

Appendix 13 - St Ives Greenway Review



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October 2016

A report for



Cambridgeshire
County Council

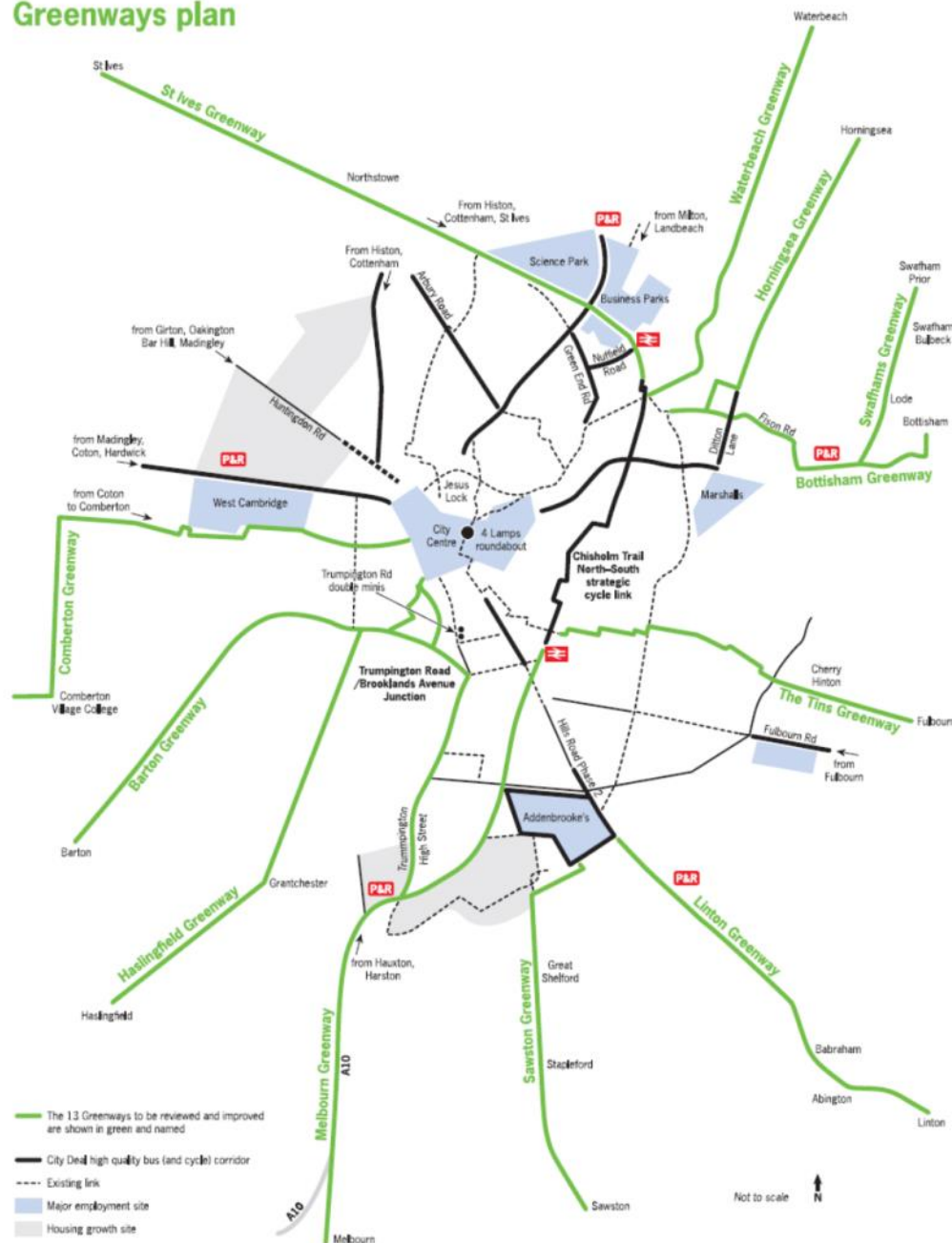
Introduction

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.

The St Ives Greenway is different to the rest of the Greenways and has been addressed in a slightly different manner to the others with a heavy emphasis on the links to the Greenway. As a result the style of the St Ives Greenway Appendix is slightly different to the others.

Greenways plan

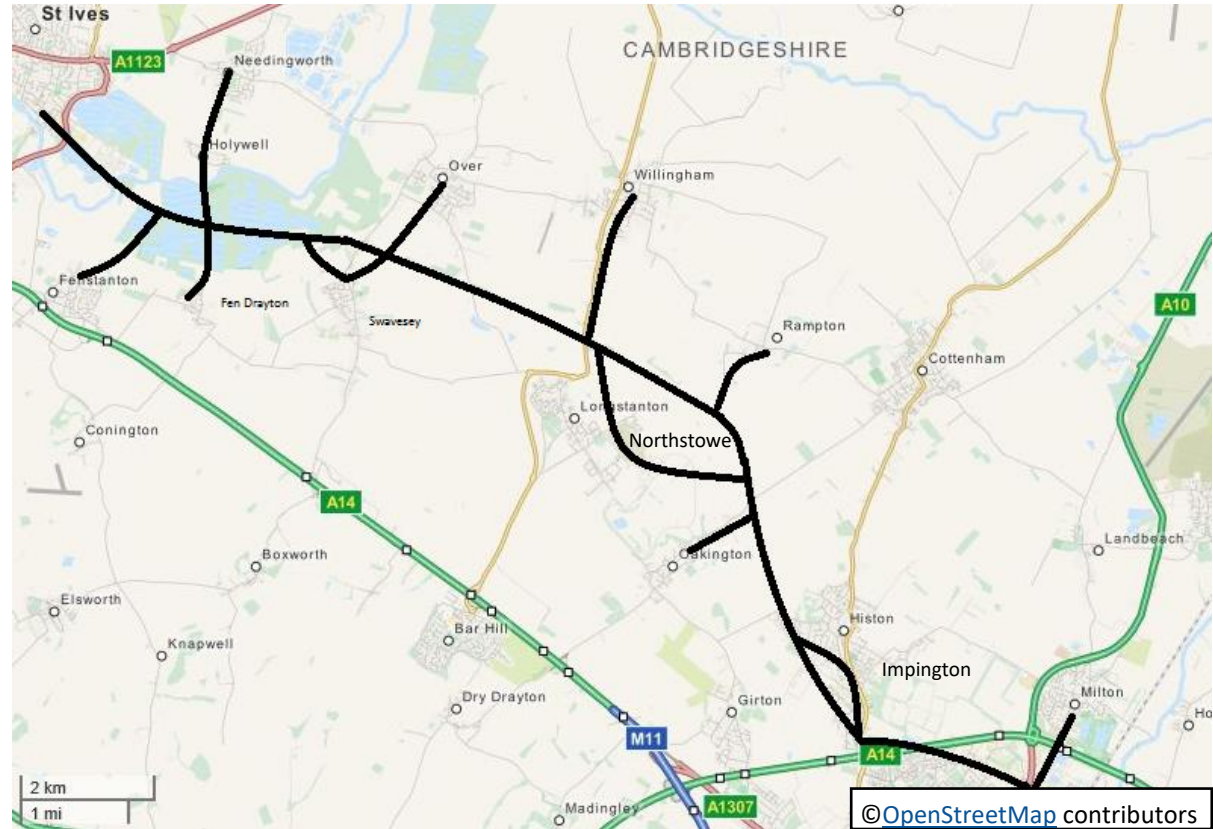


St Ives Greenway

The St Ives Greenway is the longest Greenway considered in this report. In many ways it is already the jewel in Cambridgeshire's Greenway network and this is reflected in its popularity. The Greenway links St Ives with Cambridge at the Science Park and follows the Guided Busway. The path was completed shortly after the construction of the busway and is built on the alignment of the busway maintenance track.

The shared use path is typically 4m wide, has a smooth sealed surface and is over 19km long, which makes it hard to match anywhere in the country. A number of users regularly cycle the whole length and the Greenway has shown that with good provision people will commute much further than the 5 miles that has traditionally been thought to be the limit for most commuter cyclists.

As well as being popular for cycling the Greenway is popular with walkers, bird-watchers, horse-riders, roller bladers and cross-country skiers. Most users only use the Greenway in sections and some users access the Greenway in order to catch the Guided Bus. This is well illustrated at Fen Drayton where there is a busway stop used by commuting cyclists and where many others come to enjoy the beautiful surroundings and watch the bird-life.



Plan showing the alignment of the St Ives Greenway and the links investigated



Fen Drayton Guided Busway Stop and RSPB reserve

The case for Works

The St Ives Greenway is the main sustainable transport corridor to the north-west of Cambridge, which is a major growth area. The Greenway and Guided Busway are big assets and major investments and getting maximum benefit from these must be high priority.

There is therefore a very strong case for undertaking the improvements to the St Ives Greenway identified. The only area where there might be some debate could be the new path works proposed as an alternative in case of flood. In this case the need for the works is dependent on the weather, but the risk of not doing the works is significant. This is in terms of reputational damage and because if people get out of the habit of using the greenway during long periods of closure they may never return as regular users.

For links the case for works is complicated by the fact that the Greenway is a corridor for walking, cycling, equestrians and for public transport and the normal geographical factors that apply to other Greenways do not apply in this case.

Each link will need to be considered on its own merits based on potential usage, which will be determined both by usage of the busway as well as the St Ives Greenway. Hence for the proposed Fenstanton Link potential users are most likely to be those accessing the Guided Busway to travel to Cambridge, those accessing the St Ives Greenway to travel to St Ives and those accessing the St Ives Greenway to travel to local destinations. The numbers likely to cycle regularly to Cambridge may be low, but total numbers of users for the Greenway Link may be high.

Considering the Links in terms of significant populations and proximity to the St Ives Greenway the strongest case for works are likely to be for the following links:

- Fenstanton
- Swavesey and Over
- Willingham
- Oakington (smaller population but very close).
- Histon and Impington

Trip Generators and the focus of the Study

The St Ives Greenway has been treated differently to the other Greenways because of its dual function as both a Greenway and a public transport corridor, which includes bus stops which are destinations in their own right. As a linear corridor the greenway already has good continuity and a good finish. There is scope for improvement which has been identified in the report, but there is even greater scope for improvement in some of the links to the Greenway.

The trip generators considered are :

- St Ives town centre
- St Ives Park and Ride Site
- Fenstanton
- Fen Drayton
- Fen Drayton Lakes Busway Stop
- Holywell and Needingworth
- Swavesey
- Over
- Swavesey Busway Stop
- Longstanton Park & Ride Site
- Longstanton
- Willingham
- Northstowe
- Rampton



Swavesey Busway Stop is a significant focus for trips

- Oakington
- Oakington Busway Stop
- Histon and Impington
- Histon and Impington Busway Stop
- Cambridge

Summary

The focus of the study has been on links to or through the destinations. Thus for instance the report considers the centre of St Ives, but does not look at the whole urban cycling and walking network of the town. For Northstowe the route through the development is left as a matter for the planners and developers whilst noting just that a high quality Greenway is needed through the development to link between the Longstanton Park & Ride site and the busway junction near Oakington.

General Route issues

For such a high quality route there is little needed apart from signing, good maintenance and the flooding issues mentioned later. There is however some concern about bollards and barriers and in particular the low level bollards which remain on the route, despite having been changed on the Station to Trumpington section of the busway. It is understood that there have been some collisions with low level bollards so replacing them with more visible ones would be beneficial.

Signing

The Greenway is signed along its length inconsistently and it is one of the main issues pointed out along the route. The Greenway should have clear signing along the route and to the route, but in fact destinations along the route are not consistently signed and routes to the Greenway are not consistently signed. This might be helped if the Greenway was given an official name .

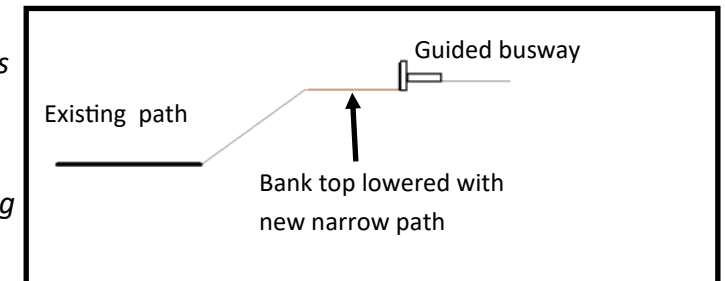
It is recommended that all signing is reviewed, that links to the Greenway are signed and that along the Greenway signing is amalgamated so that cycle route and bridleway signs are on one sign with destinations consistently signed and that this Greenway is used as a demonstration for all the Greenways.

Swavesey to St Ives

This is surely the most attractive part of the Greenway as it passes through an area full of lakes and wildlife. It is also the part of the route that has been subject to flooding over a distance believed to be about 1.5 km. When the busway was built the greenway was built as a maintenance track and there were constraints on what could be done. However now that the route is established the recommendation is that some new provision is made to allow people to at least walk past flooded areas. The disruption to users of any route closure is significant but changing the existing Greenway to be flood-proof would almost certainly involve building very long causeways and be extremely disruptive , hard and expensive and has been discounted by the author for this reason.

The recommendation is that further analysis is undertaken to identify the areas most prone to flooding (probably 4 locations) and further technical

analysis is made of the options proposed in this report, with a view to constructing a narrow raised path close to the busway, as illustrated .



Greenway links with Histon and Impington

Two significant existing links are identified for improvement. These paths will need surfacing works and landowners agreement. *It is recommended that negotiations start to try to deliver the new links into Histon and Impington.*

Greenway link with Oakington

The Greenway passes very close to Oakington and *a new and improved route into Oakington is recommended.*

Greenway link with Rampton

An unsurfaced track leads towards Rampton from the Greenway. *It is recommended that views are sought locally with a view to surfacing the track to create a good link.*

Greenway link with Willingham

From Longstanton Park & Ride side towards Willingham a route of reasonable quality follows the main road towards Willingham. Unfortunately as highway space gets tighter and road conditions more difficult the quality of route deteriorates. *Developing a new and improved route into Willingham is recommended.*

Greenway links with Swavesey and Over

There are a number of existing tracks that link the Greenway with Swavesey, which are in need of surface improvements, but of greatest interest is a potential new off-road route to link Swavesey and Over. The lack of links between the Greenway and Over in particular is an issue. *It is recommended that negotiations begin to agree at least one new link.*

Greenway link with Swavesey

An existing right of way provides a good potential link with Swavesey Village Centre. *Any opportunity for resurfacing is worth taking.*

Greenway link with Holywell and Needingworth

Holywell and Needingworth have no easy connection to the busway and if there was a bridge over the river at Holywell they would be close and would have easy connections with Cambridge and communities along the busway. *It is recommended that further consideration is given to a new bridge in identifying the potential use and ways to fund a bridge .*

Greenway link with Fen Drayton

There is an existing link with Fen Drayton, but there is scope for improvement. *Any opportunity for resurfacing is worth taking.*

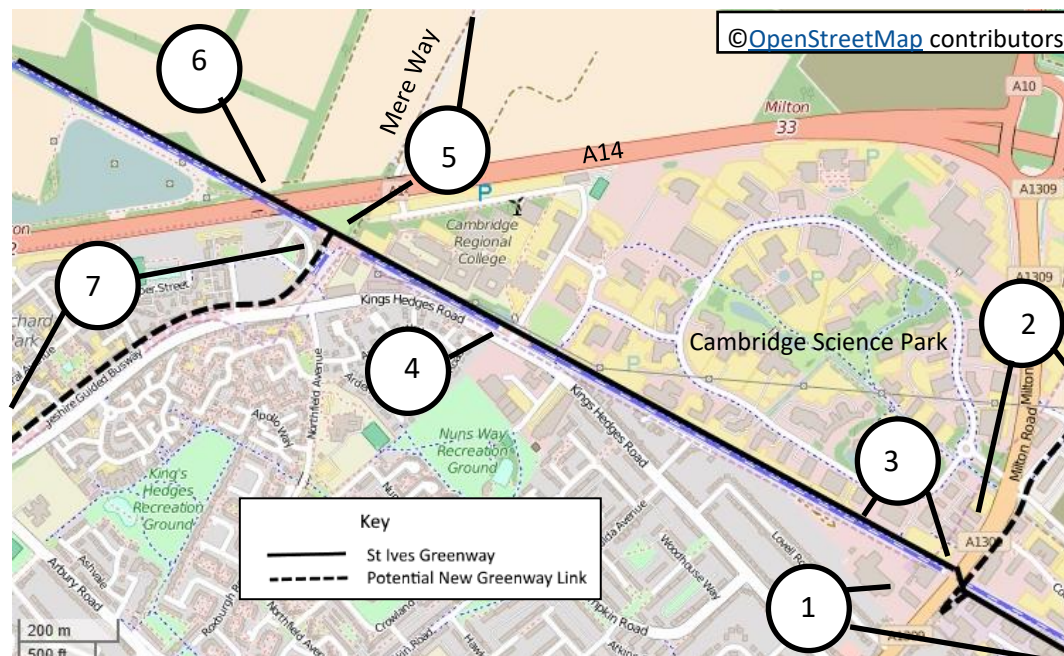
Greenway link with Fenstanton

A potential alignment for a new link with Fenstanton is identified. This could be very valuable and provide a better route than the existing route between Fenstanton and St Ives as well as a link to the Greenway and Busway stops. There are land and planning issues to address to bring this route forward. *The recommendation is to give this new link high priority.*

Route Details and Maps

St Ives Greenway Map 1

1. The continuation of the route to Cambridge North Station has already been built but is not open. This will be a key link with other Greenways and the Chisholm Trail.
2. Link with Waterbeach Greenway via bridge over A14.
3. Busway stop. *Low level bollards by Milton Road junction to be replaced with higher bollards.*
4. Cambridge Regional College Busway Stop and important junction point for links with College, Science Park and City Cycle Network. *Low level bollards by junction to be replaced with higher bollards.* As the Greenway approaches the Regional College junction from Milton Road a small building restricts the width at an important location. There is a wide splay at the junction. *Tighten up junction to allow Greenway to be widened by crossing point.*
5. Potential link with Mere Way. Not surveyed.
6. The Greenway passes under the A14.
7. Potential onward link with Comberton Greenway via North-West Cambridge. Not surveyed, but route contains similar bollards. *Replace low bollards with higher bollards.*

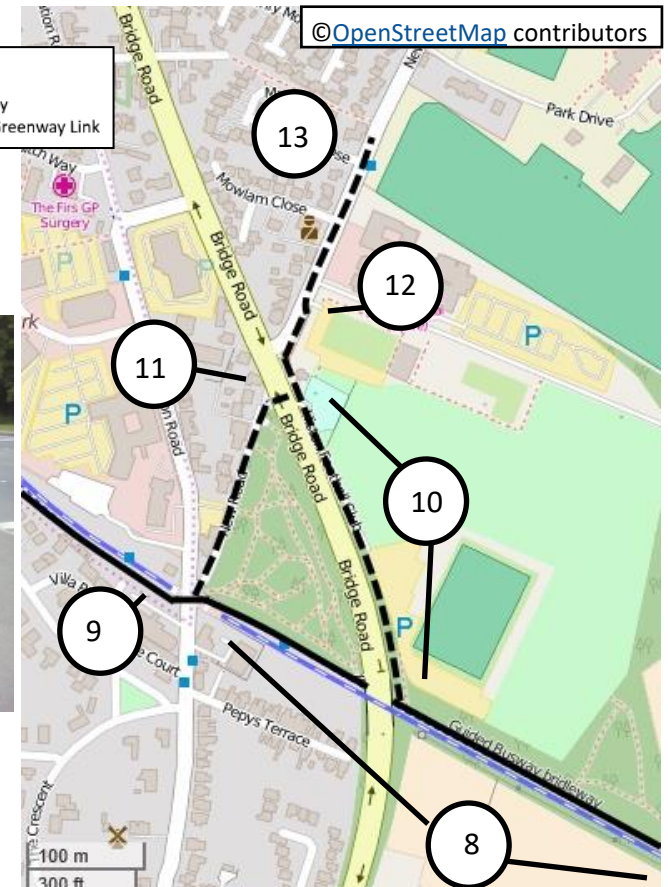


- **St Ives Greenway Map 2**

- Greenway continues under the A14 and Bridge Road.
- Histon Busway stop and crossing point. *Low level bollards to be replaced with taller, more visible bollards.*
- There is an established and useful link from the Greenway towards Impington along the edge of football club land. *Negotiations are needed with the Club to formalise, regrade and surface this useful link.*
- Existing crossing. *Widen existing path in verge from Football Club entrance to New Road and to New Road recreation ground entrance.* This well used crossing links to the Histon stop via a quiet part of New Road.
- Construct raised platform near Recreation Ground entrance for link between on-road and off-road cycling facilities.*
- New Road is busy but traffic calmed. An important route. Not surveyed.

Key

- St Ives Greenway
- - - Potential New Greenway Link



- **St Ives Greenway Map 3**

14. The Greenway continues on the edge of Histon, bypassing much of the housing, which is why there is a strong case for improved links. Opportunities are limited due to difficulties crossing the Busway.

15. On road through Histon. Not surveyed in detail.

16. There is an unsurfaced public footpath that links well with Saffron Road. *Surfacing to 3m is recommended.* The exact alignment will need to be agreed. There are opportunities away from the public footpath. Adjacent to Chivers site a chain link fence needs moving back. Barriers need changing. All subject to further consultation.

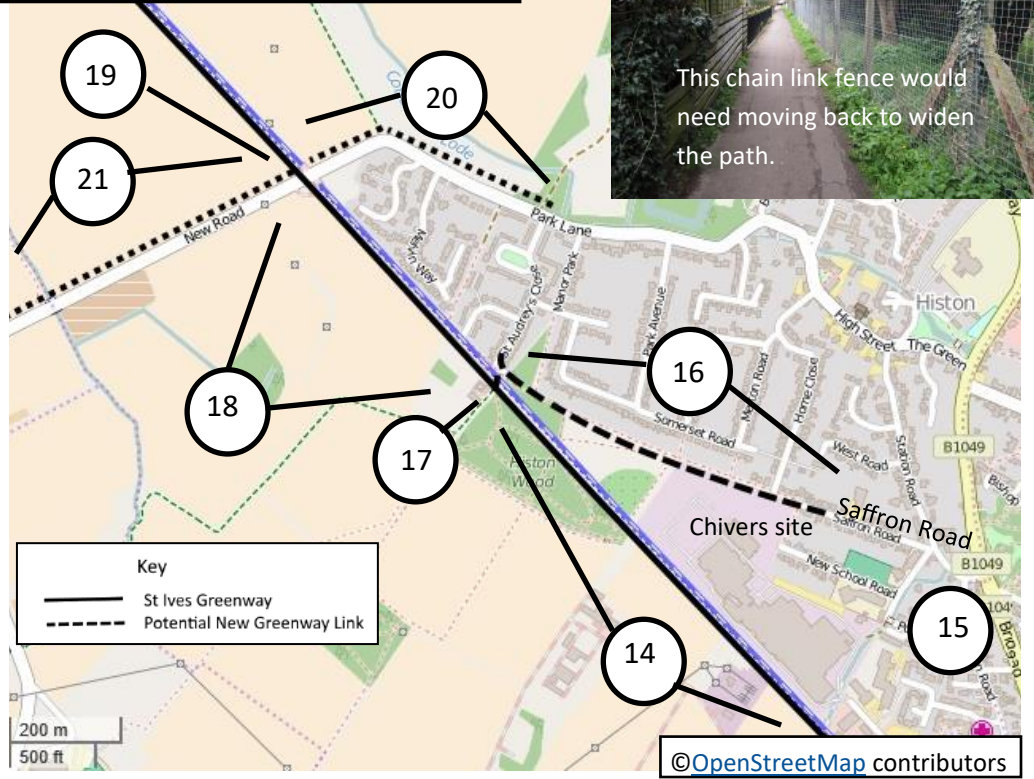
17. Busway crossing point on line of public footpath links with unsurfaced path to south-west of busway.

18. Greenway to south-west of busway. Good quality.

19. The Greenway crosses New Road.

20. Shared use path to opposite St Audrey's Close 1.5m wide. *Widening recommended with solar studs.*

An improved link with Saffron Road would be beneficial if it can be agreed.

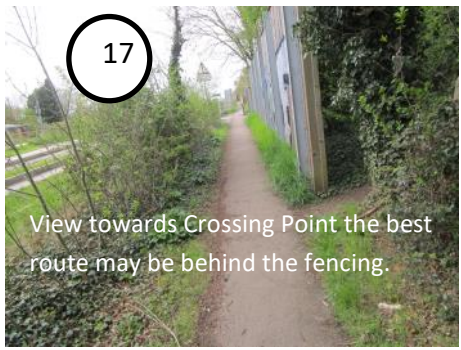


This chain link fence would need moving back to widen the path.

21. Shared use path to Oakington Road and Girton 1.5m wide. *Widening recommended with solar studs.* Not surveyed to Girton.



The best option for the route is likely to be on the open space to the right.

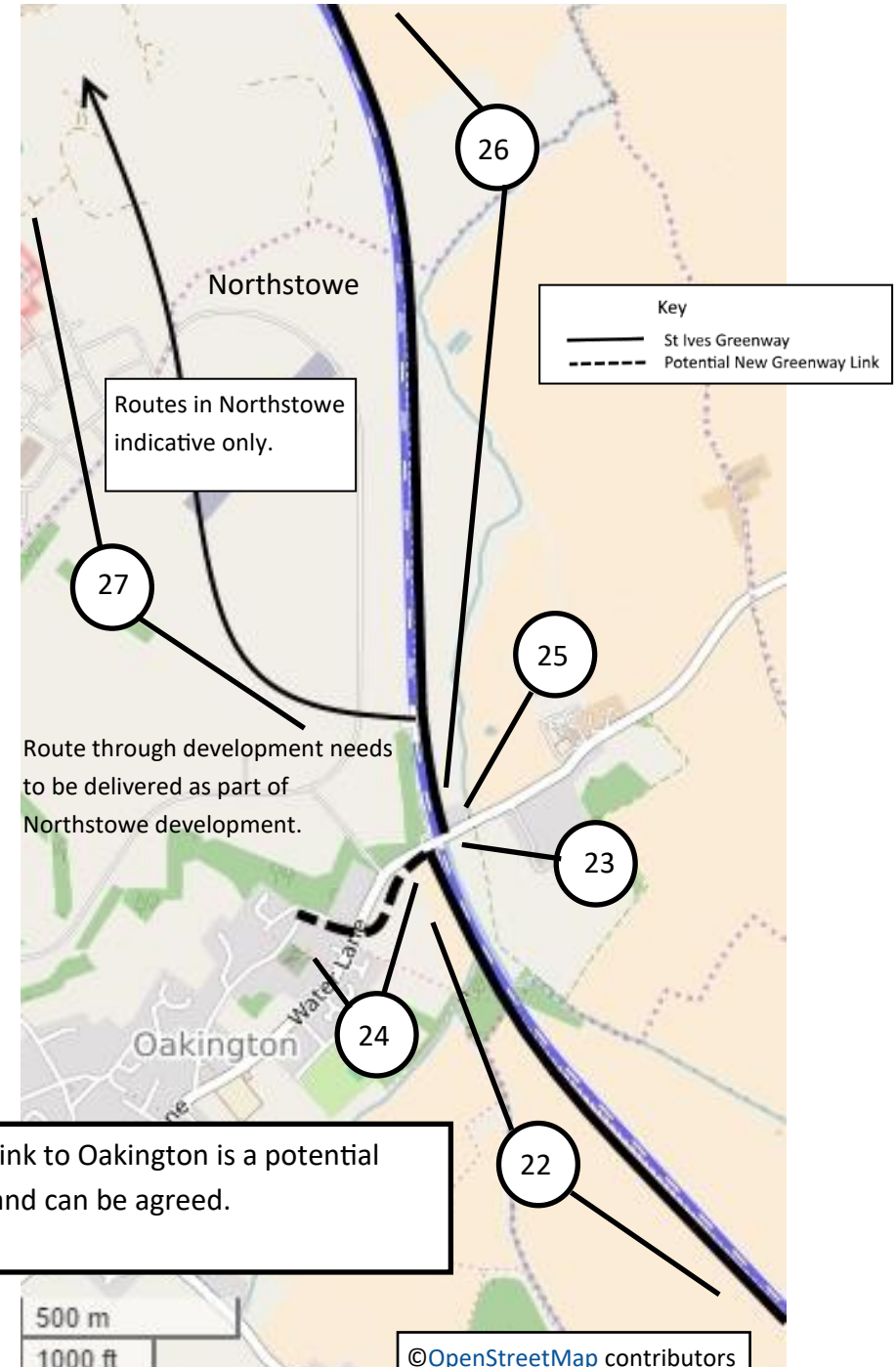


View towards Crossing Point the best route may be behind the fencing.



- **St Ives Greenway Map 4**

- 22. Greenway to south-west of busway. Good quality.
- 23. Oakington Guided Busway stop and cycle parking.
- 24. Potential Greenway link with Oakington. See page 21.
- 25. The Greenway crosses Oakington Road and crosses the busway. The chicane arrangement is unattractive but may be needed for horses.
- 26. The Greenway route runs around the edge of Northstowe, but is isolated from Northstowe by the busway, so high quality routes and links within Northstowe will be essential.
- 27. There is a Guided Busway junction at the southern end of Northstowe. It is vital that there are high quality links through the Northstowe developments so that residents can access the Greenway and those wanting to access Northstowe from the Cambridge direction have good access. *Liaise with developers to secure high quality provision.*



An improved link to Rampton is a potential quick win.

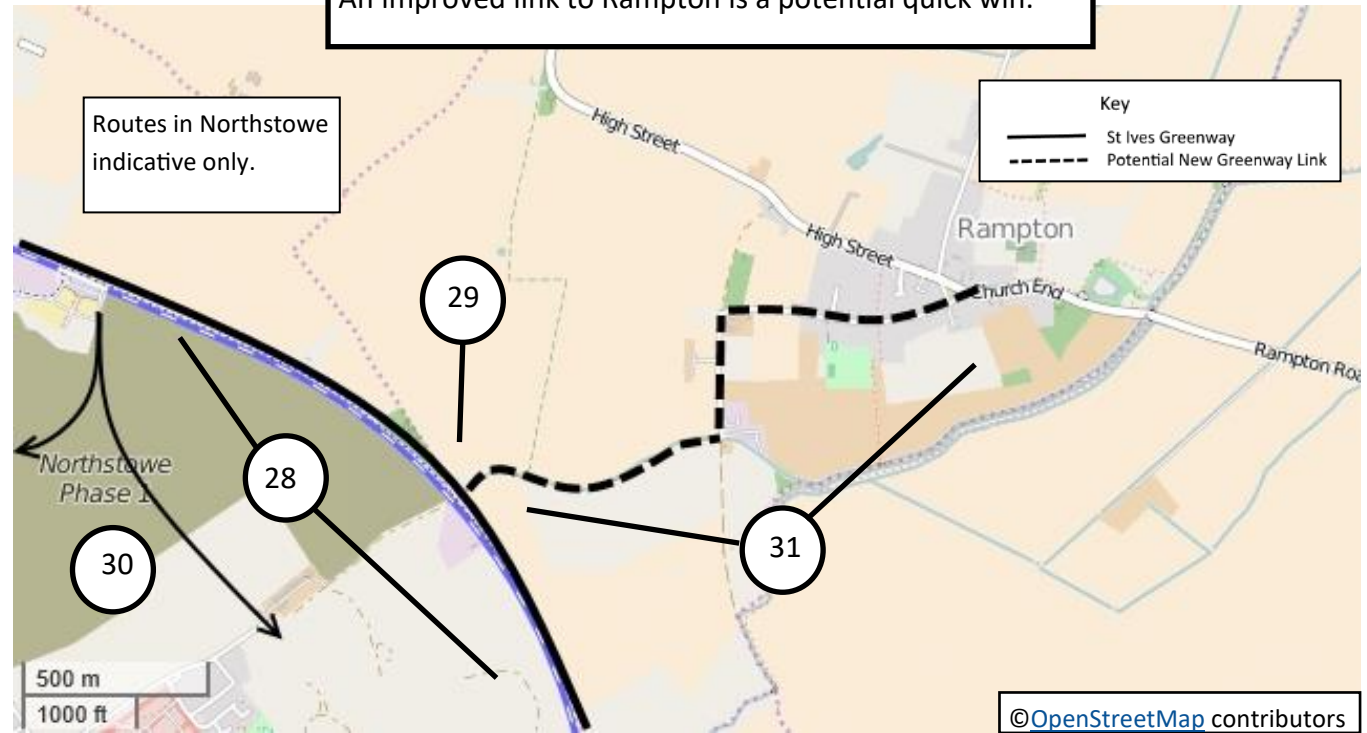
• **St Ives Greenway Map 5**

28. The Greenway route runs around the edge of Northstowe, but is isolated from Northstowe by the busway, so high quality routes and links within Northstowe will be essential.

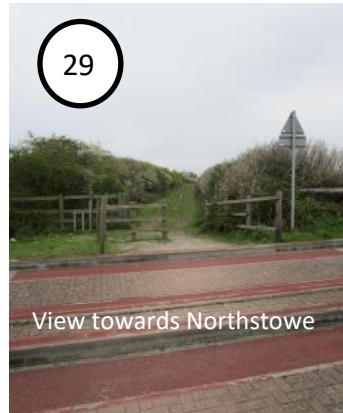
29. There is a busway crossing in this location, but it is of limited value for cyclists due to the need to step over the guideway.

30. With works underway on Phase 1 of Northstowe it will be vital that there is a high quality continuous Greenway route linking with the existing Greenway. It is not clear, at present for instance how the Greenway will link with Longstanton Park

& Ride Site. *It will be important to work with the developers to ensure a high quality route is delivered at both junction points with the Greenway and through Northstowe itself.*

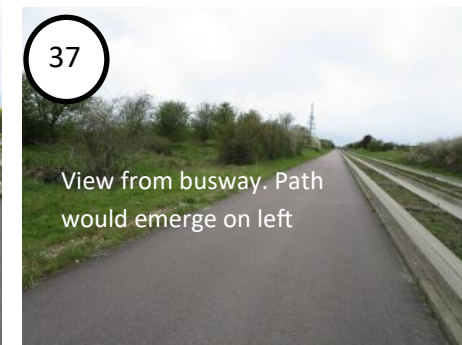
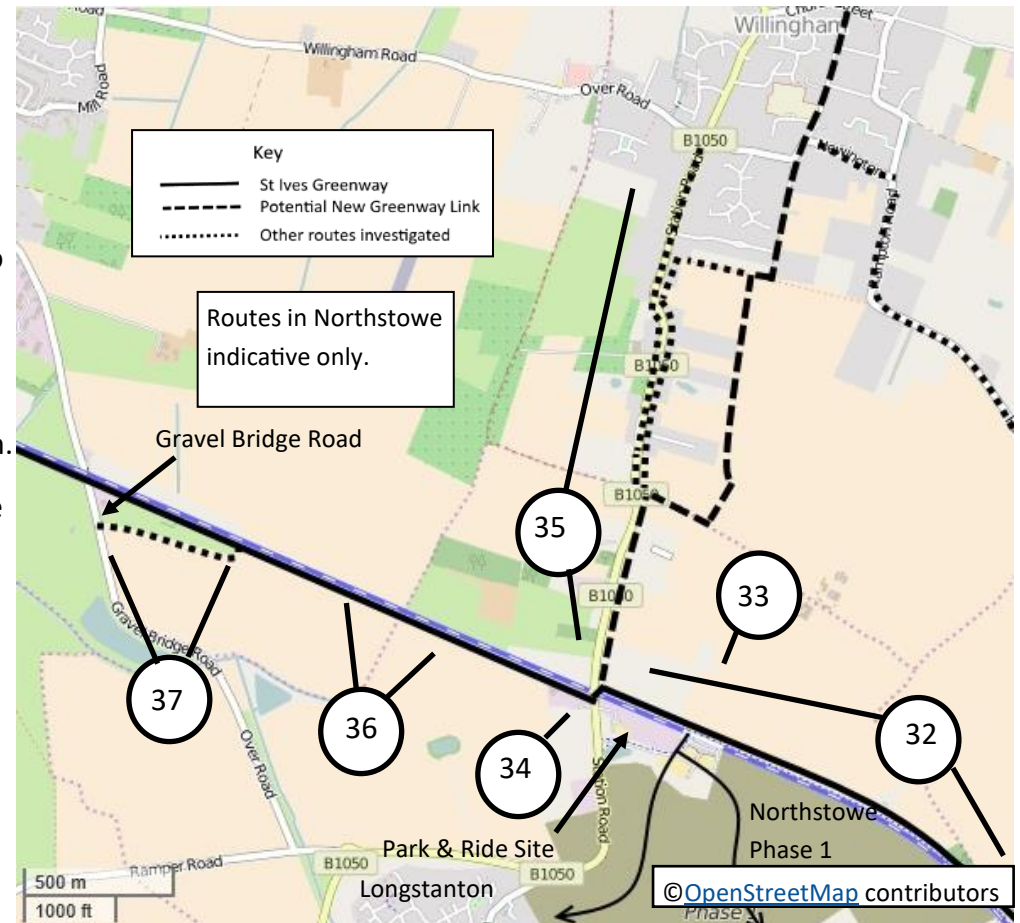


31. Potential Greenway link with Rampton. See page 22.



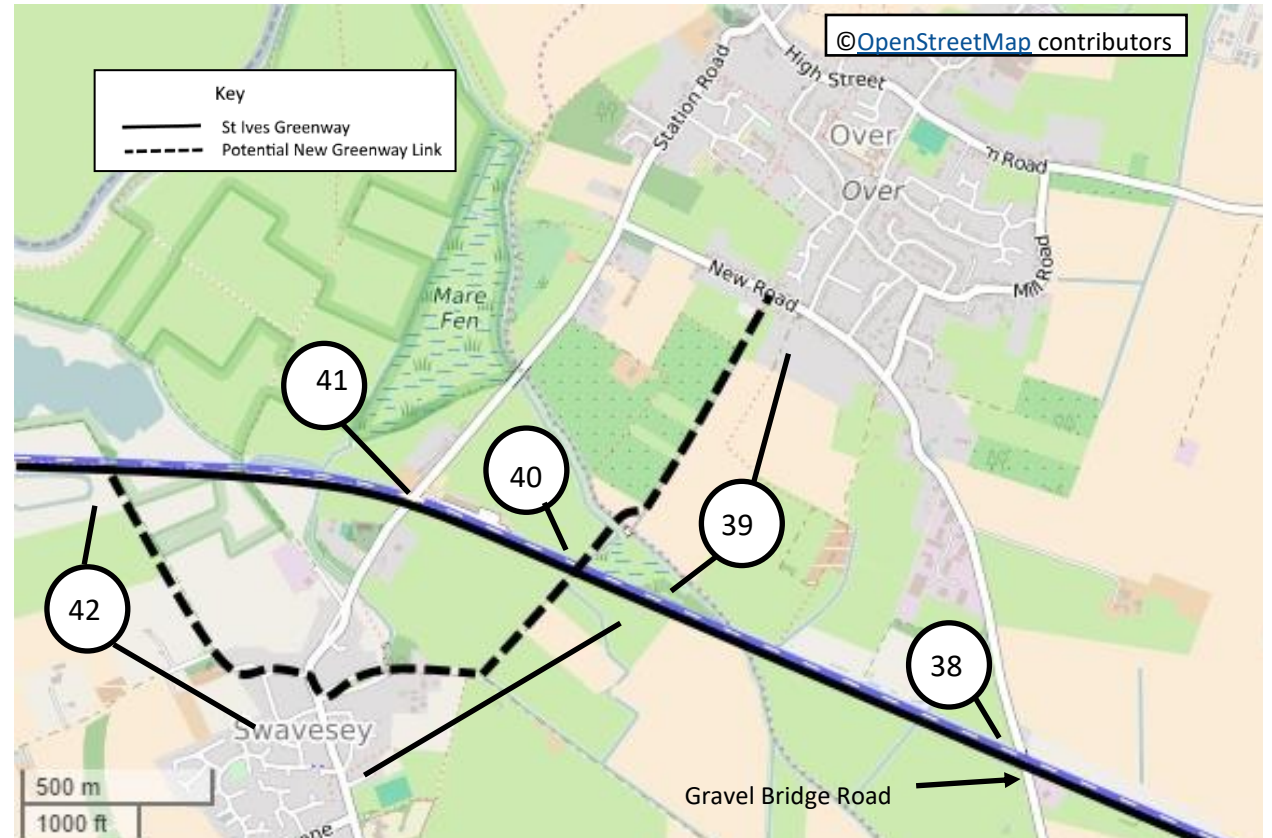
- **St Ives Greenway Map 6**

- 32. Greenway at 4m width around Northstowe narrows to 3m near Station Road.
- 33. The Park & Ride site is a key junction for the route. At this point a major new Greenway needs to start leading through Northstowe to join the existing Greenway near Oakington. The same point needs to also provide the connection point for a much better link with Longstanton than at present. These routes are being addressed as part of the planning for Northstowe, but it has not been possible to find the details for the Park & Ride site, which need careful attention.
- 34. At Station Road the Greenway crosses the road and the busway. The chicane arrangement is unattractive but may be needed for horses.
- 35. Potential Greenway link with Willingham. See page 23.
- 36. Attractively landscaped section but the path is subsiding and strengthening/repair works are recommended for approx. 200m.
- 37. There is currently no official link between the Greenway and Gravel Bridge Road. This potential link would need landowner's agreement and would be a useful link, but not considered a priority if a new route between Swavesey and Over is completed.



- **St Ives Greenway Map 7**

- 38. Existing high quality Greenway passes under Gravel Bridge Road. Informal links have been established to link the greenway with Over but better options are needed. 37 is an option, but most users are likely to come from Over and there are better ways to improve links between Over and the Greenway. (See 39).
- 39. Potential Greenway link between Swavesey and Over . See page 24.
- 40. The access on to the Busway at this point is not suitable for cycles. Suggest changing access adding bollard chicanes. Low level bollards near crossing need replacing with high bollards .
- 41. Swavesey Station and cycle parking. Almost exactly on the Greenwich Meridien. *A marker of some kind is recommended. Low level bollards need replacing with high bollards.*
- 42. Potential Greenway link with Swavesey. See page 25.

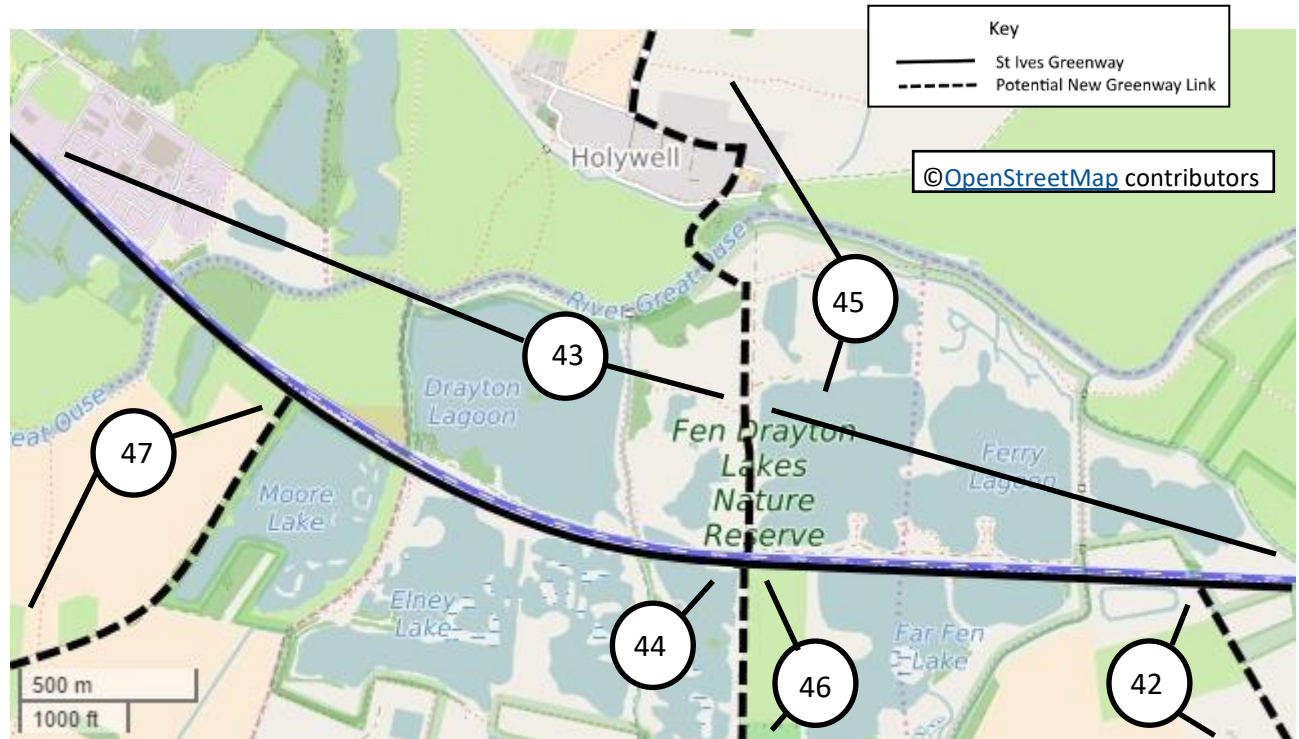


A new route between Swavesey and Over would be an important route for school journeys and a good link to the Greenway and Swavesey Stop. The existing path besides the main road between the villages is narrow and substandard. A new alignment would be direct, convenient and an attractive option. It is subject to landowner's agreement and planning /EA consent.



- **St Ives Greenway Map 8**

- 42. Potential Greenway link with Swavesey. See page 25.
- 43. Existing greenway. Area at risk of flooding. See comments on following pages.
- 44. Guided Busway Stop and cycle parking.
- 45. Potential Greenway link with Holywell and Needingworth. See pages 26 & 27.
- 46. Potential Greenway link with Fen Drayton. See page 28.
- 47. Potential Greenway link with Fenstanton. See page 29.





43. Between Swavesey and St Ives the Greenway follows land adjacent to the busway with frequent changes in level . Under normal circumstances this is not an issue and adds to the interest of the route. However, when the adjoining land is flooded this means that the greenway is also flooded and it has to be closed. This flooding was predicted to be very rare, but it has already happened a number of times, much to the frustration of users. When the route is closed the options for cyclists and walkers generally involve a long detour via Fenstanton or using an alternative mode.



The whole alignment of the Greenway between Swavesey and St Ives is prone to flooding, but the busway itself is generally expected to not flood.

A solution to the flooding problem?

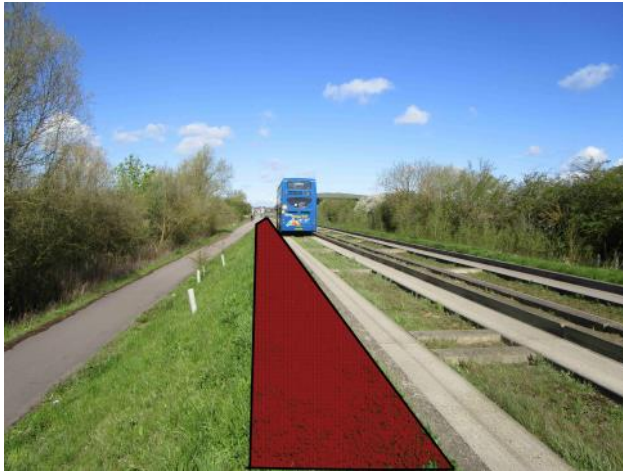
It is quite likely that during the course of a year there will be no flooding, but it is also possible that flooding could go on for weeks. In conditions of flood it is likely that even if the route was passable the number of users would be lower than the number of users in dry weather.

There are therefore two key questions in relation to path flooding:

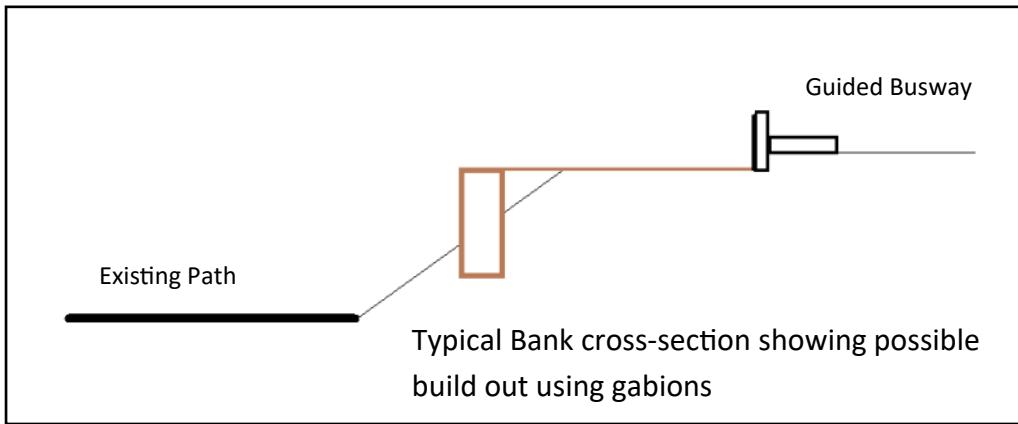
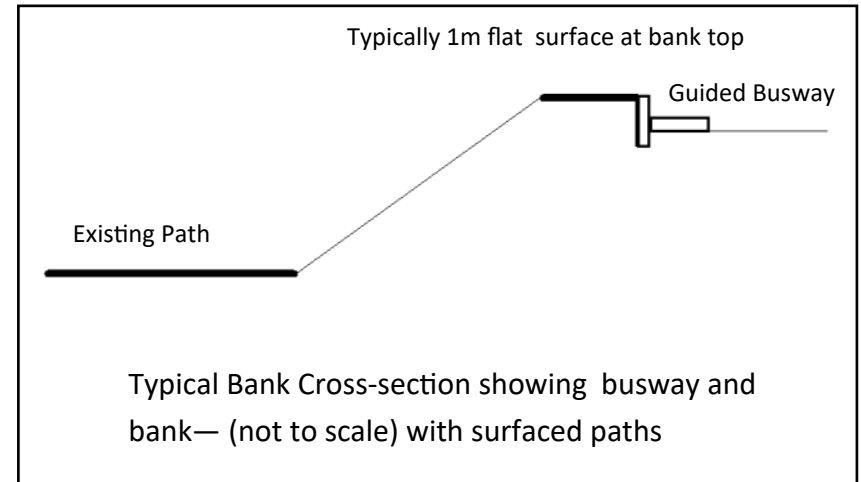
- What are the possible solutions?
- Is spending money on this a priority?

The main justifications for spending money on a solution are that flooding is a major inconvenience and that flooding damages the reputation of the Greenway and potentially puts users off using it. It is therefore suggested that expenditure on this is justified, but the solution should be a relatively cheap and simple one. This is likely to mean an alternative facility that is only used in flood conditions.

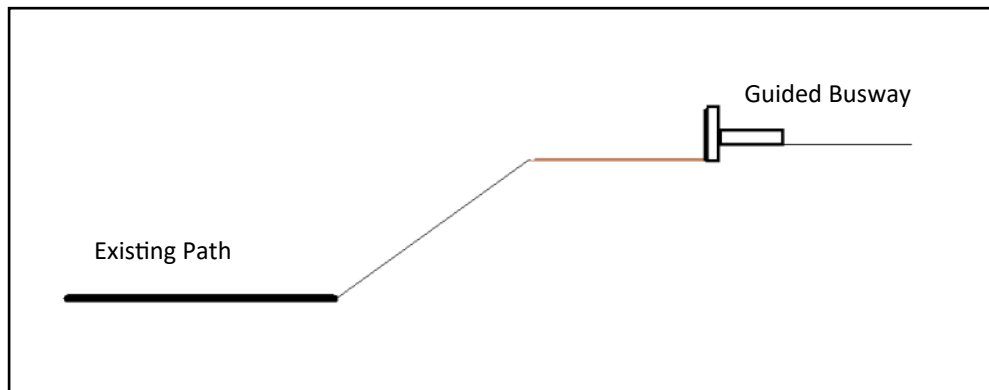




Option 1-
 No change to existing bank profile, but new surfaced path added to top of bank adjacent to busway — minimum 1m wide. Path to be gated at ends and users advised to walk.



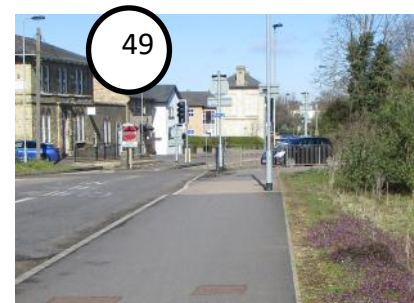
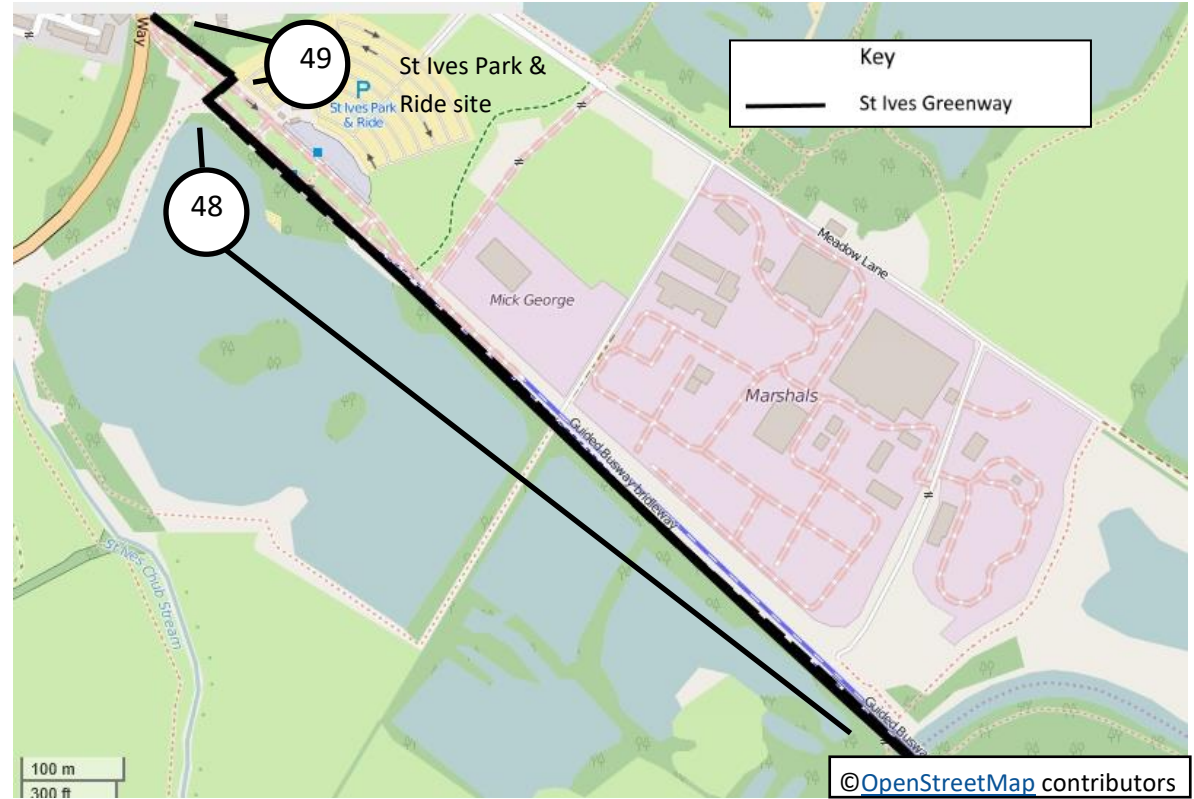
Suggest adding Gabions at certain locations to allow the path to be widened to preferably 2m for passing places at regular intervals perhaps every 25m? Photo shows gabions elsewhere on route



Option 2-
 Top of existing bank removed and material removed from flood plain, with flat width at top of bank increased to 1.5m minimum and surfaced path added on top with passing places as above and gates at end as Option 1. It will be essential that any work of this nature does not destabilise the busway and this will need checking.

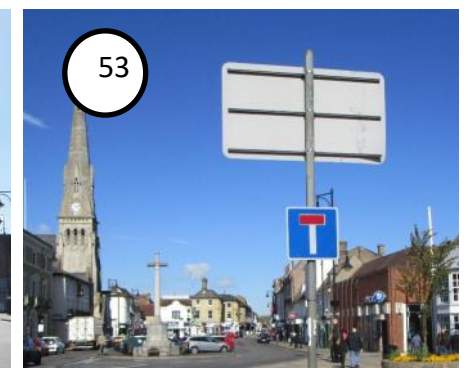
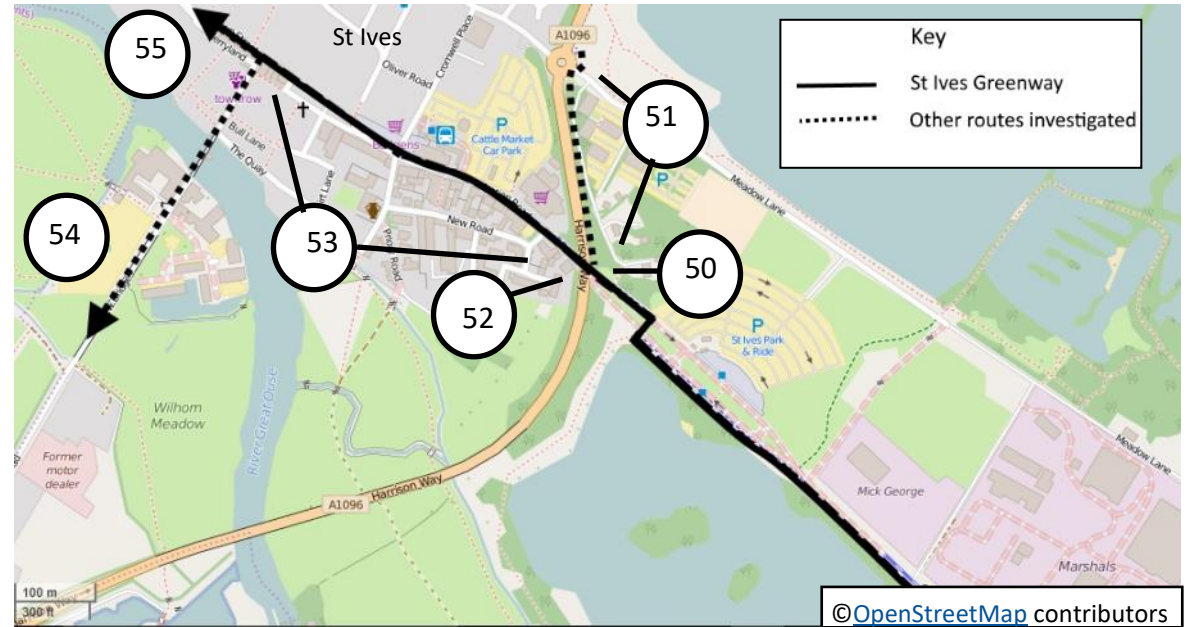
- **St Ives Greenway Map 9**

48. See previous pages for options for areas prone to flooding. Good path set well back from the carriageway. In this area there are some of the only direction signs on the whole route, indicating just Cambridge and St Ives. There are also separate Bridleway signs. *Combined signs with more destinations are recommended for the whole Greenway.* In the vicinity of the Park & Ride site there is a shortage of benches. *Recommend adding at least 2 benches over the first section of greenway before the river bridge.*
49. 2.8m wide path with no separation from carriageway is not ideal, but carriageway is buses only and not heavy traffic, so acceptable. However space is very restricted at the point where cyclists are supposed to turn and cross the carriageway. With current limited space it is difficult to have a satisfactory solution. *The preferred solution would be to remove one parking space to allow path widening away from the carriageway and a swept bend.*



- **St Ives Greenway Map 10**

- 50. There is also a worn path across the corner demonstrating a clear desire line and if possible this should be surfaced. There is guard railing around the junction and if possible this should be removed. Correct signing but no destination. Sign should direct people to St Ives Town Centre.
- 51. Existing route to Parsons Green and St Ives Business Park. Good route but incomplete to A1123.
- 52. Incorrect signing on the approach to the toucan crossing from St Ives and dropped kerb not flush. Suggest *both are corrected*.
- 53. It is not evident in St Ives Town Centre that the Greenway or even the Park & Ride site exists and some of the existing highway signing is inaccurate, suggesting that routes are no through roads when they are through routes for cyclists and buses (see photos). There is an opportunity to update the highway signing and promote the attractive town centre and the Greenway.
- 54. Existing route to Hemingfords and Godmanchester (not surveyed).
- 55. Existing route to Houghton and Huntingdon (not surveyed but has gaps).



Links

Most links are discussed separately on the following pages unless they are very close to the Greenway such as within Histon and Impington.

The Greenway Links have two main purposes which means that they are different to links to most of the other Greenways around Cambridge.

1. The Greenway Links can open up access to the main St Ives Greenway from nearby communities and vice-versa, extending the usefulness of the St Ives Greenway for those travelling on foot, bike or potentially horse-back.
2. The Greenway Links can make improved links with public transport, given that the St Ives Greenway corridor is also the major public transport corridor, with excellent links to Cambridge, Cambridge North Station etc. In this regard the overall distance of the journey is less significant than for other journeys, due to the potential for mixed mode trips. (Cycling 2 miles to catch a bus on the guided busway and then travelling 10 miles on the busway is likely to be a more realistic option for many than cycling 12 miles).

The links considered are:

- **Greenway links with Histon and Impington.** (Covered on pages 9 & 10)
- **Greenway link with Oakington.**
- **Greenway link with Rampton.**
- **Greenway link with Willingham.**
- **Greenway link with Over and Swavesey.**
- **Greenway link with Swavesey (to/from St Ives direction).**

- **Greenway link with Fenstanton**
- **Greenway link with Fen Drayton**
- **Greenway link with Holywell and Needingworth.**



The Greenway Link with Holywell (above) and Needingworth is an interesting case. Holywell and Needingworth could be significant new destinations for St Ives Greenway users. Holywell and Needingworth residents could use a new Link to access the St Ives Greenway itself or they could use the Link to access the excellent public transport from the Fen Drayton Busway stop for their travel to Cambridge. This has to be balanced against the alternative options including a new improved link from Needingworth direct to St Ives where public transport can also be accessed.

For other communities the case for new Greenway Links is more clear cut.

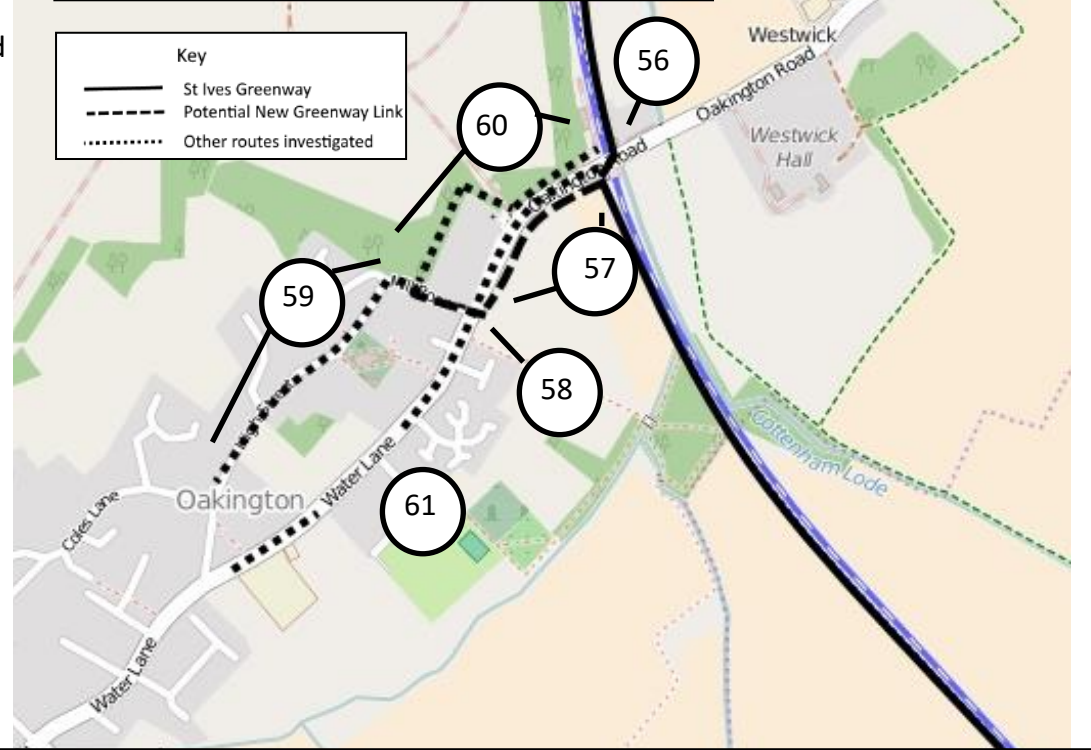
- Oakington Link.**

The Greenway passes very close to Oakington, but links into the village centre are far from ideal. The best option to improve the route would involve reaching agreement with landowners for a new off-road route .

- 56. Busway stop and cycle parking.
- 57. *A new path is proposed on field edges from the Greenway to opposite Mill Road. This would bridge the gap between the village and the Greenway. Subject to landowner's agreement.*
- 58. *Construct raised platform and Gateway feature at Mill Road junction*
- 59. High Street is generally quiet. Not surveyed.
- 60. At present some people are cycling on the narrow footway, some on the road. It would be possible to develop a new route to Mill Road mostly on MoD land but 57 is a better option.
- 61. There is existing traffic calming on Water Lane and extending it to the Greenway is an option that is worth considering further.

An improved link to Oakington is a potential Quick Win if land can be agreed.

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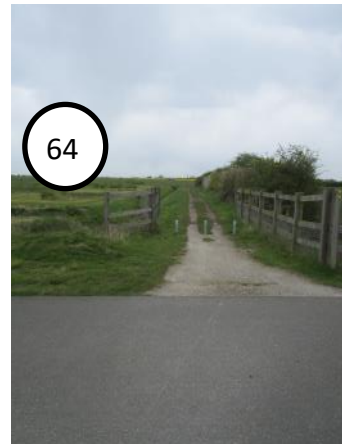
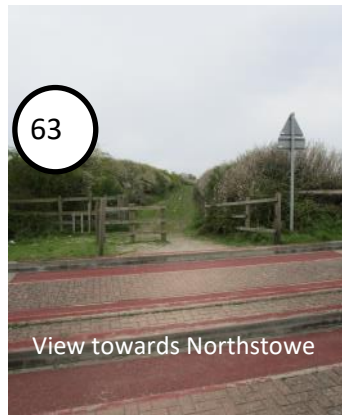
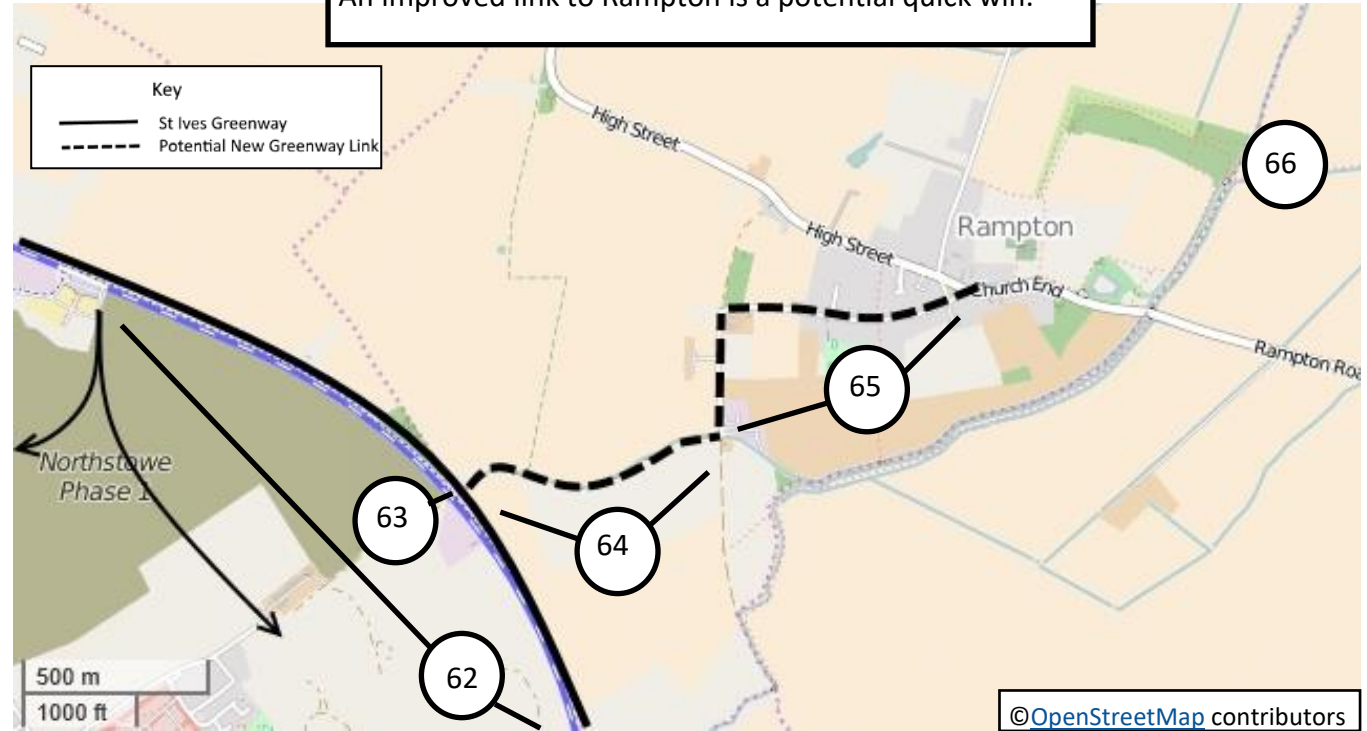
This link has potential for horse usage to allow horse-riders to link up with the main Greenway. Subject to agreement the route could be dedicated as a bridleway.



An improved link to Rampton is a potential quick win.

• **Rampton Link**

- 62. The Greenway route runs around the edge of Northstowe, but is isolated from Northstowe by the busway. Nevertheless it provides a link to Northstowe via two busway access points and serves as a good potential link with Cambridge.
- 63. There is a busway crossing in this location, but it is of limited value for cyclists due to the need to step over the guideway.
- 64. Reynolds Drove/Byway. *Surfacing the grass track with a 3m path is recommended.*
- 65. Route through Rampton — not surveyed.
- 66. Potential onward link with Cottenham — not surveyed.



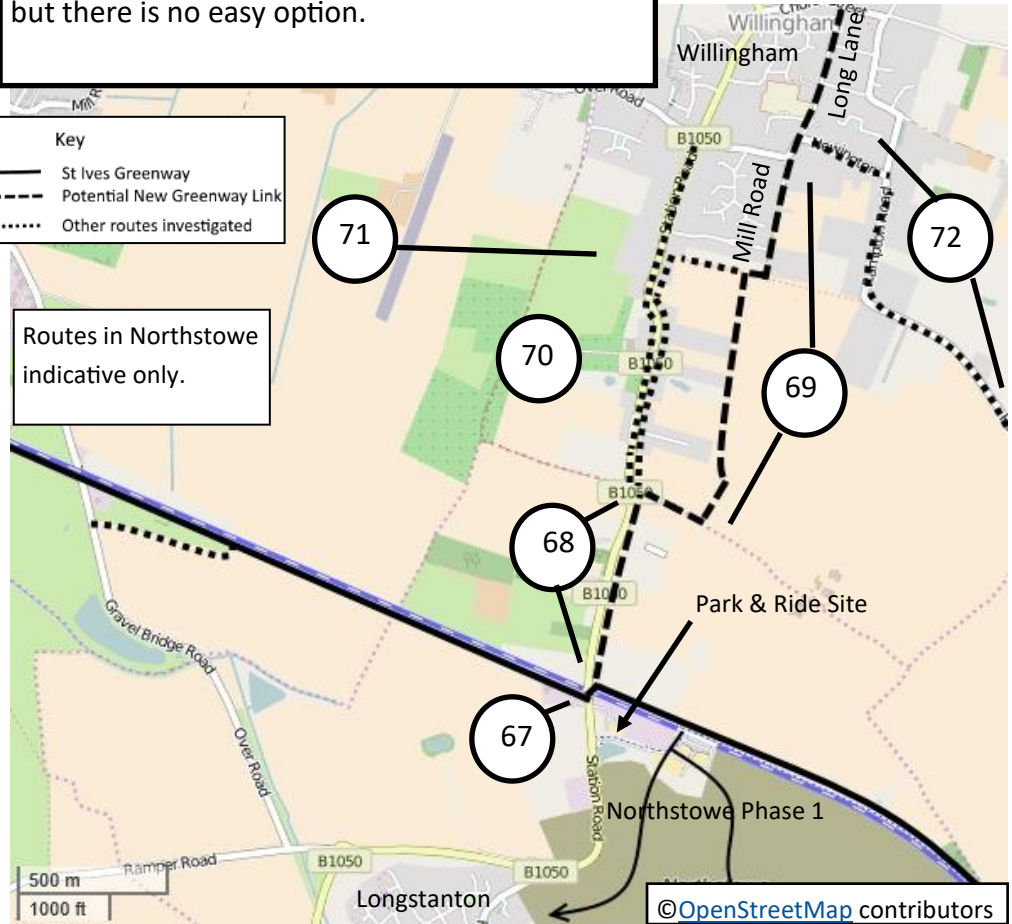
- **Willingham Link**

- 67. Busway stop and cycle parking at Longstanton Park & Ride site.
- 68. Existing path besides Station Road typically 2.3m wide but overgrown. *Clear back edges and add solar studs.*
- 69. A route following Long Lane and Mill Road, then field edges appears to be the best alignment for a new route, but there appear to be numerous land parcels and this will not be easy. *Early discussions with landowners are recommended.*
- 70. From the edge of Willingham there is an existing narrow shared use path besides the busy road that continues to Mill Field. Path width varies from 1.4m to 2m, which is inadequate. An on-road alternative may be the best option throughout but given the traffic volumes and the way properties are spread along Station Road this will be challenging.
- 71. The existing route finishes at Mill Field. *Upgrading the surface from Mill Field to Long Lane via Mill Road would be a potential quick win.*
- 72. Rampton Road was considered as an alternative to Station Road but is also busy.

An improved link to Willingham is a high priority, but there is no easy option.

Key

- St Ives Greenway
- - - Potential New Greenway Link
- Other routes investigated

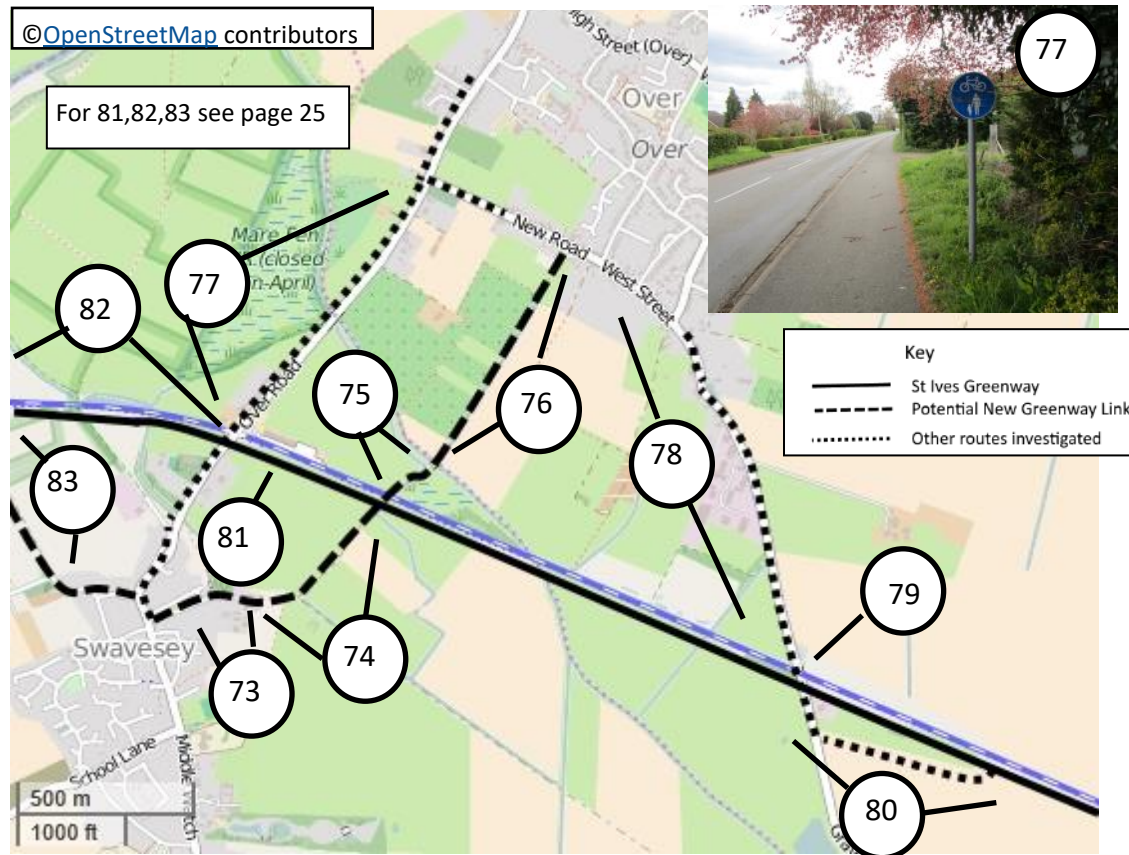


Routes in Northstowe indicative only.



- **Swavesey –Over link**

73. Route on road through village, should ideally be designated 20mph.
74. Bridleway/track firm surface but needs surfacing, leads to crossing of Busway. The access on to the Busway is not suitable for cycles . *Change access adding new bollard chicanes.*
75. Public footpath/ grass track leading to bridge. *Path needs surfacing and bridge replacing to Greenway standards.* All subject to landowner’s agreement and planning approval.
76. Public footpath/ track along edge of Orchard provides good link with Over. Some evidence of surfacing in past. *Needs surfacing subject to landowner’s agreement.*
77. Existing narrow path besides road(1.6 m with no verge). Not to a good standard. Could be widened in parts.
78. West Street seems to have regular HGV usage and is not recommended.
79. Existing worn path to busway down side of cutting and across the busway—not recommended , but no nearby alternative unless 80 is built.
80. Potential link to Busway along field edges. Would need landowner’s agreement. This would be a useful link, but not considered a priority if the new route 73, 74, 75, 76 is completed.



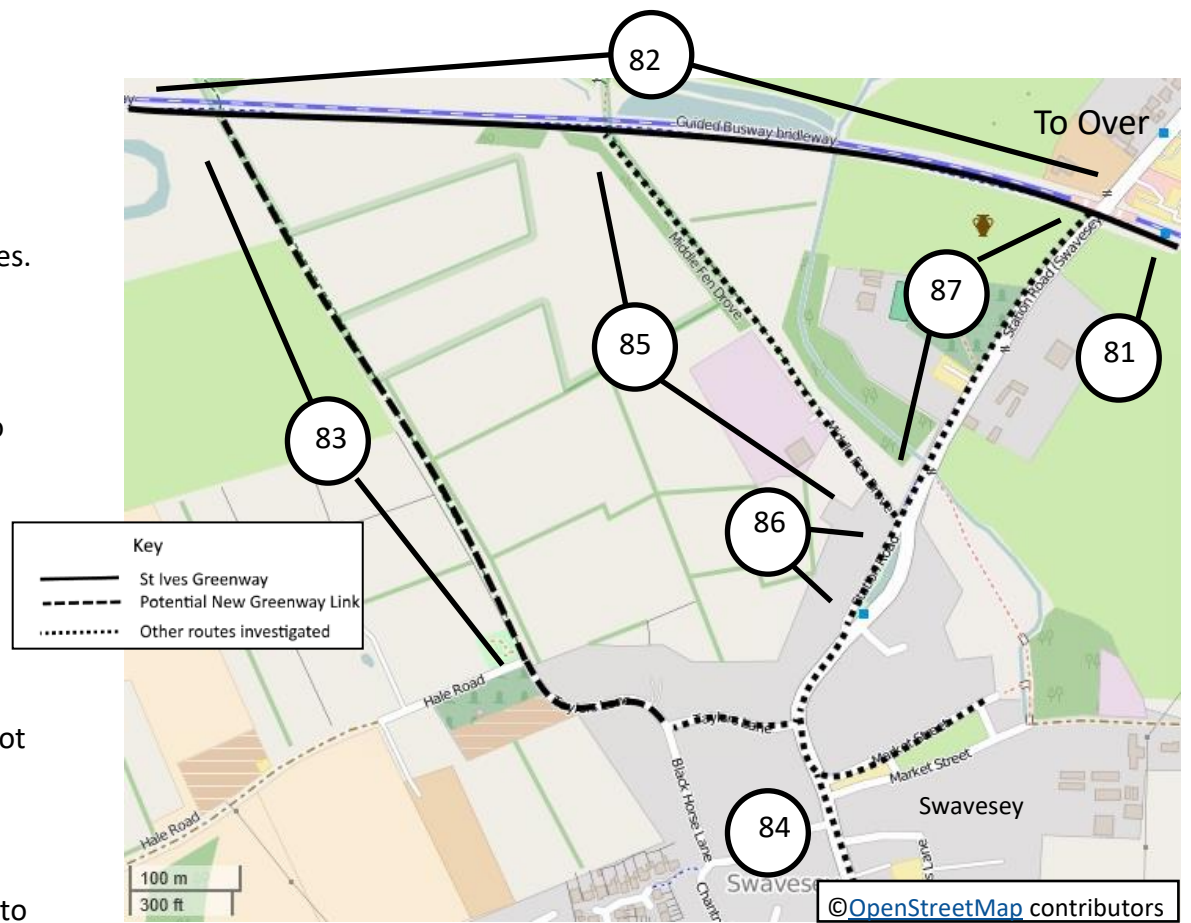
A new route between Swavesey and Over is recommended. This would be an important route for school journeys and a good link to the Greenway and Swavesey Stop. It has potential for horse usage. It is subject to landowner’s agreement and planning /EA consent.



- **Swavesey Link to/from St Ives Direction**

This link would be of use for those travelling between Swavesey village and St Ives.

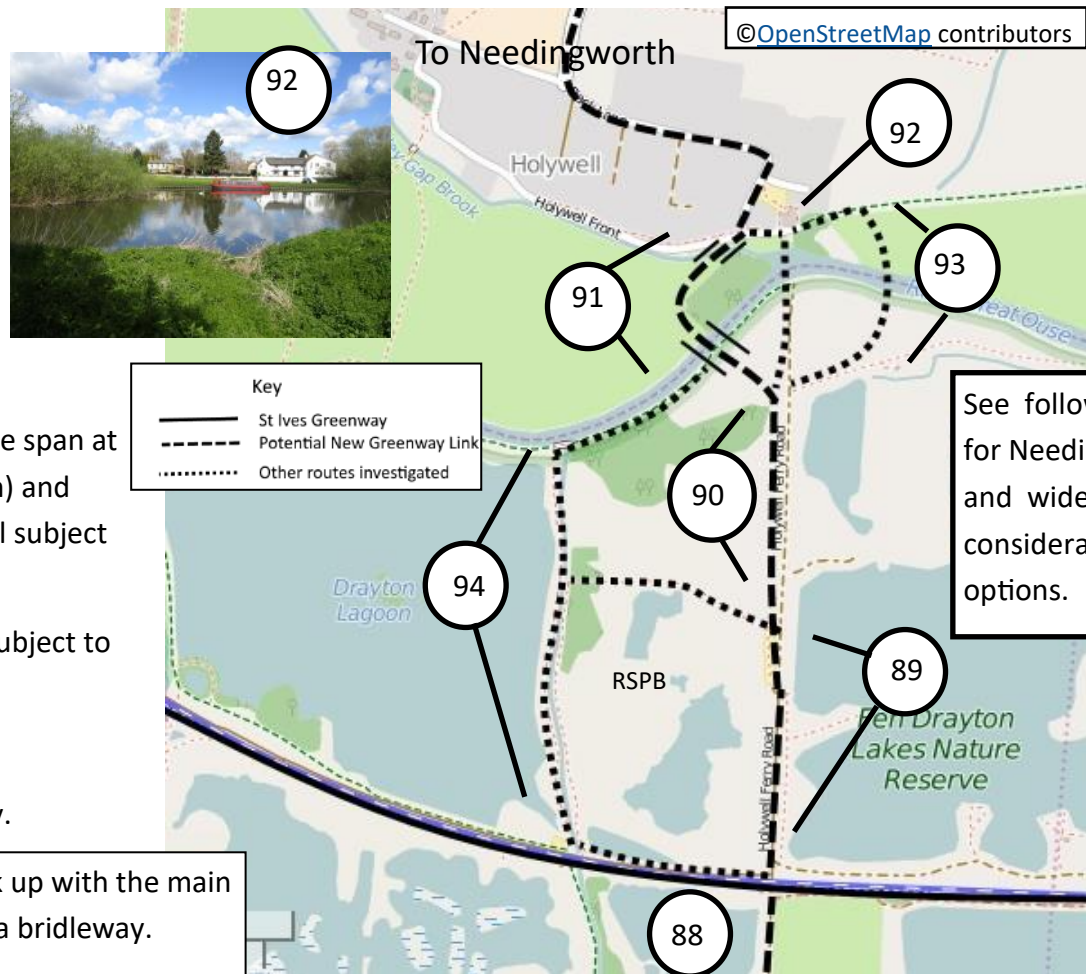
- 81. Swavesey Station, with cycle parking and good busway services.
- 82. Existing greenway.
- 83. For those heading from St Ives direction into Swavesey this is the shortest route. The route is a bridleway and is surfaced to variable standards with potholes. If it can be surfaced and finished to a good finish it would make a good link. *Surfacing recommended subject to funding being available.*
- 84. On road route through Swavesey which should ideally be designated 20mph.
- 85. Possible alternative to 83. Requires less work, but passes depot used by HGVs so not as good an option as 83.
- 86. Short length of shared use path away from the main road.
- 87. Existing narrow path besides road (1.6 m with no verge). Not to a good standard. An on-road solution is likely to be a better option.



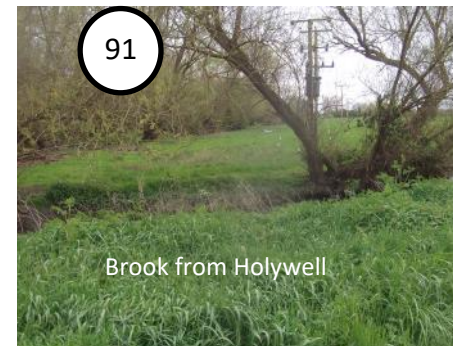
- **Holywell and Needingworth Link**

88. Existing Greenway for links with St Ives and Swavesey. Busway stop and cycle parking in this location.
89. RSPB roadway in reasonable condition with access across Busway.
90. Proposed new path close to track but set away to avoid damage by vehicles, subject to landowner's agreement (assumed to be RSPB).
91. Preferred alignment for new river crossing avoiding very wide span at location of former ferry. Needs new river bridge (40m + span) and new paths, combined with second new bridge over brook, all subject to landowner's, planning and EA consent.
92. Potential alternative alignment for bridge (70m + span), all subject to landowner's, planning and EA consent.
93. Potential alternative as above (50m+ span).
94. Options discounted due to difficulties of crossing the busway.

This link has potential for horse usage to allow horse-riders to link up with the main Greenway. Subject to agreement the route could be dedicated as a bridleway.



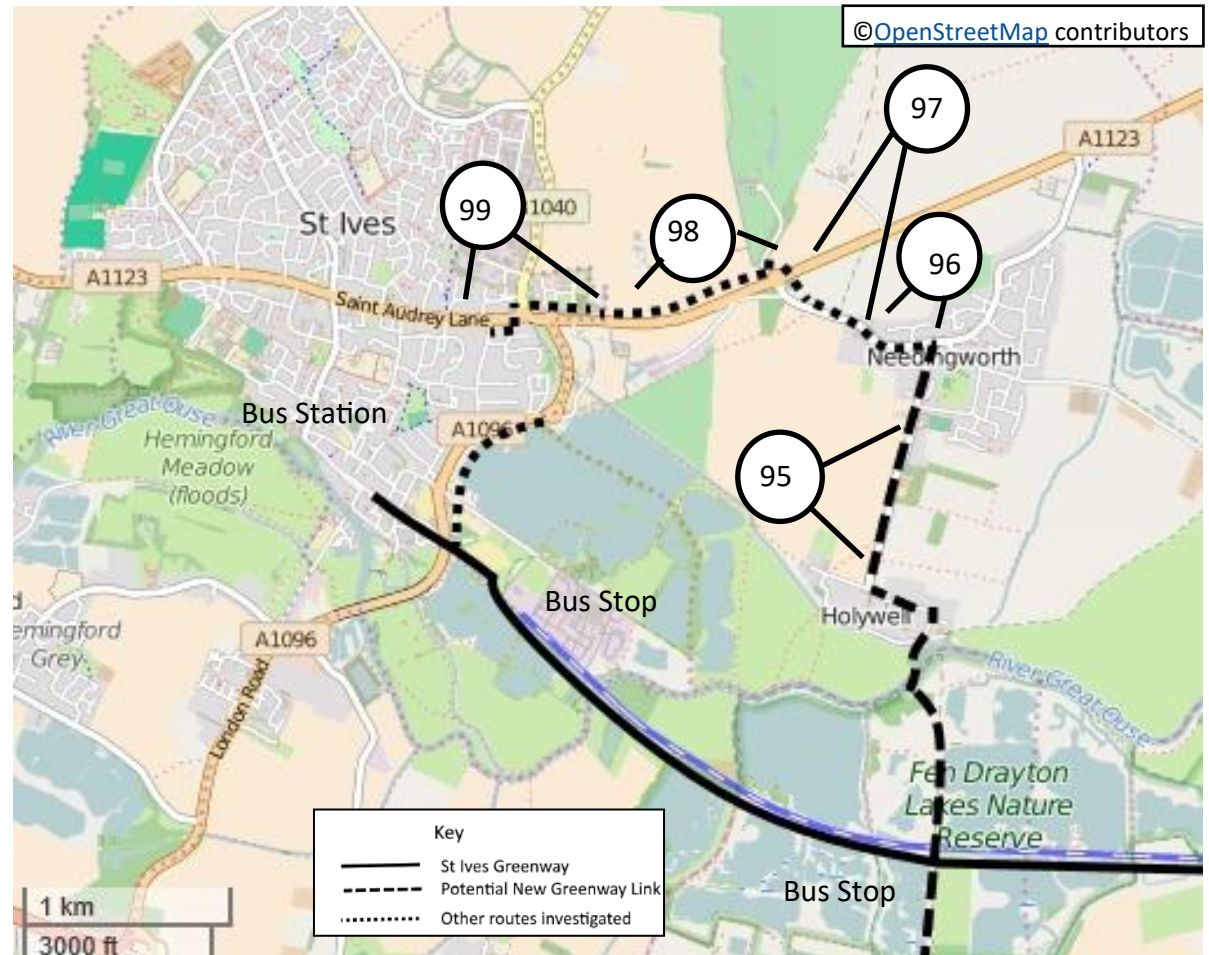
See following page for Needingworth and wider consideration of options.



- **Holywell and Needingworth Link (continued)**

- 95. Narrow path besides road. Road is relatively quiet so many will use the road.
- 96. On road route through Needingworth. It would be appropriate to designate the village section as 20mph.
- 97. Existing narrow path needs widening from village edge to roundabout.
- 98. Existing path 2m wide with buffer zone and no solar studs needs repairs.
- 99. The quality of the existing route in St Ives is not good, which undermines the whole route. Path width and continuity at junctions need improving for a good link with St Ives.

For Needingworth residents upgrading the St Ives route to a high standard is likely to be a better investment than a new bridge, but for Holywell residents there are clear advantages in a short direct link with the busway via a new bridge. *Further consideration needs to be given to a new bridge identifying the potential use and ways to fund a bridge .*



- **Fen Drayton Link**

100. Existing greenway for link to St Ives and Swavesey. Busway stop and cycle parking in this location.

101. Bridleway that could be used as new link. Options on bank top or at foot of bank. Needs major works and does not provide as good a link as 102 & 103 — discounted.

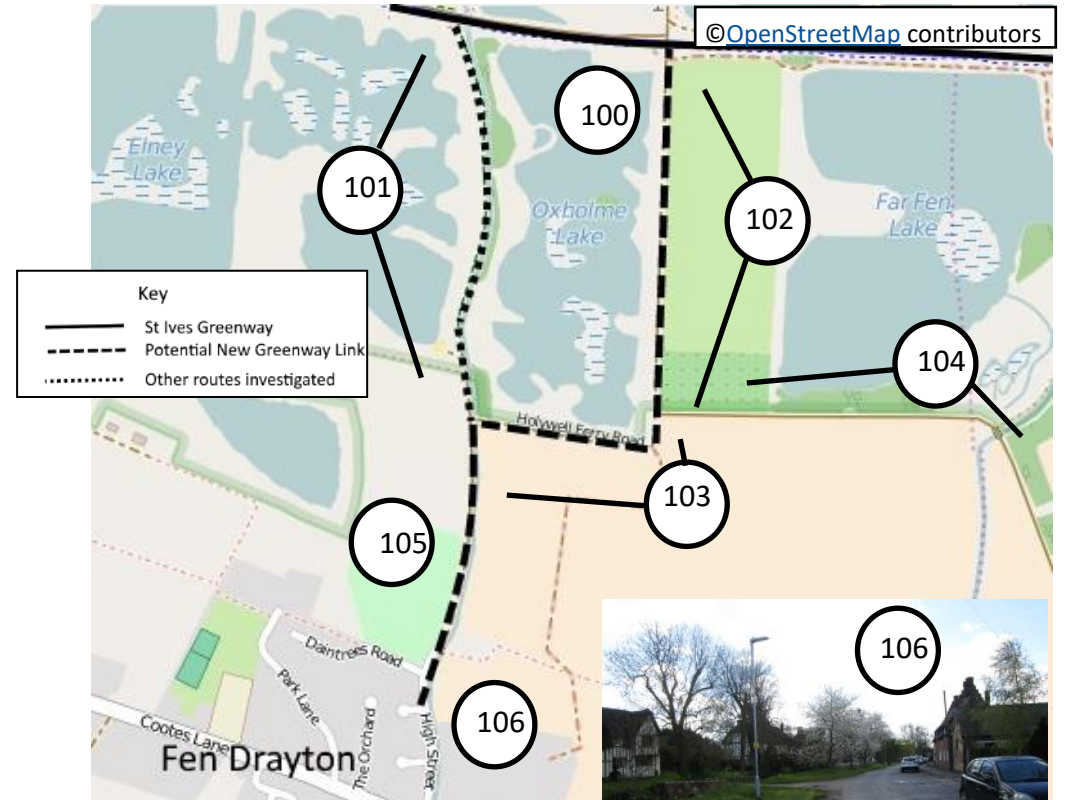
102. Partially surfaced road used for access by RSPB, links to similar road to Swavesey (104).

103. Unsurfaced road. The road is rideable and is a public byway. It is potholed in places and needs works. After rain it is likely to be mucky and is not ideal as a commuter route, but upgrading it would require construction to road standard. *Minor repairs recommended. Surface to full width if opportunity arises.*

104. Road to Swavesey. Appears to be in better condition than 102 & 103 but not surveyed.

105. Sealed surface in places but as 102& 103. *Minor repairs recommended.*

106. Attractive link into Fen Drayton.



This link is understood to already have rights for horse-riders.



- Fenstanton Link – potential quick win**

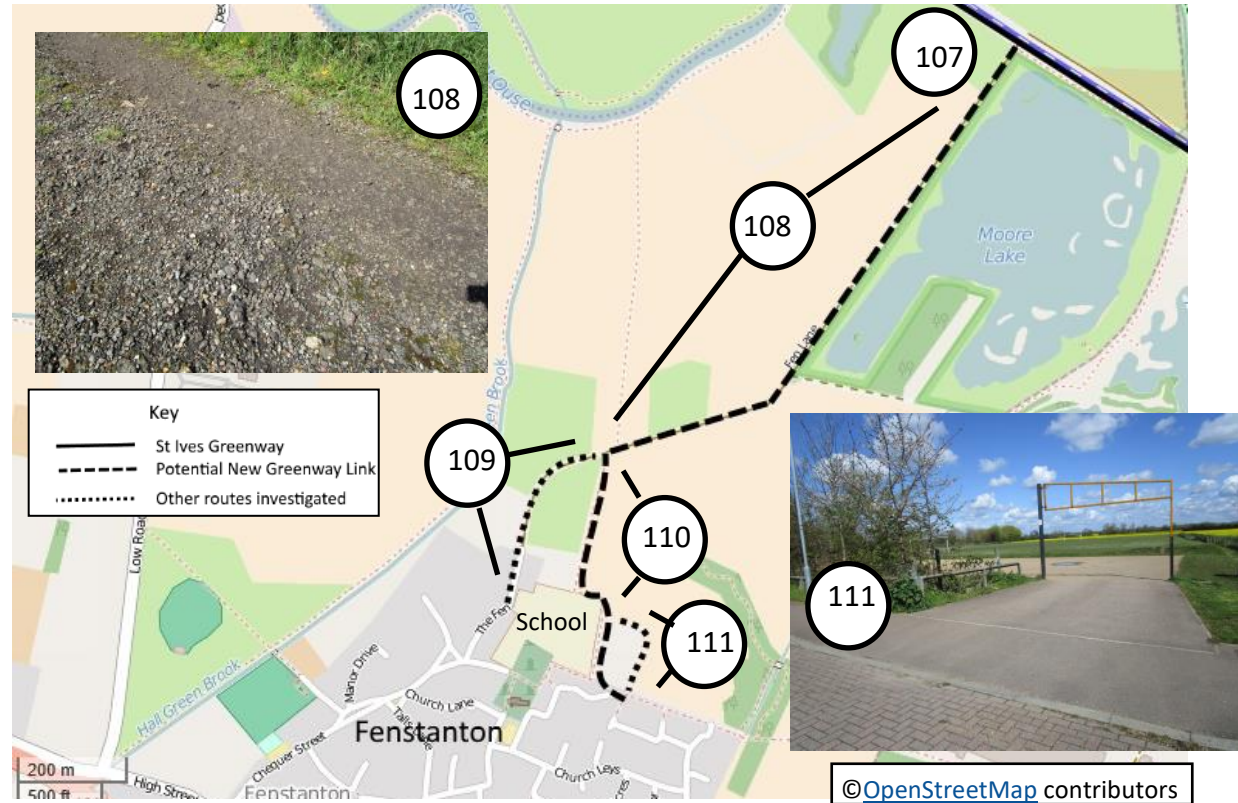
107. Existing greenway for link to St Ives.

108. Fen Lane carries a public footpath and is a wide, tree-lined lane that has been surfaced in the past. The path is generally in good condition and would be suitable for a 3m wide path. Land ownership is unknown and getting landowners agreement and planning approval will be essential.

109. This part of Fen Lane has more tree coverage, seems to be used by vehicles and was wet and muddy at the time of visit. It links well with Fenstanton and is an option, but 110 and 111 link with the newer housing and avoid the most difficult part of Fen Lane.

110. Construct path in field edge 2.5 m or 3m wide subject to landowner’s agreement. Carries a public footpath.

111. Construct path around edge of recreation area to link to paths and roads in Fenstanton. The alignment nearest the school links best with other paths.



This link has potential for horse usage to allow horse-riders to link up with the main Greenway. Subject to agreement the route could be dedicated as a bridleway.



Recommendations

- The St Ives Greenway is different to most of the Greenways considered as part of Cambridge area Greenways review—it is already in existence and is generally to a very good standard. The main recommendations are to undertake actions that improve access to and increase usage of the facility. The priority actions for the Greenway are:
 - ◇ Review signage of the whole route and links to the route, promoting the facility better and ensuring that signage is all integrated together. This would cover the centre of St Ives to the Centre of Cambridge and nearby communities.
 - ◇ Provide an alternative facility for the length of route between St Ives and Swavesey that is prone to flooding (believed to be about 1.5km in total). New paths in at least 4 locations that use part of the existing embankment are recommended.
 - ◇ Remove low level bollards along the route replacing them with taller bollards as has been done on the City-Trumpington section.
 - ◇ Address the path edge subsidence issues near Longstanton over approximately 200m.
 - ◇ Improve links to the Greenway in as many places as possible.
- The Greenway links are important both for access to public transport and access to the St Ives Greenway. For all Greenway Links it is recommended that high priority is given to progressing land negotiations, planning and design details and then:
 - ◇ Greenway links with Histon and Impington. The Greenway has few good links with Histon and Impington and new links are recommended. Upgrade path or create new path between Saffron Road and Busway crossing point by St Audrey's Close for approximately 600m. Upgrade informal route alongside football ground for approximately 250m. Improve crossing of Bridge Road for those on New Road, Impington.
 - ◇ Greenway link with Oakington. An improved link with Oakington is a potential Quick Win if land can be agreed. Construct new path for approximately 300m.
 - ◇ Greenway link with Rampton. An improved link with Rampton appears to be relatively easy and is worth investigating further. Construct new path for approximately 800m.
 - ◇ Greenway link with Willingham. An improved link with Willingham is a high priority, but there is no easy option. Construct new path for approximately 2km.
 - ◇ Greenway link with Over and Swavesey. A new route linking Swavesey and Over with each other and the Greenway would be very valuable and is considered a priority. Construct new path for approximately 1.6km with new bridge 20m + span.
 - ◇ Greenway link with Swavesey. Any opportunity for resurfacing 600m track is worth taking.
 - ◇ Greenway link with Holywell and Needingworth. Further consideration needs to be given to a new bridge/s in identifying the potential use and ways to fund a bridge/s. Possibly needs 1x bridge 40m+ span and 1x bridge 10m + span with 1.2 km new path.
 - ◇ Greenway link with Fen Drayton. Any opportunity to improve the surfacing of the existing byway over 1.2km should be taken.
 - ◇ Greenway link with Fenstanton. The recommendation is to give this new link high priority. Subject to agreement construct new Greenway Link for approximately 1.6km.