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) is investing to secure sustainable economic growth and improve the quality of life for everyone in our area through a series of ambitious projects and programmes. 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 attractive and safer 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**

Comberton Greenway Project

BACKGROUND

Comberton 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 Comberton route. Further design work on the route was approved by Councillors on the GCP Executive Board in June 2020.

The feedback received from residents and other local stakeholders 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 Comberton Greenway.

THE ROUTE

The proposed Comberton Greenway links Cambridge to Comberton. The route follows existing quiet roads, off-road paths and busier roads, with the aim to provide a high-quality route to improve and enhance walking, cycling and where appropriate horse riding in the area.

The Comberton Greenway proposes to improve links between Cambridge, Coton, Hardwick and Comberton. The route in total covers around 15km, routing westbound from Cambridge City Centre, via Sidgwick Avenue, Grange Road, the University of Cambridge, Coton and Long Road. Additional spurs to the route extend to Hardwick and provide an onward connection towards Barton (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 LONG ROAD

In our previous consultation we presented two options to improve the connection from Whitwell Way to Long Road, including an at-grade crossing and an underpass option. Surveys have since been undertaken which found that the underpass may be prone to flooding and significant land works will be required which would be environmentally damaging.

The underpass option would therefore represent poor value for money, so we are currently recommending an at-grade crossing option. This will be complemented with traffic calming measures to reduce the speed limit to 40mph at the proposed crossing point, as well as along the whole length of Long Road, to slow down vehicle speeds and reduce the dominance of traffic. We welcome feedback on this proposal.

Visualisations of the scheme

TYPICAL URBAN SETTING

Our proposals include a 'quiet road' treatment type. Vehicles and cyclists are permitted to travel on the carriageway of a 'quiet road'. This typically includes an on-carriageway cycle lane where vehicle speeds are limited to 20mph.

TYPICAL RURAL SETTING

Our proposals include a shared-use path. This typically includes a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Exact materials are still to be confirmed.

Next stages

The next stages to progress the design of the Comberton 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 Sidgwick Avenue, Adams Road, the Footpath and Barton Road in Comberton. This will determine whether parking is well used, could be better managed or can be relocated to improve safety for people walking or cycling.

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 Comberton 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.

Comberton greenway

GREATER CAMBRIDGE PARTNERSHIP
Growing and sharing prosperity

COMBERTON GREENWAY

Comberton - Coton - Cambridge

Have your say on a new walking, cycling and, where appropriate, horse riding route linking Comberton, Coton, Hardwick and Cambridge

Greenway treatment types

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

A. A QUIET ROAD

A quiet road is a 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

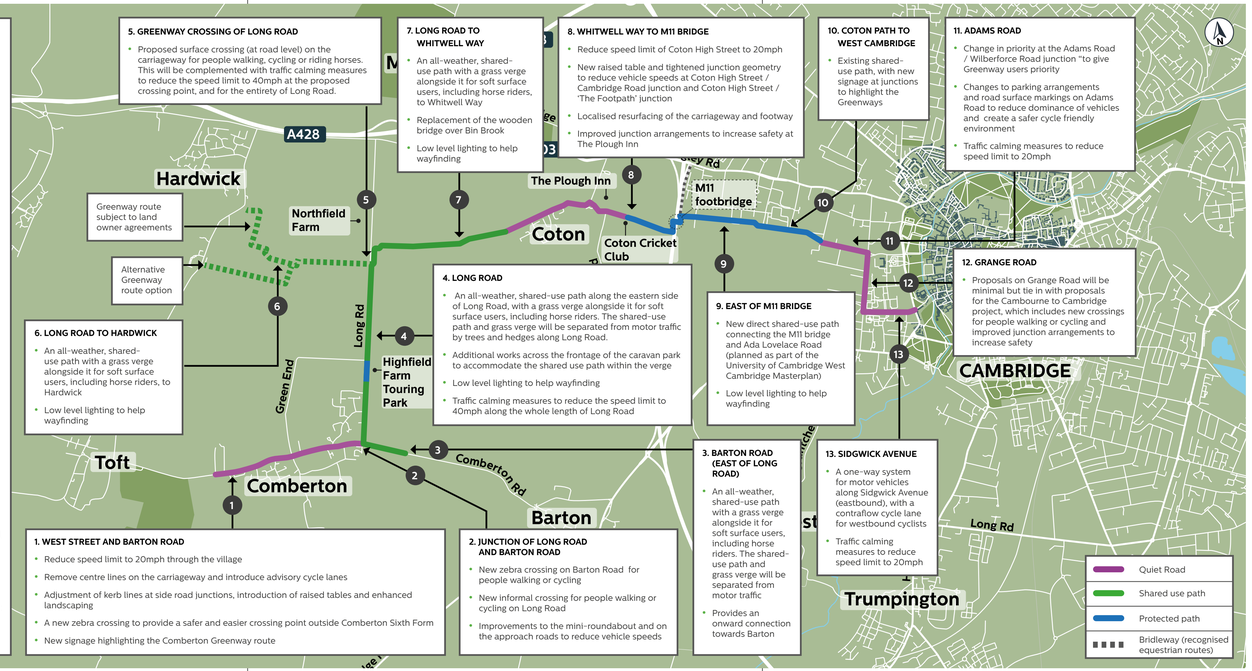
A shared use path would typically include a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Where the path runs beside the carriageway, a verge will separate the path from the road where possible.

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**



5. GREENWAY CROSSING OF LONG ROAD

- Proposed surface crossing (at road level) on the carriageway for people walking, cycling or riding horses. This will be complemented with traffic calming measures to reduce the speed limit to 40mph at the proposed crossing point, and for the entirety of Long Road.

7. LONG ROAD TO WHITWELL WAY

- An all-weather, shared-use path with a grass verge alongside it for soft surface users, including horse riders, to Whitwell Way
- Replacement of the wooden bridge over Bin Brook
- Low level lighting to help wayfinding

8. WHITWELL WAY TO M11 BRIDGE

- Reduce speed limit of Coton High Street to 20mph
- New raised table and tightened junction geometry to reduce vehicle speeds at Coton High Street / Cambridge Road junction and Coton High Street / 'The Footpath' junction
- Localised resurfacing of the carriageway and footway
- Improved junction arrangements to increase safety at The Plough Inn

10. COTON PATH TO WEST CAMBRIDGE

- Existing shared-use path, with new signage at junctions to highlight the Greenways

11. ADAMS ROAD

- Change in priority at the Adams Road / Wilberforce Road junction "to give Greenway users priority
- Changes to parking arrangements and road surface markings on Adams Road to reduce dominance of vehicles and create a safer cycle friendly environment
- Traffic calming measures to reduce speed limit to 20mph

6. LONG ROAD TO HARDWICK

- An all-weather, shared-use path with a grass verge alongside it for soft surface users, including horse riders, to Hardwick
- Low level lighting to help wayfinding

4. LONG ROAD

- An all-weather, shared-use path along the eastern side of Long Road, with a grass verge alongside it for soft surface users, including horse riders. The shared-use path and grass verge will be separated from motor traffic by trees and hedges along Long Road.
- Additional works across the frontage of the caravan park to accommodate the shared use path within the verge
- Low level lighting to help wayfinding
- Traffic calming measures to reduce the speed limit to 40mph along the whole length of Long Road

9. EAST OF M11 BRIDGE

- New direct shared-use path connecting the M11 bridge and Ada Lovelace Road (planned as part of the University of Cambridge West Cambridge Masterplan)
- Low level lighting to help wayfinding

12. GRANGE ROAD

- Proposals on Grange Road will be minimal but tie in with proposals for the Cambourne to Cambridge project, which includes new crossings for people walking or cycling and improved junction arrangements to increase safety

1. WEST STREET AND BARTON ROAD

- Reduce speed limit to 20mph through the village
- Remove centre lines on the carriageway and introduce advisory cycle lanes
- Adjustment of kerb lines at side road junctions, introduction of raised tables and enhanced landscaping
- A new zebra crossing to provide a safer and easier crossing point outside Comberton Sixth Form
- New signage highlighting the Comberton Greenway route

2. JUNCTION OF LONG ROAD AND BARTON ROAD

- New zebra crossing on Barton Road for people walking or cycling
- New informal crossing for people walking or cycling on Long Road
- Improvements to the mini-roundabout and on the approach roads to reduce vehicle speeds

3. BARTON ROAD (EAST OF LONG ROAD)

- An all-weather, shared-use path with a grass verge alongside it for soft surface users, including horse riders. The shared-use path and grass verge will be separated from motor traffic
- Provides an onward connection towards Barton

13. SIDGWICK AVENUE

- A one-way system for motor vehicles along Sidgwick Avenue (eastbound), with a contraflow cycle lane for westbound cyclists
- Traffic calming measures to reduce speed limit to 20mph

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.

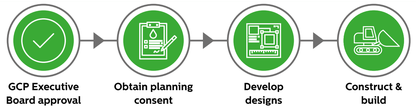
Equality analysis

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 develop the design for this scheme.

The engagement period will run for four weeks from 4 July to 29 July 2022. There are a number of ways to respond and provide feedback:

- Fill out the online questionnaire at: **https://www.greatercambridge.org.uk/Comberton-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: Comberton Village Hall Date: Friday 8th July Time: 14:00pm – 19:00pm Address: Green End, Comberton, Cambridge, CB23 7DY**

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

- consultations@greatercambridge.org.uk
- 01223 699906
- @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.**