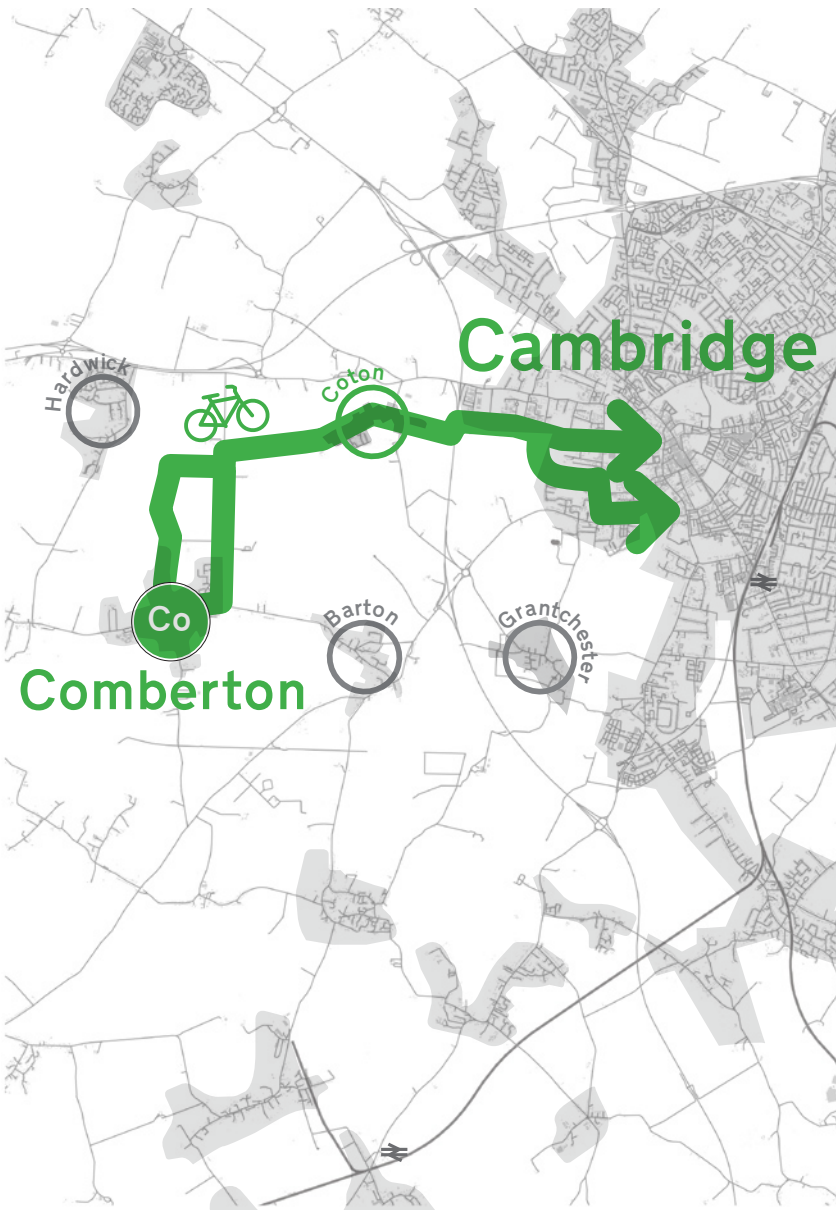


An emerging Greenways network

The Comberton 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 funding is granted. 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.

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

Ba Barton	Li Linton
Bo Bottisham	Me Melbourn
Co Comberton	Sa Sawston
Fb Fulbourn	Si St Ives
Ha Haslingfield	Sw Swaffhams
Ho Horingsea	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*:

ROUTE	LOCATION	DATE	TIME	ADDRESS
Fulbourn Greenway	Cherry Hinton Leisure Centre	Tuesday 06 November 2018	5:00pm - 7:00pm	Colville Rd, Cambridge CB1 9EJ
Waterbeach Greenway	Waterbeach Salvation Army	Monday 12 November 2018	5:00pm - 7:00pm	7 Station Road, Waterbeach, Cambridge CB25 9HT
Comberton Greenway	Comberton Village Hall	Wednesday 14 November 2018	6:00pm - 8:00pm	Hines Lane, Comberton, Cambridge CB23 7BZ
Fulbourn Greenway	The Fulbourn Centre	Tuesday 20 November 2018	4:00pm - 7:00pm	31 Home End, Fulbourn, Cambridge CB21 5BS
Comberton Greenway	Coton Village Hall	Wednesday 21 November 2018	6:30pm - 8:30pm	56 High St, Cambridge CB23 7PL

*More events may be added in the future, please check our website for updates. Events advertised will only present information specific to the Greenway named.

Have your say by Monday 17 December 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 to Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge, CB3 0AP

Get in touch

consultations@greatercambridge.org.uk

01223 699906

@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.

Designing your Greenway

We're working with the community to design the Greenways network. 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

Public engagement

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

Reviewing feedback

Feedback to early engagement showed routes along Green End and Long Road were both equally desirable. Other comments also supported the use of solar stud lighting and widening local paths. In addition, there was a clear demand for improving the cycle provision between Comberton and Barton, and as a result this is being explored as part of the Greenways Quick Wins programme. A full report on all the feedback from the pre-consultation engagement is available at www.greatercambridge.org.uk/comberton-greenway

Design work

Taking this feedback into consideration, route designs and detailed plans have been developed. This leaflet aims to present you with an overview of 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 in 2019. Further funding to take these routes through the detailed design and construction phase will be requested at this stage.

Comberton Greenway

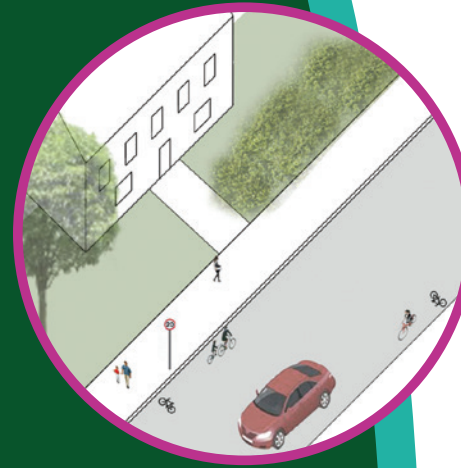
Comberton - Coton - Cambridge

Have your say on a new link connecting Comberton and Cambridge

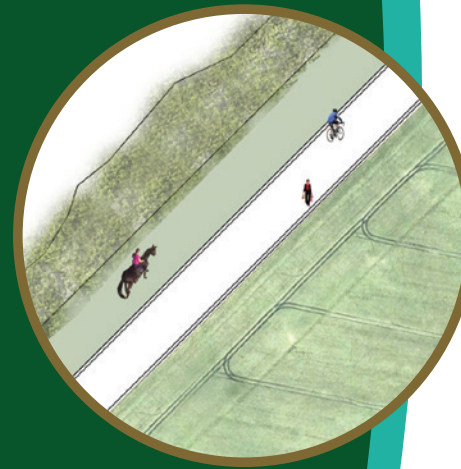


3 treatment types:

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 locations 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

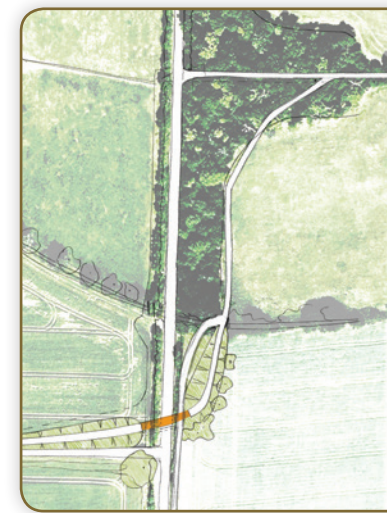
Generally, routes would be made from a hard, smooth surface. In special cases we will work with local stakeholders to create an appropriate alternative.



4 Route to Hardwick

Shared path, with a separate grassy strip, along the Bridleway to Hardwick.

Cost: £155,000



5 Underpass

[subject to agreement with the landowner]

- New underpass for pedestrians and cyclists under Long Road.

Cost: £750,000



7 Bin Brook to Whitwell Way

- A replacement bridge across Bin Brook. Link to a new field edge path and an upgraded path through the wood connecting to Whitwell Way.

- New shared path following the existing bridleway with 2m grassy path to one side.

- Existing trees to be retained and a local management plan to be developed.



8 Whitwell Way – through open fields

- New shared path following the existing bridleway with 2m grassy path to one side.

- Have a planted mound on both sides of the path to minimise visual impact.



12 M11 Bridge

- Have gentler bends on approach to the bridge to improve visibility.

- The existing ramps are suffering from subsidence, replace with a new shallower ramps.

Cost: £275,000

3 Between Green End and Wimpole Way

[subject to agreement with the landowner]

- Option A:** Use the existing path. Replant hedges along 250m to increase the path width.

Cost: £295,000

- Option B:** New shared path along the field edge, to the east of the existing hedgerow.

Cost: £300,000



2 Green End

- Option A:** Use Green End as a 'quiet road', with traffic calming to slow vehicles at the corner to ensure safe movement of pedestrians and cyclists from the path leading to Wimpole Way.

Cost: £35,000

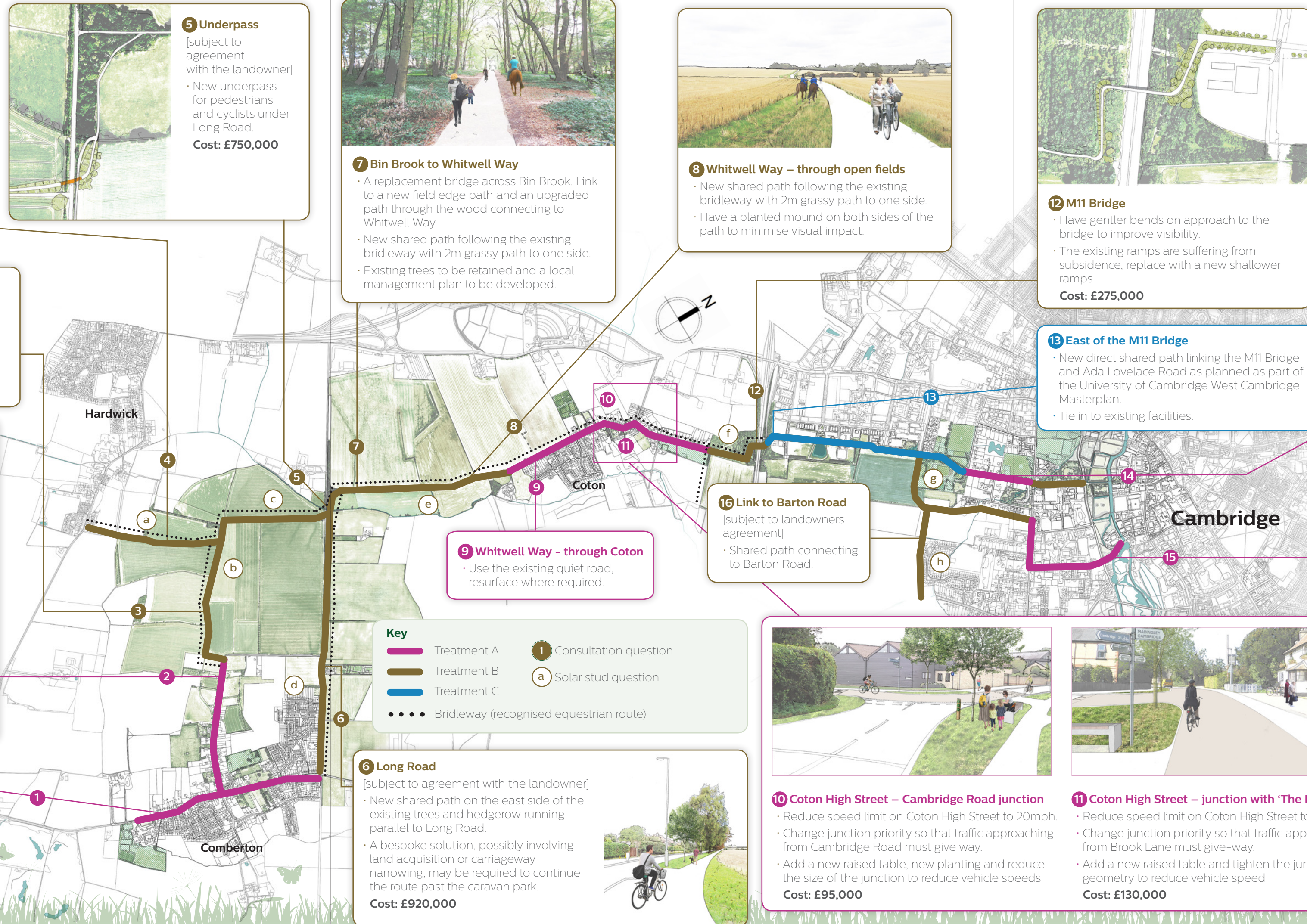
- Option B:** Use Green End as a 'quiet road', with a road closure. The location would be determined in consultation with the residents of Green End.

Cost: £26,000

1 West Street and Barton Road

- Reduce speed limit to 20mph.
- Remove centre line where it exists.
- Adjust kerb lines at wide side roads and improve landscaping.

[Further improvements to Barton Road are being considered as part of the Greenways Quick Wins]



Key

- Treatment A
- Treatment B
- Treatment C
- Bridleway (recognised equestrian route)
- 1 Consultation question
- a Solar stud question

6 Long Road

[subject to agreement with the landowner]

- New shared path on the east side of the existing trees and hedgerow running parallel to Long Road.

- A bespoke solution, possibly involving land acquisition or carriageway narrowing, may be required to continue the route past the caravan park.

Cost: £920,000

16 Link to Barton Road

[subject to landowners agreement]

- Shared path connecting to Barton Road.

10 Coton High Street – Cambridge Road junction

- Reduce speed limit on Coton High Street to 20mph.
- Change junction priority so that traffic approaching from Cambridge Road must give way.

- Add a new raised table, new planting and reduce the size of the junction to reduce vehicle speeds

Cost: £95,000

11 Coton High Street – junction with 'The Footpath'

- Reduce speed limit on Coton High Street to 20mph.
- Change junction priority so that traffic approaching from Brook Lane must give-way.

- Add a new raised table and tighten the junction's geometry to reduce vehicle speed

Cost: £130,000

14 Route into Cambridge – To Queens Road

- Change at the Adams Road/Wilberforce Road junction, to give cyclists priority, as proposed in the University of Cambridge West Cambridge outline planning application.

- Improved surface markings to Adams Road and changes to parking arrangements. This provides the opportunity to soften the streetscape by providing suitable planting.

- New, wider path and bridge over Bin Brook along the link to Burrell's Walk.

Cost: £385,000

15 Route into Cambridge – To Silver Street

[subject to agreement with the landowner]

- New off-road path passing around the west and south side of the University Sports Ground, along the rifle range and beside the Rugby Ground to Grange Road.

- A raised table and give-way markings on Grange Road at the junction with the new path beside the Rugby Ground.

- Wider advisory cycle lanes on Grange Road with the centre line removed.

- A road closure for motor vehicles on Sidgwick Avenue at the junction with Ridley Hall Road.

Cost: £1,255,000

