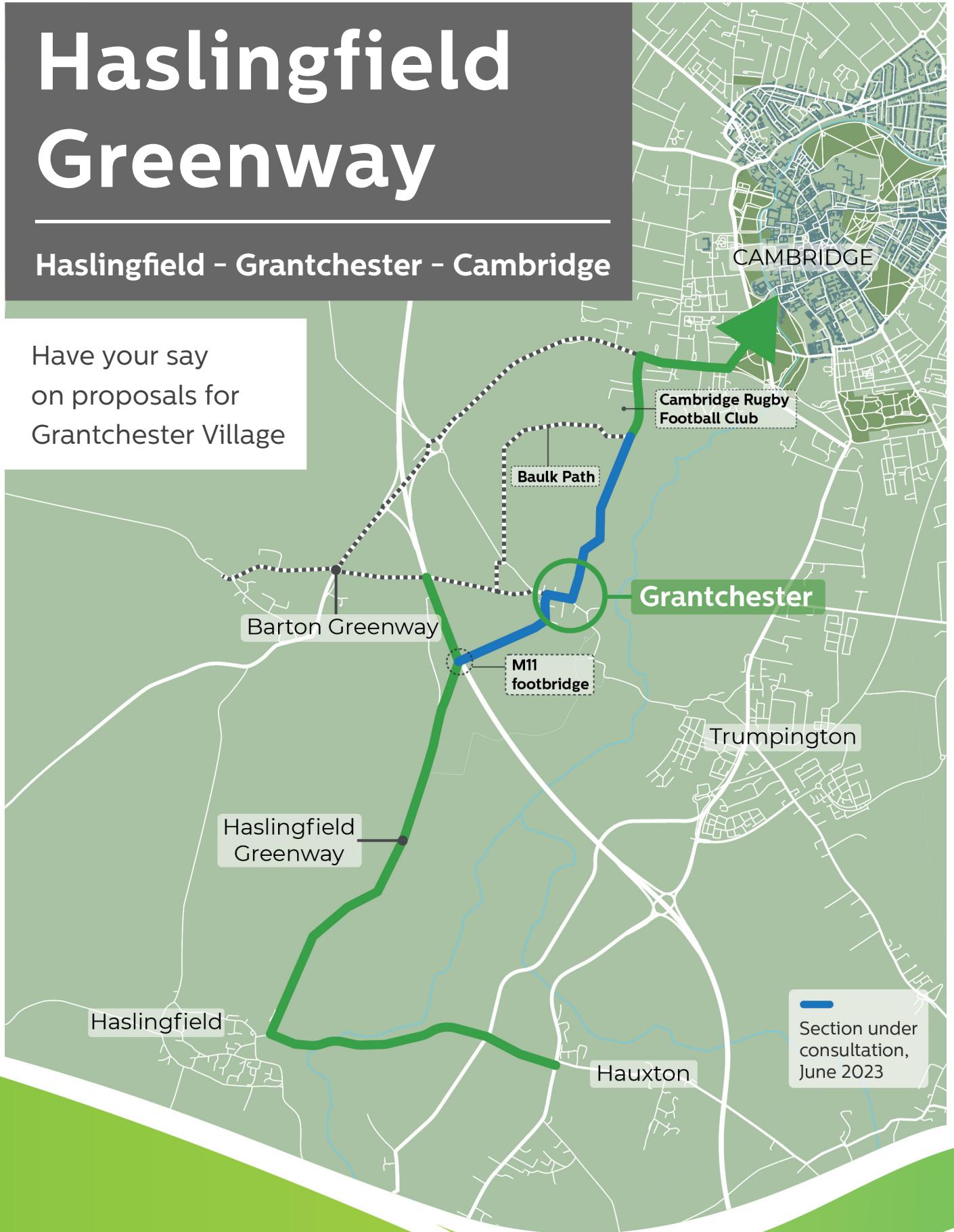


Haslingfield Greenway

Haslingfield - Grantchester - Cambridge

Have your say
on proposals for
Grantchester Village



What is a Greenway?

As one of the fastest growing areas in the country, more and more people are travelling in and around Cambridge, bringing additional pressure and congestion to our roads.

The Greenways are improving our streets and paths to provide better alternatives to the car, to help improve our health and quality of life, while tackling climate change and air pollution.

Why we want your views

The Haslingfield Greenway is one of twelve proposed Greater Cambridge Greenways, which aim to make local walking and cycling journeys easier between Cambridge and surrounding villages. By 2025, the Greater Cambridge Greenways will be a network to connect people as they walk or cycle to work, see friends, or for exercise, with provision for equestrians in appropriate locations.

We are seeking feedback regarding the latest designs for a section of the Greenway that passes through Grantchester village. The Greenways are being designed with the communities who will use them. We have engaged widely with local people, stakeholders and communities, and will continue to do so as the network is delivered.

In 2018, we held a public consultation on ideas for this route, with supportive feedback on the majority of the proposals. In the summer of 2022, we presented more detailed designs to the public for feedback. We now have new proposals for the route through Grantchester based on feedback received last summer and our work with local communities. We want your views on the proposals to help us decide whether to take the project forward and what the final designs should look like.

What are we consulting on?

We are currently consulting on a specific section of the route that spans 2.5 kilometres, starting from the Baulk Path in the north, going through Grantchester, and ending at the M11 bridge in the south. This route would provide the most direct connection between Haslingfield, Grantchester and Cambridge, and would also allow the M11 bridge to become step-free.

We are not proposing any changes to the remaining sections of the Greenway between Barton Road and the Rugby Club, or the section south of the M11 bridge, which predominantly follows the alignment of existing bridleways, Cantelupe Road into Haslingfield village with a spur to the A10 at Hauxton.

The results of this public consultation will help the GCP to decide whether the section of the route being consulted on will be taken forward. Should this section not proceed, Haslingfield Greenway users would need to use the link alongside the M11 to join the Barton Greenway and continue their journey using the Baulk Path.

We look forward to receiving feedback from the public, whether you live in, work in, or travel through Grantchester, to help us shape this project and ensure that it meets the needs of the community it serves.

What you told us in 2022 and how we have responded

Feedback from the public engagement in the summer of 2022 was analysed and compiled into a report outlining the themes that emerged on each design. Where possible, we have taken your feedback on board and have outlined the key changes below:

You said

Concerned about the route through Grantchester

Concerned over major increase in cycle and pedestrian traffic through the village

Concerned about the impacts on the historic conservation area, inclusive of the Meadows alongside the Broadway

Worried that excessive signage and wayfinding may clutter and urbanise the village

We did

After listening to the concerns expressed by residents and the Parish Council, we have created new designs with input from the Parish Council for this consultation, with landscaping and appropriate materials for the village and conservation area. Currently, we are gathering feedback on these designs. The feedback we receive will help the GCP to decide whether the Haslingfield Greenway will pass through Grantchester.

The Greenways are everyday cycling and walking routes and would lead to an increase in people cycling for everyday journeys to work, school and shops and to visit green spaces.

The Haslingfield Greenway Outline Business Case findings indicated an expected increase of 10% in walking and 25% in cycling based on the current usage numbers.

Examples of what this means include:

- The Broadway/Coton Road section currently has c.140 cyclist and c.100 pedestrian trips over 24 hours. This is predicted to increase to c.190 cyclist and c.110 pedestrian trips over 24 hours.
- The Burnt Close section currently has c.25 cyclist and c.35 pedestrian trips over 24 hours. This is predicted to increase to c.33 cyclist and c.40 pedestrian trips over 24 hours.

Full current and predicted usage figures are available in the Haslingfield Greenway Outline Business Case on our website.

The proposals have been designed in accordance with Historic England's "Streets for All" guidance to ensure that they respect the character of designated conservation areas. We have developed new designs that reflect the conservation area status including Broadway with a sensitive choice of materials, signs and markings. The Greenway route would not run on the Meadows, nor would it use the raised permissive path parallel to Broadway.

We will continue to consider signage and road marking options to ensure they are sympathetic to the conservation area and add no further clutter to footways.

You said

Concerned about the Greenway causing light pollution in rural areas and the impacts it may have on local wildlife and the rural feel of the village

We did

At present, we do not have any plans to make changes to lighting provision. However, we will need to review the lighting at junctions where priority is changing during the next design stages. If necessary, we may propose upgrades to improve safety and visibility. It's important to note that we would only look at improving lighting at key junctions, and any lighting proposals would be mindful of the conservation area status. Should this requirement change, we would seek advice from the parish council before proceeding. We are considering the use of reflective solar studs on off-carriage (rural) sections, depending on environmental and ecological considerations.

We have and are continuing to undertake a number of environmental surveys and have a target of a 10% increase in biodiversity (biodiversity net gain) and a stretched target of a 20% increase wherever possible.

Concerned that the proposed surface materials may impact Grantchester's rural character and wildlife

The use of red asphalt has been completely removed from this entire section of the Greenway.

We have carefully considered proposed materials to correspond with historical buildings and existing materials, which reflect the character of the conservation area.

Concerned about excessive use of speed bumps

Speed bumps have been removed and build-outs and raised tables are proposed to slow down traffic.

Safety concerns due to narrow road-space on Broadway and Grantchester Road, and the potential conflicts between cyclists, parked cars and buses

The proposed designs consider the safety of road users and sensitivity to the surrounding context, with the 20mph speed limit extended to cover the whole of Grantchester Village. While the carriageway widths throughout the village will remain mostly unchanged, we have identified specific locations where build-outs are necessary to slow down the traffic and to improve safety.

Traffic surveys undertaken since the engagement in 2018 indicate that traffic flows are low enough for cyclists to mix with vehicular traffic. The predicted cycling numbers are also not significant enough to cause road safety concerns.

Concerned around the loss of parking

We are not proposing any additional parking restrictions.

Concerned about speeding along Coton Road

Proposals to introduce traffic calming on Coton Road would be proposed under the Barton Greenway, should the Grantchester section proceed.

The proposals

The proposals through the village include:

Grantchester Road and Broadway

- A proposed extension of the 40mph speed limit on Grantchester Road from its current location south of Baulk Path, to the point where cyclists will join Grantchester Road on the approach to the village. The speed limit south of this location will be 20mph.
- A build-out on Grantchester Road on the approach to Broadway to slow down vehicles entering the village and provide a space for southbound vehicles to give way to oncoming vehicles.
- Maintaining the existing shared-use path with a grass strip on the edge of the farmland on the eastern side of Grantchester Road, as previously consulted. This path will remain unchanged, ensuring continuity between Baulk Path and the existing farm access point off Grantchester Road at the bend on the approach to the village. However, at map reference 1 (page 7), cyclists will leave the shared-use path and continue along the carriageway before proceeding into Grantchester village.
- A new footway for pedestrians on the eastern side of Grantchester Road which would run for approximately 100m before it crosses over to the western side and links into the existing footway on the western side of Broadway. The informal crossing point on Grantchester Road will be in the form of a raised table and dropped kerbs.
- A potential raised table and informal crossing opposite the Blue Ball Inn with optional rural-feel steps to provide a safer place for pedestrians to cross Broadway and access Grantchester Meadows.
- Maintaining the existing permissive path across the Meadows, which will be unaffected by the Greenway route.

Coton Road / Broadway / High Street junction

- Junction improvements with sensitively chosen materials (in a roundabout pattern) to indicate a slow speed environment and reduce vehicle speeds with new crossings on each arm for pedestrians.
- Widening the footway on both sides of Coton Road, providing more space for pedestrians.
- Raised tables, carriageway narrowing and other speed reduction measures, along with sensitive landscaping and planting would be introduced along Coton Road as part of the Barton Greenway, should the Grantchester section proceed.

Burnt Close and the M11 Bridge

- A traffic-calming raised table in a sensitive material on Burnt Close / Coton Road junction with upgraded crossing facilities.
- Realignment of the radius of the Burnt Close junction to slow down vehicles and provide more space for pedestrians.
- Removal of the steps on the M11 bridge, to be replaced by a shallow gradient ramp to provide accessible access for pedestrians, cyclists, wheelchair users, mobility scooters and those pushing buggies.
- Potential carriageway resurfacing of Burnt Close (no red asphalt).
- 3m wide shared-use path at the southern end of Burnt Close.
- No design changes at the pinch point along Burnt Close.

Key design considerations

Given the conservation area, we have and will continue to consider the area's unique character, including its setting, context, and views as part of the proposals.

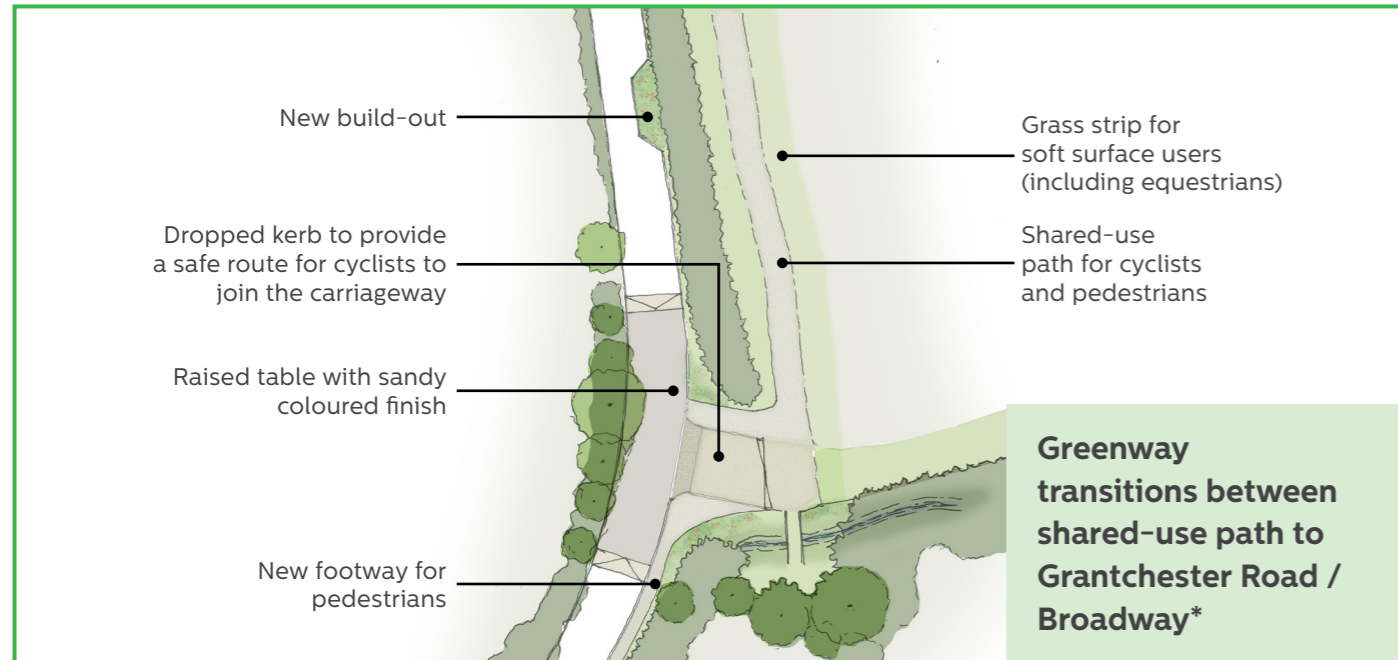
- **Materials palette** – The selection of materials will be carefully considered to correspond with historical buildings and existing materials while reflecting the character of the conservation area.

- **Open views** – The designs will be developed to maintain key views along Broadway towards Grantchester Meadows.
- **Key arrival intersection (Coton Road / Broadway / High Street junction)** – Key view towards the conservation area on arrival from Broadway would be retained. There is the potential to enhance the intersection by proposing a roundabout pattern through careful selection and use of materials that would reflect the character of the conservation area.

Other design considerations include:

- **Street furniture** – Furniture options, such as bins and seating will be chosen with sensitivity to reflect and contribute to the area’s unique character by using natural-look materials.
- **Planting** – Careful consideration will be given to the selection of plants, ensuring that they align with the area’s character and are native to the region.

Sketches of the proposals

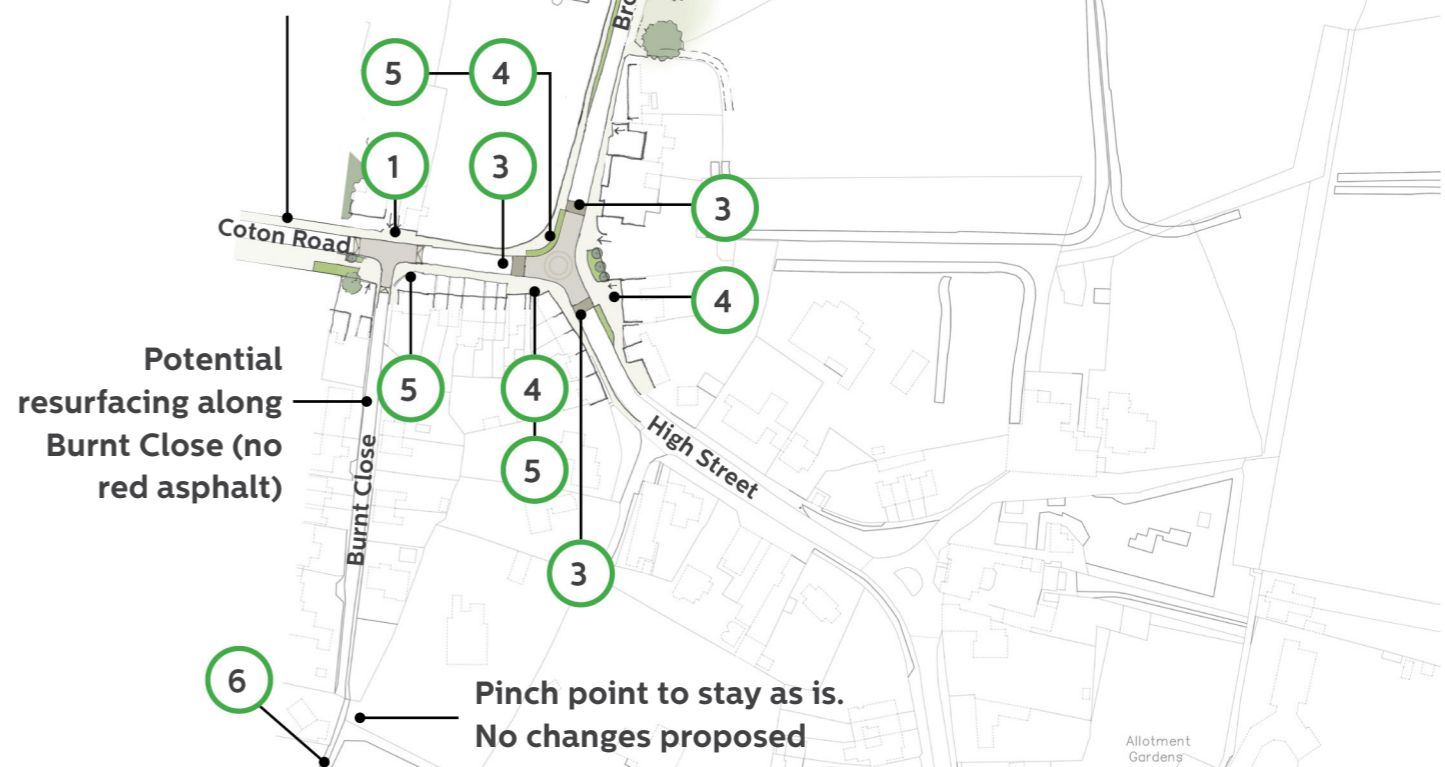


* Final designs to be determined subject to consultation feedback, landowner agreement and further refinement.

Overview of the Proposals

- 1 Raised table to reduce vehicle speeds
- 2 Carriageway narrowing with build-out to reduce vehicle speeds
- 3 Proposed raised table/informal crossing for pedestrians
- 4 Footway widening to provide more space for pedestrians
- 5 Realignment of junction radius to slow down vehicles and provide more space for pedestrians
- 6 3m wide shared-use path at the southern end of Burnt Close

Coton Road proposals would form part of the Barton Greenway, and are not currently being consulted on



Have your say

The consultation period will run for eight weeks from Monday 5 June to midday Friday 28 July 2023. There are a number of ways to respond and provide feedback:



Fill out the online questionnaire at:
www.greatercambridge.org.uk/haslingfield-greenway



Download or request a paper questionnaire and return to:
Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR



We will be holding a drop-in in-person event in June. Details below:

Venue: Grantchester Village Hall

Date: Thursday 22 June

Time: 2:00pm – 6:00pm

Address: Vicarage Dr, Grantchester Cambridge CB3 9NF



We will be holding a live event online with the project team on Tuesday 20 June, 6:00pm – 7:30pm. To register, please visit **www.greatercambridge.org.uk/haslingfield-greenway**

Next steps

Your feedback will be analysed once the consultation period ends. The findings will then be compiled into a summary report and made available on our website.

Your views will be considered by the GCP Executive Board.

Get in touch



consultations@greatercambridge.org.uk



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Alternative formats: If you require any of the material in an alternative format or language, please email: **consultations@greatercambridge.org.uk** or call **01223 699906**.