



Bottisham, Swaffham and Horningsea Greenways

Have your say on off-road routes connecting Bottisham, the Swaffhams and Horningsea to Cambridge



www.greatercambridge.org.uk/greenwaysconsultation

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 which invited people to have their say on how, where and what they would like from their local Greenway.

Reviewing feedback

Travel to work or school and access shops and services were the main reasons given for using the Greenways.

Bottisham Greenway – Improvements to the A14 crossing, better path surfacing and future route maintenance were highlighted as important to users.

Swaffhams Greenway – Linking up cycle paths to ensure a continuous, safe route was identified as essential. The disused Mildenhall railway line was mentioned several times as having potential for an off-road route. Sustrans, the cycling charity, are expected to propose upgrades on this route separately from this project.

Horningsea Greenway – Improvements to the Wadloes Path were requested and have been implemented as a ‘quick win’ with local support.

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 our Executive Board and further funding for detailed design and construction 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

3 treatment types

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 locations 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.

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.

Fibre optic networks

All new sections of Greenway routes in Cambridgeshire will now include the installation of fibre ducting to enable improvements to data networks.

Lighting

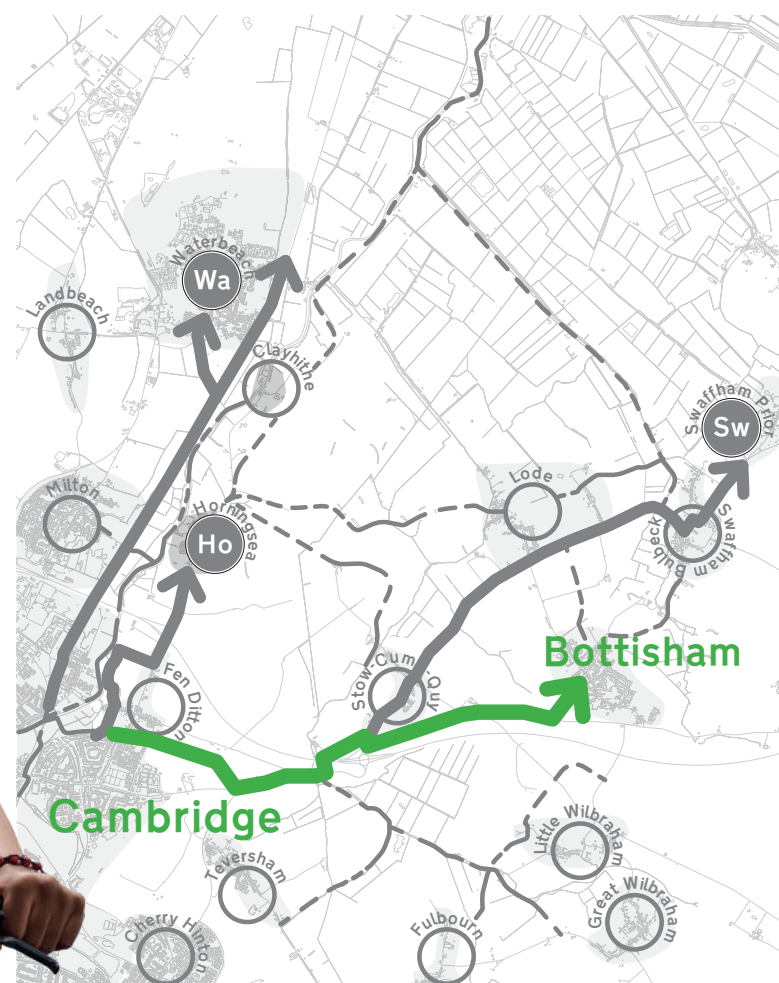
Solar studs could be used at specific points to aid wayfinding in low light. These are less visually intrusive than overhead lights.



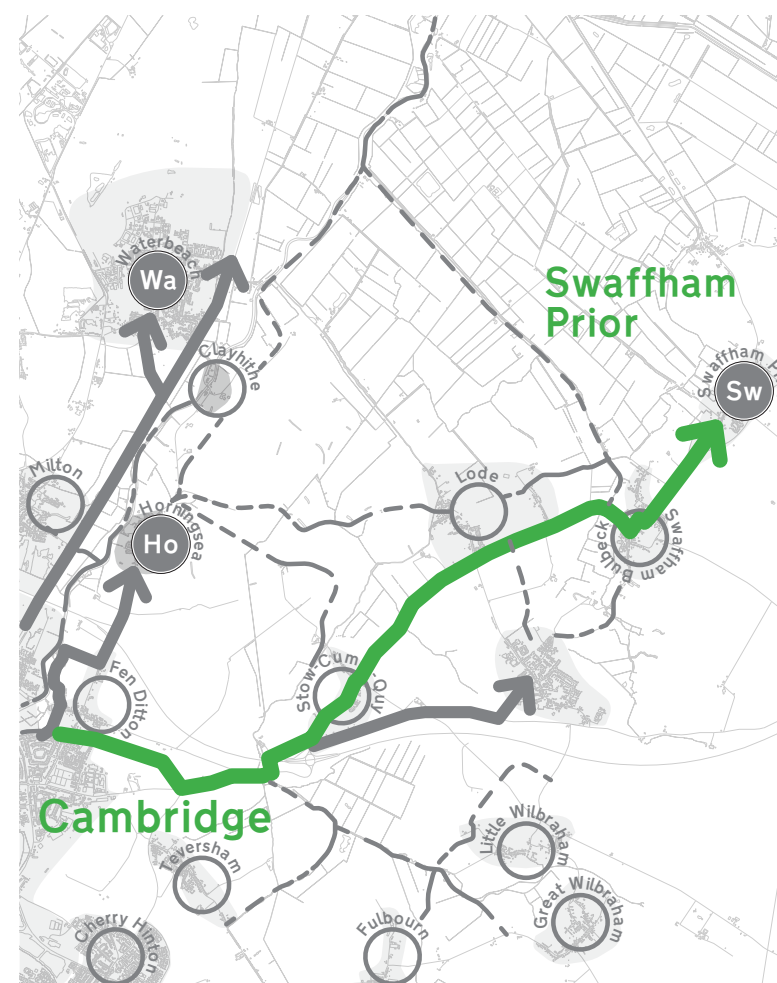
An emerging Greenways network

These Greenway routes sit within a wider and developing sustainable travel network that is being created by the Greater Cambridge Partnership. As the diagrams below show, this will create a network of walking, cycling and equestrian 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. Greenways is a project steered by the local communities it aims to serve.

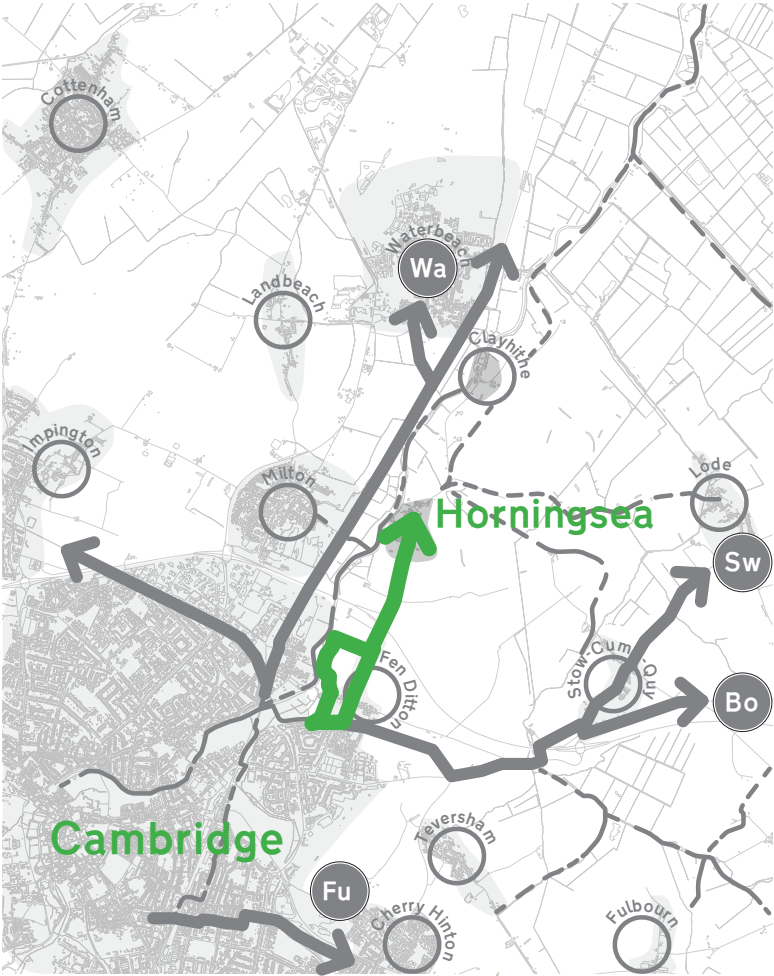
Bottisham Greenway



Swaffhams Greenway



Horningsea Greenway

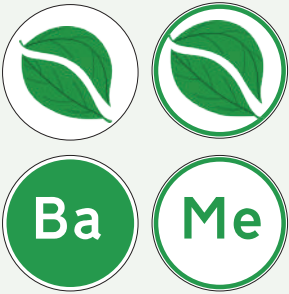


Initial signage proposals

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	Comberton	Sa	Sawston
Fb	Fulbourn	Si	St Ives
Ha	Haslingfield	Sw	Swaffhams
Ho	Horningsea	Wa	Waterbeach

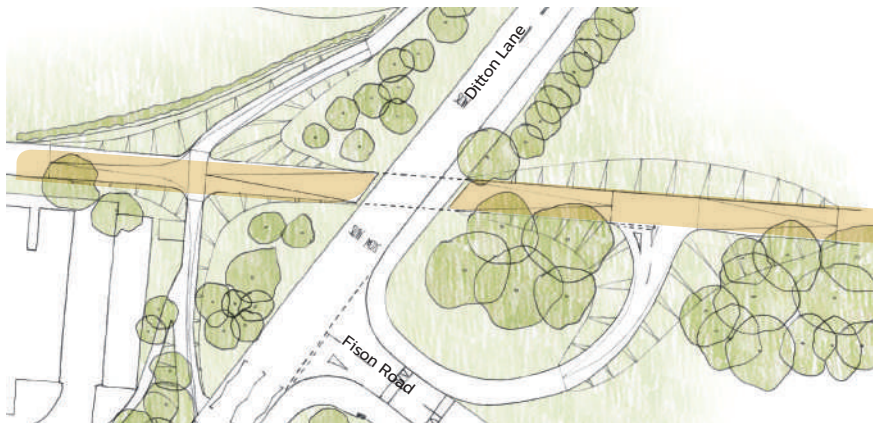


Bottisham Greenway

1 Crossing Ditton Lane



- **Option A:** Use the existing signalised crossing and continuous shared-use path across the entrance of Fison Road.
- **Option B:** Altered shared-use path alignment with a widened landscape area at the corner, and a widened signalised crossing.

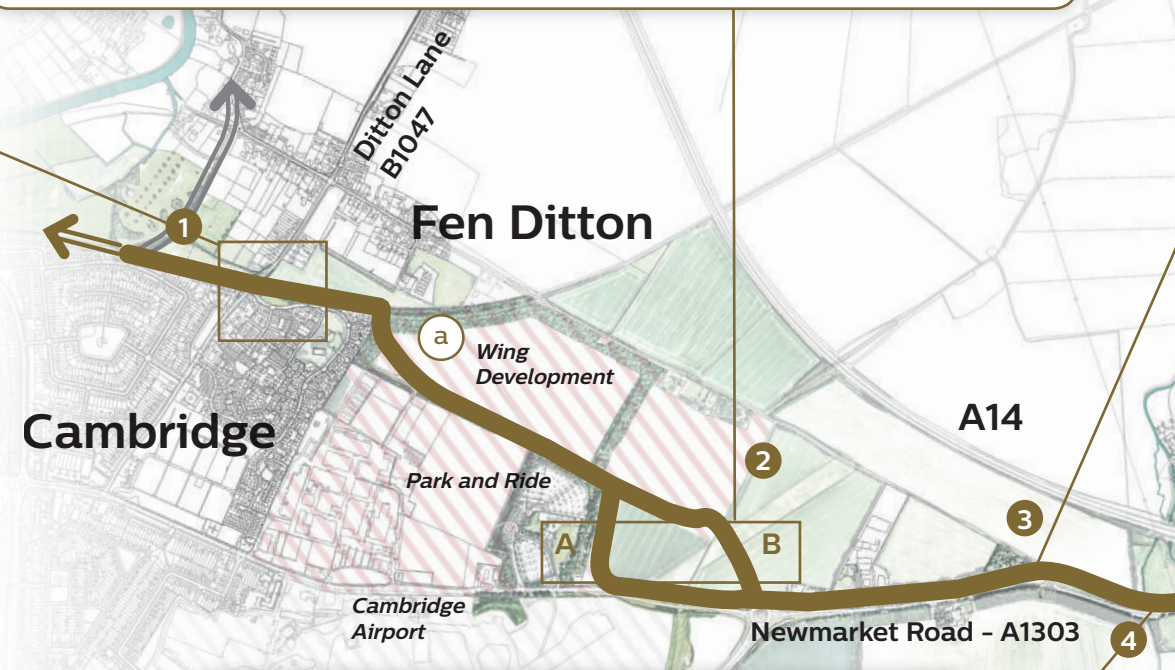


- **Option C:** New underpass beneath Ditton Lane directly linking the existing paths.



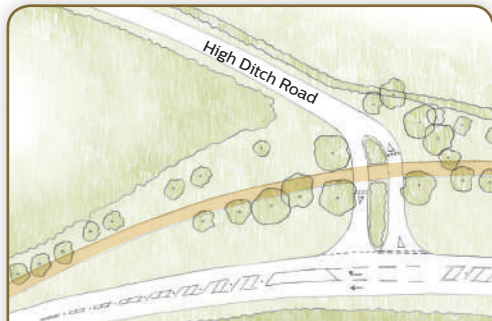
2 The Wing Development to Airport Way

- **Route A:** New shared-use path (proposed as part of the Wing development) parallel to the eastern access road leading to the existing shared-use path along Newmarket Road.
- **Route B:** New direct path leading from the Wing development to Newmarket Road close to the Airport Way roundabout. (subject to landowner agreements)



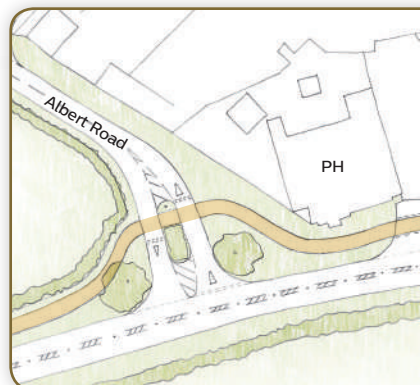
4 Bridge over Quy Water

- Widen and resurface across the side road up to the junction with new signage and landscaping where possible



3 High Ditch Road Crossing

- Set the crossing point back from the junction
- 3m wide central island and give-way markings to give priority to those crossing
- New landscaping around the junction



6 Dunsley Corner - The Missing Sock

- Set the crossing point back from the junction
- 3m wide central island and give-way markings to give priority to those crossing
- New landscaping around the junction

Key

- Treatment A
- Treatment B
- Treatment C
- Other routes
- ① Consultation question
- Ⓐ Proposed solar studs
- ➡ Greenway connections

Stow-cum-Quy

Swaffham Greenway

Bottisham

A1303

A14



5 A14 Underpass

- Widen and realign the southern approach to provide better visibility through the underpass
- Surface improvements to the existing hotel access road, improved landscaping and install a kerb segregated path
- Upgrade lighting in the underpass

7 Bell Road

- Set back the shared use path from the road edge behind a new planted verge
- New raised table feature to improve access onto the path



Swaffhams Greenway



1 Stow-cum-Quy to the A14 underpass

- Relocate the existing footpath across the field with a new direct cross-country shared-use path between the A14 underpass and the end of Orchard Street (subject to landowner agreement)

2 Stow-cum-Quy field edge link

- A new shared-use path along the field edge between the entrance to Quy Mill access road (off Church Road) and the end of Orchard Street (subject to landowner agreement)



3 Stow Road/Orchard Street/Church Road Junction

Route A:

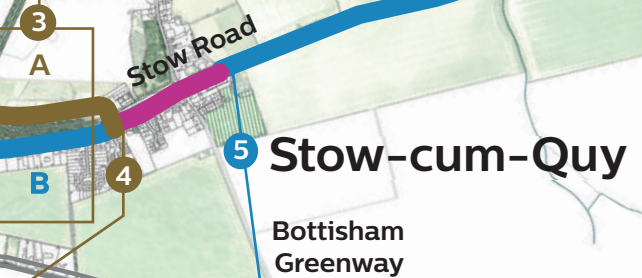
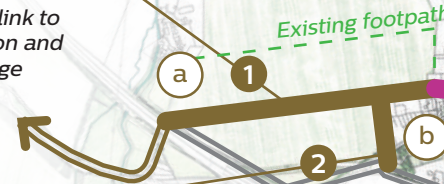
- Route around the back of the Wheatsheaf pub through woodland

Route B:

- On street cycle lanes on Stow Road with new signage, junction layout and landscaping where possible



Onward link to Fen Ditton and Cambridge



4 Stow Road/Main Street Herring's Close

- Narrow the existing junction of Main Street and Herring's Close with Stow Road to slow traffic movements
- Create a separate crossing point with 3m wide central refuge on Stow Road
- New area of planting and landscaping

5 Quy Court

- Move two parking spaces and remove or reposition the entrance at the northern end of Quy Court
- No net loss of parking spaces, allowing a direct, off-road connection to the recently built path towards Lode (subject to landowner agreement)



Anglesey Abbey

Quy Road

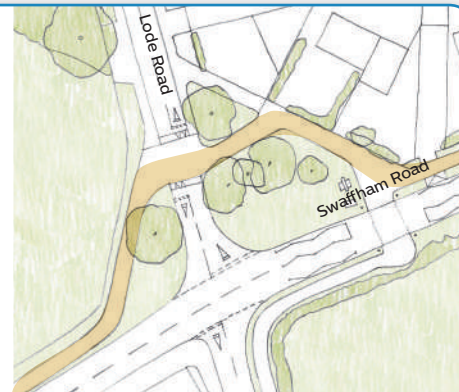
Bottisham Greenway

6 Anglesey Abbey

- 3m wide central refuge island on Quay Road crossing
- A wider shared-use path on the north side of Quay Road, separated from the carriageway by a verge

7 Junction of Lode Road with Quay Road/Swaffham Road (B1101)

- Set the crossing point back from the junction
- Priority crossing on a raised table over Lode Road
- Landscaping improvements to the verge areas around junction (subject to landowner agreements)



Key

- Treatment A
- Treatment B
- Treatment C
- Other routes

① Consultation question

Ⓐ Proposed solar studs

➡ Greenway connections

Lode

Swaffham Road

Gutter Bridge Ditch

Swaffham Bulbeck

Swaffham Prior

Green Bank Road



10 Swaffham Prior

- Make the slip road onto High Street a traffic free road
- Slow motor traffic entering the village by giving priority to pedestrians and cyclists

8 Junction of Longmeadow with Swaffham Road (B1101)

- Move the entrance to Longmeadow to the east to allow the shared-use path to deflect away from Swaffham Road
- Priority crossing of Longmeadow on a raised table (subject to landowner agreement)



9 Swaffham Bulbeck

- Widen the path at the bridge over Gutter Bridge Ditch
- A widened path around the Green
- A widened and surfaced route via the public path beside Lordship Cottage
- A shared-use path beside Commercial End to Green Bank Road



Horningsea Greenway



1 Wadloes path to Ditton Meadows 'Bow-Tie'

- Selective path widening, new signage and landscaping improvements
- Careful pruning and crown lifting in key locations
- De-cluttering and relocation of bins, a new tree and bench on the eastern green and sleeper steps, referencing the history of the site as a crossing on the old railway line to Mildenhall



3 The byway between Green End and Horningsea Road

Route A:

- A new shared-use path along the existing byway, with careful pruning of existing trees and hedgerows similar to recent work along the Wadloes Path
- Bespoke surface material to respect rural character of existing byway

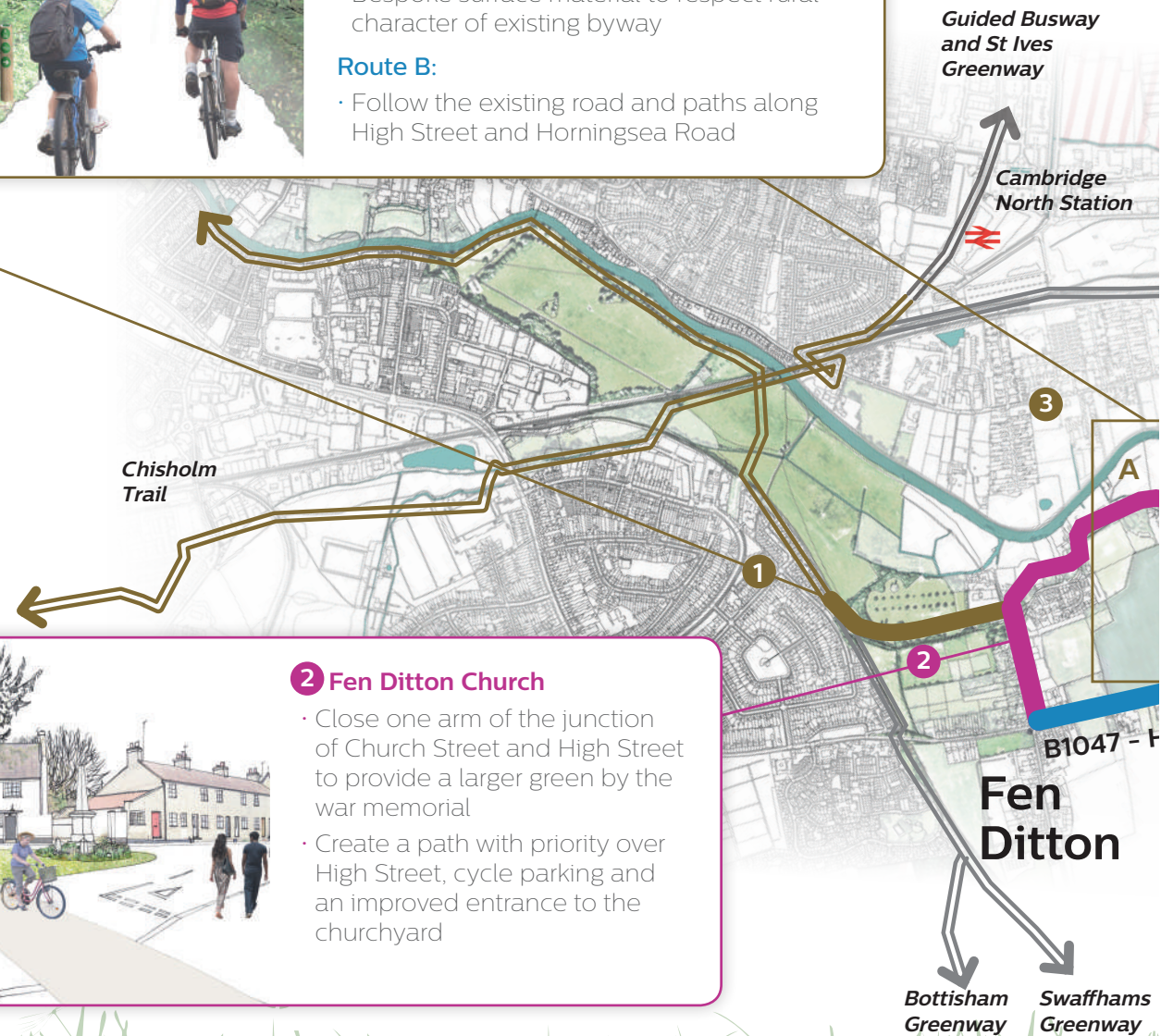
Route B:

- Follow the existing road and paths along High Street and Horningsea Road



2 Fen Ditton Church

- Close one arm of the junction of Church Street and High Street to provide a larger green by the war memorial
- Create a path with priority over High Street, cycle parking and an improved entrance to the churchyard





4 Junction of the byway and Horningsea Road

- Install prominent 'milepost' markers to highlight the turn into the byway
- Widen the shared-use path on the west side of Horningsea Road towards the school



6 Horningsea Road - A14 Junction 34

- Improve approaches to the existing signalised sliproad crossings
- Introduce a planted separation strip between the shared-use path and the road
- Increase railing height to provide greater protection on the bridge (subject to Highways England approval)



Waterbeach



7 Horningsea - Village gateway

- Build-out with landscaping and fencing to mirror the existing gateway feature
- Give-way markings to give priority to traffic leaving the village
- Raised table to calm traffic and provide a safer transition for cyclists between the road and the path



5 Horningsea to the A14

- Introduce soft landscaped verge in the margin between the shared-use path and the road
- Further widening of the path on the west side of Horningsea Road

Key

- Treatment A
- Treatment B
- Treatment C
- Other routes
- 1 Consultation question
- ➔ Greenway connections

Join us to find out more at a public exhibition*:

LOCATION	DATE	TIME	ADDRESS
Horningsea Village Hall	Tuesday 24 September	6pm – 8pm	High Street, Horningsea, Cambridge CB25 9JJ
Bottisham Village College	Thursday 26 September	6pm – 8pm	Lode Rd, Bottisham, Cambridge CB25 9DL
Swaffham Prior Village Hall	Tuesday 1 October	6pm – 8pm	High St, Swaffham Prior CB25 0LD
Fen Ditton Recreation Ground	Thursday 03 October	6pm – 8pm	Church St, Fen Ditton, Cambridge CB5 8SX

*More events may be added in the future, please check our website for updates.

Have your say by Monday 28 October 2019

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



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



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

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

Get in touch



consultations@greatercambridge.org.uk



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