

CAMBRIDGE GREENWAYS

PRODUCED BY 5TH STUDIO FOR CAMBRIDGESHIRE COUNTY COUNCIL

COMBERTON



CONTENTS

4 INTRODUCTION

**10 SUMMARY OF FINDINGS FROM PREVIOUS
CONSULTATION**

12 THE ROUTE - OVERVIEW

16 THE ROUTE - SELECTED

18 COMBERTON

36 SIGNAGE

38 PRELIMINARY COSTINGS

43 STUDY OUTPUT / NEXT STEPS

Greenways plan



The twelve indicative Greenways routes, to be finalised after public consultation.

INTRODUCTION

£480,000 of City Deal funding was awarded to the project, which started in April 2017. It is allocated over two years to complete the public engagement and consultation phase of all 12 schemes.

The team, comprising 5th Studio, with support from JCLA (landscaping) and Allan Tyler (cost), has been appointed by Cambridgeshire County Council to prepare outline concept drawings for public consultation in June 2018.

The Council is looking to establish a high quality Greenway network of cycling routes from Local villages into Cambridge. Some of these routes already exist in part or require improvements. Other sections are new, and are subject to agreement with landowners.

This study follows on from earlier consultation carried out by the council, and a series of reports completed in

October 2016. In these it is recognised that:

‘Cambridge has the highest level of cycling in the UK and without this it is hard to see how the city could function efficiently and maintain its high quality of life. A successful Greenways Network around Cambridge is likely to be a key part of the future success of the Greater Cambridge area.’

There are 12 Greenways planned in total:

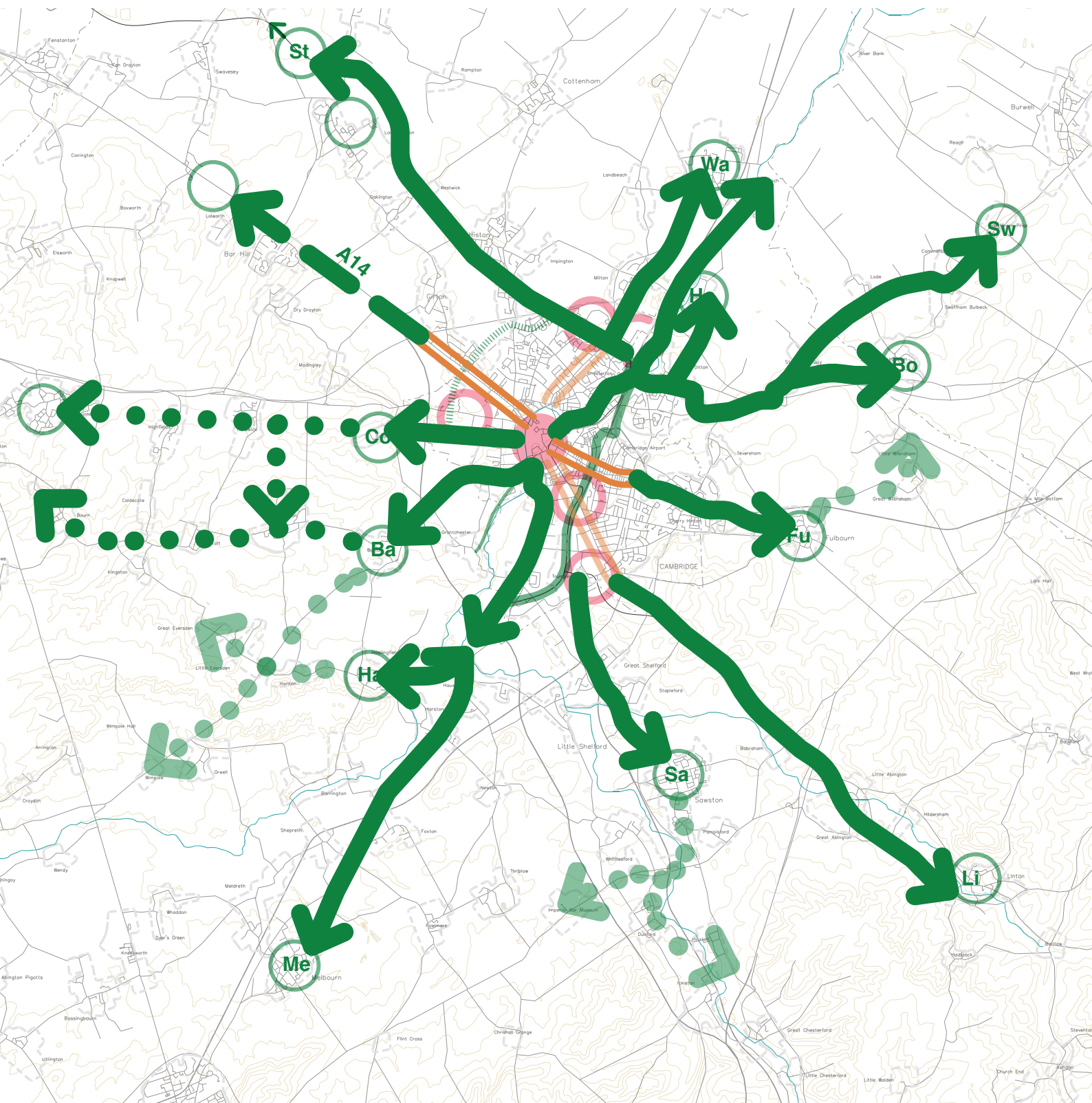
Waterbeach Greenway
Horningsea Greenway
Swaffham Greenway
Bottisham Greenway
Fulbourn Greenway
Linton Greenway
Sawston Greenway
Melbourn Greenway
Haslingfield Greenway
Barton Greenway
Comberton Greenway
St Ives Greenway

The approach illustrated in this document, starts with a thorough understanding of the routes gained by the team cycling the routes and supplemented by our detailed knowledge of designing cycling infrastructure.

A targeted approach has been used to develop initial concept designs. We have concentrated on:

1. Key locations - crossings, moments of orientation/redirection,
2. A variety of common linear conditions through exploring a range of representative cross sections,
3. The definition of a series of high-level landscape approaches for different sections of the broad route corridors.

This report summarises our work on the Comberton routes, and where it overlaps with the Melbourn route.





Above: a 3m wide cycle lane,

Right: 2m wide cycle lane,

Right below: 4m wide cycle lane,

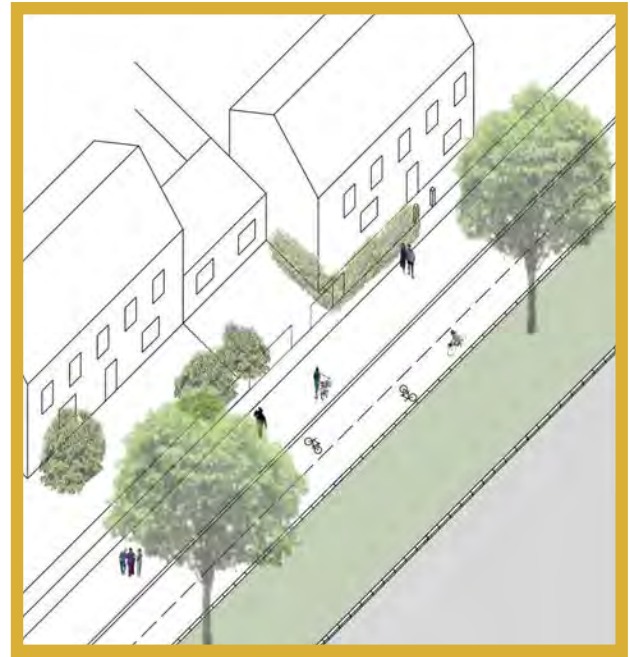


What is a Greenway?



- A high-quality, direct, continuous and legible route connecting local villages with the city.
- In this project the Greenways are particularly aimed at providing facilities likely to increase cycle commuting and thereby encourage modal shift out of the motor vehicle for journeys in their respective corridors, but should also provide good facilities for pedestrians, wheelchair and mobility scooter users and, where appropriate, horseriders – and cater for both leisure and utility users.
- An all weather, hard surface (generally tarmac) of width of at least two metres, but wider where possible.
- Generally the routes should be free from vehicular traffic - either entirely away from roads, or segregated from them.
- Where the routes utilise existing roads these should preferably have less than 2,000 motor vehicle movements per day, and preferably be subject to 20mph speed limits.
- Where busy roads are crossed, there should be a suitably safe means of crossing the road.
- While there is necessarily a limit to the scope what can be delivered as part of this specific project, which is focussed on delivering a series of radial Greenway routes connecting the city and outlying villages, the ultimate goal is to create a seamless network of high quality routes (including orbital routes around Cambridge, extensions of routes to villages and other destinations further afield (e.g. Wimpole Hall) and a denser network of high quality routes within the city) and potential of this wider network should be considered when developing the initial Greenway proposals.

3 TYPES OF ROUTE



There are three path types that are to be consistently used along the Greenway routes. Both the shared and segregated cycle paths are to have a smooth, machine laid hot-rolled, asphalt surface. The colour of this surface may be varied from black to buff in the city centre.

There may be small sections of path where it is not possible to meet these standards, i.e. over bridges, and the boardwalk over Paradise Nature Reserve. Here bespoke solutions that aim to meet the standards above are to be applied.

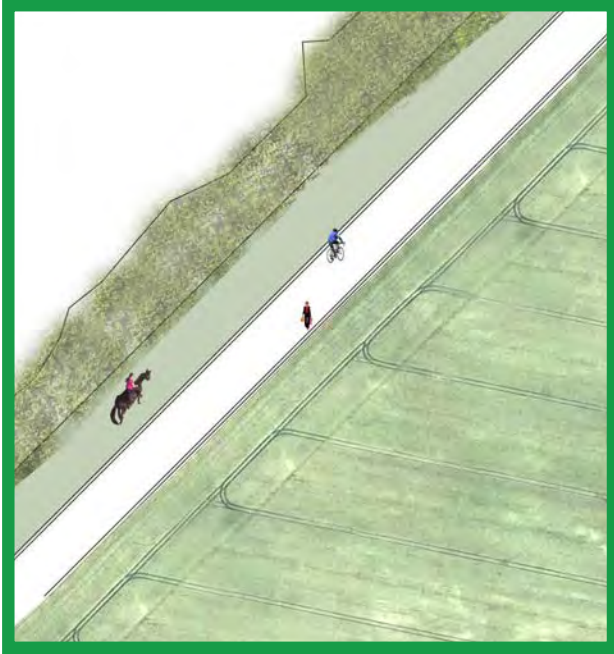
Signage is to be consistent along the Greenway route, with signs to be located at junctions, and at regular intervals.

Other elements are to be proposed on a location specific basis and need not be common to the Greenways route. These include lighting, seating, local signage, trees, planted verges.

Quiet road

Cycle route on carriageway with speed limit reduced to 20mph. White painted signage on carriageway.

Sign marker posts at key junctions.

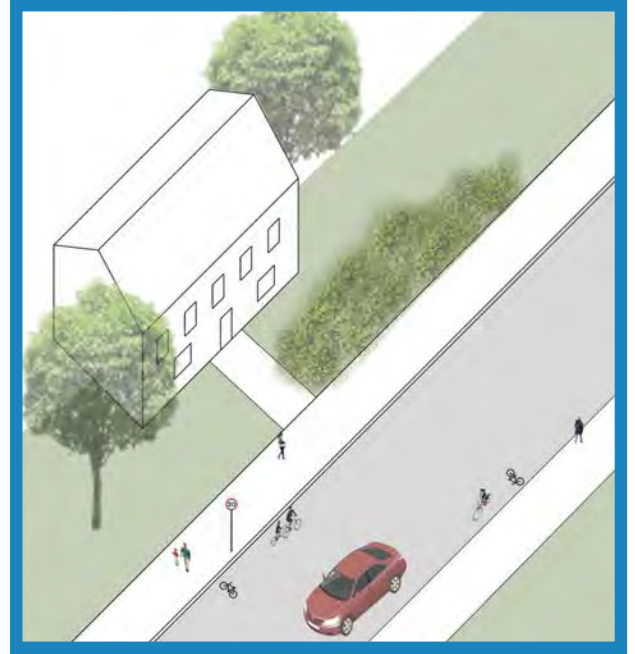


Shared cycle path

Two-way cycle path, shared with pedestrians. Preferred width is 3m (2m may be acceptable on quiet rural stretches, and 4m may be required in busy areas). Shared path to have a machine laid hot-rolled black asphalt surface.

Where the path is located along an existing bridleway route, the bridleway is to run parallel on grass. Where the path runs alongside the carriageway a separating planted verge is recommended, to be as wide as possible.

Sign marker posts at regular intervals and at junctions.



Segregated cycle path

Two-way segregated cycle path (i.e. for cycles only) parallel to the carriageway with, where possible, a planted verge between. The planted verge is to be made as wide as possible.

Preferred width for cycle path is 3.5m (with footpath alongside at 3.5m). An acceptable min for cycle path 2.5m (with 2.5m footpath). Machine laid hot-rolled asphalt surface.

Sign marker posts at regular intervals and at junctions.

SUMMARY OF FINDINGS FROM THE PREVIOUS CONSULTATION

In 2016, the Greater Cambridge Partnership commissioned Nigel Brigham to review the twelve Greenway routes. This report, along with the detailed appendices is publicly available on the Cambridgeshire Council website. It recommends the following routes be progressed as a priority:

- A route to Coton from the Historic Core through the West Cambridge Development site, which in masterplan drawings, illustrates a greenway-style route, and a new approach to the M11 bridge. These works are suggested to be carried out as soon as possible.
- Through Coton via the High Street, with recommendations to reduce village speed limit to 20mph. Route progresses through Whitwell Way along existing bridleway route.
- The priority routes are separated into options A (along Hardwick Road), B (field edges to Comberton Village College), C (field edges and Green Lane) and D (Long Road).
- Option A (along Hardwick Road) over-runs Comberton Village, and would act as more of a Hardwick Greenway.
- Options B, C and D have therefore been re-named Option A, B and C for consultation purposes.

Consultation Feedback

Comberton Route Options:

Majority of the 41 consultees shows preference to route options B (field edges and Green Lane) and option C (Long Road), (11 votes for each). Option A (along Hardwick Road) was not favourable (6 votes). The sample is small, but there is a clear public preference, based on the information to date.

Aside from the question of which route consultees preferred there was a series of topics/issues that received far more comments than any others, namely:

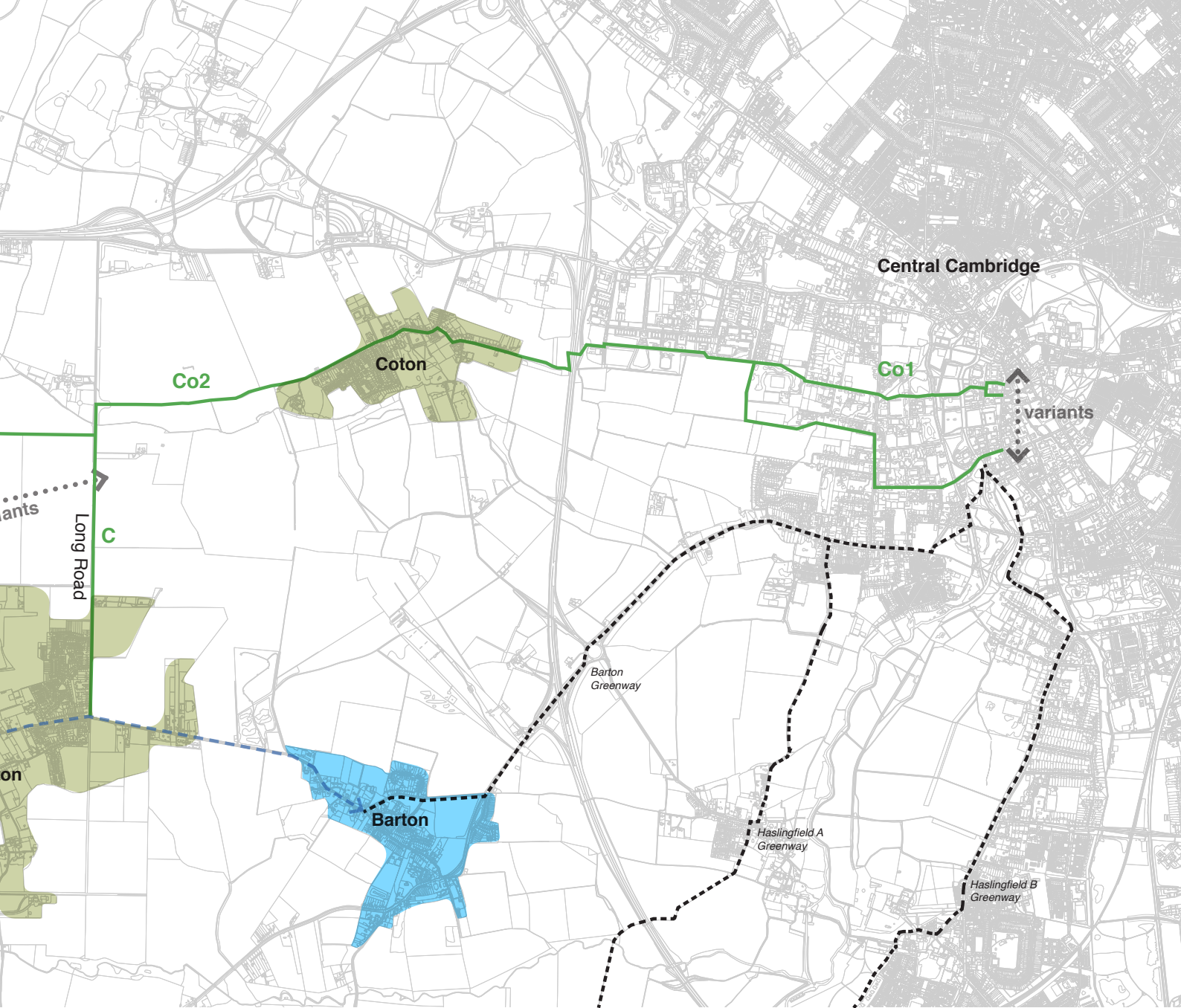
- Improvements to existing Barton link
- Long road is dangerous and therefore requires improvements to separate the cycle/pedestrian route



from the road, and to provide much safer crossing method

- Existing M11 Bridge is poor
- Maintenance generally is required along each route
- Additional connections are of interest to; Madingley, Hardwick and Comberton Village College (average of 6 votes each).

It was agreed that option A of Nigel Brigham's report be discounted from the priority routes, following consultation feedback. Consultation for the Comberton Greenway and this report does not therefore include the route towards Hardwick as part of the Comberton Greenway. This report therefore labels the original options B and C as options A and B.



Above: the routes in context

CAMBRIDGE GREENWAYS

Community engagement timetable

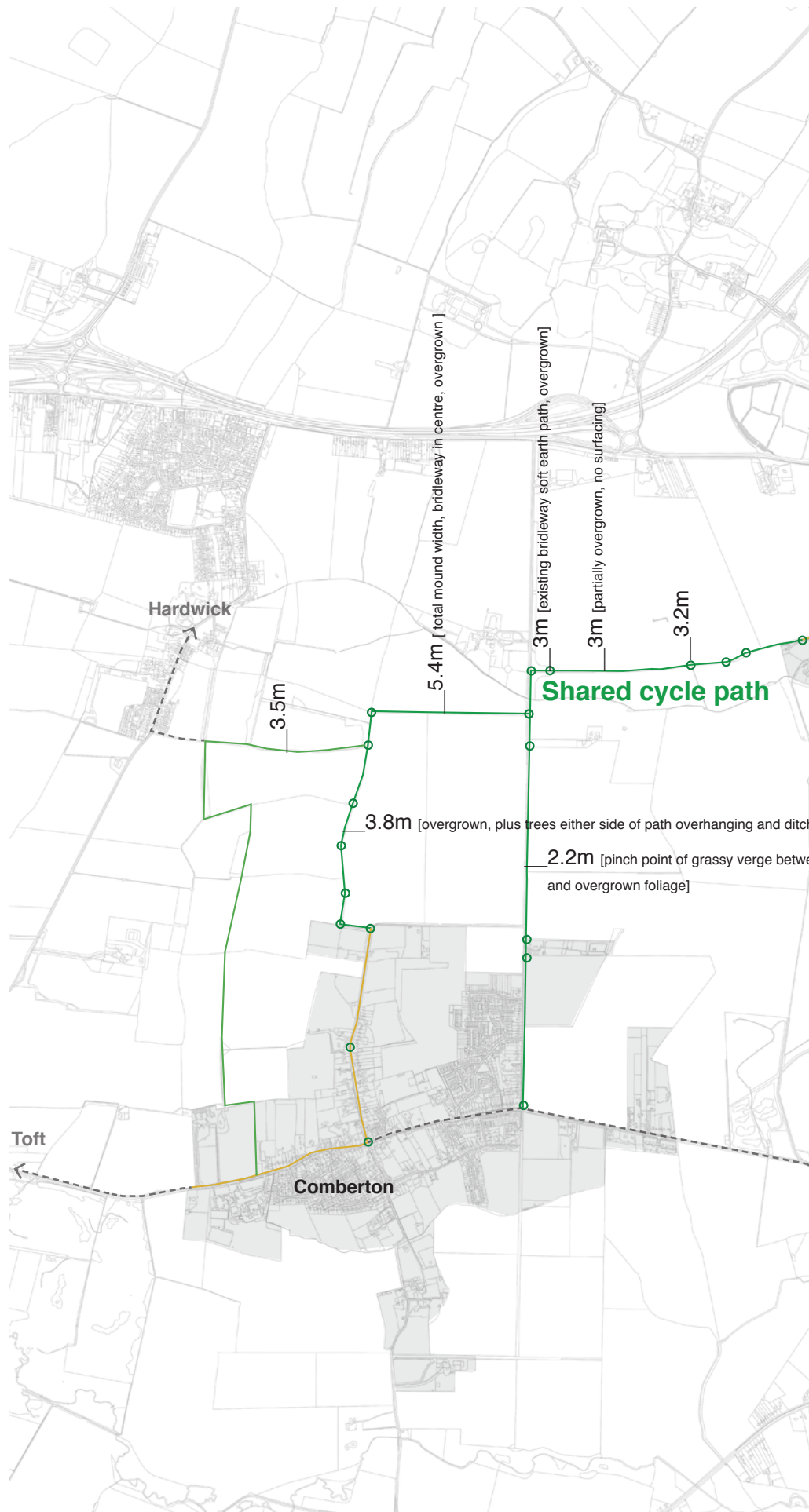
<p>Autumn 2017</p> <p>Barton and Haslingfield</p>	<p>Winter 2017/18</p> <p>Comberton, Melbourn, Sawston, Linton, Horningsea</p>	<p>Spring 2018</p> <p>Bottisham and Swaffham</p>	<p>Autumn 2017 to Spring 2018</p> <p>St Ives (smaller events discussing links off the busway)</p>
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Above: Cambridge Greenways community engagement timetable

THE ROUTE - OVERVIEW

Our design process began with the team travelling the routes and documenting the condition of the existing footways and cycle ways (where these existed). The plan drawing shown here records the widths of existing cycle paths.

We went on to explore the alternatives presented in the Nigel Brigham report, as well as other emerging alternatives. These findings are presented on the following pages, and were discussed at length with the client team before deciding upon the routes to present for public consultation in winter 2018.







Adams Road junction with Coton Footpath through West Cambridge Development



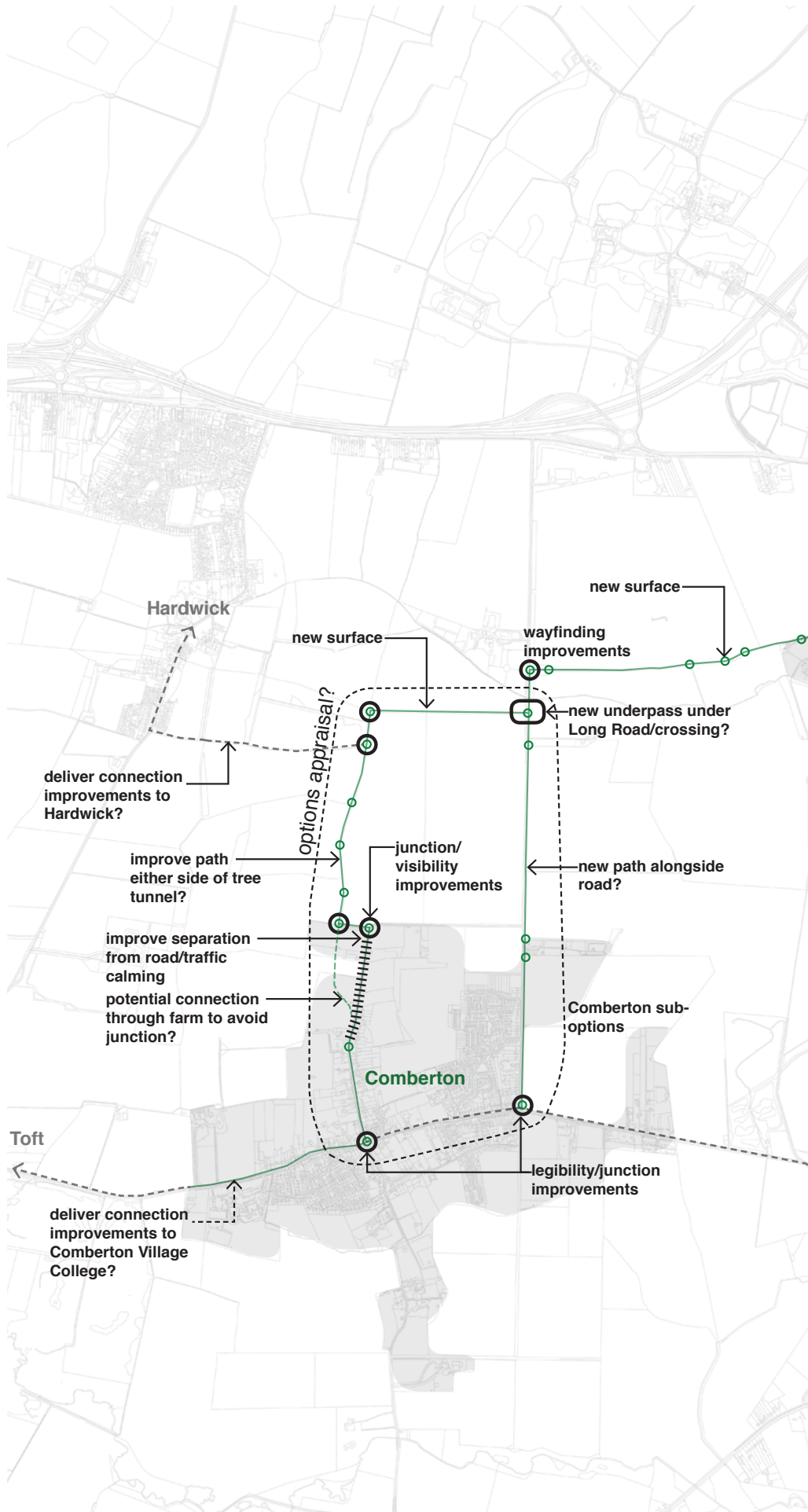
Coton High Street towards Coton village



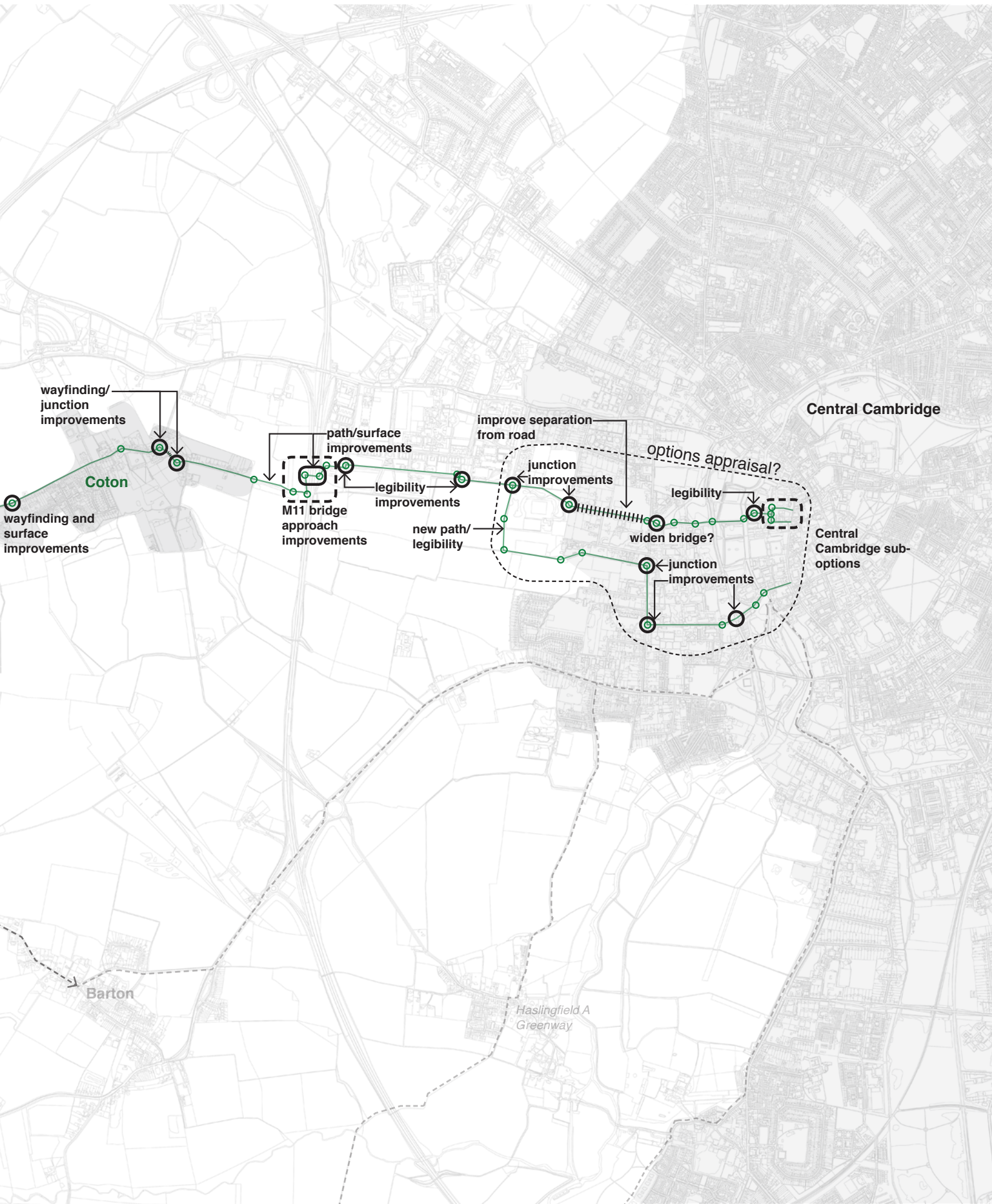
Field edge around tree tunnel and existing bridleway in Comberton (Option A)

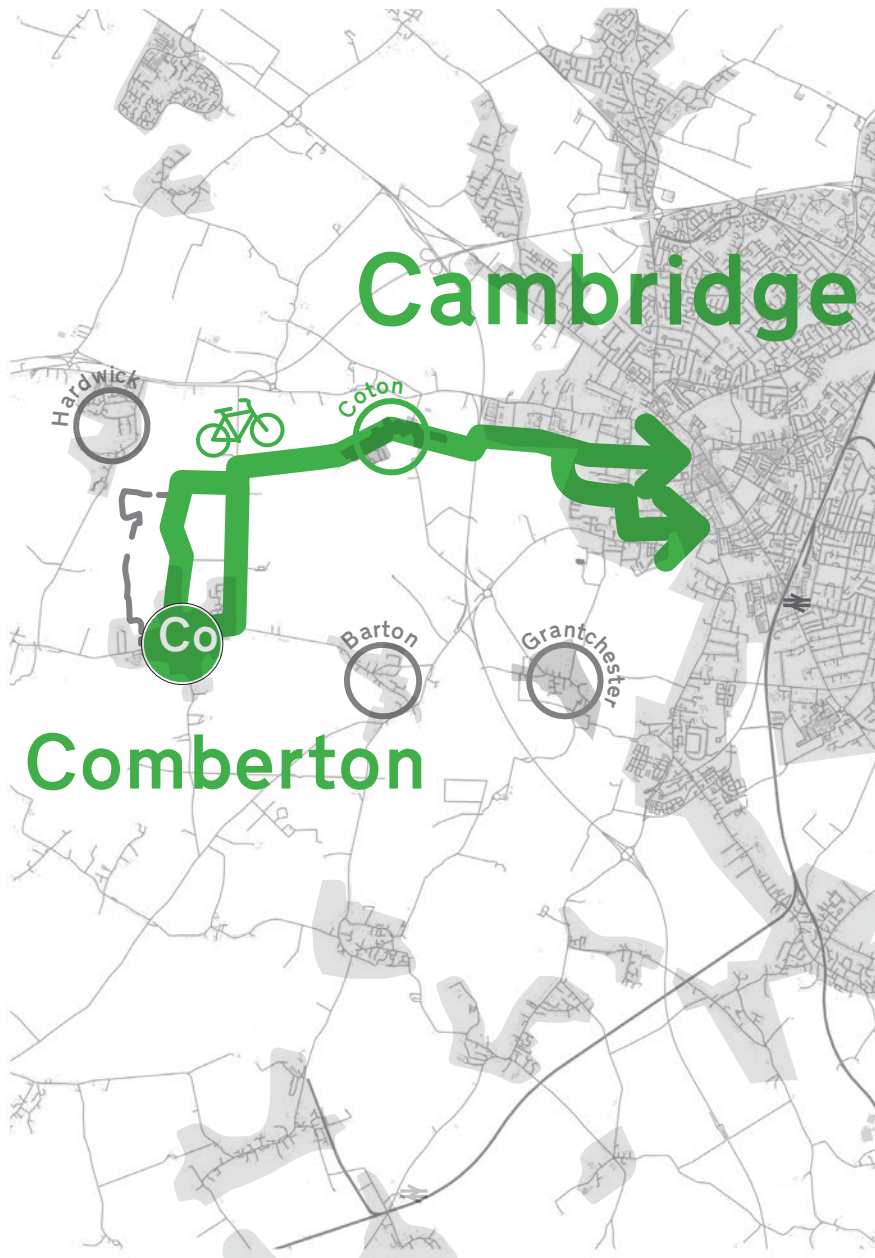


Long Road looking north towards Wimpole Way, Comberton (Option B)



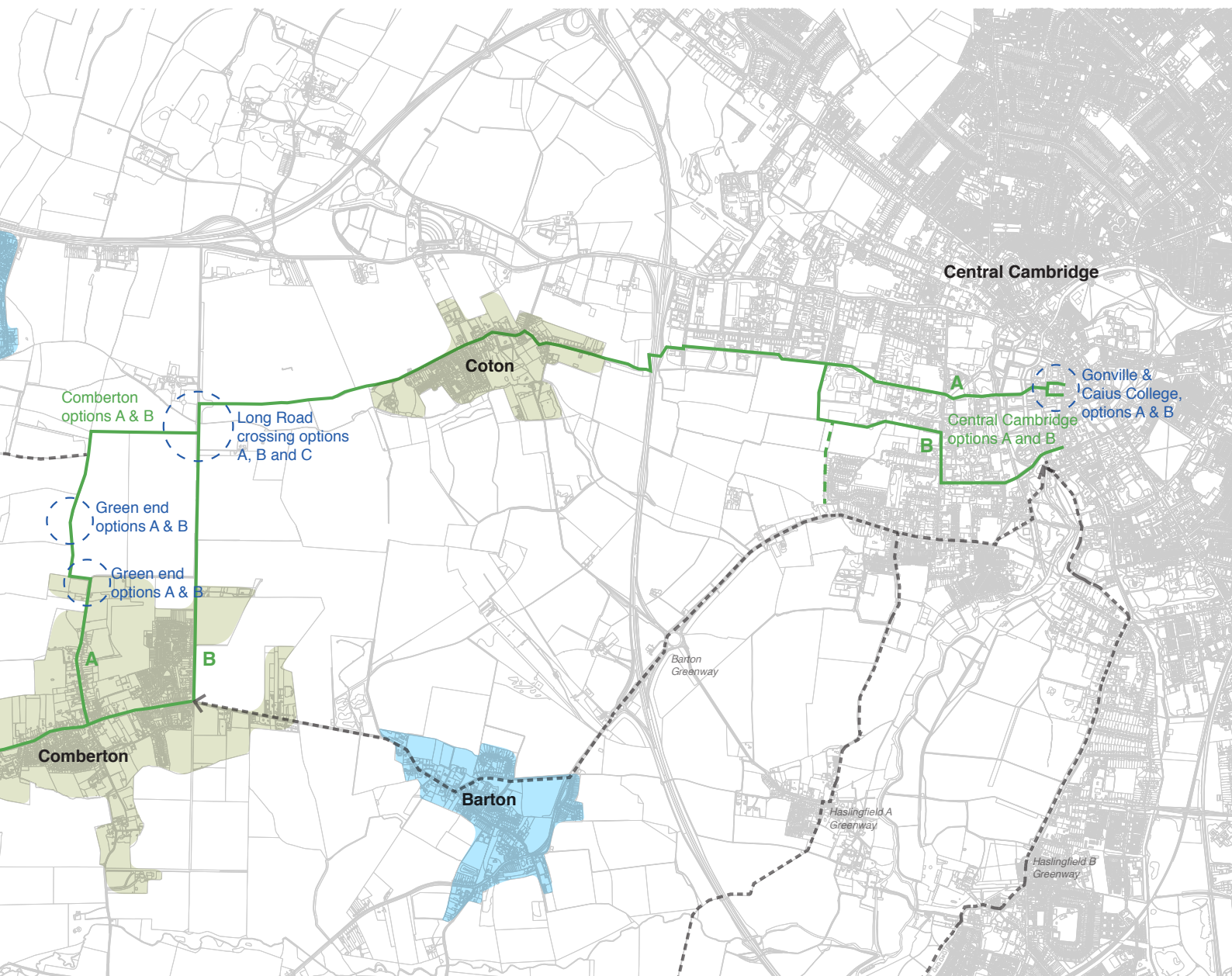
Emerging Proposals





THE ROUTE - SELECTED

The routes to Cambridge from Comberton shown here were selected for inclusion in the public consultation documents.



Comberton

The Comberton Greenway route goes to Comberton via Cambridge's historic core via Trinity Hall. It was agreed that the alternative route to the city is to be included as part of the greenway route, via University Sports ground and Sidgwick Avenue.

The route then passes through the West Cambridge Development (aligning with their greenway path proposal), over the M11 bridge, through Coton village, and towards Wimpole Way. The route winds around Wimple Way towards Long Road, where two potential options divide.

Long Road (option C) is to run on the other side of the hedge, separating the

cycle/pedestrian route from the busy traffic along Long Road to the roundabout at the edge of Comberton village. It was agreed that some improvements could be made to Barton Road and West Street to create a safer journey through the village to Comberton Village College.

An alternative route (option B) requires an underpass under Long Road to provide safe crossing of the busy road. This then aligns with an existing bridleway route towards Hardwick and Comberton where the route follows along the footpath tree tunnel to Green End. This route option brings the greenway into the heart of the village.

Option A enters and exits the village closest to Comberton Village College.

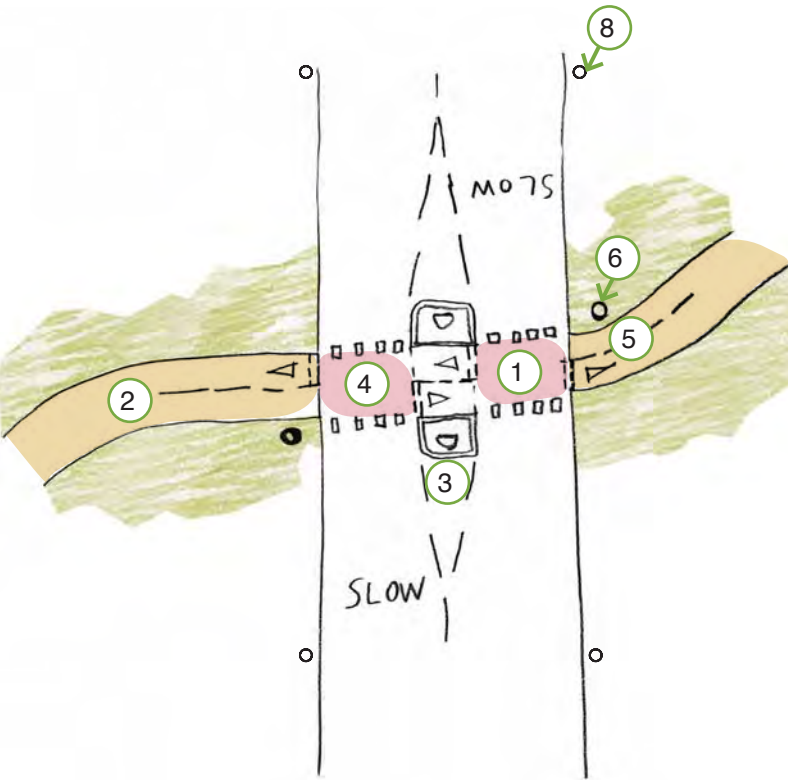
COMBERTON





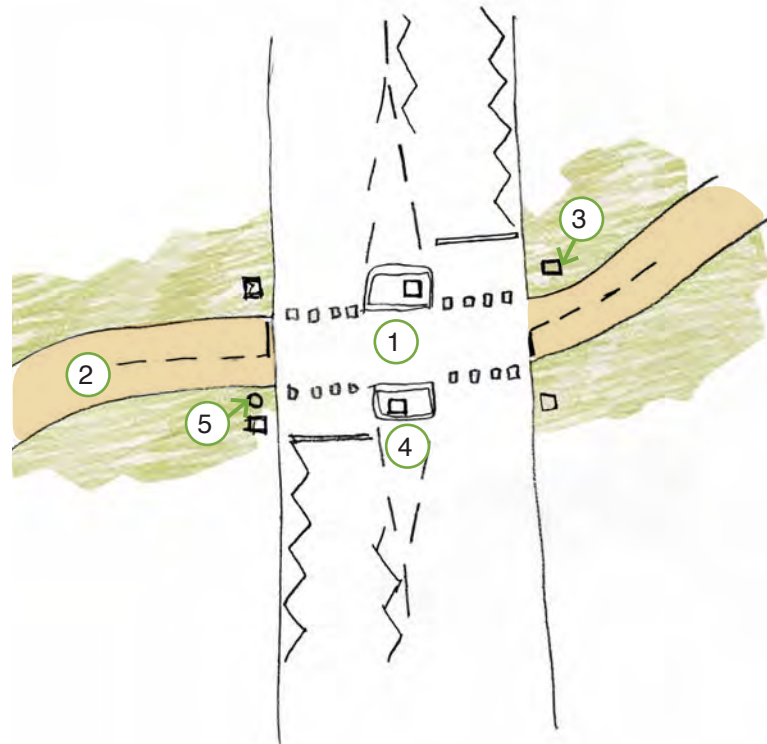
CROSSING TYPES

Uncontrolled Crossing



- ① Uncontrolled crossing set back 5m (one car length) from give way line at roundabout
- ② Shared cycle lane
- ③ Central refuge in road at least 2.5m wide if road is two way/ busy
- ④ Coloured surface - i.e. red
- ⑤ Face-on approach to crossing to maximise visibility for cyclists
- ⑥ Wayfinding bollards with shared use symbols
- ⑦ Sign material on reflective backing boards to alert motorists
- ⑧ Warning sign 'cycles crossing XXX yards'

Controlled/ Signalled Toucan Crossing



- ① Controlled (toucan) crossing 20m from give-way line at roundabout
- ② Shared cycle lane
- ③ Traffic light signals
- ④ Central refuge - minimum 2.5m wide
- ⑤ Wayfinding bollards with shared use symbol



Existing photograph of Green End

Co.1.A.iii - Green end, Comberton.

Quiet Road.

Option A: Existing quiet road. New traffic calming measures before and at the bend in the road/ junction.

Option B: Existing quiet road. Road closure - with location to be agreed with local residents.



Existing photograph of Wimpole Way to Hardwick

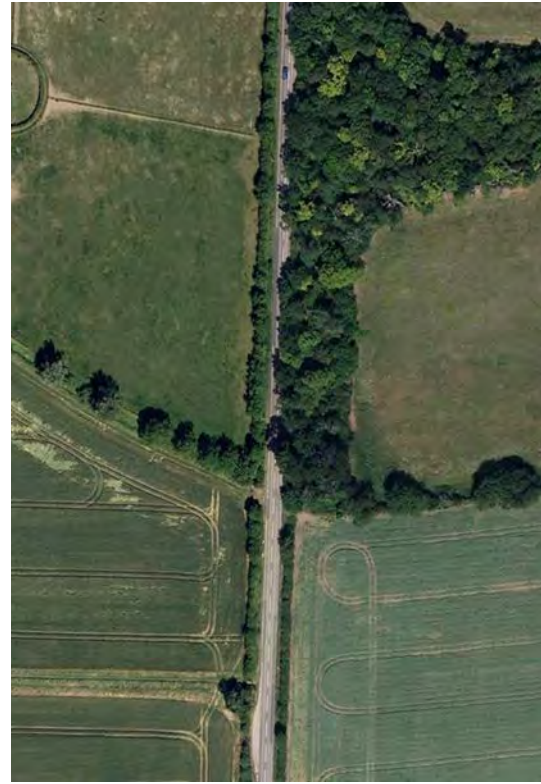
Possible Connection Along Wimpole Way to Hardwick

Shared cycle path, 2m wide. New shared path (no existing footpath) alongside field edges. Subject to Land owners agreement.

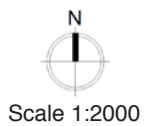
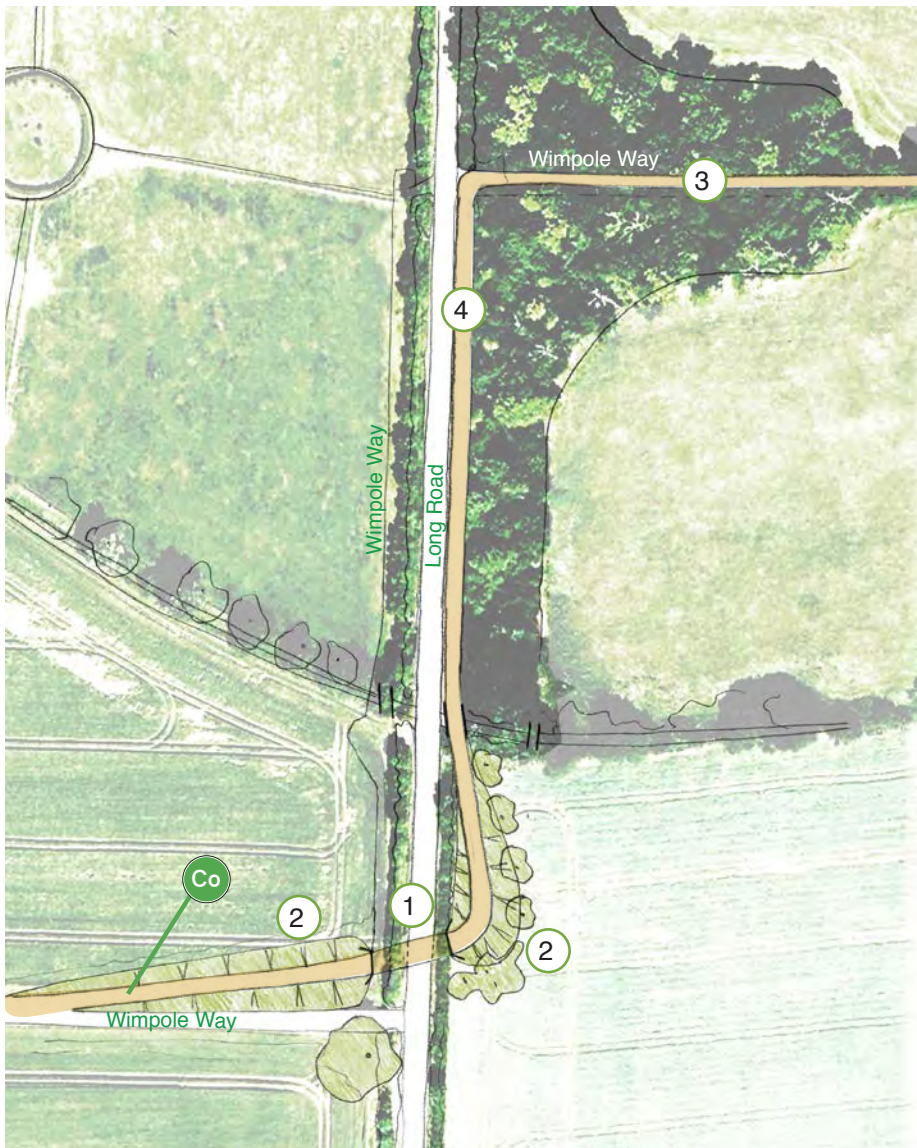
Co.1.A.vi - Junction of Wimpole Way and Long Road - Option A

New subway for cyclists under Long road.
 New planting. Subject to Land owners agreement

- 1 New subway under long road
- 2 New landscaping for embankments with additional planting
- 3 Existing path, with improvements through Wimpole Way
- 4 New path along Long Road



Existing aerial photograph of Long Road, Wimpole way junction





Scale 1:2000



Co.1.A.vi - Junction of Wimpole Way and Long Road - Option B

New underpass under Long Road. 3m x 2.4 min. internal dimensions with ramped approaches in earth formed cuttings to either side. Landscaping / biodiversity enhancements beside brook.(n.b. existing Bridleway on west side of Long Road would remain). Subject to Land owners agreement.

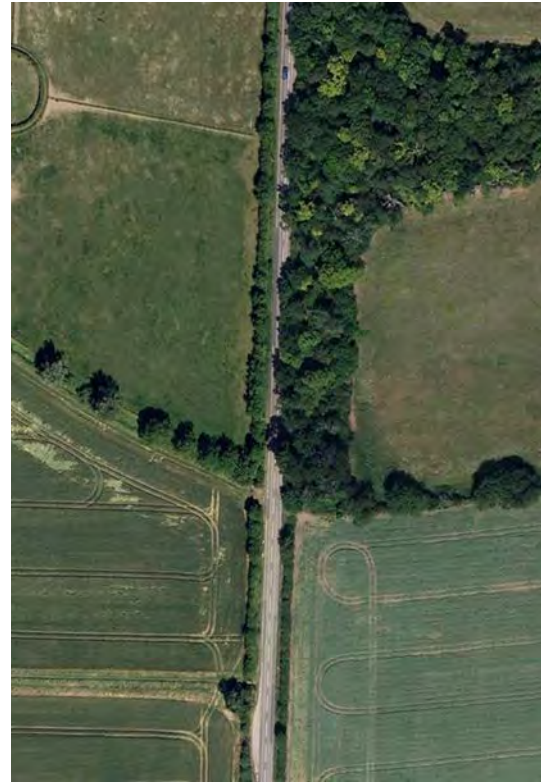
- ① New subway under long road 3m x 2.4m minimum.
- ② New landscaping for embankments with additional planting and biodiversity enhancements beside brook
- ③ Existing path, with improvements through Wimpole Way
- ④ New path around Wimpole Way woods, at edge of fields
- ⑤ Widened bridge over Bin Brook

Existing aerial photograph of Long Road, Wimpole way junction

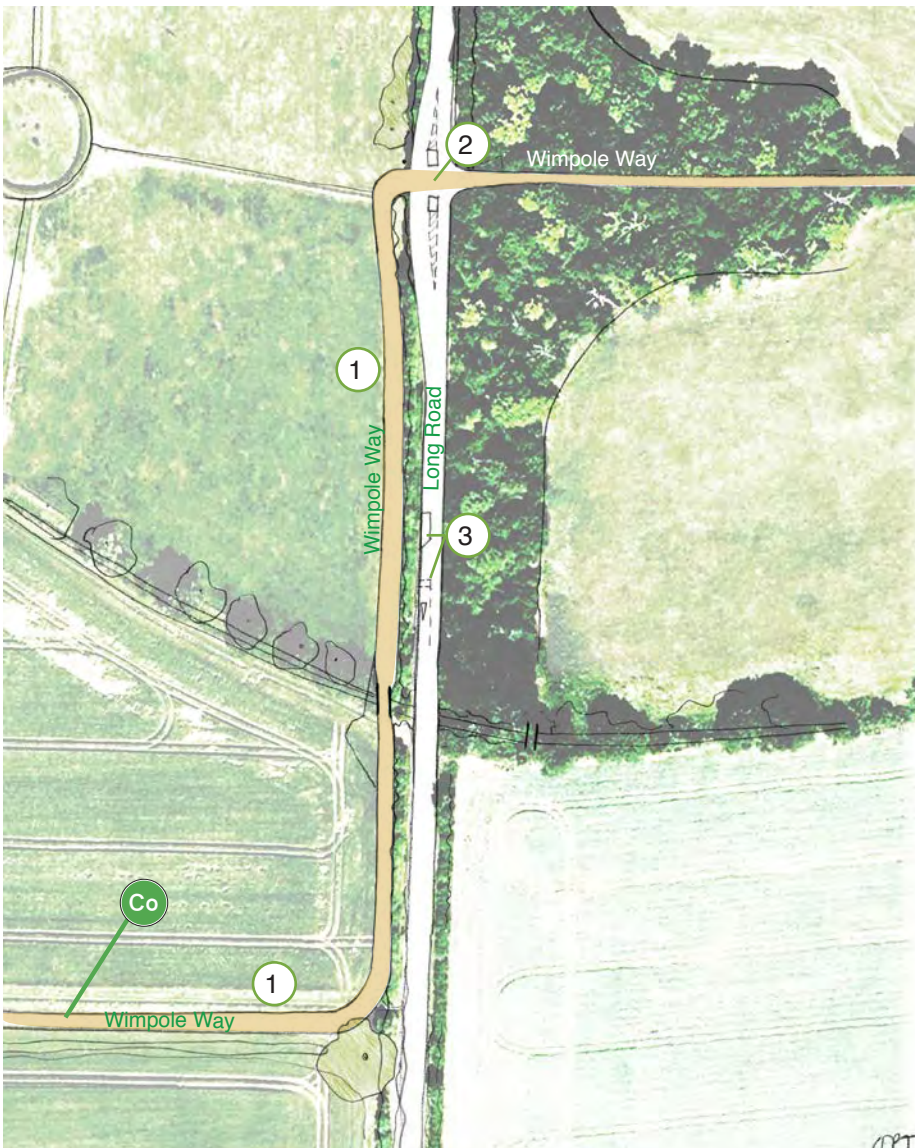
Co.1.A.vi - Junction of Wimpole Way and Long Road - Option C

Use existing bridleway along field edge. Improve crossing for cyclists with central refuge, adapt road alignments to allow for two-way vehicular access. Traffic calming to Long road. New planting and signage. Subject to Land owners agreement.

- ① Existing Bridleway along field edge with surfacing improvements
- ② Improved crossing with central refuge and adapted road alignments
- ③ Traffic calming measures



Existing aerial photograph of Long Road, Wimpole way junction





Existing photograph of Long Road

Co.1.B.ii - Long Road

Shared cycle path, 2m wide. New Shared path on the Eastern side of the trees/ hedges that run parallel to Long Road. Additional works at frontage of across frontage of caravan park to accommodate path within verge (traffic calming and road narrowing and/or relocate hedges and drainage ditches). Subject to Land owners agreement.

Co.2 - Wimpole Way - through woods

Shared cycle path, 2m wide. New bridge over Bin Brook to replace existing footbridge . New Shared path along edge of field, passing into wood at clearing in trees to follow route of existing informal footpath before joining the existing bridleway from where a 2m min grassy path to one side should be maintained suitable for use as bridleway. Existing trees to be retained/protected. Subject to Land owners agreement.



Existing photograph of Wimpole Way - through woods





Existing photograph of Wimpole Way - through open fields to Coton

Co.3 - Wimpole Way - through open fields to Coton

Shared cycle path, 2m wide. New Shared path following route of existing bridleway. Grassy/planted mound on both sides of the path to disguise it from view. 2m grass track alongside Shared path to suitable as bridleway. Subject to Land owners agreement.

Co.5 - Coton High Street - Cambridge Road Junction

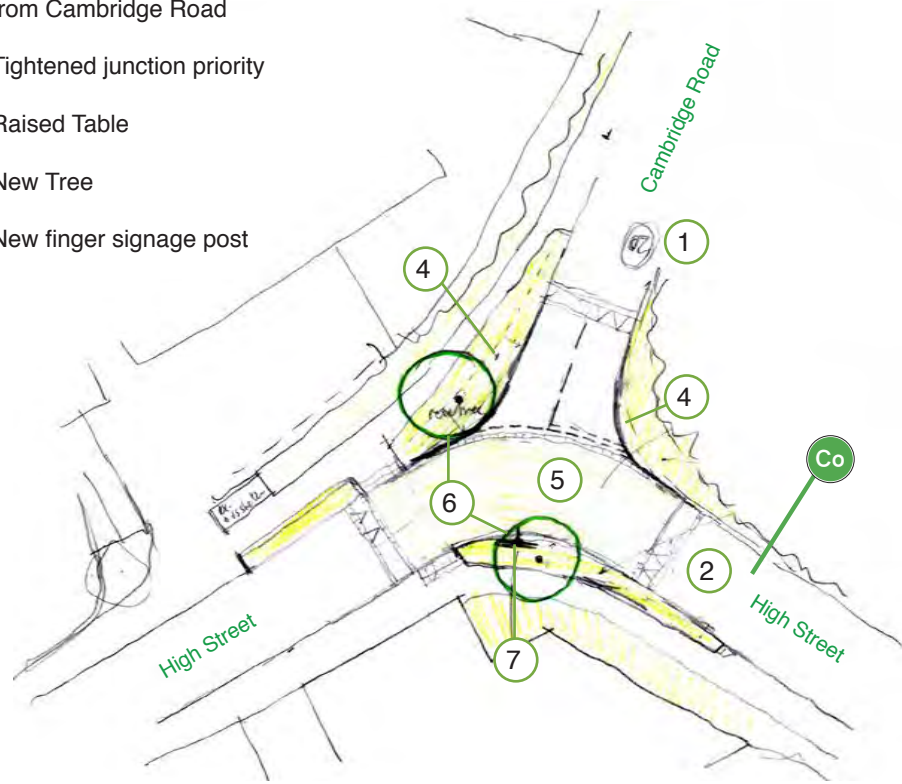
Reduce speed limit on remainder of Coton High Street to 20mph. Change junction priority to allow cyclists and other traffic, to follow the High Street. Traffic to give way approaching from Cambridge Road. Tighten junction geometry, new raised table, planting and Greenways and direction signage

- ① Reduced speed limit to 20mph
- ② Change of junction priority to follow High Street
- ③ Traffic to give way approaching from Cambridge Road
- ④ Tightened junction priority
- ⑤ Raised Table
- ⑥ New Tree
- ⑦ New finger signage post

N
Scale 1:500



Existing photograph of Coton High Street - Cambridge Road Junction

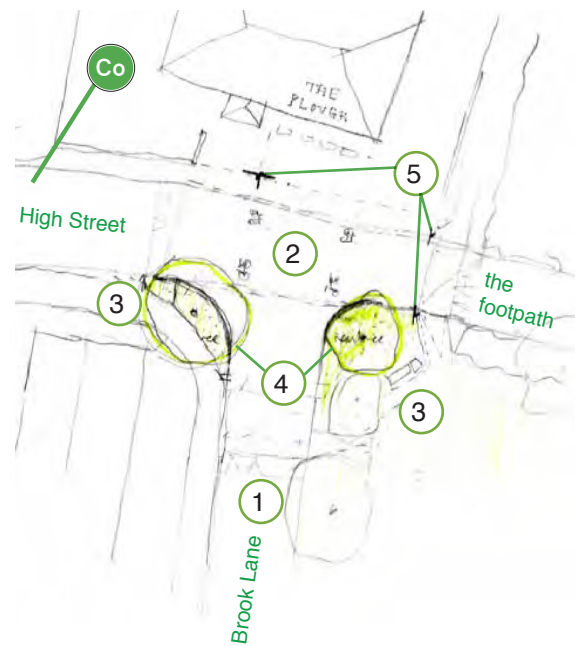




Existing photograph of Coton High Street - junction with 'the footpath'

Co.6 - Coton High Street - junction with 'the footpath'

Junction. Reduce speed limit on Coton High Street to 20mph. Change junction priority to allow cyclists and other traffic, to go from the High Street to 'the footpath'. Traffic to give way approaching from Brook Lane. Tighten junction geometry, new raised table, planting and Greenways and direction signage.



- ① Reduce speed limit to 20mph
- ② Change of junction priority, priority for cyclists
- ③ Tightened junction geometry and landscaping
- ④ New tree
- ⑤ New finger post signage



Scale 1:500

Co.8 - M11 bridge

New ramped approach to bridge over M11, with gentler curves. Small area of trees removed to facilitate reconstruction of embankment - with replacement trees planted and other landscaping and biodiversity enhancements put in place. Subject to Land owners agreement and ongoing engineering report on continued subsidence of existing ramps/ embankments.

- 1 New ramped approach to bridge over M11
- 2 Small area of trees removed to facilitate reconstruction of embankment
- 3 Replacement trees, landscaping and biodiversity enhancements
- 4 New avenue of trees



Existing aerial photograph of M11 bridge




Scale 1:2000

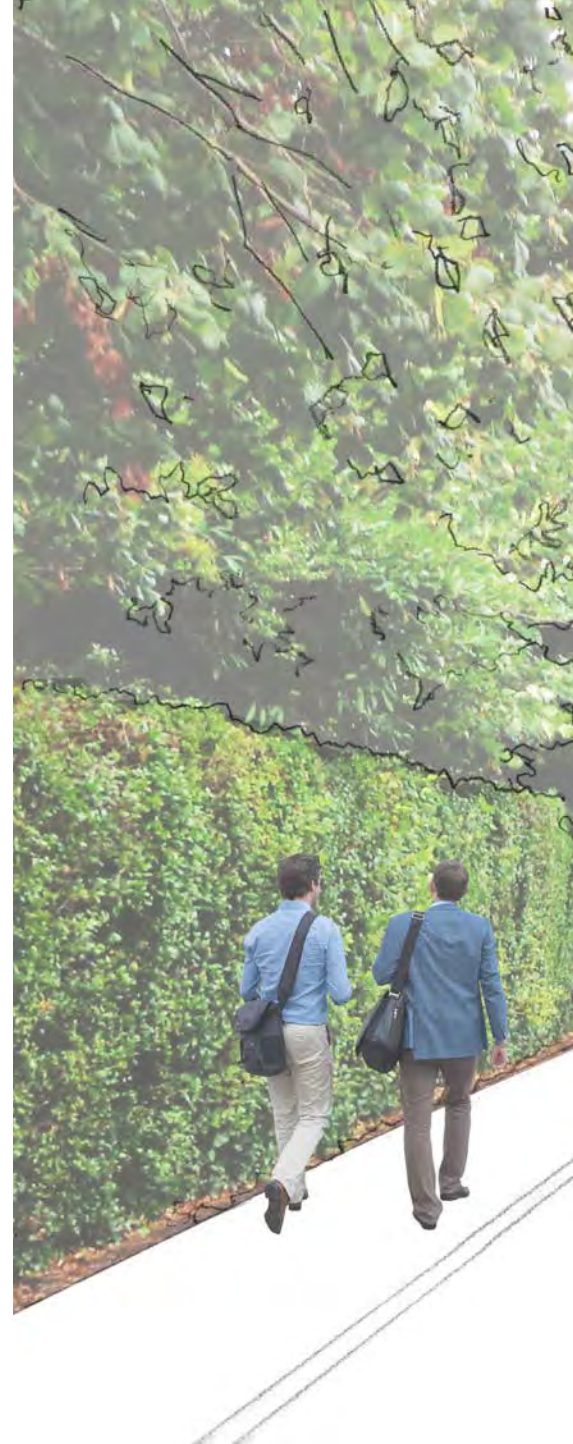
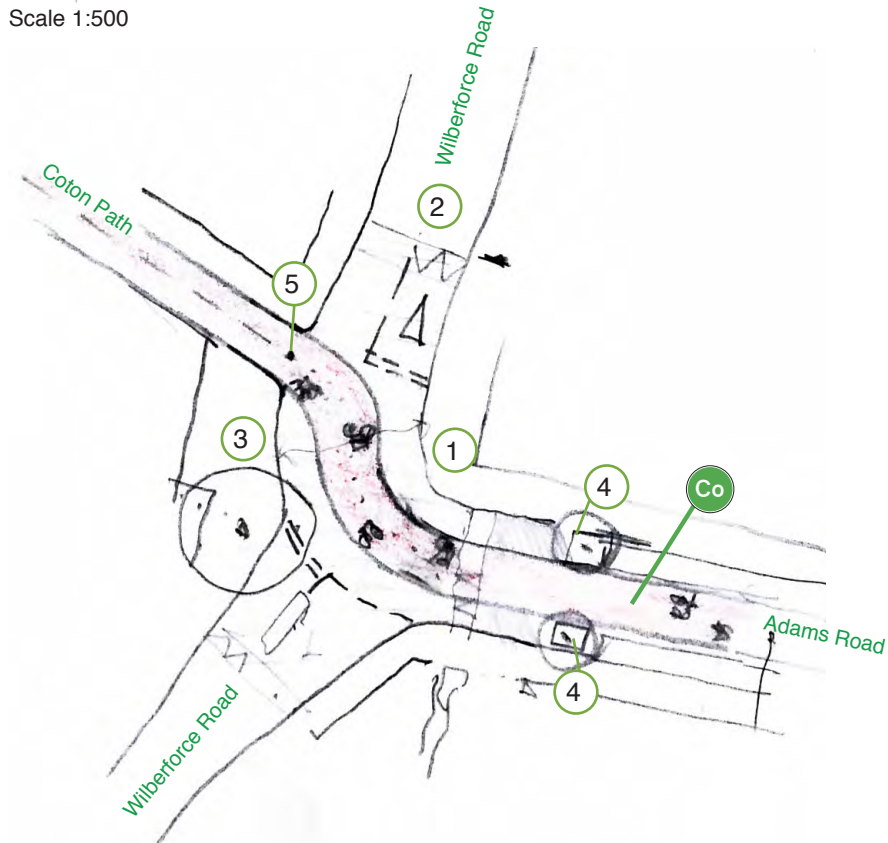


Co.11.A.i - Coton Path junction with Adams road

Change priority of junction to allow cyclists to continue on from the Coton path onto Adams Road. Traffic from Wilberforce Road is to give way. Tighten junction geometry, new planting and Greenways signage.

- ① Change of priority of junction
- ② Traffic to give way
- ③ Tightened junction geometry
- ④ New planting
- ⑤ Greenways bollard

N

 Scale 1:500



Existing aerial photograph of Coton Path junction with Adams road





Co.11.A.ii - Adams Road

Quiet Road. Central 'cycle street' arrangements with coloured surface and cycle symbols in centre of road. Visual narrowing/door-opening zone between central zone and linear parking on either side to be replaced with herringbone pavers.

Existing photograph of Adams Road





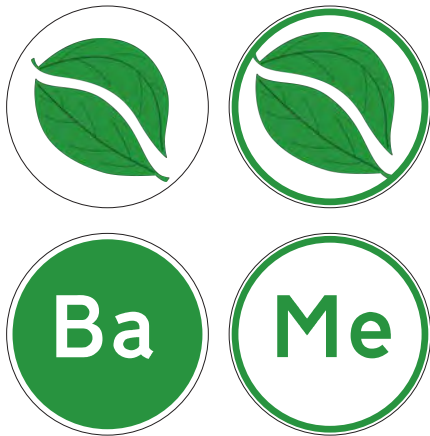


Existing photograph of Sidgwick Avenue

Co.11.B.iv - Sidgwick Avenue

Shared cycle path, 4m wide. New closure to prevent motor vehicles from entering/exiting Sidgwick Avenue from Queens Road. Central island with tree planting. Greenways and other signage to manage closure. Adjust traffic lights to suit revised arrangement with Sidgwick Avenue arm being for cycles only.

SIGNAGE



All twelve currently proposed Greenway routes could be signified with a two letter contraction of the full Greenway origin village name.

Could the naming of key junctions within the emerging network - in the manner of a 'knooppunt' (trans: button node) signage/ network map - be based on village names rather than the dutch practice of allocated each node a number?

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





Timber Posts

- Natural material - appropriate to mostly rural setting.
- Subtly distinctive. Round profile - related to logo shape - distinguishes it from the usual square profile timber posts.
- If sign-face also curved, the sign is visible for longer as one passes by, suitable for passing by at greater speed - i.e. on a bike.
- Standard product - cost effective - easily replaced.
- Can be fitted with recess/reflective strip at top.



Above: Broxap BX17 <https://www.broxap.com/bx17-flat-round.html>

PRELIMINARY COSTINGS

The costs listed here are high level costs, based on the pre-stage two concept designs, which should enable the council to establish initial project budgets. We recommend that these costings are reviewed following the concept design work after public consultation.

Please also note that the costs included here do not include the following:

Professional Fees, Contingency, including any major works to re-route utilities, or VAT. Further information on these rates is supplied in Appendix B.

Comberton

Overall Construction Cost Including 1st Options = £4,095,219

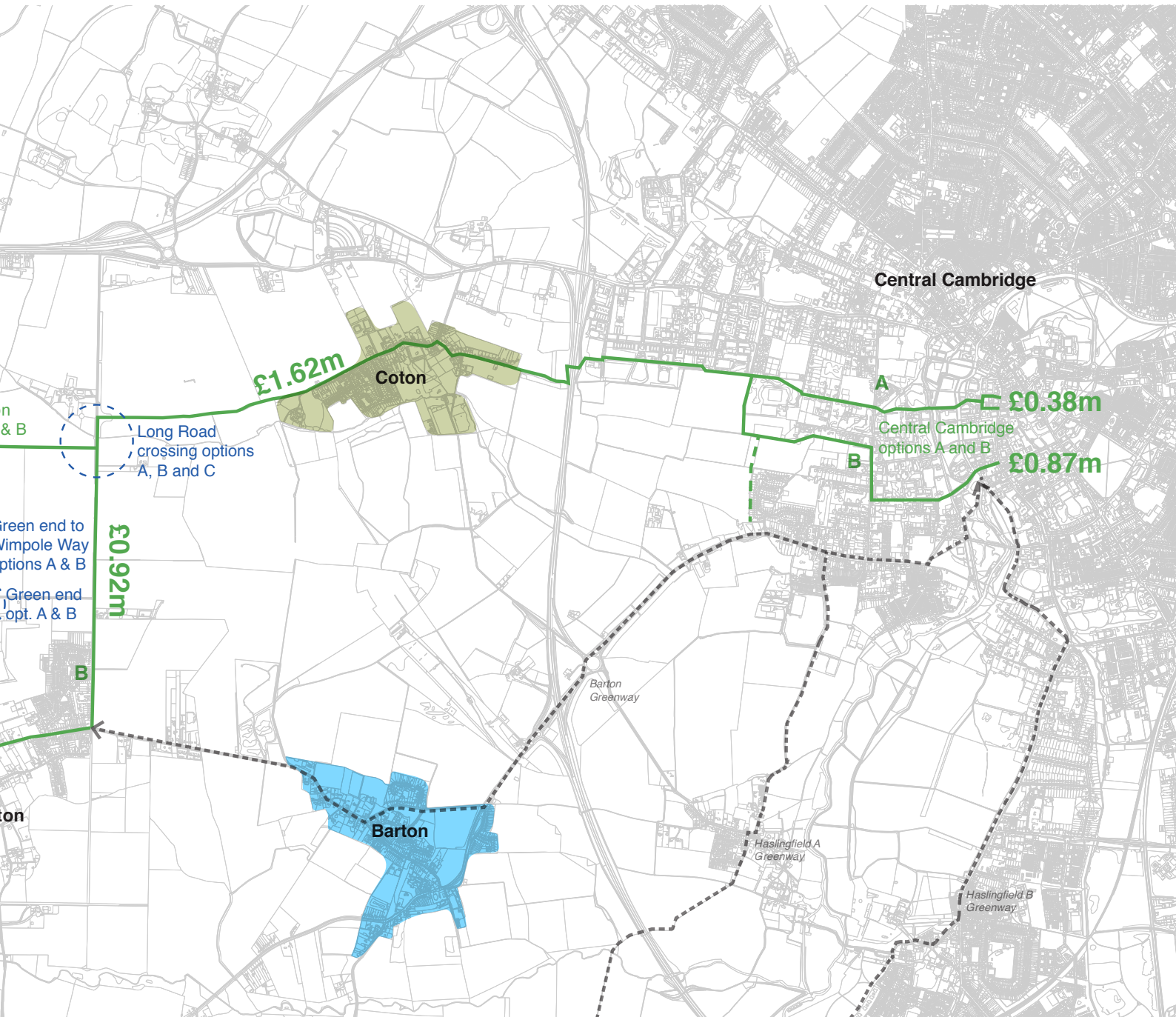
Professional Fees	12%	491,426
Contingency	10%	409,522

£6,351,564

VAT	20%	999,233
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Total including VAT as above
£5,995,400



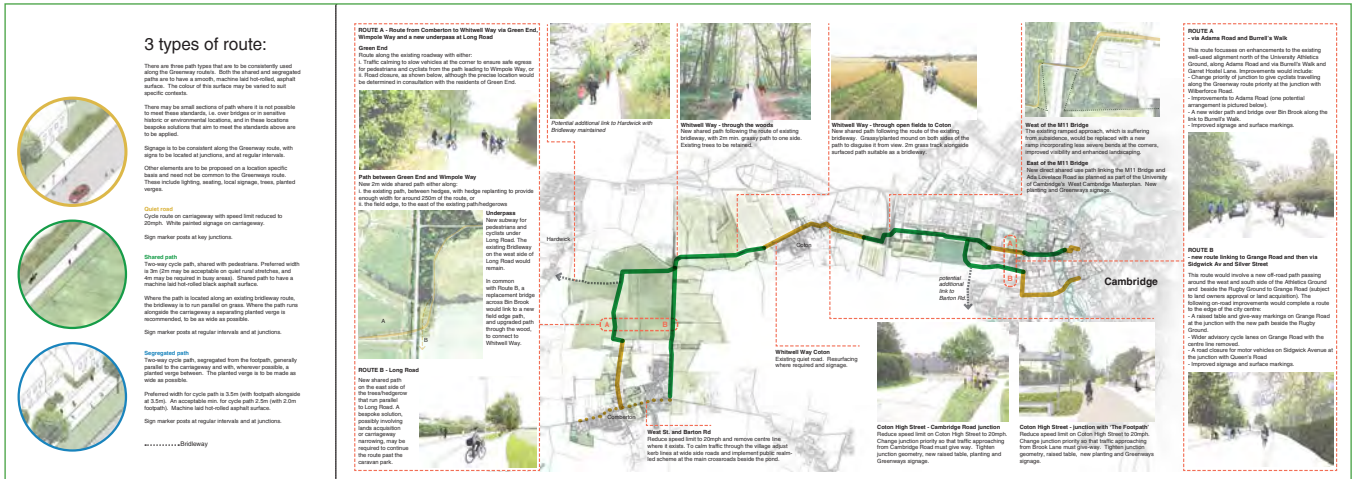


COMBERTON COSTING

Ref.	Name.	Route Type:	Path width	Works	Cost (£)
Co.1.v	West Street and Barton Road through village	Quiet road	n/a	Reduce speed limit to 20mph through the whole village and remove centre line where it exists. Adjust kerb line at side road junctions to reduce large-radiused corners. Implement public realm led scheme at the junction of the West Road, Barton Road to calm traffic and facilitate easier/safer crossing of road for pedestrians and cyclists.	195,625
Co.1.A.i	Comberton village centre crossroads	Junction	n/a	New signage indicating the Greenway route.	8,250
Co.1.A.ii	Green End - within the village	Quiet road	n/a	Existing quiet road. No works required to carriage-way surface.	n/a
Co.1.A.iii.A	Green End - outside the village	Quiet road	n/a	Existing quiet road. New traffic calming measures before and at the bend in the road/ junction.	25,000
Co.1.A.iii.B	Green End - outside the village	Quiet road	n/a	Existing quiet road. Road closure - with location to be agreed with local residents.	16,875
Co.1.A.iv.A	Path following existing foot-path - between Green end and the Wimpole way	Shared path	2m	New Shared path following route of existing footpath. Remove and replant hedge in narrowest section to provide minimum required width (assume 250 linear metres).	294,375
Co.1.A.iv.B	Path behind hedge from existing path - between Green end and the Wimpole way	Shared path	2m	New shared path alongside field edge to the east of the existing tree tunnel, with 1m min grassy path to one side.	291,250
Co.1.A.v	Wimpole Way - through open fields	Shared path	2m	New Shared path following route of existing bridleway. Grassy/planted mound on both sides of the path to disguise it from view. 2m grass track alongside Shared path as bridleway.	299,063
Co.1.A.vi	Junction of Wimpole Way and Long Road	Subway	n/a	New underpass under Long Road. 3m x 2.4 min. internal dimensions with ramped approaches in earth formed cuttings to either side. Landscaping / biodiversity enhancements beside brook.(n.b. existing Bridleway on west side of Long Road would remain)	400,688
Co.1.B.i	Junction of Long road and Barton Road (B1406)	Junction	n/a	New informal crossing for cyclists with central median for waiting, and Greenways signage. Improvements to mini-roundabout and approaches to calm traffic.	103,750
Co.1.B.ii	Long Road	Shared path	2m	New Shared path on the Eastern side of the trees/hedges that run parallel to Long Road. Additional works at frontage of across frontage of caravan park to accommodate path within verge (traffic calming and road narrowing and/or relocate hedges and drainage ditches).	813,750
Co.2	Wimpole Way - through woods	Shared path	2m	New bridge over Bin Brook to replace existing footbridge . New Shared path along edge of field, passing into wood at clearing in trees to follow route of existing informal footpath before joining the existing bridleway from where a 2m min grassy path to one side should be maintained suitable for use as bridleway. Existing trees to be retained/protected,	286,250

Co.3	Wimpole Way - through open fields to Coton	Shared path	2m	New Shared path following route of existing bridleway. Grassy/planted mound on both sides of the path to disguise it from view. 2m grass track alongside Shared path to suitable as bridleway.	460,000
Co.4	Whitwell Way Coton	Quiet road	n/a	Existing quiet road. Resurfacing and removal of centre line where required. Signage to highlight route at transition from path to road and vice versa.	78,750
Co.5	Coton High Street - Cambridge Road Junction	Junction	n/a	Reduce speed limit on remainder of Coton High Street to 20mph. Change junction priority to allow cyclists and other traffic, to follow the High Street. Traffic to give way approaching from Cambridge Road. Tighten junction geometry, new raised table, planting and Greenways and direction signage.	93,125
Co.6	Coton High Street - junction with 'the footpath'	Junction	n/a	Reduce speed limit on Coton High Street to 20mph. Change junction priority to allow cyclists and other traffic, to go from the High Street to 'the footpath'. Traffic to give way approaching from Brook Lane. Tighten junction geometry, new raised table, planting and Greenways and direction signage.	129,375
Co.7.i	'The footpath' - west	Quiet road	n/a	Surface repairs/resurfacing of existing roadway	69,375
Co.7.ii	'The footpath' - east	Shared path	3m	Widen existing path to 3m, retaining 2m wide grassy path to one side to be suitable as bridleway.	106,719
Co.8	M11 bridge	Shared path	3m	New ramped approach to bridge over M11, with gentler curves. Small area of trees removed to facilitate reconstruction of embankment - with replacement trees planted and other landscaping and biodiversity enhancements put in place.	331,875
Co.9	West Cambridge - between M11 bridge and Ada Lovelace Road	Shared path	3m	New Shared path (no existing footpath) from the M11 bridge as shown on the West Cambridge Masterplan. New planting and Greenways signage.	60,000
Co.10	Coton Path - West Cambridge	Coton Path - West Cambridge	n/a	Existing Shared path. New Greenways signage at junctions.	3,750
Co.11.A.i	Coton Path junction with Adams road	Junction	n/a	Change priority of junction to allow cyclists to continue on from the Coton path onto Adams Road. Traffic from Wilberforce Road is to give way. Tighten junction geometry, new planting and Greenways signage.	48,750
Co.11.A.ii	Adams Road	Quiet road	n/a	Central 'cycle street' arrangements with coloured surface and cycle symbols in centre of road. Visual narrowing/door-opening zone between central zone and linear parking on either side to be replaced with herringbone pavers.	249,000
Co.11.A.iii	Adams Road - junction with Grange Road	Quiet road	n/a	Existing controlled crossing. New Greenways signage.	3,750
Co.11.A.iv	Burrells Walk	Burrells Walk	n/a	Existing Shared path. Widen path at bridge and replace existing narrow bridge with new 3+m wide bridge deck built off of existing abutments.	67,750

Co.11.A.v	Garret Hostel Lane	Shared path	n/a	Existing Shared path - no works.	n/a
Co.11.A.vi	Garret Hostel Lane Bridge	Bridge	n/a	Existing Shared path - no works.	n/a
Co.11.A.vii	Trinity Lane	Quiet road	n/a	Existing quiet road. Maintenance required in areas. Greenway signage.	12,500
Co.11.B.i	New path alongside the University Sports Ground	Shared path	3m	New Shared path (no existing footpath) to follow potential route of Cambridge to Cambourne busway/transit route (Option Blue C) alongside field edge / University Sports Ground / Rugby Club.	711,250
Co.11.B.ii	Junction with Grange Road	Junction	n/a	Raised table and give-way markings on Grange Road at point where shared path (C011Bi) meets the street.	n/a?
Co.11.B.iii	Grange Road	Quiet road	n/a	Existing 20mph zone. Remove centre line. Add 2m wide advisory cycle lanes with cycle symbols to either side of carriageway.	76,875
Co.11.B.iv	Sidgwick Avenue	Shared path	4m	New closure to prevent motor vehicles from entering/exiting Sidgwick Avenue from Queens Road. Central island with tree planting. Greenways and other signage to manage closure. Adjust traffic lights to suit revised arrangement with Sidgwick Avenue arm being for cycles only.	83,125
Co.11.B.v	Silver Street	Quiet road	n/a	Existing quiet road. No works required to carriage-way surface.	n/a



Above: the drawings laid out for the Council's communications team to edit with their preferred graphic style/ leaflet format.

STUDY OUTPUT /NEXT STEPS

We have generated feasible initial concept designs for the Greenway routes taking into account the brief to create a high quality cycling route from Comberton into Cambridge.

Following public consultation, and collation of the responses, detailed designs should be developed in response to this feedback, to include at that stage input on engineering and road safety auditing.

Our recommendations following this study are:

Consultation with existing landowners where the proposals are on or impact private land is to be managed by the council, and we recommend this includes engagement before the public events.

