

An emerging Greenways network

The Fulbourn Greenway is one route within a wider and developing sustainable travel network that is being created by the Greater Cambridge Partnership. As the diagram below shows, this will create a network of walking and cycling routes within the local area. This could form the backbone of a larger more comprehensive network, which could be built if funding is granted. Where possible, smaller links between villages may be addressed where there has been particular support from local residents. The Greenways team continue to welcome feedback on potential future links as the Greater Cambridge

Greenways is a project steered by the local communities it aims to serve.

Initial signage proposals

The project aims to champion local communities where possible. With this in mind, the Greenways wayfinding logo was designed by a student at a local college and chosen in a public vote. Here is an example of possible signage that may be used across the network.

Ba Barton	Li Linton
Bo Bottisham	Me Melbourn
Co Coton	Sa Sawston
Fu Fulbourn	Si St Ives
Ha Haslingfield	Sw Swaffhams
Ho Horningsea	Wa Waterbeach



The scheme aims to

- Provide better cycling and walking links
- Enhance the streetscape with improved and additional landscaping
- Reduce peak-time congestion and limit growth in traffic
- Aid future economic growth
- Reduce air pollution and improve public health

Join us to find out more at a public exhibition:

LOCATION	DATE	TIME	ADDRESS

Have your say by Monday 3 December 2018

There are a number of ways to respond to the consultation:

Fill out the online questionnaire at www.greatercambridge.org.uk/greenwaysconsultation

Complete the paper questionnaire and return by Freepost or at a public event

consultations@greatercambridge.org.uk

Get in touch

01223 699906

Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge, CB3 0AP

@GreaterCams #camgreenways

www.facebook.com/GreaterCam

More information on these proposals is available at www.greatercambridge.org.uk/greenways

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



The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes that will link local villages and Cambridge. Once built, it will enable people in the Greater Cambridge area to access work, services and education using sustainable modes of travel.

Public engagement

We have previously held engagement events for the Fulbourn Greenway which invited people to have their say on how, where and what they would like from their local Greenway.

Reviewing feedback

The majority of the respondents expressed a desire for a direct route between Fulbourn and Cambridge, with many favouring a route following the railway line. Additional feedback from early engagement also identified the wish for paths to be widened and made clear that maintenance should be a priority for any route developed. A report on all the feedback from the pre-consultation engagement is available at www.greatercambridge.org.uk/fulbourngreenway.

Design work

Taking this feedback into consideration, route designs and detailed plans have been developed. This leaflet aims to present you with an overview of the information and options within these designs.

Consultation

We would like your feedback on the proposals presented in this leaflet. The Greenways team also invites you to come along to the consultation events where you can speak to officers and find out more about these proposals. The event details can be found on the back of this leaflet. Alternatively, you can find more information on our website. www.greatercambridge.org.uk/greenwaysconsultation

Final design

Final preferred options will be presented to the public and the Executive Board. Further funding to take these routes through the detailed design and construction phase will be requested at this stage.

Designing your Greenway

We're working with the community to design the Greenways network. Here is our process:

Public invited to local engagement event to share views

Comments and feedback from public are reviewed and analysed

Using this data, initial designs are created

Designs taken to public consultation for further input

Final design created and presented to the public

Fulbourn Greenway

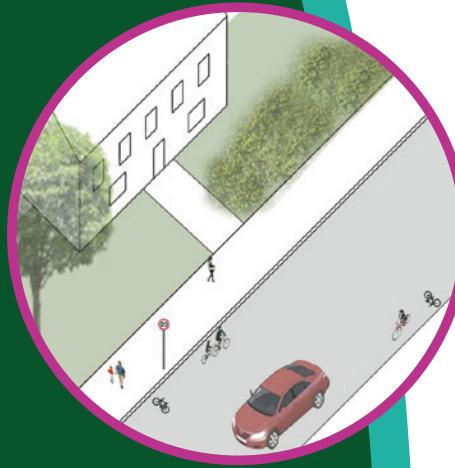
Fulbourn – Cherry Hinton – Cambridge

Have your say on a new off-road link connecting Fulbourn and Cambridge



3 treatment types:

A



B



C



The Greenways network will run through many different environments. These range from quiet rural settings along field edges or country lanes to busier built-up urban places that may have more limitations on space. Within each environment the Greenways project aims to deliver a safe, attractive and cost effective sustainable travel route which users can enjoy all year round.

A Greenway design will take one of three forms in response to the local environmental context. These 'Greenway Treatments' listed below are guidelines and it may not be possible to meet these standards in all locations; here more bespoke solutions may be necessary.

Greenway Treatments

A. Quiet Road

A Greenway route on the carriageway could have speed limits reduced to 20mph. White painted signage could 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 3 metre wide path with a 2 metre grassy strip running parallel.

Where the path runs beside the carriageway a green verge will separate the path from the road, this will be as wide as possible.

C. Protected path

A 3 metre wide path with features that separate cyclists and pedestrians. Where possible, as much protection from the carriageway will be applied, this may include grass verges or shrubs.

Signage

Greenway specific wayfinding marker posts could be placed at regular intervals and junctions. These would probably display a Greenways logo, abbreviated route name and direction of travel.

Costings

All cost estimates are indicative and do not include any overhead costs. They are indicated for comparison purposes only.

Lighting

Solar studs could be used at specific points to aid wayfinding in low light. These are less visually intrusive than overhead lights.

Maintenance

Early engagement indicates that route maintenance should be made a priority. Maintenance packages are being planned for each route individually.

Surfacing

Generally, routes would be made from a hard, smooth surface. In special cases we will work with local stakeholders to create an appropriate alternative.



4 Option A: Marmora Road Alleyway to Coleridge Road - Existing Wall

- Retain existing wall.
- New surface treatment to shared use path to highlight it's narrowness.
- New planter to improve angle of approach to narrow section of path.
- New signage.



Option B: Marmora Road Alleyway to Coleridge Road - Widened Path

- [subject to agreement with the landowner]
- Demolish wall to create widened shared use path.
 - New trellis and creeper plants.
 - New surface treatment
 - New signage.

5 Option A: Perne Road, New Junction

- Major works to reconfigure junction and approaches to prioritise cyclists and pedestrians.
- New landscaping and signage.

Option B: Perne Road, Scout Hut Route

- Align new signalled crossing with Scout Hut and Snakey Path to the Tins. Extend existing cycle lanes along Perne Road.
- New shared use path along east edge of Perne Road, remove shared surface cycle path on west side of Perne Road.
- Relocate bus shelter to align with new planting.

- New Copenhagen style crossing to Budleigh Close.
- Improve approach along Brookfields to footway at junction.
- New landscaping and signage to improve legibility.



Option C: Perne Road, Natal Road Route

- New Copenhagen style crossing to Natal Road to align with existing shared surfaces. Tighten Natal Road geometry to allow enough space for turning vehicles and cyclists to give way to shared surface users.
- Remove post box and telephone box and extend existing shared surface to signalled crossing at Perne Road junction.
- Provide approach to shared path from Perne Road cycle lane.
- New landscaping and signage to improve legibility.



7 Option A: Existing Cherry Hinton Railway Footbridge

- [subject to agreement with the landowner]
- Widened approaches to bridge to increase visibility and reduce incline of approach. New surfacing.
 - New signage.



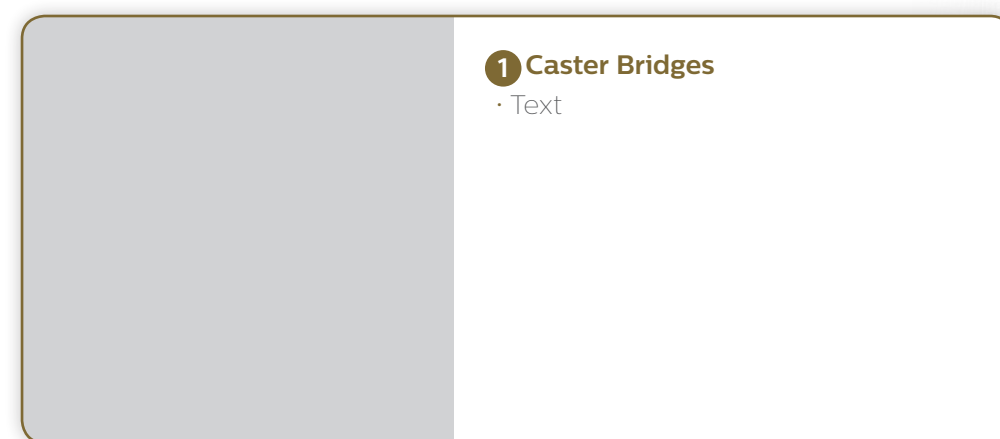
Option B: New Footbridge

- [subject to agreement with the landowner]
- Provision of new wider (3.0m) structure over railway track to provide a better alignment and visibility. New bridge approach.
 - New signage.



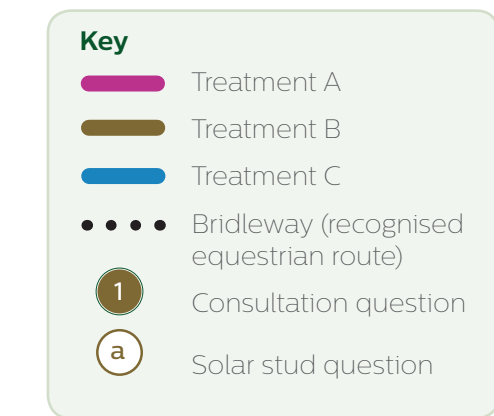
2 Carter Bridge Approach from Devonshire Road

- Reconfigure junction priority and right of way for pedestrians and cyclists under Carter Bridge.
- New planting to bottom of ramp and new legibility and signage to signal start of Fulbourn route.



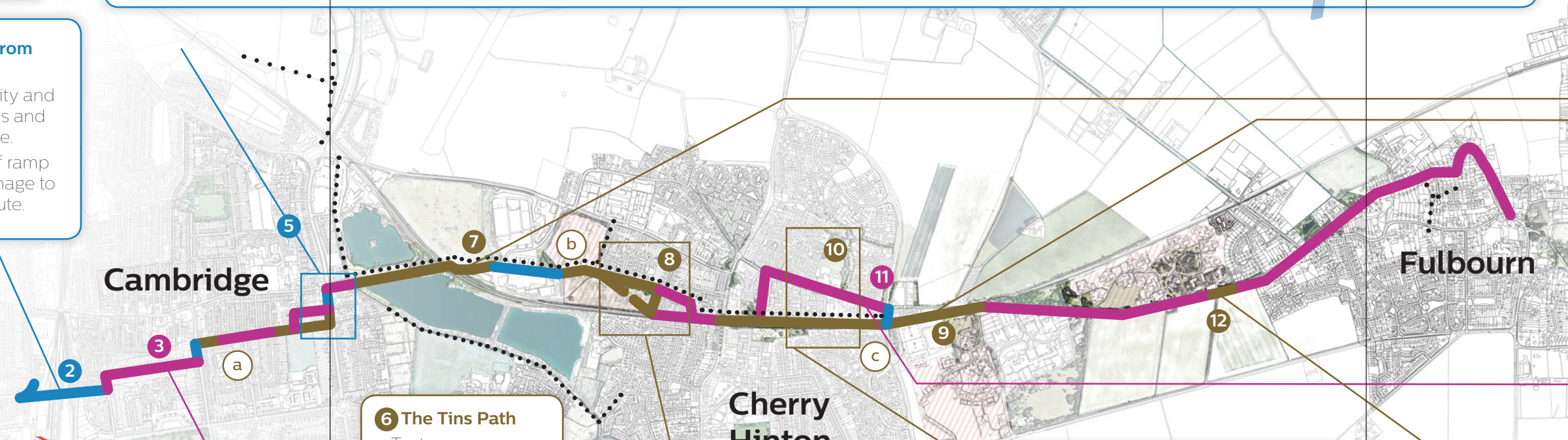
1 Caster Bridges

- Text



13 Hixton Road - Cow Lane

- Text



Knight Architects
Carter Bridge
Proposals



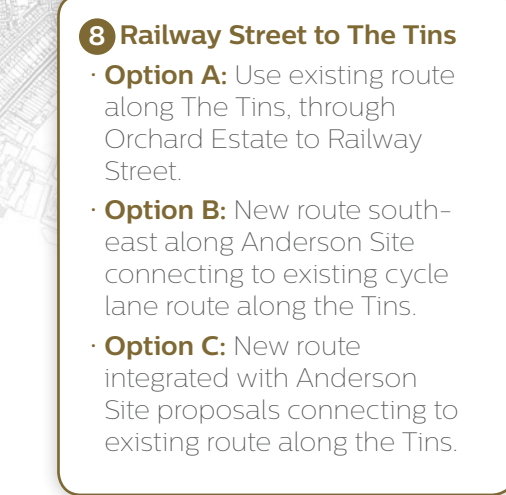
3 Greville Road / Rustat Road Connection

- Remove chicane formed of emergency access gates.
- Improve existing raised table, new raising or removable bollards for emergency access.
- New legibility and signage.



6 The Tins Path

- Text



8 Railway Street to The Tins

- **Option A:** Use existing route along The Tins, through Orchard Estate to Railway Street.
- **Option B:** New route south-east along Anderson Site connecting to existing cycle lane route along the Tins.
- **Option C:** New route integrated with Anderson Site proposals connecting to existing route along the Tins.



10 Yarrow Road to Cherry Hinton High Street

- **Option A:** Shared use path along Fulbourn Old Drift, widen parkscape shared path and widen existing shared use path to Cherry Hinton Primary School.
- **Option B:** Widen existing narrow shared use path along the railway from Yarrow Road to Cherry Hinton High Street.



12 Fulbourn Old Drift / Hinton Road Junction: Option A

- New off road cycle path sections to make navigation of the junction safer for cyclists.
- Cycle path junction bypass for cyclists turning from Fulbourn old drift to Hinton road.

- New 'square on' crossing for cyclists approaching the junction from Hinton Road.
- New signage and planting to improve legibility.



Fulbourn Old Drift / Hinton Road Junction: Option B

- Reconfigure the road junction to give priority to traffic travelling from Fulbourn old drift to Hinton Road.



9 Cherry Hinton High Street / Railway Street Junction

- Shared use path continues to edge of pavement, priority to cyclists.
- Reduced 20mph speed limit to Cherry Hinton High Street.
- Tighten junction geometry at Railway Road to align better with cycle path and create a safer crossing for cyclists.



11 Yarrow Road Junction

- Fulbourn Old Drift designation as 'quiet lane' with speed limit reduced to 20mph.
- Widen the existing shared use path through park space next to Tendby Road.
- Alternative route to Cherry Hinton via existing shared cycle path.