

Appendix 8

Sawston Greenway Review



Nigel Brigham & Associates

October 2016

A report for

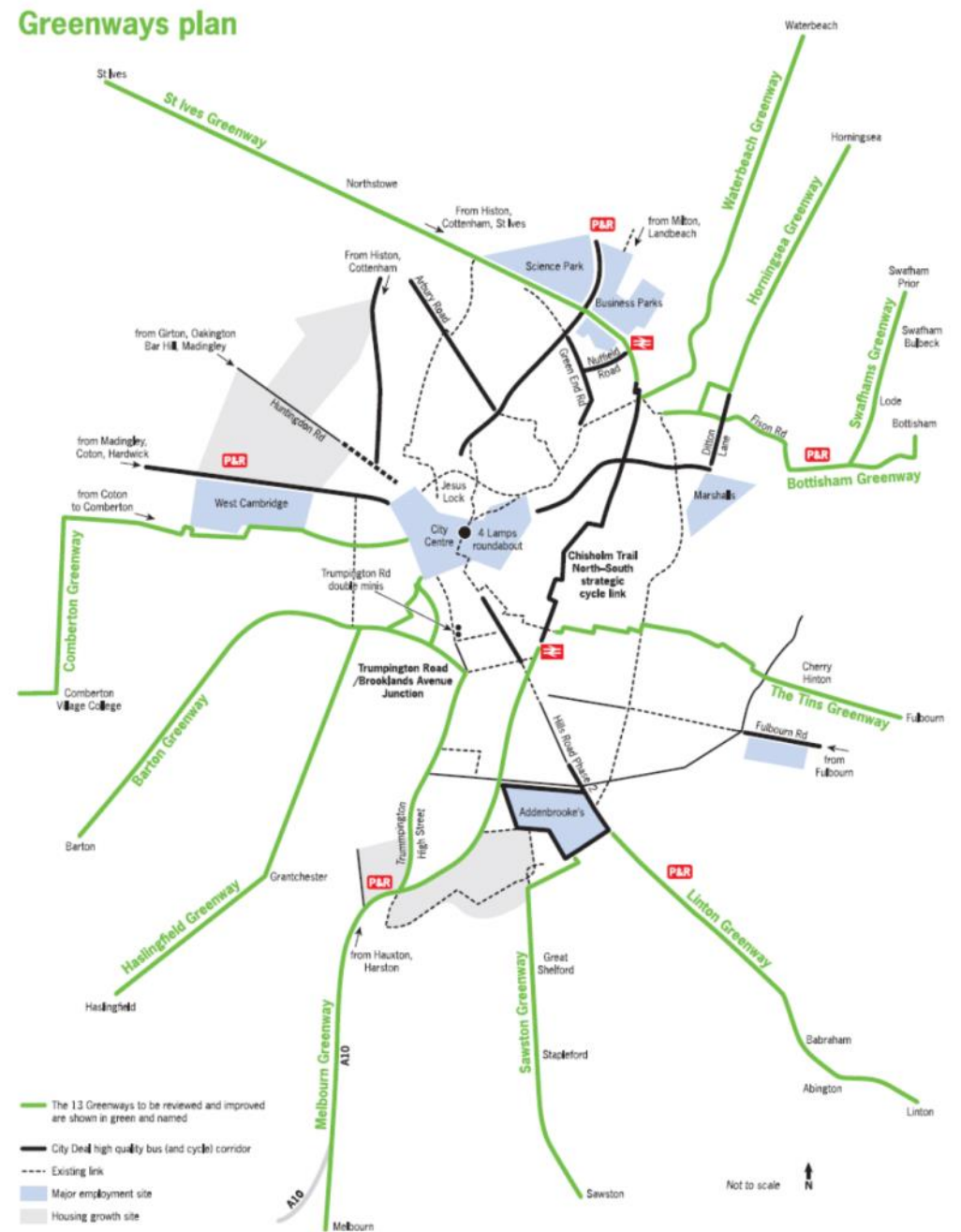


Cambridgeshire
County Council

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.



Sawston Greenway

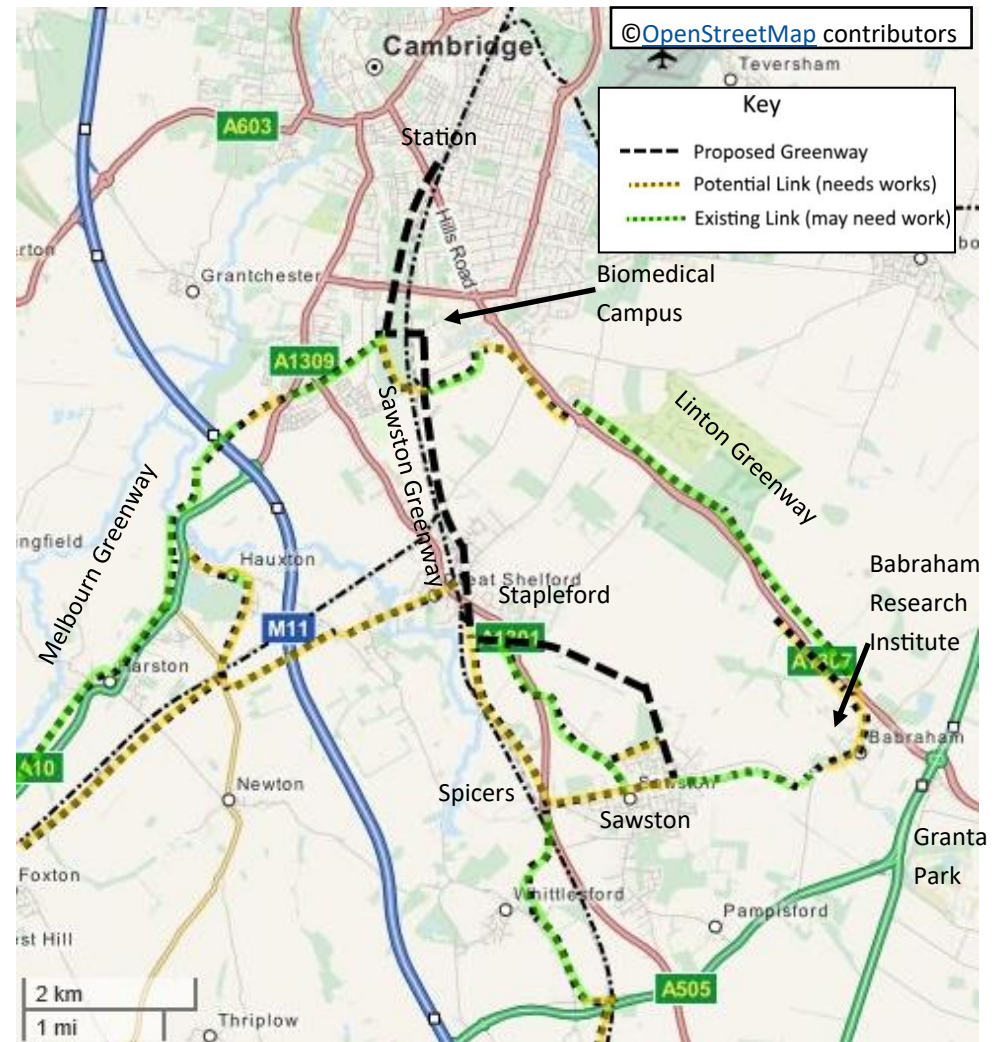
The Sawston Greenway is built around the successful path that runs between Cambridge Biomedical Campus and Great Shelford, which is now so popular that it needs to be widened. This gives an attractive and direct Gateway to Cambridge from the south and given the growth to the south of Cambridge this is an important route.

There is an existing route to Sawston which is particularly important for links with Sawston Village College, but the route has some difficult stretches in Stapleford and ways to improve the route have been explored.

The existing Sawston-Babraham path is a very good facility and will link well with the Linton Greenway, but there are issues within Sawston that make accessing the path difficult. For this reason a new route following or close to the disused railway alignment has been looked at as well.

A number of links have also been examined including Whittlesford and Duxford and links to the A10 corridor. At the Cambridge end the route can link with both the Melbourn and Linton Greenways and options are investigated.

If the A1307 Three Campuses to Cambridge City Deal scheme includes an off road cycle/pedestrian route then this report can feed into the proposals.



The case for Works

The case for improvements along this corridor has already been identified as part of the City Deal work with high priority being given to the corridor and in particular the Three Campuses (the Biomedical Campus, Babraham Research Campus and Granta Park).

Between Babraham and Cambridge Biomedical Campus the case for a high quality route via Sawston is stronger than the case for a route past Wandlebury Country Park due to the higher population and the level of economic and other activity along the Sawston Greenway route. However a fair comparison can only be made if the quality of the routes is comparable.

The level of economic activity and employment growth along this corridor is significant with the Three Campuses, plus the Wellcome Trust Sanger Institute and the potential of major growth at the Spicers site. The case for improving the route through Shelford is much enhanced if the route also links to improved routes along the rail corridor to the Spicers site and Hinxton for the Wellcome Trust Sanger Institute.



The 10,000th mile path links Cambridge Biomedical Campus directly with residential areas in Great Shelford. Onward links are not as good, at present but the route has great potential.

Trip Generators and the focus of the Study

Key destinations that have been considered are:

- Cambridge Biomedical Campus/ Addenbrooke's
- Little Shelford/ Great Shelford/ Stapleford
- Sawston Village Centre and College
- Spicers site near Sawston
- South Cambridge Business Park and adjoining Industrial Estate
- Cambridge City football ground/ amenity land
- Babraham and Babraham Research Campus
- Granta Park

Links that have also been considered include:

- A10 corridor
- Whittlesford, Whittlesford Parkway and Duxford
- Hinxton for Wellcome Trust Sanger Institute.



Summary

The route is discussed in three sections. The report also looks at a number of links. The links are important in terms of deciding best options.

Cambridge Biomedical Campus to Shelford Station.

There is an existing route using the “Genome” path, which was the 10,000th mile of the national cycle network. *Path widening is recommended*. Options for improving links with the City Centre are considered as are options to create a more direct route in Great Shelford including a route via Mill Court. *It is recommended that negotiations are undertaken to see if a route can be achieved.*

Shelford Station to A1301 (Cambridge Road) crossing

The existing route through Stapleford is useful and proposals are made to improve it, but the report also looks at a new, better alignment. The trackbed of a disused railway runs almost into Shelford Station and is nearly continuous to the A11 but there are some significant gaps and the disused railway is in multiple ownership, so following it exactly is unlikely to be a practical option. Nevertheless it is a good alignment and includes two grade separated road crossings so has been investigated.

The proposed route would initially follow the disused railway and then would need private land to continue besides the railway and on field edges passing under the A1301(Cambridge Road) using a disused railway arch and the edge of a private garden. This is all subject to landowner’s agreement.

A1301 (Cambridge Road) crossing to Sawston

The existing route that uses the verge of Cambridge Road is an important route and will remain so since it provides a good link with the centre of Sawston and Sawston Village College. *Some improvements to this route are recommended including widening and addition of solar studs, but also more work on a route along the disused railway/River Granta corridor.*

At the Sawston end the relocation of Cambridge City football ground should provide an opportunity for improved access to the new stadium with its associated amenity land and the adjacent residential and employment land in Sawston. However, an examination of the Masterplan does not make it clear how the site will be easily accessed on foot or bike and there appears to be no easy access from the residential area adjoining the site to the proposed Amenity Land. There have been no discussions with the developer or local authority on this yet, so hopefully the reality will be significantly better.

Links

The onward link with Babraham is referred to in the Linton Greenway Report and this combined with a new Sawston Greenway could form the 3 Campus route.

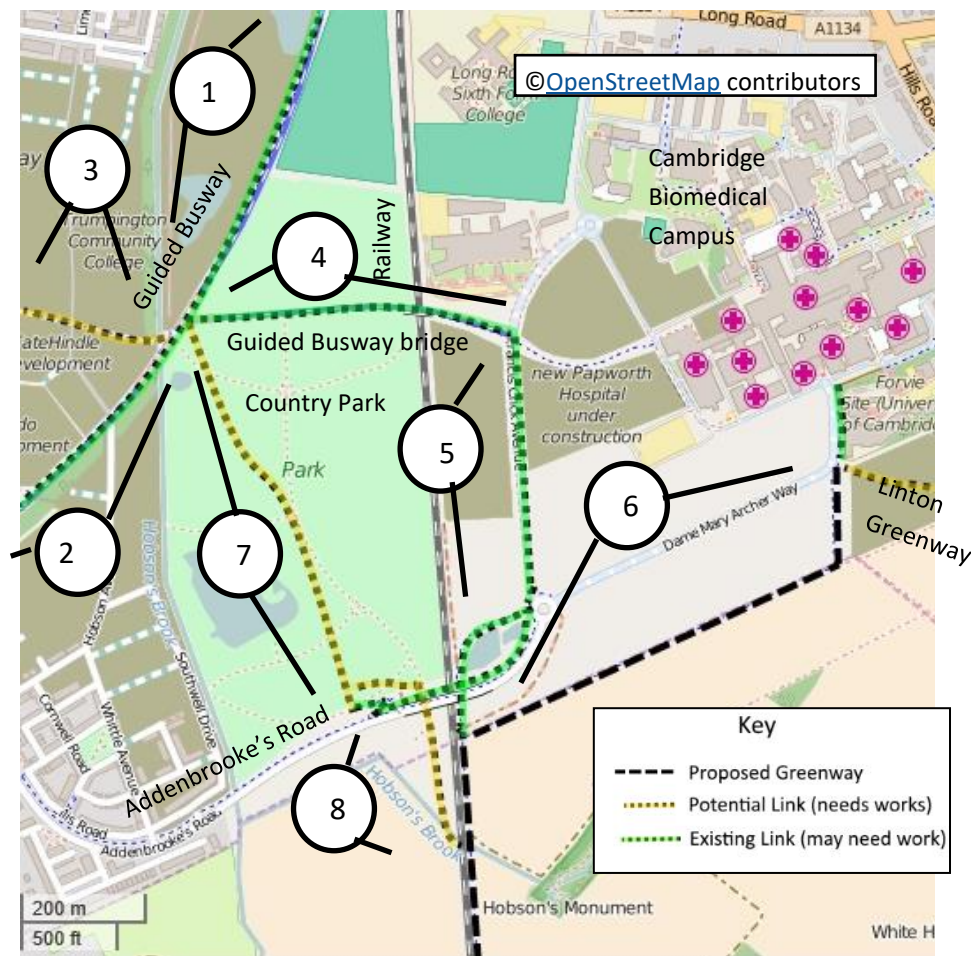
A direct route from Shelford towards the level crossing at Spicers following the railway has been investigated in part, but not fully surveyed. *Developing a route along this corridor and on to Hinxtton is recommended.*

A link through Little Shelford and under the M11 towards the A10 corridor has also been investigated. The value of this link is dependant on the works that develop for the Melbourn Greenway.

Route Details and Maps

• Sawston Greenway Map 1

1. Existing path besides Busway to/ from Cambridge Station.
2. Existing path besides Busway to/from Trumpington Park & Ride site.
3. Existing path links with housing in Trumpington. *Surfacing works needed*.
4. Existing path besides Busway over railway links to on road route along Francis Crick Avenue. *Change bollard near Francis Crick Avenue and remove temporary chicane.*
5. Existing path passes under Addenbrooke's Road and links with cycle lanes on Francis Crick Avenue. *Improve junction details in this area.* As the area develops roads will get busier and a more attractive route to Cambridge Station would be the route via the Country Park (see 7).
6. Existing path links with Biomedical Campus and future Linton Greenway.
7. At present there is no provision for a suitable route across the Country Park and a new sealed path on a different alignment to existing paths would be needed. There is likely to be a demand for this and it would be a good and popular route. Existing paths are indirect and of loose material and unlikely to be attractive for many. *A new 3m wide path away from existing paths would minimise the impact on other Park users and is recommended.*



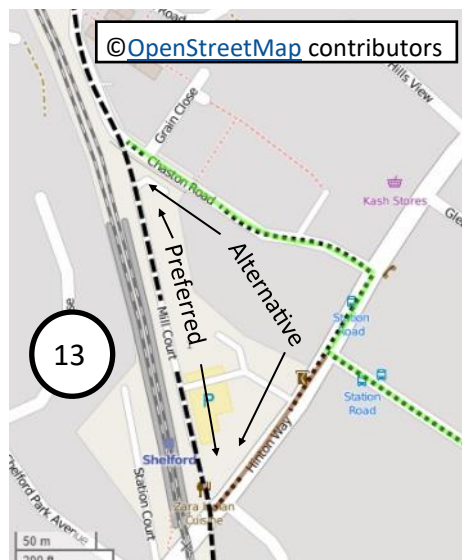
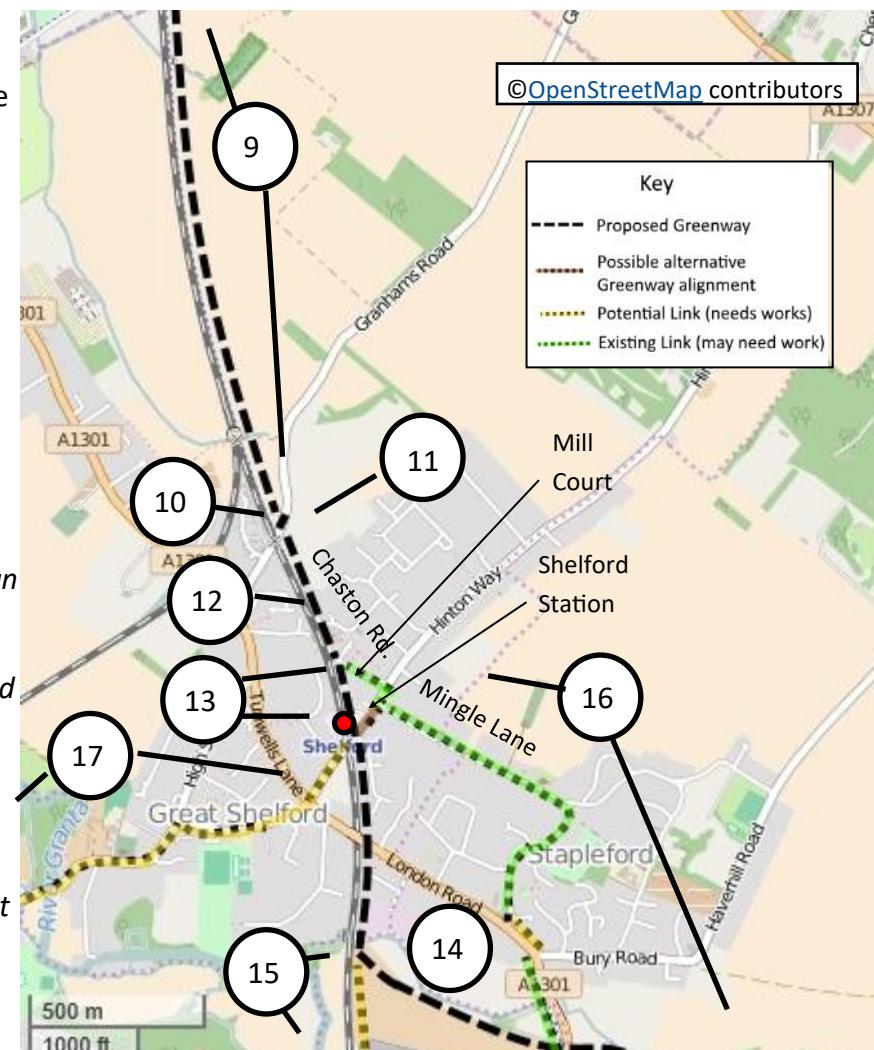
8. In order to cross the railway from the Country Park the obvious option is to use the existing ramp up to Addenbrooke's Road and cross the railway using the existing cycleway besides the road. Alternatively an easier option than going over the railway would be to go under. An existing passage has very low head



room and is not suitable, but if the rail bridge over Hobson's Brook is replaced there may be an opportunity for a route under the railway, in the future.

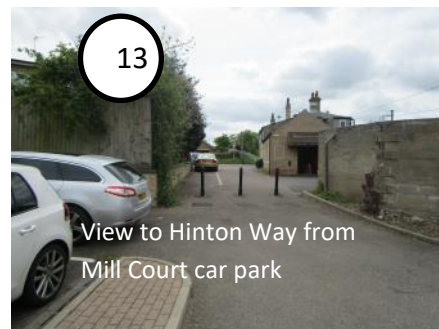
- **Sawston Greenway Map 2**

- Existing “Genome” path besides railway. The path is 2m wide which is narrow given the usage and *it should be widened to 3m or 4m*, including renewing the genome stripes.
- Existing crossing of Granhams Road. This is not ideal, but traffic speeds are often slow or stationery at the Level Crossing and it is difficult to change anything due to the proximity of the level crossing.
- Route continues beside railway—2.5m wide. *Widen to 3m at suitable opportunity.*
- Route links well with Chaston Road and residential areas of Stapleford.
- In Great Shelford the route to the railway station is currently via Chaston Road and Hinton Way, but a more direct route and quieter route would be via Mill Court. (See map bottom left). *It will be necessary to negotiate with the landowner to see if this can be achieved.*
- Construct new 3m wide path besides railway from Shelford Station and then along field edges to A1301 crossing. Add new security fencing to railway and add ramps to London Road.* (see notes on following pages).
- Continue path along rail corridor for link with Spicers and Whittlesford.*



16. Existing route. *Construct new path and crossing at London Rd.* (See following pages).

17. On road route under M11 for link with Melbourn .



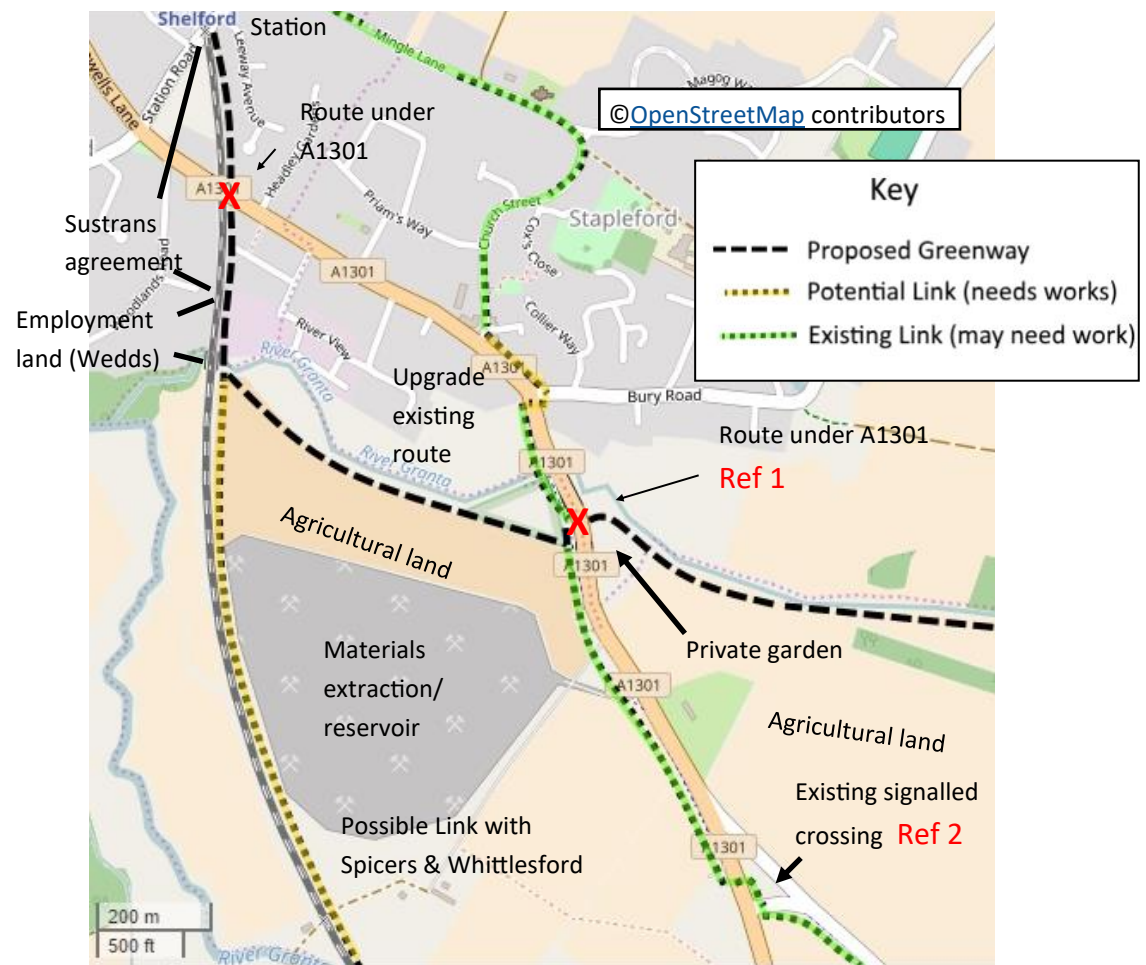
- **Shelford Station to A1301 crossing**

The trackbed of a disused railway runs almost into Shelford Station and is nearly continuous to the A11 but there are some significant gaps and the disused railway is in multiple ownership, so following it exactly is unlikely to be a practical option. Nevertheless it is a good alignment and includes two grade separated road crossings (x) so has been investigated.

From Shelford Station south Sustrans, (who negotiated all of the agreements between Cambridge Biomedical Campus and Great Shelford) secured a licence agreement with Network Rail to construct a path, many years ago, but this has not happened due to lack of funding and lack of an agreed onward route. Agreeing an onward route remains challenging, but growth in the area means that pursuing a route is desirable.

The proposed route would initially follow the disused railway as far as the Sustrans agreement goes and then would need private land to continue besides the railway and on field edges. Works are currently underway to construct a reservoir in this area and it is understood that this will include some public access. The exact choice of route will depend on landowners and also the crossing of the A1301 and there are two obvious options.

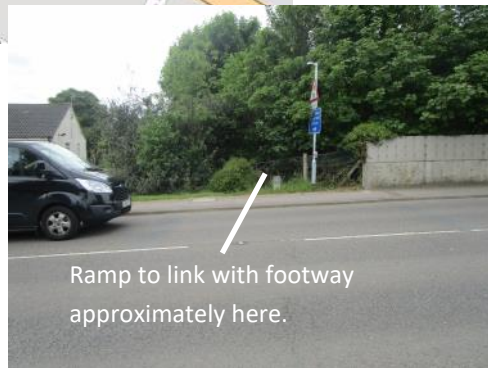
1. Passing under the A1301 using a disused railway arch and on the edge of a private garden. (Ref 1)
2. Using the existing signalled crossing at the Cambridge Road (A1301) junction. (Ref 2)



The alignment indicated above is recommended, with links, but it is also recommended to improve the existing route that uses the existing A1301 (Cambridge Road) signalled crossing.

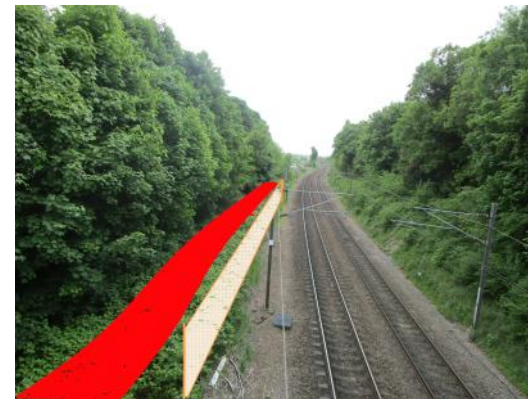
Whilst the new route is the long term goal the existing route also has a long term use, particularly for Stapleford and improvements to this route are proposed, with significant changes needed to the highway in the Church Lane/ Bury Road area and widening of the existing path. *The report recommends early progress with this.*

- The railway corridor south of Shelford Station

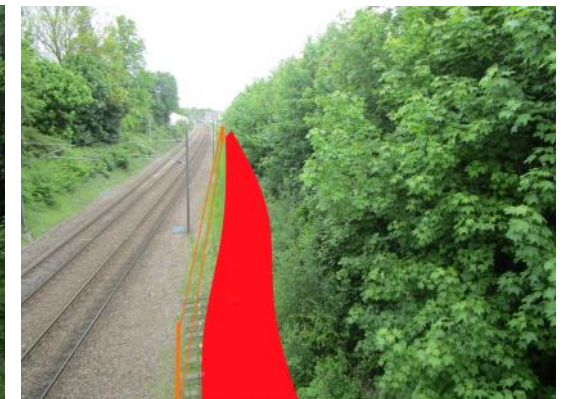


Construct link to Granta Terrace for cyclists and pedestrians

Marked up photo showing potential path and ramp. The main path can continue under the road besides the railway.



View towards Sawston with path and fence sketched on.

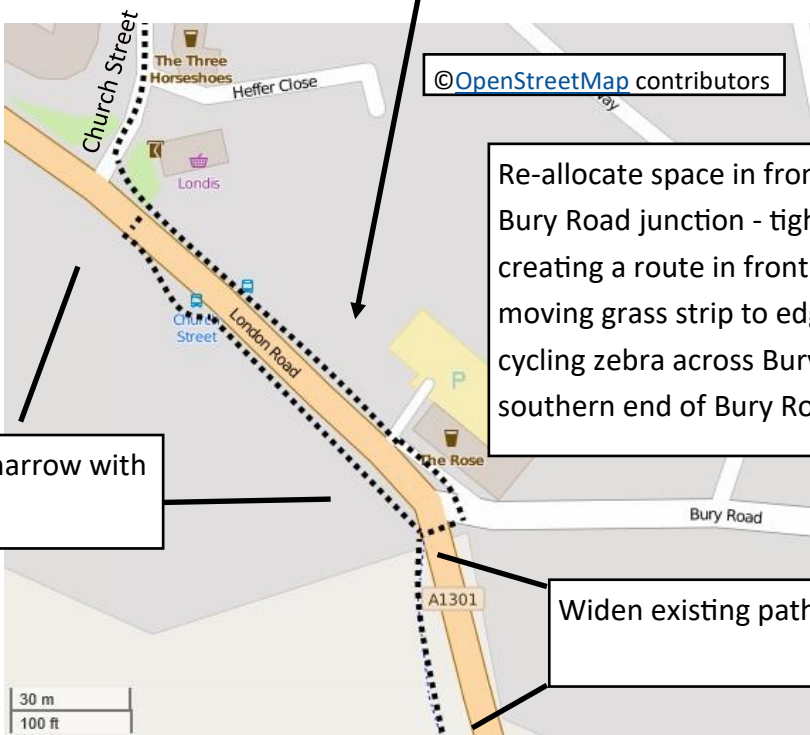
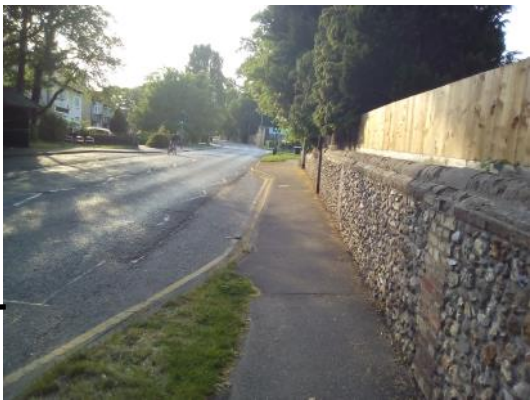


View towards Shelford Station with path and fence sketched on.

- Changes to the existing route along London Road.

Add raised table at Church Street set back from junction and widen path in front of shop.

Widen path along edge of wall retaining verge of 0.5m minimum. Remove bus layby with bus stop in carriageway.



Existing route is narrow with difficult junctions.

Re-allocate space in front of Rose pub and at Bury Road junction - tightening junction and creating a route in front of the Rose Pub, by moving grass strip to edge of main road. Add cycling zebra across Bury Road and from southern end of Bury Road across London Road.

Widen existing path to 2.5m min.



- Indicative Plan showing overview of potential routes and Campus links

To/from Cambridge Biomedical Campus

To/from Cambridge Biomedical Campus



Note : Links and alternatives not all shown.

To/from Wellcome
Trust Sanger
Institute

To/from Granta Park

- **Route choices**

The existing route that uses the verge of Cambridge Road is an important route and will remain so since it provides a good link with the centre of Sawston and Sawston Village College. The disused railway/ river corridor would provide a direct route between eastern Sawston and Shelford avoiding the small hill associated with Cambridge Road. The disused railway also has potential to link very well with the existing Sawston to Babraham path, but this route will only work well if it links well at both ends and does not stray far from the direct alignment.

At the Sawston end the relocation of Cambridge City football ground should provide an opportunity for improved access to that site. However an examination of the Masterplan does not make it clear how the site will be easily accessed on foot or bike and there appears to be no easy access from the residential area adjoining the site to the proposed Amenity Land. There have been no discussions with the developer or local authority on this yet, so hopefully the reality will be significantly better.

The wooded area adjoining the housing appears to also now be in the ownership of Cambridge City FC and will be important for linkages which are needed to make any new route work well.



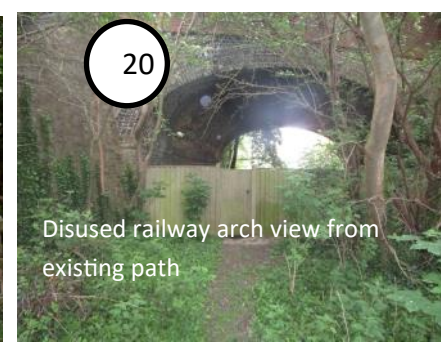
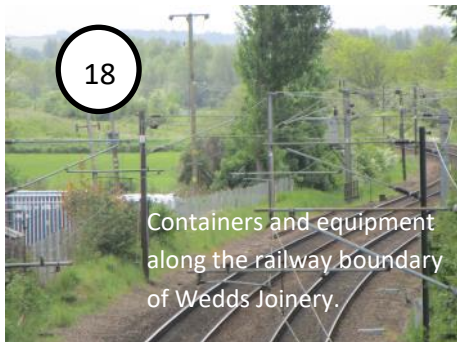
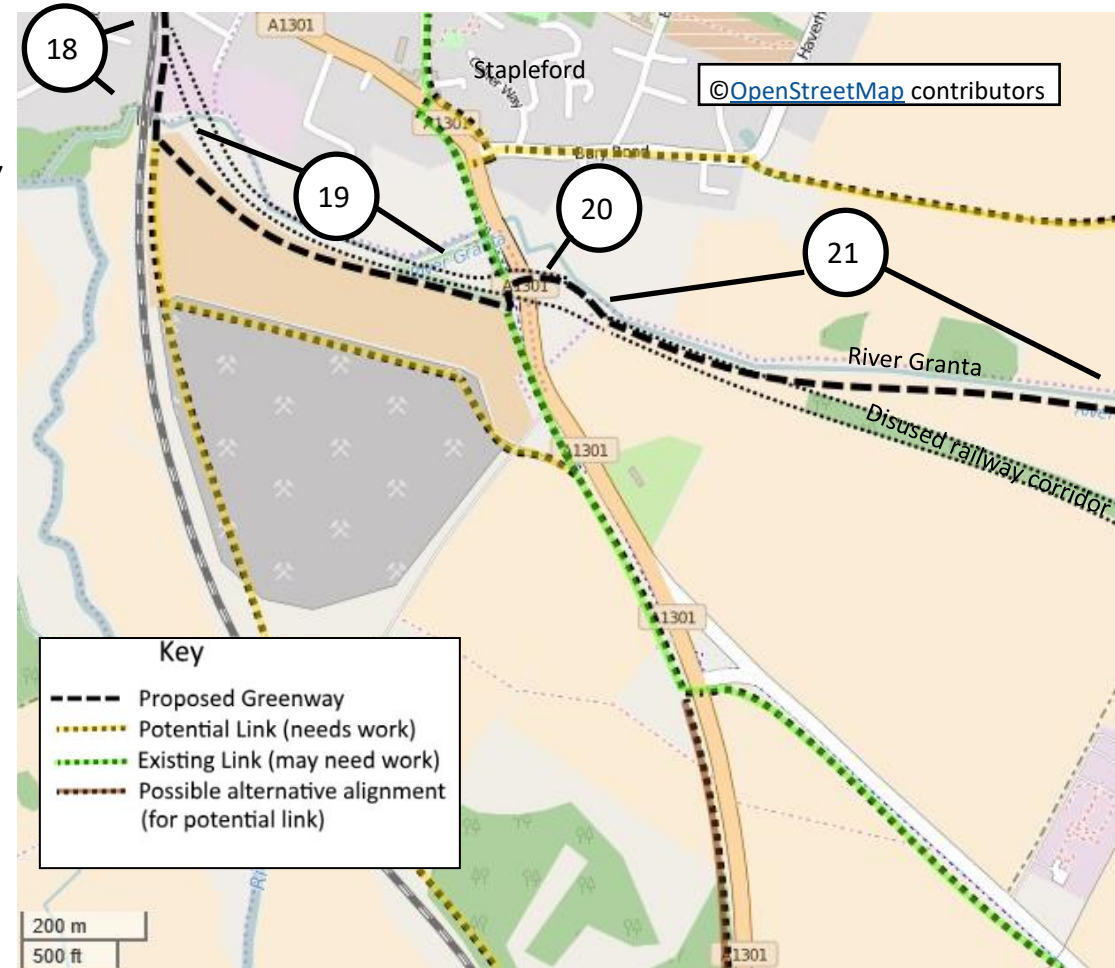
The Masterplan taken from Planning Documents. It may be out of date.



View towards the wooded area from housing in Sawston. There are only a few locations where access looks relatively easy to make, but it seems to be blocked off at present.

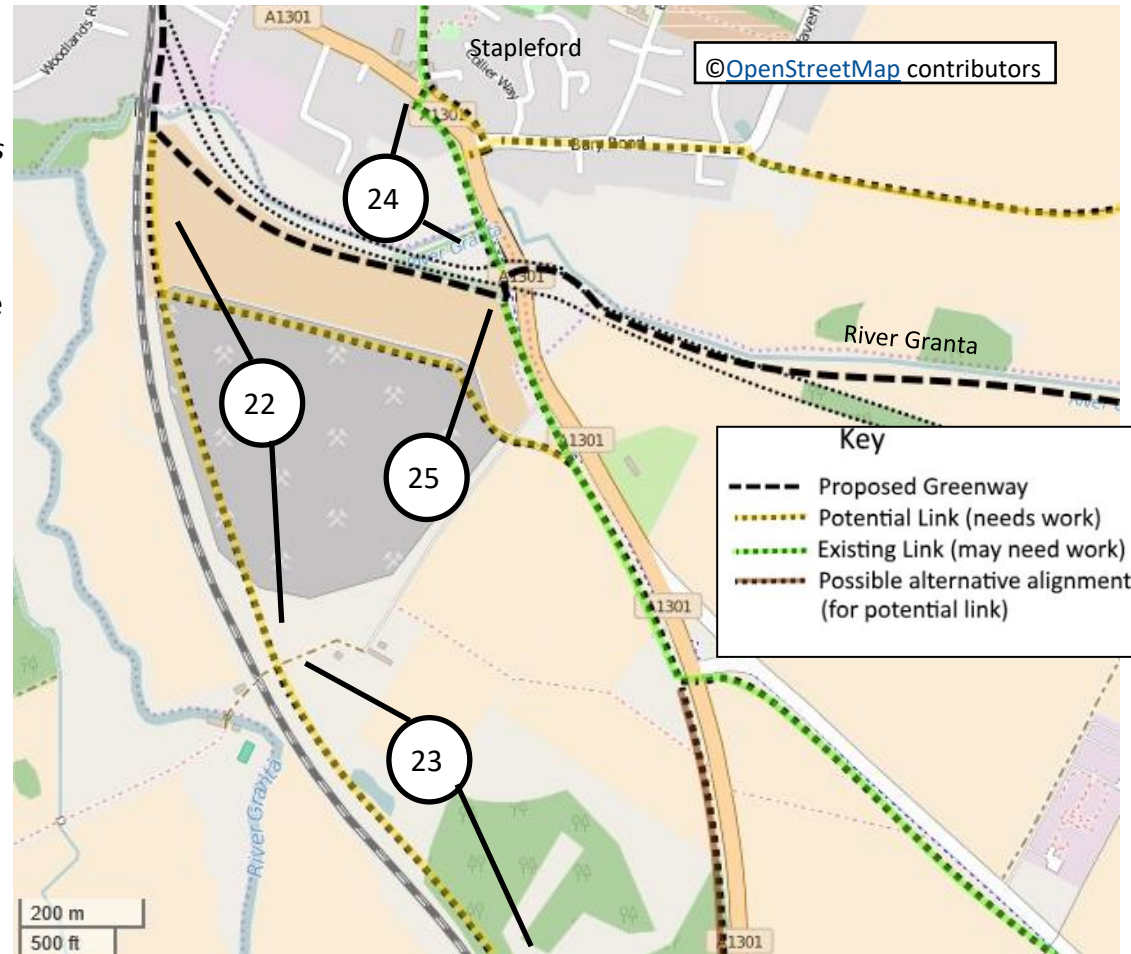
- **Sawston Greenway Map 3.1**

18. The Sustrans agreement runs from Shelford Station to the edge of Employment Land (Wedds). See page 8 for approximate extent of land. To continue besides the railway it will need the agreement of the landowner. *Subject to agreement construct path along railway boundary with new bridge over Granta and appropriate security fencing.*
19. There are a number of options here but the best one appears to be to construct a new path along the field edge to link the new bridge with the existing path that runs below the Cambridge Road (A1301)
20. The success of this route is dependant on a number of grade separated crossing and a route under the Cambridge Road on the former railway alignment is vital. This leads to a private garden and may be difficult to achieve, but it should be possible to achieve a secure arrangement that takes the route away from the house. *Subject to agreement construct new path and fencing for a route linking the existing path with the Granta. Consider potential bridleway designation.*
21. In this area the disused railway is very overgrown and is not continuous so a better alignment is likely to be one that follows field edges along the Granta. *Subject to agreement construct new path and fencing for a route following field edges along the Granta. Consider bridleway designation.*



- **Sawston Greenway Links and Options Map 3.2**

22. Continuation of route besides railway following field edge and between extraction area and railway. *Subject to landowner's agreement construct path min 2.5m wide along corridor. Public access is envisaged as part of the planning agreement for extraction but details are not known.*
23. Continue route besides railway. Only seen at ends and from train. The route will need careful surveying due to important habitats. *Subject to landowner's agreement construct path min 2.5m wide .*
24. The existing path will always be an important route for Stapleford. The path varies between 2m and 1.7m with the Granta bridge being 1.9m wide with 1.1m parapets and no approach railing. *Widen path to 2.5m and replace bridge with wider bridge. Failing this add angled approach rails to existing bridge .*
25. The existing path passes in a very confined space between a house and the Cambridge Road (A1301). An alternative is difficult, but a route behind the house is preferable, as long as it can be made direct enough. This will need to allow for a paddock so will not be easy. *Subject to landowner's agreement construct path min 2.5m wide along corridor.*



- **Sawston Greenway Map 3.3**

26. Existing path in highway verge. 1.8m wide. Consider widening if route 20, 21 along River Granta corridor is delayed.

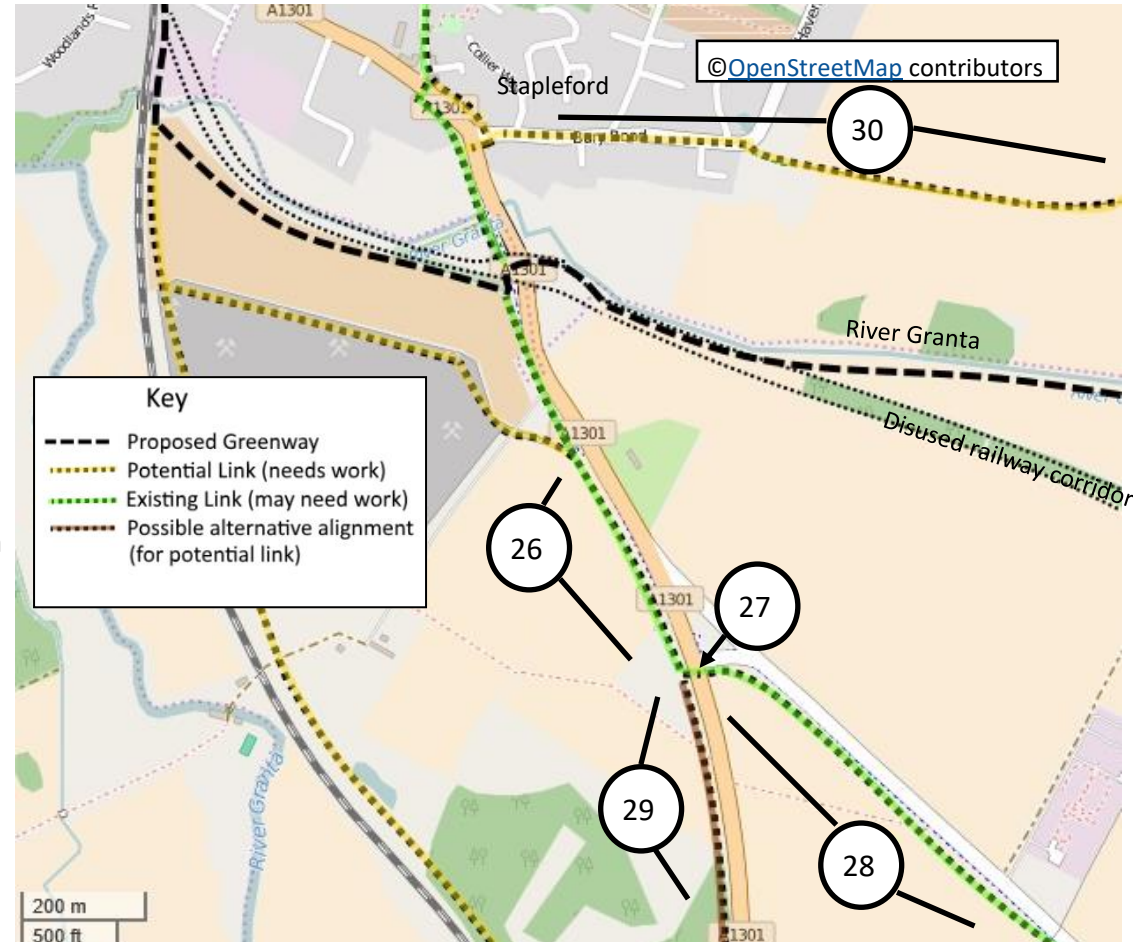
27. Existing signalled crossing leads to path 2.5m wide.

28. Existing path in highway verge. 1.8m wide. Consider widening if route 20, 21 is delayed. Add solar studs.



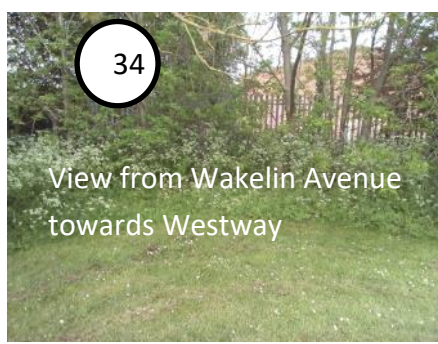
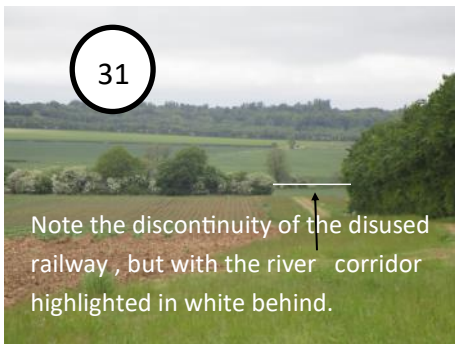
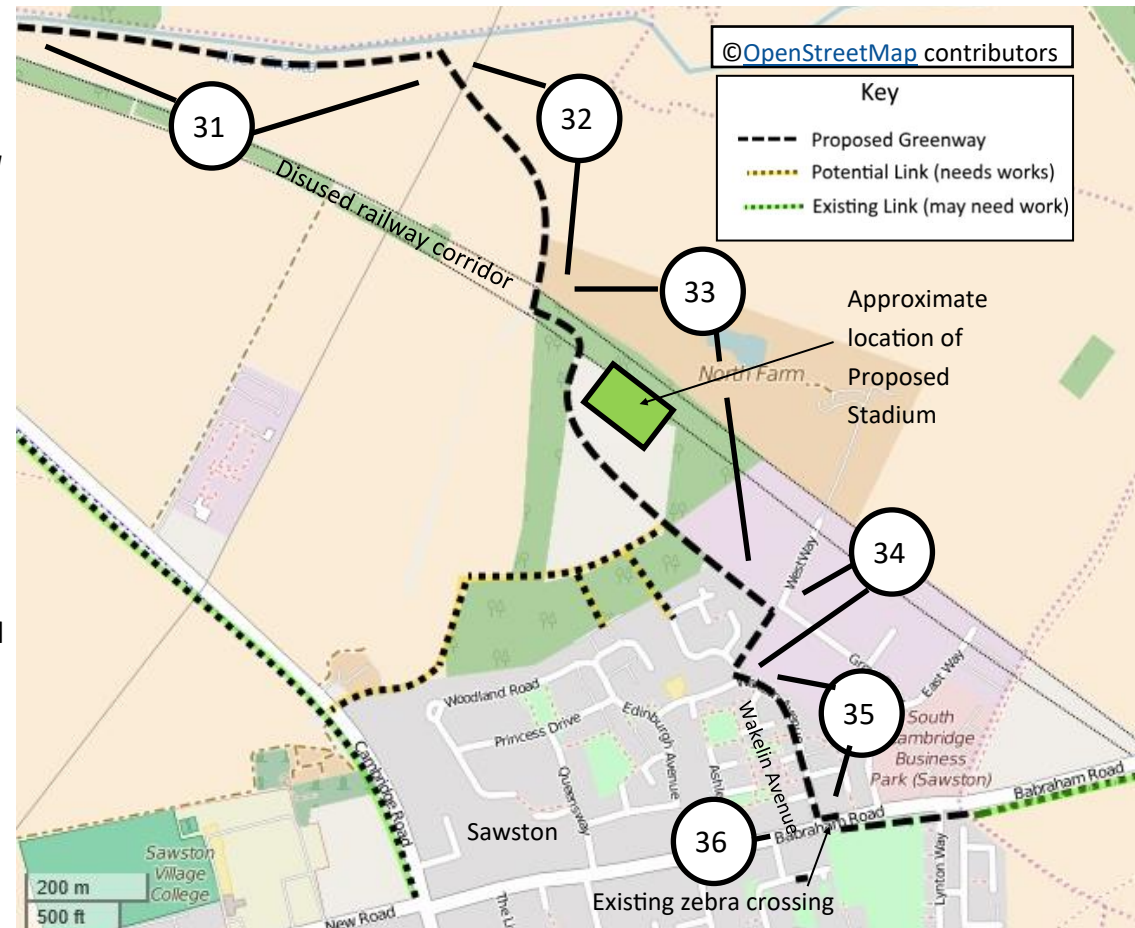
29. Potential alternative route (to 22 and 23) in highway verge. A route in the highway verge is possible over most of the length but where possible a path should be set back away from the highway. This route is only needed if 23 is not possible.

30. Route following right of way to Babraham. This attractive route is unsurfaced and could make a good route if surfaced, but it does not serve Sawston and it is not proposed as a priority.



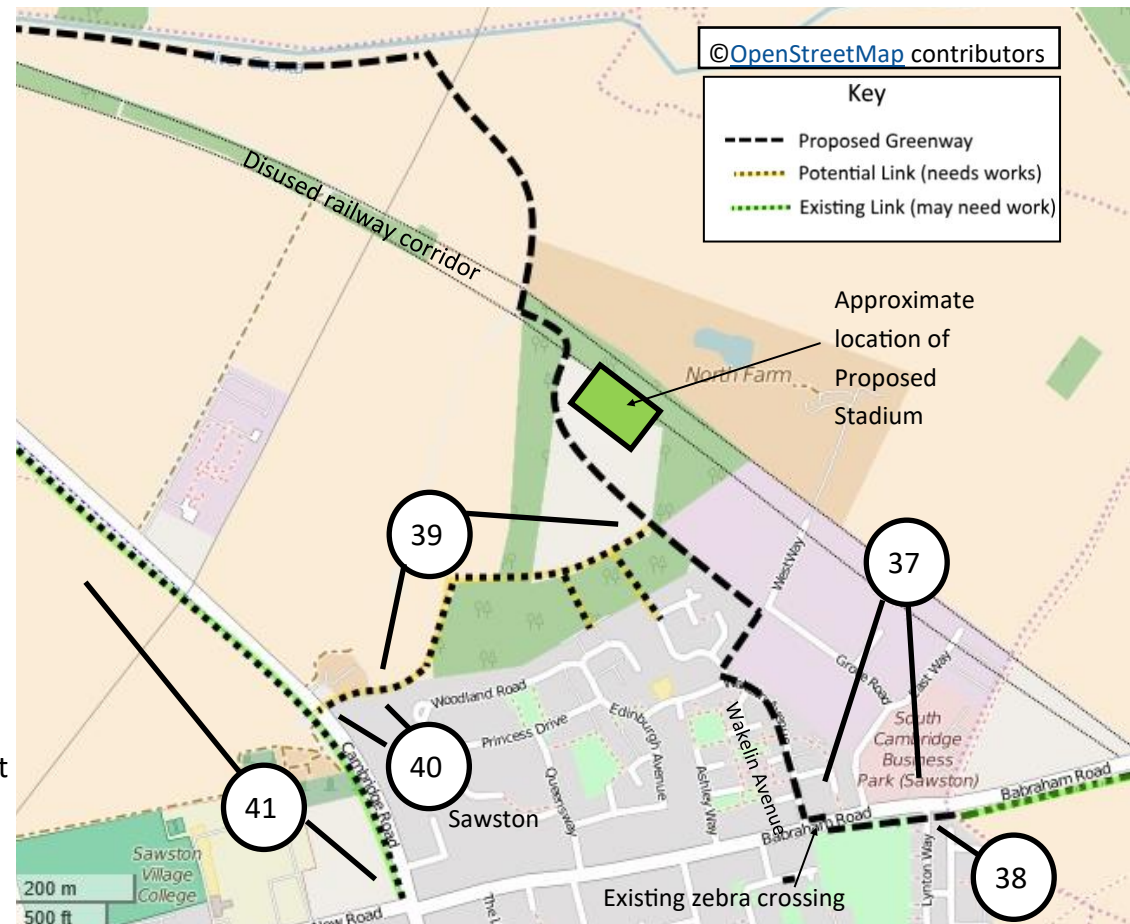
- **Sawston Greenway Map 4.1**

31. (As 21) . In this area the disused railway is very overgrown and is not continuous so a better alignment is likely to be one that follows field edges along the Granta. *Subject to agreement construct new path and fencing for a route following field edges along the Granta. Consider bridleway designation.*
32. Route along field boundary to join railway corridor . *Subject to agreement construct new path and fencing for a route following field edges. Consider bridleway designation.*
33. See page 12. Route through land being developed by Cambridge City FC. *Subject to agreement construct path around stadium and on proposed open space. Consider bridleway designation.*
34. An access to/from Wakelin Avenue will be important for the route and local access to the facilities. *Subject to landowner’s agreement construct new path between Westway and Wakelin Avenue.*
35. Route on Wakelin Avenue. *Designate area as 20mph.*
36. *Tighten road junction and construct raised table on Wakelin Avenue set back from Babraham Road junction. Widen path from Wakelin Avenue to Zebra crossing. Modify zebra to include cycling.*



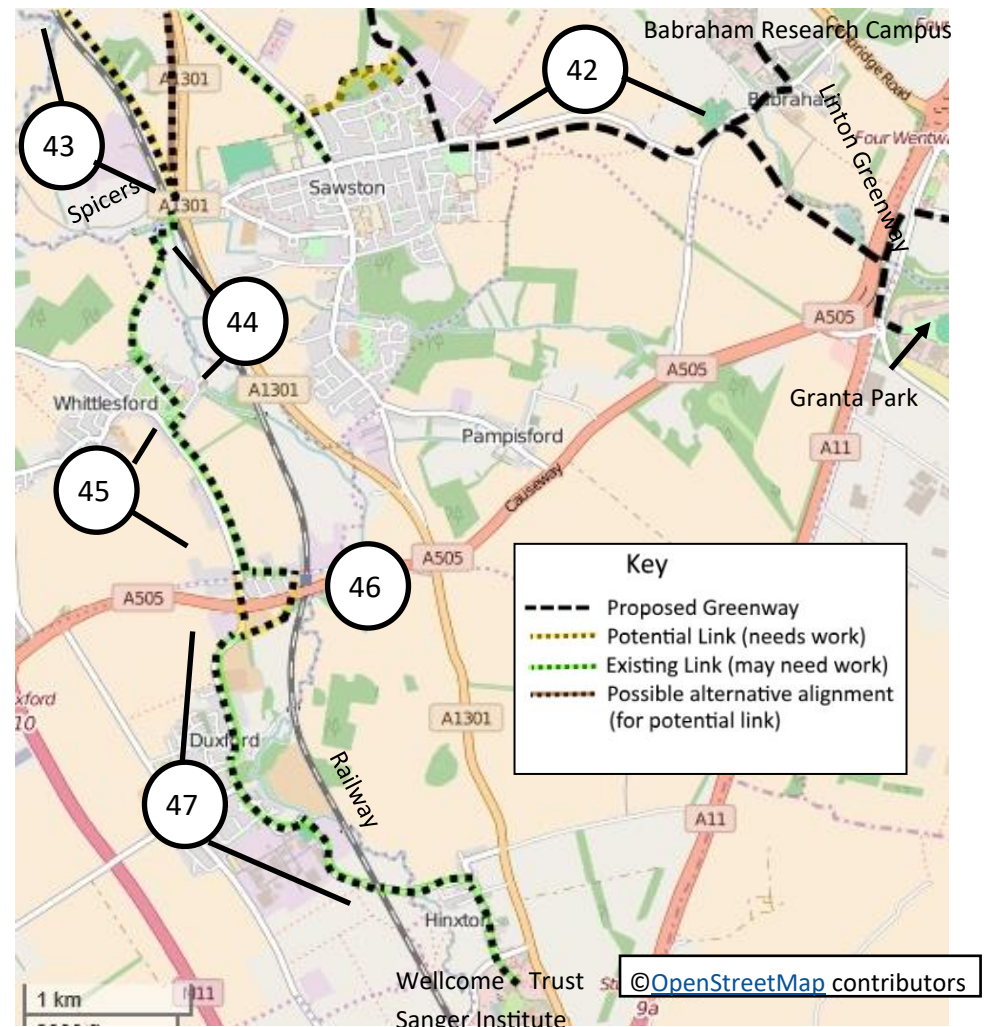
- **Sawston Greenway Map 4.2**

37. Construct new path 3m wide on edge of Recreation Ground and highway verge from Zebra Crossing to Lynton Way.
38. Tighten up Lynton Way junction in similar manner to Wakelin Avenue with raised platform for route to cross junction. Widen footway from Lynton Way to link up with existing path. Maintain verge.
39. A good link between the proposed path and the existing route is important. Construct path on edge of Recreation area through wooded area and on field edges, subject to agreement with links into the residential area. Consider bridleway designation to link with possible route along disused railway corridor.
40. Potential link with Cambridge Road path along field edges and Anglia Water access road. Consider bridleway designation .
41. Existing path. The path is only 1.5m wide in places as it approaches New Road and passes in front of a bus stop, which can be very busy at school closure times. Widen path to 2m minimum and investigate possibility of constructing path behind bus shelter on edge of playing fields for short distance.



- **Sawston Greenway Campus Links**

42. Existing high quality route 2.5m wide path set back from carriageway on field edges. This links with planned routes to Babraham Institute and Granta Park—see Linton Greenway report.
43. Preferred route besides railway with possible verge-side alternative to link Shelfords with railway crossing to Spicers.
44. Existing cross-field path links Whittlesford with Sawston (National Cycle Route).
45. On road or off road options available. For an off-road route existing verge side paths would need widening. (Not surveyed in detail).
46. Crossing of A505 - see following page.
47. On road link through Duxford to Wellcome Trust Sanger Institute, Hinxtor.



Links

A direct route from Shelford towards the level crossing at Spicers following the railway has been investigated in part, but not fully surveyed. This would be an attractive route and would need to pass along the edge of Dernford Fen, so would be sensitive and would need careful consideration. An alternative in the highway verge would be further and less attractive but is an option.

From the Spicers Level Crossing there is an existing route to Whittlesford which continues on road to Whittlesford Parkway and Duxford. Concerns have been raised about the crossing of the A505 for the link with Duxford, Hinxton and the Wellcome Trust Sanger Institute. *There are two obvious options. Progress should be made on at least one.* The options involve:

1. Passing under the A505 from the end of the station platform. There are a lot of safety factors to consider but with fencing it should be possible to meet the separation from tracks that Network Rail expect and a route behind a new fence appears possible. Any path would have to be very narrow where it passes under the A505. The alternative of a new underpass under the A505 would be an expensive option.
2. A new bridge over the A505 on the existing alignment which again appears possible, although expensive.

A link through Little Shelford and under the M11 towards the A10 corridor has also been investigated. This link is dependant on the works that develop for the Melbourn Greenway, where one of the options considered has been a new path besides the railway from Foxton towards Hauxton. *Some minor on highway and byway improvements would be beneficial*, but the new path to Foxton is unlikely at present to be the recommended alignment for the Melbourn Greenway.



Whittlesford Station where the tracks go under the A505 with possible fencing marked on. A narrow path to the right of the fencing would be possible This has not been acceptable to Network Rail in the past but is worth trying again. A new underpass further to the right would be possible but a major undertaking.



View towards the A505 showing that there is space for a bridge but it would be a major structure.



Traffic calming in Little Shelford. Much of the route for the link to the Melbourn Greenway is on minor roads, where speeds may be a concern.

Recommendations

- There is an existing route from Cambridge to Sawston via Stapleford, but if it can be agreed with landowners a new alignment is recommended for the Sawston Greenway, including a new route through Great Shelford and Stapleford. However the existing route serves a good purpose and needs improving. Suggested priorities would be:
 - ◇ Upgrade existing route as a “quick win” with revised alignment and road crossing in Stapleford for approximately 150m and path widening, bridge works and re-alignment over approximately 400m.
 - ◇ Construct new link from Shelford Station to the A1301 along the disused railway corridor and leading to the agreed onward route for approximately 1300m.
 - ◇ Construct new path following the disused railway/ river corridor between the A1301 and Sawston linking with the new Sawston Amenities area/ Stadium and residential areas nearby for approximately 3km.
- In order to maximise the benefits of re-aligning the route through Sawston new links along the railway corridor are also recommended. Suggested priorities would be:
 - ◇ Construct new path from disused railway corridor to Spicers Level Crossing for approximately 1.2km.
 - ◇ Look further at opportunities to link across the A505 and with Duxford, Hinxton and the Wellcome Trust Sanger Institute.