



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Report to: Greater Cambridge Partnership Joint Assembly

14 June 2018

Lead officer: Mike Davies – Cambridgeshire County Council

Greenways

1. Purpose

- 1.1. The creation of a network of Greenways is part of a strategy to encourage commuting by sustainable transport modes into Cambridge from South Cambridgeshire villages. The Greenways project seeks to support a reduction in traffic congestion, as well as contributing towards improved air quality and better public health. The project also provides opportunities for countryside access and leisure.
- 1.2. £500,000 has been allocated over two years to further develop the 12 routes in a bid to get them 'shovel ready' for future funding via the Future Investment Strategy, S106 developer funding, or a combination of both. This report provides an update on progress and key issues.
- 1.3. The paper also proposes a programme of quick wins designed to deliver short term improvements to the Greenways Network.
- 1.4. The Assembly are asked to comment on the report.

2. Key issues and considerations

- 2.1. Greenways has adopted a 'bottom up' approach in engaging with local communities to maximise buy in, ensure that the routes meet local needs, and take advantage of local opportunities. The pre consultation/engagement phase has completed for all of the routes, with 28 public events held to date. Outputs from these events can be seen on the GCP website. Local communities engaged very positively at the events, and provided valuable ideas and feedback which will help to shape the proposals further. Some examples include a clear steer to avoid any major changes to the path across Grantchester Meadows, and a desire to find a route that is as direct as possible to link Waterbeach.
- 2.2. The more formal consultation on all routes is scheduled to take place from now, until May 2019, with the exception of Linton Greenway which was included in the recent South East Cambridge Transport Study consultation. The first two consultations will be Barton and Haslingfield, followed by Waterbeach and Fulbourn.

Waterbeach Greenway

- 2.3. Over the two evenings, 102 written responses were collected. The majority of respondents (75%) felt they would use the Greenway for commuting, and the most popular mode of transport was bicycle. More people expressed a preference for a direct route that runs parallel to the railway line than any other option. The majority of respondents felt that the preferred route should be direct, wider than current routes, with a hard, smooth surface. Additionally people highlighted the importance of an attractive environment to encourage both leisure users and commuters.
- 2.4. A high number of responses suggested that provision on the A10 (current provision) is too narrow and dangerous. Personal safety was raised as an issue by some respondents, whilst others requested that the route should be well lit.
- 2.5. Based on the outputs from these initial engagement events a route with a number of 'spurs' at each end has been designed for public consultation, which can be seen in Appendix 1.

Fulbourn Greenway

- 2.6. Over two evenings 44 written responses were collected. More people expressed a preference for a direct route that runs parallel to the railway line than any other option. The respondents told us that the preferred route should be direct, wider than current routes and barriers should be removed. Other issues raised included a need for segregation where possible, lighting and improvements to the narrow approaches and bridge on The Tins path.
- 2.7. Based on these results, materials have been prepared on proposals for an improved route between the Carter Bridge (Cambridge Station) to Cherry Hinton which will focus on improved surfacing and continuity, the proposed route is shown in Appendix 2. This section of the route will include replacement of the existing railway bridge and its ramps at The Tins.

Barton Greenway

- 2.8. Based on feedback from the engagement events, the consultation for this Greenway will include improved links to Cambridge alongside the A603, and towards the city centre, as well as improvements to the bridleway from Barton to Grantchester. The proposed route is shown in Appendix 3.

Haslingfield Greenway

- 2.9. The proposed Greenway follows the existing desire line out towards Cantelupe Farm using a quiet road, and onwards via farm roads and bridleways, before crossing the M11 on an existing farm bridge, and then linking into Grantchester, then onwards to Newnham. The proposed route can be seen in Appendix 4.

3. Options and emerging recommendations

- 3.1. The results of the route consultations will be reported back to the Joint Assembly and Executive Board later in the year.

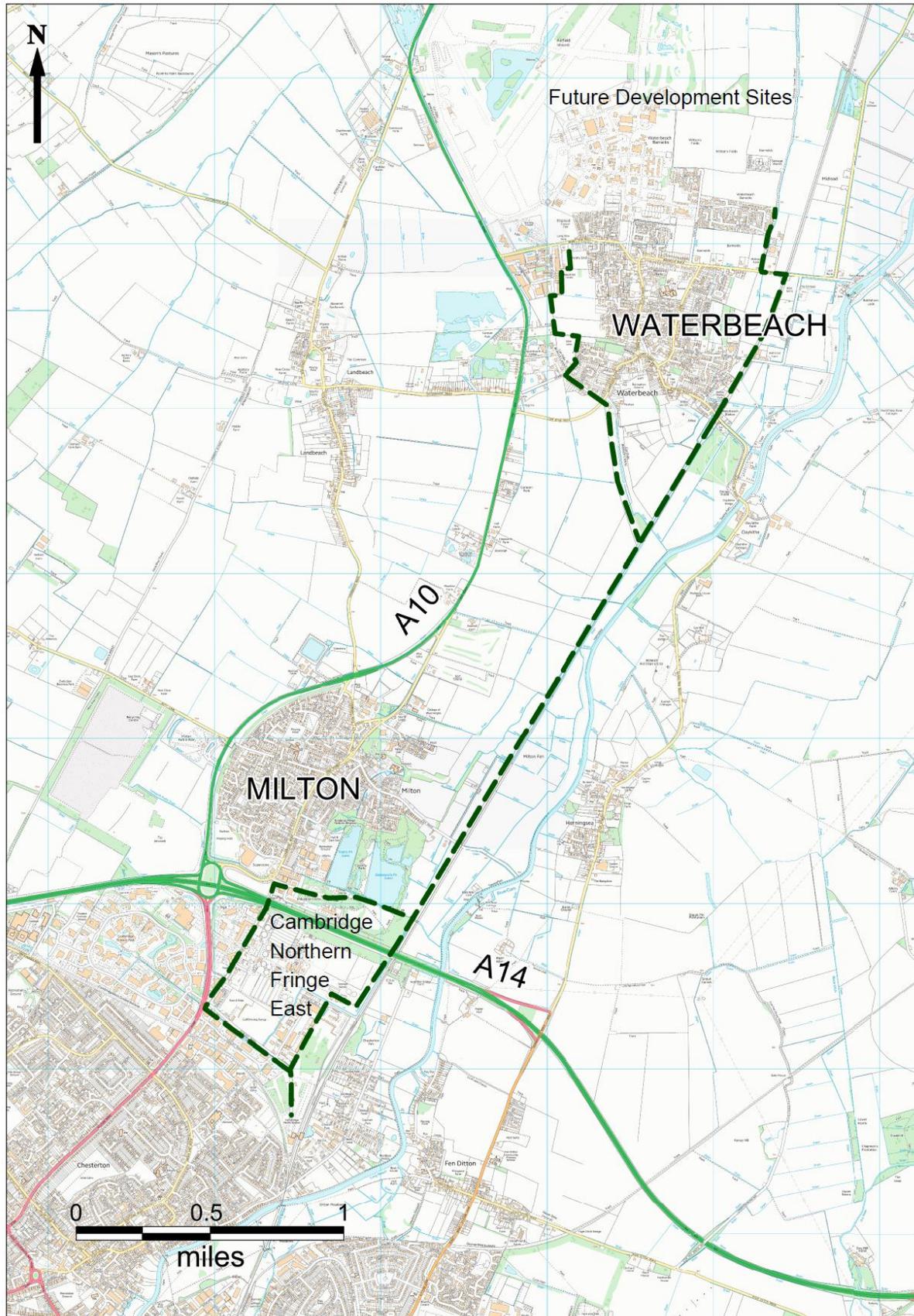
4. 'Quick Wins' Programme

- 4.1. In response to feedback received at the early engagement events, a programme of 'Quick Wins' Programme that could be delivered over the next two financial years has been developed. This £4.65m package is listed in Appendix 5 and shown in a map in Appendix 6. The programme consists of new and improved links to Greenways, as well as improved sections of Greenways.
- 4.2. A workshop has taken place with supply chain partners to discuss how best to tackle the programme, and to explore process efficiencies to ensure that the programme can be achieved. The schemes require minimal consultation, have some public support already, are generally within highway land, and require minimal statutory processes.

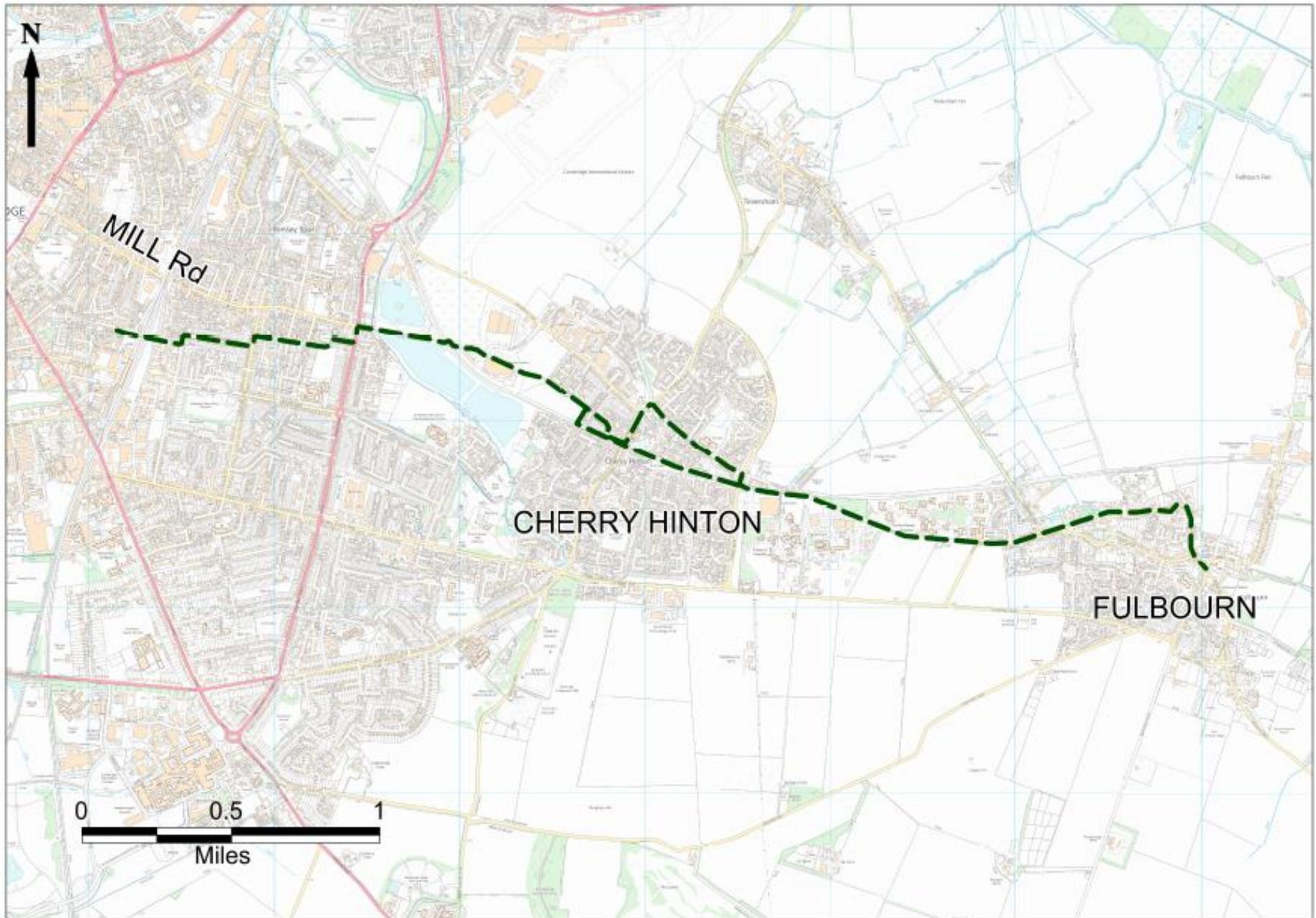
5. Next Steps

- 5.1. Consultation on Barton and Haslingfield Greenways will take place in June and July. Further Greenways consultations are scheduled for autumn 2018 including Waterbeach and Fulbourn. Work is ongoing to determine route proposals, and consultation materials for the other routes.
- 5.2. Work to deliver the 'Quick Wins' programme could commence from August 2018.

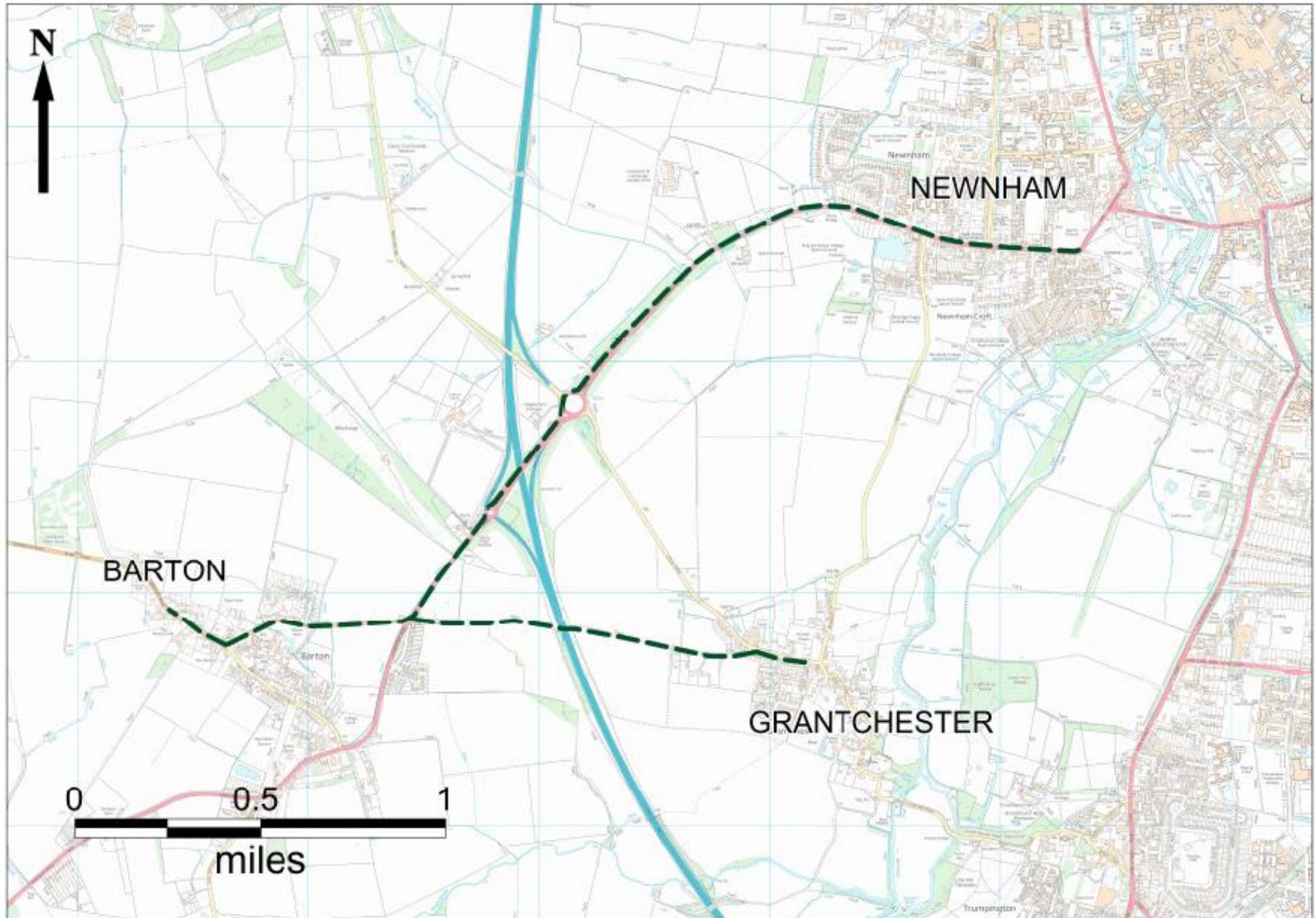
APPENDIX 1 – WATERBEACH GREENWAY



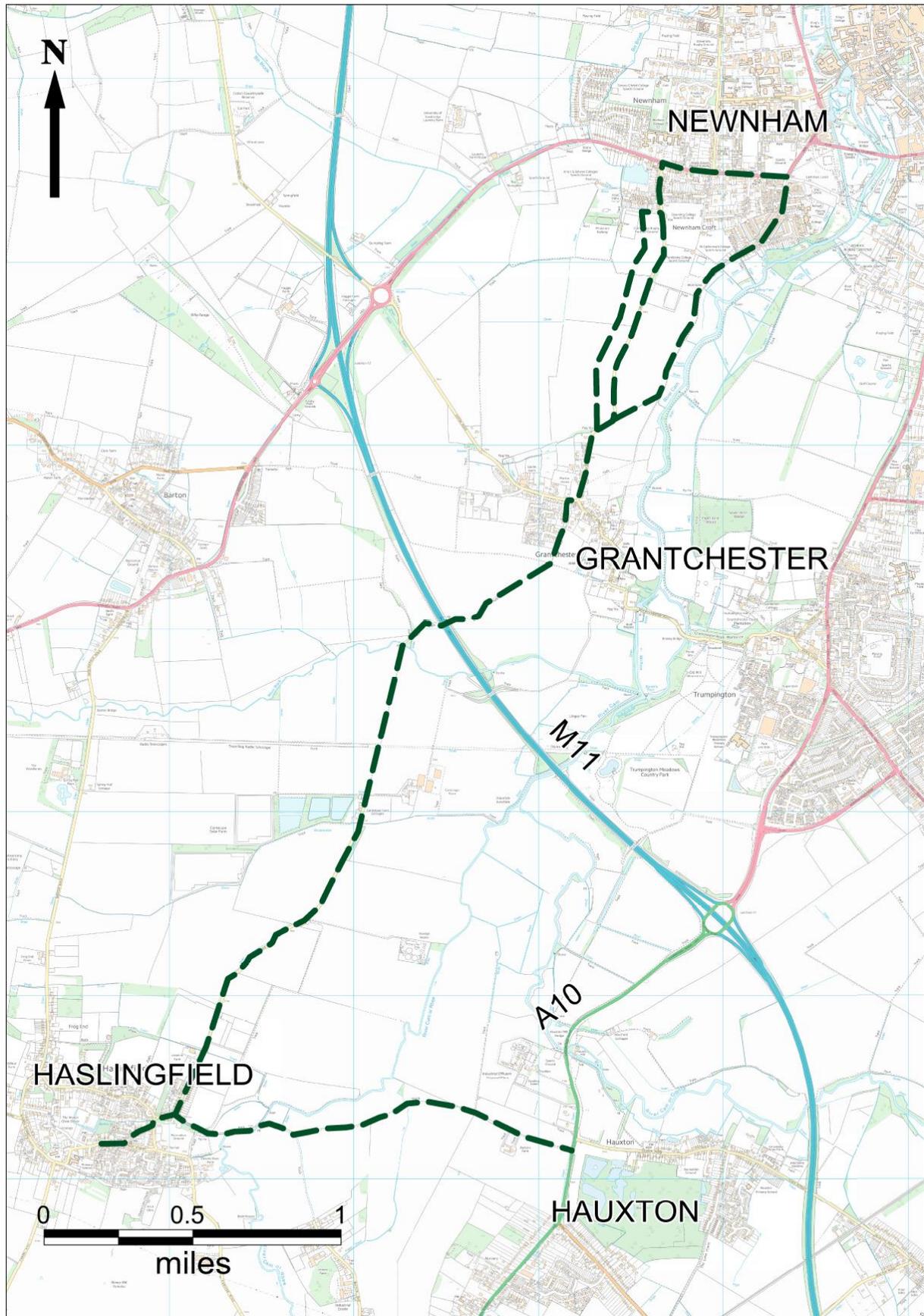
APPENDIX 2 – FULBOURN GREENWAY



APPENDIX 3 - BARTON GREENWAY



APPENDIX 4 – HASLINGFIELD GREENWAY



APPENDIX 5

GREENWAYS 'QUICK WINS' PROGRAMME

SCHEME NAME	GREENWAY	BUDGET	SPEND PROFILE	
			2018/19	2019/20
Busway bollards - replace steel with more visible plastic bollards	St Ives	15,000	15,000	
Stapleford to Sawston - widening & resurfacing cycleway	Sawston	750,000	750,000	
Rampton Busway link - add tarmac surface to byway	St Ives	600,000	130,000	470,000
Willingham Busway link - localised widening & resurfacing	St Ives	50,000	50,000	
Girton/Oakington Busway link - localised widening & resurfacing	St Ives	200,000	200,000	
Renew and install new solar studs on Greenway network	various	100,000	100,000	
Resurfacing roads that link or form part of Greenways	Waterbeach	650,000	635,000	15,000
New shared use path linking Cottenham to Oakington (Busway)	St Ives	1,000,000	100,000	900,000
Link Fulbourn Rd with Fulbourn Greenway - widening Yarrow Road shared use path	Fulbourn	520,000	520,000	
The Wadloes, Fen Ditton - widening existing narrow shared use path	Horningsea	300,000	50,000	250,000
Comberton to Barton - localised widening & resurfacing	Comberton	465,000	450,000	15,000
TOTAL		4,650,000	3,000,000	1,650,000

APPENDIX 6 – 'QUICK WINS' PROGRAMME PLAN

