



Report To: Greater Cambridge City Deal Executive Board

3 March 2016

Lead Officer: Graham Hughes, Cambridgeshire County Council

Workstream ref.: 14 – Chisholm Trail cycle links

The Chisholm Trail

Purpose

1. In January 2015 the Greater Cambridge City Deal Executive Board agreed that The Chisholm Trail should be part of the City Deal prioritised programme. In August 2015 the Board gave approval to consult on the proposed route. This report summarises the results of the consultation, and suggests the next steps for the project.

Recommendations

2. The Board is asked to:
 - a) Note the results of the public consultation;
 - b) Give approval to submit a planning application based on the route proposed, with the widths and path types as per the table below and shown in **Plan 1**.

Section	Width	Type of provision
Coldhams Lane to Newmarket Road, and onwards to the new bridge over river Cam	3.5 metres	Shared use path
Coldhams Lane to Cambridge rail station	Up to 5 metres	Segregated where possible

- c) Support the continuation of land negotiations; and
- d) Give approval to use Compulsory Purchase Orders (CPOs) if needed.

Joint Assembly recommendations

The Joint Assembly recommended that the Executive Board:

- (a) Notes the results of the public consultation.
- (b) Gives approval to submit a planning application based on the widths and path types as set out in the report and the route proposed as shown in Plan 1 of the report.
- (c) Supports the continuation of land negotiations.

- (d) Gives approval to use Compulsory Purchase Orders if needed.

Reasons for Recommendation

- a) Safer, direct and more convenient largely off-road route for cycling and walking;
- b) Improved access and reliability of journey times to employment areas, educational establishments, retail sites and residential centres;
- c) Links into a network of existing cycle routes;
- d) Minimal impact on motor traffic and public transport journey times;
- e) Provision of safe, convenient, direct, non-car access to the main Cambridge railway station and to the new Cambridge North rail station;
- f) Create more capacity for sustainable trips along the rail corridor;
- g) Links to strategic priorities for City Deal Cross City cycle improvements;
- h) All of the above contributing to a positive economic impact; and,
- i) Enhancement of the environment, streetscape and air quality, as well as improved access and linkages to open spaces.

Scheme progress

- 3. The background to the project, and the strategic and policy basis for progressing the scheme are set out in a previous report to the Executive Board which can be seen at this link: www.tinyurl.com/hxcv7ms . **Plan 2** shows the proposed route.
- 4. Since the project was considered by the Executive Board in August 2015, discussions have been progressing with the landowners, including Network Rail, and signs are encouraging that some form of agreement can be made in each case.
- 5. For the sections of land north of Newmarket Road there is a view from landowners that the route should be very much a 'greenway' to fit with local surroundings, and a path width of 3.5 metres has been provisionally agreed. As a result of discussions in advance of the consultation, the proposed location of Newmarket Road underpass moved slightly further east due to concerns raised by Cambridge Past Present and Future who own the adjacent land. They are supportive of the principle of the trail, but reserve their support or otherwise for the specific route, until heritage and ecology reports have been completed and discussions have been concluded with their own Board of Trustees and Historic England.
- 6. In anticipation of a planning application, discussions on a number of issues have taken place with specialists. Of particular note is the fact that flood mitigation for any imported materials or adjustment of levels needs to be designed in for some lengths of the route.
- 7. To complete the Chisholm Trail a crossing over the River Cam is needed. The Abbey-Chesterton Bridge was approved by the County Council's Economy and Environment Committee in November 2015 to proceed to a planning application. The delivery of this bridge, subject to gaining planning consent and the necessary land, is anticipated in 2018.

Consultation

- 8. The Consultation started on 19th October 2015 and continued for six weeks until 30th November. A leaflet and questionnaire were distributed to 10,500 homes, along with other publicity placed in libraries and GP surgeries. Details were sent via Parentmail to a number of schools, and details were sent to stakeholders and statutory

consultees. As the consultation launched there was a briefing and Q & A session organised for elected representatives, and another for stakeholders.

9. Four drop in sessions were held at venues near to the proposed trail, in the electoral wards of Romsey, East Chesterton, Abbey and Petersfield. Officers also presented details of the scheme at the City Council's East Area Committee and South Area Committee meetings. The Project Team utilised other opportunities to engage with the public including Fen Ditton Parish Newsletter, Cambridge Regional College's open day, a presentation at a meeting of Cambridge Cycling Campaign and the team had a stall at Stourbridge Fair.
10. The proposals were also discussed at Cambridgeshire County Council's monthly Cycling Stakeholder Group meeting which includes representatives from Cambridge Cycling Campaign, Sustrans, CTC Cambridge, Addenbrooke's, Cambridge University, Cambridge City Council and South Cambridgeshire District Council. The proposals were reviewed by the County and City Walking and Cycling Liaison Group.
11. In addition to the consultation events, officers have met with a number of other interest groups, landowners, developers and tenants along the proposed route.

Consultation results

12. 1,457 consultation responses were received. In addition 10 written responses were received. The results can be seen at: www.tinyurl.com/hxcv7ms .
13. Over 90% of those responding supported some form of mostly off road walking and cycling route to link the north and south of the city. 86% supported the specific route and 84% said that they would probably or definitely use the route.
14. When broken down into sections there was support of over 83% for each of the five sections, with the most support for the length linking to the existing station. The most opposition seems associated with the lengths north of Coldhams Common.
15. Over 74% of survey respondents expressed a preference for segregating the path. A majority felt that paths should be wider, with four metres wide being preferred to the option of 3.5 metres wide across Coldhams Common. 15% felt that paths should be kept as 1-2 metres in width though .
16. There was support to light the entire route, with a slight preference for column lighting with LEDs (as installed on the Busway), as opposed to ground level stud lights.
17. The most popular additional features were tree planting with 76% supportive, and cycle parking, habitat creation and benches all attracting over 60% support. 48% supported the provision of historical/environmental display boards, whilst just 38% supported public art.
18. Where the trail follows quiet roads such as Brampton Road and York Street there was good support in the consultation to improve these in terms of resurfacing, tree planting and cycle parking, although further consultation with local residents will need to be carried out to finalise the details.

Summary

19. There was a good response to the consultation with generally positive support for the proposed route, with some concerns expressed about impacts on green space.

20. The consultation revealed strong support to provide a wide, segregated path. The main objections to the route of the trail are around the impact of widening existing paths on Coldhams Common, and creating new paths on Ditton Meadows and to the north of Newmarket Road. Segregated paths if sufficiently wide can help to reduce conflict between path users, but require tactile paving, solid white lines and more signage than shared use paths, hence making for more street clutter and a more urban feel. Landowners too favour a more modest width.
21. Given the opposition and concerns around urbanisation of green spaces, the views of landowners, issues of flood mitigation and the ethos of the route as more of a 'greenway', it is recommended that in the more rural length north of Coldhams Lane the path width be 3.5 metres, and that this should be shared use rather than segregated. Other paths on Cambridge commons are shared use, and tend to be up to 3.5 metres wide, such as the tree lined avenue route across Jesus Green.
22. In the lengths south of Coldhams Lane it is recommended that the path be as wide as practicable, up to five metres in width, and segregated where possible. The amount of land available on Network Rail land, and land due to be developed will depend upon what can be negotiated.
23. To further minimise environmental impacts on green spaces, it is recommended that stud lighting be used, with column lighting to be used in more urban lengths.
24. The proposal to include public art in the project was not well supported, though is likely to be a requirement of the planning application. It is proposed to combine public art into some of the more popular additions proposed such as seating, cycle parking or interpretation boards, rather than consider standalone public art.
25. CPOs are not needed at present, but the Board is asked to approve the use of these powers in case land negotiations in one or more cases prove not to be fruitful.
26. £8.4m of City Deal funding has been allocated to project. This is still felt to be an appropriate budget given the extensive engineering work required on some elements such as Newmarket Road underpass, the difficulties of construction access, and the likelihood of having to relocate statutory undertakers and Network Rail apparatus.
27. It is recommended that the City Deal Board endorses the officer recommendation to proceed with the project, based upon the route proposed in the consultation.
28. Environmental impacts will be tested as part of the planning process.
29. The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Route profiling and outline phasing	Complete
3	Public consultation and exhibitions	Complete
4	Land negotiations and Planning Application Submission	Summer 2016
5	Board approval to construct scheme	Autumn 2016
6	Land negotiations, detailed design and preparation of contract documents	Summer 2016 to Summer 2017

7	Finalise necessary land and permissions. Mobilise contractor.	Summer 2017 to Autumn 2017
8	Construction of standalone phases (those north of Coldhams Lane first, as they are not dependant upon development sites)	2017 to 2020

30. South of Coldhams Lane the delivery of The Chisholm Trail on the route alignment consulted on is dependent upon the development of Ridgeons on the east side, and the development of the City Council depot site on the west side. North of Coldhams Lane, subject to obtaining land and agreements, the route can be delivered without any development site dependencies, so is likely to be delivered first.

Risks, Implications and Next Steps

31. The key project risk in terms of delivery within budget and completion by April 2020 is failure to secure all of the necessary land. There are no significant implications.
32. The next steps are:
- Prepare planning application
 - Continue land discussions
 - Continue to engage with stakeholders

Background papers

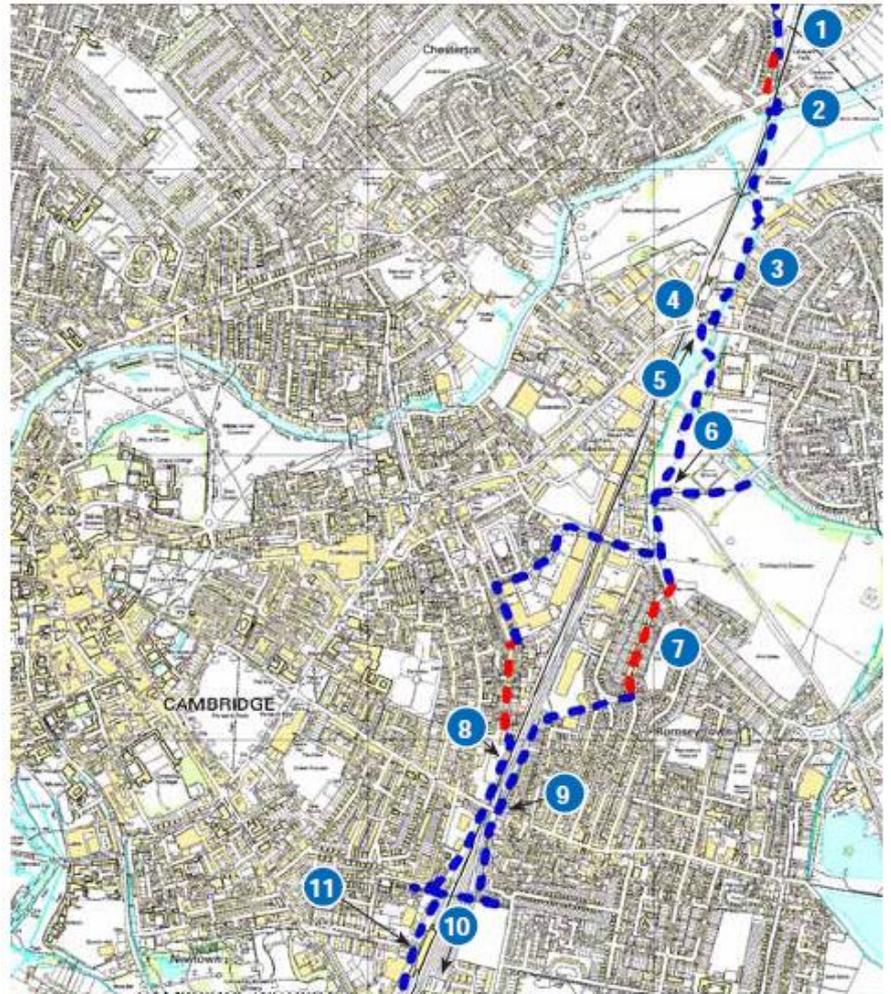
No background papers were relied upon in the writing of this report.

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PLAN 2 – Proposed route

The outline of the route can be described as follows:

1. Planned link to new rail station at Chesterton and The Busway cycle and pedestrian route to St Ives.
2. New bridge over the Cam alongside the mainline railway bridge (a separately funded project).
3. Cambridge, Past, Present and Future's lands make the crucial link between Coldham's Common and Ditton Meadows.
4. The Leper Chapel (Chapel of St Mary Magdalene) would become a focus of the route and enhanced by landscaping.
5. New access under Newmarket Road.
6. Existing underpass under Ipswich Line.
7. From Coldham's Common along Brampton Road or Cromwell Road and through the planned Ridgeon site development.
8. The route to the west of the railway line crossing the existing cycling bridge, links through the Beehive Centre, along Ainsworth Rd and along the edge of the City Council's Mill Road Depot.
9. Pass under Mill Road side arches on both sides of the railway, thereby avoiding dangerous crossings.
10. Along the railway line to the Carter Bridge from Devonshire Road to Rustat Road.
11. From Carter Bridge to The Busway via the main Rail Station



Map showing the proposed route of the Chisholm Trail from Cambridge Central Station to the planned Cambridge North Station at Chesterton

KEY

— On quiet roads

— Traffic free sections and paths