

Swaffhams and Bottisham Greenways

Bottisham - Swaffhams - Cambridge

Have your say on two new Greenway routes linking the Swaffhams and Bottisham to Cambridge via Fen Ditton



What is a Greenway?

Greenways will be new or improved walking, cycling and, where appropriate, horse riding routes. They will follow off-road paths, along quiet streets or with improved facilities on busier roads. They will help more people reach more of Greater Cambridge with safer, easier and more direct journeys.

The Challenge

The Greater Cambridge Partnership (GCP) is investing to secure sustainable economic growth and improve the quality of life for everyone in our area through a series of ambitious projects and programmes. Although a thriving centre for education, high-tech business and world-leading healthcare, there are severe transport challenges the area needs to address, including:

Continued growth of traffic and congestion

Limited public transport choices and lack of attractive walking and cycling routes

Toxic air pollution and high carbon emissions as a result of limited alternatives to the car

To meet these challenges, the GCP was awarded £500million to make vital improvements to our transport networks.

With this money, we are developing more affordable and greener travel options for our region. The Greenways aim to provide safe and attractive walking, cycling and where appropriate horse riding routes between the city and its surrounding communities.

Improving our region through Greenways, to:



Provide better cycling and walking routes



Enhance public spaces where possible



Reduce the impact of traffic congestion and growing traffic levels



Support access to jobs and opportunities



Reduce air pollution and improve our health

Swaffhams and Bottisham Greenways

The Swaffhams and Bottisham Greenways are two of twelve proposed Greenways which aim to make local walking and cycling journeys easier. They will connect villages along the route to each other, with new and improved signage enabling a direct connection with Cambridge.

Previous public consultation was held in 2019 with supportive feedback for the Swaffhams and Bottisham routes. Further design work on the route was approved by the GCP Executive Board in December 2020.

Your views, ideas and experiences are important to us, and we are now providing an update of the design proposals and seeking your feedback for the Swaffhams and Bottisham Greenways.

The routes

Swaffhams Greenway

The Swaffhams Greenway is 4.7 miles long and would provide a link to the Chisholm Trail, which leads to Cambridge North and Cambridge railway stations.

The route would start in Swaffhams Prior and continues through Swaffhams Bulbeck alongside the B1102, past Anglesey Abbey to Stow-cum-Quy. At this point, the route would converge with the Bottisham Greenway, which would provide a link into Cambridge.

Bottisham Greenway

The Bottisham Greenway is 6.6 miles long. It would start in Bottisham and proceed along the A1303 then continue past Stow-cum-Quy where it would link up with the Swaffhams Greenway and continue along High Ditch Road past the Marleigh

Development to Fen Ditton. It will proceed through Stourbridge Common and conclude at the Riverside.

The proposals

The schemes aim to improve connectivity and safety for people walking and cycling through Swaffhams and Bottisham via Fen Ditton. Widening of shared use paths is proposed in some locations to provide more space for Greenway users, with improved crossings throughout the scheme to prioritise people. The routes also aim to make it easier and safer to use the A14 underpass and address safety concerns by including improved lighting in the area.

Coloured surfacing is proposed along sections of the route to highlight the presence of cyclists and improve safety. These sections will feature along Orchard Street, Main Street, Quay Court and High Street in Swaffhams and along the Riverside in Cambridge, Bell Road and Lode Road in Bottisham. Additionally, junction improvements are proposed at the Albert Road junction, the Ditton Lane junction in Bottisham and the Long Meadow, White Droveaway, Lode Road and Commercial End Junction in Swaffhams.

Through the Swaffhams and Bottisham villages, we are proposing traffic calming measures including gateway features to reduced speed limits around the villages to slow traffic.

Landscaping and ecological enhancements are also proposed for the scheme, which includes tree planting to make the route attractive and support a wide range of wildlife.

We welcome feedback on specific considerations that the designers should take into account.

Visualisations of the scheme

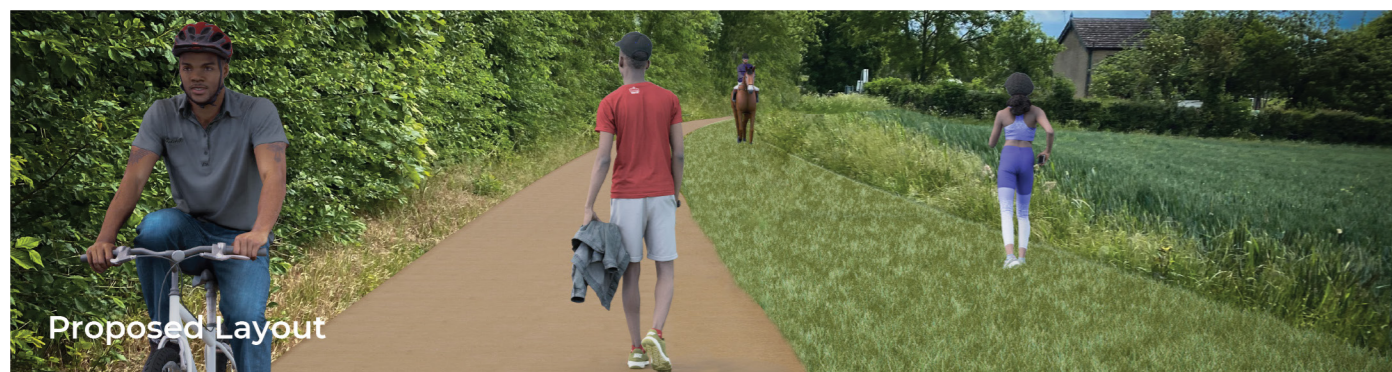
Typical Urban Setting

Our proposals include a ‘quiet street’ treatment type in some locations, where people cycling will use the road. This typically includes reducing speed limits, often to 20mph, and using speed humps as well as signs to highlight the presence of cyclists.



Typical Rural Setting

Our proposals include shared use paths where the route runs off-road. This typically includes a durable sealed track with a grass verge for Greenway users (including horse riders) running parallel. Surface materials are still to be confirmed.



Next stages

The next stages to progress the design of the Swaffhams and Bottisham Greenway will include undertaking the following tasks:

1 Engagement with landowners

We continue to talk to the various private landowners along the route to gain their consent before the scheme is progressed.

2 Traffic modelling

We will model and assess traffic flows at key junctions to understand the potential impact proposals may have on journey times.

3 Environmental & ecology impacts

We are considering the environmental constraints and assessing the possible effects of the proposals on the environment and local ecology, to be incorporated into the next stage of scheme design. This will consist of arboricultural and ecological surveys and hedgerow assessments, to minimise the impacts and enhance biodiversity overall (biodiversity net gain).

4 Planning consent

Under the Town and Country Planning Act 1990, planning consent may be required for the Barton Greenway, subject to final preliminary designs, prior to construction.

5 Parking surveys

We will undertake surveys, where necessary, to understand on-street parking demand at locations where changes may need to be made to improve safety for walking and cycling which could impact parking. Any survey data collected will be inform the preliminary design process.

Bottisham Greenway map



4. Ditton Lane / Fison Road Junction

- A new parallel crossing to improve safety for pedestrians and cyclists
- Junction improvements to prioritise cyclists

6A. A14 Underpass

- New and improved lighting and vegetation clearance in front of underpass to provide better sight lines and enhance visibility
- Northern approach ramp to be extended into the underpass to reduce its gradient and address drainage issues
- Southern approach to be realigned so that it is straighter and more direct

8A. Bell Road

- Widening of the existing shared path to three metres, where possible, up to the existing farm access
- New footway build out to provide a safe transition for cyclists to join the carriageway

8C. Lode Road

- Introduction of a 20mph speed limit
- Cycle symbol road markings at intervals
- Red asphalt carriageway surfacing for cyclists

Greenway treatment types

The Bottisham Greenway will include the following types of route sections.

A. Quiet Street

A quiet street is a section of on-carriageway cycle route where vehicle speeds are limited to 20mph. White painted signage would 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 shared use path would typically include a 3-metre wide sealed track. Where the path runs beside the carriageway, a green verge will separate the path from the road where possible.

The map illustrates the scheme alignment and key proposals. Technical drawings for the Greenway can be viewed at: www.greatercambridge.org.uk/swaffham-bottisham-23

3. Ditton Meadows

- Widening of existing shared use path to three metres
- New and improved lighting

2. Stoubridge Common

- Widening of the existing shared use path to three metres
- New and improved lighting

1. Riverside

- Cycle symbol road markings at regular intervals with red asphalt carriageway surfacing for cyclists
- Formalised parking bays
- New buffer zone next to the parking bays to provide a safe space for cyclists to pass parked vehicles

5A. Marleigh Development

- Route ties in with the proposed Cambridge Eastern Access scheme on Newmarket Road
- Continues along the new four metre shared use path to join up with the route through the Marleigh Development

5B. High Ditch Road Junction

- Improvements to the existing crossing including a realignment of the existing shared use path at High Ditch Road to improve visibility
- The existing 50mph speed limit proposed to be extended north of the junction to include the uncontrolled crossing

6B. Quy Mill Hotel Access Road

- Surface levels to be adjusted so that pedestrians and cyclists are level with the carriageway adjusting the surface levels so that pedestrians and cyclists are level with the carriageway
- Wider section to consist of a on carriageway three metre wide shared path alongside the Quy Mill Hotel access road

7A. Albert Road Junction

- Realignment of the carriageway at Newmarket Road a smoother transition and improve visibility
- A new three metre wide informal crossing
- Junction improvements to prioritise cyclists

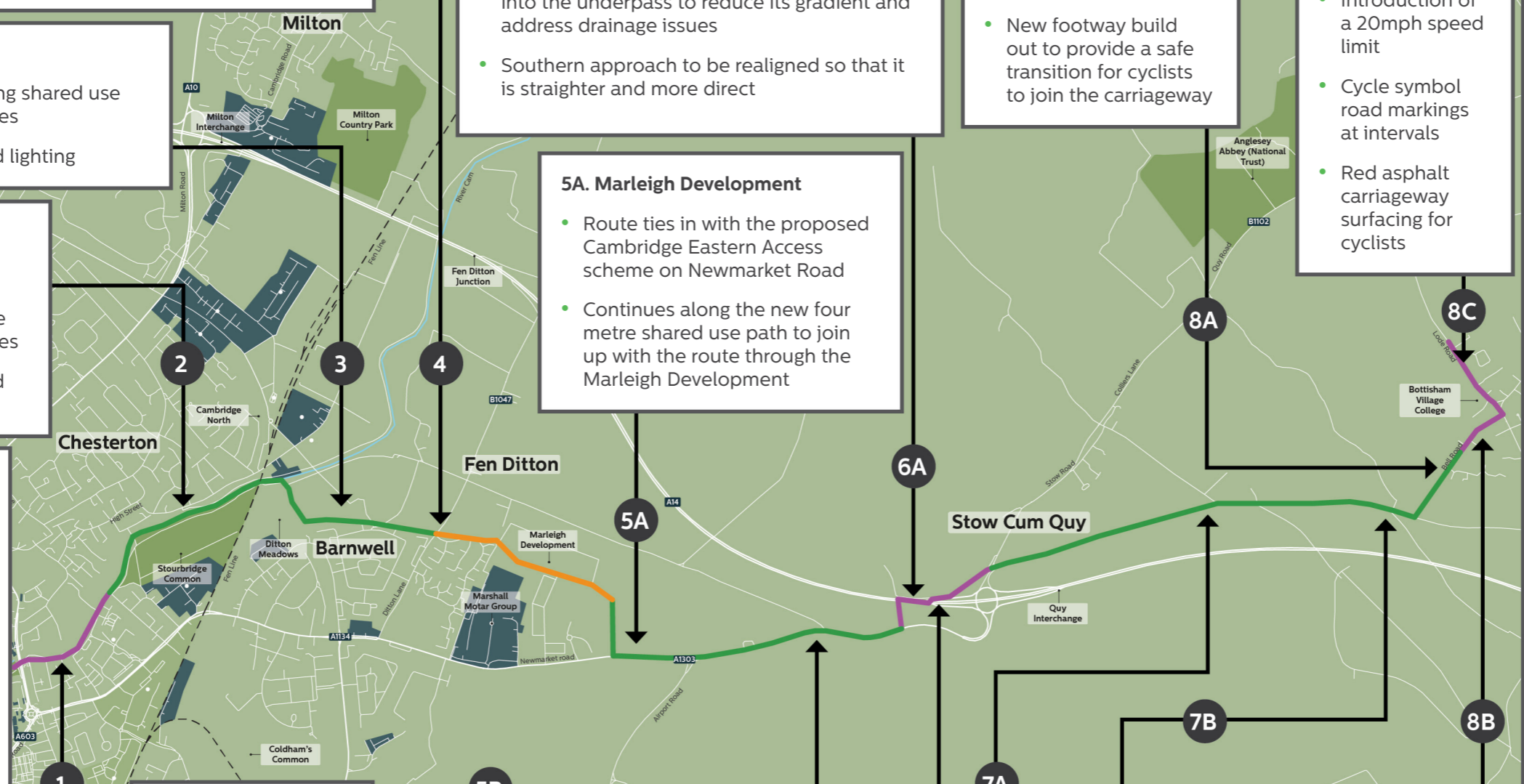
7B. Newmarket Road

- Improvements to the existing shared-use path, including widening to three metres, where possible
- A new three metre wide informal crossing

8B. The Bell Road / Lode Road Junction

- New raised tables to slow down vehicle
- A new shared use area with block paving
- New signage to highlight pedestrian and cyclist priority

- Quiet Street
- Shared use path
- Marleigh Development



Swaffhams Greenway map

Greenway treatment types

The Swaffhams Greenway will include the following types of route sections.

A. Quiet Street

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B. Shared use path

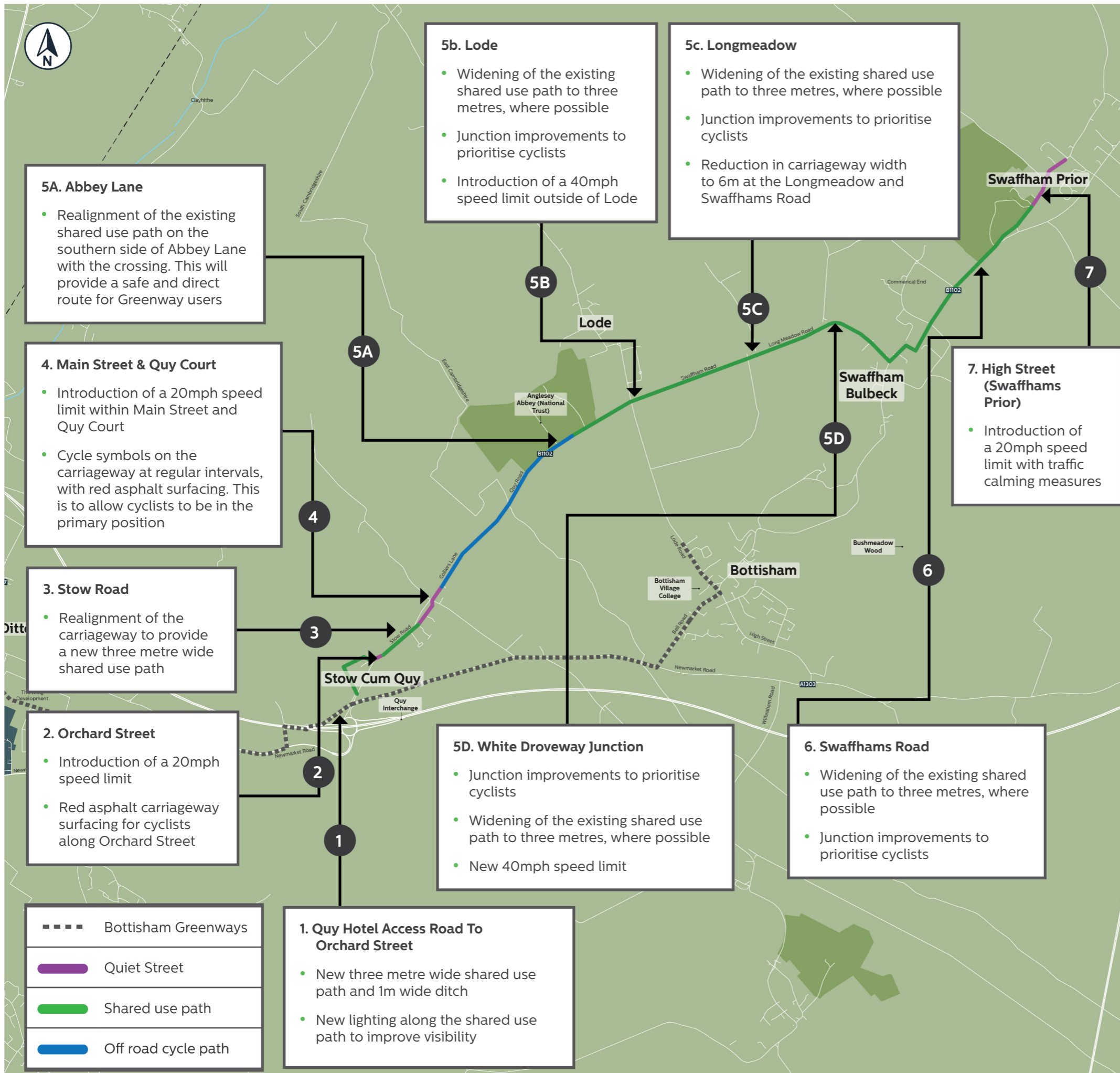
A shared use path would typically include a 3-metre wide sealed track. Where the path runs beside the carriageway, a green verge will separate the path from the road where possible.

C. Protected path

A protected path would typically include a 3-metre-wide sealed path with equestrian access where appropriate. Where possible, as much protection from the carriageway will be provided, which may include grass verges or shrubs.

It should be noted that 3 metres may not be achievable in all locations due to width constraints, so some bespoke measures will be implemented.

The map illustrates the scheme alignment and key proposals. Technical drawings for the Greenway can be viewed at: www.greatercambridge.org.uk/swaffham-bottisham-23



5A. Abbey Lane

- Realignment of the existing shared use path on the southern side of Abbey Lane with the crossing. This will provide a safe and direct route for Greenway users

4. Main Street & Quay Court

- Introduction of a 20mph speed limit within Main Street and Quay Court
- Cycle symbols on the carriageway at regular intervals, with red asphalt surfacing. This is to allow cyclists to be in the primary position

3. Stow Road

- Realignment of the carriageway to provide a new three metre wide shared use path

2. Orchard Street

- Introduction of a 20mph speed limit
- Red asphalt carriageway surfacing for cyclists along Orchard Street

	Bottisham Greenways
	Quiet Street
	Shared use path
	Off road cycle path

1. Quy Hotel Access Road To Orchard Street

- New three metre wide shared use path and 1m wide ditch
- New lighting along the shared use path to improve visibility

5D. White Droveaway Junction

- Junction improvements to prioritise cyclists
- Widening of the existing shared use path to three metres, where possible
- New 40mph speed limit

5b. Lode

- Widening of the existing shared use path to three metres, where possible
- Junction improvements to prioritise cyclists
- Introduction of a 40mph speed limit outside of Lode

5c. Longmeadow

- Widening of the existing shared use path to three metres, where possible
- Junction improvements to prioritise cyclists
- Reduction in carriageway width to 6m at the Longmeadow and Swaffhams Road

6. Swaffhams Road

- Widening of the existing shared use path to three metres, where possible
- Junction improvements to prioritise cyclists

7. High Street (Swaffhams Priors)

- Introduction of a 20mph speed limit with traffic calming measures

Potential impacts and mitigations

The scheme aims to deliver positive impacts by enhancing routes and facilities for walking, cycling and, where appropriate, horse riding, to support more people to make greener, cheaper and healthier journeys as part of our vision for Greater Cambridge.

The routes are being designed to be fully accessible for wheelchairs, opening up more of our greenspace to more people.

Proposals for on-road sections of the route will feature measures to improve safety for all, including traffic calming and safer crossing points. We are reviewing car parking on the route to ensure it does not create excess risk to people cycling.

Materials and surfacing

Generally, routes will be made from a hard, smooth surface such as asphalt. In more rural locations, including bridleways we will introduce appropriate surface treatment that is sensitive to the local environment. We are also looking at lighting options for all of the routes as part of the next stage of design.



Visual impact

The visual impact of the route will be minimised through measures such as landscaping (including mounds) on the sides of paths where required, which will also include pollinator friendly planting.

Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we are preparing an Equality Impact Assessment (EqIA) for the proposals put forward in this engagement exercise.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and carer's responsibilities.

Construct and build

For some sections of the routes, construction is anticipated to begin in 2024.


Timeline


Final routes options were presented to the public and the Executive Board in 2020, and we are now presenting the technical design. The next stages are outlined below:




Have Your Say

The engagement period will run for four weeks from 27 February to midday on 24 March. There are a number of ways to respond and provide feedback:

 Fill out the online questionnaire at: www.gretercambridge.org.uk/swaffham-bottisham-23

 Download or request a paper questionnaire and return to: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR**

 We will be holding an in-person event in March. Details below:
Venue: Stow Cum Quy Village Hall
Date: Tuesday 14 March
Time: 16:00 - 19:00pm
Address: Main St, Stow Cum Quy, Cambridge CB25 9AB


Venue: Swaffham Prior Village Hall
Date: Thursday 16 March
Time: 16:00 - 19:00pm
Address: High St, Swaffham Prior CB25 0LD


Next Steps

Your feedback will be analysed once the engagement period ends. The findings will then be compiled into a summary report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the GCP Executive Board.

Get In Touch

 consultations@gretercambridge.org.uk

 01223 699906

 @GreaterCambs #CambsGreenways

 www.facebook.com/GreaterCam

Alternative Formats: If you require any of the material in an alternative format or language, please email: consultations@gretercambridge.org.uk or call 01223 699906.

