

Appendix 6

Fulbourn Greenway Review



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October 2016

A report for



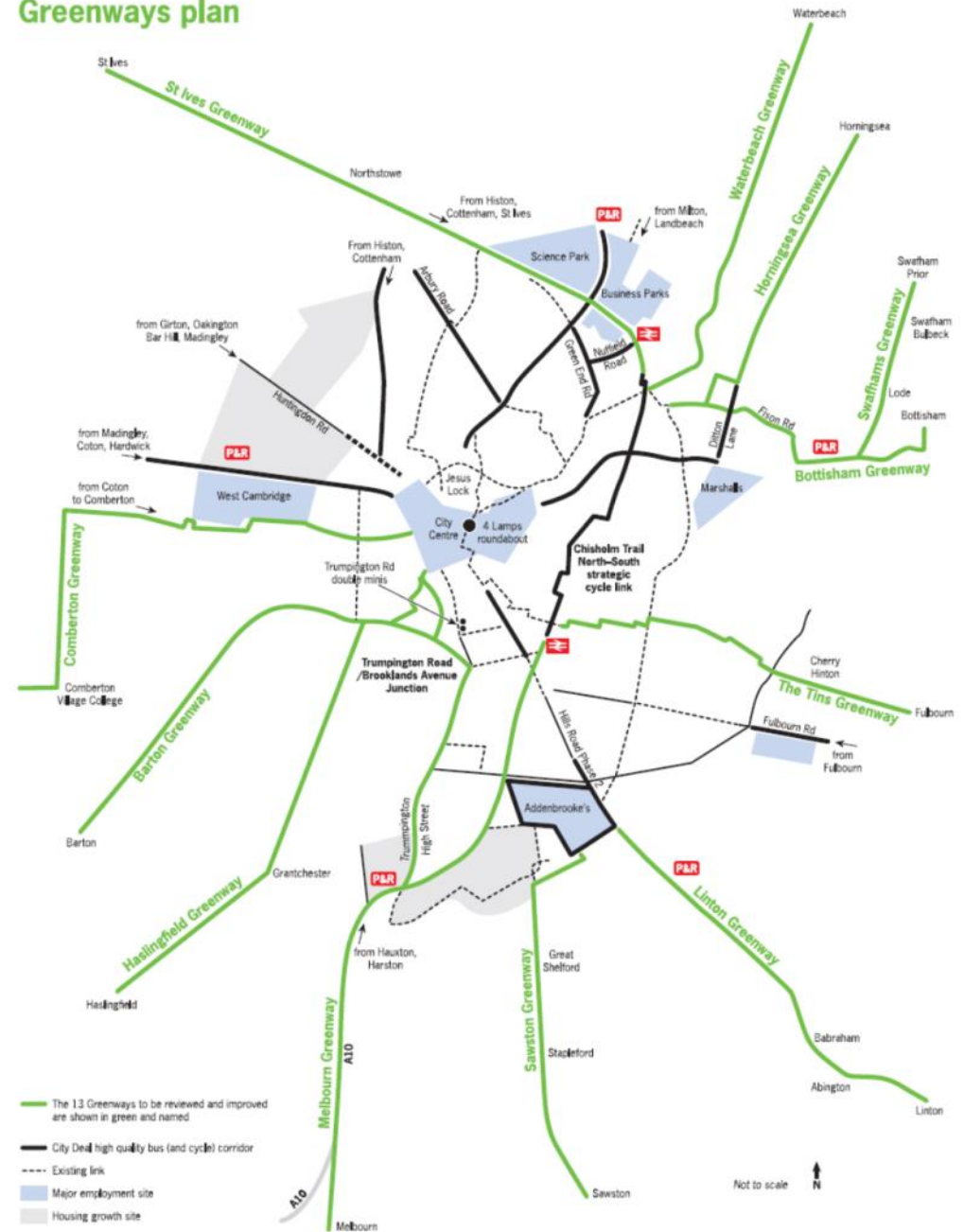
Cambridgeshire
County Council

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.

Greenways plan

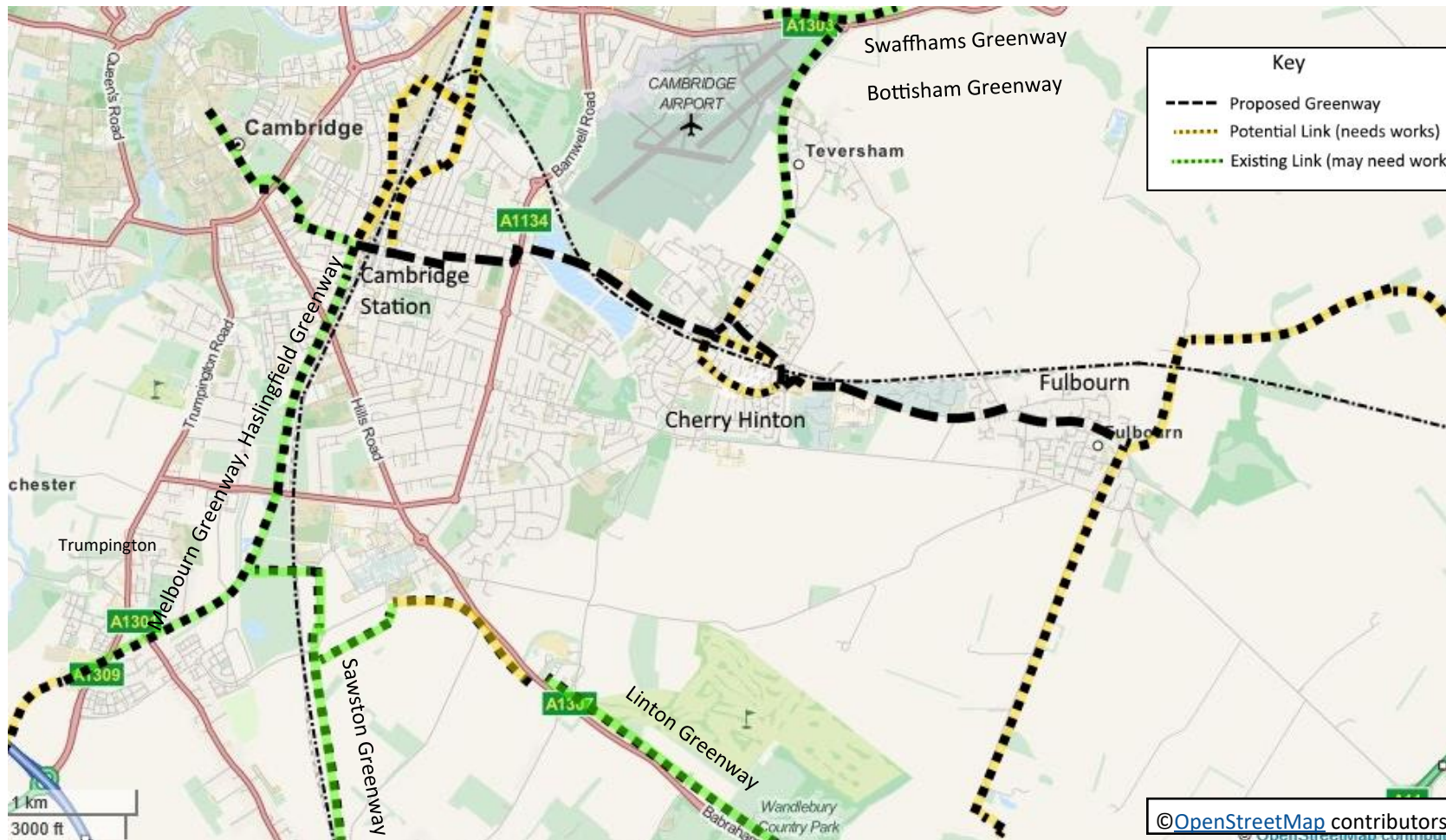


Fulbourn Greenway

The Fulbourn Greenway connects Fulbourn and Cherry Hinton with Cambridge Station and the City Centre.

The route links with the Melbourn Greenway at Cambridge Station and the report also looks at potential links to the Bottisham and Swaffhams Greenways and the Linton Greenway.

Plan showing the Greenway and links



The case for Works

Fulbourn is approximately 7km from Central Cambridge and with good provision is within relatively easy cycling distance of most major employment sites in Cambridge. Fulbourn itself is an important employment area. The case for high quality cycle routes is strong, with Fulbourn being so close to the City. Many of the improvements identified are in the urban area and could potentially benefit large numbers.

The case for new links between Cherry Hinton and the rest of Cambridge is particularly strong and a new crossing of the railway and routes along the rail corridor could transform some journeys, particularly if this can deliver a direct route to Cambridge North Station and the Science Park.

Trip Generators and the focus of the Study

Key destinations that have been considered are:

- Fulbourn including the employment sites there
- Cherry Hinton
- Mill Road area
- Chisholm Trail
- Cambridge Station
- Cambridge City Centre
- Cambridge Biomedical Campus

Links that have also been considered include:

- Marshalls and Newmarket Road vicinity
- Teversham
- Wilbrahams
- Babraham

Summary of Comments

There is an existing route between Cambridge and Fulbourn that works reasonably well but which could be improved.

Cambridge Station to Cherry Hinton High Street.

The existing route between Cambridge Station and Cherry Hinton High Street has been much improved over recent years. Perhaps the greatest challenge is improvements to the existing bridge over the railway on the Tins path. The best option would appear to be a new bridge over the railway and new paths along the rail corridor in the vicinity of the lakes. *Short term improvements to the route in a number of locations to improve quality are recommended, alongside development of longer term schemes.*

Tins path railway issues

The Cherry Hinton area is not as well linked with the Cambridge cycle network as it could be and there would appear to be a good opportunity to link with the Science Park and Cambridge North with a new route following the railway. This will need to be considered as land develops in the area, including opportunities for a new bridge over the railway. *Progressing the design and negotiations in this area is recommended.*

Cherry Hinton High Street to Tesco/Yarrow Road

Improvements to Cherry Hinton High Street are now complete and now is a good time to review routes in the area. The existing established route runs to the north of the railway along Fulbourn Old Drift and this is the preferred alignment *with some improvements.*

Tesco/Yarrow Road to Fulbourn centre

The existing route between Yarrow Road and Fulbourn Centre uses a section of cycleway and then relatively quiet roads. *At Tesco a new link to an existing signalled crossing is proposed and suggestions are made to improve the crossing and widen an existing path. In Fulbourn some works are proposed to improve the route.*

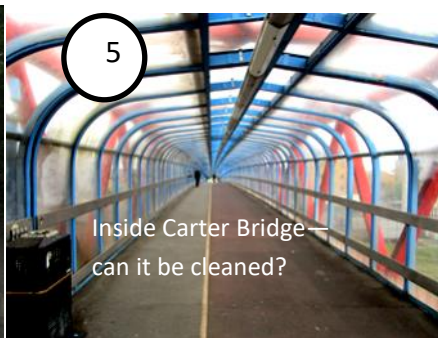
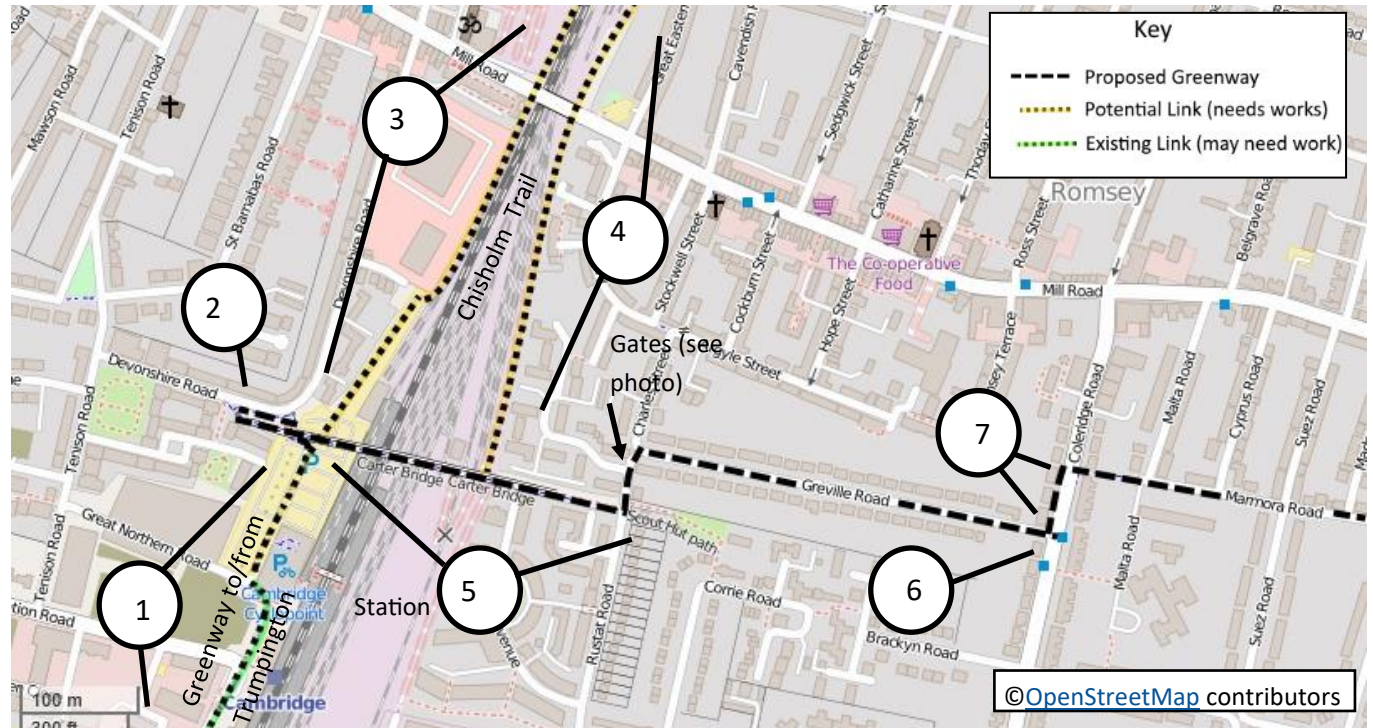


If the whole route was to the standard of the recently completed Tins path (adjacent) usage would be likely to be high.

Route Details and Maps

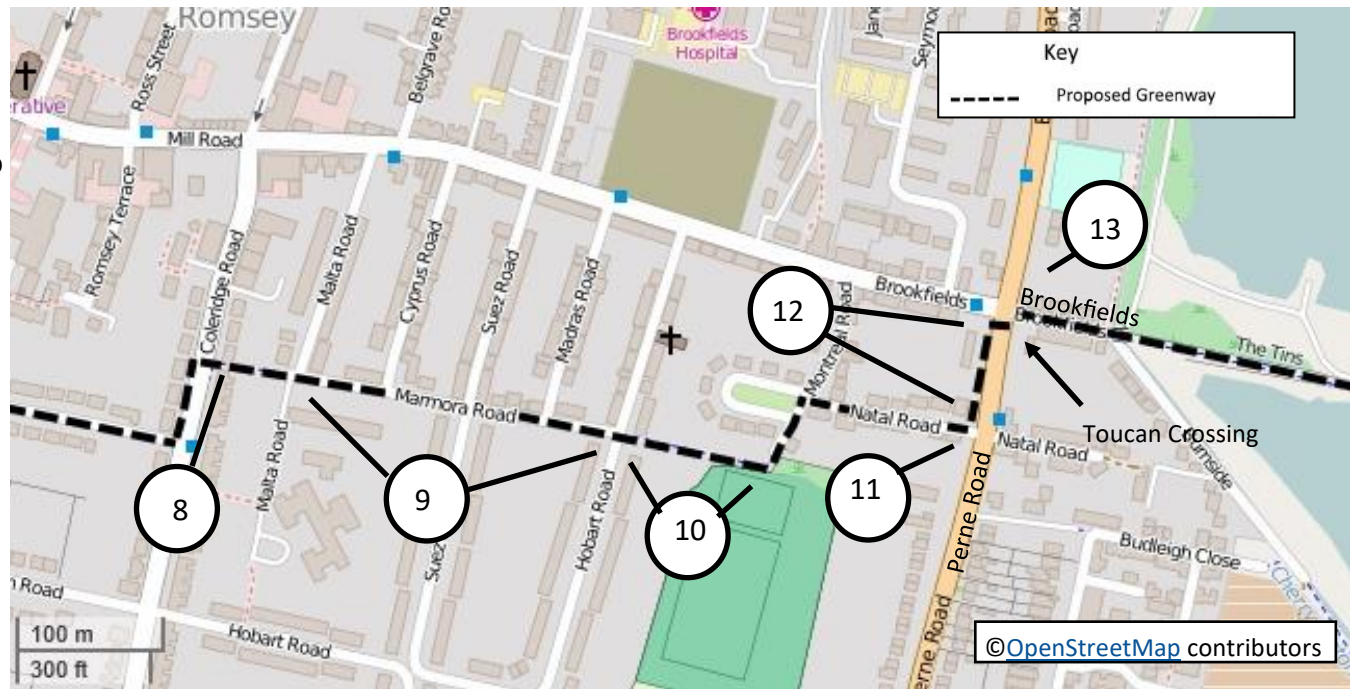
Fulbourn Greenway Map 1

1. Route past Cambridge Station as part of station developments underway now. Links with Greenway to Trumpington.
2. New ramp up to Carter Bridge from station area recently completed.
3. Chisholm Trail route west of railway. This is being progressed as part of a City Deal scheme and is subject to planning and other approvals. This will link with Cambridge North Station, Waterbeach Greenway and others.
4. Chisholm Trail route east of railway. As 3.
5. The Carter Bridge opened in 1989 and has transformed sustainable transport choices in the area. A big asset for Cambridge. The bridge links well with Rustat Road and Greville Road via chicane Gates. *Replace gates with removable bollards if possible.* Greville Road already 20mph.
6. *Tighten up junction with Coleridge Road and consider taking footway across junction.*
7. Segregated path besides Coleridge Road leads to existing toucan crossing.



- **Fulbourn Greenway Map 2**

8. Narrow path of substandard width between Coleridge Road and Marmora Road. (1.26m). Widening the path is very difficult, so it will have to be accepted, particularly as it is such a useful route, but the approaches to the path can be improved. *Remove existing chicane gates and bins and replace with staggered bollards.*
9. Marmora Road—a quiet road.
10. Attractive and useful path leads to Montreal Road.
11. Natal Road leads to segregated path besides Perne Road. *Install flush kerbs at junction.*
12. Path besides Perne Road changes from segregated to shared at phone box. *Change markings and surfacing over shared use section. Remove existing Give Way marking. Use existing toucan to cross Perne Road.*

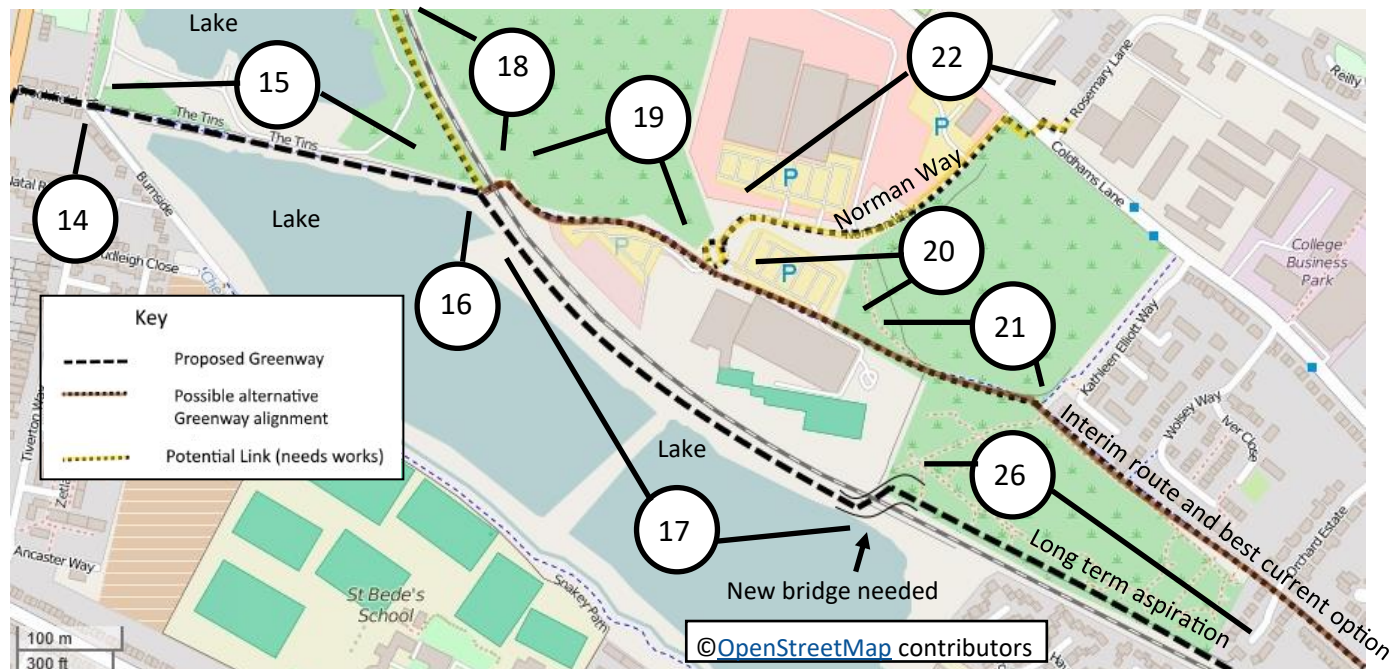


13. Difficult transition between Brookfields and Toucan crossing. Many cyclists travelling from Brookfields from east to west will choose to stay on the road and cross with the traffic before joining the path besides Perne Road, but those travelling in the opposite direction face difficulties at the junction. *Tighten up junction and remove guard railing to create more space for route. If possible acquire part of garden on corner to help this.*



• **Fulbourn Greenway Map 3**

- 14. Good bridge links Brookfield with path.
- 15. Split path over this section 1.8m and 2.7m wide.
- 16. Existing narrow bridge with steep approaches. The steep approaches make usage hard for some. The approaches do slow users and reduce the risk of conflict. *A wider bridge with better approaches is needed, at a suitable opportunity, which is likely to depend on Network Rail or a new bridge as 17.*
- 17. Only surveyed from train. Long term aspiration. *If this area is opened up for public access a new bridge and paths will be needed and there should be good opportunities for this.* This is dependent on future land uses and should be an opportunity to improve the route.
- 18. Potential route along rail corridor—*needs further surveying*, but initially there is space to the west of the railway, which could make a good route to Barnwell Road and beyond.
- 19. Good path past hotel, but is narrow near the bridge with poor visibility.

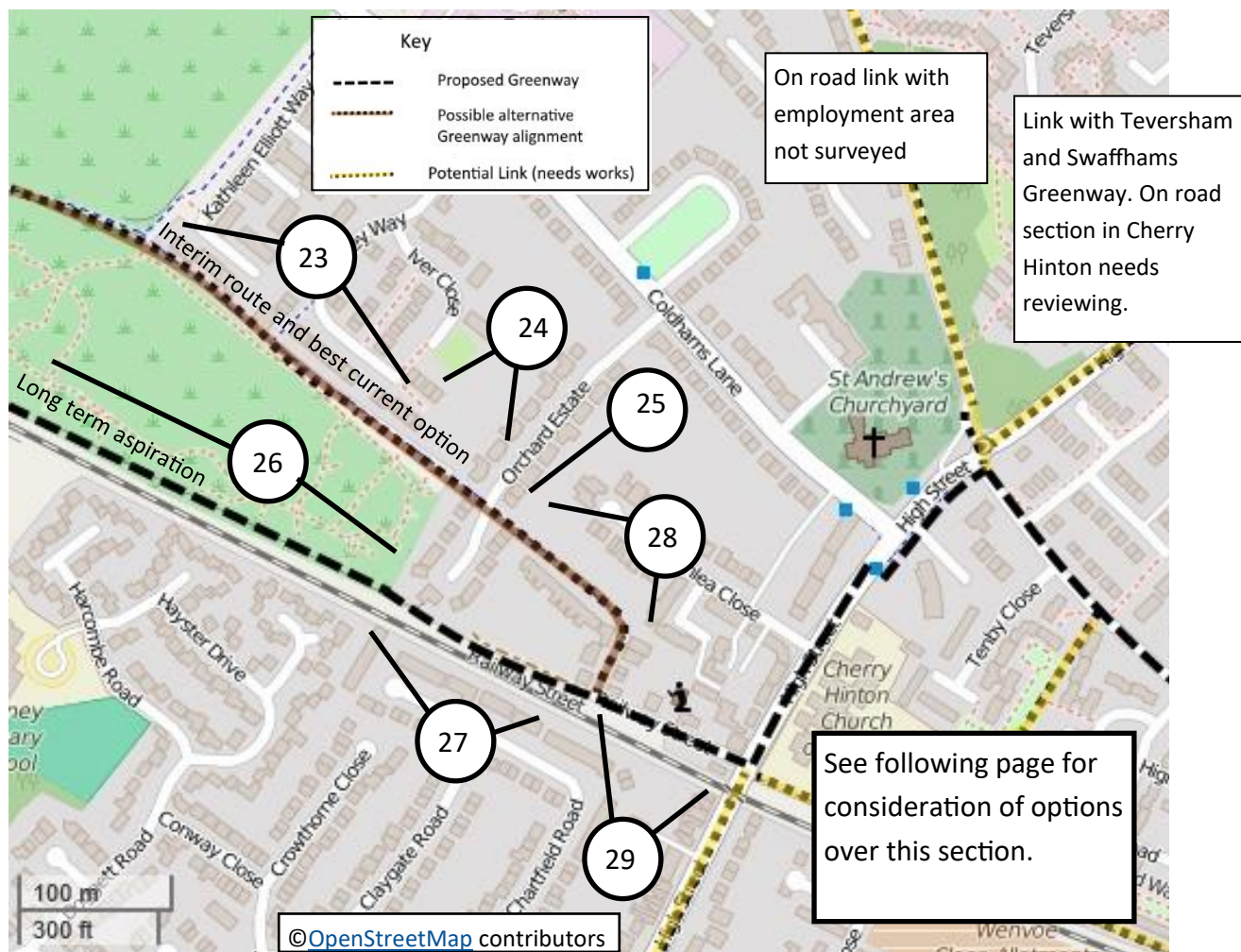


- 20. Good path past front of Sports Centre.
- 21. Former road linking to new path makes good route.
- 22. Important link with employment area and potentially Fulbourn Old Drift. There is an existing signalled crossing but the link between Norman Way and Rosemary Lane does not work well for cyclists. *Change approach paths and junctions and amend crossing, subject to further surveys.*
- 26. See next page.



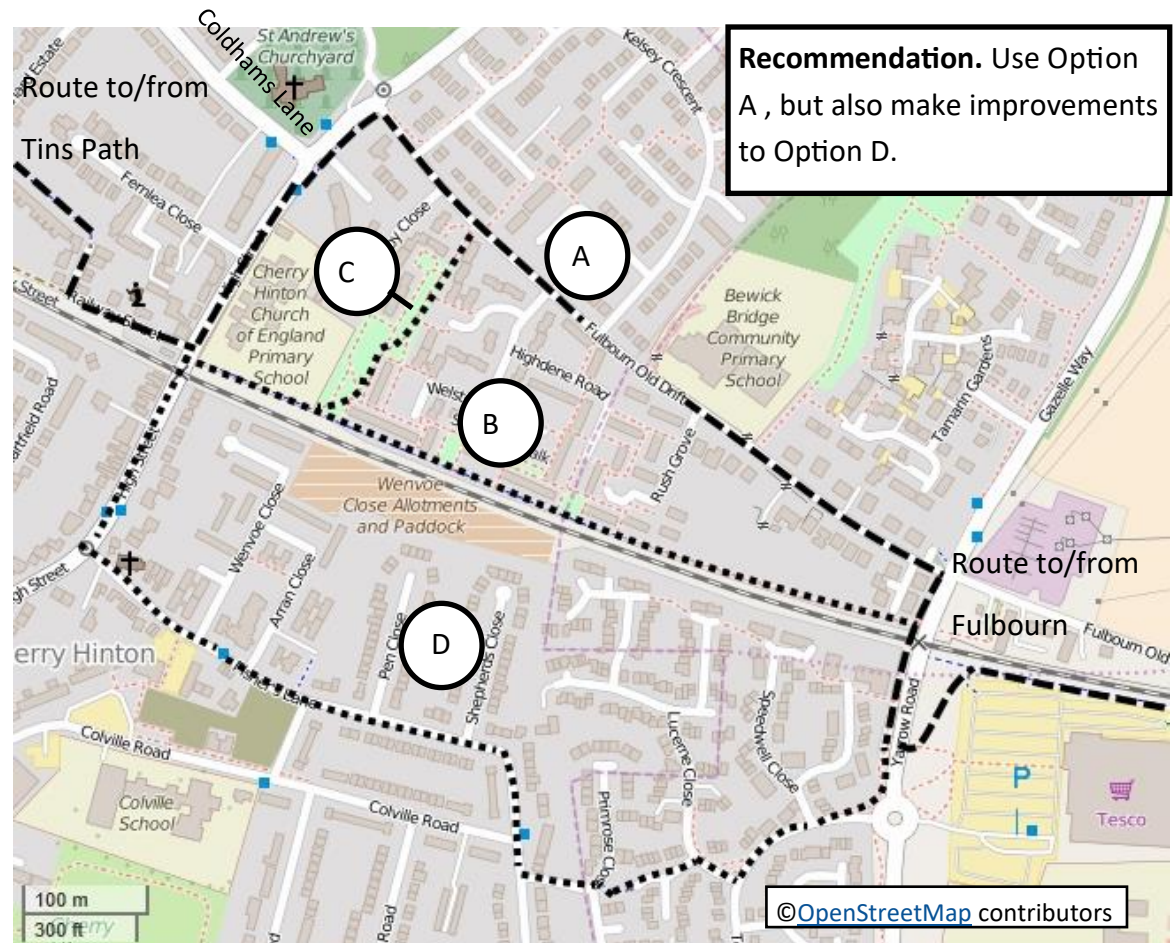
• **Fulbourn Greenway Map 4**

- 23. Existing segregated path to high standard. 2.7m cycling side, 1.8m pedestrians side.
- 24. Existing shared use path, where width is constrained by garden boundaries. 2.5m wide.
- 25. Crossing of Orchard Estate. *Replace chicane with staggered bollards.*
- 26. There is undeveloped land adjacent to the railway over this length that could provide a good direct route and progress of this should be part of development plans for the area. *Construct new path following railway at appropriate opportunity.*
- 27. To provide a continuous high quality route railway land is likely to be needed over this length. There appears to be land available besides the tracks. *Subject to agreement with Network Rail construct new path following railway at appropriate opportunity.*
- 28. Existing path. *Widen path as much as possible.* This will be difficult and will involve removal of vegetation.
- 29. Railway Street—quiet road.



- **Fulbourn Greenway Cherry Hinton Options Map 5**

In the Cherry Hinton area it is difficult to choose the best route. The most obvious alignment and the most direct is Option B, but there are difficulties with this and options A and D also have merits and are likely to be more achievable.



Recommendation. Use Option A, but also make improvements to Option D.

Option A. This option follows Fulbourn Old Drift which has the advantage of being quieter than Fisher’s Lane (Option D). The official alignment may have to divert from the desire line and use an upgraded Tesco crossing as Option D. It can use existing facilities and new facilities on Cherry Hinton High Street.

Option B. This option follows the railway and the public footpath along this alignment. The path is very narrow and constrained in places and could only be made into a suitable Greenway by widening. It would be possible to remove the existing railway fence and replace it with one set back further on railway land and widen the path onto railway land. This would of course be subject to Network Rail approval. The difficulty with this is that the route needs to cross roads at each end adjacent to level crossings and Network Rail may have concerns about this and may not support the use of their land for this reason. It will not be possible to have a formal crossing of Cherry Hinton High Street or Yarrow Road next to a level crossing so the route may have to be diverted from the desire line.

Option C. This option would be a useful link if Option B develops .

Option D. This option follows residential streets through Cherry Hinton and then joins the new facilities being built on Cherry Hinton High Street. Works are needed to make new links to the existing Tesco crossing and upgrade it to Toucan. Minor works are also recommended to improve the Primrose Close link path. This route has merits for the local residents, but is further than other options.

- **Fulbourn Greenway Cherry Hinton Map 5.1 —Option A**

For those heading from Railway Street to Toucan crossing by Coldhams Lane.

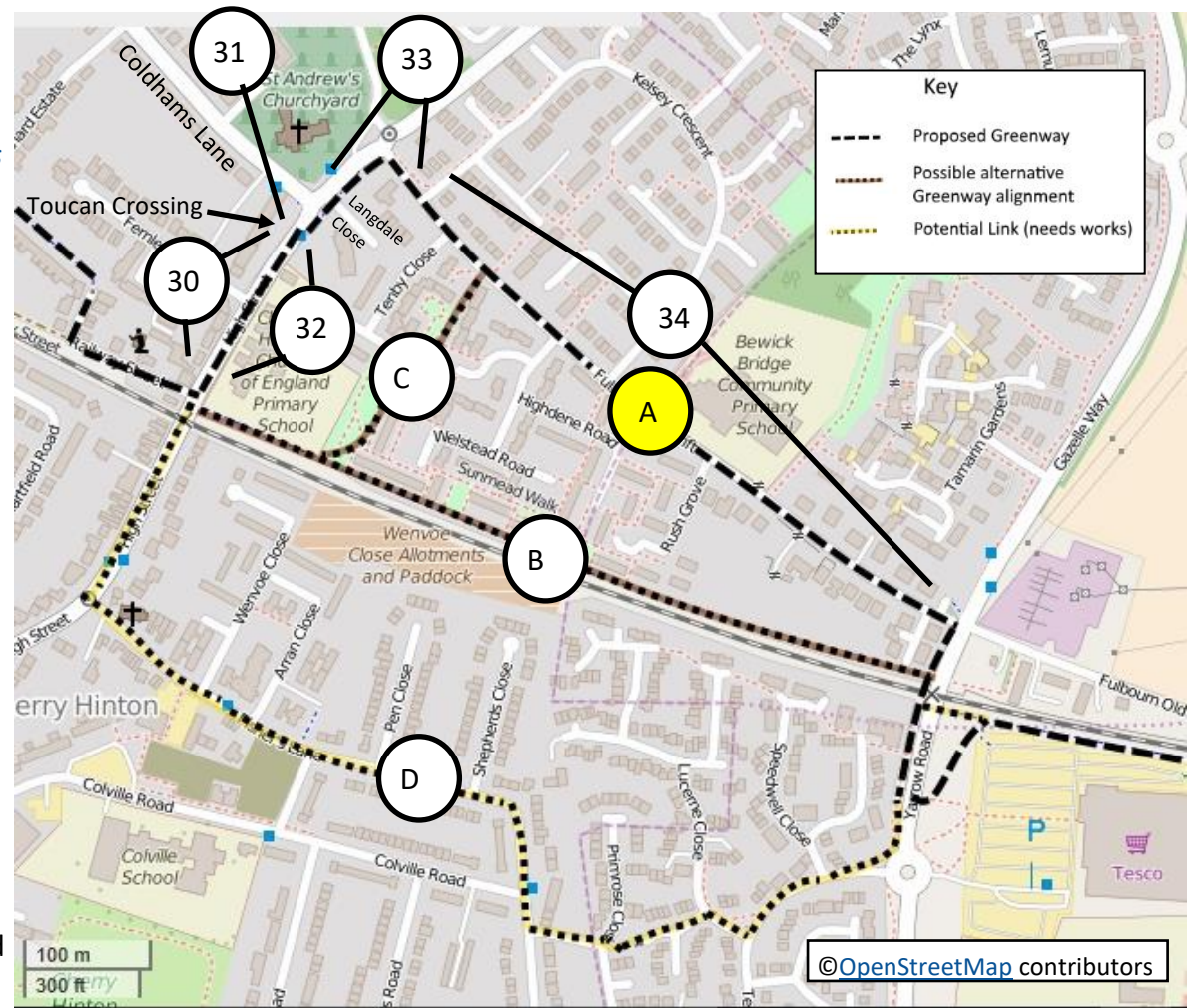
- 30. Join new High Street on road cycle lane to signalled crossing by Coldhams Lane.
- 31. Add cycle –slip across verge for those using the on-road cycle lane to access the signalled crossing.

For those heading from Toucan crossing by Coldhams Lane to Railway Street.

- 32. Join new High Street on road cycle lane to Toucan Crossing by Primary School. Cross road at crossing and use shared use path besides High Street to Railway Street.

Bi-directional route between Toucan crossing by Coldhams Lane and Fulbourn Old Drift.

- 33. Widen path and formalise link between Fulbourn Old Drift and crossing. Widen path onto verge, remove guard railing, move signpost and lamp column and tighten junction to get extra space to make good link with existing segregated path. Extend link along Fulbourn Old Drift and add raised table for on and off-road interface.

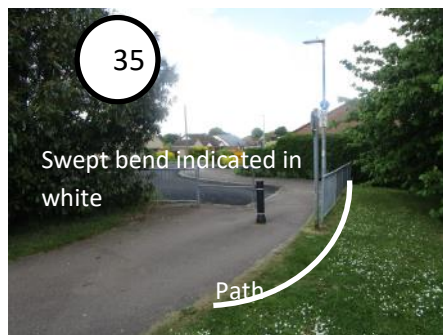
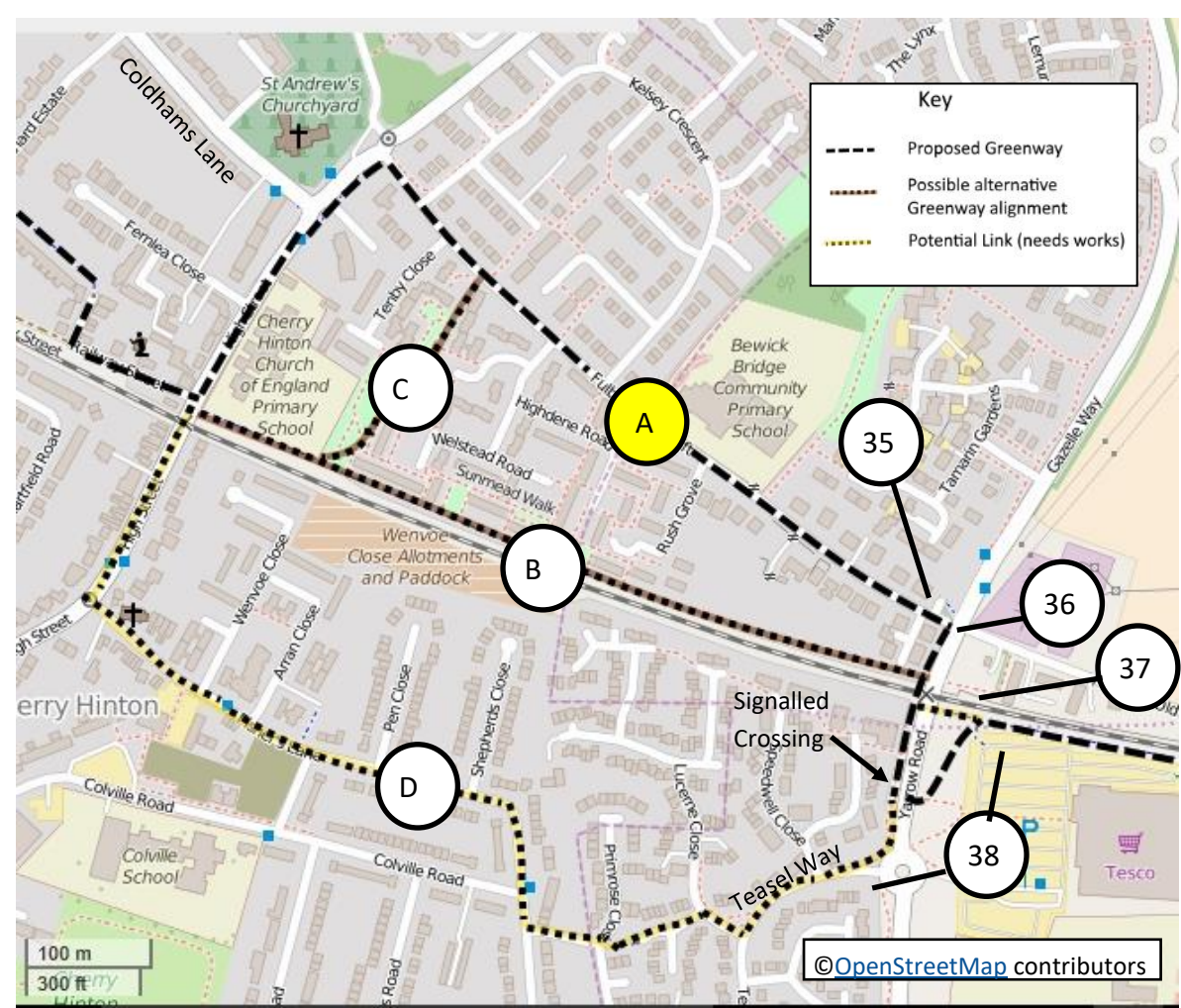


- 34. Existing quiet road. Consider cycle symbols on road and adding traffic calming, especially by school.



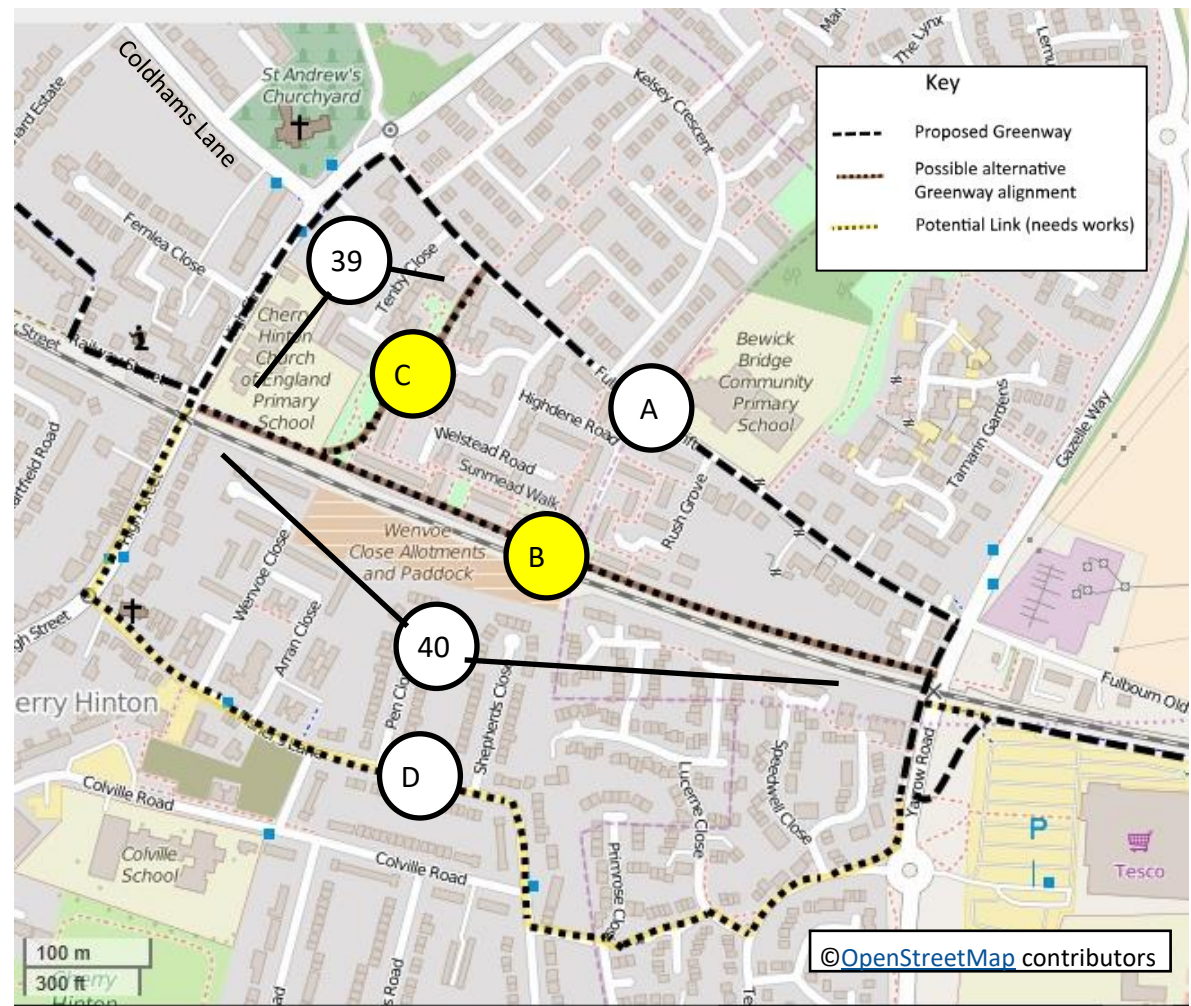
- **Fulbourn Greenway Cherry Hinton Map 5.2 –Option A**

35. Move barriers back and improve link between path and Fulbourn Old Drift with swept bend.
36. Existing shared use path 3m wide crosses level crossing.
37. Existing path on desire line—a good option if there is a suitable gap to cross Yarrow Road.
38. Widen and construct new paths (3m min) between Teasel Way and Signalled crossing and path (37). Construct new path through landscaped area between signalled crossing and path at corner of Tesco car park. Remove yellow hoops and upgrade crossing to Toucan. (See Page 15).



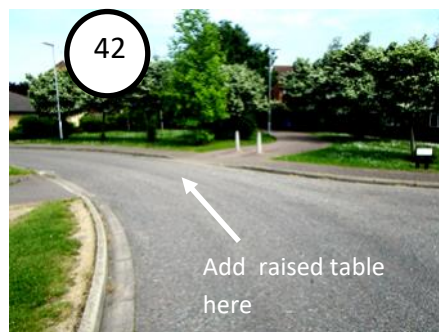
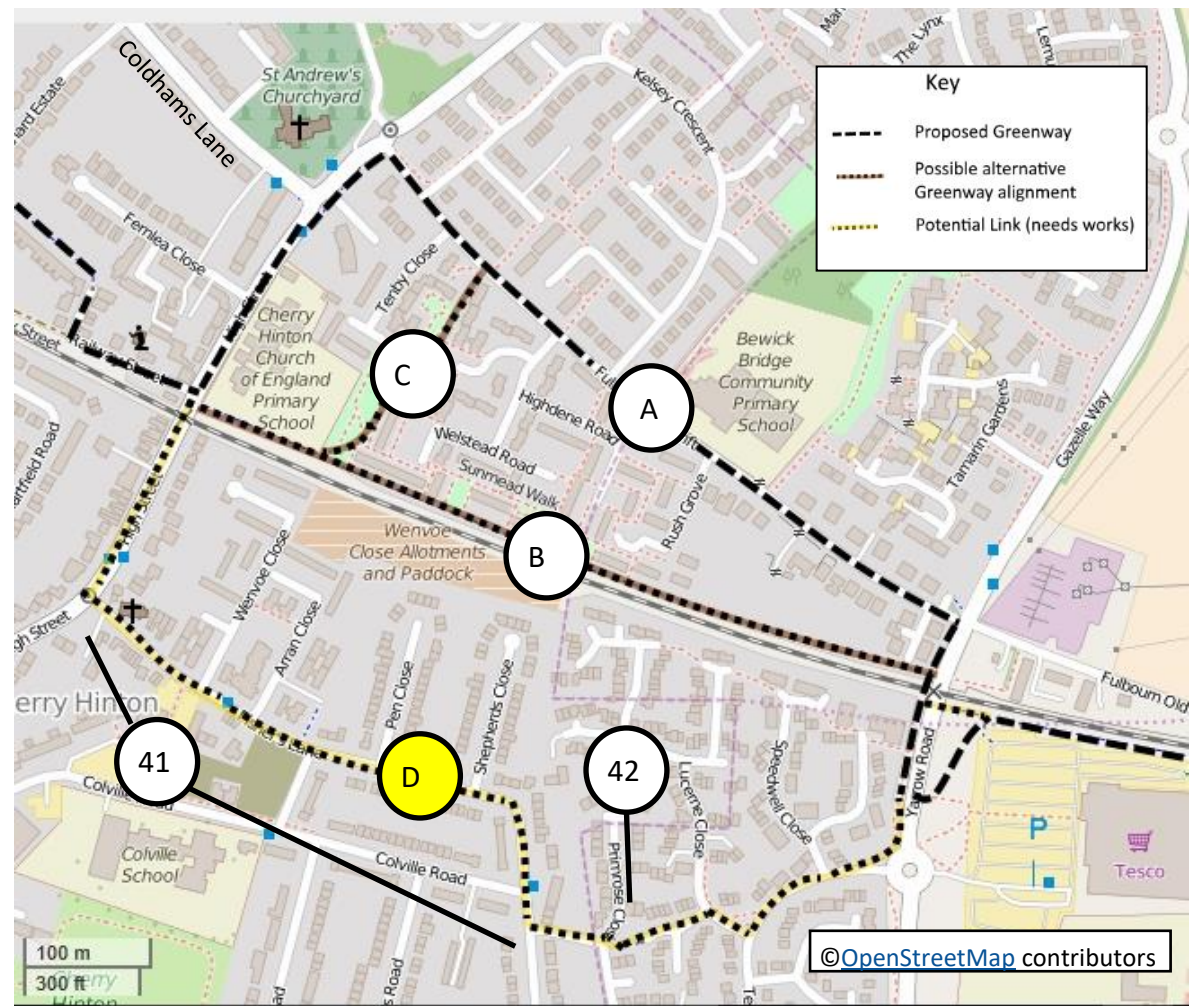
- **Fulbourn Greenway Cherry Hinton Map 5.3 —Options B & C**

39. Potential link could be formed by widening existing paths or new paths across open space by housing.
40. The existing path is narrow and overgrown at the Fulbourn end and opens out in places. For it to work well as a route it needs to be widened by at least 3m and this would have to be onto Network Rail land, so is dependant on agreement from Network Rail and more detailed surveys.

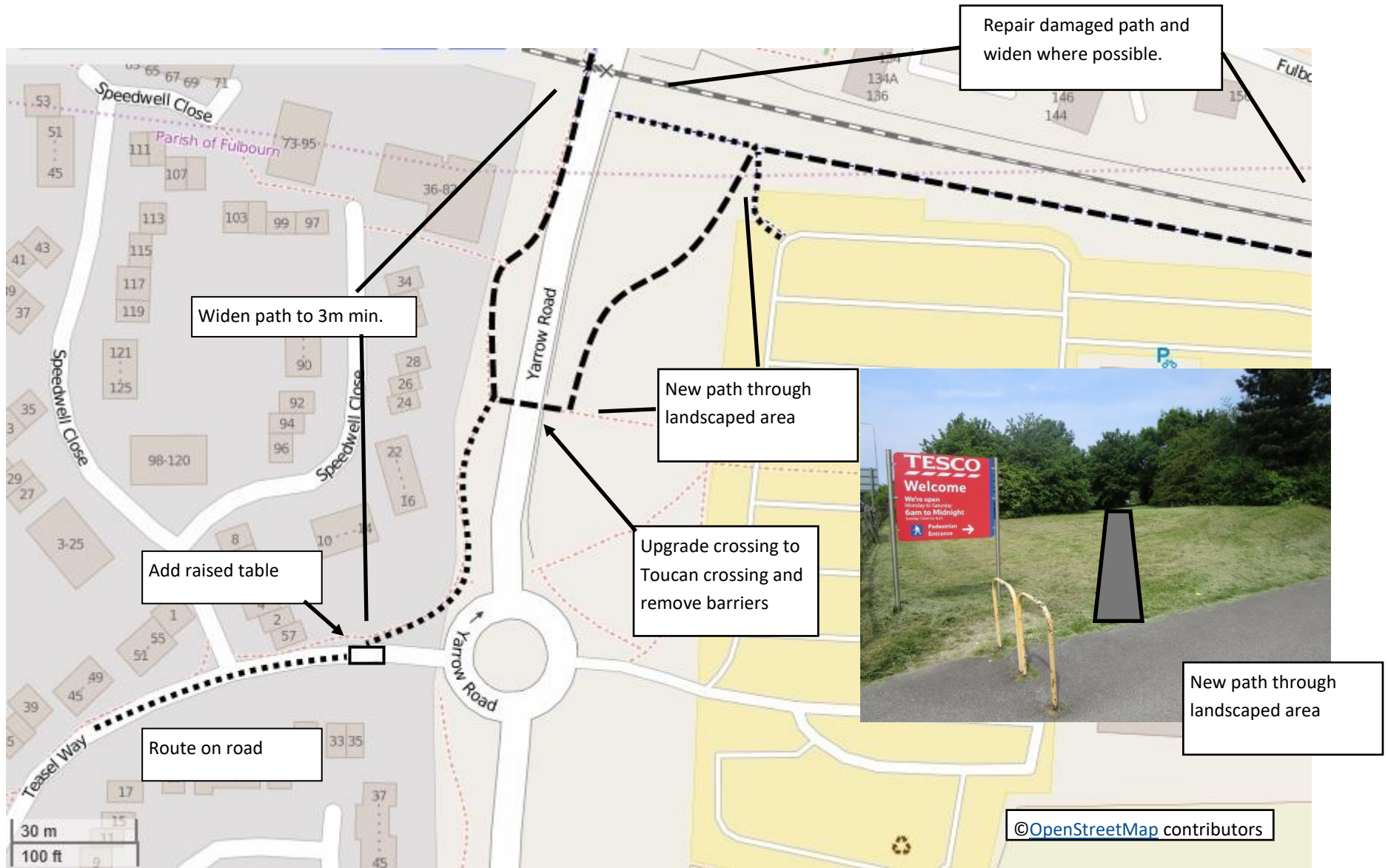


- **Fulbourn Greenway Cherry Hinton Map 5.4 –Option D**

41. Existing route via Cherry Hinton High Street, Fisher’s Lane .
42. Path linking Primrose Close and Lucerne Close. *Add raised table at path entry and improve approach to important path.*

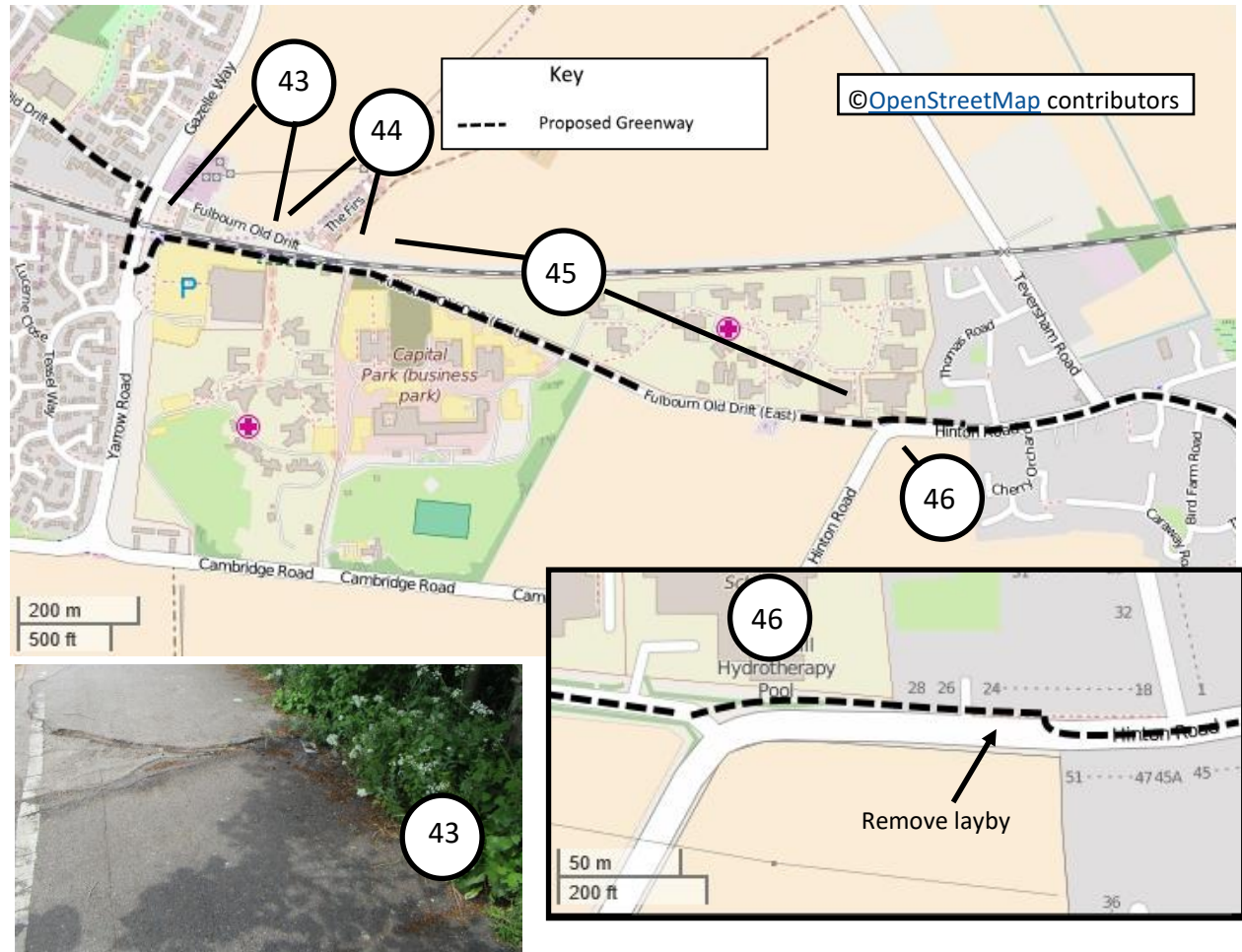


- Fulbourn Greenway Cherry Hinton -detail by Yarrow Road and Tesco Superstore



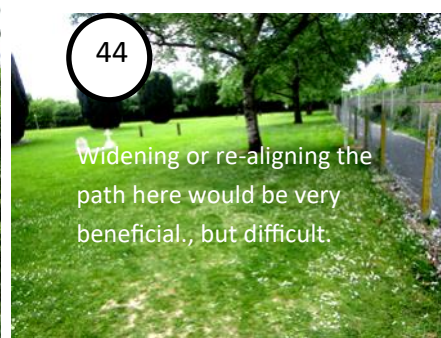
- **Fulbourn Greenway Map 6**

- 43. Path between railway and Tesco. Path 2m wide with verges. Difficult to widen. *Cut vegetation back and rebuild path where there has been tree root damage.*
- 44. Path between railway and open space with graves. Path 2m wide with fencing on both sides. This path took a lot of negotiations and the area is very sensitive. There is space to widen on to the open space or re-align the path but this will need to be done sensitively. *Widen path where possible and consider removing fence to open space to create a 4m corridor including verges if possible.*
- 45. Fulbourn Old Drift is closed to through traffic and provides an important link to employment sites.
- 46. In order to improve the right turn into Fulbourn Old Drift from Hinton Road *widen path to 2m min and remove layby for route along Hinton Road. Retain verge.*



43

Tesco land



44

widening or re-aligning the path here would be very beneficial, but difficult.



44

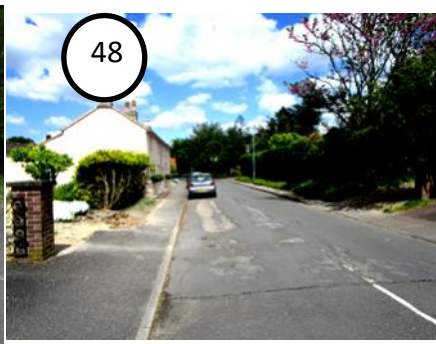
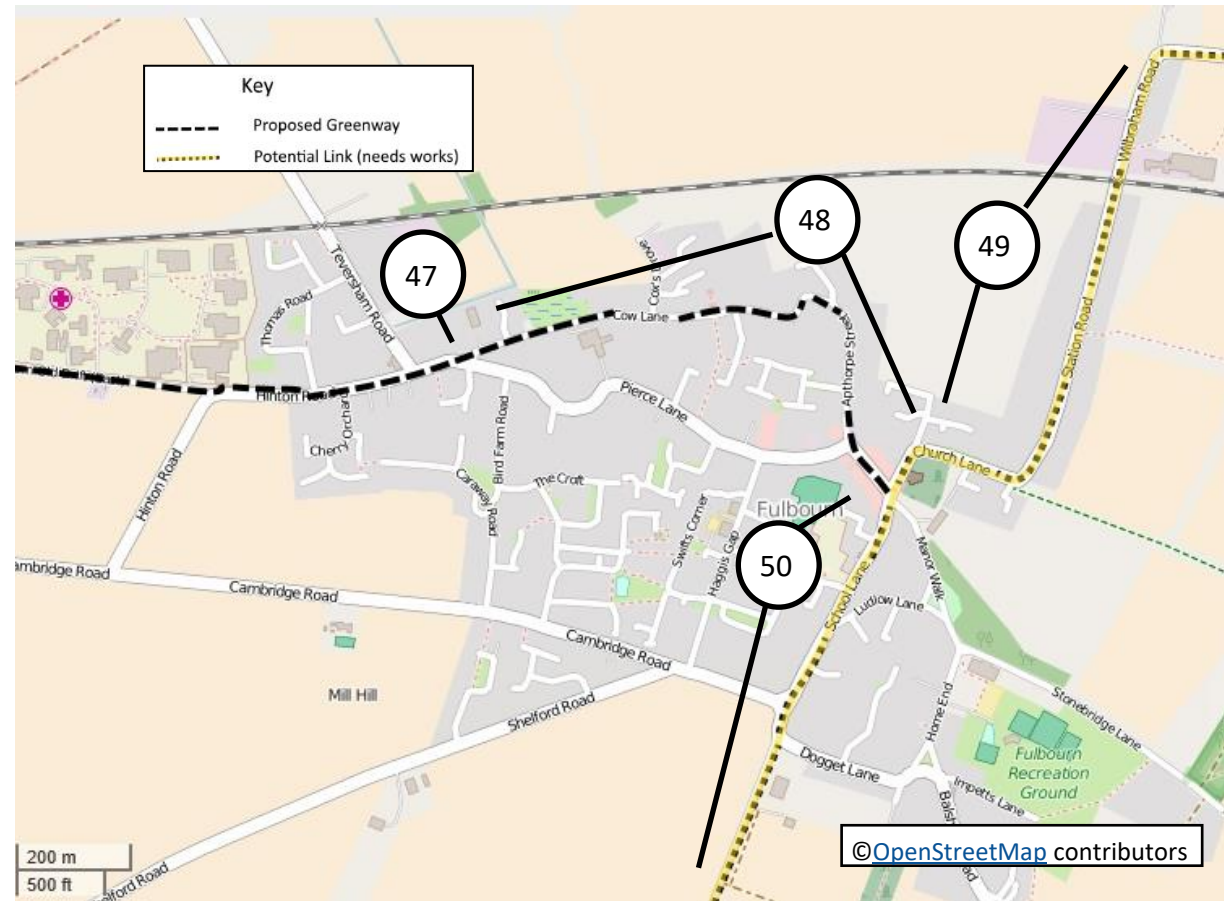
It would appear to be simple to widen the path over this length



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- **Fulbourn Greenway Map 7**

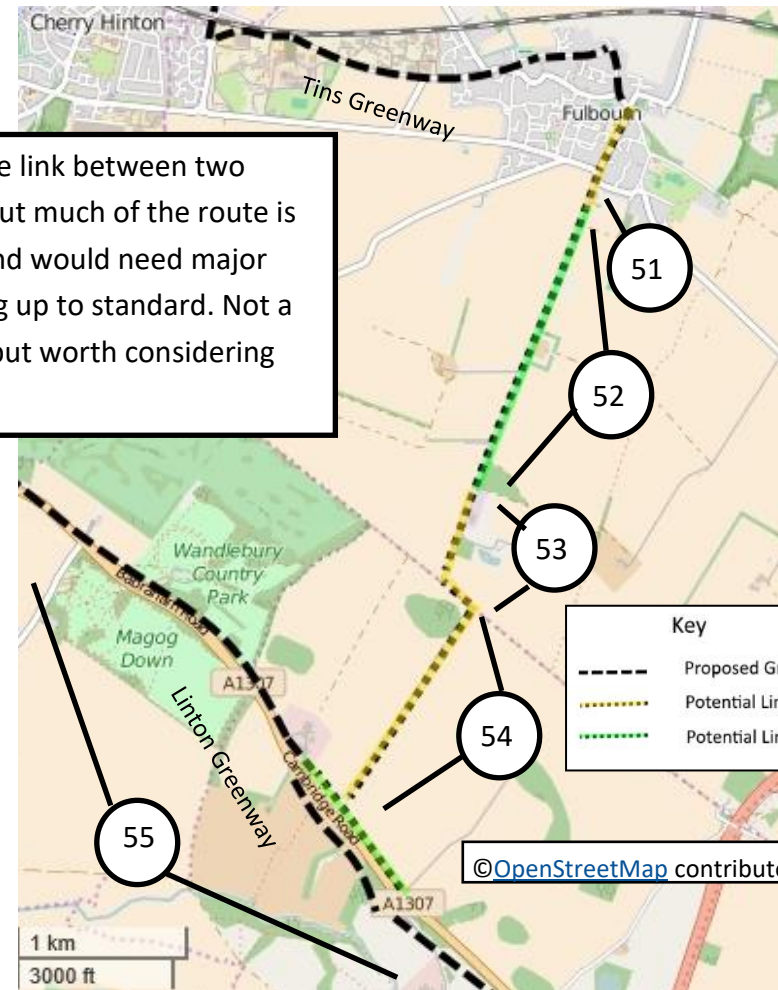
- 47. Cycle slip lane from Hinton Road to Cow Lane.
- 48. *Route on road should be designated 20mph.*
- 49. Link with Wilbrahams and Bottisham Greenway not surveyed. *Likely to need traffic calming.*
- 50. Route continues on road.



- **Fulbourn Greenway Link with Linton Greenway Map 8**

51. Review School Lane/ Babraham Road junction.
52. Babraham Road is a very attractive tree-lined avenue.
53. Unsurfaced route at the end of Babraham Road links with unsurfaced Roman Road. Attractive route but only suitable in dry weather and with a mountain bike.
54. Unsurfaced byway. Route could be surfaced. Barriers at the southern end would also need removing.
55. Linton Greenway.

Very attractive link between two Greenways, but much of the route is unsurfaced and would need major works to bring up to standard. Not a high priority but worth considering further.



Recommendations

This route links together a number of very good bits of infrastructure such as the Carter Bridge and the recently upgraded Tins path, but as a whole route it lacks cohesion. Some changes to the existing route are recommended and can potentially be delivered soon:

- ◇ Widen existing path between Orchard Estate and Railway Street in Cherry Hinton for approximately 100m.
- ◇ Add cycle slip, widen paths and alter junction for improved route in and near Cherry Hinton High Street, between Railway Street and Fulbourn Old Drift.
- ◇ Add new paths for approximately 200m to link with existing signalled crossing by Tesco store, Yarrow Road. Upgrade crossing to Toucan crossing.
- ◇ Widen path for approximately 150m to rear of Tesco store, Yarrow Road in sensitive area.
- ◇ Improve route details in a number of places, particularly at junctions and interfaces between on and off-road sections of route.

There are also interesting opportunities along the rail corridor and opportunities that could be opened up with a new railway crossing:

- ◇ Progress plans and land negotiations for a new railway crossing and paths along rail corridor including Greenway near lakes and on towards Chisholm Trail.