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 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.

Find out more at a local exhibition
Project Officers will be available to answer your questions about the project at:

- **Thursday 19 November 18:00-20:30 Shirley Primary School**
- **Tuesday 17 November 17:00-20:00 Nuffield Gym, Anglia Ruskin University, Cambridge, CB5 8LN**
- **Wednesday 11 November 16:30-20:30 Abbey Stadium, Newmarket Road, Cambridge, CB1 3BA**
- **Tuesday 10 November 17:00-20:00 Foyer, Anglia Ruskin University, East Road, Cambridge, CB1 1PT**
- **Thursday 9 November 10:00-12:00 Newmarket Road, Cambridge, CB5 8LN**
- **Thursday 9 November 13:30-15:30 Cambridge Leisure Park, Chesterton, Cambridge, CB4 1TF**

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

**www.gccitydeal.co.uk/chisholm-trail**

**Funding**

The Chisholm Trail has a budget of £8.4m. This exclusive 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.

To read more visit www.gccitydeal.co.uk/chisholm-trail

**SAY YOUR SAY**

Jim Chisholm, local resident and campaigner. Jim first suggested a walking and cycling route to link the 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 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.

We need your feedback in order to improve our plans and help us shape the scheme. These proposals will only go ahead with landowner approval 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 Lepre chapel Meadow could be lit in order to remove the impact of light along the route. Similarly, like those on the Busway path or low impact LED down lights could be used in 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.
This scheme will help reduce congestion and encourage more people to walk and cycle.

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 stitch in the area currently beyond the field fence to improve drainage and new fencing.

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. Access to the Trail could be created from William Smith Close and Angle Street.

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

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 café, subject to planning permission.

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 Neen Market 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 busway can also be used for parking for evening rush hour.

The route would also be used by the Northern and Southern sides of the rail line.

The Leper Bridge is a separate project funded separately and is under consideration by the County Council’s Economy and Environment Committee and subject to a planning application.

Traffic free paths
On quiet roads
Busway
Railway Line
To path
Exhibition venue

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