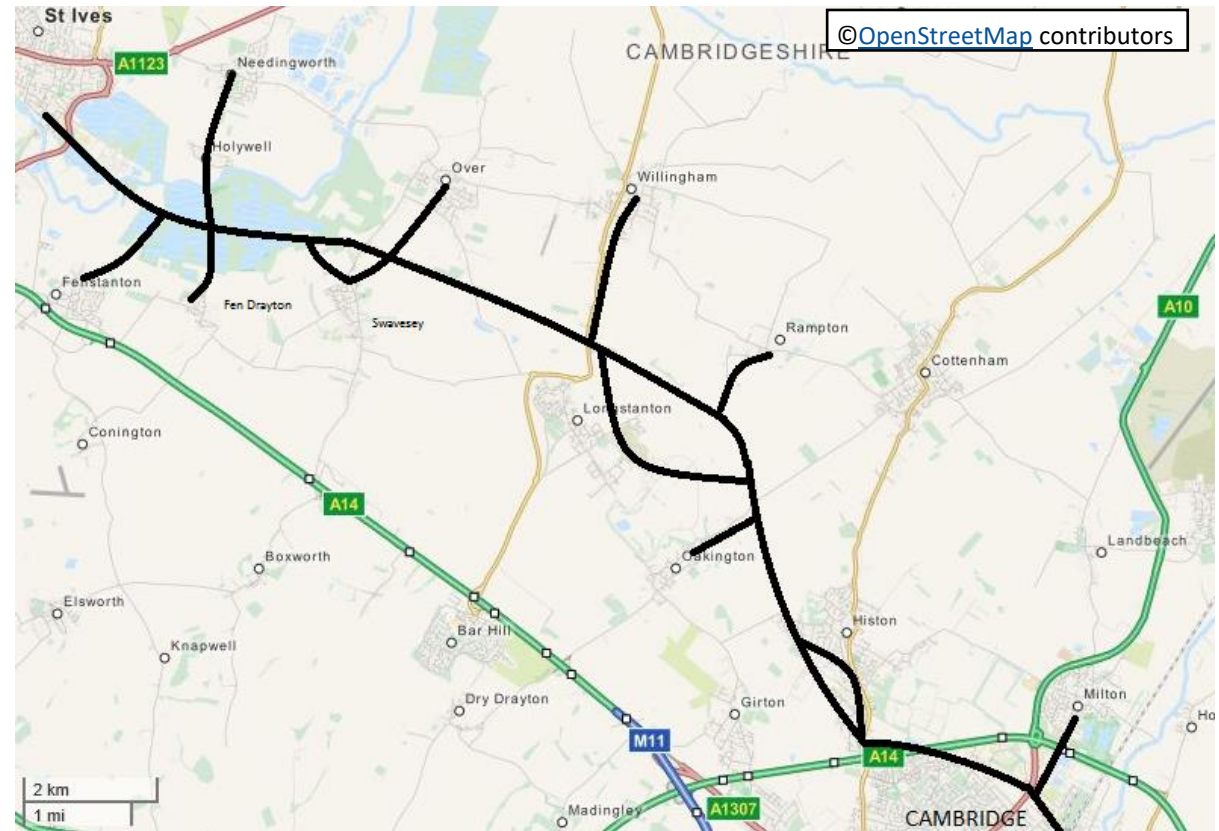
There is a strong case for improving this existing crossing of the M11 close to one of Cambridge's most prestigious development sites.

13. St Ives Greenway

The St Ives Greenway is the longest Greenway considered in this report. In many ways it is already the jewel in Cambridgeshire's Greenway network and this is reflected in its popularity. The Greenway links St Ives with Cambridge at the Science Park and follows the Guided Busway. The path was completed shortly after the construction of the busway and is built on the alignment of the busway maintenance track.

The path is typically 4m wide, has a smooth, sealed surface and is over 19km long, which makes it hard to match anywhere in the country. A number of users regularly cycle the whole length and the Greenway has shown that with good provision people will commute much further than the 5 miles that has traditionally been thought to be the limit for most commuter cyclists.

As well as being popular for cycling the Greenway is popular with walkers, bird-watchers, horse-riders, roller bladers and cross-country skiers. Most users only use the Greenway in sections and some users access the Greenway in order to catch the Guided Bus. This is well illustrated at Fen Drayton where there is a busway stop used by commuting cyclists and where many others come to enjoy the beautiful surroundings and watch the bird-life.



Plan showing the alignment of the St Ives Greenway and the links investigated



Fen Drayton Guided Busway Stop and RSPB reserve

13.1 Summary

The focus of the study has been on links to or through the destinations. Thus for instance the report considers the centre of St Ives, but does not look at the whole urban cycling and walking network of the town. For Northstowe the route through the development is left as a matter for the planners and developers whilst noting just that a high quality Greenway is needed through the development to link between the Longstanton Park & Ride site and the busway junction near Oakington.

Detailed comments are covered in Appendix 13.

13.1.1 General Route issues

For such a high quality route there is little needed apart from signing, good maintenance and the flooding issues mentioned later. There is however some concern about bollards and barriers and in particular the low level bollards which remain on the route, despite having been changed on the Station to Trumpington section of the busway. It is understood that there have been some collisions with low level bollards so replacing them with more visible ones would be beneficial.

13.1.2 Signing

The Greenway is signed along its length inconsistently and it is one of the main issues pointed out along the route. The Greenway should have clear signing along the route and to the route, but in fact destinations along the route are not consistently signed and routes to the Greenway are not consistently signed. This might be helped if the

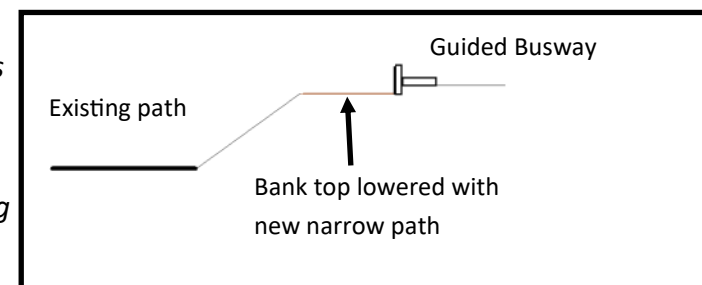
It is recommended that all signing is reviewed, that links to the Greenway are signed and that along the Greenway signing is amalgamated so that cycle route and bridleway signs are on one sign with destinations consistently signed and that this Greenway is used as a demonstration for all the Greenways.

13.1.3 Swavesey to St Ives

This is surely the most attractive part of the Greenway as it passes through an area full of lakes and wildlife. It is also the part of the route that has been subject to flooding over a distance believed to be about 1.5 km. When the busway was built the greenway was built as a maintenance track and there were constraints on what could be done. However now that the route is established the recommendation is that some new provision is made to allow people to at least walk past flooded areas. The disruption to users of any route closure is significant but changing the existing Greenway to be flood-proof would almost certainly involve building very long causeways and be extremely disruptive, hard and expensive and has been discounted by the author for this reason.

The recommendation is that further analysis is undertaken to identify the areas most prone to flooding (probably 4 locations) and further technical

analysis is made of the options proposed in this report, with a view to constructing a narrow raised path close to the busway, as illustrated.



13.1.4 Greenway links with Histon and Impington

Two significant existing links are identified for improvement. These paths will need surfacing works and landowners agreement. *It is recommended that negotiations start to try to deliver the new links into Histon and Impington.*

13.1.5 Greenway link with Oakington

The Greenway passes very close to Oakington and *a new and improved route into Oakington is recommended.*

13.1.6 Greenway link with Rampton

An unsurfaced track leads towards Rampton from the Greenway. *It is recommended that views are sought locally with a view to surfacing the track to create a good link.*

13.1.7 Greenway link with Willingham

From Longstanton Park & Ride side towards Willingham a route of reasonable quality follows the main road towards Willingham. Unfortunately as highway space gets tighter and road conditions more difficult the quality of route deteriorates. *Developing a new and improved route into Willingham is recommended.*

13.1.8 Greenway links with Swavesey and Over

There are a number of existing tracks that link the Greenway with Swavesey, which are in need of surface improvements, but of greatest interest is a potential new off-road route to link Swavesey and Over. The lack of links between the Greenway and Over in particular is an issue. *It is recommended that negotiations begin to agree at least one new link.*

13.1.9 Greenway link with Swavesey

An existing right of way provides a good potential link with Swavesey Village Centre. *Any opportunity for resurfacing is worth taking.*

13.1.10 Greenway link with Holywell and Needingworth

Holywell and Needingworth have no easy connection to the busway and if there was a bridge over the river at Holywell they would be close and would have easy connections with Cambridge and communities along the busway. *It is recommended that further consideration is given to a new bridge in identifying the potential use and ways to fund a bridge .*

13.1.11 Greenway link with Fen Drayton

There is an existing link with Fen Drayton, but there is scope for improvement. *Any opportunity for resurfacing is worth taking.*

13.1.12 Greenway link with Fenstanton

A potential alignment for a new link with Fenstanton is identified. This could be very valuable and provide a better route than the existing route between Fenstanton and St Ives as well as a link to the Greenway and Busway stops. There are land and planning issues to address to bring this route forward. *The recommendation is to give this new link high priority.*

13.2 Recommendations

- The St Ives Greenway is different to most of the Greenways considered as part of Cambridge area Greenways review—it is already in existence and is generally to a very good standard. The main recommendations are to undertake actions that improve access to and increase usage of the facility. The priority actions for the Greenway are:
 - ◇ Review signage of the whole route and links to the route, promoting the facility better and ensuring that signage is all integrated together. This would cover the centre of St Ives to the Centre of Cambridge and nearby communities.
 - ◇ Provide an alternative facility for the length of route between St Ives and Swavesey that is prone to flooding (believed to be about 1.5km in total). New paths in at least 4 locations that use part of the existing embankment are recommended.
 - ◇ Remove low level bollards along the route replacing them with taller bollards as has been done on the City-Trumpington section.
 - ◇ Address the path edge subsidence issues near Longstanton over approximately 200m.
 - ◇ Improve links to the Greenway in as many places as possible.
- The Greenway links are important both for access to public transport and access to the St Ives Greenway. For all Greenway Links it is recommended that high priority is given to progressing land negotiations, planning and design details and then:
 - ◇ Greenway links with Histon and Impington. The Greenway has few good links with Histon and Impington and new links are recommended. Upgrade path or create new path between Saffron Road and Busway crossing point by St Audrey's Close for approximately 600m. Upgrade informal route alongside football ground for approximately 250m. Improve crossing of Bridge Road for those on New Road, Impington.
 - ◇ Greenway link with Oakington. An improved link with Oakington is a potential Quick Win if land can be agreed. Construct new path for approximately 300m.
 - ◇ Greenway link with Rampton. An improved link with Rampton appears to be relatively easy and is worth investigating further. Construct new path for approximately 800m.
 - ◇ Greenway link with Willingham. An improved link with Willingham is a high priority, but there is no easy option. Construct new path for approximately 2km.
 - ◇ Greenway link with Over and Swavesey. A new route linking Swavesey and Over with each other and the Greenway would be very valuable and is considered a priority. Construct new path for approximately 1.6km with new bridge 20m + span.
 - ◇ Greenway link with Swavesey. Any opportunity for resurfacing 600m track is worth taking.
 - ◇ Greenway link with Holywell and Needingworth. Further consideration needs to be given to a new bridge/s in identifying the potential use and ways to fund a bridge/s. Possibly needs 1x bridge 40m+ span and 1x bridge 10m + span with 1.2 km new path.
 - ◇ Greenway link with Fen Drayton. Any opportunity to improve the surfacing of the existing byway over 1.2km should be taken.
 - ◇ Greenway link with Fenstanton. The recommendation is to give this new link high priority. Subject to agreement construct new Greenway Link for approximately 1.6km.

Recommendations (continued)

- ♦ Greenway links with Histon and Impington. The Greenway has few good links with Histon and Impington and new links are recommended. Upgrade path or create new path between Saffron Road and Busway crossing point by St Audrey's Close for approximately 600m. Upgrade informal route alongside football ground for approximately 250m. Improve crossing of Bridge Road for those on New Road, Impington.

13.3 The case for Works

The St Ives Greenway is the main sustainable transport corridor to the north-west of Cambridge, which is a major growth area. The Greenway and Guided Busway are big assets and major investments and getting maximum benefit from these must be high priority.

There is therefore a very strong case for undertaking the improvements to the St Ives Greenway identified. The only area where there might be some debate could be the new path works proposed as an alternative in case of flood. In this case the need for the works is dependent on the weather, but the risk of not doing the works is significant. This is in terms of reputational damage and because if people get out of the habit of using the greenway during long periods of closure they may never return as regular users.

For links the case for works is complicated by the fact that the Greenway is a corridor for walking, cycling, equestrians and for public transport and the normal geographical factors that apply to other Greenways do not apply in this case.

Each link will need to be considered on its own merits based on potential usage, which will be determined both by usage of the busway as well as the St Ives Greenway. Hence for the proposed Fenstanton Link potential users are most likely to be those accessing the Guided Busway to travel to Cambridge, those accessing the St Ives Greenway to travel to St Ives and those accessing the St Ives Greenway to travel to local destinations. The numbers likely to cycle regularly to Cambridge may be low, but total numbers of users for the Greenway Link may be high.

Considering the Links in terms of significant populations and proximity to the St Ives Greenway the strongest case for works are likely to be for the following links:

- Fenstanton
- Swavesey and Over
- Willingham
- Oakington (smaller population but very close).
- Histon and Impington

14. Linkages and Overview

This review has focused on links to Cambridge, but it has been obvious that there are many other important destinations and that many of the Greenways can link together. The overview of routes studied is shown here:



Linkages that have been considered as part of the review are numerous and if these are added to other schemes that have been proposed at various stages an overall network map could look like the plan adjacent. The network shown is similar to one proposed as part of the Cam Cycle Rings some years ago.

Whilst the focus of all routes is inevitably on the journey to work or school in order to keep Greater Cambridge working efficiently it has been obvious that the routes can easily be linked together to form attractive circuits and loops. Most leisure users are not looking for long circuits and within the network shown there are lots of attractive options that could be developed:

- A City Ring—based on Western Orbital, Chisholm Trail and parts of St Ives Greenway
- Hardwick, Comberton, Haslingfield Ring- based around routes linking with Comberton
- Babraham Ring—via Sawston and Wandlebury
- Lode Ring—via Bottisham, Lode, Horningsea
- Barton Ring—via Grantchester

The options are many. The challenge will be in marketing what could be a wonderful asset.



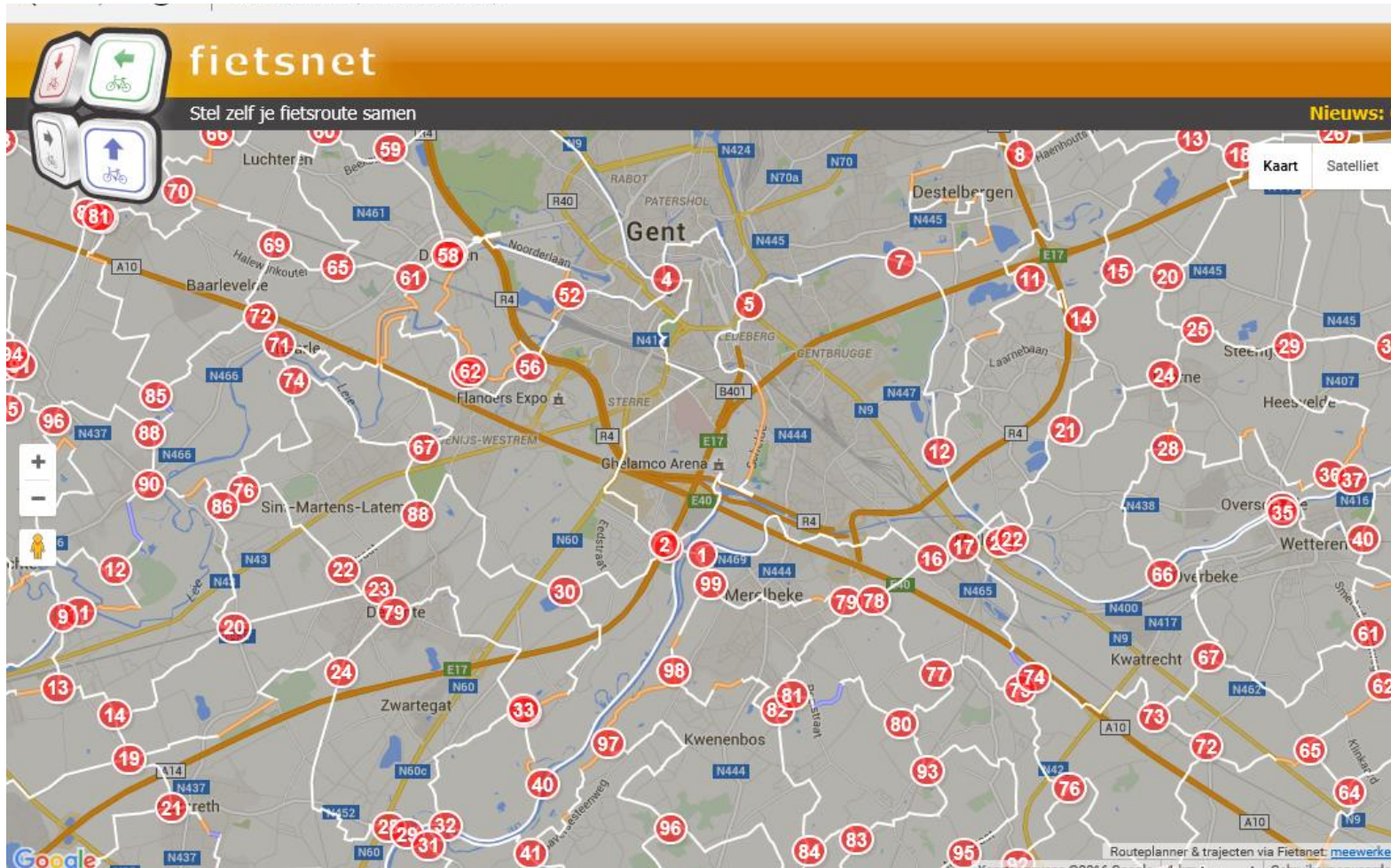
14.1 Marketing and signing

For many years the established way of signing Greenways and cycle routes in the UK has been by signing key destinations and with certain routes being numbered routes and/or named routes.

The area studied already includes National Cycle Network Routes 51 and 11 and Regional Route 24. The numbering system is simple, but as the Cambridge area networks get more complex it may be appropriate to bring in a system that is now popular in Germany, the Netherlands and Belgium,

whereby junction points are given numbers which allow people to identify where they are and determine their own routes. The map adjacent shows the Knooppunt plan of routes around Ghent and it would be appropriate to allocate similar numbers to the Greater Cambridge area.

This system should be complimentary to the promotion of named and/or numbered Primary Routes.



Based on existing National Cycle Network numbers and future plans it can be expected that some routes will have NCN numbers: such as the St Ives Greenway, which is also NCN Route 51.

In order to promote the Primary Routes signing to the routes themselves is as important as signing along the route. For the existing St Ives Greenway there is very little signing along the route, but the fact that there do not seem to be any signs to the Greenway in St Ives is a greater concern.

It is important that signing does not result in a plethora of different signs with separate signs for the Greenway, rights of way, points of interest etc. Signs can be combined as shown below, from Devon. This signing is not simple, but is much neater than lots of separate signs and signing needs to be co-ordinated carefully.



14.1.1 Naming routes

The names used in this report are not necessarily the names that should be adopted if the routes are going to be promoted using names. Calling a route after one destination point is likely to be confusing. For instance those going to Babraham from the City Centre would not necessarily know where

Linton is or that they should follow the Linton Greenway. It should be remembered that the main point of marketing the routes is not for existing users but to encourage non-users. If the marketing can help to increase usage it is likely to be a good investment.

If routes are to be promoted using names it is important that those names are included on signs and in marketing, which will be a major commitment, so a decision on names should not be taken lightly.

This example (below) from Northern Ireland shows how a route could be signed, but there are other factors to consider including the need to show key destinations and distances (or times), rights of way and whether the sign should incorporate rights of way signing and potentially horses as well. Good and efficient signing is an asset, but needs careful thought and co-ordination.



There is a strong case for allocating names to the Primary Network of Greenways and it is recommended that there is local consultation about the names of the routes which should have some consistency. It is also recommended that a Knooppunt plan is prepared and marketing developed for the whole area.

15. Conclusions and Priorities

The study has shown that there is huge potential to increase and improve the network of Greenways linking into Cambridge. The study was expected to focus on a number of pre-defined routes but it has extended beyond that and looked at options for linkages, because it has not been possible to get a good understanding of the Greenways without thinking of them in their wider context.

The study has not identified large numbers of major schemes—it has focused on using existing infrastructure and opportunities as much as possible, but it has identified a lot of locations where land outside the highway boundary is needed to make good Greenways.

For the original schemes the major works identified are:

- Waterbeach Greenway - new alignment and new path and highway works.
- Fulbourn Greenway— new bridge over railway and new paths following railway.
- Linton Greenway—new crossing of A1307 and path north of Babraham Institute. New A11 crossing and new bridge over A1307 for new route Great Abington to Linton.

- Sawston Greenway—new route through Shelford and new path to eastern Sawston.
- Melbourn Greenway—completion of existing schemes, including extension to Royston, plus new long term path Foxton to Melbourn and new path Button End to Hauxton
- Haslingfield Greenway—new path Haslingfield to Hauxton and Trumpington Park and Ride site.
- Barton Greenway— new route via Grantchester with potential road closure, junction and surfacing works and extending the route to Little Eversden and Comberton.
- Comberton Greenway—a new route from Coton to Hardwick and Comberton including a new grade separated crossing of Long Road.
- In the City a number of routes combine and recommendations include new provision for Trumpington High Street area and a review of provision on some of the greenspaces, where provision is inconsistent and in need of upgrade in places.

For links to the Greenways a number of options have been looked at which do involve major works including:

- Possible new bridge over the Cam Horningsea to Milton
- Possible new bridge over the Great Ouse at Holywell
- Possible new bridge over the A 505 at Whittlesford Parkway or route under the A505 at Whittlesford Parkway for Duxford and Hinxton.

The study has covered a very large area and although it has been focused very much on Cambridge the routes are very diverse and it is hard to choose between them.

It is the nature of Greenways that most of their users will be local people wanting to make every day journeys so people will inevitably be most passionate about their local route.

Priorities will need to be based on many factors, but the four main ones are likely to be :

1. The anticipated number of users, which will depend on local population (now and anticipated) and the trip attractors such as the number of employees at a site.
2. Current provision.
3. Funding opportunities, which are often very local.
4. Deliverability of the scheme.

The temptation will undoubtedly be to prioritise schemes that are easily deliverable and particularly those where all the work can be done in highway land. There is however a danger that these will not be the best routes in terms of anticipated numbers of users.

The huge numbers of users on the Shelford to Cambridge Biomedical Campus path or the busway path are testimony to the popularity of routes away from traffic, but these are often the hardest to deliver. It is therefore proposed that a start needs to be made on land negotiations across the whole network. This will need to be done on a whole network basis, because the same landowner will be involved

in a number of different routes and will probably not take kindly to lots of individual approaches.

The two main factors that will be common for all Greenways are :

1. The need to progress land negotiations and planning particularly for the off-highway sections which are harder to predict.
2. The need to agree a common signing approach.

Land negotiations is considered the priority.

A summary of key issues and priorities for each route is shown on the following pages. For more detailed recommendations see the Appendices for each Greenway.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Waterbeach	• As an early priority: ◇ Improve route through Milton with on road cycle lanes and traffic calming for approximately 1.1 km. ◇ Create new off-carriageway route to north of Milton by re-allocating road space for approximately 600m. ◇ If possible resurface the existing towpath route. (Option 1) • As a longer term aim: ◇ Undertake negotiations with landowners to allow a new route to be constructed to the east of the A10 away from the highway, between the northern edge of Milton and the southern edge of Waterbeach, over a distance of approximately 1800m. Progress ideas for links with new developments in Waterbeach and links with Waterbeach Business Park and Denny Abbey as well as Stretham , Ely, Landbeach and Cottenham.	Needs to link up with any plans for housing growth in the Waterbeach area., but Milton works could be done earlier.
Horningsea	• As an early priority: ◇ Widen existing paths within Fen Ditton for approximately 650m along the B 1047 where space is restricted. ◇ Add new toucan crossing of B1047 to north of Fen Ditton Community Primary School . ◇ Widen existing paths between Fen Ditton and Howard Road for approximately 350m (Wadloes Path and links) and add 2 raised tables in Howard Road/ Fison Road area. • As a longer term aim: ◇ Develop proposals and case for a new River Cam bridge to north of Baits Bite Lock for link with Waterbeach Greenway and progress ideas for links with Lode (approximately 4.5 km).	Works already being considered as part of agreed City Deal scheme.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Swaffhams	- As an early priority: - Construct new off-road route between Stow-cum-Quy and Lode approximately 2.2km (already being considered). - Upgrade route through Newmarket Road Park & Ride site and near the Ditton Lane/ Fison Road junction. - Upgrade existing route and in particular substandard sections between Lode and Swaffham Prior over approximately 4km . - As a longer term aim: - Construct new off-road route through Stow-cum-Quy approximately 1km challenging route. - Construct new off-road route through Swaffham Bulbeck approximately 500m challenging route. - The new link with Horningsea and Milton provides some very interesting opportunities and should be investigated further.	
Bottisham	- As an early priority: - Some minor improvements recommended to existing path. - As a longer term aim: - Construct new path in highway verge for approximately 1.2km to link with the Wilbraham Road.	

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Fulbourn	• As an early priority: ◇ Add cycle slip, widen paths and alter junction for improved route in and near Cherry Hinton High Street. ◇ Add new paths for approximately 200m to link with existing signalled crossing by Tesco store, Yarrow Road and improve crossing. ◇ Widen path for approximately 150m to rear of Tesco store, Yarrow Road in sensitive area. ◇ Improve route details in a number of places, particularly at junctions and interfaces between on and off-road sections of route. • As a longer term aim: ◇ Progress plans and land negotiations for a new railway crossing and paths along rail corridor including Greenway near lakes and on towards Chisholm Trail.	

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Linton	• As an early priority: ◇ Construct new link all the way from Dame Mary Archer Way, Cambridge Biomedical Campus to Babraham Road Park & Ride site approximately 1.5km. ◇ Improve access crossings along existing A1307 path particularly at the Gog Magog Farm Shop and Wandlebury Country Park entrance. Construct new refuge crossing of A 1307 by Copley Hill Business Park and new path south-west of A1307 north of Babraham Institute, for approximately 1.2km or re-align carriageway to south-west to allow existing path to be widened. • As a longer term aim: ◇ Construct new paths for approximately 2.4 km to link Babraham High Street, with Granta Park entrance and Bourn Bridge Road and A505 path. ◇ Construct new link from A11 crossing to new Park & Ride site if this goes ahead. ◇ Complete new crossing of A 11 with the preferred option being besides the Granta, subject to further investigation. ◇ Construct new path between Great Abington and A1307 for approximately 750m. ◇ Construct new bridge over A1307 near Hildersham as part of new Great Abington to Linton route. ◇ Construct new Greenway between Hildersham and Linton for approximately 2.5km. ◇ Construct improved path besides A1307 between Linton and Hildersham junction, as part of any road safety scheme	All need to be considered for delivery as part of options for A1307 City Deal scheme, including the longer term items.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Sawston	• As an early priority: ◊ Upgrade existing route as a “quick win” with revised alignment and road crossing in Stapleford for approximately 150m and path widening, bridge works and re-alignment over approximately 400m. • As a longer term aim: ◊ Construct new link from Shelford Station to the A1301 along the disused railway corridor and leading to the agreed onward route for approximately 1300m. ◊ Construct new path following the disused railway/ river corridor between the A1301 and Sawston linking with the new Sawston Amenities area and residential areas nearby for approximately 3km. ◊ Construct new path from disused railway corridor to Spicers Level Crossing for approximately 1.2km. ◊ Look further at opportunities to link across the A505 and with Duxford, Hinxton and the Wellcome Trust Sanger Institute.	There is an existing Sawston – Cambridge route but if it can be agreed with landowners a new alignment is recommended for the Greenway including a new route through Great Shelford and Stapleford. The existing route serves a good purpose and needs improving. All of this need to be considered for delivery as part of options for the A1307 City Deal scheme.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Melbourn	• As an early priority: ◇ Construct new route to and through Melbourn from A10 ensuring continuity with a combination of new off-road paths for approximately 3km and 20mph zone through the historic centre of Melbourn for approximately 1km. ◇ Improve existing Hauxton path besides A10 for approximately 400m including re-allocating roadspace. ◇ Construct new path besides A10 between A505 and Royston Road, Melbourn for approximately 1.7km with new bridge over A505 into Royston(span approximately 80m). • As a longer term aim: ◇ Consider the need and options for constructing a new path from Shepreth Road, Foxton to Dunsbridge Turnpike on south-east side of A10 for approximately 1.2km. The scheme will need to be considered alongside any changes to the A10 including at Foxton crossing. ◇ Complete Meldreth to Melbourn link including improving arrangements at the existing railway bridge with new traffic signals and new paths and ramps for approximately 400m. ◇ Agree route for new route from Harston to Button End and linking with the Haslingfield Greenway and construct new path on field edges for approximately 2km. ◇ Complete the Haslingfield Greenway including a new route into Cambridge via the former Treatment Works site, for approximately 750m with a new bridge over the River Cam (span approximately 30m depending on Environment Agency requirements.).	Some funding from A10 City Deal scheme and potential growth funds. Some works already underway. With communities living on both sides of the A10 it is likely that there will be places where paths are needed on both sides of the road to give people options of travelling along the corridor without crossing the A10.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Haslingfield	• As an early priority: ◇ Construct new path from Haslingfield to A10 approximately following the existing bridleway for approximately 2.4km. ◇ Address deficiencies on existing route particularly Trumpington Road path near Brooklands Avenue junction for approximately 300m. ◇ Widen existing path on Coe Fen for approximately 900m. • As a longer term aim: ◇ Construct new path and bridge over River Cam for link through former Hauxton Treatment Works site. ◇ Agree and construct new route through Trumpington High Street area .	Links with Melbourn Greenway and possible developments in Trumpington area.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Barton	As early priority: ◇ Upgrade surface of existing path between Barton and Cambridge on A603 alignment over 3.5km, including cutting back vegetation. ◇ Upgrade surface of bridleway between Barton and Grantchester over approximately 1.5km to provide a good quality path of at least 2.5m width. ◇ Upgrade route between Granta Place and Fen Causeway including new path entrance, path widening for approximately 150m and 2 new bridges. ◇ Improve Grantchester-Cambridge route, including possible road closure. Consider early trial for this. • As a longer term aim: ◇ Construct new upgraded path between Comberton and Barton along road corridor for approximately 1.9km. ◇ Extend existing A603 path from Barton to Mullard Observatory for approximately 1.6km. ◇ Construct new path from near Mullard Observatory to Little Eversden and to Comberton Village College for approximately 4km. ◇ Address crossings of A603 and junction re-alignments including potential new roundabout in vicinity of New Road Barton, roadspace re-allocation and junction changes in the Barton area and Grange Road area. ◇ Make changes to 2 roundabouts and road layout near M11 crossing of A603, integrating this with plans for Western Orbital as appropriate .	Needs to be integrated into any Western Orbital scheme.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
Comberton	• As an early priority: ◇ Widen and upgrade existing path and ramps from Coton edge to existing bridge over M11 for approximately 400m. ◇ Repair surface of bridge over M11. ◇ Construct new ramps and path from existing bridge over M11 into West Cambridge University Site (Charles Babbage Road) for approximately 300m. ◇ Remove low level wall at Adams Road/ Wilberforce Road junction. ◇ Replace existing bridge over Bin Brook with new wider bridge and make minor adjustments to path on Burrell's Walk. ◇ Complete initial designs for safe crossing of Long Road. ◇ Investigate options for extending route to Cambourne, the Eversdens, Barton and Bourn. • As a longer term aim: ◇ Construct new path on field edges and bridleway for approximately 5km including new safe crossing of Long Road, currently assumed to be a new underpass.	Needs to be considered alongside options for the A428 City Deal scheme.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
St Ives	• As an early priority: ◇ Review signage of the whole route and links to the route, promoting the facility better and ensuring that signage is all integrated together. This would cover the centre of St Ives to the Centre of Cambridge and nearby communities. ◇ Provide an alternative facility for the length of route between St Ives and Swavesey that is prone to flooding. New paths in at least 4 locations that use part of the existing embankment are recommended. ◇ Remove low level bollards along the route replacing them with taller bollards as has been done on the City-Trumpington section. ◇ Address the path edge subsidence issues near Longstanton over approximately 200m. • As a longer term aim: ◇ Improve links to the Greenway in as many places as possible. (See details on following page).	Possible funding and surfacing opportunities as a result of A14 scheme.

Greenway	Suggested Priorities in addition to signing and land negotiations	Notes
St Ives Greenway Links	◇ Greenway links with Histon and Impington. The Greenway has few good links with Histon and Impington and new links are recommended. Upgrade path or create new path between Saffron Road and Busway crossing point by St Audrey's Close for approximately 600m. Upgrade informal route alongside football ground for approximately 250m. Improve crossing of Bridge Road for those on New Road, Impington. ◇ Greenway link with Oakington. An improved link with Oakington is a potential Quick Win if land can be agreed. Construct new path for approximately 300m. ◇ Greenway link with Rampton. An improved link with Rampton appears to be relatively easy and is worth investigating further. Construct new path for approximately 800m. ◇ Greenway link with Willingham. An improved link with Willingham is a high priority, but there is no easy option. Construct new path for approximately 2km. ◇ Greenway link with Over and Swavesey. A new route linking Swavesey and Over with each other and the Greenway would be very valuable and is considered a priority. Construct new path for approximately 1.6km with new bridge 20m + span. ◇ Greenway link with Swavesey (St Ives direction). Any opportunity for resurfacing 600m track is worth taking. ◇ Greenway link with Holywell and Needingworth. Further consideration needs to be given to a new bridge/bridges in identifying the potential use and ways to fund a bridge/s. Possibly needs 1x bridge 40m+ span and 1 x bridge 10m + span with 1.2 km new path. ◇ Greenway link with Fen Drayton. Any opportunity to improve the surfacing of the existing byway over 1.2km should be taken . ◇ Greenway link with Fenstanton . The recommendation is to give this new link high priority. Subject to agreement construct new Greenway Link for approximately 1.6km.	Possible funding and surfacing opportunities as a result of A14 scheme.