

CAMBRIDGE GREENWAYS

PRODUCED BY 5TH STUDIO FOR CAMBRIDGESHIRE COUNTY COUNCIL

SAWSTON



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Greenways plan



The twelve indicative Greenways routes identified prior to this study.

INTRODUCTION

The Greater Cambridge Partnership is looking to establish a high quality Greenway network of cycling routes from Local villages into Cambridge. Some of these routes already exist in part or require improvements. Other sections are new, and may be subject to agreement with landowners.

The team, comprising 5th Studio, with support from JCLA (landscaping) and Allan Tyler (cost), has been appointed by Cambridgeshire County Council to prepare outline concept drawings for public consultation, and to inform future funding bids.

This study follows on from earlier consultation carried out by the council, and a series of reports completed in October 2016. In these it is recognised that:

‘Cambridge has the highest level of cycling in the UK and without this it is hard to see how the city could function efficiently and maintain its high quality of life. A successful Greenways Network around Cambridge is likely to be a key part of the future success of the Greater Cambridge area.’

There are 12 Greenways planned in total:

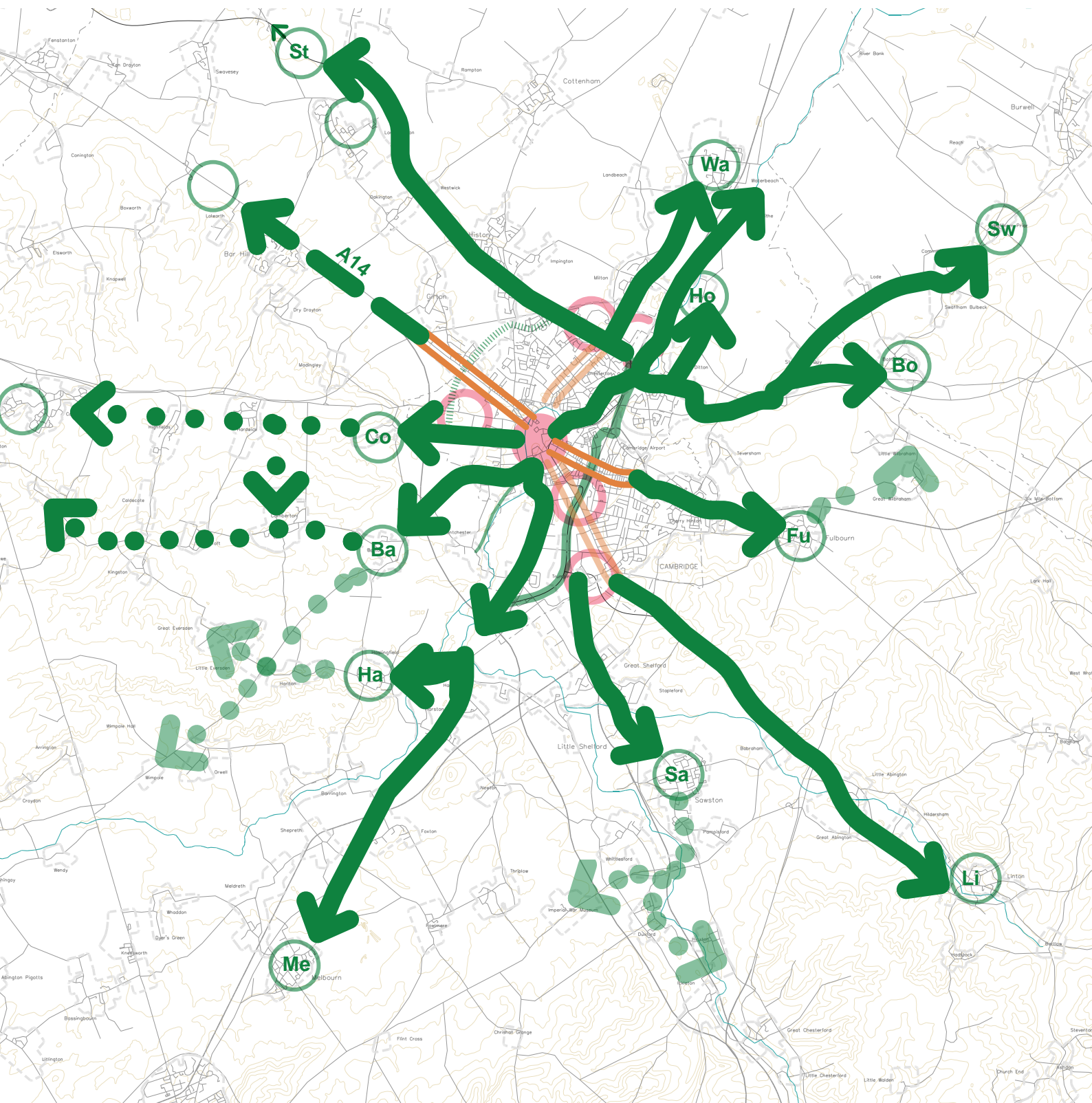
Waterbeach Greenway
Horningsea Greenway
Swaffham Greenway
Bottisham Greenway
Fulbourn Greenway
Linton Greenway
Sawston Greenway
Melbourn Greenway
Haslingfield Greenway
Barton Greenway
Comberton Greenway
St Ives Greenway

The approach illustrated in this document, builds on the findings of the previous study by Nigel Brigham and an earlier round of public engagement (both of which are summarised later in this document) and starts with a establishing a thorough understanding of the context and condition of the routes gained by visiting and cycling the area.

Using this understanding a targeted approach has been used to develop initial concept designs. We have concentrated on:

1. Key locations - crossings, moments of orientation/redirection,
2. A variety of common linear conditions through exploring a range of representative cross sections,
3. The definition of a series of high-level landscape approaches for different sections of the broad route corridors.

This report summarises our work on the Sawston Greenway route, and concludes with initial cost estimates based.





Above: a 3m wide cycle lane,

Right: 2m wide cycle lane,

Right below: 4m wide cycle lane,

Mock-ups of paths/tracks at different widths



What is a Greenway?



- A high-quality, direct, continuous and legible route connecting local villages with the city.
- In this project the Greenways are particularly aimed at providing facilities likely to increase cycle commuting and thereby encourage modal shift out of the motor vehicle for journeys in their respective corridors, but should also provide good facilities for pedestrians, wheelchair and mobility scooter users and, where appropriate, horseriders – and cater for both leisure and utility users.
- An all weather, hard surface (generally tarmac) of width of at least two metres, but wider where possible.
- Generally the routes should be free from vehicular traffic - either entirely away from roads, or segregated from them.
- Where the routes utilise existing roads these should preferably have less than 2,000 motor vehicle movements per day, and preferably be subject to 20mph speed limits.
- Where busy roads are crossed, there should be a suitably safe means of crossing the road.
- While there is necessarily a limit to the scope what can be delivered as part of this specific project, which is focused on delivering a series of radial Greenway routes connecting the city and outlying villages, the ultimate goal is to create a seamless network of high quality routes (including orbital routes around Cambridge, extensions of routes to villages and other destinations further afield (e.g. Wimpole Hall) and a denser network of high quality routes within the city) and potential of this wider network should be considered when developing the initial Greenway proposals.

4 TYPES OF ROUTE

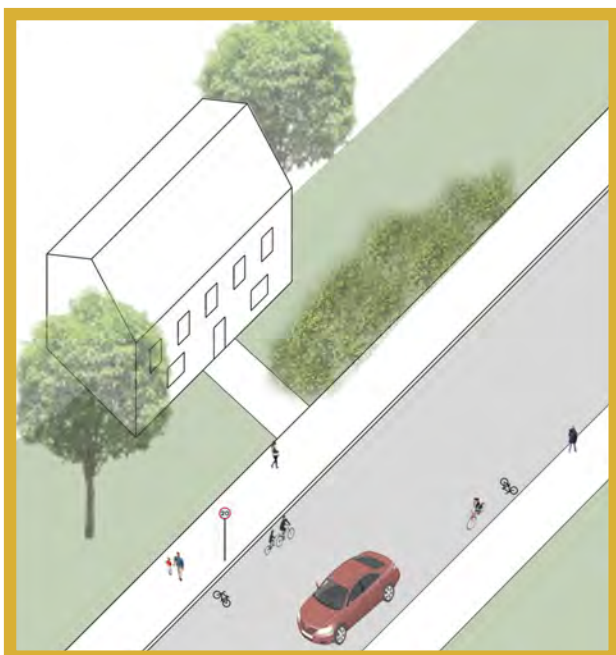
Below is a description of the four standard route types that will form the basis of the Greenway routes.

There may be small sections of path where it is not possible to meet these standards and in these situations bespoke solutions that aim to meet the standards above are to be applied.

Other elements are to be proposed on a location specific basis and need not be common to the Greenways route. These include lighting, seating, local signage, trees, planted verges. The colour of cycle surface may be varied in sensitive locations.

Quiet road

Cycle route on carriageway with speed limit reduced to 20mph. White painted signage on carriageway. Generally no centre line. Direction and repeater signage likely to be best integrated with existing signs/posts.



Shared cycle path

Two-way cycle path, shared with pedestrians. Preferred width is 3m (2m may be acceptable on quiet rural stretches, and 4m may be required in busy areas). Shared path to have a machine laid hot-rolled black asphalt surface.

Where the path is located along an existing bridleway route, the bridleway is to run parallel on grass. Where the path runs alongside the carriageway a separating planted verge is recommended, to be as wide as possible.

Sign marker posts at regular intervals and at junctions.

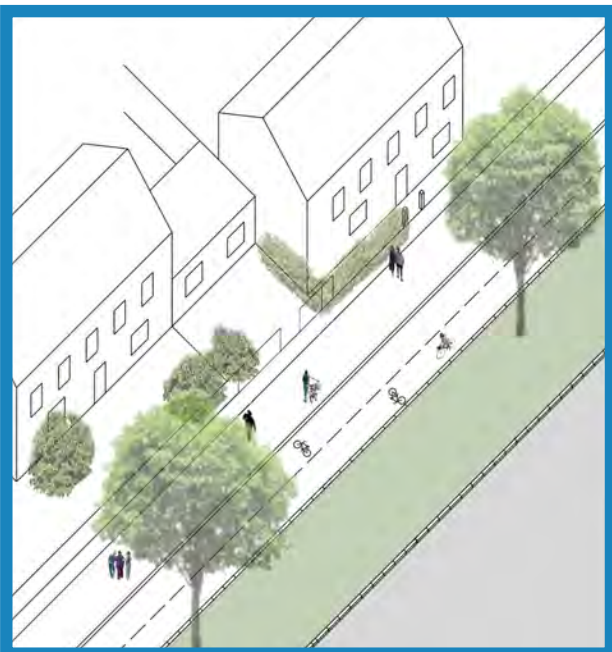


Segregated cycle path

Two-way segregated cycle path (i.e. for cycles only) parallel to the carriageway with, where possible, a planted verge between. The planted verge is to be made as wide as possible.

Preferred width for cycle path is 3.5m (with footpath alongside at 3.5m). An acceptable minimum width for cycle path is 2.5m (with 2.5m footpath). Machine laid hot-rolled asphalt surface.

Sign marker posts at regular intervals and at junctions.



High Street

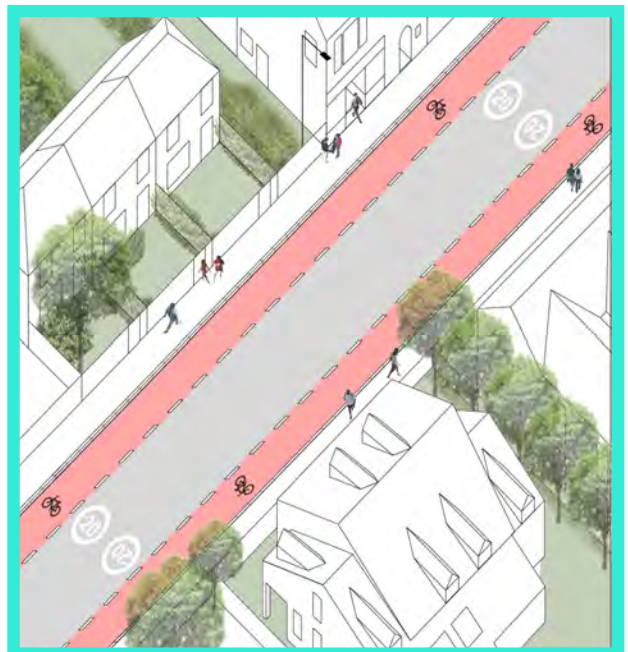
Depending on available carriageway width either:

i. Hybrid/stepped cycle lane (with a load-bearing, wide kerb edge dividing the carriageway from the cycle lanes) where the residual carriageway would be at least 6m wide.

or

ii. Wide advisory cycle lanes where the residual carriageway would be less than 6m. The cycle lane surface should be differentiated from the vehicle area (could be red or buff coloured machine laid hot-rolled asphalt surface).

Minimum cycle lane width is 1.5m but extra width should be sought wherever practical, especially in busy sections. The centre line should be removed and a 20mph limit be in place. Direction signage likely to be best integrated with existing signs/posts.

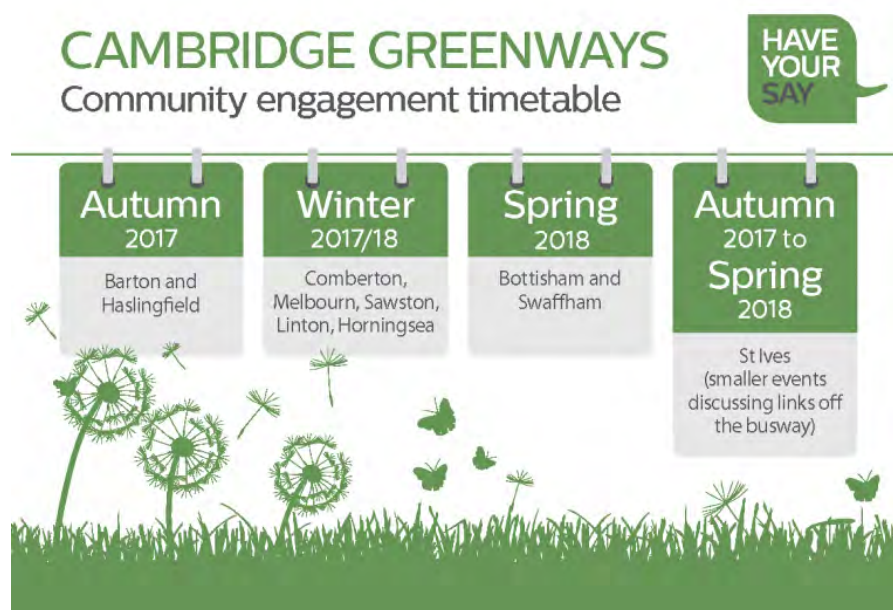


SUMMARY PREVIOUS FINDINGS

Nigel Brigham Associates Report

In 2016, the Greater Cambridge Partnership commissioned Nigel Brigham Associates (NBA) to scope out a potential network of Greenway routes. That report is publicly available on the GCP website. It recommends the following:

- Upgrading the existing (NCN11) route by, in particular, tackling as a 'quick win', the poor quality linkage via the crossing and narrow shared-use path along London Road between Church Street and south of the Bury Road junction in Stapleford.
- Progress, in parallel, the delivery of a new link alongside the railway from the station to the A1301 south of Stapleford
- Completion of further new off-road links, one via the river/disused railway corridor south-eastwards from the A1301 south of Stapleford to the eastern edge of Sawston and another continuing alongside the Liverpool Street line southwards to the former Spi cers site.



Above: Cambridge Greenways community engagement timetable

Community Feedback

Following the completion of the NBA report the GCP undertook a series of public engagement exercises and collated and analysed the results to inform the brief for the next stage of development of the route proposals.

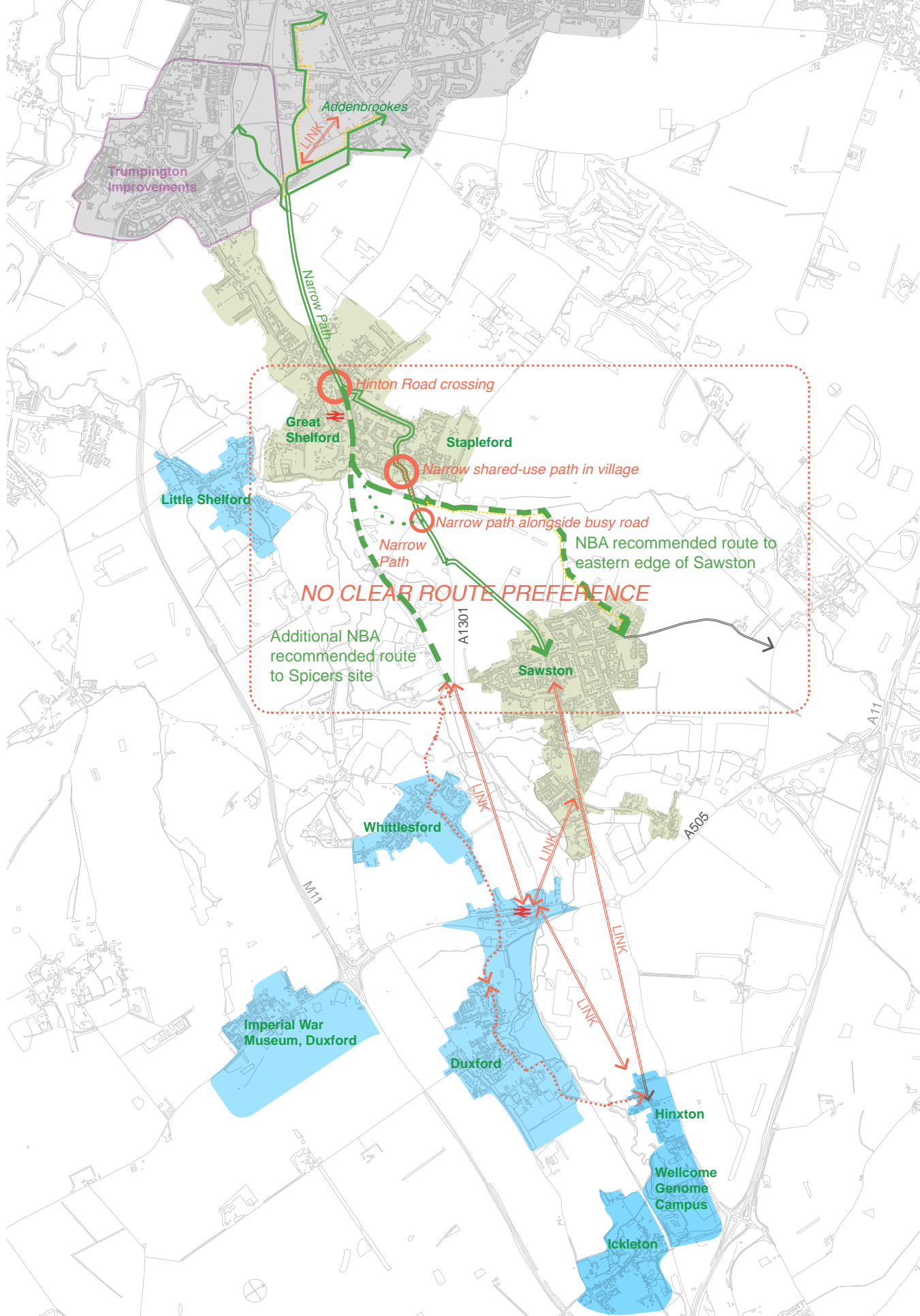
The number of respondees to the consultation questions was relatively small but the results nonetheless provide a sense that there is probably no clear preference between the route options through Shelford/Stapleford, and between Stapleford and Sawston and , perhaps slightly distinct function that each would perform.

The consultation responses also highlight a number of other issues, or priorities for any design to address:

- the use of solar studs along each unlit section of route
- wide paths for two-way cycling
- protection of existing natural habitats
- improved maintenance
- a new pedestrian crossing at Great Shelford station

A number of onward links to surrounding destinations were identified by consultees as being desirable, including; Stapleford, Whittlesford, Duxford, to the A505, and to surrounding employment areas such as Addenbrookes and research campuses.

Cambridge



EXISTING CONDITIONS

Our design process began with the team travelling the routes and documenting the condition of the existing footways and cycleways (where these existed). The plan drawing on the following page records the widths of existing cycle paths in key locations.



Route 11 Genome Path from Chaston Road to Granham's Road



Cambridge Road, Route 11 from Sawston towards Shelford



Granham's Road level crossing, with Route 11 crossing point

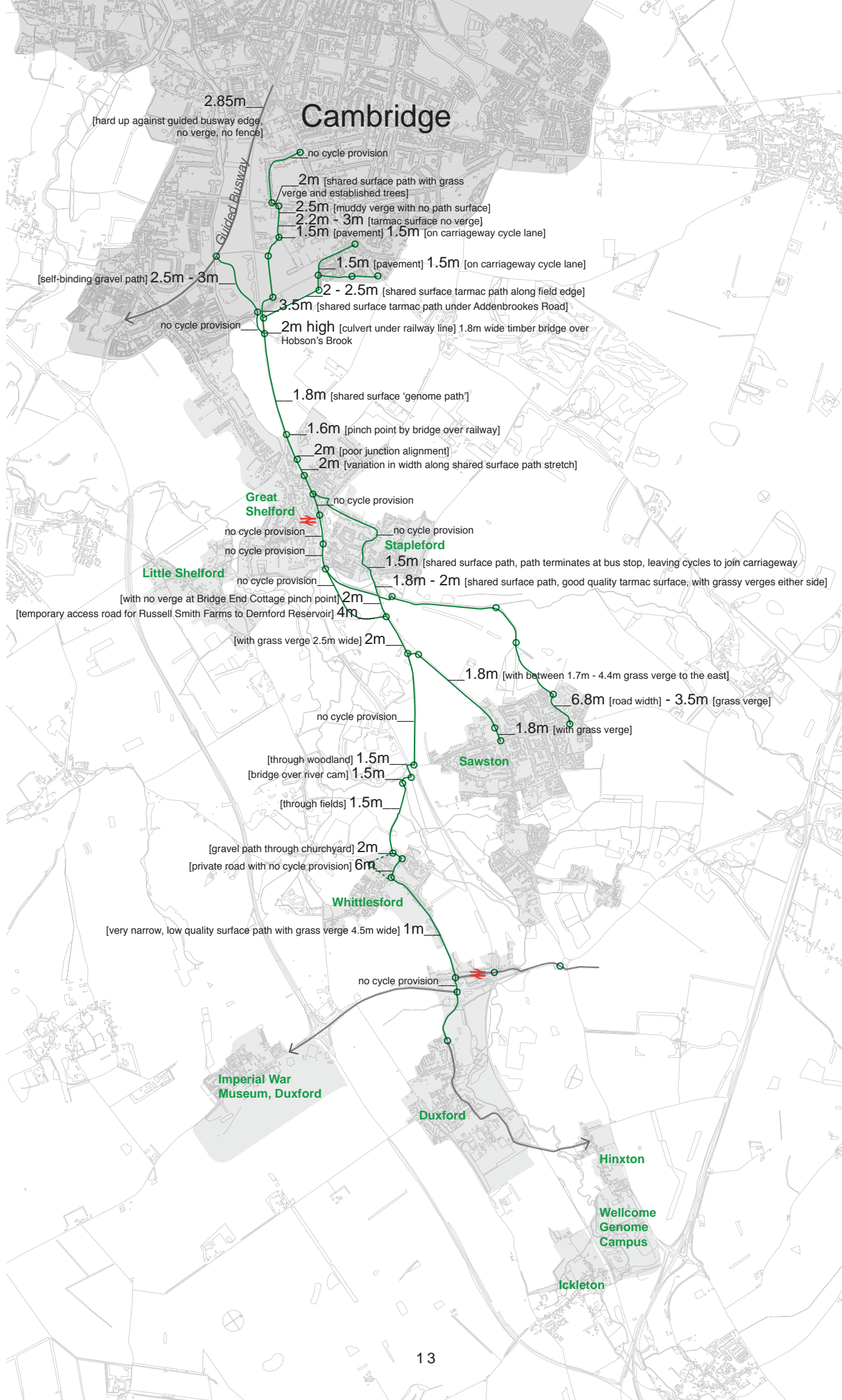


Along Dernford Lane looking towards Dernford Quarry / Reservoir



Robinson Way looking north towards Lond Road, alongside Cambridge Academy for Science and Technology

Cambridge



EXISTING CONDITIONS

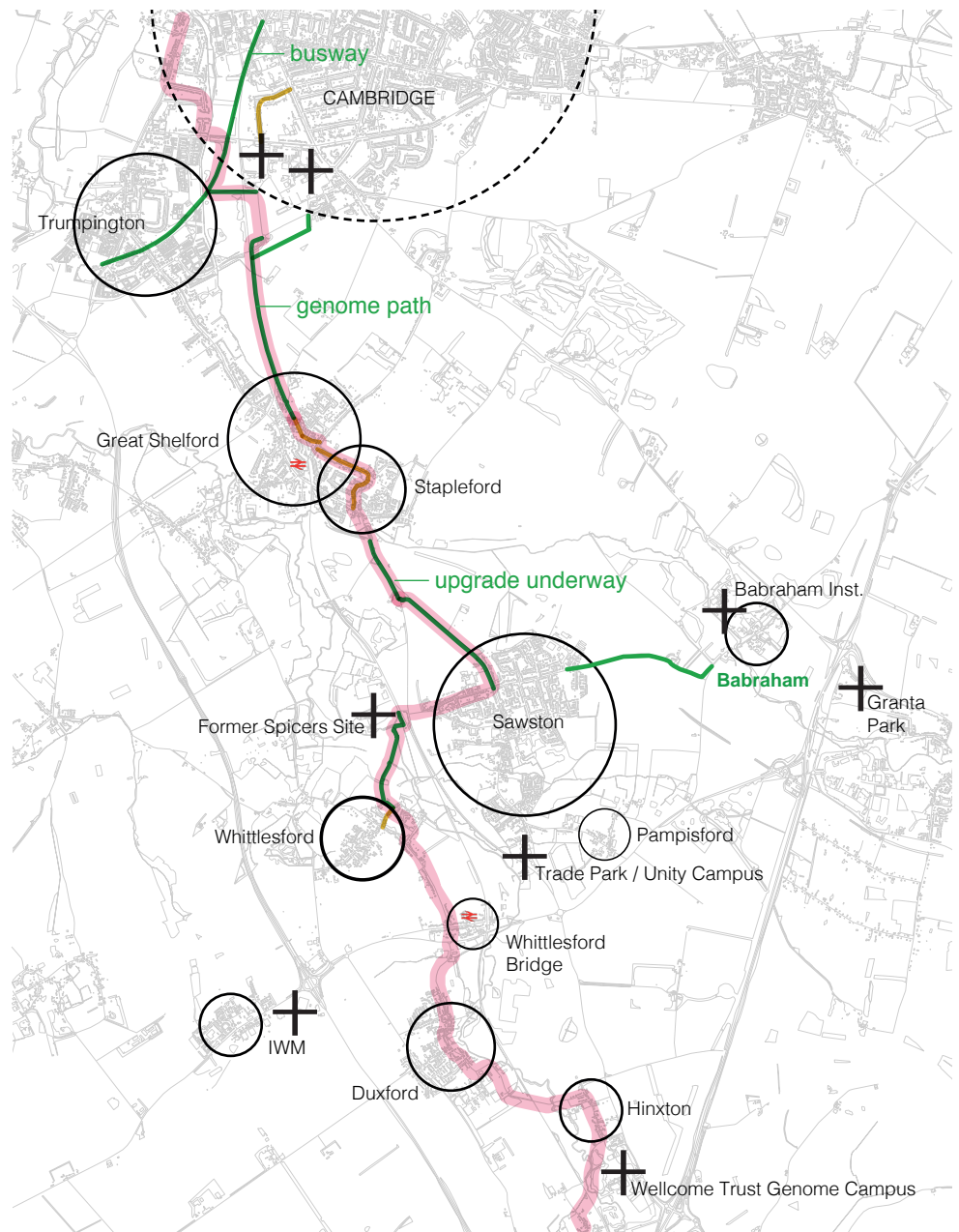
— Existing good quality shared off-road cycle path

— Existing quiet road route

— Existing NCN 11 (many sections substandard)

+ key employment sites

○ Villages



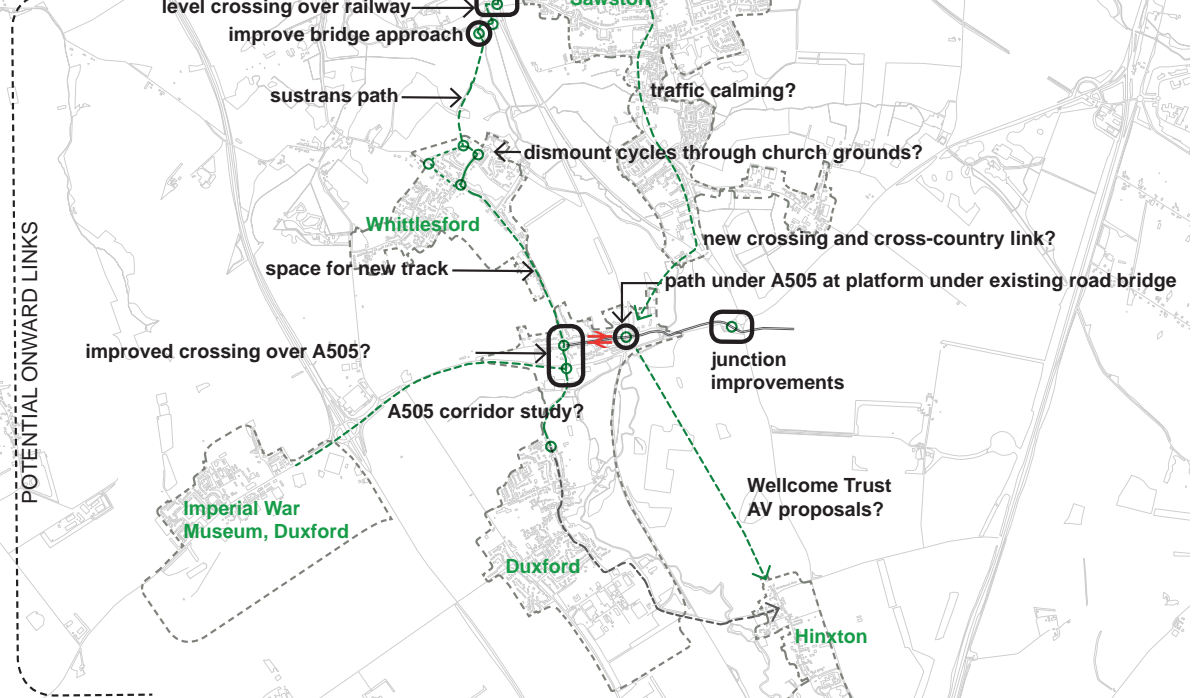
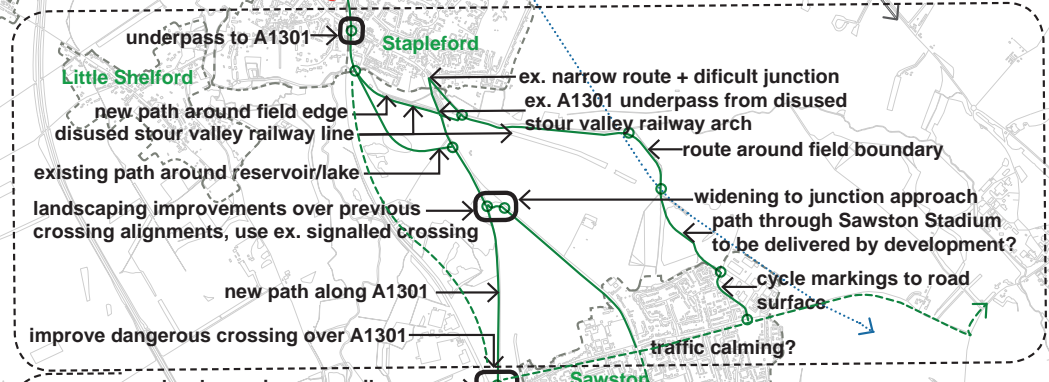
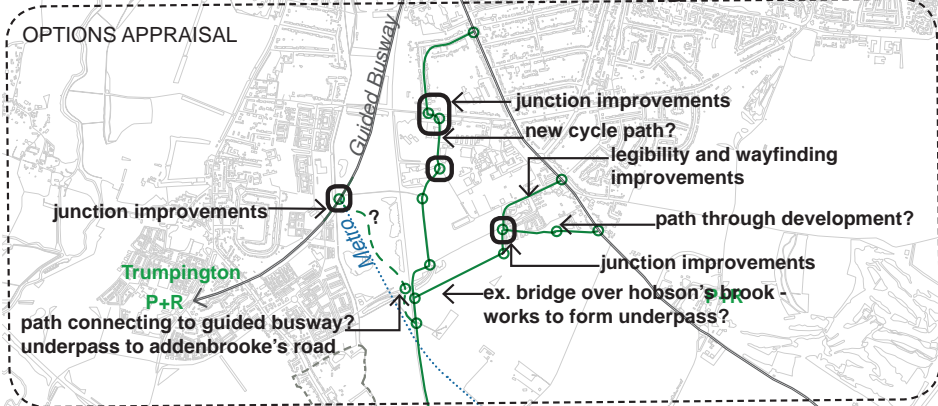
THE ROUTE - SCOPING & ANALYSIS

The drawing above provides an overview of key routes within the corridor that meet, or could meet with minimal intervention, the Greenway standards (as per pp8-9) categorised by type. It also shows the route of NCN 11, which is signed, but does not denote the presence of a cohesive route of an acceptable standard. The drawing also highlights key residential (circles) and employment/visitor locations (crosses).

The drawing on the following page highlights key issues and influences on the final route choice and identifies areas where further option appraisal has been undertaken (i.e. where a single preferred solution was not obvious). Locations (typically junctions and crossings) where more specific responses need to be developed requiring further more detailed design investigation are also identified.

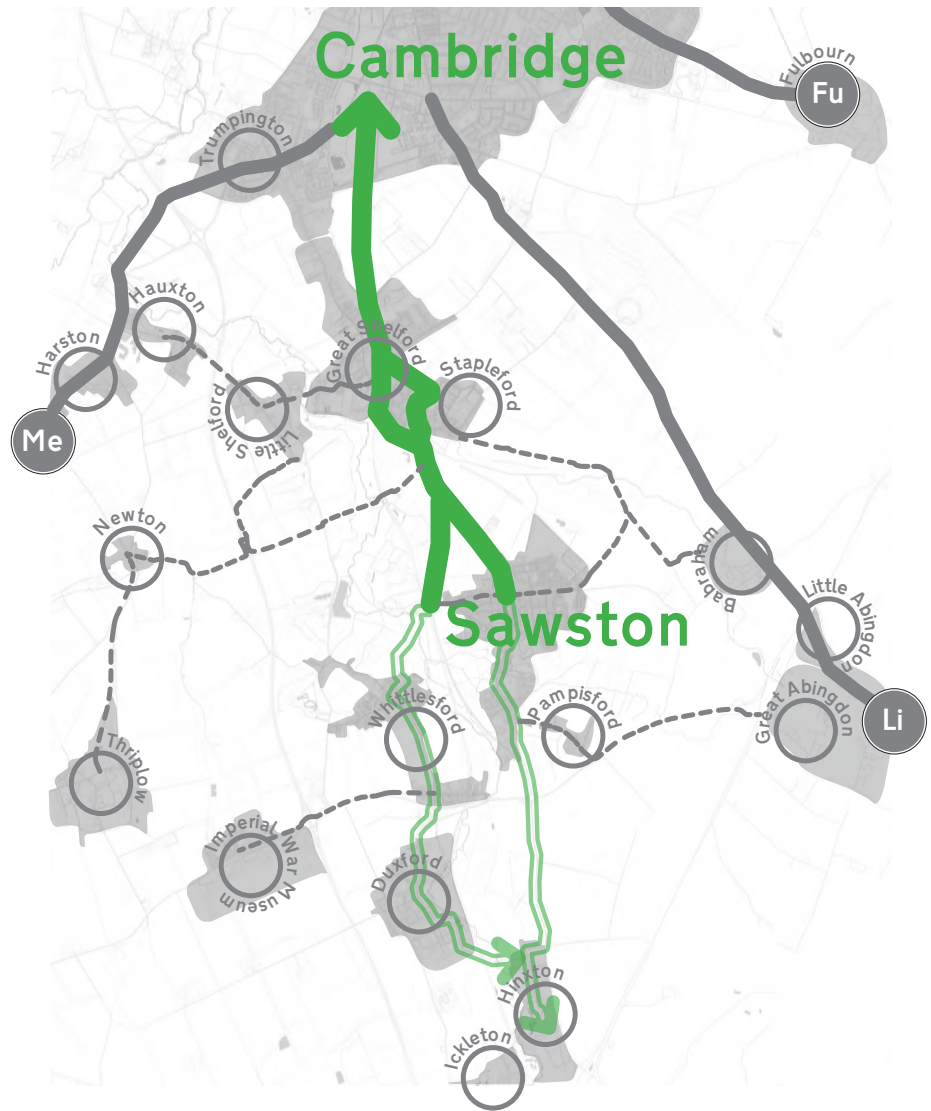
Cambridge

OPTIONS APPRAISAL



POTENTIAL ONWARD LINKS

ROUTE SCOPING



THE ROUTE - SELECTED

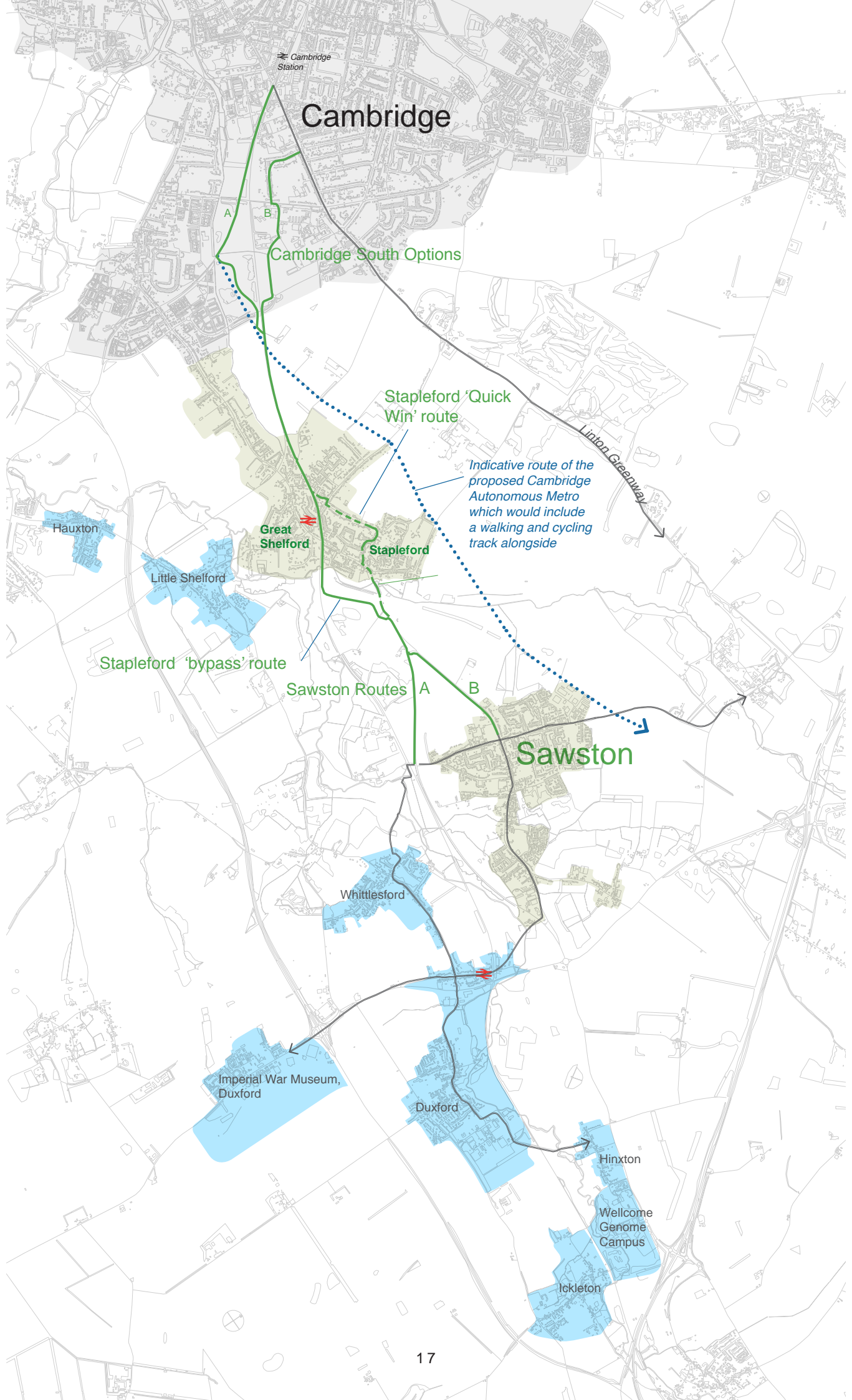
The routes to Cambridge from Sawston shown here were selected to be taken forward to public consultation by agreement with the client following appraisal of the routes as per the plan on the previous page and the Nigel Brigham Associates report. These routes provide a series of high-quality, legible and direct traffic routes, that connect well to onward routes, make the most of existing infrastructure, and that also avoid potential duplication of provision should the proposed transit route (which would have a shared-use path alongside) to the east of Stapleford/Sawston be completed.

The route illustrated on the drawing on the facing page shows the recommended core Greenway route (as a solid green line), providing a direct, fast route between Cambridge and Sawston [A] and the former Spicers site [B].

Potential additional improved links to nearby villages/attractions also shown (in grey) - and the selection of the core Greenway route has been made with reference to these onward connections.

The dashed green line through Stapleford – on the existing alignment of NCN11 – indicates a supplementary route that could be upgraded as a ‘quick-win’ pending completion of the fast ‘bypass’ type route alongside the railway over the longer term. These quick-win works detailed in a separate report.

On subsequent pages there is a *key plan*, that identifies the new route type (by colour) and locationally specific proposals (by reference number), a representative selection of which are then presented in detail in the rest of the report.



Cambridge

Cambridge South Options

Stapleford 'Quick Win' route

Indicative route of the proposed Cambridge Autonomous Metro which would include a walking and cycling track alongside

Stapleford 'bypass' route

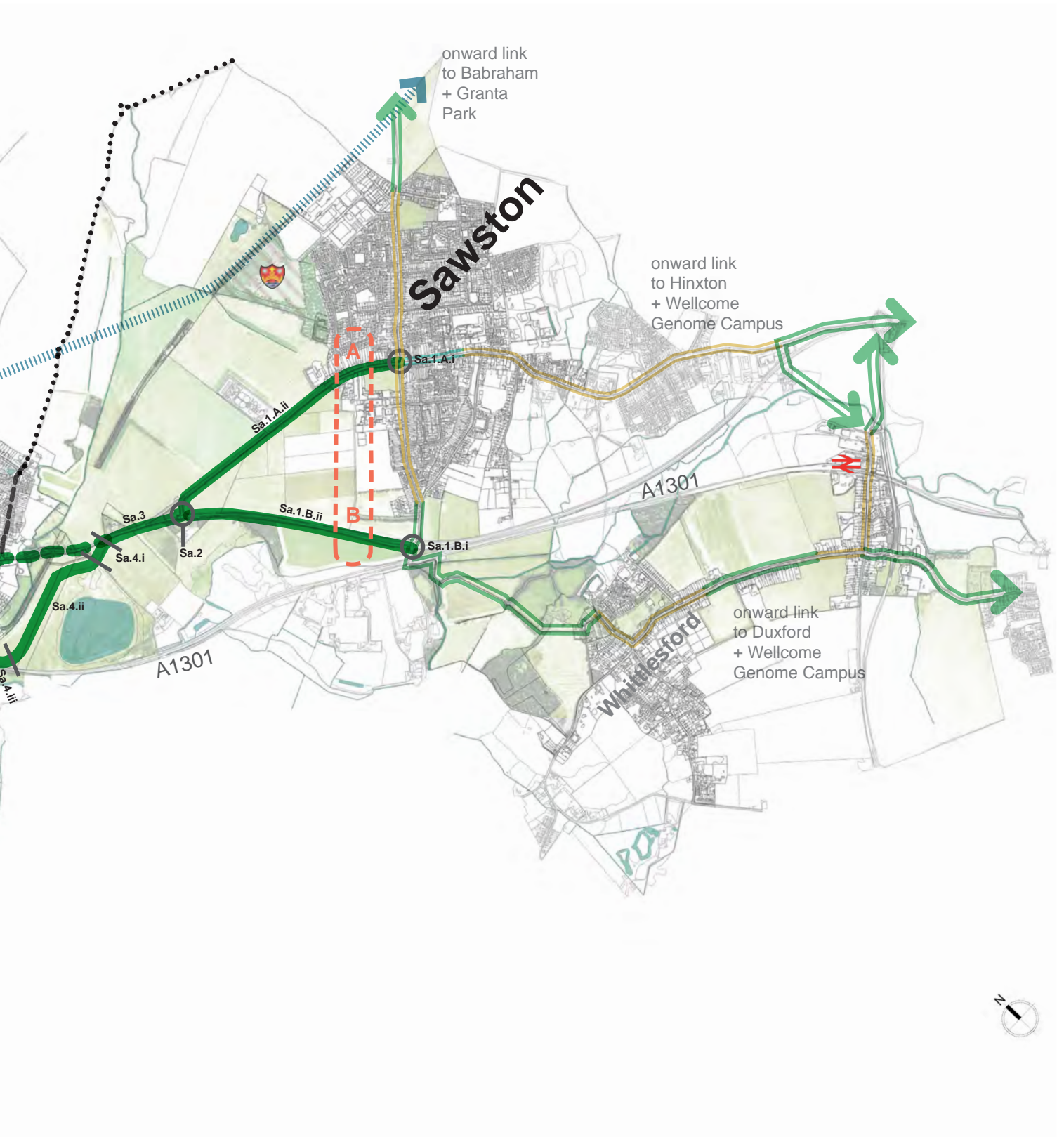
Sawston Routes A B

Sawston

SAWSTON



- Shared cycle path
- Quiet road
- High Street
- Segregated cycle path





Sa.1.B.ii - A1301

New shared surface path along west side of A1301, 3m wide along existing grass verge. Possible relocation of lay-by on west side of A1301 to alternative location south of junction to form a continuous shared surface path of consistent width. Checks must be made to ensure minimal wildlife impact on local Dernford Fen SSSI. Subject to landholders agreement.



Existing photograph of A1301



Sa.4 - Dernford Reservoir

View looking east along the new shared use path alongside the Dernford Reservoir site.

See pp24-25 for details





Sa.4. A1301/Dernford Lane to the railway corridor

Legible connection from path beside A1301 onto/alongside the concrete access road (assuming this is retained) with a direct straight-ahead connection to a shared use path around the edge of the (publically accessible) Dernford Reservoir site. The shared surface path would follow the landowners preferred alignment along

the edge of the north-east bank hedge (with a path splitting off into country park) before curving around to the north, where the path would run parallel to the railway along the west of the Russell Smith Farms land towards Shelford. Subject to landowners' agreement.

Sa.6 - Wedds Joinery

Shared cycle path, 3m wide. New shared surface path, 3m wide, along the edge of the railway - with adjustments to Wedds Joinery site layout and a new boundary fence to maintain their operations unhindered. Links to path on Network Rail land to the north). Subject to landowner's agreement.

Sa.9 - Path alongside railway

New shared surface path, 3m wide min, alongside the railway towards Shelford Station, utilising unused railway margin and spare span beneath London Road bridge. This would need to be realised under license - as previously negotiated, but not taken up, by Sustrans). Clearing of some vegetation and planting is required. Subject to discussions with Network Railway.



Existing photograph of Path alongside railway





Existing photograph of Genome Path to Hobson's Brook

Sa.12.iii - Genome Path to Hobson's Brook

Widen existing Genome Path, shared surface path, to 3m wide. At footbridge pinch point, rumble strips are required to notify cyclists that pedestrians may be joining the shared surface path. Space to the east of the shared surface path should be minimum 1m wide for undesignated bridleway use.

Sa.13.A.ii - Francis Crick Avenue to Robinson Way cycle park

Replace existing footway and on-carriageway cycle lane with wide shared surface path on the east of the existing tree line on the west side of Francis Crick Avenue. Planted verge replaces existing cycle lane, approximately 1.5m wide, separating shared surface path from vehicular traffic. Cycle lane on east side of Francis Crick Avenue to remain as is. Routes beside cycle parking area at the front of the MRC building to align with either options Sa.13.A.iii.1 or Sa.13.A.iii.2.



Existing photograph of Francis Crick Avenue to Robinson Way cycle park



Sa.13.A - Along tree line on west side of Robinson Way



Sa.13.A.ii (part) MRC

New shared use path connecting path alongside Francis Avenue and one of two options for the southern stretch of Robinson Way, with the precise alignment depending on which option is selected. Requires adjustments to existing footways and paved areas at the front of the MRC cycle parking area.

Sa.13.A.iii Robinson Way South Options

Option 1: 3m wide shared-use path away from the road via the landscape strip beside the college sports pitch

Option 2: 3m wide shared-use path alongside Robinson Way with a narrow separating verge, requiring some existing trees to be removed [NOT DRAWN]



Sa.13.A.vii - Long Road and Sedley Taylor Road Junction/Crossing

Junction layout revised to relocate signalised toucan crossing to west side of Sedley Taylor Road junction with Long Road. Sedley Taylor Road to become exit only, with short length of two-way segregated cycle track to transition to *Quiet Road* condition along Sedley Taylor Road (Sa.13.A.viii).

Sa.13.A.vi - Along Long Road

New 4m wide shared use path separated from the carriageway by a planted margin.

Options to route via widened highway margin created through junction redesign (Sa.13.A.v) or via the college land (as shown, and as they have indicated would be acceptable to them), subject to detailed design including detailed landscaping considerations, locations of trees, potential relocation of hedges and ensuring sufficient visibility to support personal safety.

Cambridge Academy for Science and Technology

Car Park

Car Park

Sa.13.A.v - Long Road Junction with Robinson Way

Indicative design for improved layout to facilitate access to and from the Greenway route (and Robinson Way) for cyclists coming to/from Long Road to the east of the junction.

Sa.13.A.iv - Robinson Way North

New segregated cycle path, 3m wide and pedestrian path 1.5m wide, either side of tree strip alongside Cambridge Academy for Science and Technology frontage. At the vehicular entrance to the Academy, a new continuous crossing with a sharper level change at the edge of the Robinson Way carriageway slows traffic entering the Academy and reinforces priority for those on foot/cycle. The path then becomes a shared use path towards Long Road.



Scale
1-1000

Existing photograph of Melbourn Science Park



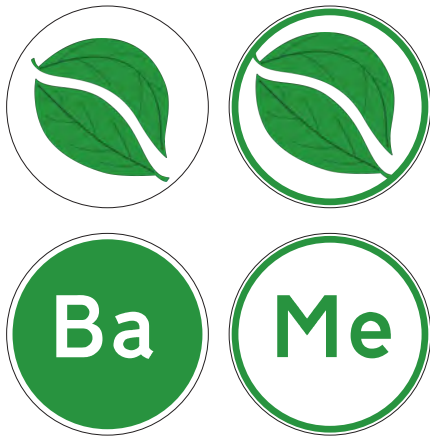
Sa.13.B.i - Underpass along Hobson's Brook, Path through Country Park

New underpass beneath railway lines approximately 50m long, 4m wide x 2.6m high internal dimensions. 1 in 20 graded approach ramps, 60m long within new earth formed cuttings each approximately 60m long, allowing for 4m wide approach ramps. Bollards either side of the underpass to prevent vehicles using the route. Proposals should be coordinated with potential Metro route. Subject to landholders agreement.



Existing photograph of Melbourne Science Park

SIGNAGE



All twelve currently proposed Greenway routes could be signified with a two letter contraction of the full Greenway origin village name.

Could the naming of key junctions within the emerging network - in the manner of a 'knooppunt' (trans: button node) signage/ network map - be based on village names rather than the dutch practice of allocated each node a number?

Ba	Barton
Bo	Bottisham
Co	Coton
Fu	Fulbourn
Ha	Haslingfield
Ho	Horningsea
Li	Linton
Me	Melbourn
Sa	Sawston
St	St Ives
Sw	Swaffhams
Wa	Waterbeach





Timber Posts

- Natural material - appropriate to mostly rural setting.
- Subtly distinctive. Round profile - related to logo shape - distinguishes it from the usual square profile timber posts.
- If sign-face also curved, the sign is visible for longer as one passes by, suitable for passing by at greater speed - i.e. on a bike.
- Standard product - cost effective - easily replaced.
- Can be fitted with recess/reflective strip at top.

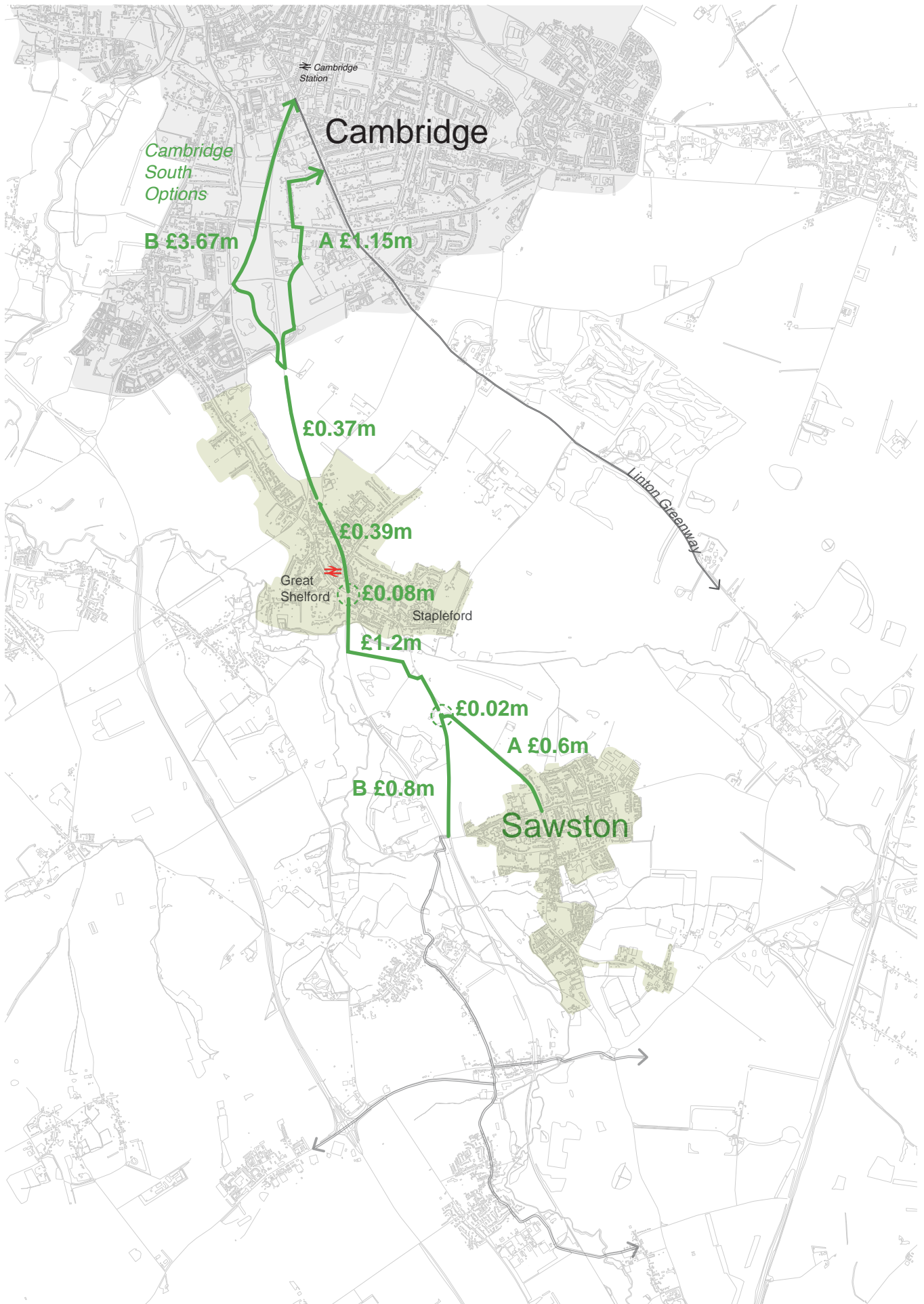


Above: Broxap BX17 <https://www.broxap.com/bx17-flat-round.html>

PRELIMINARY COSTINGS

Fulkers have calculated high level costs, based on the preliminary designs outlined here. These are intended to assist the GCP in establishing initial project budgets. We recommend that these costings are reviewed and updated following concept design work after public consultation.

On the following page there is a summary of the overall construction costs for the various sections and options of the route, for comparison. The next page outlines the cost of our preliminary route recommendation and on subsequent pages there is a table showing the breakdown of the initial assessment of construction cost related to each area of work (including options) identified on the route plans that feature on pp18-19 of this report. The costs included in that table are for the basic construction cost only and do not include Professional Fees, any Contingency allowance, including any major works to re-route utilities, or VAT.



Sa Max £6.4million, Min £3.7million

SAWSTON COSTING

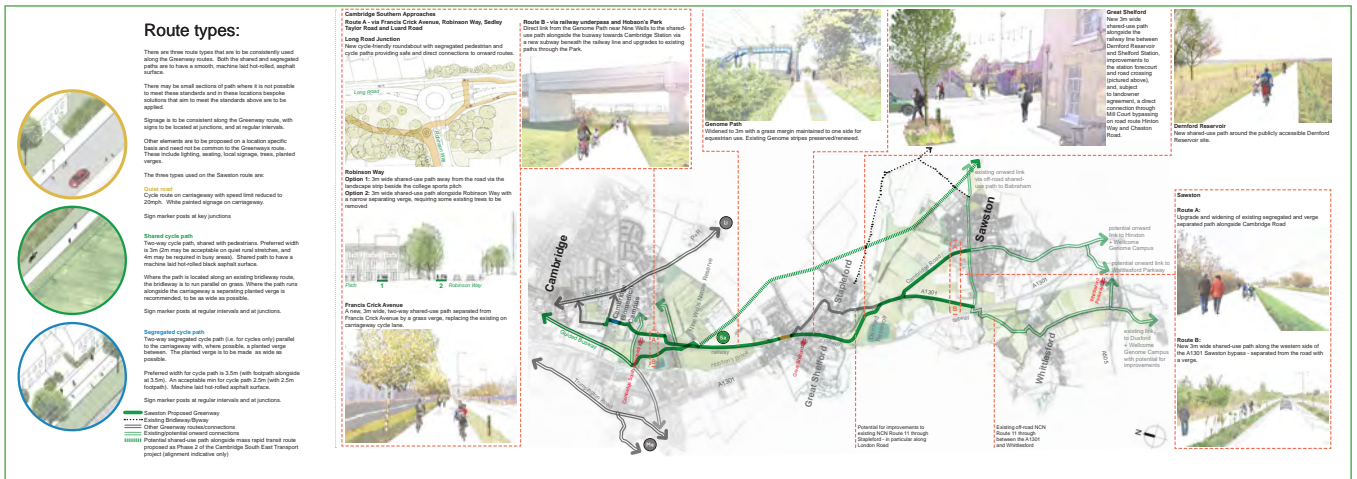
Ref.	Name.	Route Type:	Path width	Works	Cost (£)
Sa.1.A.i	Cambridge Road, New Road Junction	Junction	n/a	Junction improvements to widen cycle paths, toucan crossings, and widths of shared paths. Rationalise street clutter, and ensure no obstructions to shared surface paths. Wayfinding and signage required to signal the start of Sawston Greenways route.	190,625
Sa.1.A.ii	Cambridge Road	Shared cycle path	3m	Widen existing route 11 cycle path along Cambridge Road to 3m wide, expanding to the west, keeping existing verge in place.	380,625
Sa.1.B.i	A1301, Mill Lane Junction	Junction	n/a	Works to junction to improve safety for pedestrians and cyclists crossing A1301 from Sawston (east) to Whittlesford (west). Slow traffic to 30mph along appropriate length of road using effective signage and rumble strips. Raised table to un-named road to allow cyclists and pedestrians to safely mount new shared surface path. Wayfinding and signage required to signal the start of the Sawston greenway route.	31,250
Sa.1.B.ii	A1301	Shared cycle path	3m	New shared surface path along west side of A1301, 3m wide along existing grass verge. Possible relocation of lay-by on west side of A1301 to alternative location south of junction to form a continuous shared surface path of consistent width. Checks must be made to ensure minimal wildlife impact on local Dernford Fen SSSI. Subject to landholders agreement.	734,063
Sa.2	Cambridge Road, A1301 Junction	Junction	n/a	Remove prior crossing alignments and replace with new landscaping. Widen path on west side of A1301 to 3m wide. Wayfinding and signage required.	19,969
Sa.3	A1301	Shared cycle path	3m	Widen existing route 11 cycle path along A1301 to 3m, with planted verge of minimum 0.5m wide. Subject to landholders agreement.	110,000
Sa.4.i	Temporary access road to Dernford Road from Cambridge Road	Shared cycle path	3m	New shared surface path along existing alignment of temporary access road to Dernford Quarry Reservoir from Cambridge Road. Surface to be contextually sensitive to not become visually intrusive to the green belt and countryside. Subject to pending visibility studies for temporary vehicular access to be permanently adopted. Subject to landholders agreement.	74,450

Sa.4.ii	Route through Dernford Quarry Reservoir Site	Shared cycle path	3m	New shared surface path through Dernford Quarry Reservoir development named Cambridge Waterside Holiday and Wildlife Centre. The shared surface path follows the edge of the north-east bank hedge where the path splits into a wildlife route around the reservoir and a direct route to Great Shelford. The greenways route curves around to the north hedge line, where the path aligns to the railway along the west of the Russell Smith Farms land. Subject to landholders agreement.	499,922
Sa.4.iii	Route along west edge of Meadow Farmland	Shared cycle path	3m	The path follows the far westy edge of Meadow Farm and National Rail land. The path follows this alignment to the edge of the River Granta. Subject to landholders agreement.	145,828
Sa.5	Bridge over River Granta aligned to route through Meadow Farmland	Shared cycle path bridge	4m	New ramped bridge, 4m wide and raised 1m minimum over the River Granta, cafeully installed through existing riverside trees, clear span with embankments 20m minimum length to reduce the impact from flooding. Bridge spans the river from Meadow Farm land to industrial land occupied by the Wedd Joinery and Autoservice. Subject to landholders agreements.	241,375
Sa.6	Path between Railway and Wedd Joinery, alongside railway	Shared cycle path	3m	New shared surface path, 3m wide, against the railway and through the far west side of the Wedd Joinery site, avoiding surfaced area for heavy vehicular use. Path around existing fixed storage area, to the boundary with National Rail Land. Clearing of some vegetation and planting is required. Subject to landholders agreement.	68,625
Sa.7	Path alongside railway	Shared cycle path	3m	New shared surface path, 3m wide min, alongside the railway towards Shelford Station, following existing sustrans license. Clearing of some vegetation and planting is required. Subject to landholders agreement.	87,000
Sa.8	Underpass to A1301, London Road	Underpass	n/a	New shared surface path under existing A1301 bridge over railway, following sustrans license to create cycle path along stretch of land. Additional information required with regards to location of abutments to place a 3m wide path. Clearing of some vegetation and planting is required. Subject to landholders agreement.	75,000

Sa.9	Path alongside railway	Shared cycle path	3m	New shared surface path, 3m wide min, alongside the railway towards Shelford Station, following existing sustrans license. Clearing of some vegetation and planting is required. Subject to landholders agreement.	167,750
Sa.10.i	Shelford Station, Mill Court	Quiet Road	n/a	Maintenance to existing surface where required. Route follows east side of Mill Court alongside the existing pavement. Painted white cycle markings required on road surface. Wayfinding and signage required. Subject to landholders agreement.	35,500
Sa.10.ii	Mill Court, Chaston Road junction	Quiet Road	2.5m lane	Removal of one or two parking bays (to be re-provided on-site) and section of hedge to be removed to join Mill Court to Chaston Road. New landscaping, wayfinding and signage required. Subject to landholders agreement.	15,625
Sa.11	Chaston Road	Quiet Road	n/a	Painted white cycle markings required on road surface. Subject to landholders agreement.	12,500
Sa.12.i	Genome Path to Granham's Road	Shared cycle path	2.5m	Widen existing route 11, genome path to 2.5m, where possible 3m, expansion along west side of path. Subject to landholders agreement.	70,063
Sa.12.ii	Granham's Road level crossing	Junction	n/a	Improvements to junction to better align cycle paths. Reduce speed of traffic from 30mph to 20mph to make crossing Granham's Road safer for cyclists. Re-align white painted traffic stop marking on road surface further east, and paint yellow hatch markings on road surface and CCTV operation to ensure enough space for cyclists to cross Granham's Road during level crossing closure.	14,000
Sa.12.iii	Genome Path to Hobson's Brook	Shared cycle path	3m	Widen existing Genome Path to 3m wide. At footbridge pinch point, rumble strips are required to notify cyclists that pedestrians may be joining the shared surface path. Space to the east of the shared surface path should be minimum 1m wide for undesignated bridleway use.	365,000
Sa.13.A.i	Route 11 from Hobson's Brook, underpass to Addenbrooke's Road, to Francis Crick Avenue	Shared cycle path	4m	New landscaping and solar studs to enhance the existing quality section of the route. No works required to surface.	17,750
Sa.13.A.ii	Francis Crick Avenue to Robinson Way cycle park	Shared cycle path	3m	Replace existing cycle lane and pedestrian path with shared surface path on the east of planted trees on west side of Francis Crick Avenue. Planted verge replaces existing cycle lane, approximately 1.5m wide, separating shared surface path from vehicular traffic. Cycle lane on east side of Francis Crick Avenue to remain as is. Routes through cycle parking area to align with either options Sa.13.A.iii.1 or Sa.13.A.iii.2.	312,544

Sa.13.A.iii.1	Along tree line of west side of Robinson Way	Shared cycle path	3m	New shared surface path, 3m wide along west side of Robinson way with planted verge, 1m wide to separate path from road. Carriageway width reduction to 6m wide to allow for 3m wide shared surface path. Clearing of some vegetation and planting is required. Subject to landholders agreement.	129,713
Sa.13.A.iii.2	Parallel to Robinson Way, within Cambridge Academy for Science and Technology, alongside multi-sports pitch	Shared cycle path	3m	New shared surface path, 3m wide alongside multi-sports pitch within Cambridge academy for Science and Technology. New boundary fence to edges from sports pitch to join with existing boundary fences. Clearing of some vegetation and planting is required.	101,734
Sa.13.A.iv	Robinson Way in front of Cambridge Academy for Science and Technology	Shared cycle path / Segregated cycle path	3m	New segregated cycle path, 3m wide and pedestrian path 1.5m wide, either side of tree strip alongside Cambridge Academy for Science and Technology frontage. At the vehicular entrance to the Academy, a new raised table with a steep crossover or kerb slows traffic entering the Academy, which is bordered by tactile paving. A different surface treatment with painted white cycle markings dictates a shared surface for all users with priority given to pedestrians and cyclists. The path then becomes a shared use path towards Long Road. Subject to landholders agreement.	156,875
Sa.13.A.v	Long Road Junction with Robinson Way	Junction	n/a	Continuous foot/cycle way across the college car park entrance and conversion of the existing T-junction to a cycle-friendly roundabout design with segregated pedestrian and cycle paths providing safe and direct connections to onward routes along Long Road, and Sedley Taylor Road. Major works 200m long required to Long Road to reduce width of carriageway and increase width of existing planted landscaping to the west of Robinson Way along Long Road, and allow for a new cycle lane along Long Road, eastbound.	346,250
Sa.13.A.vi	Path along Long Road	Segregated cycle path	3m	New shared surface path, 3m wide along Long Road. Path weaves around existing established, and new trees in new landscaped area towards the relocated signalised crossing at Long Road and Sedley Taylor Road junction.	94,063
Sa.13.A.vii	Long Road and Sedley Taylor Road Junction	Junction	n/a	Relocated signalised toucan crossing to other side of Sedley Taylor Road junction with Long Road. Sedley Taylor Road to become one-way to southbound traffic, with two-way segregated cycle track. Adjusted geometry to Sedley Taylor Road, with floating island to enforce one-way use, and form safe and direct crossing for pedestrians and cyclists.	77,125

Sa.13.A.viii	Sedley Taylor Road and Luard Road	Quiet Road	n/a	Painted white cycle markings on road surface. Wayfinding and signage to indicate the start of the Sawston Greenway route.	13,000
Sa.13.B.i	Underpass along Hobson's Brook	Shared cycle path	4m	New underpass beneath railway lines approximately 50m long, 4m wide x 2.6m high internal dimensions. 1 in 20 graded approach ramps, 60m long within new earth formed cuttings each approximately 60m long, allowing for 4m wide approach ramps. Bollards either side of the underpass to prevent vehicles using the route. Proposals should be coordinated with potential Metro route. Subject to landholders agreement.	2,937,625
Sa.13.B.ii	Path through country park	Shared cycle path	3m	New shared surface path through country park to be widened to 3m, using sensitive materials to not impact on the important character of the landscape. Subject to landholders agreement.	75,400
Sa.13.B.iii	Underpass to Addenbrooke's Road	Shared cycle path	3m	New shared surface path underneath Addenbrooke's Road to be aligned with the new Hobson's Brook underpass, using sensitive materials to not impact on the important character of the landscape. Additional information required with regards to location of Addenbrookes Road bridge abutments, and potential alterations to the existing parkscape. Subject to landholders agreement.	36,500
Sa.13.B.iv	Path through country park to Cambridgeshire Guided Busway	Shared cycle path	3m	New shared surface path through country park to be widened to 3m, using sensitive materials to not impact on the important character of the landscape. Additional information required with regards to any limitations of potential alterations to the existing parkscape. Subject to landholders agreement.	195,250
Sa.13.B.v	Junction of Country Park and Guided Busways	Junction	n/a	Improvements at the busway junction to provide more legible junction with smoother approach angles to crossing created with introduction of new short lengths of track. New signalised crossing with default green for pedestrians and cyclists (red signal automatically triggered by approaching buses).	52,200
Sa.13.B.vi	Cambridgeshire Guided Busway to Cambridge Station	Shared cycle path	3m	Low level barrier to separate guided busway from shared surface path. Improved wayfinding and signage to indicate start of Sawston Greenway route.	377,750



Above: the drawings laid out for the Council's communications team to edit with their preferred graphic style/ leaflet format.

STUDY OUTPUT /NEXT STEPS

We have generated feasible initial concept designs for the Greenway routes taking into account the brief to create a high quality cycling route from Sawston into Cambridge.

Our recommendations following this study are:

Consultation with existing landowners where the proposals are on or impact private land is to be managed by the council, and we recommend this includes engagement before the public events.

Following public consultation, and collation of the responses, detailed designs should be developed in response to this feedback, to include at that stage input on engineering and road safety auditing.

