

HAVE YOUR SAY

We would like your views on a proposal to create a traffic-free walking and cycling route to link the north and the south of the city. We propose a quicker and safer route, which is largely off-road or along quiet streets and avoids busy junctions.

The Trail would improve access to Cambridge Station and the future Cambridge North Station, as well as connecting to the Busway path at each end of the route. A new route through the east of the city would be formed by linking Coldham's Common with Ditton Meadows (and Stourbridge Common beyond) via Barnwell Lake and the historic Leper Chapel.

This scheme would help to reduce congestion in Cambridge by creating a safer alternative route to cross the city. We believe that in order to get more people walking and cycling more often we need to provide attractive, quick and convenient routes between destinations. This will encourage less confident cyclists to choose to travel by bike.

The Trail would also make it easier for students cycling to access Cambridge Regional College; for commuters arriving at the planned new Station to walk to places of work south of the river and for workers to travel between the Science Park, Addenbrooke's and the Biomedical

Campus without having to use busy roads. The proposed route also improves access to sports and leisure facilities including Abbey Pool and Cambridge Leisure Park.

There are opportunities to enhance the Trail through tree planting, public art, habitat creation and provision of boards with historical and environmental information. We will also look to provide cycle racks and seating.

Development and construction of the route (excluding a new bridge over the Cam) is estimated to cost around £8.4 million.

We need your feedback in order to improve our plans and help us shape the scheme. These proposals will only go ahead with landowner agreement and public support and are subject to the decision of the elected politicians on the City Deal Executive Board.

Lighting

Paths next to the railway line in built-up areas would require lighting. Similarly, the paths by Barnwell Lake, on Ditton Meadows and near the Leper Chapel Meadow could be lit. In order to minimise the impact of light along the route solar studs, like those on the Busway path or low impact LED down lights could be used. Coldham's Common has existing lighting. There are no plans to change existing street lighting.



Jim Chisholm, local resident and campaigner. Jim first suggested a walking and cycling route along the railway line through Cambridge.

The Greater Cambridge City Deal

The Greater Cambridge City Deal brings together Councils, the Local Enterprise Partnership and Cambridge University to ensure the continued economic success of Cambridge with more businesses moving here, creating more jobs. It is an ambitious programme which aims to secure hundreds of millions of pounds from Central Government to help the economy grow over the coming decades by providing the transport infrastructure, housing and skills needed.

Funding

The Chisholm Trail has a budget of £8.4m. This excludes funding for the proposed £4.5m Abbey-Chesterton bridge, which is a separate project subject to decision by a different authority.

What happens next?

Following the consultation the results will be published and further technical assessments will be carried out, which will be presented to the City Deal Executive Board. Should the Trail be approved then works to create the route would be carried out in stages with each area being made available for use when completed.

Find out more at a local exhibition

Project Officers will be available to answer your questions about the project at:

Date	Time	Location
Tuesday 10 November	17:00-20:00	Foyer, Anglia Ruskin University, East Road, Cambridge, CB1 1PT
Wednesday 11 November	16:30-20:30	Abbey Stadium, Newmarket Road, Cambridge, CB5 8LN
Tuesday 17 November	17:00-20:00	Nuffield Gym, 213 Cromwell Road, Cambridge, CB1 3BA
Thursday 19 November	18:00-20:30	Shirley Primary School Nuffield Road, Cambridge, CB4 1TF

An online survey, more information including detailed maps and diagrams are available to view at:

www.gccitydeal.co.uk/chisholm-trail



- ☎ 01223 699906*
- ✉ city.deal@cambridgeshire.gov.uk
- ✉ Major Infrastructure Delivery, SH1311, Shire Hall, Castle Hill, Cambridge, CB3 0AP
- 🌐 www.gccitydeal.co.uk/chisholm-trail

If you would like a copy of this leaflet in large print, Braille, audio tape or in another language, please call 01223 699906*.

*Please note, you will be directed to an answer phone. Please leave a message and someone will return your call.

The Chisholm Trail

A traffic-free walking and cycling route



HAVE YOUR SAY

Please complete the survey inside this leaflet or online at:

www.gccitydeal.co.uk/chisholm-trail by Monday, 30 November 2015

The Greater Cambridge City Deal working in partnership:



Proposed Chisholm Trail

This scheme will help reduce congestion and encourage more people to walk and cycle.

The Busway, Cambridge North Station to Ditton Meadows

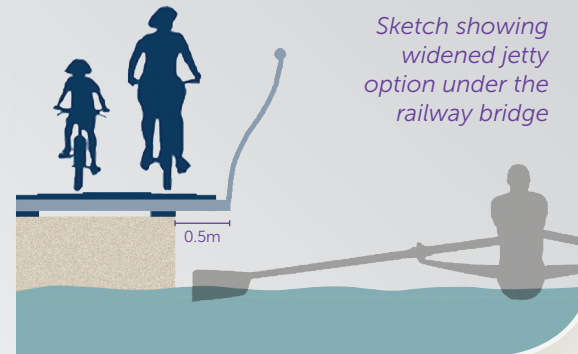
In Chesterton, the Trail would access the new Station via Moss Bank and join up with the track alongside the Busway Extension Road via a raised crossing point. The existing towpath along the river would be resurfaced and widened in this area.

A new bridge close to the existing railway bridge continues the Trail across the river. Known currently as the 'Abbey-Chesterton bridge', this £4.5m project is funded separately and is under consideration by the County Council's Economy and Environment Committee and subject to a planning application.

The existing narrow wooden jetty under the railway bridge could be replaced with a new 2m wide steel jetty with swing out railing to allow 2.5m of space at bicycle handlebar height. This would not hamper rowing. (See sketch right.)

A high cost alternative would be to create a tunnel through the railway embankment. Detailed engineering assessment would be needed to see if it is possible to create a tunnel here.

On Ditton Meadows, a path would follow the field boundary by the railway line. Works would include creating a ditch in the area currently beyond the field fence to improve drainage and new fencing.



Sketch showing widened jetty option under the railway bridge

Northern city-side section

The trail splits into sections which follow very low traffic streets either side of the railway line. This side crosses the Beehive Centre, York Street, Ainsworth Street, Hooper Street and the area next to the Mill Road Depot site.

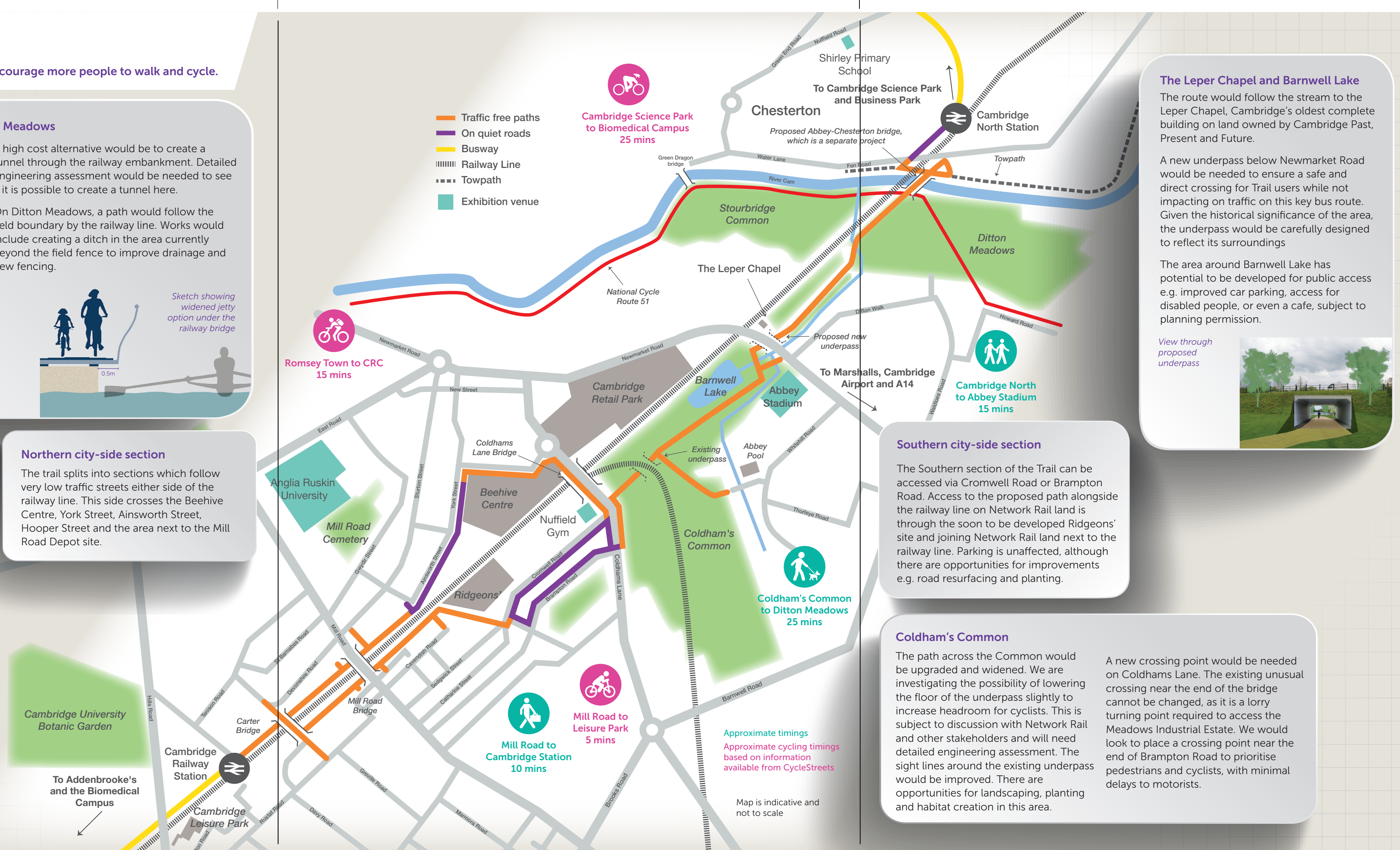
The railway line

The path would run through the currently unused arches of Mill Road Bridge on both Northern and Southern sides, avoiding on-road hazards. The proposal is for the route to run in-between the rail line and boundary fencing along tracks currently used for works vehicles. In this area fencing and new gates for Network Rail maintenance access will be needed to ensure safety.

The cycleways on both sides of the railway line in this area could be around 4m wide, with occasional widenings and narrowings. On the Southern side, a new ramp might be needed to join the Trail to the Carter Bridge. Accesses to the Trail could be created from William Smith Close and Argyle Street.

The southern Busway and Trumpington Park & Ride are reached across the new Station Square.

- Traffic free paths
- On quiet roads
- Busway
- Railway Line
- Towpath
- Exhibition venue



The Leper Chapel and Barnwell Lake

The route would follow the stream to the Leper Chapel, Cambridge's oldest complete building on land owned by Cambridge Past, Present and Future.

A new underpass below Newmarket Road would be needed to ensure a safe and direct crossing for Trail users while not impacting on traffic on this key bus route. Given the historical significance of the area, the underpass would be carefully designed to reflect its surroundings

The area around Barnwell Lake has potential to be developed for public access e.g. improved car parking, access for disabled people, or even a cafe, subject to planning permission.

View through proposed underpass



Southern city-side section

The Southern section of the Trail can be accessed via Cromwell Road or Brampton Road. Access to the proposed path alongside the railway line on Network Rail land is through the soon to be developed Ridgeons' site and joining Network Rail land next to the railway line. Parking is unaffected, although there are opportunities for improvements e.g. road resurfacing and planting.

Coldham's Common

The path across the Common would be upgraded and widened. We are investigating the possibility of lowering the floor of the underpass slightly to increase headroom for cyclists. This is subject to discussion with Network Rail and other stakeholders and will need detailed engineering assessment. The sight lines around the existing underpass would be improved. There are opportunities for landscaping, planting and habitat creation in this area.

A new crossing point would be needed on Coldhams Lane. The existing unusual crossing near the end of the bridge cannot be changed, as it is a lorry turning point required to access the Meadows Industrial Estate. We would look to place a crossing point near the end of Brampton Road to prioritise pedestrians and cyclists, with minimal delays to motorists.

Map is indicative and not to scale