



Greater Cambridge Greenways

Comberton Greenway

You Said: We Did

February 2023

This document is a summary of the actions we have taken following outcomes from the public engagement undertaken for the Comberton Greenway.



Introduction

Following the public engagement completed for the Comberton Greenway design proposals held in the Summer 2022; all of the data submitted from the public has now been analysed and compiled into a report outlining the overarching themes that emerged.

The full report from which the below information was based upon can be found on our website - <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Active-Travel-Projects/Greater-Cambridge-Greenways/Comberton-Greenway/Comberton-Greenway-Summary-Engagement-Report-2022.pdf>

The feedback we received forms an integral part in the subsequent stages of the project and, where possible, have been incorporated into this next phase of design.

The following information outlines what you said you wanted to improve or disagreed with, and how we plan to address this. It outlines where we have acted on your suggestions and made alterations to the design of the Comberton Greenway design or provided justification on where we have not.

YOU SAID	WE DID
Sidgwick Avenue/Adams Road	
You supported the proposal to remove parking along the route, particularly on Adams Road and Sidgwick Avenue to avoid conflicts between cyclists and parked cars.	We will look to rationalise parking along the West Cambridge route sections to better prioritise pedestrians and cyclists. This includes limiting parking along Adams Road by using planting and placemaking improvements. Some parking has been retained to allow for deliveries and servicing whilst maintaining free-flow movement for cyclists in the carriageway. It should also be recognised that there are mature trees situated along Sidgwick Avenue that limit the scope of improvement along the existing footway.
University of Cambridge/Data Centre Links	
You highlighted that continued discussion is required between The University of Cambridge, all parties including the adjacent Data Centre and the GCP to ensure the proposals are consistent with their Masterplan.	We will continue to hold discussions with The University of Cambridge to coordinate proposed designs.
M11 Footbridge	
You suggested widening the footpaths, particularly between West Cambridge and the M11 footbridge and on the footbridge itself. You also suggested resurfacing the footpath over the M11 bridge.	National Highways have recently upgraded the ramps on the approach to the M11 footbridge. Due to this recent work, at present and within the current scope, we have no proposals to make further changes to this section.
You expressed concern regarding visibility along this section.	We will continue to investigate potential measures to improve visibility and where appropriate update designs.

Long Road Crossing¹	
You outlined concerns regarding general safety for users along Long Road attributed to the speed of vehicles.	We are proposing a comprehensive traffic calming scheme along Long Road from St Neots Road to Barton Road. The proposals will reduce speeds from 60mph to 40mph. The proposals for the crossing will be subject to Road Safety Audits to confirm sufficient visibility for users crossing at this location.
You proposed a signal-controlled crossing due to concern regarding the proposed pedestrian crossing on Long Road, as it is located at the lowest point on the road which may pose a safety risk due to restricted visibility.	
You expressed concerns around speeds and visibility on Long Road.	
Long Road	
You suggested moving the Greenway to the Western side of Long road and gating Branch Road to avoid disrupting homes and businesses currently located on the eastern side.	We will look to keep the current proposed alignment as it. It currently provides a direct link from the existing public right of way bridleway on Whitwell Way to the proposed Barton Road spur connecting to the wider greenway network. The alignment avoids a number of residential properties located on the west side and negates the need to cross side roads including Foxes Way and Harbour Avenue.
You expressed interest in extending the path to encompass the entirety of Long Road, either to provide connections to other cycleways to the north of Long Road or other bridleway entrances on Long Road and to provide a link to St Neots Road.	As part of the scheme, we are proposing a comprehensive traffic calming scheme along the whole length of Long Road from St Neots Road to Barton Road, reducing speeds from 60mph to 40mph. This will improve Long Road for active travel users.
Hardwick Spur Option	
<p>You provided response on the preferred alignment of the Hardwick Spur:</p> <ul style="list-style-type: none"> • Option A - shared use path travelling northwards and entering Hardwick near the merging of Main Street / Cambridge Road; or • Option B - shared use path continuing westwards and entering Hardwick at the merging of Portway Road / Main Street. 	<p>Given the responses received, with the majority of responses not expressing a preference for either Option A or Option B, we will be progressing with the Option B route alignment which utilises the existing Port Way to Main Street in Hardwick. This is due to:</p> <ul style="list-style-type: none"> • Deliverability and landowner preference; • Reduced environmental impact and loss of existing trees and woodland; and • More direct route using an existing Public Right of Way. <p>We are also proposing additional complementary traffic calming measures along Main Street in Hardwick.</p>
You raised environmental concerns specifically mentioning native and heritage trees and status.	As part of the proposals for the Option B route alignment, we will be working with the PROW and Heritage Asset Team at CCC to

¹ The Long Road underpass was not engaged upon as the option for an at-grade crossing minimises costs, land-take required and environmental impacts.

	ensure designs are sympathetic to the rural environment and existing heritage.
Barton Road/Long Road Junction	
You raised concerns regarding the crossing of the existing mini roundabout.	<p>We will further consider amending the designs to:</p> <ul style="list-style-type: none"> • Remove the island on the northern arm of the junction (Long Road); • Widen the south-eastern verge to 3m (between Barton Road and the Public Byway) to accommodate equestrians. This will allow them to cross the junction on the Barton side of the roundabout; • Include a raised and widened crossing point on the eastern arm (Barton Road) to accommodate all users; • Provide an entry point to the proposed protected path for equestrians, pedestrians and cyclists travelling from the Public Byway; and • Include a parallel crossing on the northern arm (Long Road).
Comberton	
You raised safety concerns about the Comberton section including Barton Road being unsuitable for cyclists.	We have amended the design proposals along West Road and Barton Road to remove the red-surfaced advisory cycle lanes. The scheme now proposes a 'quiet route' with a reduced speed limit and additional traffic calming measures to create a safer walking and cycling environment.
You expressed concerns regarding available road space and width constraints to accommodate the proposals on West Road.	
You expressed concerns around the urbanisation in rural areas and suggested limiting the use of coloured surfacing.	
Lighting	
You indicated your support for lighting along the route, whether this be low-level lighting, usual street lighting or solar studs. Particularly regarding women's safety and travelling in the dark.	We will consider potential lighting options in more detail as we progress to the construction stage and a lighting strategy will be developed across the Greenways network.
You raised concerns regarding lighting in rural sections due to either light pollution or sensitivity to wildlife.	We will continue to assess options for solar stud lighting, overhead lighting, or both and will seek key stakeholder input. We will consider the rural setting of particular route sections, environmental impacts and user safety to inform the proposed lighting strategy.
Materials	
You generally opposed the use of tarmac and instead supported the use of surface treatment that would be sympathetic to the rural landscape such as soft surface treatment e.g., grass or vegetation.	We will consider surface treatment in more detail at the construction design stage and a surface strategy will be developed across the Greenways network.
You outlined concerns relating to the risks of loose surfacing materials, consideration to flooding and ponding and the impact of	We will consider options for hard-surface treatments and soft-surface treatments and will seek input from key stakeholders. Any proposals will consider the rural setting of

<p>horses on the current path during wet conditions.</p>	<p>particular route sections, environmental impacts and user experience. We will also consider issues with drainage, durability and maintenance when considering materials and surface treatments as part of the next stage of design.</p>
<p>Signage</p>	
<p>You expressed support for the signage of the greenways however, you indicated that signage should be sympathetic to the rural settings of the greenways, markings should be clear for cycle lanes at junctions and comments referred to ensuring that all users should be aware of each other when using the Greenways.</p>	<p>We will continue to consider signing and road marking options to ensure proposals will be in accordance with an agreed strategy across the Greenways network. We will see to provide a cohesive approach which will consider all users of the Greenways. Proposals will also be made in agreement with CCC and in line with latest guidance.</p>