



**GREATER
CAMBRIDGE
PARTNERSHIP**

Haslingfield
greenway 

Greater Cambridge Greenways



Haslingfield Greenway – Grantchester Section

You Said: We Did

March 2024

This document is a summary of the actions we have taken following public consultation on the Haslingfield Greenway – Grantchester Section.



Introduction

This document follows public consultation on design proposals for the Haslingfield Greenway Grantchester Section, held in Summer 2023. Feedback submitted by the public and organisations has been analysed and compiled into a consultation report outlining the overarching themes that emerged. The full report can be found on our website: <https://www.greatercambridge.org.uk/haslingfield-greenway>

The feedback we received forms an integral part of the next stage of the project and, where possible, will be incorporated into the next phase of design.

The following information outlines what respondents to the consultation said they wanted to improve or disagreed with (you said), and how we plan to address this (we did). It outlines where we have acted on your suggestions and made alterations to the design of the Haslingfield Greenway – Grantchester Section, or provides justification on where we have not.

Summary of Changes

Following analysis of your feedback, we have identified the following potential changes to the proposed schemes. We will:

- review the design for the junction of Coton Road, Broadway and High Street and consider alternative options to improve safety, and;
- prioritise the development of improvements to the M11 bridge that make it more accessible to everyone, explore options to improve equestrian access.

Our responses

YOU SAID	WE DID
Section 1: Grantchester Road and Broadway	
<p>You expressed general support for the proposed raised crossing at The Blue Ball Inn, although a few comments noted that parked cars outside the Blue Ball Inn contribute to congestion issues and present a road safety hazard.</p>	<p>The raised crossing will be taken forward along with the proposed double yellow lines, which will act as a deterrent to parking in this location.</p>
<p>You suggested a modal filter on Grantchester Road and on Broadway as the cheapest, most usable option.</p>	<p>This option has been ruled out. We previously consulted on a modal filter in these locations and the majority of responses opposed their introduction.</p>
<p>You suggested that a cycle bypass be included in the build-out on the approach to Broadway.</p>	<p>No action will be taken. The road width at this location would make a cycle bypass impractical and the kerb build-out is a safety feature that helps people cycling to re-join the road from the path.</p>
<p>You suggested a second build-out, north of the cycle crossing on Grantchester Road, on the Cambridge side of the crossing.</p>	<p>No action will be taken. At this point, greenway users would be on the off-road path and therefore not require the build-out on the road.</p> <p>For the crossing on Grantchester Road, south of the Rugby Club, visibility is good and meets standards and there are various speed reduction measures on the approach to the crossing, including warning signs, speed roundels and road markings to emphasise the presence of a crossing.</p>
<p>You expressed both support and opposition towards the proposed new pedestrian footway on the eastern side of Grantchester Road.</p>	<p>The proposed new footway will be kept. It is a critical safety feature to link the shared use path and Broadway. This contributes towards the wider aim of the Greenways to expand the amount of network that is fully accessible in all weather conditions.</p>

<p>You expressed both support and opposition towards the proposed informal crossing point on the eastern side of Grantchester Road. You suggested that the crossing is unnecessary and extending the footpath on the eastern side, along the permissive path, would make this crossing unnecessary.</p>	<p>The informal crossing proposal will be kept. There is no footway provision on the northern side of Broadway, therefore the informal crossing is necessary to access the footway on the other side of the road.</p> <p>The specific crossing location was chosen as it provides the required forward visibility for approaching vehicles.</p> <p>We previously consulted on extending the footway along the existing permissive path, but this option received negative responses.</p>
<p>You expressed concern that sections of road through Broadway and on Grantchester Road were not wide enough to support the greenway.</p>	<p>Widening the road is not feasible due to significant environmental impacts. Widening would also be undesirable, as it could increase traffic speeds and decrease safety and amenity within the village. The traffic volumes on Broadway are low enough to allow people cycling to mix with motorised traffic. This is consistent with government design guidance (LTN 1/20).</p>
<p>You expressed concern regarding parking along this section, which adds to congestion, and suggest increasing parking restrictions along this section.</p>	<p>To deal with this concern, double yellow lines have been proposed immediately outside the Blue Ball Inn. However,</p> <p>introducing wider parking restrictions would unfairly impact residents of Broadway, due to the lack of alternative parking options. The parked cars also act as an informal traffic calming measure.</p>
<p>Section 2: Coton Road, Broadway, High Street Junction</p>	
<p>You expressed concern regarding the proposed mini roundabout increasing collision risks for road users.</p>	<p>We will review the currently proposed design and consider alternative options that improve safety.</p>
<p>You expressed concern regarding the features of the roundabout, not fitting in with the historical and rural landscape of the village and surrounding area.</p>	<p>Any proposed changes will be discussed with local stakeholders and made in agreement with local councillors.</p>

<p>You expressed concerns regarding the proposed widening of the footway along Coton Road, which would narrow the carriageway.</p>	<p>The footway-widening proposals will be kept. The current footway width on Coton Road, particularly on the southern section between High Street and Burnt Close, is inadequate. The proposed footway widening will improve safety, accessibility and the overall quality of the environment.</p> <p>The proposed designs adhere to government design guidance (LTN 1/20). The narrowing of the road will also have a traffic calming benefit, therefore improving safety too.</p>
<p>Section 3: Burnt Close and M11 Bridge</p>	
<p>You expressed support for the proposal to replace the M11 bridge steps with shallow gradient ramps.</p>	<p>The significant support for step-free access to the M11 bridge is acknowledged.</p>
<p>You expressed the importance of making sure the M11 bridge is equestrian-friendly to avoid diversions.</p> <p>You suggested incorporating mounting blocks at either side of the bridge to allow an easier dismount for equestrians.</p>	<p>We will continue to engage with stakeholders, including the British Horse Society (BHS), to further review the design and assess the possibility of including these features.</p>
<p>You noted that the proposals fail to address the pinch point at the southern end of Burnt Close which causes unnecessary difficulties for those on larger, non-standard cycles and could create conflicts between shared-use path users.</p>	<p>Whilst we acknowledge the southern end of Burnt Close presents an undesirable pinch point, environmental and land constraints mean we cannot widen the path.</p> <p>The pinch point is a short stretch of an otherwise direct and attractive 9.5-kilometre greenway.</p>
<p>General Comments (Not Section Specific)</p>	
<p>Using an alternative route alignment (via the Baulk Path)</p>	
<p>You suggested that the Baulk Path be used as an alternative to the route through Grantchester, suggesting that the route is more enjoyable and will protect the historical character of the village.</p>	<p>The Baulk Path falls under the Barton Greenway and was consulted on in 2018, with further engagement undertaken in 2022. Proposals within the Barton Greenway include improvements that would improve the usability of the Baulk Path throughout the year.</p>

	<p>We are proposing a shared-use path with a wide grass verge alongside for soft-surface users (for example, horse riders, joggers). This would provide an alternative off-road route as part of the Barton Greenway and would provide a connection to the Haslingfield Greenway.</p>
<p>Maintaining the rural character of the village</p>	
<p>You expressed concern that the proposals would urbanise the village and have a negative impact on the historical character of Grantchester Village.</p>	<p>Proposals have been designed in accordance with Historic England’s “Streets for All” guidance to ensure that these respect the character of conservation areas.</p>