

Fulbourn Greenway

Report to: Greater Cambridge Partnership Joint Assembly

Date: 20 February 2025

Lead Officer: Peter Blake, Interim Director of GCP

1. Background

- 1.1 The creation of an extensive 150km network of 12 Greenways is part of a strategy to encourage commuting by active travel modes into Cambridge city centre from the surrounding villages and settlements within South Cambridgeshire. The network is intended to reduce traffic congestion and to contribute towards improved air quality and better public health compared to a do-nothing scenario. The programme also provides opportunities for leisure and recreation, with access to open spaces, parks, historic sites and nature reserves.
- 1.2 The Greenways network will represent a significant expansion of the active travel network for Greater Cambridge. It will provide links to schemes such as the Chisholm Trail, and future projects including the Cycling Plus schemes. It is therefore a critical part of the GCP programme to increase the number of trips made through walking, cycling and wheeling.
- 1.3 The Fulbourn Greenway is a 5.5km route linking Fulbourn to central Cambridge via the Tins Path providing an improved active travel link between the city, Cherry Hinton and Fulbourn. This project has been split into phases which are set out later in this report, with construction of Phase 1 due to begin later this financial year, having been agreed by the Executive Board in November 2024.
- 1.4 Phase 3 is currently planned to run from the A1134 (Brooks Road) junction to Greville Road, where it will tie in with the Chisholm Trail Phase 2. This section was designed before the implementation of the Mill Road bus gate. Mill Road is a more direct route but has previously been considered inappropriate due to high levels of through traffic, which when combined with the high number of pedestrians and cyclists, particularly at peak times, contributes to significant congestion and an unpleasant environment for active travel users.
- 1.5 The Joint Assembly is invited to consider the emerging recommendations to the Executive Board outlined in section 4.

2 Issues for Discussion

Fulbourn Greenway

2.1 *Phase 1*

Phase 1 of the Fulbourn Greenway will run from Fulbourn Village to Yarrow Road. This was previously consulted upon, with the results and proposed design changes from the 2023 engagement supported by the Joint Assembly in December 2023 and subsequently approved by the Executive Board in January 2024. The proposals were widely supported. Councillor and stakeholder engagement on Phase 1 is ongoing, with construction planned for early 2025. The designs for Phase 1 are now in detailed design and will be subject to a Traffic Regulation Order.

2.2 *Phase 2*

Phase 2 of Fulbourn Greenway will run from the level crossing at Yarrow Road to the A1134 (Brooks Road). It will include sections along the Tins path and bridge over the railway line. Discussions with Network Rail have been on-going about how the proposed alignment relates to their property. A public consultation on the final route alignment will be held in 2025. Subject to the outcome of this consultation, a further decision will be taken to proceed to detailed design.

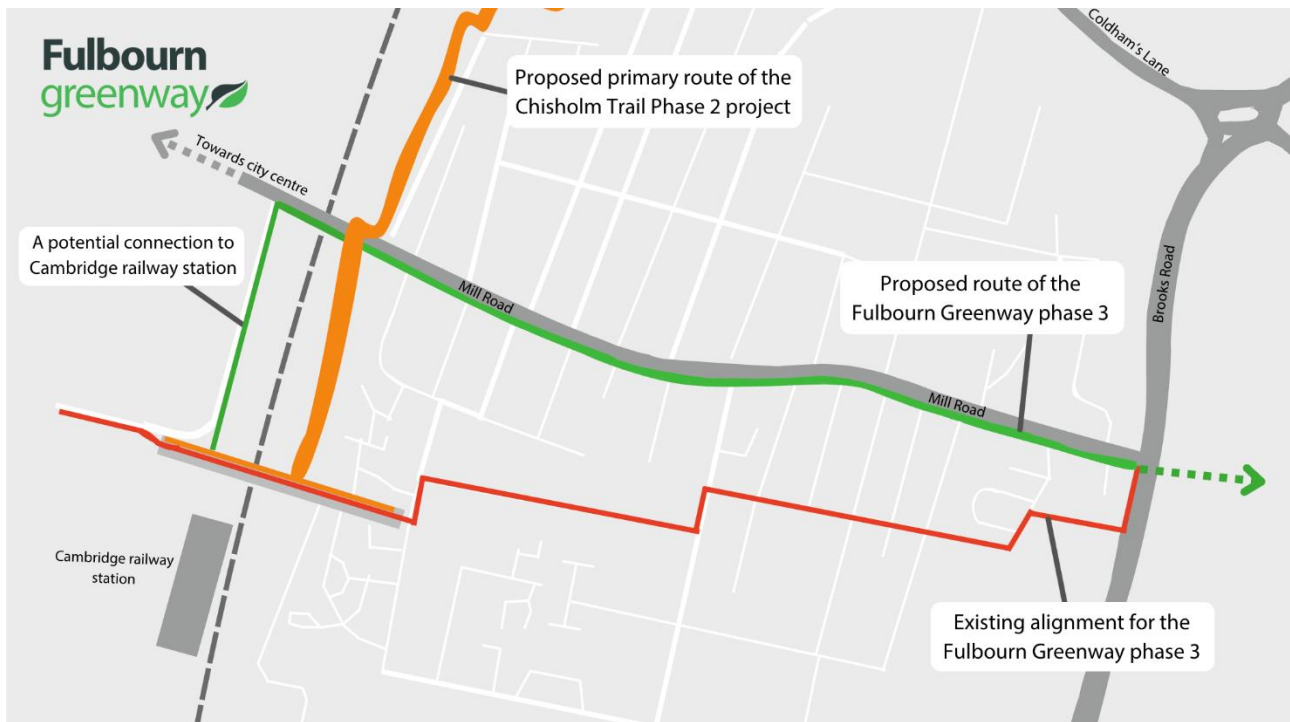
2.3 *Phase 3*

The current alignment of Fulbourn Greenway Phase 3 starts at the end of the Tins Path at the A1134 (Brooks Road) junction and continues south of Mill Road through the residential areas of Romsey Ward to Greville Road and Carter Bridge. The current alignment utilises the existing active travel network however it is not direct and comprises a number of engineering challenges, in particular:

- A pinch point exists between residential properties that would require significant expense to overcome.
- The route is not direct.
- Private land take is required.
- The routing has a number of areas with poor visibility splays.
- Ecologically the route would have an impact between Mamora Road and Perne Road.

It is therefore proposed that the alignment for Fulbourn Phase 3 is shifted to utilise Mill Road. Following the installation of the Bus Gate on Mill Road bridge, motor vehicle levels are anticipated to reduce which would enable active travel users to more safely use this travel corridor. This new route alignment has significant advantages. It is a more direct route for Greenway users accessing both Cambridge Rail Station and Cambridge city centre. It also presents an opportunity to tie into other active travel schemes in the area, most notably the Chisholm Trail Phase 2, as outlined in Figure 1.

Figure 1



With the realignment, it is proposed that concept design work is undertaken to enhance the active travel experience along Mill Road with a specific focus on improving the experience for people walking and wheeling along this road. The GCP will work with local stakeholders and groups including City and County Council's, and CPCA, to bring forward a possible street and public realm improvement scheme for Mill Road from the A1134 to Mill Road bridge. This could include pavement widening, continuous footways and improvements to the areas of public open space through the introduction of new planting and sustainable design features.

- 2.4 The funding allocation for the current Phase 3 alignment, £601,466, would be reallocated to the proposed Mill Road alignment.

3 Consultation and Engagement

- 3.1 Phase 1 of the Fulbourn Greenway was consulted and engaged upon, with the results and proposed design changes from the 2023 engagement approved by the Joint Assembly in December 2023 and subsequently the Executive Board in January 2024. Councillor and stakeholder engagement on Phase 1 is ongoing, with construction planned for early 2025.
- 3.2 Phase 2 will be subject to public engagement in 2025.
- 3.3 For the next stage of development, for Phase 3, we aim to work with key partners and local stakeholders to develop the new alignment using Mill Road. A formal proposal will then be brought to the Executive Board for public consultation in due course.

4. Options and Emerging Recommendations

4.1 The Joint Assembly is invited to consider the proposal to be presented to the Executive Board and in particular the following recommendations:

- To agree to a new alignment for Fulbourn Greenway Phase 3 that will link to Chisholm Trail Phase 2 via Mill Road.
- To agree to reallocate the exiting Phase 3 funding to the new Mill Road alignment.
- To agree to work with stakeholders to bring together a design for the Mill Road section of the Fulbourn Greenway.

5 Alignment with City Deal Objectives

5.1 The Greenways network will:

- Contribute to securing the continued economic success of the area through improved access and connectivity;
- Contribute to improvements to air quality and enhancements to active travel, supporting a healthier population;
- Contribute to reducing carbon emissions in line with the partners' zero carbon commitments;
- Helping to address social inequalities where poor provision of transport is a contributing factor; and
- Wellbeing and productivity benefits from improving people's journeys to and from employment.

6. Citizens' Assembly

6.1 The Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The proposals have the potential to complement delivery of the some of the highest scoring priorities:

- Be people centred – prioritising pedestrians and cyclists;
- Enabled interconnection (e.g. north/south/east/west/urban/rural);
- Restrict the city centre to only clean and electric vehicles; and
- Environmental and zero carbon transport.

6.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport. The Greenways network will facilitate active travel as a sustainable transport option for commuting to employment sites and in doing so improve air quality.

7. Financial Implications

- 7.1 At this stage no financial changes are required to the budget of Fulbourn Greenway. Should the work on Phase 3 identify a requirement for change, this will be reviewed by the Executive Board.

Have the resource implications been cleared by Finance: Yes.

Name of Financial Officer: Sarah Heywood.

8. Next Steps and Milestones

- 8.1 Subject to agreement by the Executive Board the project team will work with stakeholders and technical consultants to bring forward design options for the Mill Road section of the Fulbourn Greenway.

Background Papers

Source Documents	Location
February 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2020 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
September 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
December 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
March 2023 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
June 2023 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
Jan 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
Mar 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar
Nov 2024 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar