

WHAT IS A GREENWAY?

Greenways are new and or improved walking, cycling and, where appropriate, horse riding routes, following off-road paths, along quiet streets or with improved cycle facilities alongside busier roads to help more people reach more of Greater Cambridge through healthier cheaper, cleaner and greener journeys.

The Challenge

The Greater Cambridge Partnership (GCP) works to grow and share prosperity to improve the quality of life for the people of Greater Cambridge. 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

Haslingfield Greenway Project

BACKGROUND

Haslingfield Greenway is one of twelve proposed Greenways, which aim to make local walking and cycling journeys easier – connecting villages along the route to each other and Cambridge. Previous public consultation was held in 2018 with supportive feedback for the Haslingfield route. Further design work on the route was approved by Councillors on the GCP Executive Board in December 2020.

The feedback received from residents has informed the choice of route and shaped the proposals being presented in this brochure. Your local knowledge and input is important to us, and we are now providing an update of the design proposals and seeking additional feedback for the Haslingfield Greenway.

THE ROUTE

Haslingfield Greenway links Cambridge to Haslingfield, via Grantchester, with the route following existing quiet roads, off-road paths and busier roads.

The Greenway starts in Haslingfield at the River Lane / Canteloupe Road junction, with one route linking to Hauxton and the Melbourn Greenway in the east by following the existing bridleway, and the other route proceeding north-east past Canteloupe Farm where it divides in two. The main route then continues through Grantchester, travelling along Coton Road, Broadway, Grantchester Road, and Grantchester Meadows. This route connects to Barton Road, and enters Cambridge via the Cambridge Rugby Football Club, and ends at Barton Road opposite the Grange Road junction. The secondary route from Canteloupe Farm follows a northerly direction to join the Barton Greenway (see map overleaf).

THE PROPOSALS

The proposals include shared use paths along most of the route, and wider footways in some locations. Existing shared use paths are also being enhanced with upgraded drainage facilities to reduce flooding. Traffic calming measures, such as speed humps and raised tables, are proposed on some sections of the route, including on streets outside local schools and colleges to provide a safer environment.

Landscaping and ecological enhancements are also proposed for the scheme, which includes plants 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.

The scheme is currently at preliminary design stage. Site surveys are being carried out and will be used, alongside your feedback this summer, to finalise the preliminary design before starting the detailed design.

OPTIONS FOR GRANTCHESTER MEADOWS

This section of the route includes proposals for a shared use path along the existing permissive footpath on Grantchester Meadows, running parallel to Broadway and Grantchester Road, which is included in the agreed route alignment from the GCP Executive Board.

However, due to some local feedback received to date, we have explored an alternative option in this location, which includes an on-carriageway cycle track along Broadway. This is to be complimented with traffic calming measures and a reduction in speed limit to 20mph. We welcome feedback on which option you would prefer for this section of the route.

Visualisations of the scheme

VISUAL A



Existing Layout



Proposed Layout

VISUAL B



Existing Layout



Proposed Layout

Next stages

The next stages to progress the design of the Haslingfield Greenway will include undertaking the following tasks:

1 PARKING SURVEYS

We are undertaking studies to understand how parking on the public highway is used on Grantchester Road, Broadway, Coton Road, and Burnt Close. This will determine whether parking is well used, could be better managed or can be relocated to improve safety for people walking or cycling in these locations.

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, so that this can be incorporated into the next stage of scheme design. This will consist of arboricultural and ecological surveys and hedgerow assessments. Our aim will be to minimise the impacts and enhance biodiversity overall (biodiversity net gain).

4 PLANNING CONSENT

Under the Town and Country Planning Act 1990, planning consent will be required for the Haslingfield Greenway prior to construction.

5 ENGAGEMENT WITH LANDOWNERS

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

Haslingfield
greenway

**GREATER
CAMBRIDGE
PARTNERSHIP**
Growing and sharing prosperity

HASLINGFIELD GREENWAY

Haslingfield - Grantchester - Cambridge

Have your say on a new walking, cycling and, where appropriate, horse riding route linking Haslingfield, Grantchester and Cambridge



Greenway treatment types

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

A. A QUIET ROAD

A quiet road is section of on-carriageway cycle lane 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 with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Where the path runs beside the carriageway, a verge will separate the path from the road 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 Comberton Greenway can be viewed at: <https://www.greatercambridge.org.uk/Comberton-GW-2022>

- 2. HASLINGFIELD (CANTELUPE ROAD AND RIVER LANE JUNCTION)**
- Localised junction improvements include resurfacing of the existing carriageway and upgraded footway materials
 - Traffic calming measures including a new raised table and tightened junction geometry at the Cantelupe Road / River Lane junction to reduce vehicle speeds and increase safety
 - New signage highlighting the Haslingfield Greenway route

- 3. CANTELUPE ROAD**
- Quiet road route following the existing farm access road with localised repairs, maintenance and surface improvements.

- 4. CANTELUPE FARM TO M11 BRIDGE (INCLUDING CROSSING BOURN BROOK)**
- An all-weather, shared-use path alongside the route of the existing bridgeway, including an upgrade of the existing footpath to link to the M11 Bridge
 - A new bridge is proposed for cyclists, pedestrians and horse riders over Bourn Brook to cater for all road users
 - A further link northwards will follow the route of the existing farm track to connect to the Barton Greenway

- 1. HASLINGFIELD TO HAUXTON**
- An all-weather, shared-use path alongside the route of the existing bridgeway
 - A new bridge over the River Cam for people walking, cycling or riding horses
 - This route will link directly to the Melbourn Greenway and the Cambridge South West Travel Hub (CSWTH) project at Hauxton

- 6. M11 BRIDGE**
- Convert the existing steps to ramps on both sides of the bridge. This will include a fully accessible approach with a shallower gradient

- 7. M11 BRIDGE TO BURNT CLOSE (GRANTCHESTER)**
- Upgrade of the existing footpath to an all-weather, shared-use path
 - Landscaping will minimise visual impact and include pollinator friendly planting

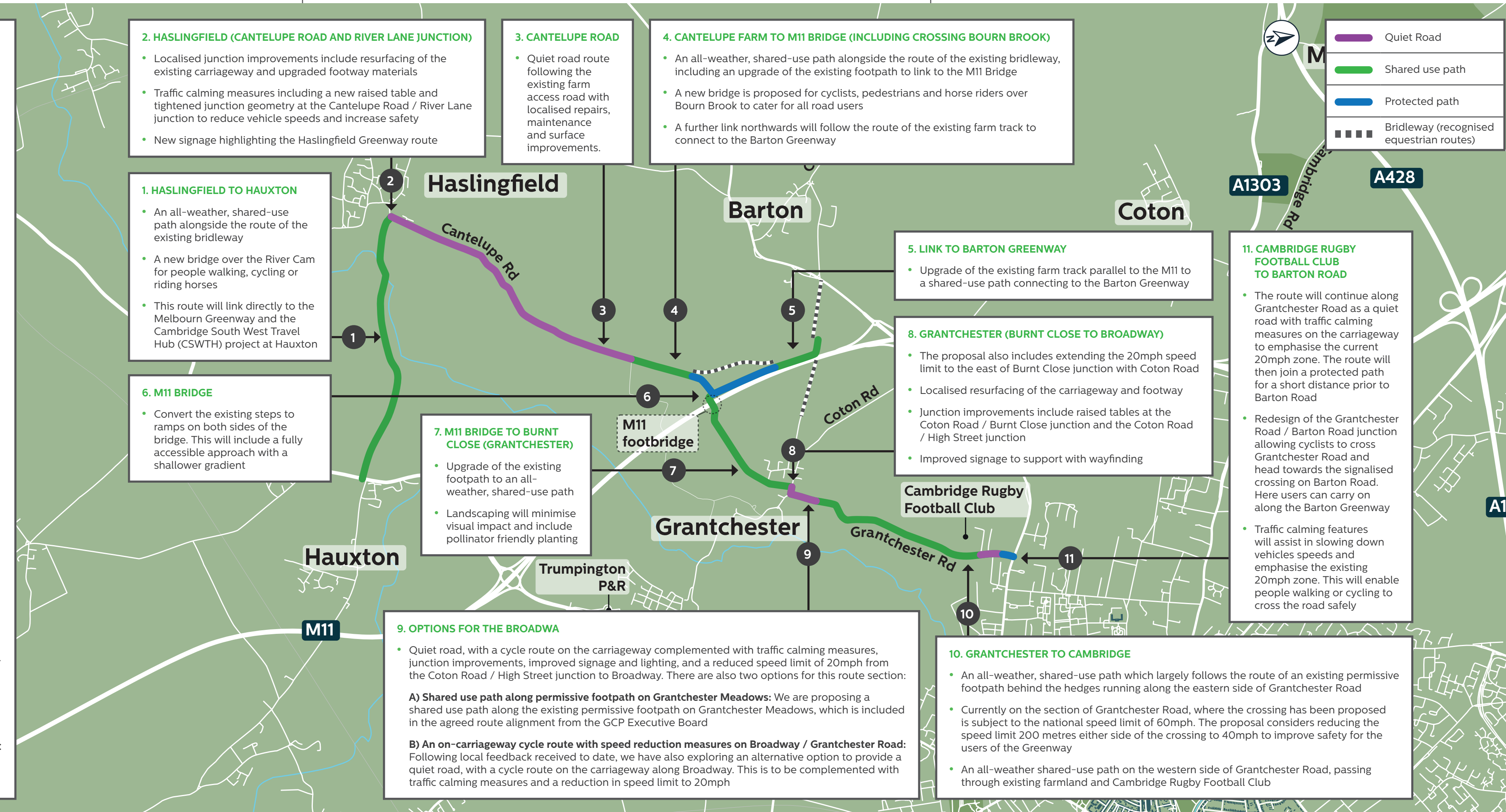
- 9. OPTIONS FOR THE BROADWAY**
- Quiet road, with a cycle route on the carriageway complemented with traffic calming measures, junction improvements, improved signage and lighting, and a reduced speed limit of 20mph from the Coton Road / High Street junction to Broadway. There are also two options for this route section:
 - A) Shared use path along permissive footpath on Grantchester Meadows:** We are proposing a shared use path along the existing permissive footpath on Grantchester Meadows, which is included in the agreed route alignment from the GCP Executive Board
 - B) An on-carriageway cycle route with speed reduction measures on Broadway / Grantchester Road:** Following local feedback received to date, we have also exploring an alternative option to provide a quiet road, with a cycle route on the carriageway along Broadway. This is to be complemented with traffic calming measures and a reduction in speed limit to 20mph

- 5. LINK TO BARTON GREENWAY**
- Upgrade of the existing farm track parallel to the M11 to a shared-use path connecting to the Barton Greenway

- 8. GRANTCHESTER (BURNT CLOSE TO BROADWAY)**
- The proposal also includes extending the 20mph speed limit to the east of Burnt Close junction with Coton Road
 - Localised resurfacing of the carriageway and footway
 - Junction improvements include raised tables at the Coton Road / Burnt Close junction and the Coton Road / High Street junction
 - Improved signage to support with wayfinding

- 10. GRANTCHESTER TO CAMBRIDGE**
- An all-weather, shared-use path which largely follows the route of an existing permissive footpath behind the hedges running along the eastern side of Grantchester Road
 - Currently on the section of Grantchester Road, where the crossing has been proposed is subject to the national speed limit of 60mph. The proposal considers reducing the speed limit 200 metres either side of the crossing to 40mph to improve safety for the users of the Greenway
 - An all-weather shared-use path on the western side of Grantchester Road, passing through existing farmland and Cambridge Rugby Football Club

- 11. CAMBRIDGE RUGBY FOOTBALL CLUB TO BARTON ROAD**
- The route will continue along Grantchester Road as a quiet road with traffic calming measures on the carriageway to emphasise the current 20mph zone. The route will then join a protected path for a short distance prior to Barton Road
 - Redesign of the Grantchester Road / Barton Road junction allowing cyclists to cross Grantchester Road and head towards the signalised crossing on Barton Road. Here users can carry on along the Barton Greenway
 - Traffic calming features will assist in slowing down vehicles speeds and emphasise the existing 20mph zone. This will enable people walking or cycling to cross the road safely



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.



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.

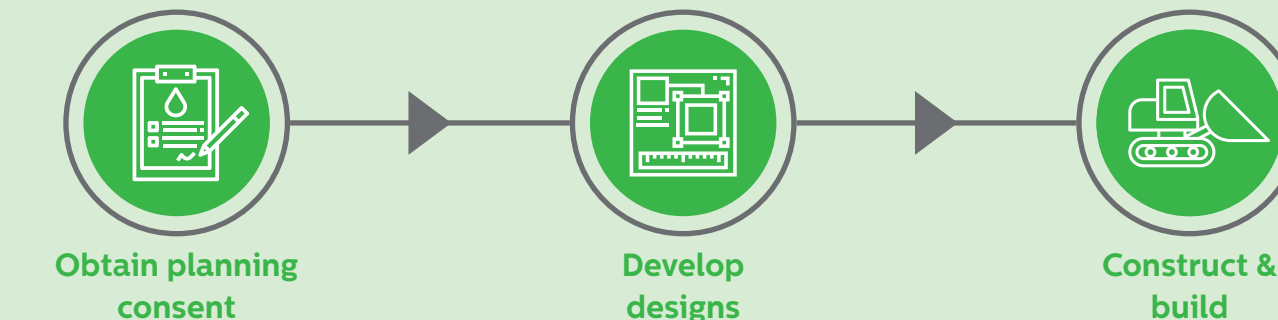
Equality analysis

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.

Timeline

Final route options were presented to the public and the Executive Board in 2019. We are now presenting the technical design. The next stages are outlined below:



On-going engagement with key stakeholders, land owners and the wider public.

HAVE YOUR SAY

We want to continue to understand the views of local communities and other interested parties on our proposals and use this feedback to help produce the design for this scheme.

The engagement period will run for four weeks from 11 July to 5 August 2022. There are a number of ways to respond and provide feedback:

Fill out the online questionnaire at: <https://www.greatercambridge.org.uk/Haslingfield-GW-2022>

Complete the paper questionnaire and return by Freepost to: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR**

We will be holding an in-person event, subject to Covid restrictions. Details of the event are below: **Venue: Haslingfield Village Hall Date: Tuesday 12th July Time: 14:00pm – 19:00pm Address: New Rd, Haslingfield, Cambridge, CB23 1JP**

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

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@GreaterCambs #CambsGreenways

www.facebook.com/GreaterCam

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