

An emerging Greenways network

The Haslingfield Greenway is one route within a wider and developing sustainable travel network that is being created by the Greater Cambridge Partnership. As the diagram below shows, this will create a network of walking, cycling and equestrian routes within the local area. This could form the backbone of a larger more comprehensive network, which could be built if the funding should become available.

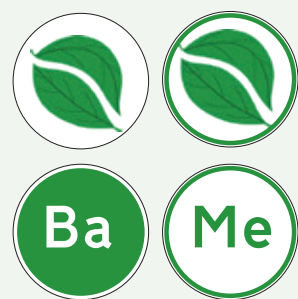
Where possible, smaller links between villages may be addressed where there has been particular support from local residents. The Greenways team continue to welcome feedback on potential future links as the Greater Cambridge Greenways is a project steered by the local communities it aims to serve.

Initial signage proposals

The project aims to champion local communities where possible. With this in mind, the Greenways wayfinding logo was designed by a student at a local college and chosen in a public vote.

Here is an example of possible signage that may be used across the network.

Ba Barton	Li Linton
Bo Bottisham	Me Melbourn
Co Coton	Sa Sawston
Fu Fulbourn	Si St Ives
Ha Haslingfield	Sw Swaffhams
Ho Horningsea	Wa Waterbeach



The scheme aims to



Provide better cycling and walking links



Enhance the streetscape with improved and additional landscaping



Reduce peak-time congestion and limit growth in traffic



Aid future economic growth



Reduce air pollution and improve public health

Join us to find out more at a public exhibition:

LOCATION	DATE	TIME	ADDRESS
Haslingfield Village Hall	Wednesday 04 July 2018	16:00 - 19:00	New Road, Haslingfield, Cambridge, CB23 1JP
Cambridge Rugby Football Club	Thursday 05 July 2018	16:00 - 19:00	Volac Park, Grantchester Road, Cambridge, CB3 9ED
Barton CE Primary School	Wednesday 11 July 2018	16:00 - 19:00	School Lane, Barton, Cambridge, CB23 7BD
Grantchester Village Hall (reading room)	Tuesday 17 July 2018	17:00 - 19:00	Vicarage Drive, Grantchester, Cambridge, CB3 9NG

Have your say by Monday 20 August 2018

There are a number of ways to respond to the consultation:

Fill out the online questionnaire at www.greatercambridge.org.uk/greenwaysconsultation

Complete the paper questionnaire and return by Freepost or at a public event

consultations@greatercambridge.org.uk

Get in touch

01223 699906

Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge, CB3 0AP

@GreaterCams #camgreenways

www.facebook.com/GreaterCam

More information on these proposals is available at www.greatercambridge.org.uk/greenways

If you would like a copy of this leaflet in large print, braille, audio tape or in another language please call 01223 699906



The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes that will link local villages and Cambridge. Once built, it will enable people in the Greater Cambridge area to access work, services and education using sustainable modes of travel.

Public engagement

We have previously held engagement events and forums for the Haslingfield Greenway which invited people to have their say on how, where and what they would like from their local Greenway.

Reviewing feedback

Feedback from respondents to the engagement carried out for the Haslingfield Greenway suggested that separation between the Greenway users and motor traffic is a high priority. A Greenway would benefit from being appropriately lit, however, the route in general should be in-keeping with the local natural environment.

Design work

Taking this feedback into consideration, route designs and detailed plans have been developed. This leaflet aims to present you with the information and options within these designs.

Consultation

We would like your feedback on the proposals presented in this leaflet. The Greenways team also invites you to come along to the consultation events where you can speak to officers and find out more about these proposals. The event details can be found on the back of this leaflet. Alternatively, you can find more information on our website. www.greatercambridge.org.uk/greenwaysconsultation

Final design

Final preferred options will be presented to the public and the Executive Board. Further funding to take these routes through the detailed design and construction phase will be requested at this stage.

Designing your Greenway

We're designing the Greenways network alongside the community. Here is our process:



Public invited to local engagement event to share views



Comments and feedback from public are reviewed and analysed



Using this data, initial designs are created



Designs taken to public consultation for further input



Final design created and presented to the public

Haslingfield Greenway

Haslingfield - Grantchester - Cambridge

Have your say on a new off-road link connecting Haslingfield and Cambridge.



www.greatercambridge.org.uk/greenways



3 treatment types:

A



B



C



The Greenways network will run through many different environments. These range from quiet rural settings along field edges or country lanes to busier built-up urban places that may have more limitations on space. Within each environment the Greenways project aims to deliver a safe, attractive and cost effective sustainable travel route which users can enjoy all year round.

A Greenway design will take one of three forms in response to the local environmental context. These 'Greenway Treatments' listed below are guidelines and it may not be possible to meet these standards in all locations; here more bespoke solutions may be necessary.

Greenway Treatments

A. Quiet Road

A Greenway route on the carriageway could have speed limits reduced to 20mph. White painted signage could be added to the carriageway where appropriate.

Where there is no existing footpath, signage may be used to warn motorists that this is a multi use route.

B. Shared use path

A 3 metre wide path with a 2 metre grassy strip running parallel.

Where the path runs beside the carriageway a green verge will separate the path from the road, this will be as wide as possible.

C. Protected path

A 3 metre wide path with features that separate cyclists and pedestrians. Where possible, as much protection from the carriageway will be applied, this may include grass verges or shrubs.

Signage

Greenway specific wayfinding marker posts could be placed at regular intervals and junctions. These would probably display a Greenways logo, abbreviated route name and direction of travel.

Costings

All cost estimates are indicative and do not include any overhead costs. They are indicated for comparison purposes only.

Lighting

Solar studs could be used at specific points to aid wayfinding in low light. These are less visually intrusive than overhead lights.

Maintenance

Early engagement indicates that route maintenance should be made a priority. Maintenance packages are being planned for each route individually.

Surfacing

Generally, routes would be made from a hard, smooth surface. In special cases we will work with local stakeholders to create an appropriate alternative.

Key

- Treatment A
- Treatment B
- Treatment C
- Other routes
- Bridleway (recognised equestrian route)
- Me Melbourn Greenway
- Ha Haslingfield Greenway
- Ba Barton Greenway
- 1 Consultation question
- a Solar stud question

Cantelupe Road

- Proposal to use the existing road with localised repairs and surface improvements.

Haslingfield

- A Greenways signage post will highlight the start of the Greenway route.

1 Haslingfield to Hauxton (£445,000)

- A shared-use path alongside the existing bridleway including modification of the existing bridge over the River Cam.
- Links to the proposed Melbourn Greenway route.



3 Bourn Brook to M11

- Create a new shared-use path via the existing bridleway. This includes widening of the bridge over Bourn Brook.
- Links directly to the existing public footpath which leads to the M11 bridge crossing. This would also be improved to the shared-use path standard.



4 M11 Bridge

Option A (£530,000):

- Proposal to convert the existing steps to ramps on both sides of the bridge. This will include a fully accessible approach with a shallower gradient.



Option B (£100,000):

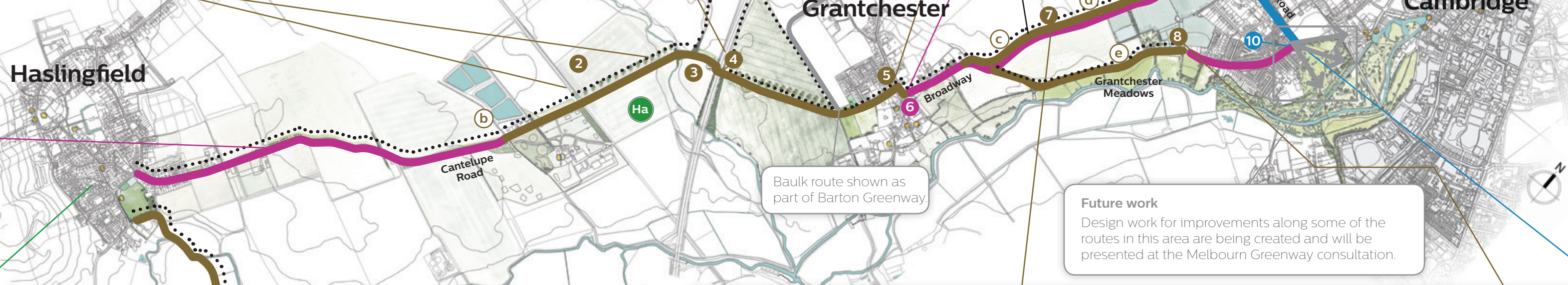
- Proposal to create a bicycle stairway with a wheel channel to one side of the steps width to enable bikes to be walked up the bridge.



2 Cantelupe Farm

- Repair the existing concrete track and create new shared-use path beside the public bridleway along the field edge.

Haslingfield



Grantchester

Baulk route shown as part of Barton Greenway

Future work

- Design work for improvements along some of the routes in this area are being created and will be presented at the Melbourn Greenway consultation.

7 Grantchester to Cambridge

Option A (£810,000):

- Proposal to create a new shared-use path behind the hedge running parallel to Grantchester Road.
- Path will run along the west side of Grantchester Road, subject to landowner agreements.



Option B (£50,000):

- Proposal to convert Grantchester Road into a one-way street for motor traffic. This option provides direction of travel from Grantchester to Cambridge. This will provide a safe segregated space for the Greenway route.

Option C (£50,000):

- The reverse of Option B creating a one-way street with motor traffic allowed to flow from Cambridge to Grantchester.
- Coton Road could be used as a diversion route for both options B and C.



Neither option will be a full road closure.

8 Grantchester Meadows (£650,000):

- Proposal to create a new shared-use path behind the hedge from the Grantchester Meadows path.
- This is separate from the existing route along Grantchester Meadows.



10 Grantchester Street (£94,000):

- Proposal to make Grantchester Street one-way for motor vehicles between Newnham Croft Street and Barton Road reallocating the space for a segregated cycling and walking route that bypasses the junction.



5 Grantchester – Burnt Close / Coton Road Junction (£25,000)

- The route will follow Burnt Close, a suitably quiet road for a Greenway.
- The path between the M11 and Burnt Close, Grantchester to be improved to the shared-use path standard, creating more space for walkers and cyclists
- A raised table at Coton Road junction would slow traffic, increasing safety for pedestrians crossing to the existing footpath and for cyclists joining the road.



6 Grantchester - Coton Road / Broadway Junction (£25,000)

- Give Way lines removed from the end of Coton Road. New Give Way lines and additional green area to be created at the end of High Street. This gives priority to traffic between Coton Road and Broadway, improving safety for users of the Greenway.



9 Barton Road / Grantchester Road Junction (£17,000)

- Redesign of the junction allowing cyclists to cross Grantchester Road and head towards the signalised crossing on Barton Road. Here users can carry on along the Barton Greenway.

