

Appendix 9

Melbourn Greenway Review



Nigel Brigham & Associates

October 2016

A report for

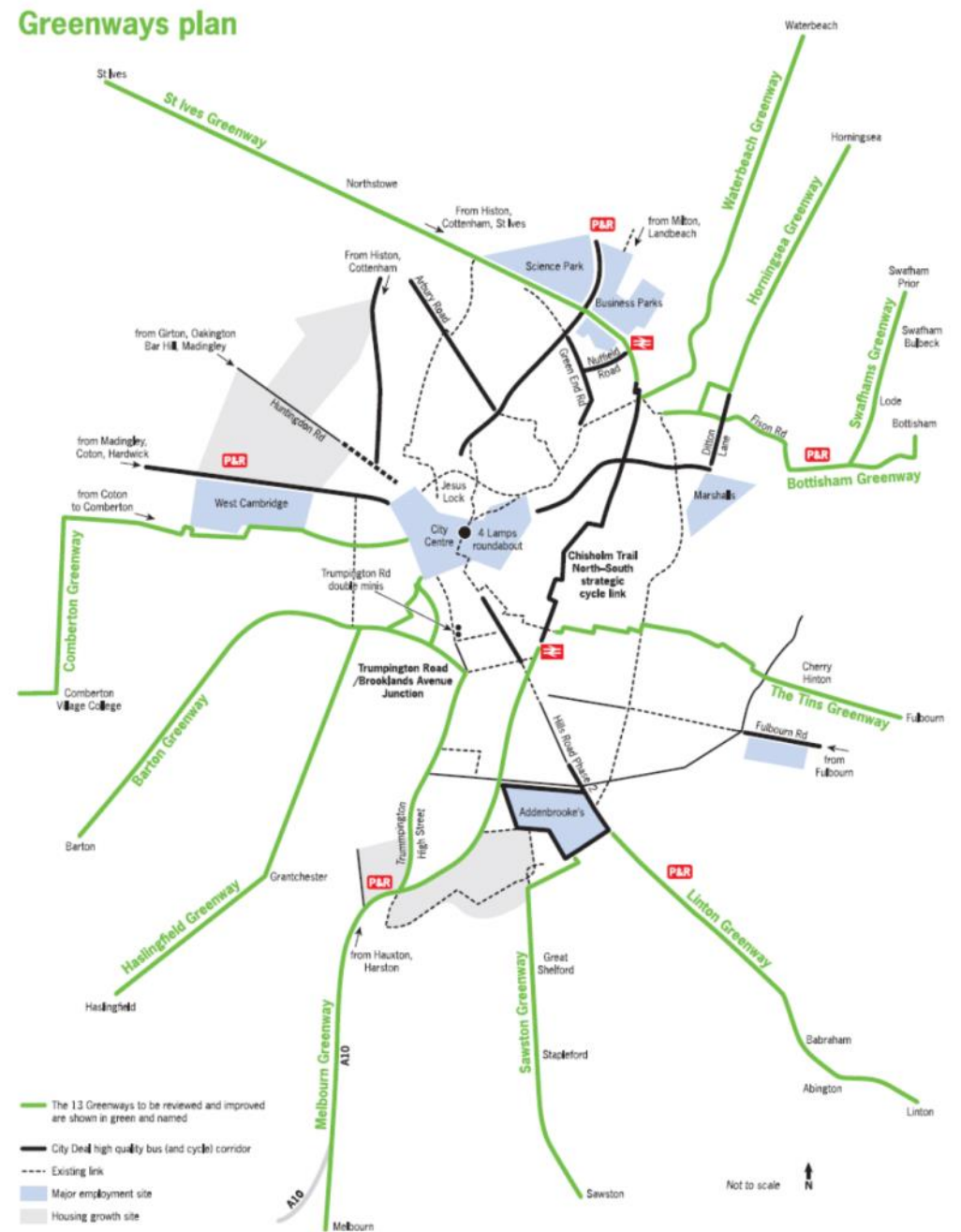


Cambridgeshire
County Council

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.



Melbourn Greenway

The Melbourn Greenway is one of the longest Greenways and with its close association with the A10 it is one of the most challenging. At the Cambridge end it can connect very well with the Busway path giving excellent access to employment sites in the south of Cambridge, Cambridge Station etc. The route from Trumpington Park & Ride site to the City Centre is covered in the Haslingfield Greenway report.

Given the busy nature of the A10 the road itself is a significant barrier as well as providing a potential corridor for the Greenway. In places therefore routes are recommended on both sides of the A10.

Due to the complex nature of the route it is inevitable that it will be developed over time and parts of the route are currently under construction or being planned.

A number of links and options have also been examined including Meldreth and Shepreth. A link to Haslingfield is recommended as the Haslingfield Greenway and covered in that section.

An option for a route besides the railway between Foxton and Hauxton could potentially link well with Great Shelford, but a route to Trumpington is favoured.



The case for Works

The case for improvements along this corridor has already been identified as a priority with a bid for Growth funding for the A505 bridge and funding already allocated for the A10 corridor from various sources.

The existing link with Cambridge Biomedical Campus and employment sites in the south of Cambridge means that links with Trumpington Park and Ride site have potential to be very useful for those accessing employment sites.

The whole corridor of the Melbourn Greenway links with numerous villages and the larger settlements of Royston and Melbourn and is likely to be an area of considerable housing as well as employment growth and the case for investment is strong particularly closer to Cambridge. The fact that the Greenway links with the Haslingfield Greenway means that there is a particularly strong case for the proposed new section of route past the former Treatment Works site near Hauxton.



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)
- Harston
- Button End
- Foxton
- Shepreth
- Melbourn
- Meldreth
- Royston

Links that have also been considered include:

- Little Shelford, Great Shelford
- Haslingfield
- Fowlmere

Summary

Trumpington Park & Ride site to Harston

The proposed route uses an existing route over the M11 that links with the A10. It then passes via Button End. The proposed alignment follows field edges and is dependant on landowner's agreement. A number of options are possible with the aim being to link up with the Haslingfield Greenway and a direct route towards Trumpington Park & Ride site.

It is recommended that this route is taken forward in conjunction with the Haslingfield Greenway and in parallel with the A10 route.

The County Council scheme for Harston will be very important for Harston residents and those accessing services, employment etc in Harston, but given the proposals for Haslingfield Greenway an alternative alignment away from the A10 has also been investigated.



Existing path from Trumpington towards the A10

Harston to Foxton

The route between Harston and Foxton was either under construction or recently completed at the time of survey and is generally 2.5 m wide set within highway verge.

Foxton to Melbourn

There is already a good route being built along the A10 corridor between Foxton and Dunsbridge Turnpike. Dunsbridge Turnpike is a quiet road that links to a recently installed crossing to Shepreth and the A10 path to Foxton. For those travelling between Foxton and Melbourn this would involve crossing the A10 twice and a route that linked Foxton with Melbourn without crossing the A10 would be very beneficial, especially if the A10 gets busier and if a new railway crossing is built at Foxton. The missing section of just over 1km would be challenging but of great benefit. *A new path is recommended, as a long term aim to complement the existing one.*

From Dunsbridge Turnpike the proposed route follows the former A10 into Melbourn. The very wide entrance to the Wyevale Garden Centre is a major concern and *it is recommended that this is avoided with the route crossing the road after the Garden Centre.*

Along the former A10 and beyond the built up area of Melbourn there is an existing path within a wide verge which can easily be widened. *The construction of a path from near the A10 to the Science Park entrance is now underway.* There are some challenges along the route associated with accesses and services.

Within Melbourn the route will need to be on road and it would be appropriate to designate the road through Melbourn as 20mph.

Melbourn and Meldreth to Royston

Meldreth is on the opposite side of the A10 and the railway to Melbourn and a good link is important. This will mean a largely on-road route which can switch to an off-carriageway solution at the pinch-point where the road crosses the railway on a narrow bridge. *A combination of on-road cycle provision and re-allocation of road space is proposed with single-way working over the railway for motorised traffic and a new two-way shared use path.*

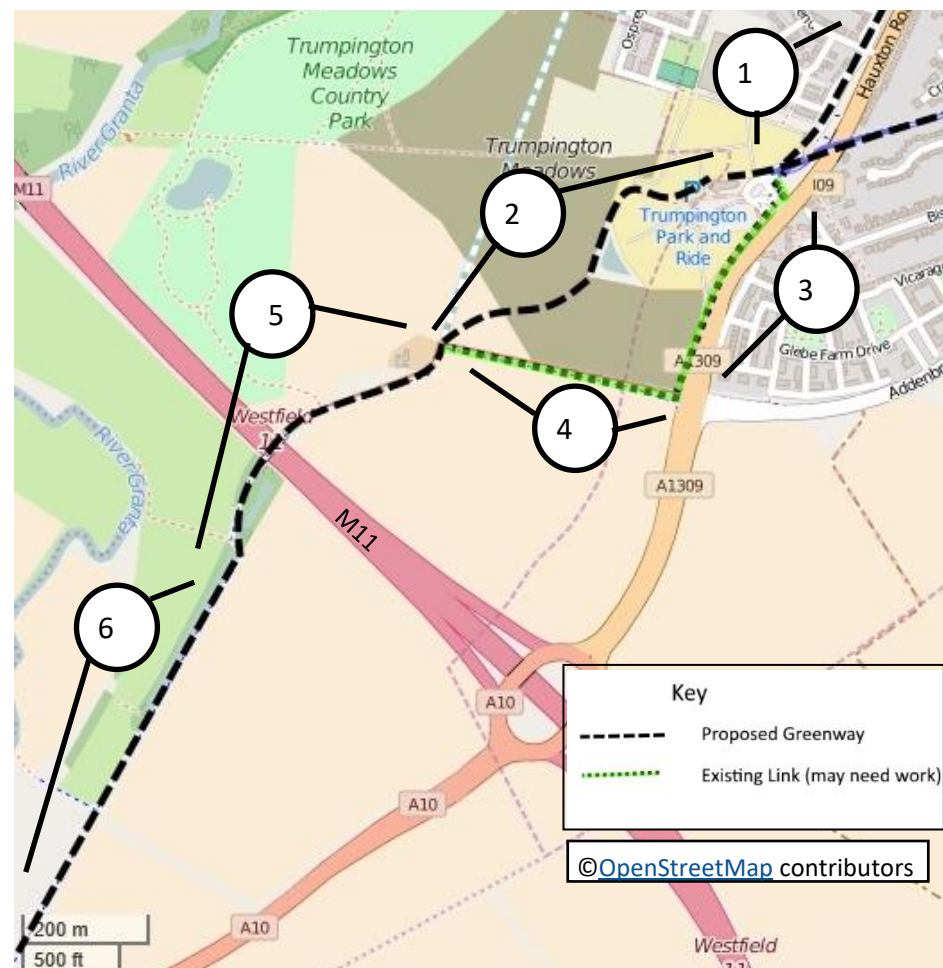
The Melbourn to Royston route is partly in Hertfordshire and is dependent for its success on a new bridge over the A505 on the edge of Royston. The bridge site is such that minimal ramps are needed and the bridge links well with existing paths in Royston. Royston has a good network in this part of the town but it would be unfortunate if the bridge was not also accompanied by improvements to Melbourn Road in Royston for a better link with the town centre than currently exists.

The proposed route besides the A10 from Melbourn has already been through the early stages of design and is seeking funding, so is not discussed in detail in this report. From Melbourn to the A10 the route the route will need to be on road initially on village roads and then follow Cambridge Road Royston. A new route is needed in the highway verge on the southern side. *Construction of a route in this verge from the junction with Back Lane is recommended.*

Route Details and Maps

• Melbourn Greenway Map 1

1. For onward route to/from City centre, Biomedical Campus and railway station see Haslingfield Greenway report. Trumpington Park & Ride site has good connections with southern Cambridge and is an excellent Gateway to Cambridge for the Melbourn Greenway.
2. Planned route through Trumpington Meadows development and Park & Ride site. Exact details to be finalised, but good detailing will be essential.
3. Narrow paths besides Hauxton Road and crossing of Park and Ride site using existing two stage signalised 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 2.
4. Existing interim route uses path besides construction access road. A useful long term link to Addenbrooke's Road and Great Kneighton.
5. Existing bridge over M11, shared with occasional motor traffic at present. Will require resurfacing at suitable opportunity.
6. Existing attractive path.



- **Trumpington Park & Ride site to Foxton**

Plans for the proposed route are shown on the following pages. This is based on a new alignment that goes through the former treatment works on the edge of Hauxton and then on a new alignment that does not go through Harston.

It is unlikely that the whole new alignment will be achieved in one stage and there may well need to be interim alignments, which is not a significant issue for the Melbourn Greenway given that there is the existing A10 route and there are a number of potential links.

The County Council proposed scheme, which does go through Harston is not discussed because detailed plans have already been prepared. The two complementary schemes link up via the bridleway at the Hauxton end of Harston and finish at Church Street Harston. The Harston route will be very important for Harston residents and those accessing services, employment etc in Harston. It may also be an attractive option at night when it will be better lit than the alternative route, but the alternative route has the potential to be quicker and more attractive than the route through Harston for those heading to destinations beyond Harston.

The proposed bypass route passes via Button End with the option of an on-road or off-road link with Button End. Button End is a small community, but does include a small Industrial Estate, which is an employment destination, but which also means that there is a high proportion of lorry traffic on a relatively quiet road.

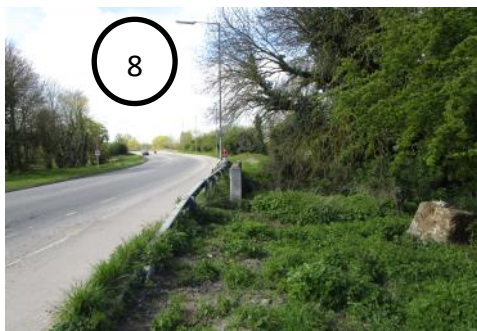
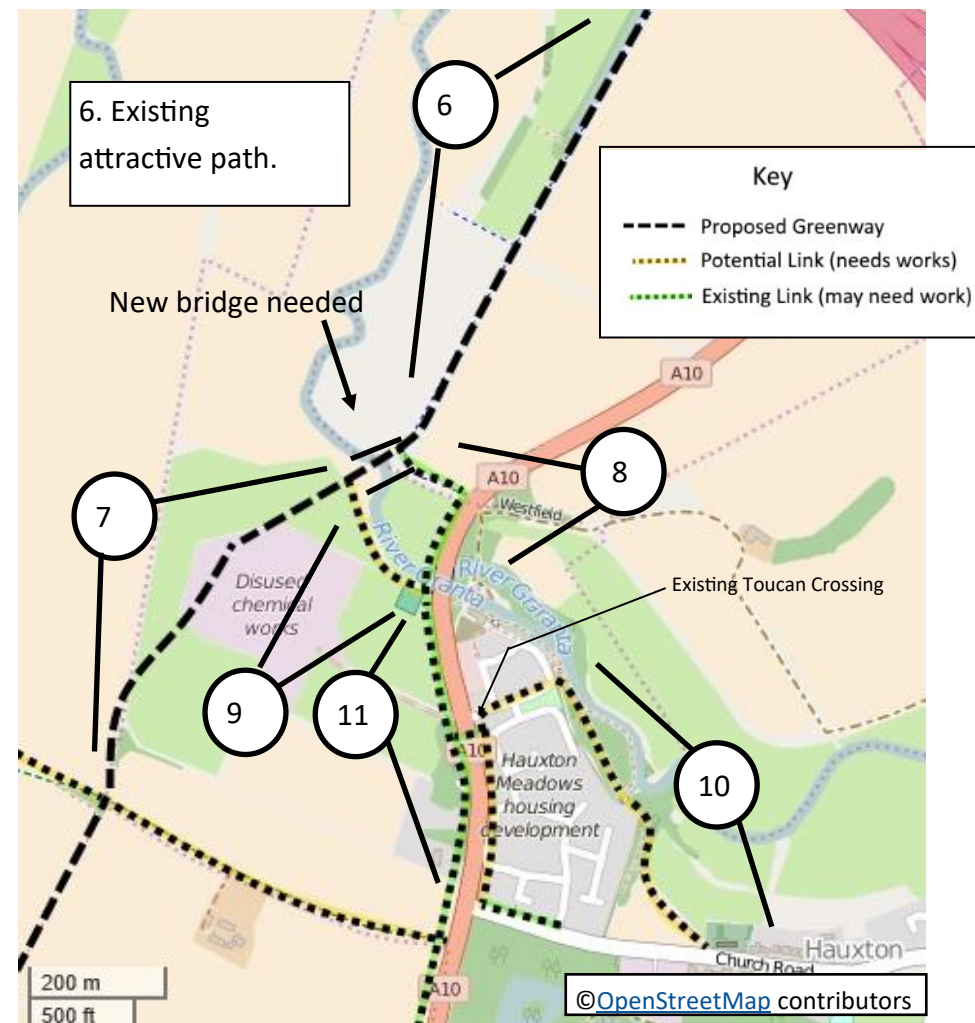
Whilst the whole route is dependent on reaching agreement with landowners there does appear to be potential for a good direct alignment and it is important that this is protected. *It is recommended that this route is taken forward in conjunction with the Haslingfield Greenway and in parallel with the A10 route.*



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.

- **Melbourn Greenway Map 2**

7. *Construct new path along farm track and through former Chemical Works site with bridge over River Granta, to existing path, subject to landowner's agreement. Consider potential horse usage and bridleway dedication subject to agreement.*
8. The existing path is narrow over this stretch. It can be widened by widening into the highway verge and adding a new bridge over the drain near the path junction point, but widening over the Granta bridge is more challenging. The path could be widened by moving the guard railing and kerb into the carriageway, but 9 would be a better option. This stretch and 11 reflect poorly on the whole route.
9. *Subject to landowner's agreement construct new path following river to link with new bridge and 7.*
10. Details of the Hauxton Meadows Housing development and how it links with Hauxton have not been checked, but this is an obvious alignment, as is the whole river corridor, but crossing the A10 at Hauxton Mill is particularly difficult so a route using an existing Toucan crossing is the obvious one.
11. In this area paths have been widened and vary between 2m and 2.3 m with no verge separation. They are not up to the standards elsewhere including the new crossing of the former Chemical Works access road. *Ideally paths should be realigned and widened taking space from the wide carriageway.*

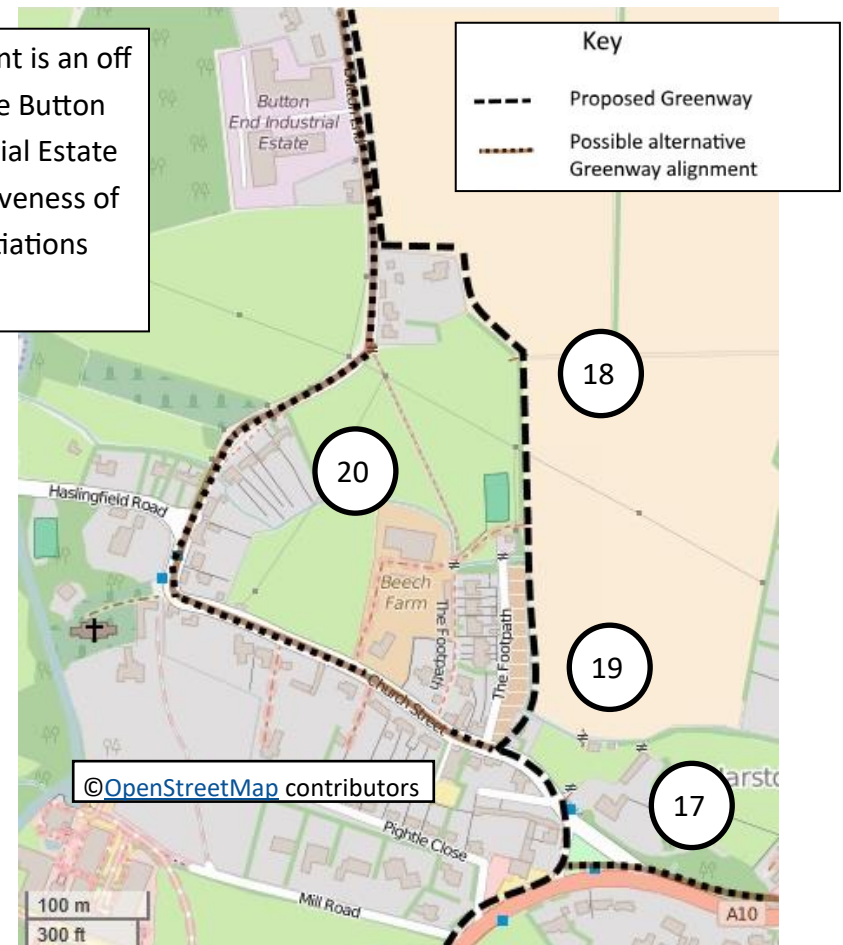


- **Melbourn Greenway Map 3**

7. *Construct new path along farm track and through former Chemical Works site with bridge over River Granta, to existing path, subject to landowner's agreement. Consider potential horse usage and bridleway dedication subject to agreement. (See previous Page).*
12. Existing A10 path—see previous page. This is an important route for Harston and Hauxton residents particularly.
13. Surface existing bridleway/ farm track. This is an important link and is likely to be an interim alignment pending completion of 7.
14. Haslingfield Greenway subject to landowner's agreement.
15. *Construct new path along field edges, subject to landowner's agreement.* The preferred alignment and a possible alternative is shown. The most direct route possible is preferred. Consider possible horse-usage or bridleway dedication subject to agreement.
16. *Construct new path along farm track to telecoms mast, subject to landowner's agreement.* An alignment that allows the path to be separated from farm traffic is preferred. Consider possible horse-usage or bridleway dedication subject to agreement.



For a route between Button End and the A10 there are two choices. The preferred alignment is an off road route that follows field edges . This is favoured because of concern about traffic on the Button End road and particularly HGVs serving Button End Industrial Estate. This is a small Industrial Estate and traffic volumes are likely to be low, so there is a balance between cost and the attractiveness of a route avoiding almost all traffic. The choice may need reviewing depending on land negotiations and more details on traffic volumes and types.



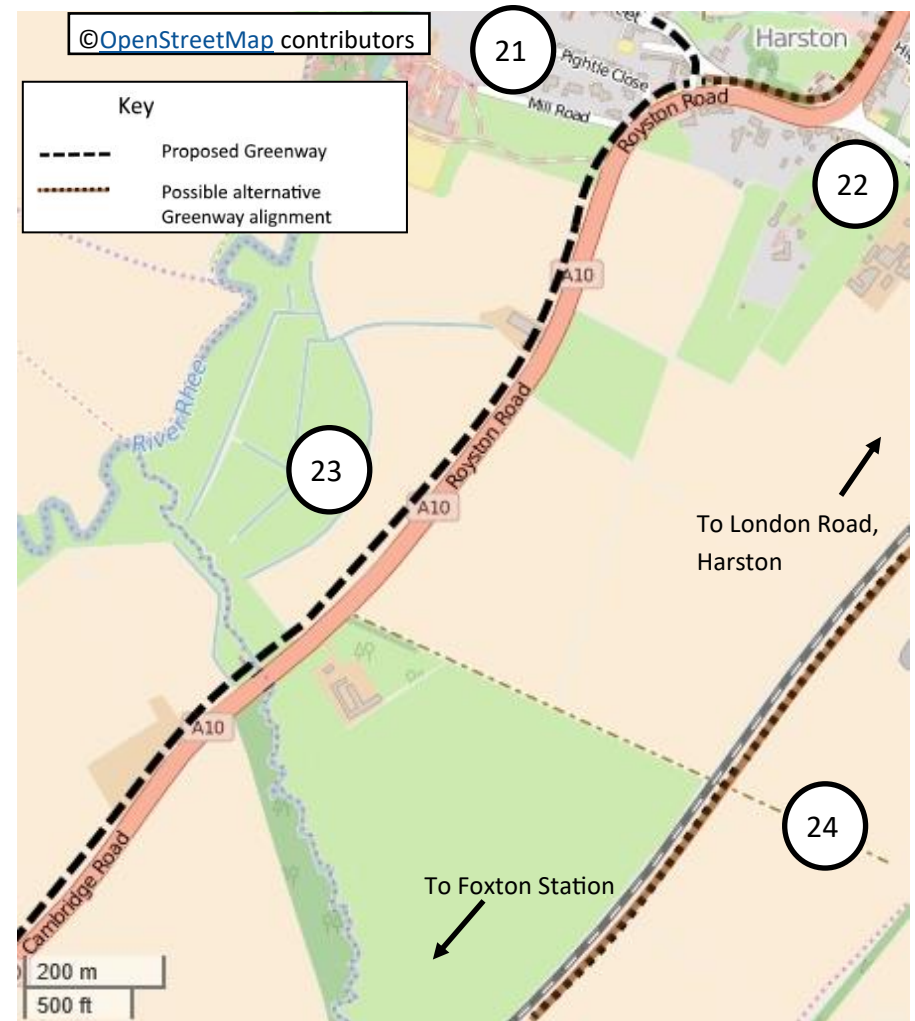
• **Melbourn Greenway Map 4**

- 17. Harston A10 scheme due shortly. (See comments on following page).
- 18. *Subject to landowner’s agreement construct path 2.5m wide along field edge and parallel with Button End including link to Industrial Estate.*
- 19. The best link between field edges and Church Street, Harston appears to be through land adjoining a roadway signed as “Access to the Footpath”. *Subject to landowner’s agreement construct path 2.5m wide with appropriate fencing, bollards etc for link to public highway.*
- 20. On road route. When surveyed the road was quiet but it needs to be considered at peak times. The right turn into Button End on the bend of Haslingfield Road , for those travelling from the south has poor visibility. *Consider changing priority so that Button End—Church Street is the priority or add mini roundabout at junction.*



- **Melbourn Greenway Map 5**

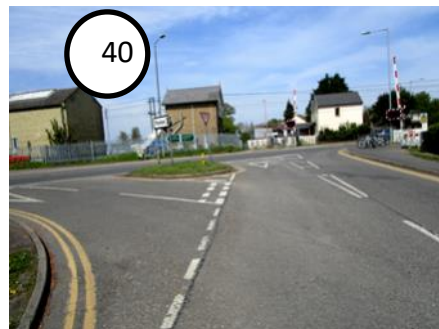
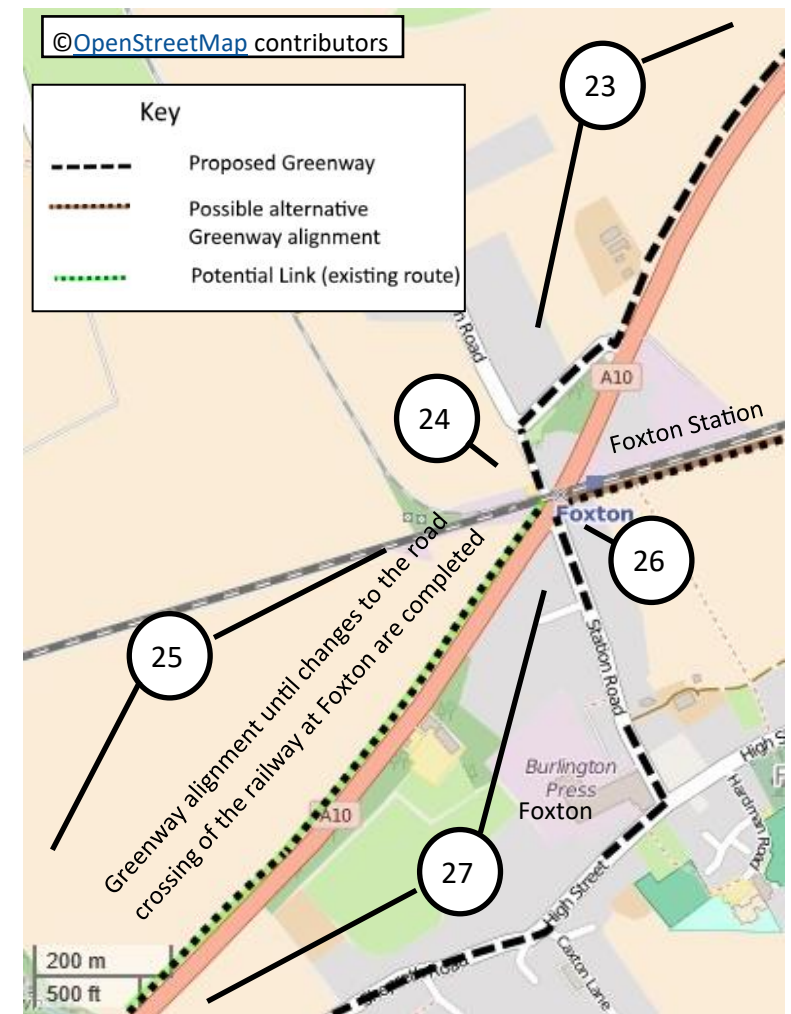
21. On road route via Church Street.
22. The County Council has come up with an imaginative scheme to reorganise highway space and create a much more pleasant and attractive environment for cyclists and walkers, who are currently either squeezed into a narrow strip with each other or are on the road with heavy traffic. This route will be very important for Harston residents and those accessing services, employment etc in Harston, but given the proposals for Haslingfield Greenway an alternative alignment away from the A10 has also been proposed. This is likely to be an attractive option for those heading to destinations beyond Harston.
23. Recently completed path besides A10. 2.5m wide, with verge.
24. Potential link towards Hauxton and Shelford following railway. Whilst this would be possible subject to landowner's agreement and funding it has not been prioritised because an alternative alignment from Harston is recommended.



- **Melbourn Greenway Map 6**

From Foxton to Dunsbridge Turnpike a good route will soon be completed on the north side of the A10. In the longer term there is also an opportunity to develop a route on the south side of the A10. It is important that the two routes are seen as complimentary - each will have benefits for different communities. The benefits of two routes will need to be weighed up against the ease and safety of crossing the A10 particularly at peak time. This may change as the A10 changes and if a new railway bridge or underpass is built at Foxton.

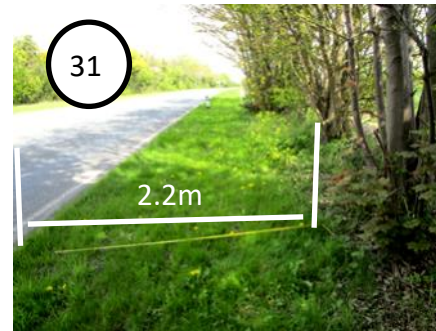
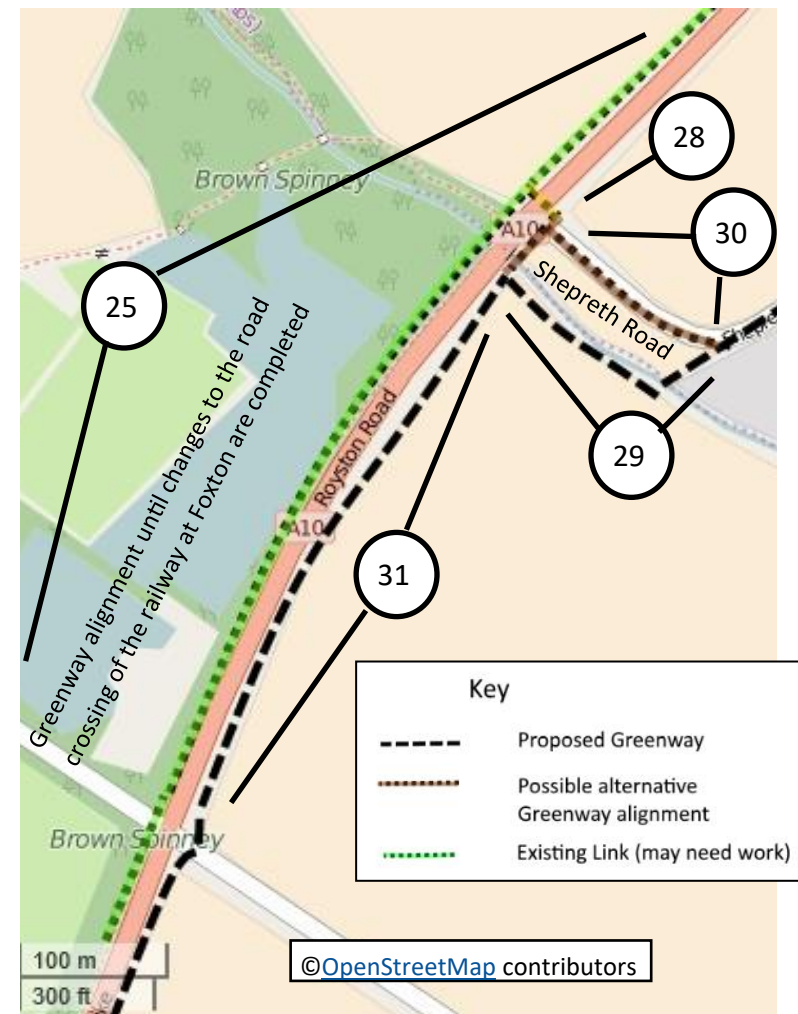
- 23. Recently completed path besides A10. 2.5m wide, with verge.
- 24. In the long term there are plans for a new grade separated road crossing of the railway at Foxton. Any new bridge or underpass across the railway will need to include a safe grade separated crossing from one side of the A10 to the other and this should become the final Greenway alignment. In the mean time crossing the A10 will be challenging and the Greenway should follow the existing A10 path.
- 25. Recently completed path besides A10. 2.5m wide, with verge.
- 26. At present the level crossing arrangements include a separate gate (locked when the level crossing is closed). This gate will provide the interim route for the Greenway until a grade separated crossing is provided (see above).
- 27. Route on road through Foxton. *Consider removing centre-line over whole route and 20mph limit in village centre.* Route continues on road through Foxton. *Consider removing centre-line over whole route and 20mph limit in village centre.*



- **Melbourn Greenway Map 7**

See comments on previous page .The main advantage of a new route to the south-east of the A10 would be for those travelling between Foxton and Melbourn, who would not need to cross the A10. The benefits of two routes as opposed to one, will need to be weighed up against the ease and safety of crossing the A10 particularly at peak time. This may change as the A10 changes and if a new railway bridge or underpass is built at Foxton. The new alignment therefore needs considering and protecting as along term alignment and is not an immediate priority.

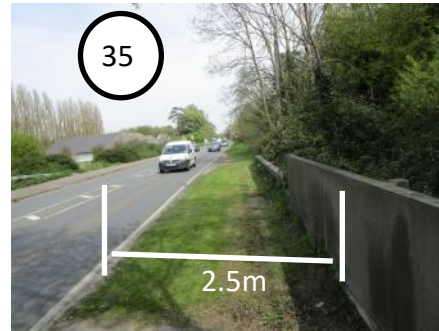
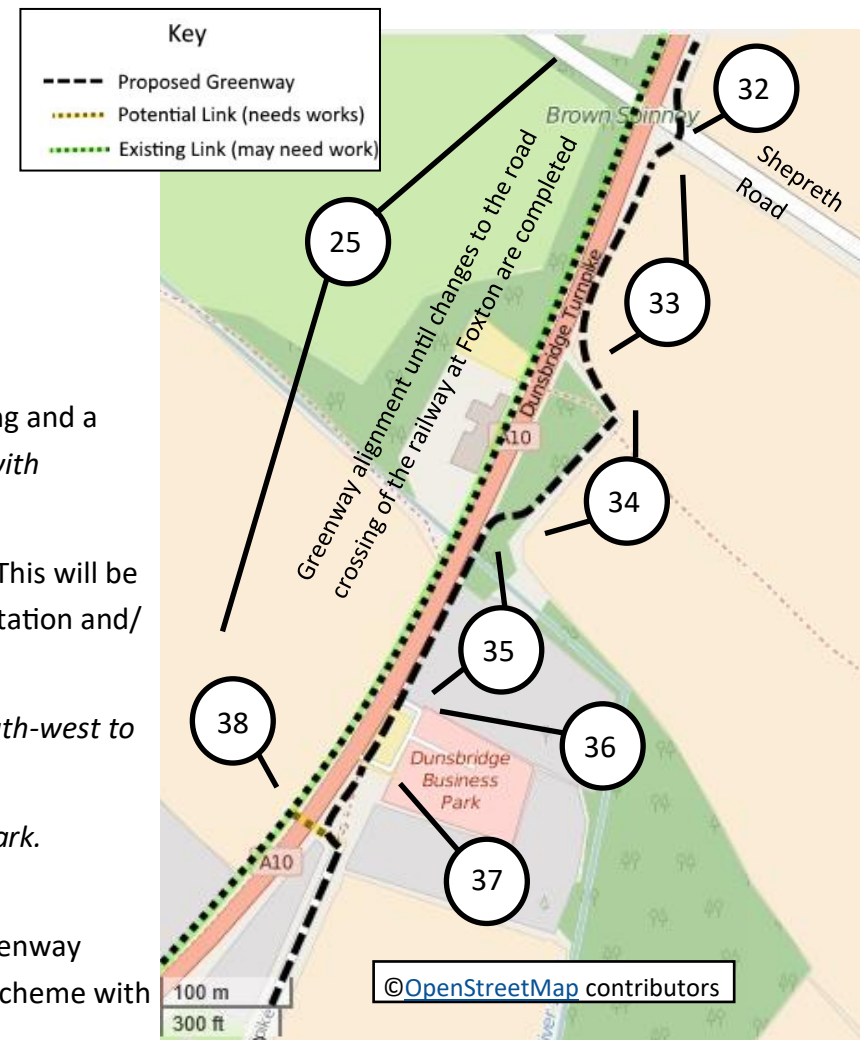
- 25. Recently completed path besides A10. 2.5m wide, with verge.
- 28. Add refuge and approach paths to north-east of junction using hatched area for link between A10 path and Shepreth Road.
- 29. Subject to agreement with landowners construct 2.5m path on field and paddock edges with new bridge over brook.
- 30. Where the route crosses the brook near Shepreth Road the on highway option could squeeze behind crash barriers although the bank may need to be built up.
- 31. Over this section a highway verge path would be possible but difficult and would involve removing hedging. A combination of highway verge and field edge paths is possible, but the preference is an entirely field edge path. *Subject to agreement with landowners construct 2.5m path behind hedge on field edge.*



- **Melbourn Greenway Map 8**

See comments on previous page. The new alignment therefore needs considering and protecting as a long term alignment and is not an immediate priority.

25. Recently completed path besides A10. 2.5m wide, with verge.
32. *Make crossing of Shepreth Road away from junction by sweeping path away from A10.*
33. *Subject to agreement with landowners construct 2.5m path behind hedge on field edge.*
34. A highway solution over 33 and 34 would involve removing a lot of vegetation and hedging and a more attractive route would be screened behind that vegetation. *Subject to agreement with landowners construct 2.5m path through tree belt and on field edge.*
35. Over this length a 2m wide path with some segregation from the carriageway is the aim. This will be difficult but can be done in highway land by removing central hatching, cutting back vegetation and/or building out over or piping the adjacent ditch.
36. *Shorten central island and extend build out on north-east of junction, moving junction south-west to improve visibility.*
37. *Widen existing path to 2.5m and mark out crossing of entrance to Dunsbridge Business Park. Visibility is good for this crossing. Construct path 2.5m wide within central grass island.*
38. Construct new central refuge for crossing of A10 and link path to closed road for the Greenway alignment until any new route from Foxton is completed. (Now approved as a City Deal scheme with construction underway.)



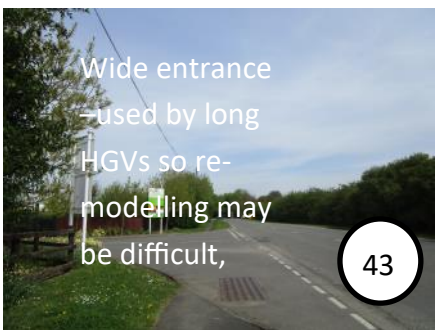
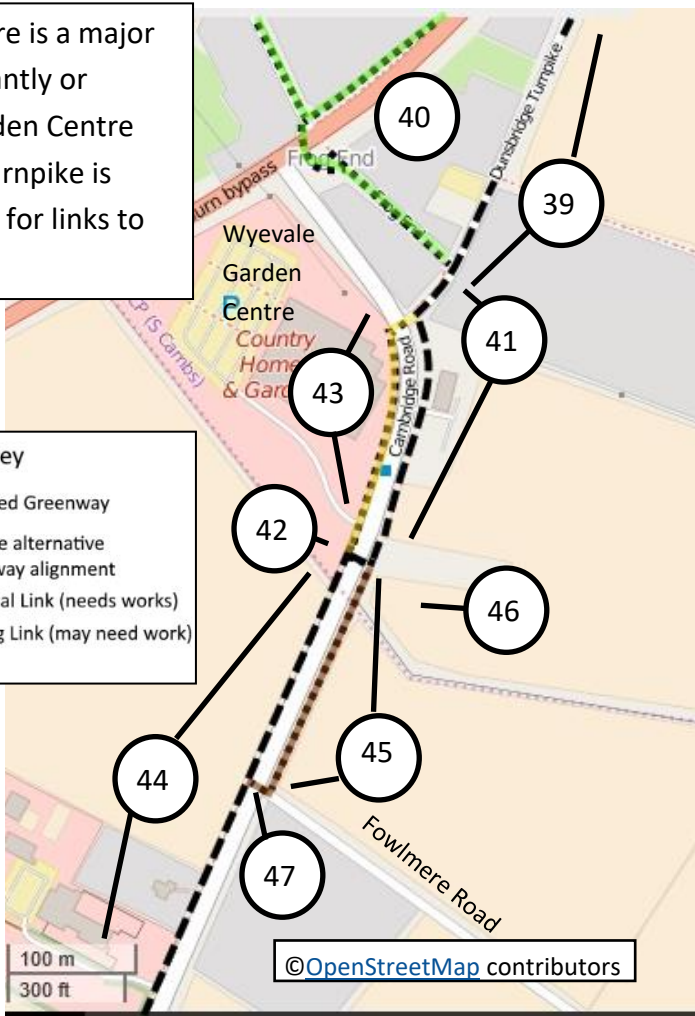
• **Melbourn Greenway Map 9**

- 39. Dunsbridge Turnpike is a quiet road - suitable for use.
- 40. Existing refuge and A10 path for Shepreth and Cambridge.
- 41. *Construct 2.5m or 2m wide path behind bus shelter and through wooded area.*
- 42. *Construct links for straight single stage uncontrolled crossing of Cambridge Road to south of Garden Centre entrance.*
- 43. *Construct 2.5m wide path set back from carriageway as much as possible, in highway verge with crossing of Garden Centre access. Remodel junction to improve crossing. If a good crossing cannot be achieved omit length of path to north of Garden Centre entrance.*
- 44. *Construct 2.5m wide path set back from carriageway as much as possible.*
- 45. Possible alternative alignment. Preferred option a 2.5m path in field edge subject to landowner's agreement. This would be a good option if land can be agreed.
- 46. The crossing of this brook is a major constraint for this option but can be achieved by removing vegetation and constructing a short bridge over the brook.
- 47. *Construct link path to join with Fowlmere Road with straight single stage crossing over Cambridge Road.*

The very wide entrance to the Wyevale Garden Centre is a major concern and this either needs to be changed significantly or avoided. Crossing Cambridge Road south of the Garden Centre and continuing on the eastern side to Dunsbridge Turnpike is therefore suggested. The final design needs to allow for links to Fowlmere Road and the Garden Centre.

Key

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

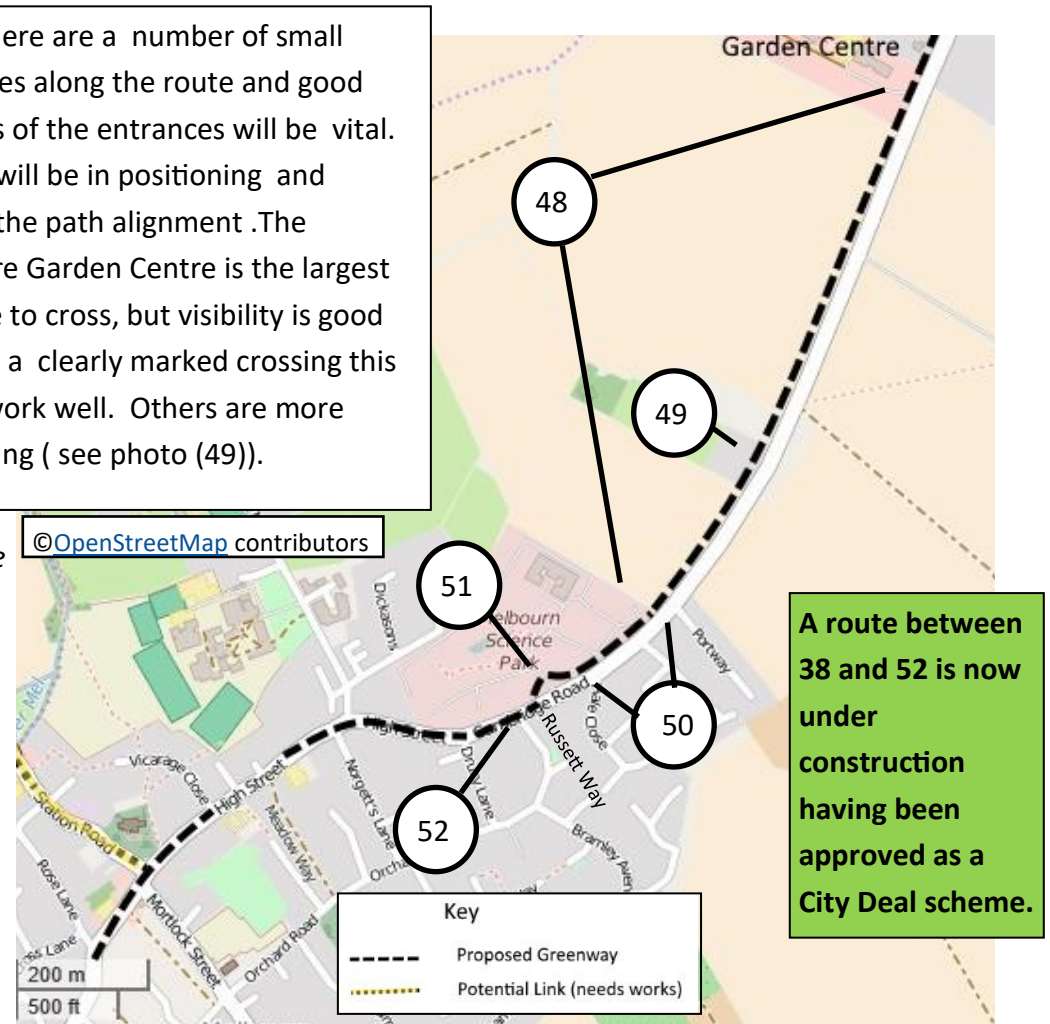


A route between 38 and 52 is now under construction having been approved as a City Deal scheme.

- **Melbourn Greenway Map 10**

48. There is usually sufficient space in the highway verge to construct a 2.5m wide path at least as far as the Science Park. *Construct 2.5m wide path set back from carriageway as much as possible.* There are some services along the route and these will need detailed survey, but the most complicated issues are likely to be the crossing of entrances to businesses. (See note 49).
50. In order to construct a 2.5m wide path from the Science Park entrance towards Cambridge it will be necessary to either move the existing hedge back or construct a new path on Science Park land. *Negotiate with Science Park to achieve 2.5m path separated from the carriageway. It is more important to maintain at least 0.5m separation from the carriageway than to maintain the 2.5m width so occasional reduction to 2m + verge would be acceptable.*
51. Construct new path 3m wide around entrance to Science Park between Science Park signs and wall.
52. *Use existing central refuge and remove Russett Way slip road for interface between off road and on road routes. Those travelling to Melbourn to use the refuge to join the carriageway, those travelling from Melbourn to join off-road facility with flush cycle slip lane.*

49. There are a number of small businesses along the route and good crossings of the entrances will be vital. The key will be in positioning and shaping the path alignment. The Phillimore Garden Centre is the largest entrance to cross, but visibility is good and with a clearly marked crossing this should work well. Others are more challenging (see photo (49)).



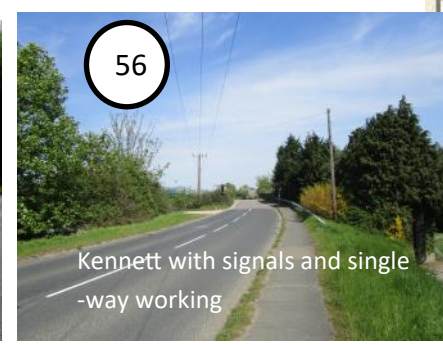
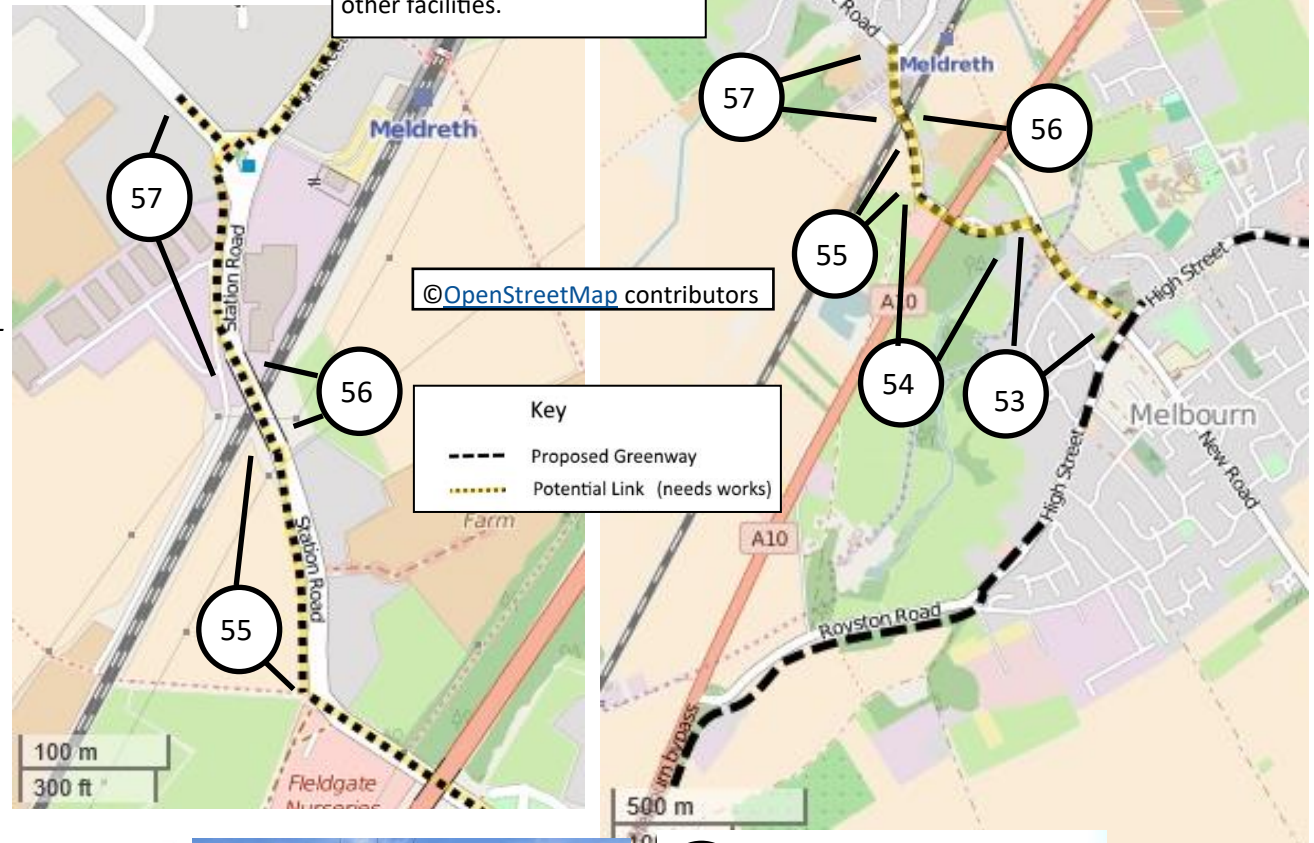
Here (left) the best options may be to either remove some of the hedge or move the path away from the hedge and alter the junction details.



• **Melbourn Greenway Map 11**

- 53. Route on road along Station Road. *Consider options for traffic calming.*
- 54. Route on road passes under A10. *Consider options for traffic calming. Remove central hatching and add cycle lanes where there is space.*
- 55. *Subject to agreement with landowner construct new path and ramp along field edge adjoining Station Road.*
- 56. *Re-allocate road space over railway bridge by removing one lane and adding signals with single-way working. See similar example from Kennett below.*
- 57. *Subject to agreement with landowner construct new path and ramp along edge of industrial area adjoining Station Road. Continue path in verge towards Whitecroft Road. Create crossing by constructing new path across corner of triangle for onward route to station etc. Route continues on road.*

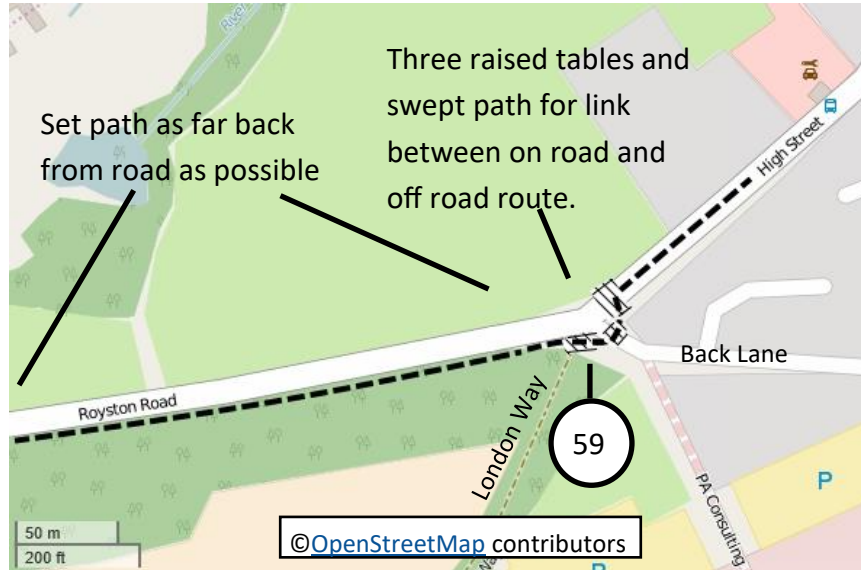
A good link with Meldreth is important for Meldreth residents and those wanting to access Meldreth Station and other facilities.



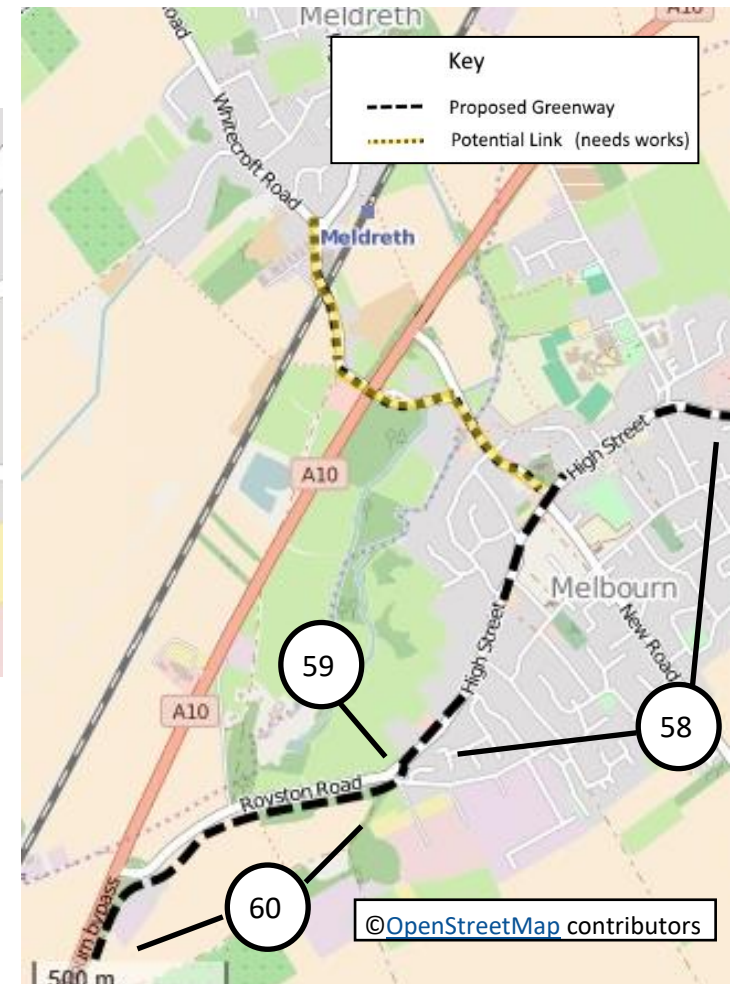
• **Melbourn Greenway Map 12**

58. Route on High Street on road from Science Park. *Consider dedicating village centre as 20mph.*

59. Construct new path across green space by Back Lane junction and add raised table as Gateway feature to High Street. Sweep path away from Royston Road at Back Lane crossing London Way entrance on a raised table and Back Lane on a raised table.



60. Path to be 2.5m wide set back from carriageway edge in verge of Royston Road. There appears to be sufficient space on highway land, for a good route, although highway boundaries will need checking. There is an existing path on the opposite side of the road but there is not sufficient space in highway land at the Melbourn end of the route. *Widen existing path through woods between A10 highway verge and length of closed road.*



- **Melbourn Greenway Map 13**

This route is partly in Hertfordshire and both Cambridgeshire and Hertfordshire County Councils are working with the A10 Cycle Campaign and others to progress it. Items 62 to 65 are in Hertfordshire.

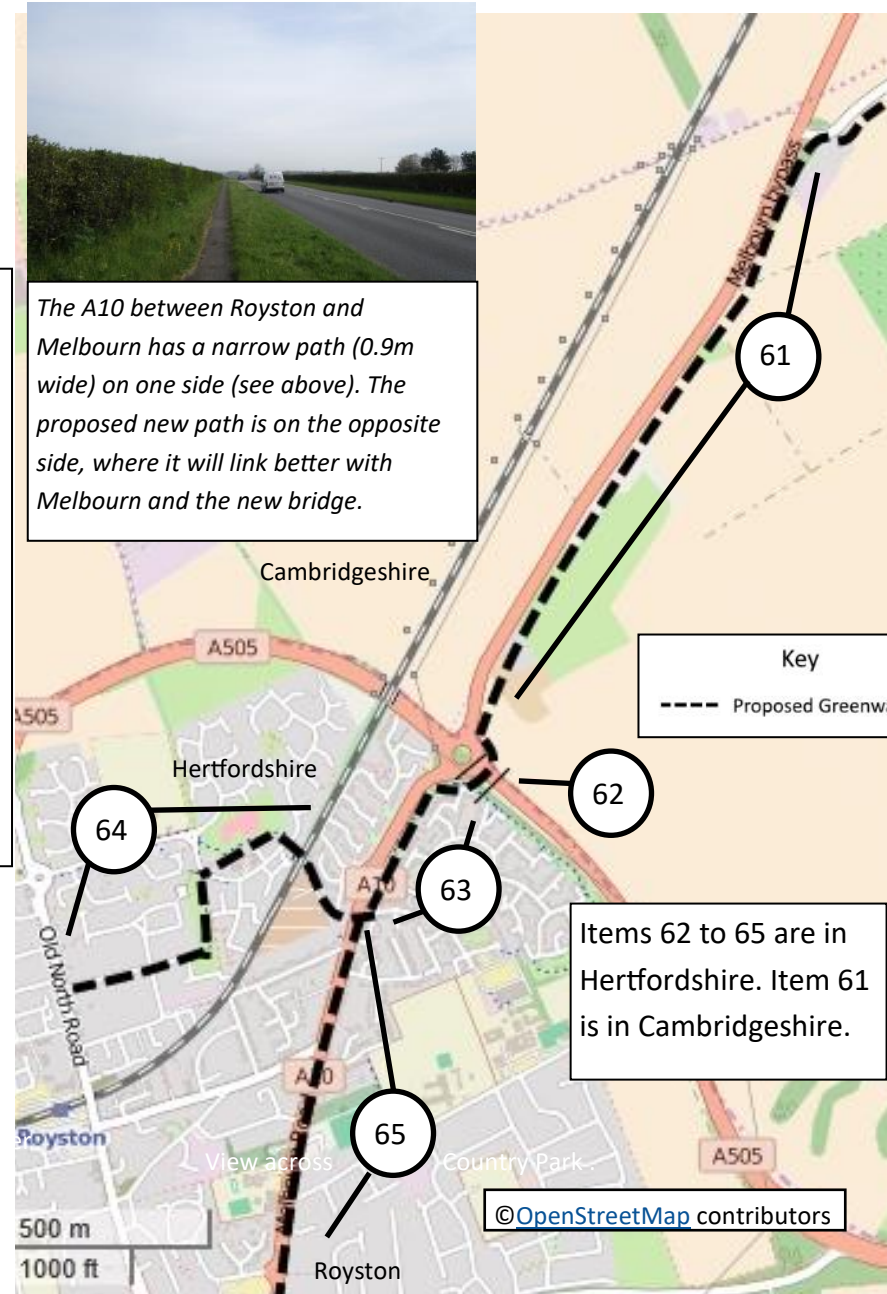
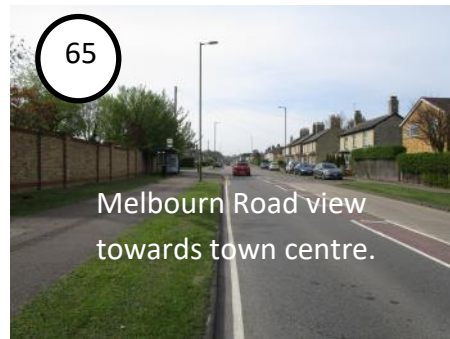
61. *Construct new path to east of Melbourn Road. Designs are already completed—awaiting funding and awaiting completion of the new bridge.*

62. This route is dependent for its success on a new bridge over the A505 on the edge of Royston. Preliminary designs have been completed and a funding bid has been submitted.

63. The bridge site is such that minimal ramps are needed and the bridge links well with existing paths in Royston.

64. Existing route through Royston includes new underpass under railway. Royston has a good network in this part of the town.

65. It would be unfortunate if the bridge was not also accompanied by improvements to Melbourn Road in Royston for a better link with the town centre than currently exists. The road is equivalent to Hills Road, so there are precedents, but this is a matter for Hertfordshire.



Recommendations

The plans for the A10 corridor have focused on a complete route and completing a route between Royston and Cambridge is an obvious priority. However additional links are also recommended. The priorities are suggested to be:

- ◇ Complete the Haslingfield Greenway including a new route into Cambridge via the former Treatment Works site, for approximately 750m with a new bridge over the River Cam (span approximately 30m depending on Environment Agency requirements).
- ◇ Improve existing Hauxton path besides A10 for approximately 400m including re-allocating roadspace.
- ◇ Agree route for new route from Harston to Button End and linking with the Haslingfield Greenway and construct new path on field edges for approximately 2km.
- ◇ Construct new route to and through Melbourn from A10 ensuring continuity with a combination of new off-road paths for approximately 3km and 20mph zone through the historic centre of Melbourn for approximately 1km.
- ◇ Complete Meldreth to Melbourn link including improving arrangements at the existing railway bridge with new traffic signals and new paths and ramps for approximately 400m.
- ◇ Construct new path besides A10 between A505 and Royston Road, Melbourn for approximately 1.7km with new bridge over A505 into Royston(span approximately 80m).
- ◇ As a longer term scheme consider the need and options for constructing a new path from Shepreth Road, Foxton to Dunsbridge Turnpike on south-east side of A10 for approximately 1.2km. Much of this can be done on highway land although private land is needed for a good solution. The scheme will need to be considered alongside any changes to the A10 including at Foxton crossing.