

Report To: Greater Cambridge Partnership Joint Assembly

10th September 2020

Lead Officer: Peter Blake – Transport Director, Greater Cambridge Partnership

**GREENWAYS – BARTON, BOTTISHAM, HORNINGSEA,
SAWSTON AND SWAFFHAMS**

1. Purpose

- 1.1 The purpose of the report is to provide an update on progress with developing the Greenways, working with local communities and stakeholders, to report the outcome of recent public consultations and to present outline scheme details and budget proposals for the Barton, Bottisham, Horningsea, Sawston and Swaffhams Greenways.
- 1.2 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
 - (a) Note and comment on progress made in developing the Greenways, working with local communities and stakeholders.
 - (b) Provide feedback in response to the outcome of public consultations and endorse the scheme proposals and outline budget proposals for the following projects:
 - (i) Barton Greenway.
 - (ii) Bottisham Greenway.
 - (iii) Horningsea Greenway.
 - (iv) Sawston Greenway.
 - (v) Swaffhams Greenway.

2. Background

- 2.1. The creation of a network of Greenways is part of a strategy to encourage commuting by sustainable transport modes into Cambridge city from South Cambridgeshire villages, in a bid to reduce traffic congestion and contribute towards improved air quality and better public health. The project also provides opportunities for countryside access and leisure.
- 2.2. This programme takes on even greater importance in light of Covid-19 and the potential increase in commuters wanting to access active travel solutions for their daily journey to work as the lockdown measures ease.
- 2.3. Greenways have the potential to significantly ease access to a range of sites, including planned housing and employment growth at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park,

Wellcome Trust Genome Campus and West Cambridge (collectively around 10,500 new homes and 19,000 new jobs between 2011 and 2031).

- 2.4. £500,000 was previously approved to develop the Greenway routes through early engagement and public consultation to determine the route, extent, form and associated links for each of the 12 Greenway routes. This work has now been completed.

3. Key Issues and Considerations

- 3.1 The Executive Board will be asked to note the progress made in developing the Greenways, working with local communities and stakeholders, to note the outcome of public consultations and approve the scheme proposals and an outline budgets.
- 3.2 Early community engagement was undertaken on all 12 Greenway routes, with 22 events held, between July 2017 and April 2018, the results and ideas from which informed the options then taken to public consultation.
- 3.3 There was a phased approach to public consultation on the routes, starting in July 2018 and completing in October 2019, with a total of 21 events taking place. There were 564 responses to the Barton consultation. 87% of respondents supported the formation of the Greenways network. We received 777 responses to the Sawston consultation. 94% of respondents supported the overall formation of the Greenways network. The Bottisham, Horningsea and Swaffhams Greenways are geographically relatively close and they come together as one route as they approach the city from Fen Ditton. The routes were therefore combined into a single consultation exercise. We received 183 responses to the consultation. 87% of respondents supported the overall formation of the Greenways network.
- 3.4 Recommendations for each Greenway are based on the preferences identified from the consultation responses as well as engagement with key stakeholders. Further stakeholder engagement and negotiation with landowners will be required to progress the detailed design of the routes.

4. Barton

- 4.1 Barton is located approximately 6km southwest of Cambridge across flat terrain and for cyclists it is currently served by shared use paths adjacent to the A603. Parts of the existing cycle route have already received investment and the percentage of residents that cycle to work is expected to have risen significantly from the 23% shown in the 2011 census.
- 4.2 Interventions including widening, improving surfacing and incorporating solar lighting in places along the path have been popular with many pedestrians and cyclists. The resulting increase in pedestrian and cycle traffic has led to calls to prioritise increased safety at junctions, to improve the 'pinch points' along the route and to provide more attractive off-road routing where possible.
- 4.3 In network terms the Barton Greenway would link to the recently approved Comberton Greenway to the east via a recently constructed 'Quick Win' scheme and via a new link on the north side of Barton Road.
- 4.4 During the community engagement sessions, multiple route options were considered for the Greenway. Significant levels of support were identified for safety improvements where the Greenway crosses the northbound slip-road of the M11 and the Grantchester Road from Coton and the southbound slip-road at Junction 12. The bridge over the M11 was also considered to be a

significant deterrent to use of the path as it stands and the proposal to widen the path was well supported.

- 4.5 The public consultation suggested a number of options for improvements and still allowed for alternative routes to be suggested. The consultation leaflet can be viewed at this link: <https://www.greatercambridge.org.uk/transport/transport-projects/greenways/barton-greenway> Whilst improvements to the existing bridleway from Barton to Grantchester and the existing permissive path known as 'The Baulk' were well supported, significant concerns were also voiced about the potential environmental and visual impacts of upgrading the surface of these paths. The operational requirement of the Baulk path as a farm track and field access was also raised. Delivery of these links is likely to require significant further stakeholder engagement and consultation.
- 4.6 The recommendation is to approve the final route as shown in **Appendix 1**.
- 4.7 The proposed £10m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission, and land procurement. At this stage it is felt that is sufficient to cover the construction costs to deliver all elements of the scheme.
- 4.8 The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

BARTON GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
Barton Village	Connecting the recent 'Quick Win' link to Comberton to the east, there will be new signage and the route through Barton Village will include a reduced speed limit of 20mph combined with some new on-road traffic calming and widened and resurfaced paths to better accommodate high volumes of walking and cycling traffic.
New Road/Cambridge Road Junction	A reconfigured junction incorporating new traffic lights and safer crossings on all arms of the junction.
Barton to Grantchester (including link to the proposed Haslingfield Greenway)	3m wide new shared use path with a 3m wide grassed area on one side (for horse riders, joggers and ramblers). There are some trees which will be protected and may create localised narrow points. Landscaping will be used to minimise visual impact and will include pollinator promoting planting. As with other Bridleways in rural locations the surface material of this path will be decided during the detailed design phase of the project and key stakeholders will have the opportunity to guide this decision.
'The Baulk' path to Grantchester Road	3m wide new shared use path with a 3m wide grassed area on one side (for horse riders, joggers and ramblers). Landscaping will be used to minimise visual impact and will include pollinator promoting planting. As with other bridleways in rural locations the surface material of this path will be decided during the detailed design phase of the project and key stakeholders will have the opportunity to guide this decision. It is noted that this path should be robust to accommodate some agricultural traffic as well as non-motorised users.
A603 Cambridge Road & Roundabout (M11N Slip Road)	A widened path and realigned approach path to a new underpass to safely bypass the existing motorway slip road crossing.
Bridge over M11	Reallocation of carriageway space over the M11 bridge to widen the shared use path and create a suitable separation strip from the carriageway. A reduced speed limit to 40 mph. Work with Highways England to design and install a new taller bridge parapet.

Barton Road/ Coton Road/ Grantchester Road Roundabout	A new smaller roundabout and a new underpass under Grantchester Road with realigned approach paths. The roundabout will retain two lanes and traffic flow capacity will be maintained.
Barton Road	Reallocation of carriageway space to widen the existing shared use path to 3m where possible and create a suitable separation strip from the carriageway.
Barton Road - Cambridge	Current cycle path to be resurfaced and widened where necessary, no trees will be removed and there will be opportunity for key stakeholders to influence the design, including landscaping and planting in some locations along this section. Priority crossings for Greenway users across side road junctions to improve safety and continuity for users. Junctions to be reconfigured to slow turning motor vehicles.

5. Bottisham, Horningsea and The Swaffhams

- 5.1 Bottisham is located approximately 10km from Cambridge. Horningsea is approximately 7km and the villages of Swaffham Bulbeck and Swaffham Prior are approximately 13km and 15km respectively. All of these villages are to the east or northeast of Cambridge across flat terrain and for cyclists they are all currently served by shared use paths of varying quality and widths adjacent to the carriageway. Parts of the existing cycle routes have already received investment including the highly regarded Quy to Lode path which also provides good access towards the National Trust's Anglesey Abbey. Some Greenways 'Quick Win' interventions to install solar stud lighting and to resurface and widen some sections of path have also been popular locally, however many other sections of the paths would still be considered sub-standard for use by significant numbers of pedestrians, cyclists or equestrians. The percentage of residents that cycle to work is expected to have risen since the 2011 census which showed levels of between 3% and 9%.
- 5.2 Substantial current and future growth to the east of Cambridge including the 'Wing' development site are expected to bring increased journey numbers for both commuting and leisure purposes and the Greenways would be well positioned to cater for increases in sustainable transport modes.
- 5.3 In network terms the Bottisham, Horningsea and The Swaffhams Greenways meet in Fen Ditton before continuing towards Cambridge where they would link to the Chisholm Trail (currently under construction), with Cambridge Station to the south and Cambridge North station just across the new Abbey-Chesterton bridge. The Greenway route continues onwards past the Green Dragon bridge and as far as the Riverside bridge with its link to Chesterton. This route provides an excellent off-road alternative to the A1303 (Newmarket Road).
- 5.4 During the community engagement sessions, a 'blank canvas' approach was applied to the three routes and the public was asked to tell us their preferences for route alignments. People were invited to identify where they experienced problems or barriers when walking and cycling. Whilst a large number of route options were identified, strong support emerged for off-road routes which were considered safer than mixing with motor traffic. Additionally improved surfacing, signage and lighting were identified as measures that would dramatically improve conditions for pedestrians and cyclists. Significant levels of local support were identified for some elements and sections of path. The Wadloes path in Fen Ditton and a section of NCN51 adjacent to the A1303, near Cambridge Airport, were subsequently widened and resurfaced and solar stud lighting was installed in appropriate locations as part of a programme of 'quick win' schemes undertaken in 2018/19.

- 5.5 The public consultation suggested a number of options for improvements and still allowed for alternative routes to be suggested. The consultation leaflet can be viewed via these links:

<https://www.greatercambridge.org.uk/transport/transport-projects/greenways/bottisham-greenway>
<https://www.greatercambridge.org.uk/transport/transport-projects/greenways/horningsea-greenway>
<https://www.greatercambridge.org.uk/transport/transport-projects/greenways/swaffhams-greenways>

- 5.6 The recommendation is to approve the final route as shown in **Appendix 2**.
- 5.7 The proposed £5m budget for Bottisham Greenway, £2.5m budget for Horningsea Greenway and £4.5m budget for The Swaffhams Greenway will be used to complete the detailed design of the scheme, statutory processes including planning permission, and land procurement. At this stage it is felt that these budgets are sufficient to cover the construction costs to deliver all elements of the three schemes to a high standard of provision.
- 5.8 The tables below set out the proposed details for each section of each Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

BOTTISHAM GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
Bell Road, Bottisham	New signage in the village to indicate the start of the route. 3m wide new shared use path set back from the road edge. Landscaping will be used to minimise visual impact and will include pollinator promoting planting. New raised-table feature to slow motor traffic entering the village and improve access onto the path.
Dunsley Corner – ‘The Missing Sock’	Crossing point set back from the junction. Give way markings to give priority to those crossing. Landscaping around the junction to include pollinator promoting planting.
A14 Underpass	Widen and realign the southern approach to provide better visibility through the underpass. Upgrade lighting in the underpass. Kerb segregated path along the Quay Hotel access road with improved landscaping.
A1303 Newmarket Road	Widen and resurface existing path over Quay Water and with new signage and landscaping where possible. Set crossing point back from the junction at High Ditch Road with wide central island designed to slow motor traffic and enable priority for those crossing.
Airport Way to The Wing development	New direct path from Newmarket Road/Airport Way roundabout, into the Wing development cycle route.
Ditton Lane Underpass	New underpass underneath Ditton Lane directly linking the existing paths on both sides.

HORNINGSEA GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
Horningsea Village	New build-out with landscaping to include pollinator promoting planting. Raised table to calm traffic and provide safer transition for cyclists between the road and the off-road Greenway path.
Horningsea to the A14 including bridge at J34	Introduce soft landscaped verge to include pollinator promoting planting. Further widening of the path on the west side of Horningsea Road. Reallocation of carriageway space over the A14 bridge at J34, to widen the shared use path and create a suitable separation strip from the carriageway. Work with Highways England to design and install a new taller bridge parapet.
B1047 Horningsea Road	Widen the shared-use path on the west side of Horningsea Road to complete the ‘missing link’.

Fen Ditton Village	Work with the Church and local community to implement a locally-led scheme to improve visibility of the Wadloes path entrance and also improve the area at the entrance to Fen Ditton Church to incorporate landscaping, planting and some reallocation of road space while still accommodating turning vehicles and those related to Church functions.
Wadloes path to Ditton Meadows 'Bow Tie'	Selective path widening, new signage and landscaping improvements.
Ditton Meadows to Riverside Bridge	Continuation of 'quick win' resurfacing work to link to the Riverside bridge. Signage in appropriate locations including at the junction with the Chisholm Trail.

THE SWAFFHAMS GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
Swaffham Prior	New signage to indicate the start of the route in the village. Reallocate road space to widen the existing path on the slip road between High Street and the B1102. Slow motor traffic entering the village by giving priority to pedestrians and cyclists.
Swaffham Bulbeck	A widened path over Gutter Bridge ditch. A new 3m wide path around the Green. A widened and surfaced route via the public path beside Lordship Cottage. New 3m wide shared-use path beside Commercial End to Green Bank Road
B1102 Swaffham Road	Priority crossings on raised table traffic calming features, set back from the junctions of Longmeadow and Lode Road.
Anglesey Abbey	Work with the National Trust to create a safer crossing of Quay Road whilst not compromising safety at the entrance to Anglesey Abbey.
Stow-cum-Quay	Following the preferred routing of the path detailed in Stow-cum-Quay Parish Council's consultation response. Segregated cycle lanes achieved by realigning the carriageway and reallocating some road space. A new field edge link between the end of Orchard Street and the entrance to Quay Mill access road.

6. Sawston

- 6.1 Sawston is located approximately 11km to the south of Cambridge across mostly flat terrain and for cyclists it is currently served by several route options of varying quality including some sections of off-road cycle track, some shared use paths of varying quality and widths adjacent to the carriageway, as well as some on-road cycle lanes. Sustrans NCN11 route also currently signposts cyclists along some sections of minor road around Shelford Station with no current cycle specific infrastructure. Parts of the route towards Sawston have already received significant investment and the percentage of residents that cycle to work is expected to have risen significantly since the 9% indicated by the 2011 census data. Interventions including widening, improving surfacing and incorporating solar lighting along the path have been popular with many pedestrians and cyclists. The resulting increase in pedestrian and cycle traffic has led to calls to prioritise improvements to the 'missing links' along the route.
- 6.2 In network terms the Sawston Greenway would link to the Trumpington section of the Busway via the Addenbrookes Busway spur. It would also connect to the Linton Greenway to the east (via a recently constructed path through the Ninewells development), as well as linking closely to Hills Road as a route towards the City. To the south, the Greenway links to the Babraham Road path in Sawston and the NCN11 route which continues south linking to Whittlesford Station and beyond.
- 6.3 During the community engagement sessions, multiple route options were considered for the Sawston Greenway. Significant levels of local support were identified for improvements to the path alongside Cambridge Road, to the north of Sawston which enabled well over 200 students a day to

travel to Sawston Village College using active travel modes despite the sub-standard path provision. Improvements were subsequently delivered as part of a programme of ‘quick win’ schemes installed in 2018/19. There are however still a number of improvements, missing links to nearby local centres and attractive off-road alternatives along the route which form part of the proposals in this report. Delivery of these links was considered to be a more involved process and require significant further stakeholder engagement and consultation.

- 6.4 The public consultation suggested a number of options for improvements and still allowed for alternative routes to be suggested. The consultation leaflet can be viewed at this link: <https://www.greatercambridge.org.uk/transport/transport-projects/greenways/sawston-greenway>
- 6.5 The recommendation is to approve the final route as shown in **Appendix 3**.
- 6.6 The proposed £9m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission, and land procurement. At this stage it is felt that is sufficient to cover the construction costs to deliver all elements of the scheme to a high standard of provision.
- 6.7 The table below sets out the proposed details for each section of the Sawston Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

SAWSTON GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
A1301 Sawston Bypass	New 3m wide shared use path along the western side of the A1301, separated from the road with a verge.
Cambridge Road, Sawston	Using the recently upgraded path, enable use of the path by equestrians by incorporating a new crossing facility over the A1301 from Cambridge Road
A1301 to Shelford Station via Dernford Reservoir and a route adjacent to the railway track	3m wide new shared use path with a 3m wide grassed area on one side where possible (for horse riders, joggers and ramblers). Includes a new 4m wide bridge over the river Granta.
Existing NCN11 route through Stapleford	Improvement to existing National Cycle Network route 11 to include widened path on London Road, Stapleford to connect to existing signalised crossing which can be converted to a ‘toucan’ crossing facility.
Shelford Station	Station forecourt improvement scheme to incorporate a better road crossing and a direct connection through Mill Court.
Genome path	Widened to 4m with a grass verge maintained to one side.
Francis Crick Avenue and Cambridge South Station	Coordinate with the CSET’s project, Cambridge South Station project and CBC to create a wider path segregated from motor traffic along Francis Crick with priority over entrances and side roads wherever possible.
Robinson Way and Long Road junction	4m wide segregated pedestrian and cycle paths along Robinson way, utilising Long Road College land to provide separation from the carriageway. A new roundabout at the Long Road junction to match the recently opened Fendon Road roundabout with prioritised and segregated crossings for pedestrians and cyclists.

7. Citizen's Assembly

7.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The range of solutions being considered for the Greenways projects directly contributes to the delivery of a number of priorities highlighted in the Report, namely and in prioritised order:

- Be environmental and zero carbon.
- Be people centred – prioritising pedestrians and cyclists.
- Enable interconnection (e.g. north/south, east/west, urban/rural).
- Have interconnected cycle infrastructure.
- Provide safe layouts for different users.
- Educate people about different options.
- Provide transport equally accessible to all.

7.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. Of the other measures considered, Assembly members voted most strongly in favour of Closing roads to cars (restricting cars in certain lanes, roads or zones) and Restricting or removing parking (prohibiting parking and/or removing parking spaces). These will be considered further as the schemes develop.

8. Next Steps and Milestones

8.1. It is proposed to engage with statutory bodies, including Environment Agency, Historic England, Highways England and Network Rail along with stakeholders such as parish councils, Cambridge Past Present and Future (CPPF) and the Ministry of Defence (MOD) in readiness for statutory processes.

8.2. Land agents will be appointed to progress and complete land negotiations.

8.3. Consultants will be engaged to undertake detailed design and prepare packages for planning applications where required.

8.4. An indicative delivery timetable is outlined in **Appendix 4**. Officers continue to review the programme to reduce the delivery timelines where this is feasible.

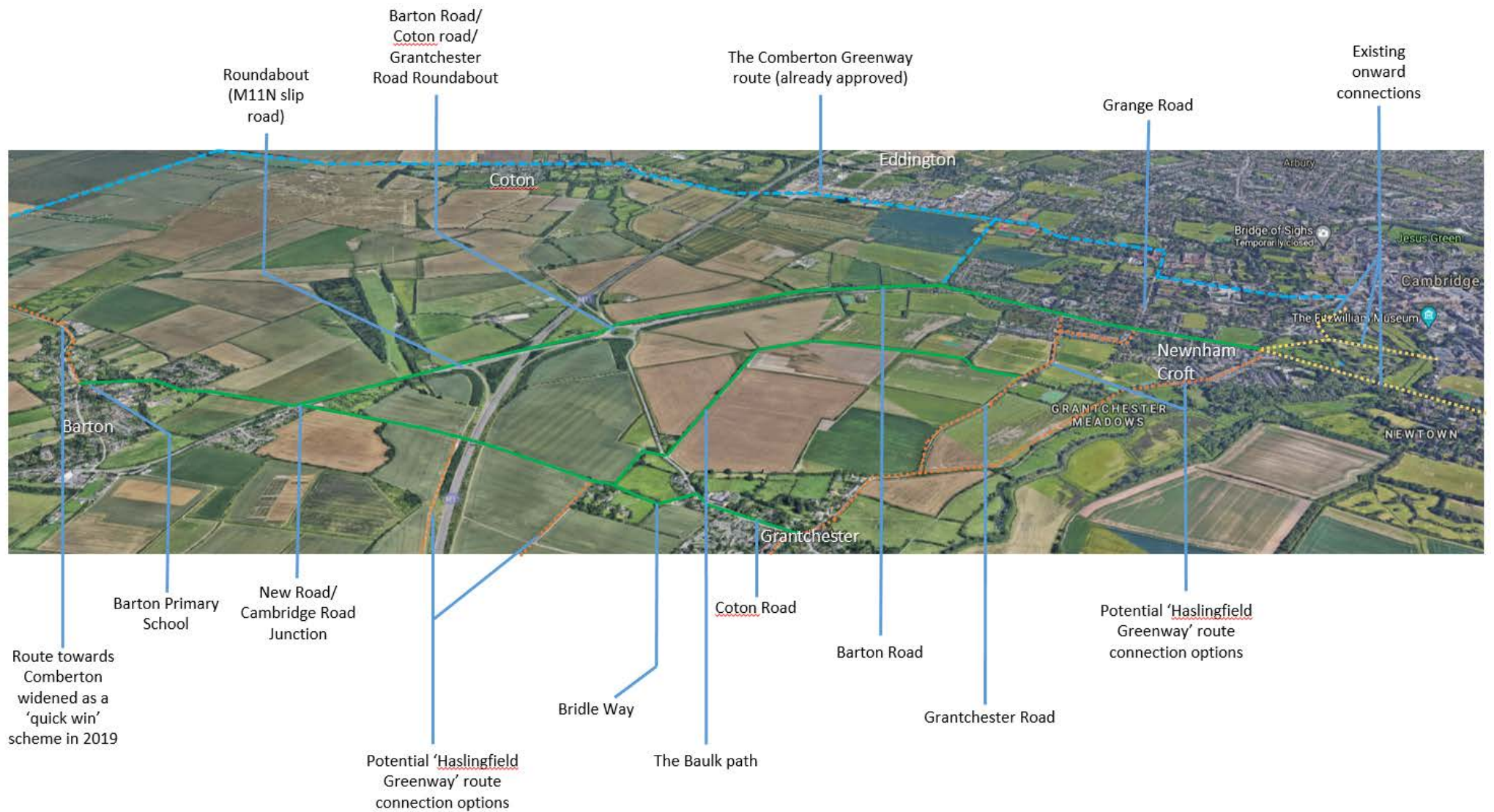
List of Appendices

Appendix 1	Plan showing Barton Greenway, including key features, 'quick wins' already delivered and links to other routes.
Appendix 2	Plan showing Bottisham, Horningsea, The Swaffhams Greenway, including key features, 'quick wins' already delivered and links to other routes.
Appendix 3	Plan showing Sawston Greenway, including key features and 'quick wins' already delivered.
Appendix 4	Indicative High Level Delivery Timeline.

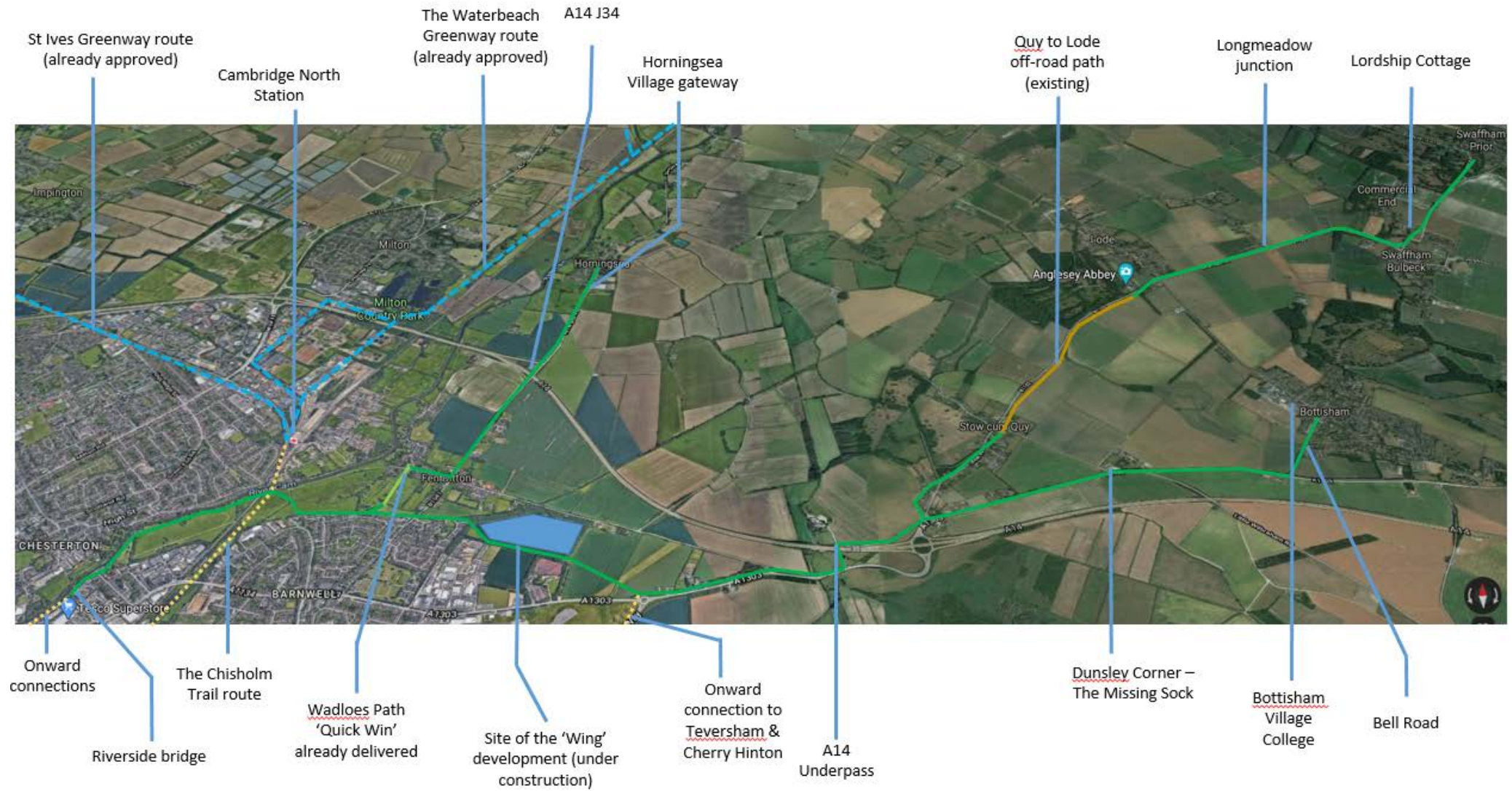
Background Papers

Greenways feasibility reports by Nigel Brigham and Associates, 2016	https://www.greatercambridge.org.uk/transport/transport-projects/greenways
Barton Greenways report	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/barton-greenway
Bottisham Greenways report	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/bottisham-greenway
Horningsea Greenways report	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/horningsea-greenway
The Swaffhams Greenways report	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/swaffhams-greenways
Sawston Greenways report	https://www.greatercambridge.org.uk/transport/transport-projects/greenways/sawston-greenway

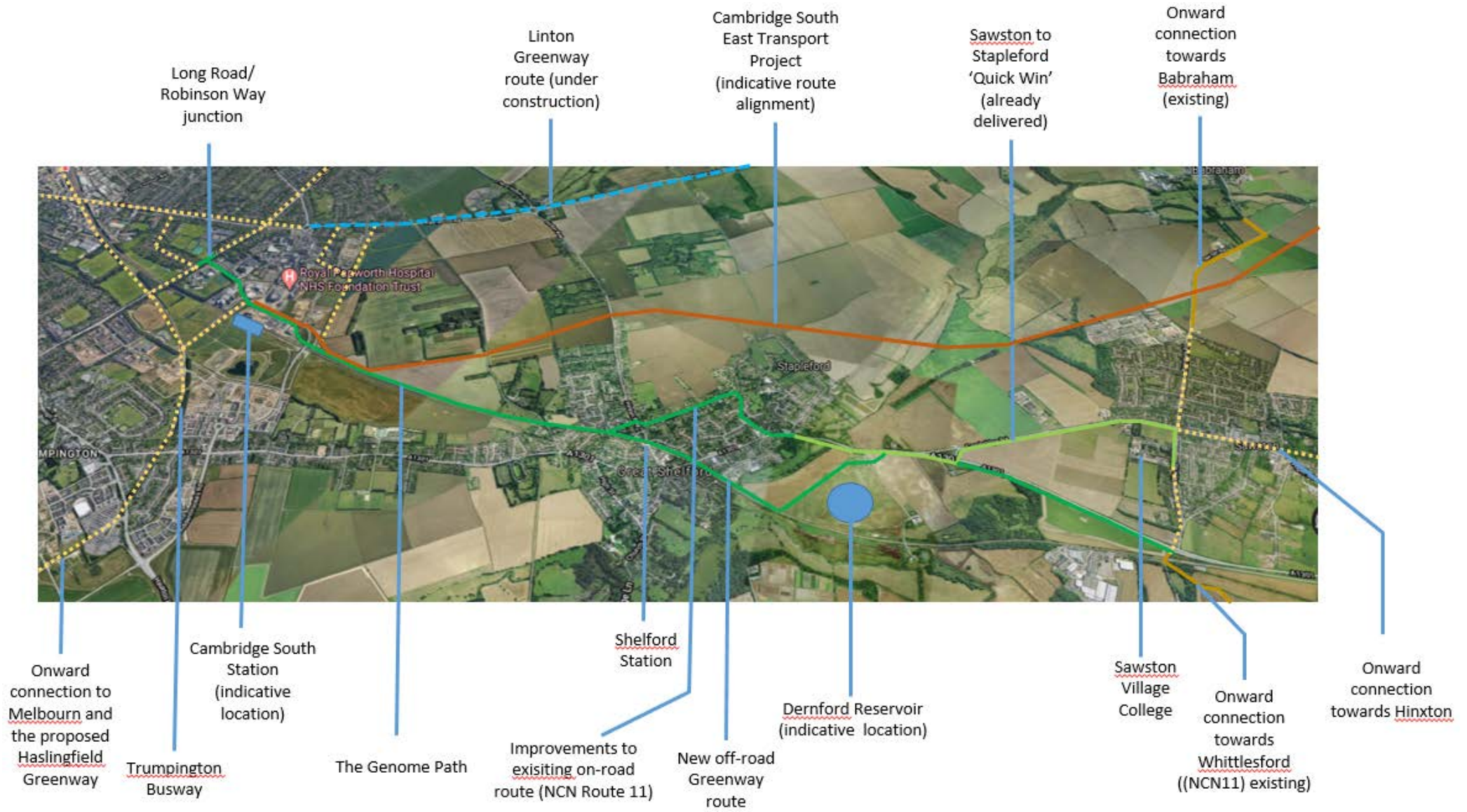
APPENDIX 1 – BARTON GREENWAY



APPENDIX 2 – BOTTISHAM, HORNINGSEA AND THE SWAFFHAMS GREENWAYS



APPENDIX 3 – SAWSTON GREENWAY



APPENDIX 4 – INDICATIVE HIGH LEVEL DELIVERY TIMELINE

