

Appendix 10

Haslingfield Greenway Review



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October 2016

A report for

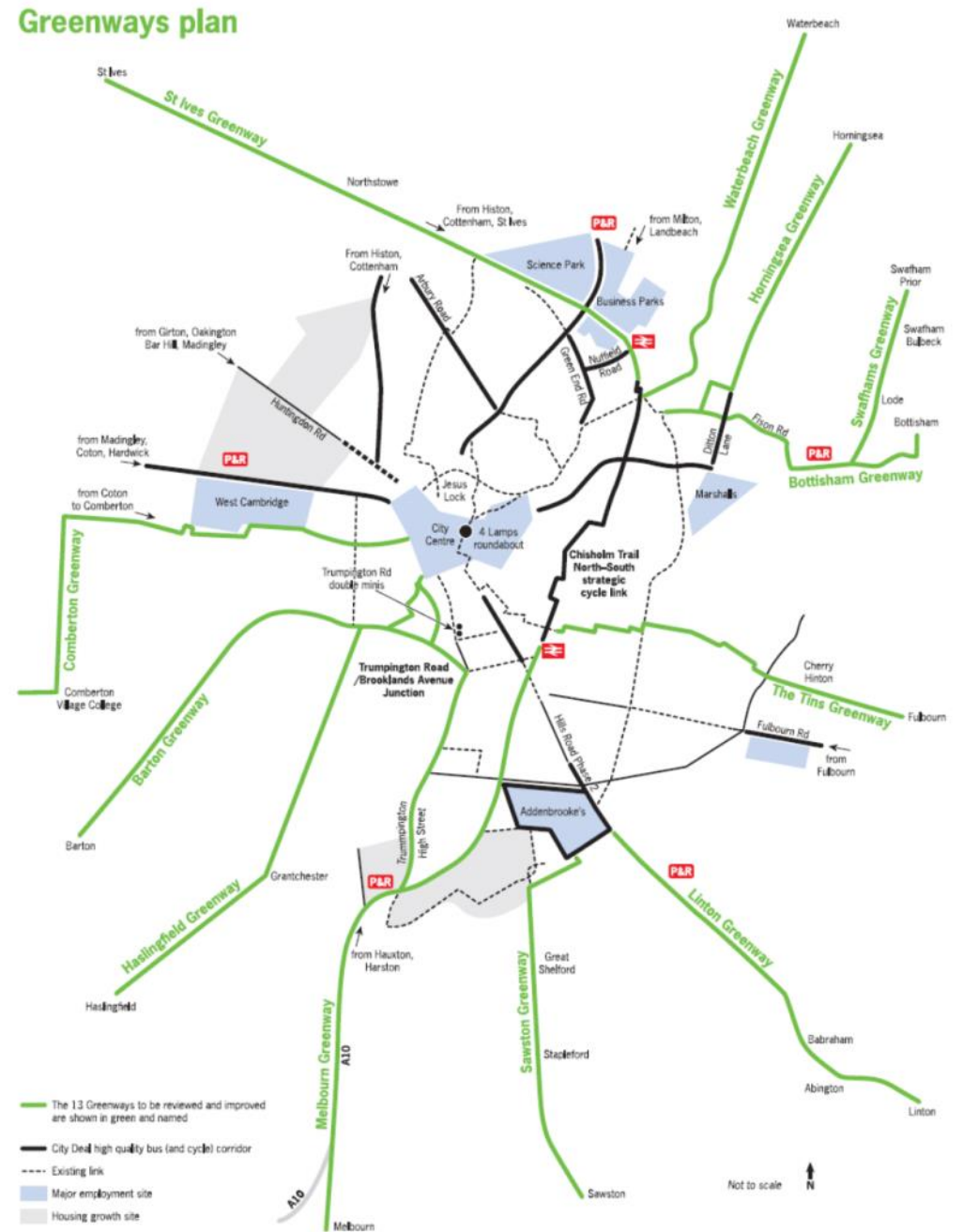


Cambridgeshire
County Council

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.



Haslingfield Greenway

Haslingfield is a community very close to Cambridge, but isolated from the City by busy roads. Opportunities for links with Cambridge are limited because of the limited number of crossings of the M11. All of these options have been explored and the favoured option is to link with the Melbourn Greenway and the approach to Cambridge via Trumpington Park & Ride site.



View towards Cambridge from near the edge of Haslingfield with the cranes at Cambridge Biomedical Campus clearly visible on the skyline.



The case for Works

Haslingfield is within sight of major employment sites in Cambridge but is isolated from Cambridge by a lack of good routes across the M11.

The village has potential for good and easy cycle access to Cambridge and there is a strong case for works especially given that two of the main items identified have many other potential beneficiaries. Any works at the former Hauxton Works site are likely to be needed if that site develops and will also be of benefit for the Melbourn Greenway.

Any works on Trumpington High Street and into Cambridge will benefit users of the Park & Ride site and residents nearby. These will need addressing as part of Trumpington Meadows developments as well as for developments and access further afield.

Trip Generators and the focus of the Study

Key destinations that have been considered are:

- Trumpington Park and Ride site for Cambridge Biomedical Campus/ Addenbrooke's, Cambridge Station and City
- Hauxton
- Disused Treatment Works at Hauxton (possible development site)
- Grantchester
- Cambridge City Centre
- West Cambridge
- Western Orbital (scheme details unknown but if it goes ahead would include a busway and if away from M11 a cycleway on one side or other of M11)

Links that have also been considered include:

- Harlton
- Hauxton
- Harston

Summary

The route falls into two distinct sections either side of the M11. Options for crossing the M11 are discussed with then a focus on the favoured option.

Cambridge Station to Trumpington Park & Ride Site

From Cambridge Station once on the path besides the busway there is an excellent and very popular route all the way to Trumpington Park and Ride Site with links to parts of Trumpington, Great Kneighton and Cambridge Biomedical Campus.

The Masterplan for Trumpington Meadows shows the continuation of the route over the M11 bridge.

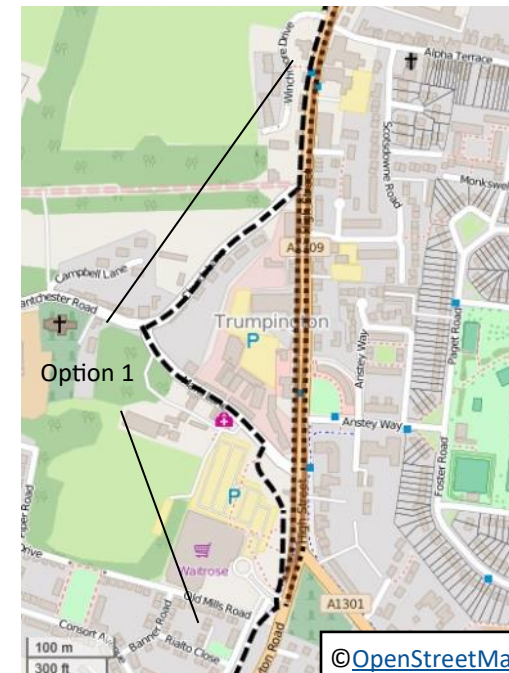
Cambridge City Centre to Trumpington Park & Ride Site

The route leaves the City centre via Mill Lane and Trumpington Street/ Kings Parade. To near Chaucer Road the proposed route follows Coe Fen and New Bit, where the path surfaces and widths are inconsistent. Path widening and constructing a short new link path along a desire line are proposed and this will need careful consideration and more discussions.

There is an established path along the western side of Trumpington Road until it becomes Trumpington Road, but some potential improvements are recommended notably in the Chaucer Road area. There is also an on-road route along Trumpington Road which is variable and needs reviewing.

Once at Trumpington the quality of existing routes is poor and there is a gap in the provision between Winchmore Drive until after Waitrose. There are no easy options and the final route needs consideration in light of discussions about the whole of Trumpington Road. Options are discussed in more detail in Appendix 10 and are indicated on the plan below. Option 1 is potentially the most attractive option.

As well as connection with the Guided Bus and the path that follows it, referred to previously, the Masterplan for Trumpington Meadows also shows a connection with an existing closed road towards Waitrose and a connection from the development to the Grantchester Road. In order for these routes to work well some significant challenges will have to be addressed in Trumpington.



Option 1 is subject to landowners agreement. There may be opportunities to improve it as part of any future developments in the area.

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Trumpington Park & Ride Site to Haslingfield

The 6 existing overbridge crossings of the M11 are shown below. Options using tunnels and adjacent to rivers have not been explored.



Option i.

This crossing is part of the existing Barton—Cambridge route. It could be accessed by a new path from Haslingfield or using Barton Road from Haslingfield. The crossing has some possible benefits but is a long way from the desire line and does not link well with South Cambridge. It is not considered a priority for Haslingfield although improved links from Barton Road/ Haslingfield Road are recommended in the Barton Greenway report.

Option ii.

This is a good crossing of the M11 and is recommended as part of the Barton Greenway, but for Haslingfield it represents a major detour and is not considered the priority.

Option iii.

This crossing carries a public footpath over the M11 and is closer to a direct route between Haslingfield and Cambridge than Option i. or ii. One of the significant problems with this route is the cost and difficulty of modifying the existing bridge, which has steps. The existing ramp could be filled and regraded and extended but that might cause structural concerns. The bridge is also narrow and the bridge parapets would need raising, so this is not an easy option.

Option iv.

There is an existing farm accommodation/ private bridge that crosses the Motorway. It would make a very good route between Haslingfield and Grantchester and is already used by Cantelupe Farm vehicles and cyclists with private agreement with the landowner. The concrete roadway is likely to need some repairs if agreement could be reached but agreement seems unlikely.

Option v

The existing farm accommodation/ private bridge in this location has already been agreed as a cycle facility and it already links well with the A10 path and should link well with Trumpington Park & Ride site and the existing Greenway to Cambridge station. This route has very good links with south Cambridge and the City Cycle network. It has potential to link well with Haslingfield. This combination makes this the favoured option, subject to agreement.



Option iii—The existing bridge showing the stepped ramp.



Option iv— Private Road leading to the private bridge (Marked with arrow) seen from Grantchester side .

Option v. The proposed route

The proposed route follows an existing bridleway between Hauxton and Haslingfield . At the time of visit the surface was reasonable and some cyclists are already using it. A sealed surface preferably 2.5m wide would be needed from the A10 at Hauxton to follow the bridleway through to Haslingfield. Some of the route is used by farm traffic and a better option than the bridleway which is occasionally used by farm traffic may be to follow field edges close to the bridleway alignment.

There is a lot of uncertainty about the exact final alignment because there are a number of landowners involved and their views are not known. It will also be important to consider rights of way issues and the needs of horse-riders and others.

If the Western Orbital did go ahead to the west of the M11 that would open up new options for access, but this alignment would be a good option with or without the Western Orbital.

Option vi.

This crossing is available but is so much less attractive than Option v it has not been given much consideration, although it of course has value for some trips.

(See image right)



Option v. Existing route needs a link with Haslingfield



Links

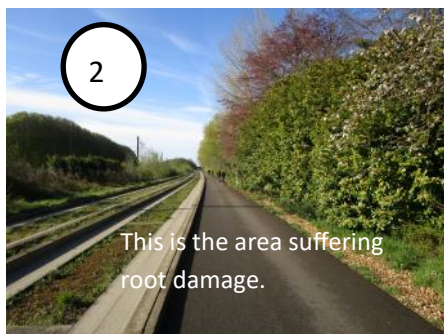
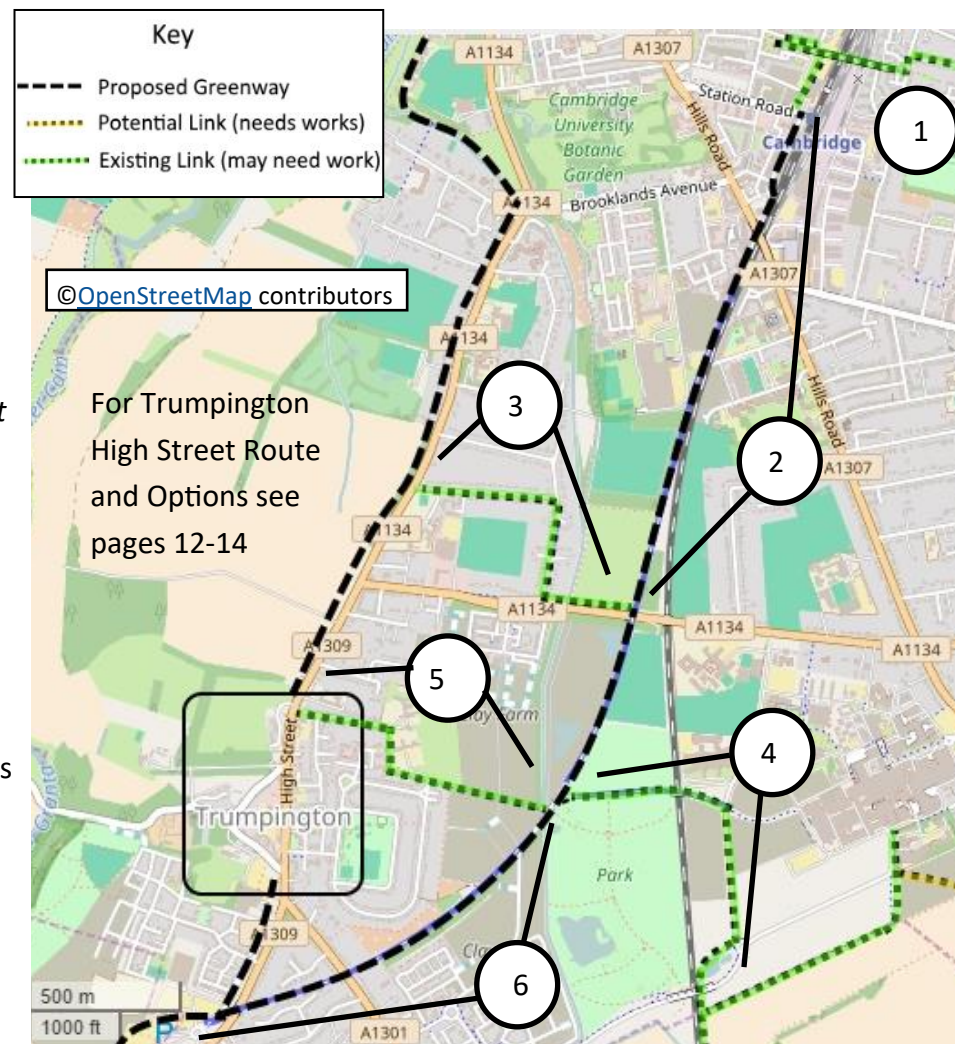
Haslingfield is in an area already popular with cyclists and includes some very attractive quiet roads such as the link with Harlton, where no works are proposed, apart from some possible signing.

Links have been discussed within the various sections and in Cambridge there are numerous links. The development of Option v does not serve as well as a link with Grantchester as Option ii, iii or iv but Grantchester can be accessed via Trumpington. West Cambridge can also be accessed via the City Cycle Network from Trumpington.

Route Details and Maps

Haslingfield Greenway Map 1

1. At Cambridge Station the Greenway links with the planned Chisholm Trail , Fulbourn Greenway and other local links. (Not all shown).
2. Existing Greenway 3m wide passes under Long Road and Hills Road. Given the high usage the path would benefit from widening, but that would be difficult. To the south of Cambridge University Press site the path is suffering root damage and *it would be worth rebuilding over this section in a manner that deals with the adjacent trees better.*
3. Existing route via Rutherford Road, Porson Road and link path. This is the best link available, but is not direct particularly for those heading towards the City Centre from the Greenway and vice-versa. There may be opportunities for a more direct alignment via the University Press Sports Ground and the Accordia site, but this would need more investigation and work on land and ecological issues.
4. Existing route over railway by Busway and then through Biomedical Campus for links with Campus, Sawston Greenway and Linton Greenway.
5. Existing Trumpington link path in poor condition. A useful link to the Greenway for Cambridge Station and the Biomedical Campus. Due to be upgraded as part of developments. *Upgrade path as soon as possible.*
6. Existing high quality Greenway 3m wide passes under Hauxton Road and Shelford Road besides Busway.



This is the area suffering root damage.



View to Rutherford Road



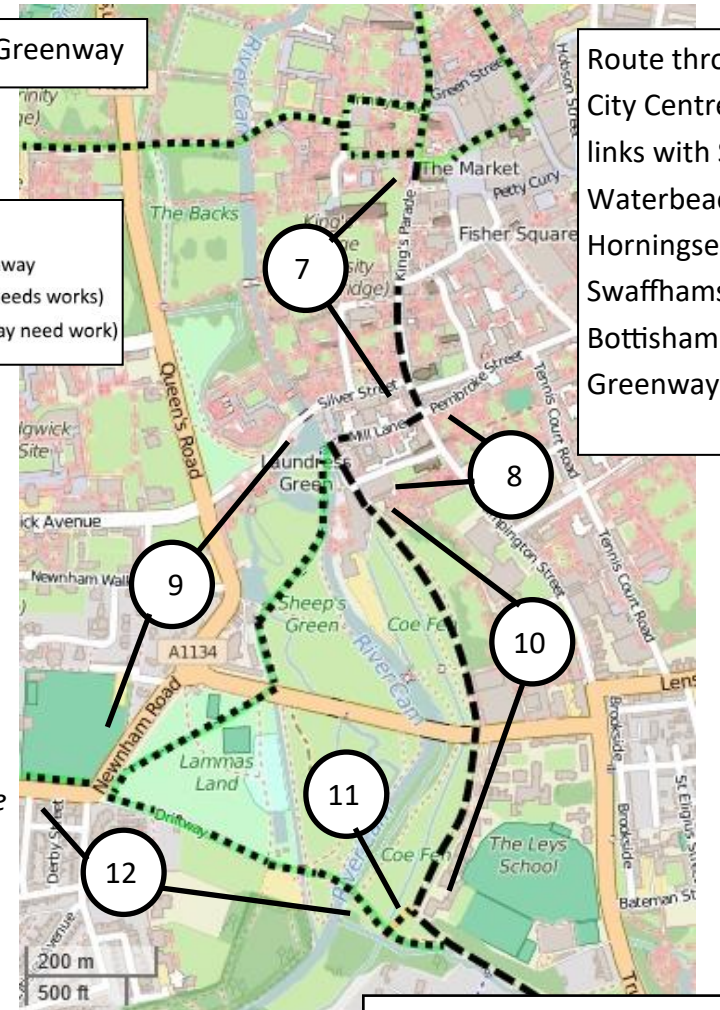
• **Haslingfield Greenway Map 2**

7. Route along Kings Parade.
8. Route via Granta Place and Mill Lane, Trumpington Street. The Mill Lane/ Trumpington Street/ Pembroke Street junction is busy and can be hard to navigate. A signalled junction is a possibility, but given that traffic speeds are very low this is not a high priority.
9. Existing route—see Barton Greenway report.
10. On Coe Fen the path is only 1.8m wide and close to hedging which further constrains it. *Widen path to 3m and cut back hedge.* This will need to be discussed with the City Council and others. The path crosses Fen Causeway with a toucan crossing and is an important route.
11. There is a clear desire line in this area. Construct path 3m wide along desire line for useful link. Existing link to Barton Greenway via Sheeps Green bridge and Driftway/ Lammas Land.
12. The narrow bridge is a significant pinch point and if there is an opportunity to replace it with a wider structure it would be worthwhile. *The path leading to the bridge is suffering root damage and needs replacing.* At Lammas Land the route follows a narrow road rather than the edge of open space. The area is precious and heavily used, but there seems to be scope to improve the experience for users whilst also protecting the area and *construction of a path on the edge of Lammas Land is recommended.*

Comberton Greenway

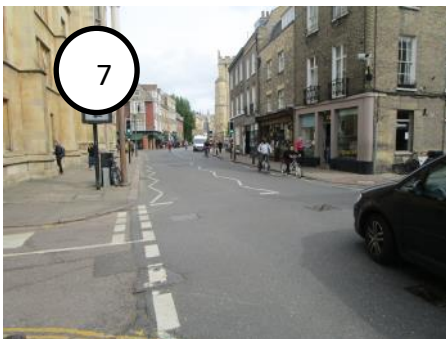
Key

- Proposed Greenway
- Potential Link (needs works)
- Existing Link (may need work)



Route through City Centre for links with St Ives, Waterbeach, Horningsea, Swaffhams, Bottisham Greenways.

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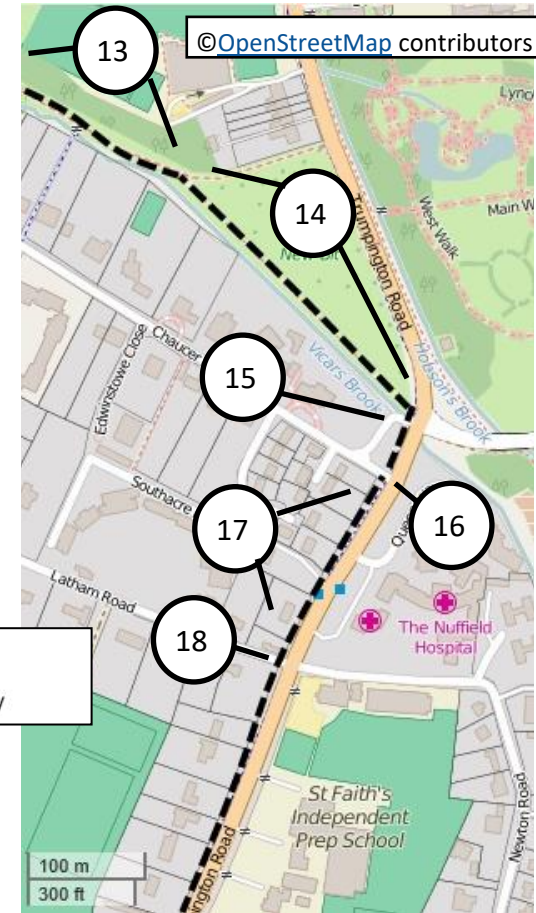


- **Haslingfield Greenway Map 3**

13. Path 2.7m wide over this section.
14. Path on New Bit 2.4m wide with cattle grids to Trumpington Road.
15. *Add cyclists and pedestrian signals to signals, so that when traffic on Chaucer Road has a red or green light it is obvious to those crossing the road whether they can cross or not.*
16. The first crossing of Chaucer Road works reasonably well, but would be improved with similar treatment to 20. *Add Raised platform across junction. Construct new path through tree belt or widen existing between the two Chaucer Road junctions. Widening the existing path is not easy because of services.*
17. Over this section the path besides Trumpington Road is of reduced and inadequate width for the usage. The path is 2.2m wide from carriageway edge to a hedge and is shared use. The hedge is nearly 2m depth and needs cutting back substantially. *Cut back hedge and widen path. Move bench and post box as necessary.*
18. *Construct raised platform across Latham Road access road as 20.*

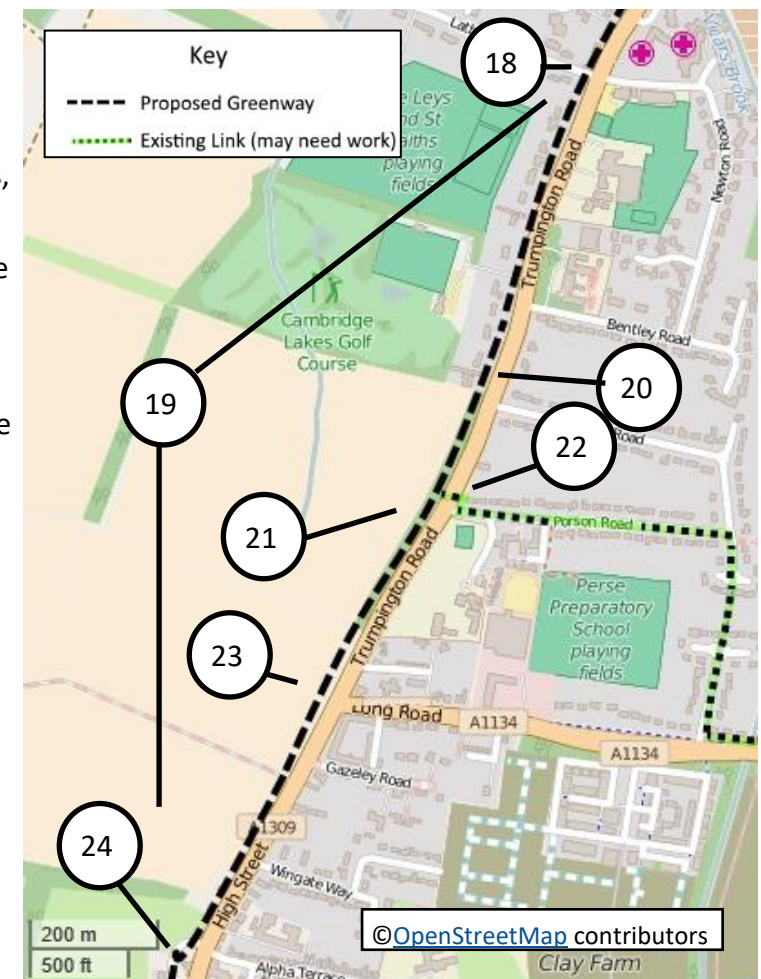
Key

----- Proposed Greenway



- **Haslingfield Greenway Map 4**

18. Construct raised platform across Latham Road access road as 20.
19. Segregated off-road route along Trumpington Road generally 1.8m cycles, 1.2m pedestrians, with verge separation from carriageway, along most of the route. *Ideally the route would be widened throughout but this will depend on plans for on carriageway provision.* Given the lack of properties along the west side of Trumpington Road this route works well for the most part.
20. The crossing of the Golf Access Road is good quality and a precedent for elsewhere, but Give Way markings are not appropriate. *Remove Give Way markings and review signing for motorised traffic.*
21. Shared use path near to Toucan crossing to Porson Road and bus shelter.
22. Link route to Long Road and Greenway via Porson Road. *Add raised table in Porson Road and widen path around bend for link with Toucan crossing.*
23. Shared use path near to Toucan crossing to Long Road and bus shelter.
24. Tighten up Winchmore Drive junction and add raised crossing as 20, for route to continue across junction. See following page.



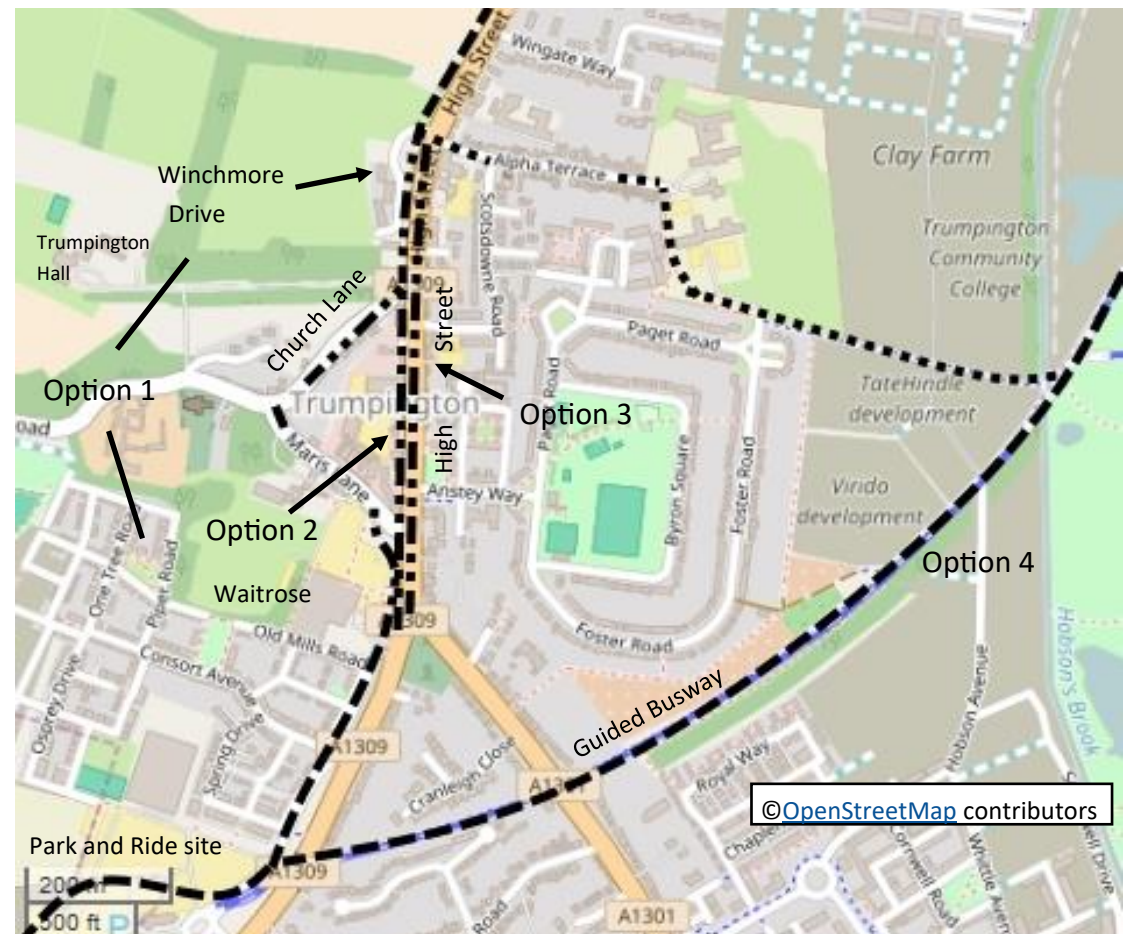
- **Cambridge City Centre to Trumpington Park & Ride Site**

Trumpington Park & Ride site has excellent connections with Cambridge Station via the Busway path and Cambridge City Centre has good connections with the edge of Trumpington along Trumpington Road. However within Trumpington there are serious gaps in the cycle network. In particular there are significant issues between Winchmore Drive and Waitrose that need addressing for the benefit of many including Trumpington residents, residents of Trumpington Meadows and those accessing Trumpington Meadows from across the M11.

Within Trumpington options considered have been:

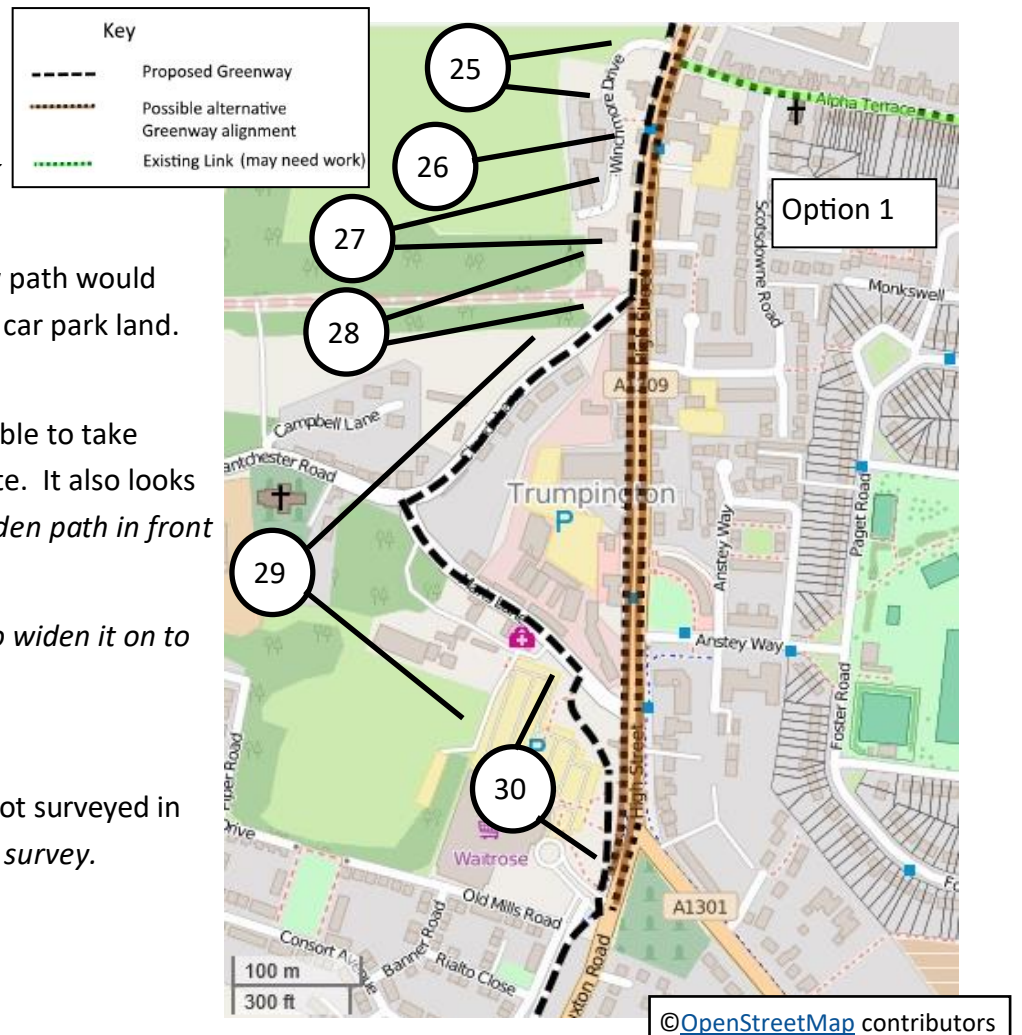
1. A route away from the main road via Maris Lane, Church Lane and along the western end of the High Street, but this would need re-allocation of roadspace and is not easy. Although it would be further than the High Street route this is an attractive option and any developments in the area could provide options for improving the route.
2. Re-allocation of road space and potentially some land from Waitrose for a route along the western part of the High Street. This is challenging and would need a major scheme.
3. On road provision perhaps as on Hills Road, but this would need to continue along the whole of Trumpington Road towards the City Centre to be really useful. This needs a view on long term plans for Trumpington Road.
4. A route that avoids the area altogether using the busway path and then turning off towards the City Centre. The option shown via Alpha Terrace is a significant detour and is unlikely to be popular. Other options for links are available but there is no easy option.

The final choices needs consideration in light of discussions about the whole of Trumpington Road/ Trumpington High Street and this needs more detailed work as well as discussions with landowners before a final solution can be selected for routes along both Trumpington High Street/ Trumpington Road and along the Busway corridor. Option 1 is potentially the most attractive option along Trumpington High Street, despite being the furthest, with Option 4 the obvious route to and from Cambridge Station. Option 4 does however need improved links with Trumpington and Option 1 is not easy.



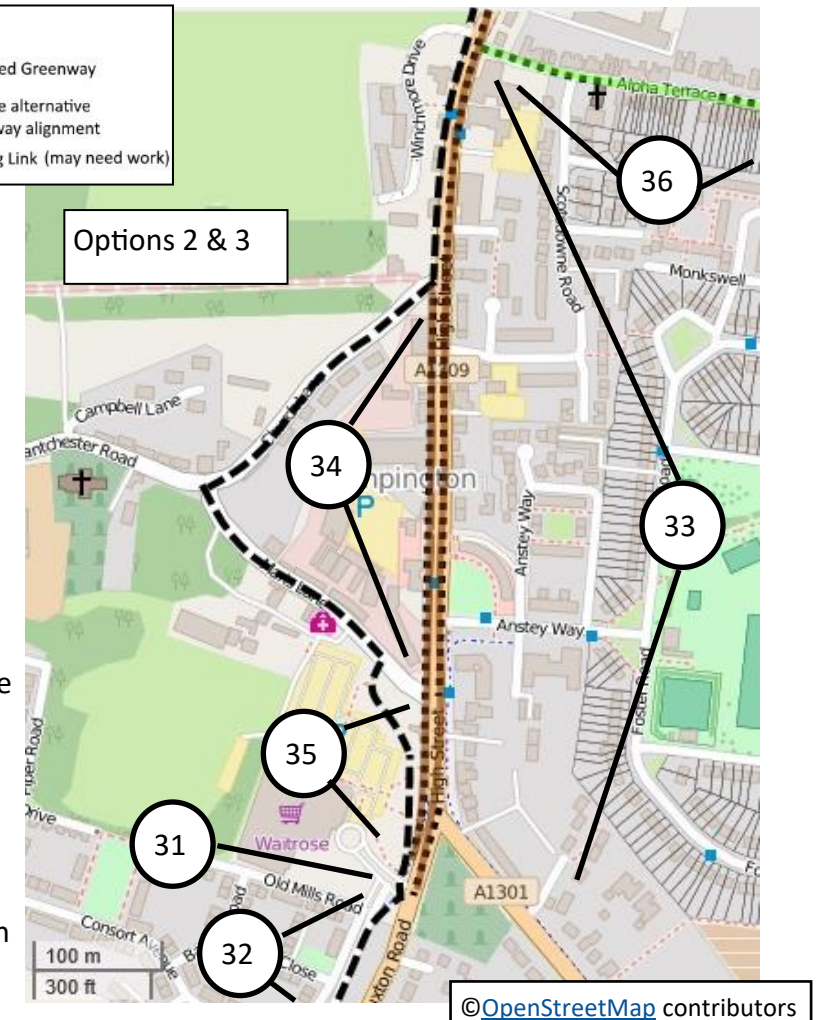
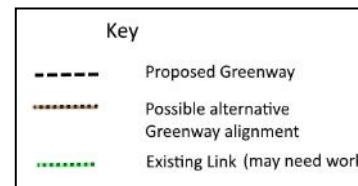
- **Haslingfield Greenway Map 5.1 Trumpington**

25. The first section of High Street from Winchmore Drive has reasonable width and includes a signalled crossing. *Consider changing crossing to improve link with Alpha Terrace.* See 36.
26. Very narrow section of path and bus shelter. For this to be acceptable a new path would have to be built behind the bus shelter on what is assumed to be restaurant car park land. *Subject to agreement widen path behind bus shelter.*
27. Narrow path passes past 3 properties and needs widening. It would be possible to take space from the carriageway but that will depend on plans for the whole route. It also looks possible to shift the whole carriageway eastwards to create more space. *Widen path in front of properties to create adequate width for shared use path.*
28. *As the path approaches Church Lane and the War Memorial there is scope to widen it on to the grass verge.*
29. Route along Church Lane and Maris Lane and Church Lane.
30. *Construct path through landscape belt around edge of Waitrose Car Park.* Not surveyed in detail but appears possible. *All subject to Waitrose agreement and detailed survey.*



- **Haslingfield Greenway Map 5.2 Trumpington**

31. Waitrose access road crossing. *Add Toucan crossing to signalled junction for single stage crossing and widen approach paths. Remove guard railing .*
32. Bus Road to/from Park & Ride. Cycling appears to be permitted, but signing is not clear. Review route and *sign clear cycling and walking routes. Works likely to be required.*
33. An road route to a high standard perhaps as on Hills Road, would be a good solution as along as it linked well with existing off-road paths, but this would need to continue along the whole of Trumpington Road towards the City Centre to be really useful. This needs a view on long term plans for Trumpington Road.
34. As an alternative to 29 the Greenway could continue along the western part of the High Street in a similar manner to 25, 26, 27, 28, but this section is even more difficult and includes a petrol station, businesses and residential properties.
35. As an alternative to 30 any off –road route requires re-allocation of road space and needs to be considered in conjunction with on-road route options. There is one particular property in this area where space is tight. An off road route is difficult along the main road.
36. Route along Alpha Road lacks coherence and the final link to the busway is unsurfaced. There is a signalled crossing to the south of the Alpha Terrace/ High Street junction but this does not link easily with Alpha Terrace or existing paths. It might be possible to make the whole junction signalled (including Winchmore Drive) or add a cycling zebra or two to the junction. *Amend junction and upgrade whole route to the busway.*



- **Haslingfield Greenway Map 6**

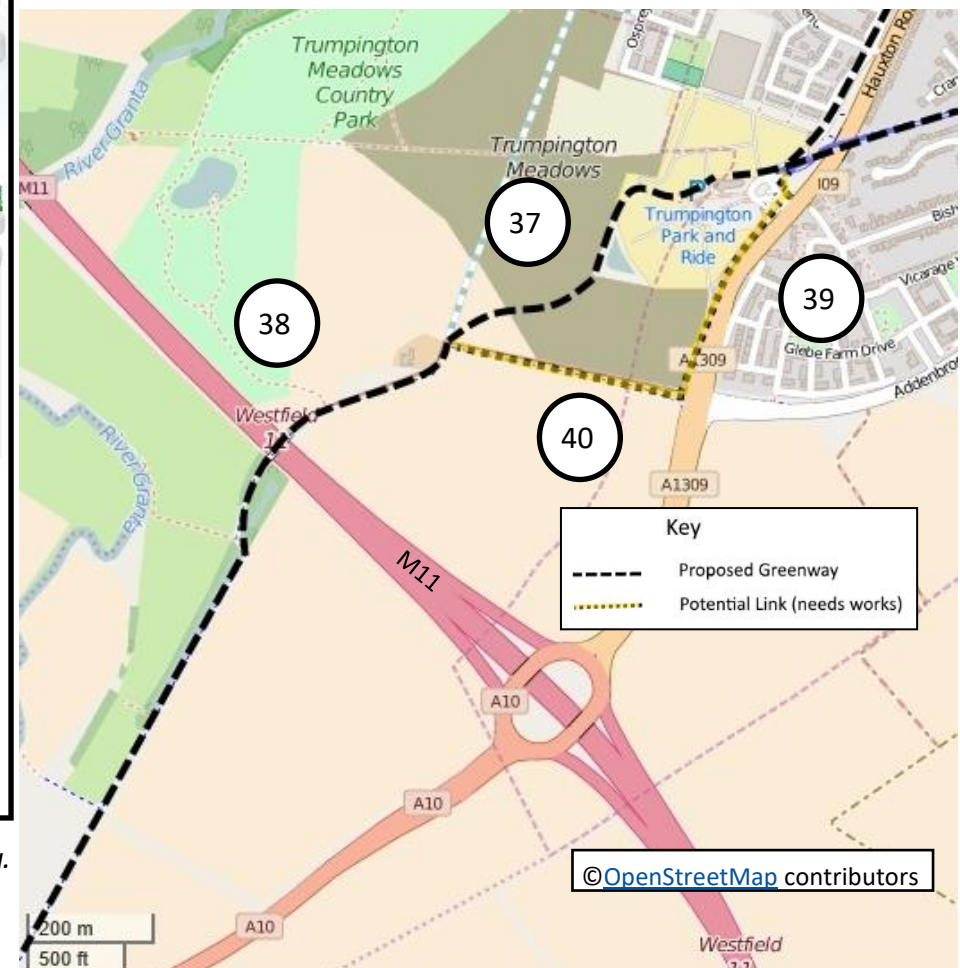
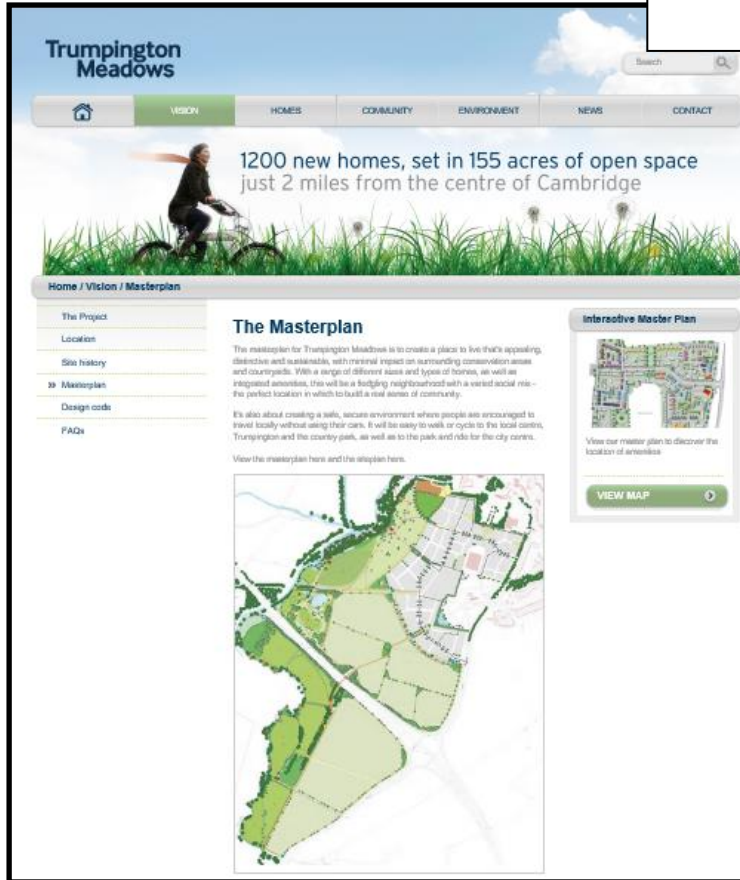
37. Planned route through Trumpington Meadows development and Park & Ride site. Exact details to be finalised, but good detailing will be essential. (See extract from developers Masterplan below and comment adjacent). *Complete route as soon as possible.*

38. Existing bridge over M11, shared with occasional motor traffic at present. Will require resurfacing at suitable opportunity.

39. Narrow paths besides Hauxton Road and crossing of Park and Ride site using two stage signalled crossing. These paths could be widened and the road crossing improved (including removing guard railing) but not a priority unless there are likely to be long delays in developing 37.

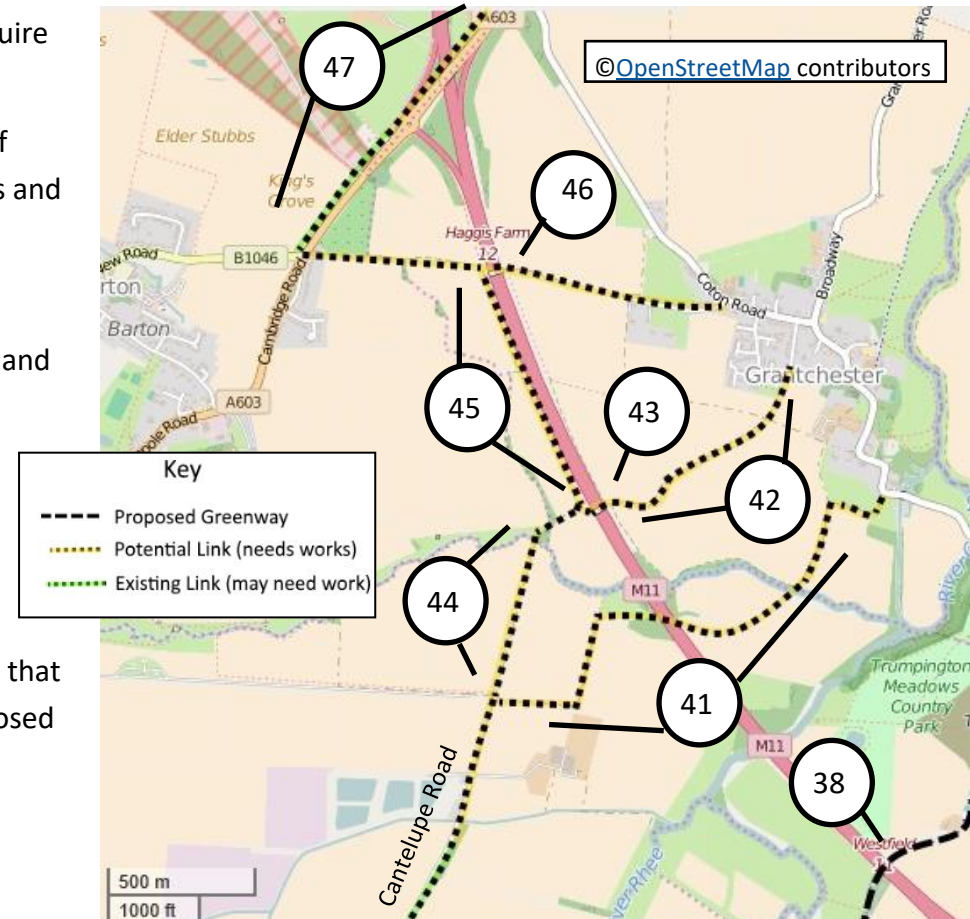
40. Existing interim route uses path besides construction access road . A useful long term link to Addenbrooke's Road and Great Kneighton. *Needs widening and resurfacing.*

The Masterplan for Trumpington Meadows shows the continuation of the route over the M11 bridge from the existing Trumpington Park and Ride Site for a good connection with the Guided Bus and the path that follows it. This should be a big improvement on the existing route which joins a path besides Hauxton Road and then turns off Hauxton Road again to enter the Park & Ride site. The success of the route will depend on the quality of the route through the Park and Ride site and retrofitting the route may not be easy, so a lot of attention to detail is needed.



- **Haslingfield Greenway Map 7 (see also report on Options pages 6,7).**

- 38. Existing bridge over M11, shared with occasional motor traffic at present. Will require resurfacing at suitable opportunity. *Recommended route.*
- 41. Existing farm accommodation road and bridge over M11. Most of the roadway is of concrete construction and although generally sound would require surfacing works and ongoing maintenance. Private road would need landowner's agreement.
- 42. Unsurfaced path between Grantchester and M11 would need surfacing.
- 43. Existing stepped footbridge over M11. This is a direct route between Grantchester and Haslingfield but would be difficult to adapt.
- 44. The footbridge (43) links with a public footpath and would require surfacing if to be used, as well as a small new bridge. An unsurfaced bridleway continues towards the end of Cantelupe Road and would also require surfacing. Cantelupe Road is an attractive quiet road that links well with Haslingfield.
- 45. There is a bridleway away from the M11 but a more likely route might be the track that follows the M11. Route subject to landowner's agreement if this is to be the proposed route.
- 46. Good bridleway bridge suitable for use. This route is recommended for the Barton Greenway, but would be a significant diversion for Haslingfield.
- 47. Existing roadside path. As above this route is recommended for the Barton Greenway, but would be a significant diversion for Haslingfield.



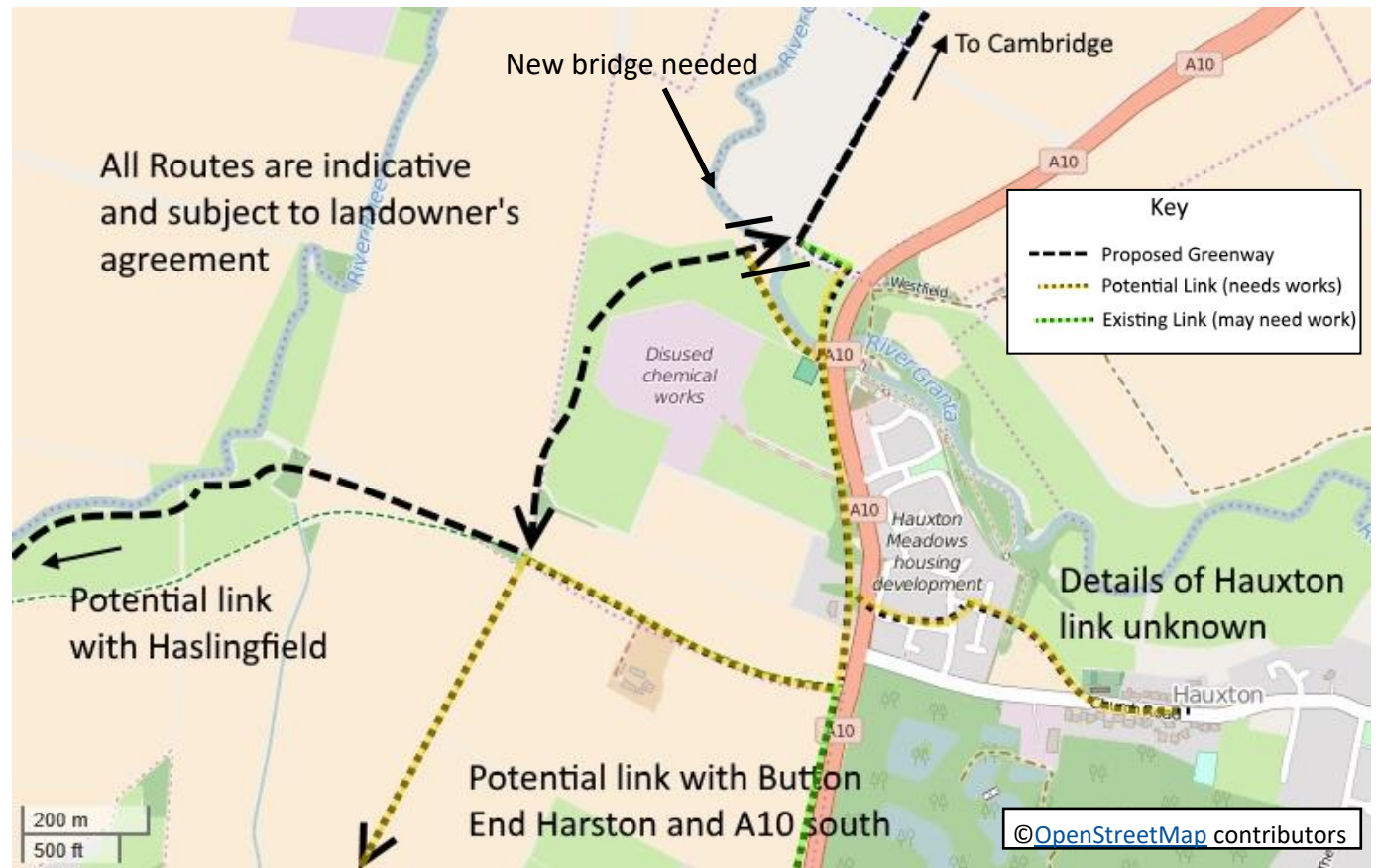
Cambridge Area Greenways Review (V4) Haslingfield Greenway —Appendix 10

- Hauxton Former Treatment Works**

A route via these former Treatment Works provides a tremendous opportunity for both the Haslingfield and Melbourn Greenways to provide an attractive direct route that links well with Trumpington Park and Ride Site.

There is a lot of uncertainty about the exact final alignment because there are a number of landowners involved and their views are not known. The indicative route on the adjacent plan would certainly work well, but needs more work. The "missing link" across the former treatment works site is approximately 700m.

If the Western Orbital did go ahead to the west of the M11 that would open up new options for access, but this alignment would be a good option with or without the Western Orbital.

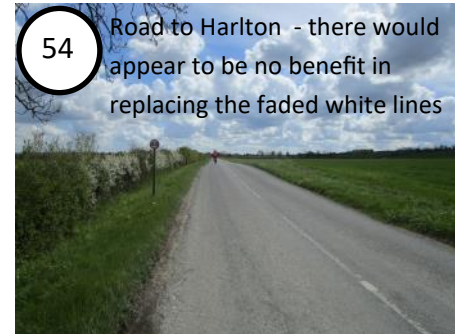
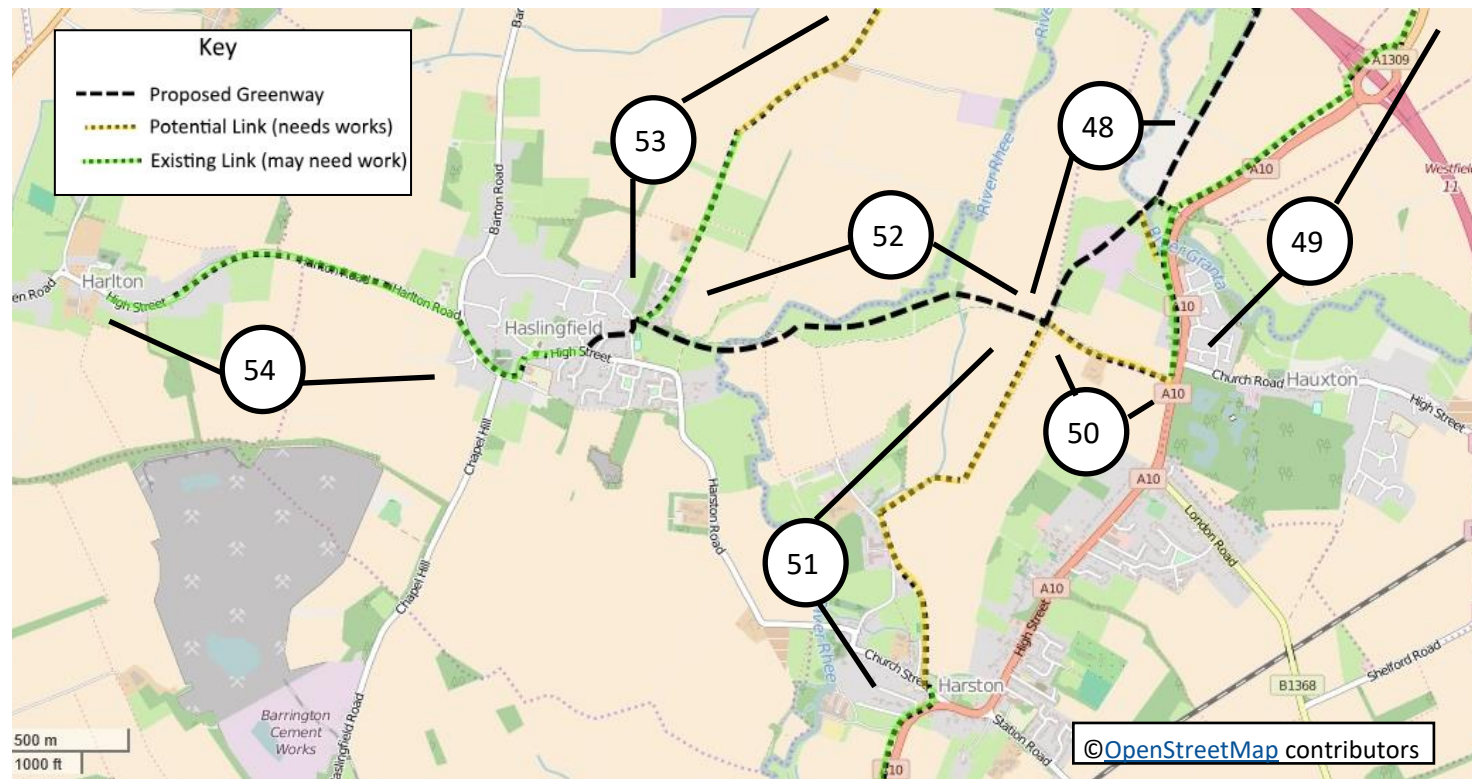


These two photos are taken in close proximity looking towards each other but there is currently no easy access between the points. The track on the left comes from the M11 overbridge and Trumpington and at present the only option is to turn left at the end and join the path besides the A10 near Hauxton. If you could turn right and cross the River Cam and the land associated with the former Treatment works you would emerge in the distance on the photo on the right taken from near the existing Haslingfield-Hauxton bridleway.



- **Haslingfield Greenway Map 8**

48. Construct new path through former Treatment works site subject to agreement (see previous page), linking existing path with Bridleway. Potential horse usage/bridleway designation subject to landowners' agreements.
49. Existing narrow path besides A10 crosses slip roads with signalled crossings for Option vi (see pages 6,7.)
50. Surface existing bridleway/ farm track for link with Hauxton and A10 path.
51. Proposed Button End path for Melbourn Greenway—see Melbourn Greenway report.
52. Proposed route follows bridleway. It is not possible to identify the alignment without discussions with the landowner. An alignment close to the river corridor may be the best option. Rights of Way users will need to be considered carefully. *Construct new path from A10 to Haslingfield along agreed alignment.*
53. Cantelupe Road—attractive quiet road for Options i, ii, iii, iv.(See pages 6,7).
54. Attractive quiet road link with Harlton and potentially on to Eversdens and Comberton (See Barton Greenway report). No works are proposed, apart from some possible signing.



Links

Haslingfield is in an area already popular with cyclists and includes some very attractive quiet roads such as the link with Harlton, where no works are proposed, apart from some possible signing.

Links have been discussed within the various sections and as the route gets into Cambridge there are numerous links. Some very important such as the link with Cambridge Biomedical Campus. The route also links with the Sawston, Barton and Comberton Greenways.

The development of Option v does not serve as well as a link with Grantchester as Option ii, iii or iv but Grantchester can be accessed via Trumpington. West Cambridge can also be accessed via the City Cycle Network from Trumpington.

Links between Grantchester and Cambridge are addressed in the Barton Greenway report—Appendix 11.

Recommendations

There is currently no good route between Haslingfield and Cambridge unless you are fortunate enough to have agreement to use the private road past Cantelupe Farm. A good new route is needed. The technical challenges of the rural sections of the route are not major, but agreeing a suitable alignment with landowners for the whole route may be challenging. There are however significant technical challenges in creating a coherent and high quality route within Trumpington. Subject to agreement

- ◇ Widen existing path on Coe Fen for approximately 900m.
- ◇ Address deficiencies on existing route particularly Trumpington Road path near Brooklands Avenue junction for approximately 300m
- ◇ Agree and construct new route through Trumpington High Street area .
- ◇ Construct new path and bridge over River Cam for link through former Hauxton Treatment Works site.
- ◇ Construct new path from Haslingfield to A10 approximately following the existing bridleway for approximately 2.4km.