

GREATER CAMBRIDGE PARTNERSHIP JOINT ASSEMBLY

2 00 pm

Thursday 10th September 2020

Virtual Meeting

During the Covid-19 pandemic GCP Joint Assembly and Executive Board meetings will be held virtually. These meetings will take place via Zoom and Microsoft Teams (for confidential or exempt items). Meetings will be live streamed and can be accessed from the GCP YouTube Channel - [Link](#).

AGENDA

	PAGE NUMBER
1. Apologies for Absence	(-)
2. Membership	(-)
3. Declaration of Interests	(-)
4. Minutes	(3-35)
5. Public Questions	(36-37)
6. Petitions	(-)
7. Greenways – Barton, Bottisham, Horningsea, Sawston and The Swaffhams	(38-50)
8. Better Public Transport - Waterbeach to North East Cambridge	(51-202)
9. Better Public Transport - Cambridge Eastern Access Project	(203-342)
10. Covid-19 – Skills and Employment	(343-345)
11. GCP Quarterly Progress Report	(346-390)
12. Date of Future Meetings	(-)
<ul style="list-style-type: none"> • 2:00 pm Thursday 19th November 2020 	

MEMBERSHIP

The Joint Assembly comprises the following members:

Councillor Tim Bick	-	Cambridge City Council
Councillor Mike Davey	-	Cambridge City Council
Councillor Nicky Massey	-	Cambridge City Council
Councillor Noel Kavanagh	-	Cambridgeshire County Council
Councillor Lucy Nethsingha	-	Cambridgeshire County Council
Councillor Tim Wotherspoon	-	Cambridgeshire County Council
Councillor Ian Sollom	-	South Cambridgeshire District Council
Councillor Heather Williams	-	South Cambridgeshire District Council
Councillor Eileen Wilson	-	South Cambridgeshire District Council
Heather Richards	-	Business Representative
Dr Andy Williams	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Helen Valentine	-	University Representative
Vacancy	-	University Representative
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For more information about this meeting, please contact Nicholas Mills (Cambridgeshire County Council Democratic Services) via e-mail at Nicholas.Mills@cambridgeshire.gov.uk.

Report To: Greater Cambridge Partnership Joint Assembly

10th September 2020

Lead Officer: Peter Blake – Transport Director, Greater Cambridge Partnership

**GREENWAYS – BARTON, BOTTISHAM, HORNINGSEA,
SAWSTON AND SWAFFHAMS**

1. Purpose

- 1.1 The purpose of the report is to provide an update on progress with developing the Greenways, working with local communities and stakeholders, to report the outcome of recent public consultations and to present outline scheme details and budget proposals for the Barton, Bottisham, Horningsea, Sawston and Swaffhams Greenways.
- 1.2 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
- (a) Note and comment on progress made in developing the Greenways, working with local communities and stakeholders.
 - (b) Provide feedback in response to the outcome of public consultations and endorse the scheme proposals and outline budget proposals for the following projects:
 - (i) Barton Greenway.
 - (ii) Bottisham Greenway.
 - (iii) Horningsea Greenway.
 - (iv) Sawston Greenway.
 - (v) Swaffhams Greenway.

2. Background

- 2.1. The creation of a network of Greenways is part of a strategy to encourage commuting by sustainable transport modes into Cambridge city from South Cambridgeshire villages, in a bid to reduce traffic congestion and contribute towards improved air quality and better public health. The project also provides opportunities for countryside access and leisure.
- 2.2. This programme takes on even greater importance in light of Covid-19 and the potential increase in commuters wanting to access active travel solutions for their daily journey to work as the lockdown measures ease.
- 2.3. Greenways have the potential to significantly ease access to a range of sites, including planned housing and employment growth at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park,

Wellcome Trust Genome Campus and West Cambridge (collectively around 10,500 new homes and 19,000 new jobs between 2011 and 2031).

- 2.4. £500,000 was previously approved to develop the Greenway routes through early engagement and public consultation to determine the route, extent, form and associated links for each of the 12 Greenway routes. This work has now been completed.

3. Key Issues and Considerations

- 3.1 The Executive Board will be asked to note the progress made in developing the Greenways, working with local communities and stakeholders, to note the outcome of public consultations and approve the scheme proposals and an outline budgets.
- 3.2 Early community engagement was undertaken on all 12 Greenway routes, with 22 events held, between July 2017 and April 2018, the results and ideas from which informed the options then taken to public consultation.
- 3.3 There was a phased approach to public consultation on the routes, starting in July 2018 and completing in October 2019, with a total of 21 events taking place. There were 564 responses to the Barton consultation. 87% of respondents supported the formation of the Greenways network. We received 777 responses to the Sawston consultation. 94% of respondents supported the overall formation of the Greenways network. The Bottisham, Horningsea and Swaffhams Greenways are geographically relatively close and they come together as one route as they approach the city from Fen Ditton. The routes were therefore combined into a single consultation exercise. We received 183 responses to the consultation. 87% of respondents supported the overall formation of the Greenways network.
- 3.4 Recommendations for each Greenway are based on the preferences identified from the consultation responses as well as engagement with key stakeholders. Further stakeholder engagement and negotiation with landowners will be required to progress the detailed design of the routes.

4. Barton

- 4.1 Barton is located approximately 6km southwest of Cambridge across flat terrain and for cyclists it is currently served by shared use paths adjacent to the A603. Parts of the existing cycle route have already received investment and the percentage of residents that cycle to work is expected to have risen significantly from the 23% shown in the 2011 census.
- 4.2 Interventions including widening, improving surfacing and incorporating solar lighting in places along the path have been popular with many pedestrians and cyclists. The resulting increase in pedestrian and cycle traffic has led to calls to prioritise increased safety at junctions, to improve the 'pinch points' along the route and to provide more attractive off-road routing where possible.
- 4.3 In network terms the Barton Greenway would link to the recently approved Comberton Greenway to the east via a recently constructed 'Quick Win' scheme and via a new link on the north side of Barton Road.
- 4.4 During the community engagement sessions, multiple route options were considered for the Greenway. Significant levels of support were identified for safety improvements where the Greenway crosses the northbound slip-road of the M11 and the Grantchester Road from Coton and the southbound slip-road at Junction 12. The bridge over the M11 was also considered to be a

significant deterrent to use of the path as it stands and the proposal to widen the path was well supported.

- 4.5 The public consultation suggested a number of options for improvements and still allowed for alternative routes to be suggested. The consultation leaflet can be viewed at this link: <https://www.greatercambridge.org.uk/transport/transport-projects/greenways/barton-greenway> Whilst improvements to the existing bridleway from Barton to Grantchester and the existing permissive path known as ‘The Baulk’ were well supported, significant concerns were also voiced about the potential environmental and visual impacts of upgrading the surface of these paths. The operational requirement of the Baulk path as a farm track and field access was also raised. Delivery of these links is likely to require significant further stakeholder engagement and consultation.
- 4.6 The recommendation is to approve the final route as shown in **Appendix 1**.
- 4.7 The proposed £10m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission, and land procurement. At this stage it is felt that is sufficient to cover the construction costs to deliver all elements of the scheme.
- 4.8 The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

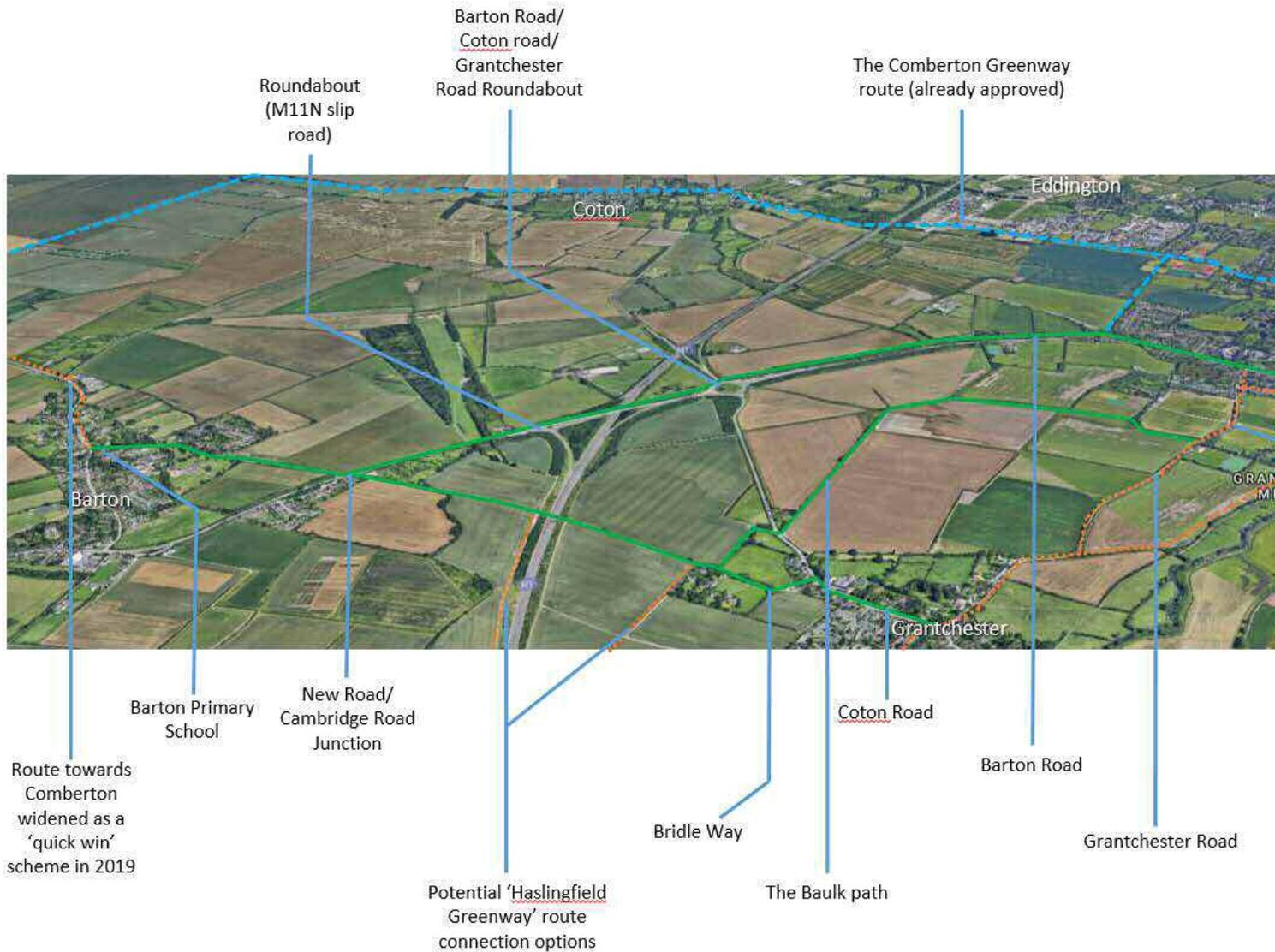
BARTON GREENWAY	
SECTION	PROPOSED FORM OF GREENWAY
Barton Village	Connecting the recent ‘Quick Win’ link to Comberton to the east, there will be new signage and the route through Barton Village will include a reduced speed limit of 20mph combined with some new on-road traffic calming and widened and resurfaced paths to better accommodate high volumes of walking and cycling traffic.
New Road/Cambridge Road Junction	A reconfigured junction incorporating new traffic lights and safer crossings on all arms of the junction.
Barton to Grantchester (including link to the proposed Haslingfield Greenway)	3m wide new shared use path with a 3m wide grassed area on one side (for horse riders, joggers and ramblers). There are some trees which will be protected and may create localised narrow points. Landscaping will be used to minimise visual impact and will include pollinator promoting planting. As with other Bridleways in rural locations the surface material of this path will be decided during the detailed design phase of the project and key stakeholders will have the opportunity to guide this decision.
‘The Baulk’ path to Grantchester Road	3m wide new shared use path with a 3m wide grassed area on one side (for horse riders, joggers and ramblers). Landscaping will be used to minimise visual impact and will include pollinator promoting planting. As with other bridleways in rural locations the surface material of this path will be decided during the detailed design phase of the project and key stakeholders will have the opportunity to guide this decision. It is noted that this path should be robust to accommodate some agricultural traffic as well as non-motorised users.
A603 Cambridge Road & Roundabout (M11N Slip Road)	A widened path and realigned approach path to a new underpass to safely bypass the existing motorway slip road crossing.
Bridge over M11	Reallocation of carriageway space over the M11 bridge to widen the shared use path and create a suitable separation strip from the carriageway. A reduced speed limit to 40 mph. Work with Highways England to design and install a new taller bridge parapet.

Barton Road/ Coton Road/ Grantchester Road Roundabout	A new smaller roundabout and a new underpass under Grantchester Road with realigned approach paths. The roundabout will retain two lanes and traffic flow capacity will be maintained.
Barton Road	Reallocation of carriageway space to widen the existing shared use path to 3m where possible and create a suitable separation strip from the carriageway.
Barton Road - Cambridge	Current cycle path to be resurfaced and widened where necessary, no trees will be removed and there will be opportunity for key stakeholders to influence the design, including landscaping and planting in some locations along this section. Priority crossings for Greenway users across side road junctions to improve safety and continuity for users. Junctions to be reconfigured to slow turning motor vehicles.

5. Bottisham, Horningsea and The Swaffhams

- 5.1 Bottisham is located approximately 10km from Cambridge. Horningsea is approximately 7km and the villages of Swaffham Bulbeck and Swaffham Prior are approximately 13km and 15km respectively. All of these villages are to the east or northeast of Cambridge across flat terrain and for cyclists they are all currently served by shared use paths of varying quality and widths adjacent to the carriageway. Parts of the existing cycle routes have already received investment including the highly regarded Quy to Lode path which also provides good access towards the National Trust's Anglesey Abbey. Some Greenways 'Quick Win' interventions to install solar stud lighting and to resurface and widen some sections of path have also been popular locally, however many other sections of the paths would still be considered sub-standard for use by significant numbers of pedestrians, cyclists or equestrians. The percentage of residents that cycle to work is expected to have risen since the 2011 census which showed levels of between 3% and 9%.
- 5.2 Substantial current and future growth to the east of Cambridge including the 'Wing' development site are expected to bring increased journey numbers for both commuting and leisure purposes and the Greenways would be well positioned to cater for increases in sustainable transport modes.
- 5.3 In network terms the Bottisham, Horningsea and The Swaffhams Greenways meet in Fen Ditton before continuing towards Cambridge where they would link to the Chisholm Trail (currently under construction), with Cambridge Station to the south and Cambridge North station just across the new Abbey-Chesterton bridge. The Greenway route continues onwards past the Green Dragon bridge and as far as the Riverside bridge with its link to Chesterton. This route provides an excellent off-road alternative to the A1303 (Newmarket Road).
- 5.4 During the community engagement sessions, a 'blank canvas' approach was applied to the three routes and the public was asked to tell us their preferences for route alignments. People were invited to identify where they experienced problems or barriers when walking and cycling. Whilst a large number of route options were identified, strong support emerged for off-road routes which were considered safer than mixing with motor traffic. Additionally improved surfacing, signage and lighting were identified as measures that would dramatically improve conditions for pedestrians and cyclists. Significant levels of local support were identified for some elements and sections of path. The Wadloes path in Fen Ditton and a section of NCN51 adjacent to the A1303, near Cambridge Airport, were subsequently widened and resurfaced and solar stud lighting was installed in appropriate locations as part of a programme of 'quick win' schemes undertaken in 2018/19.

APPENDIX 1 – BARTON GREENWAY



APPENDIX 4 – INDICATIVE HIGH LEVEL DELIVERY TIMELINE

	Name	Start	Finish	2021				2022							
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
1	Project Set-up	01/07/20...	30/10/20 ...												
2	Procurement of consultants	02/11/20...	31/03/21 ...												
3	Develop detailed design	01/04/21...	31/03/22 ...												
4	Land negotiations	01/04/21...	31/03/23 ...												
5	Network Rail planning and .	01/04/21...	31/03/23 ...												
6	Env. surveys/ Impact Ass...	01/04/21...	31/03/23 ...												
7	ECI Procurement	01/04/22...	29/07/22 ...												
8	Planning permission process	03/04/23...	29/03/24 ...												
9	Procurement of contractor	01/08/22...	01/08/23 ...												
10	Construction	01/04/24...	28/03/25 ...												
11	Completion	31/03/25...	31/03/25 ...												