

Appendix 4

Swaffhams Greenway Review



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October 2016

A report for

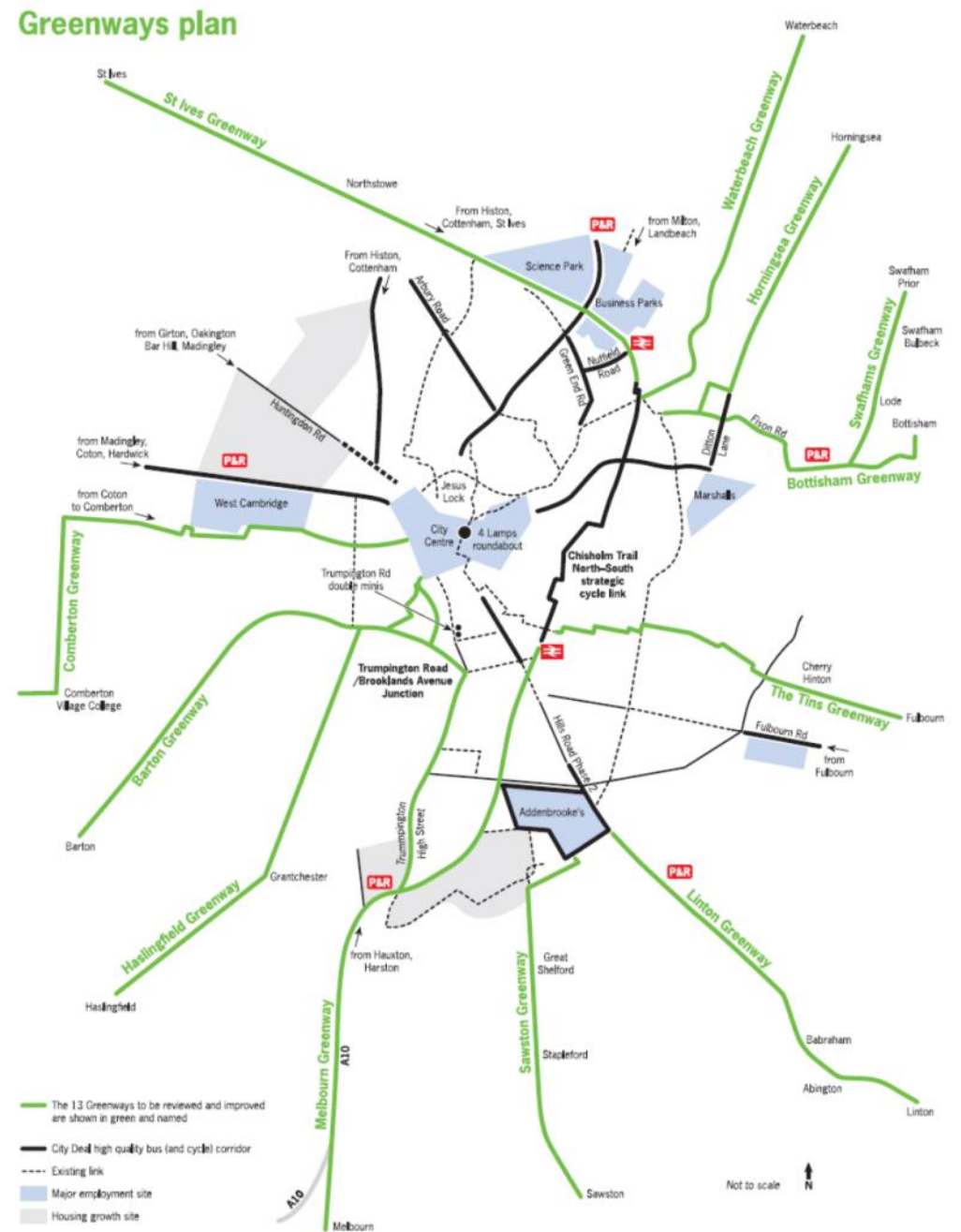


Cambridgeshire
County Council

Introduction

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

An overview of the Greenways is covered in the Cambridge Area Greenways Review Main Report with each Greenway covered in detail in an Appendix.



Swaffhams Greenway

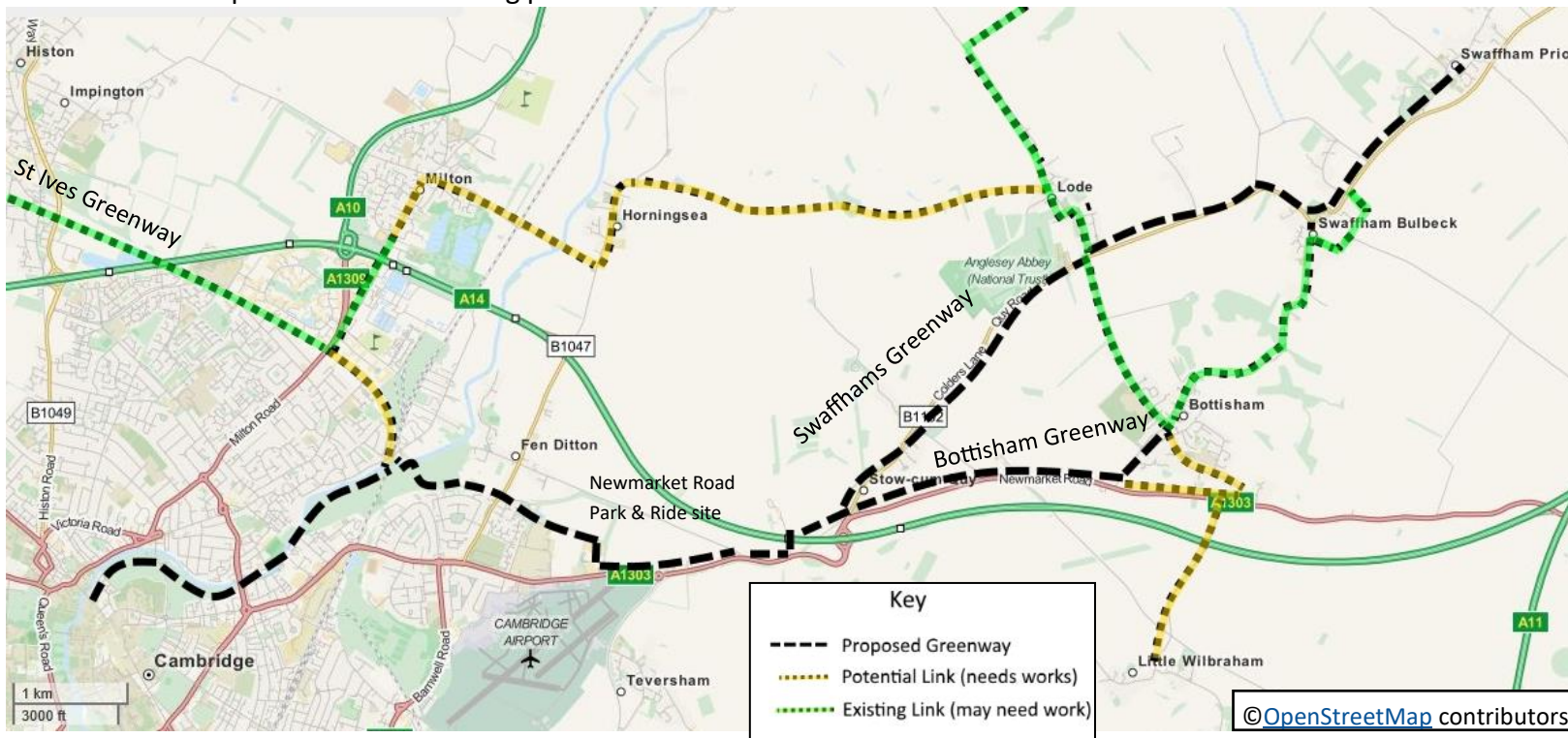
The Swaffhams & Bottisham Greenways are the same between Cambridge and the edge of Stow-cum-Quy, where they split. The Cambridge to Stow-cum-Quy section is covered within the Swaffhams Greenway report. This section is generally of good quality, but some improvements are recommended around Newmarket Road 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 Swaffham 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



Plan showing the Greenway and links

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.

Trip Generators and the focus of the Study

Key destinations that have been considered are:

- Cambridge City Centre
- Newmarket Road area
- Stow-cum-Quy
- Anglesey Abbey
- Lode
- Swaffham Bulbeck
- Swaffham Prior

Links that have also been considered include:

- The River Cam and Milton
- Cambridge Science Park and vicinity
- Wicken Fen
- Waterbeach and Waterbeach Station
- Bottisham Village College
- Cambridge North Station

Summary

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.

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.*

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.*

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.

Stow-cum-Quy to Lode

Negotiations with landowners have been going on for some time and a planning application has been submitted. 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.*

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.*



The existing narrow path.



This unusual crossing arrangement in Swaffham Prior can be changed so that cyclists heading towards the photographer are allocated space on the road to turn right.

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.*

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.*

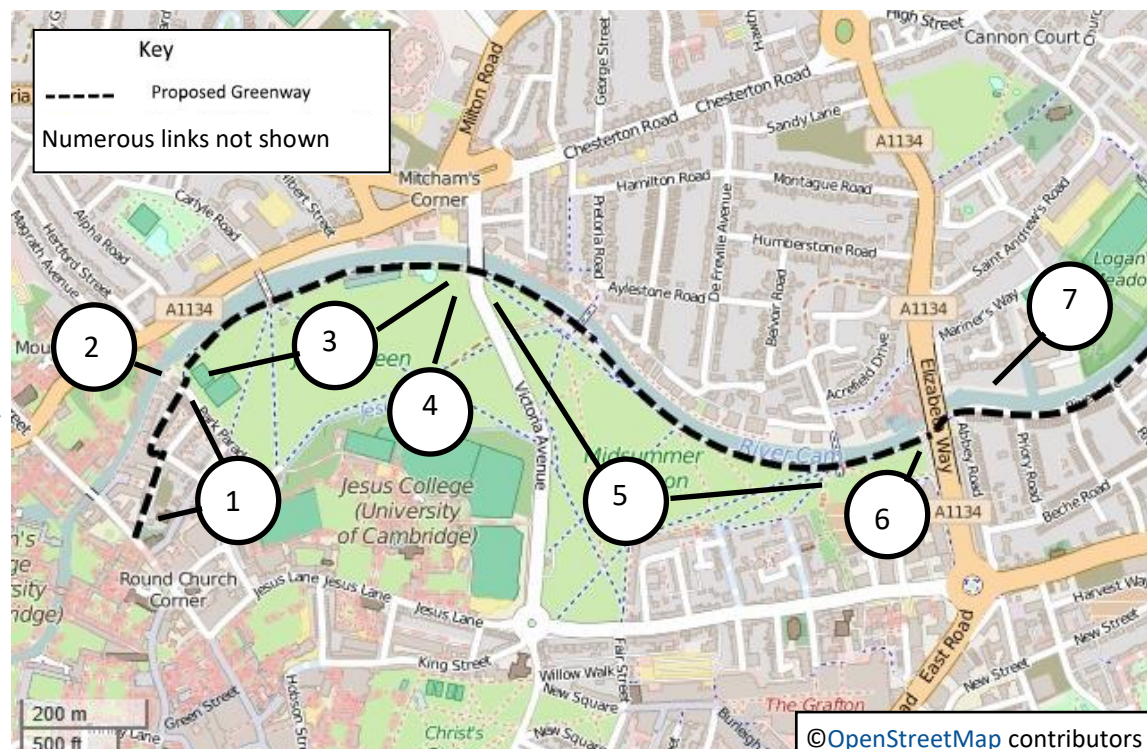
Links

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.*

Route Details and Maps

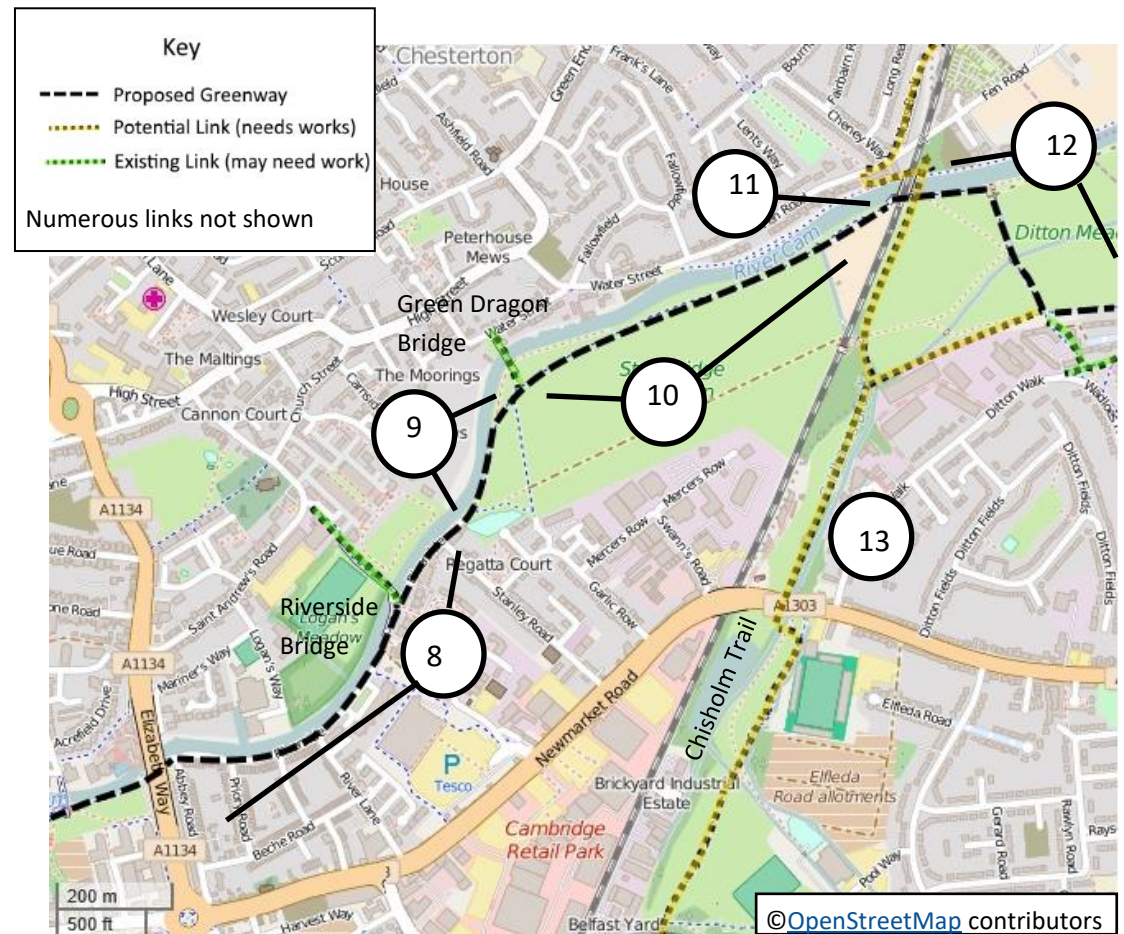
• Swaffhams Greenway Map 1

1. Route along quiet roads to start of Greenway. The only signing to Jesus Green and the river is temporary NCN signing. *Add appropriate signing.*
2. There is no destination signing at the entrance to Jesus Green. *Add appropriate signing/gateway feature.*
3. Route along riverbank. The path would benefit from widening, but this is difficult due to the location of trees. *There are sections of path where the path needs renewing particularly where there has been root damage.* Works have been recently completed.
4. Route passes under Victoria Avenue on a narrow section of path that can occasionally flood, but this is a useful link. No change needed.
5. Route along riverbank. The path is generally wider than on Jesus Green apart from the section behind the Fort St George where repairs would be beneficial.
6. Route passes under Elizabeth Way.
7. Route links well to closed section of Riverside.



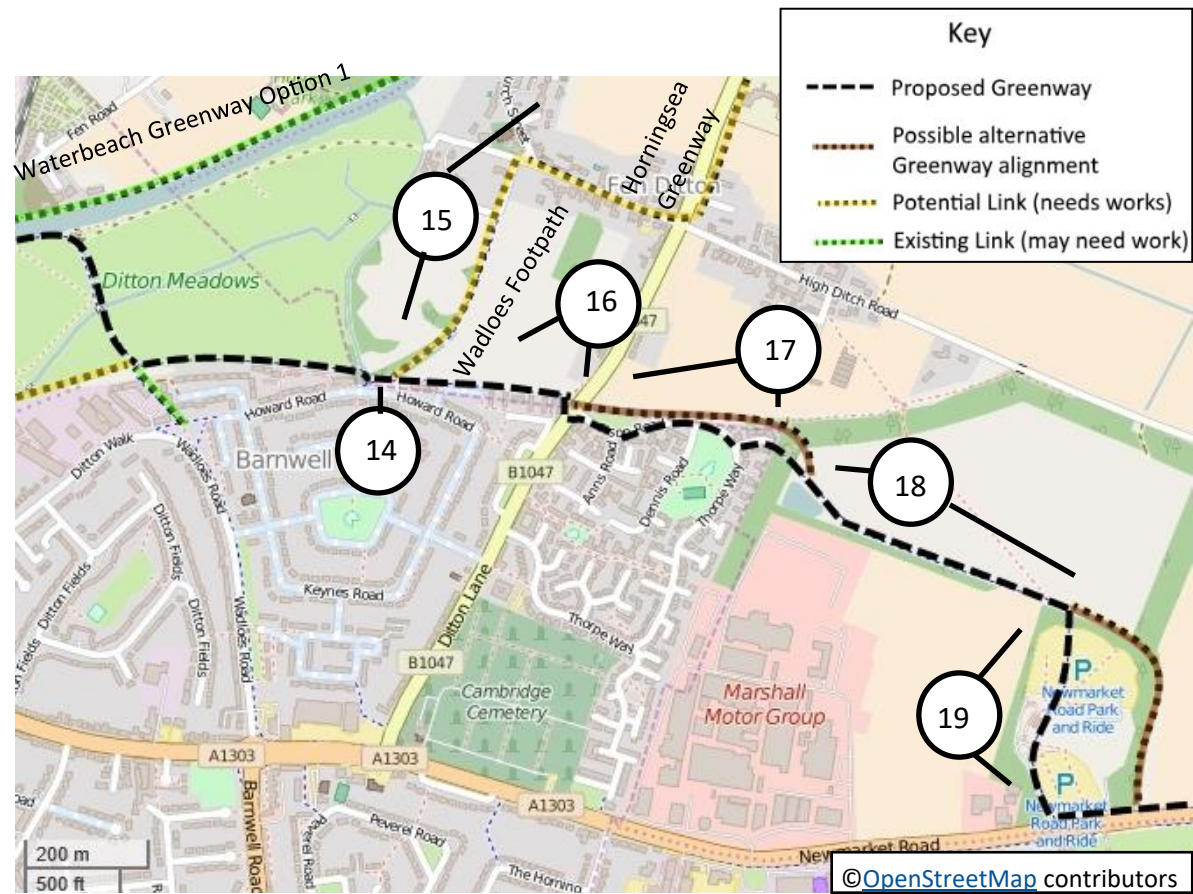
- **Swaffhams Greenway Map 2**

- Route along Riverside 20mph on sections open to traffic and with link to excellent Riverside Bridge.
- See comments in Waterbeach Greenway report. Signing improvements are recommended over this section of Stourbridge Common together with path widening between the Green Dragon bridge and the entrance to the Common.
- Existing path 2.5m wide. Can be busy at times but adequate. There is some path damage in places and would benefit from repairs.
- Narrow jetty under railway bridge. There are proposals in the Chisholm Trail report to widen this. *Widen if possible.*
- Existing path on Ditton Meadows. Width reduces to 2.1 m to the east of Ditton Walk link. Add solar studs subject to landowner's agreement.
- Potential links to Waterbeach Greenway, St Ives Greenway, Fulbourn Greenway and station via Chisholm Trail. Works are planned as part of City Deal scheme. Subject to planning and other consents.



- **Swaffhams Greenway Map 3**

- 14. *Path widening, new links and raised tables recommended at Wadloes Footpath/Howard Way junction — see Horningsea Greenway report.*
- 15. *Works proposed – see Horningsea Greenway report.*
- 16. *Widen path alongside Paddock by moving fence into field, subject to landowner’s agreement. (Path is currently 2m but overgrown). Widening proposed as part of Wing Development. Change Fison Road junction and approaches . Cut down vegetation at end of paddocks at junction on west side of Ditton Lane and widen/realign path for better visibility. Tighten Fison Road junction — re-allocating road space to create more space for link to signalled crossing on east side of Ditton Lane. (included in City Deal Cross City Cycling Scheme) .*
- 17. *Route on Fison Road, Thorpe Way, Tiptree Close 20 mph zone. Possible alternative along disused railway needs new Ditton Lane crossing.*



- 18. *Route along field edges 2m wide. There are plans for new housing in this area (the Wing development). This will increase usage of existing paths and paths will need widening and/or new paths will be needed through the development. Good links to these paths will be important.*

- 19. *Upgrade existing route through Park & Ride site and along Newmarket Road frontage — see page 11. Potential alternative alignment would be good option as well and worth progressing if the opportunity arises.*



Swaffhams Greenway Map 3 - Newmarket Road Park & Ride Site.



Existing field edge path — see Note 18.



Gateway feature — still looks good 14 years after official opening. *Vegetation needs cutting back substantially to open up views.*

Narrow path across car park should ideally be wider but generally works well.

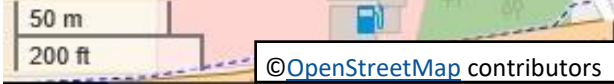
Remove bollards and open up area for shared space. Existing path 1.5m wide.

Widen path to 3m over this section.



Move fencing back and widen path from 1.8m as much as possible (suggest 2.5m except at trees).

Realign path at junction. Construct new path through tree belt (see yellow arrow adjacent) to avoid narrow junction linking back to existing path.



Note: Potential alternative alignment around site not shown. This would be a good option, but for Park & Ride site users improvements in the Park & Ride site itself are needed.



- **Swaffhams Greenway Map 4**

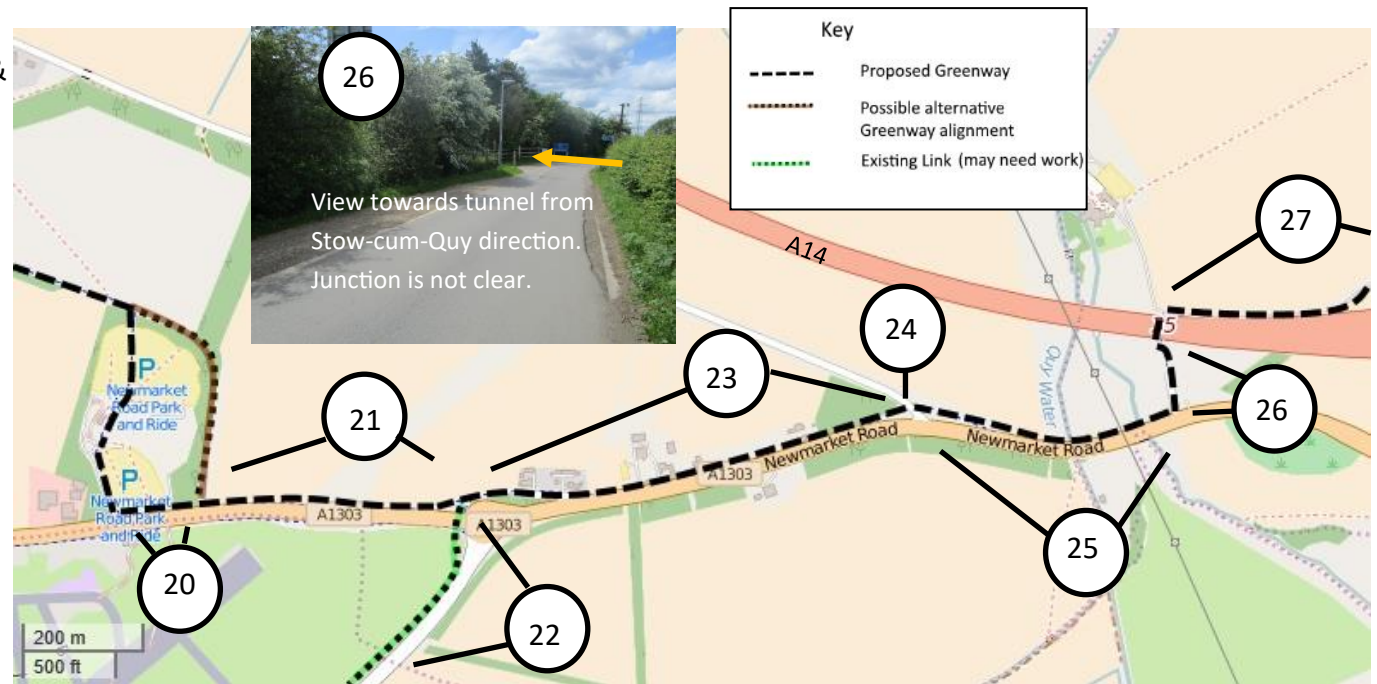
20. The length of route at the frontage of the Park & Ride site is one of the most difficult. Path width is 2m but it is overgrown with no verge separation from the carriageway and the crossing of the access road to Marshall Aero Academy is not clearly marked. *Re-align path and mark clearly road crossing.*

21. Path 2m wide set away from carriageway.

22. Existing link to Fulbourn Greenway and Teversham.

23. Path 2m wide set away from carriageway. Generally works well but in places vegetation needs cutting back and changes are recommended at the crossing of Farm Shop entrances, where priorities need changing and banners moving.

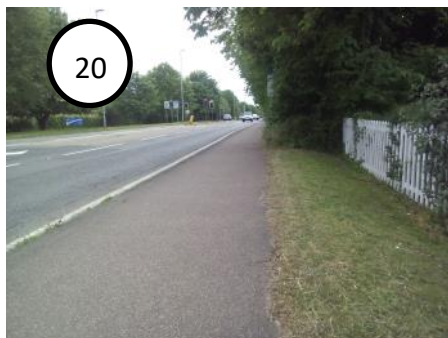
24. Crossing of High Ditch Road satisfactory.



25. Path continues set away from Newmarket Road.

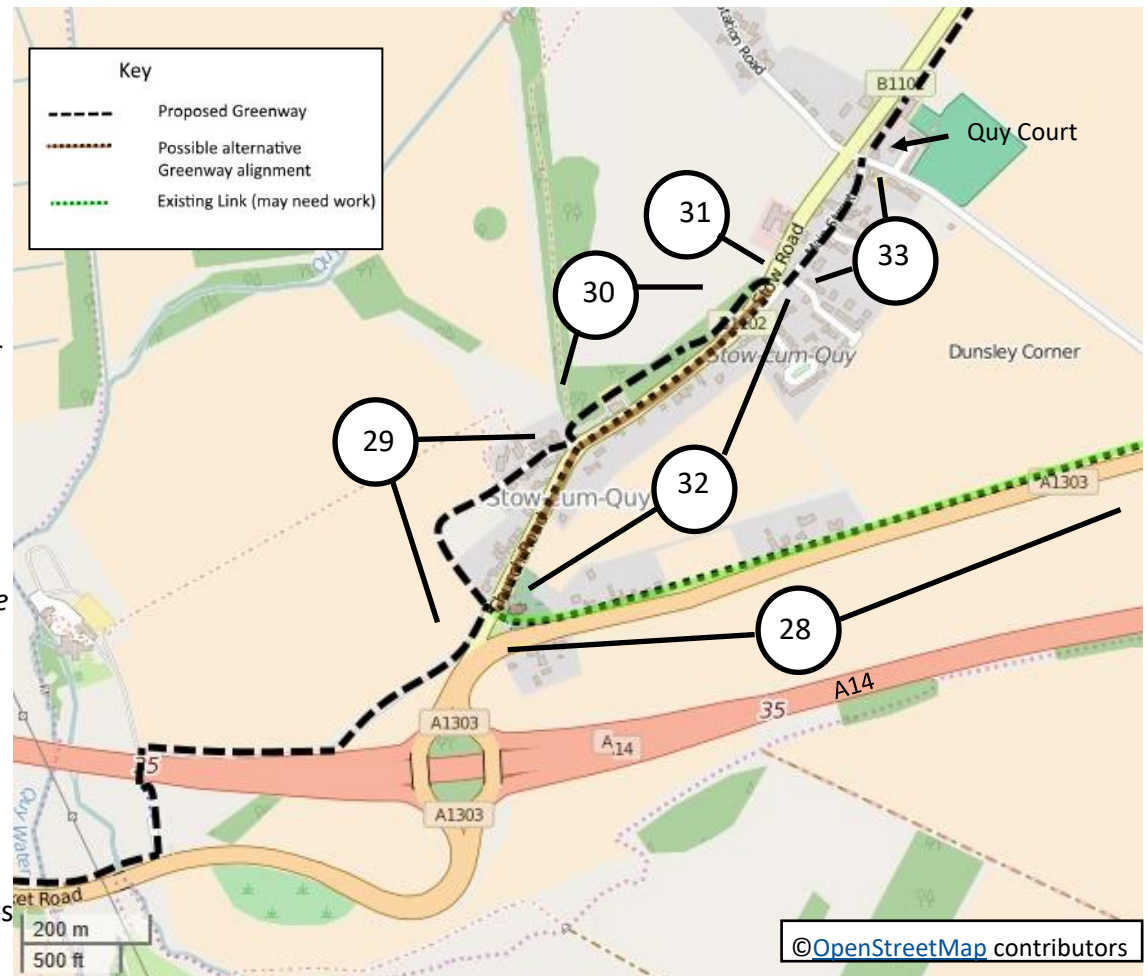
26. Route follows access road and tunnel under A14. *Realign path at approach to tunnel from south to improve visibility. This is subject to landowner's agreement. Add bollards and warning notices at junction with road to north.*

27. Existing quiet road — needs surface works in places.



- **Swaffhams Greenway Map 5**

28. Existing toucan crossing by church and path besides A1303. See Bottisham Greenway report.
29. Church Road and Stow Road through Stow-cum-Quy are busy at peak times and narrow in places so a good on road option is not easy and a good off-road option would be attractive. The route indicated is possible subject to landowner's agreement. It is further than the on-road option but will be appealing for some. *Construct new link through to Orchard Street., subject to landowner's agreement.*
30. There are a number of paths and concrete tracks through the wooded area close to Stow Road. *Construct new path and formalise route subject to landowner's agreement.*
31. *Add new two stage crossing across Stow Road and across entry to High Street by Herring's Close . Zebra combined with speed reduction on Stow Road would be a good solution or a Toucan crossing across Stow Road.*
32. The existing on-road route is an option that many commuter cyclists will choose, but others will find the on-road environment intimidating.

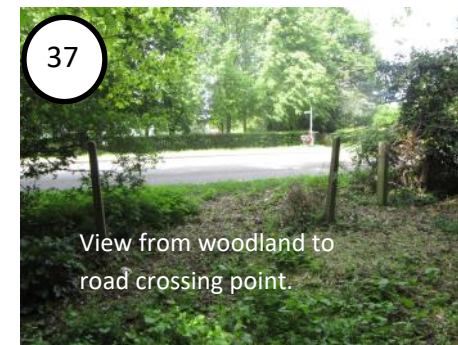
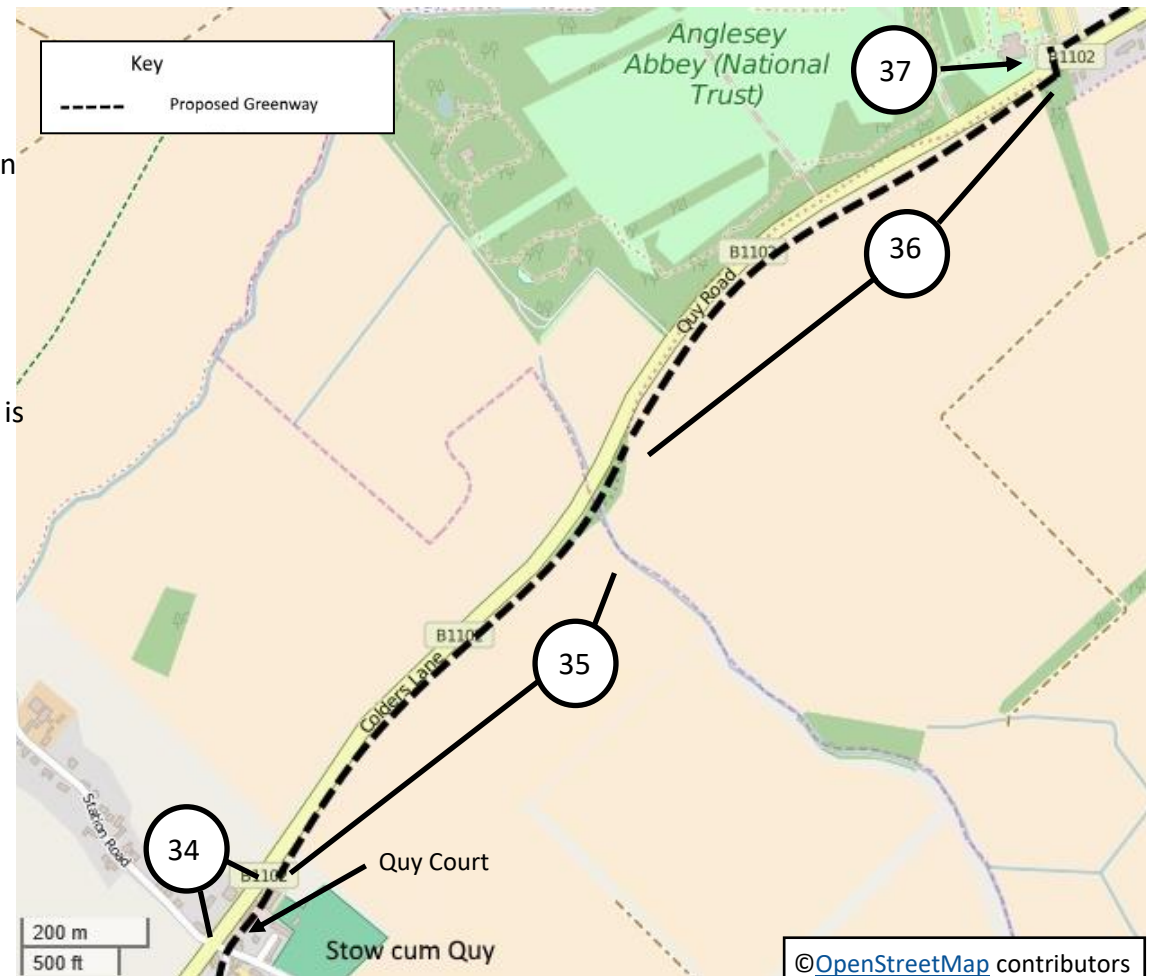


33. Main Street is an attractive quiet road.



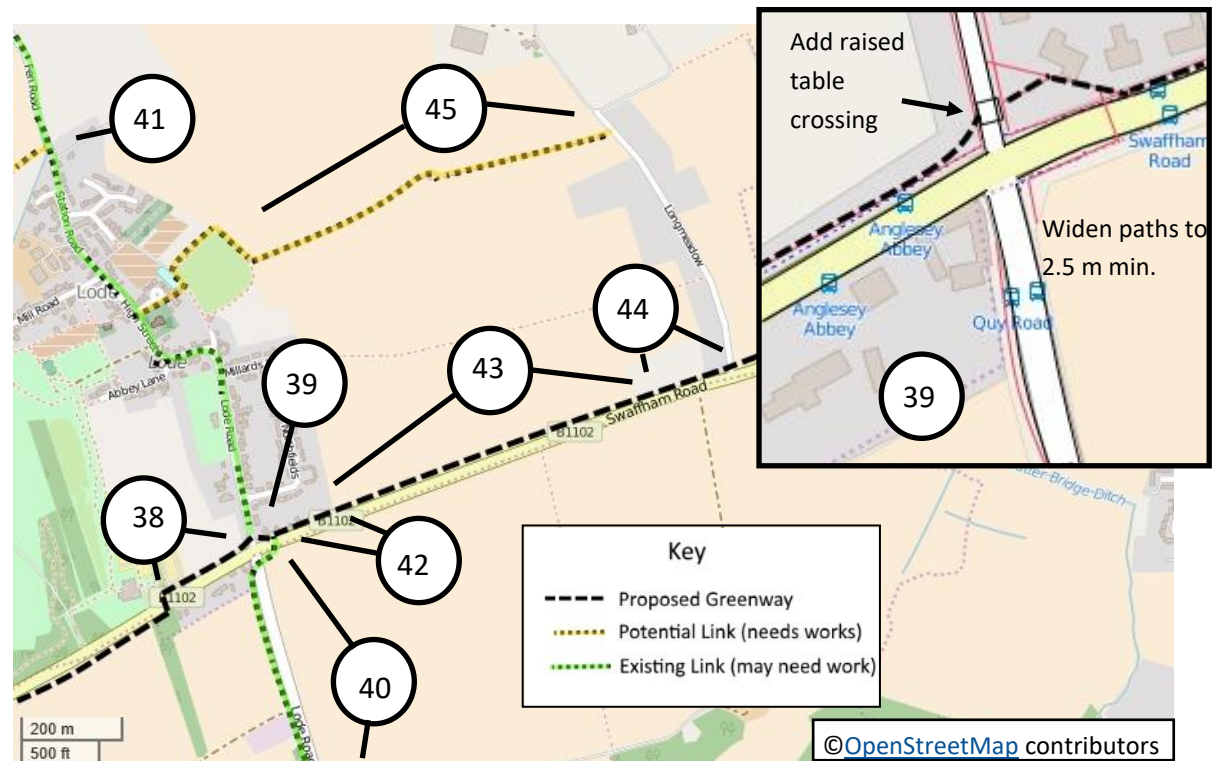
- **Swaffhams Greenway Map 6**

34. There is currently no good route between Lode and Stow-cum-Quy and the success of any new route will depend on the quality of provision and the details. A route through Quy Court is already used by the public and a formal agreement is currently being negotiated with the landowners
35. A planning application has been submitted by Cambridgeshire County Council to construct a route following the B1102 which is set back from the carriageway.
36. Route on field edge on National Trust land and through woodland leading to new crossing, part of the above planning application. *Complete route at earliest opportunity.*
37. *Construct new uncontrolled crossing with central refuge by pedestrian/cycle entrance to Anglesey Abbey as proposed by County Council.*

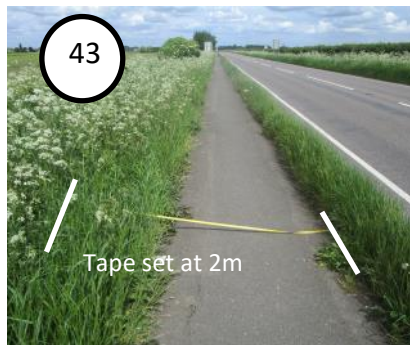


• **Swaffhams Greenway Map 7**

- 38. *Widen existing path to 2.5m minimum, currently 1.7m, from National Trust entrance to Lode Rd.*
- 39. *Re-align paths at junction — see marked up plan adjacent.*
- 40. Existing link with Bottisham Greenway.
- 41. Route through Lode for link with Wicken Fen and potential link to Horningsea. *Investigate potential link with Horningsea further and examine the case for works further.* See Horningsea Greenway report.
- 42. Existing path in front of properties 2m with no verge separation. *Widen to 2.5m and consider adding new roadside verge or white lines. Cut hedge back to highway boundary. Add solar studs.*
- 43. Existing path 1.4m wide with verge separation. *Widen path to 2m away from road by either piping ditch or reinforcing bank or constructing new field edge path. Add solar studs.*

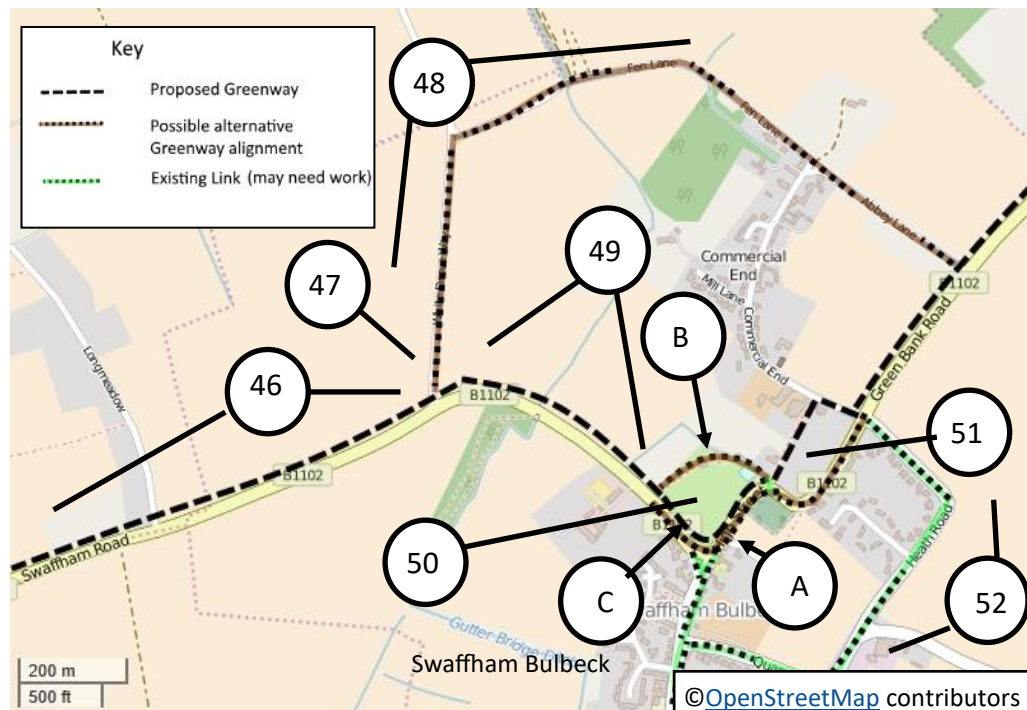


- 44. *At Longmeadow the route crosses a wide access to industrial premises. Mark path clearly across junction. At Longmeadow village junction tighten up and re-align junction to improve visibility and crossing point.*
- 45. Existing path 1m wide — a useful village link but too far from desire line to be good for Swaffhams Greenway route.

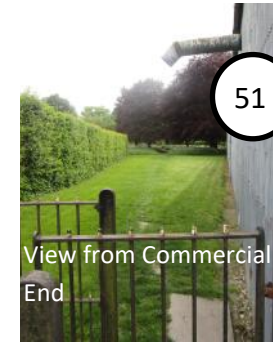
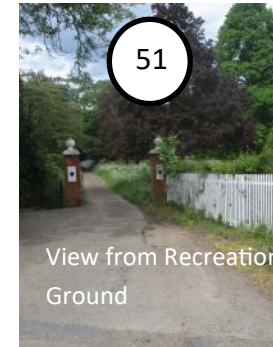


- **Swaffhams Greenway Map 8**

- 46. Path is 1.8m wide set back from carriageway. *Widen to 2m if opportunity arises. Add solar studs. Widening is low priority.*
- 47. Path works well through junction .
- 48. Alternative route a good option if not going to Swaffham Bulbeck. Not fully surveyed as not priority.
- 49. Path is 2m wide set back from carriageway. *Add solar studs.*
- 50. As the route enters Swaffham Bulbeck there are 3 options:
 - A. Cyclists can use the road where speeds are low, but traffic volumes can be high. A reasonable option.
 - B. Widen the existing path around the recreation ground away from the road.
 - C. *Construct a new path close to the road set back behind the existing footway. Path to be 3m wide.* This is the favoured option since it has best opportunities for links in Swaffham Bulbeck, but B would also be a good option.

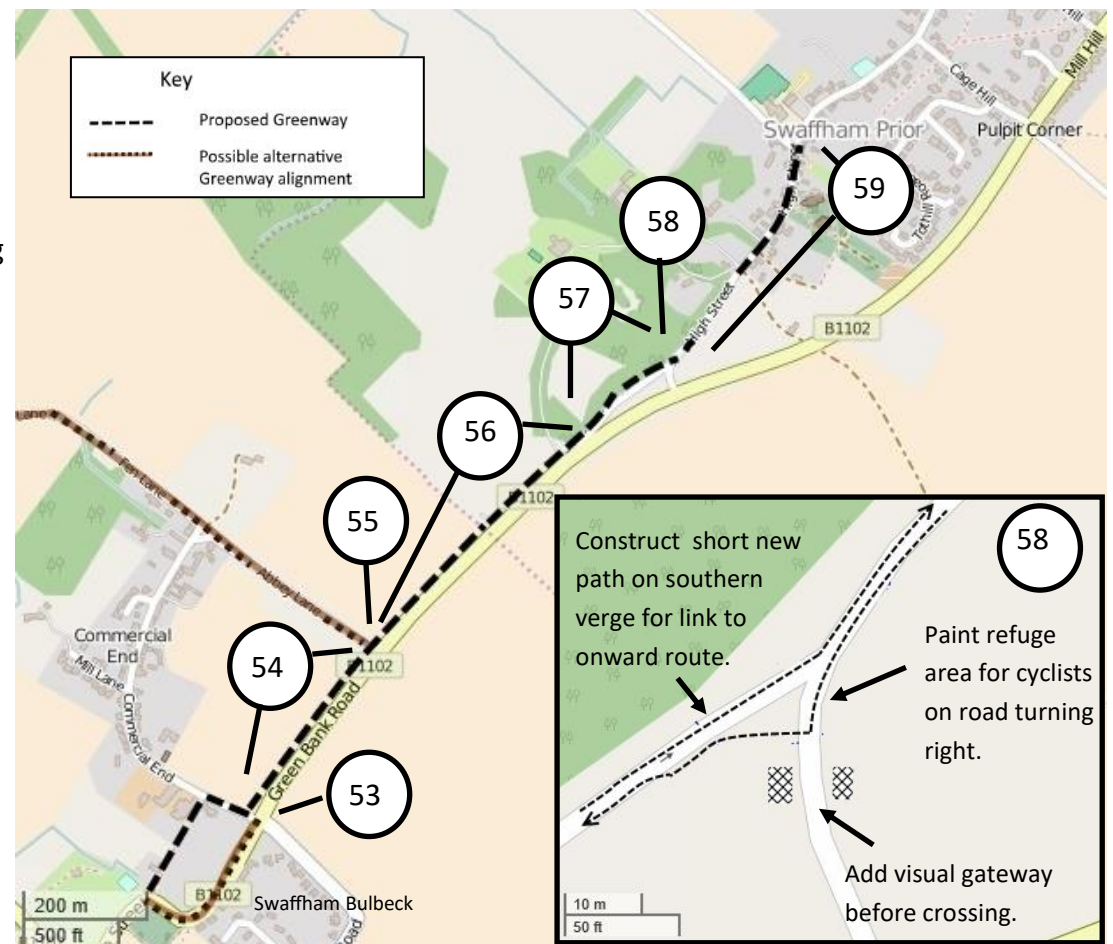


- 51. *Construct path for shared use and new entrance features for route along public footpath alignment to Commercial End.* Route subject to landowner's agreement. Alternative alignment on field edge may be possible too.
- 52. Away from the main road there are various links available on quiet roads including a link to Bottisham, currently NCN 51.



- **Swaffhams Greenway Map 9**

- 53. *Tighten up existing junction and remove inappropriate End of Route signs to improve crossing of junction*
- 54. *Path 1.8m wide with no verge separation. Widen to 2.5m and add solar studs. Consider reinstating verge. The path is currently suffering weed breakthrough. Cut back hedge at Abbey Lane junction.*
- 55. *Tighten up existing junction and remove inappropriate Cyclist Dismount signs to improve crossing of junction*
- 56. *Path 1.8m wide set back from carriageway. Could be widened to 2m but low priority. Add solar studs and repair damaged path near Swaffham Prior. Cut back vegetation.*
- 57. *Path 1.8m wide with no verge separation, besides quiet one-way road. Consider closing the road to motorised traffic and using the closed road as a two-way Greenway, as a better option.*
- 58. *Existing junction arrangement needs changing. The existing jug handle arrangement for those turning right from Swaffham Prior towards Cambridge is unlikely to suit most users. Add right turn refuge on road — see right.*
- 59. *The most appropriate route is on road through the village. Designate road as 20mph.*



View towards Swaffham Prior with slip road (57) emerging on left. Note jug handle arrangement on right of picture and space available in carriageway for refuge.

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.