



ZF791 – Silverdale Close, Coton
Technical Note 01 – Highways Note
Martin Grant Homes
6th March 2025

1.0 Introduction

- 1.1 Cannon Consulting Engineers (CCE) have been appointed by Martin Grant Homes to provide highways and transport advice in support of Greater Cambridge Local Plan Call For Sites relating to the suitability for residential development at land south of Silverdale Close in Coton, Cambridgeshire for up to 80 dwellings.
- 1.2 A site location plan is shown in Image 1.1 below. The site is located at the southwestern corner of Coton, which is a village located approximately 1.5km west of the M11 and 4.3km west of the centre of Cambridge.

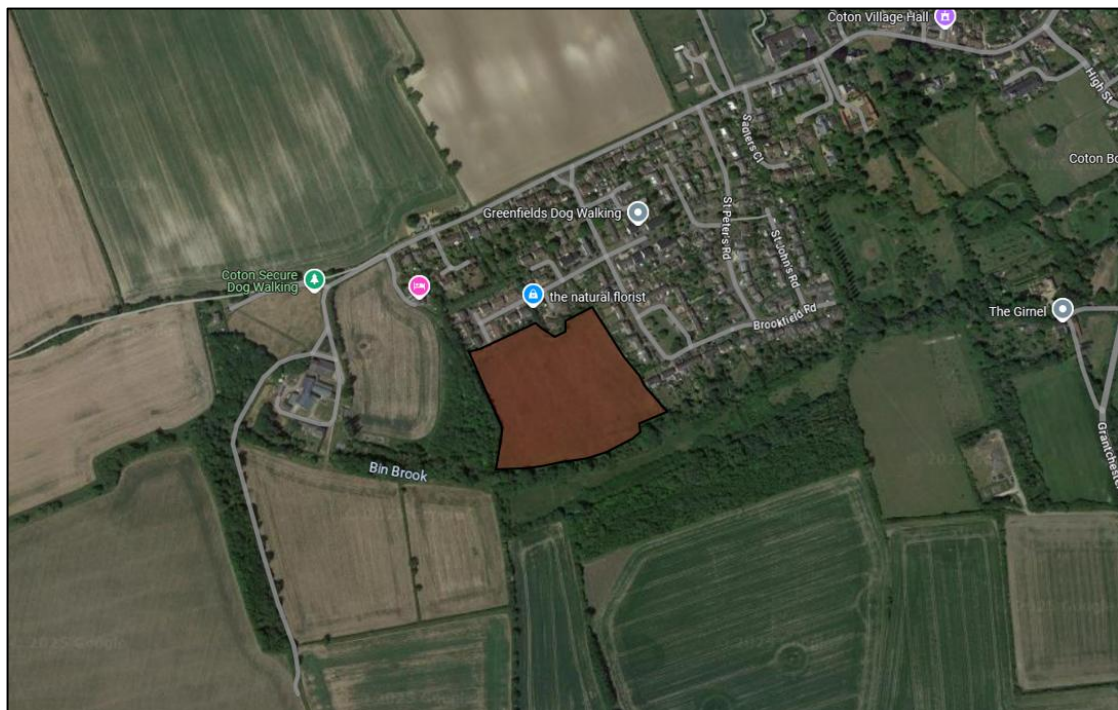


Image 1.1 – Site Location Plan

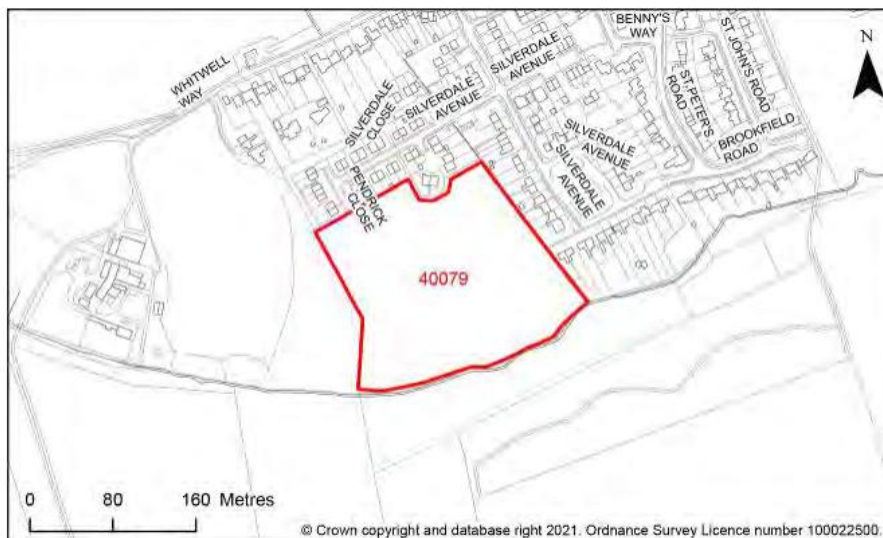
- 1.3 The site was previously reviewed as part of an earlier Call for Sites, referred to as Land at Silverdale Close Site Reference:40079. The HELAA (2021) scored the site positively in terms of Highways and Transport for all categories with the exception of site access, where the site was incorrectly evaluated as unachievable, reason being that the site did not have a direct access with the public maintained highway.
- 1.4 However, it can be clarified that the site would be served from Pendrick Close, which connects with the public highway at Silverdale Avenue. The landowner has full access

rights over Pendrick Close allowing for vehicular, pedestrian and cycle access from the site with the public highway.

Land at Silverdale Close, Coton, CB23 7GY

Site Reference: 40079

Map 155: Site description - Land at Silverdale Close, Coton



- 1.5 The aim of this Note is to provide the principles of the proposed development, in context to accessibility and connectivity to facilities within the village and the City of Cambridge and how these elements would support appropriate future spatial planning within Coton,
- 1.6 Particularly regard should be given to cycle accessibility between Coton and Cambridge, alongside other forms of sustainable modes.
- 1.7 Development proposals at this site within Coton would form a logical extension to the existing urban setting where residents will benefit from existing and proposed sustainable transport infrastructure associated with the Comberton- Greenway and Cambridge to Cambourne Bus Way both infrastructure schemes go through Coton that will provide direct and enhanced sustainable connections into the City of Cambridge.
- 1.8 In relation to the Cambridge to Cambourne Bus Way, Cambridgeshire County Council have submitted an application under the Acquisition of Land Act 1981 to the Secretary of State for Transport. If made, it will authorise the purchase of land within Coton required as part of the infrastructure proposals.
- 1.9 The quantum of development would require a Transport Statement and Travel Welcome Packs at the planning application stage. These documents would be prepared with consideration to Cambridge County Council Transport Assessment Guidance 2024, and



Highways Development General Principles for Development 2023, local and national policies.

2.0 Pedestrian and Cycle Accessibility

2.1 In terms of pedestrian accessibility, the village of Coton benefits from a network of footpaths with street lighting, and the site itself has direct access to the footway network from Pendrick Close. From the site residents can access on foot local facilities such as the local school primary and nursery schools on Whitwell Way which are less than a 10min walk from the centre of the site. All the village facilities are accessible on foot.

2.2 Coton is well placed for cycle accessibility into the city, with two signed cycle routes, bisecting the M11, these are located north of Coton along Madingley Road, and within Coton itself. These routes are shown on the extract below a cycle map is included at **Appendix A**.



Extract of Cycle Network into Cambridge City and Routes from Coton

2.3 Furthermore, Coton also benefits from being located adjacent to the approved Comberton- Greenway, which promotes cycling through Coton, via Whitwell Way (just over 400m from the centre of the site). This cycle route continues east over the M11 and into the city. The route includes new cycle infrastructure within Coton, which is due to commence this year. The cycle improvements to Coton include:

- Reduced speed limit of Coton High Street to 20mph
- New raised table and improved junction geometry to reduce vehicle speeds within the village
- Localised resurfacing of carriageway and footways



- Junction improvements at the Plough Inn to increase safety

- 2.4 Details of the overall route and drawings prepared by WSP detailing the improvements within Coton are included at **Appendix B**.
- 2.5 The improvements in cycle infrastructure within Coton form part of the strategic aspirations to increase cycle accessibility between the rural settlements into Cambridge. Land at Silverdale Close will be best place to this infrastructure (within 400m) thereby establishing excellent sustainable connectivity into the City of Cambridge from the outset. This infrastructure will allow resident to undertake a range of everyday journey purposes such as education, employment, retail and leisure through sustainable modes.
- 2.6 Residents have excellent access to education, employment and retail within the city which are all accessible within a circa 20minute cycle journey. This can be seen on the Accessibility Plan **Drawing ZF791-PL-SK-200**
- 2.7 Table 2.1 below shows the walking/cycling times to the destinations from the site.

Location	Distance (m) – from centre of site	Walking Time	Cycling Time
Education			
Coton CofE Primary School	760	10	3
Uni of Cambridge Primary School	3,800	48	14
Comberton Village College	5,500	69	20
Employment			
Crome-lea Business Park	3,000	38	11
Madingley Mulch	3,460	43	13
Employment at High Cross (North West Cambridge)	2,800	35	10
Madingley Rise (Uni of Cambridge)	3,400	43	13
Churchill College	4,200	53	16
Institute of Manufacturing	3,000	38	11
Hauser Forum	3,600	45	13
Department of Applied Mathematics	4,300	54	16
Girton College	5,200	65	19
Fitzwilliam, Murray Edwards and St Edmunds Colleges	4,600	58	17
Lucy Cavendish College	4,600	58	17
Westminster College	4,700	59	17
Leisure			
St Peter's Church	820	10	3
Coton Village Hall	950	12	4



The Plough, Coton	1,300	16	5
Cricket Club, Football Club, Play Area	1,500	19	6
Coton Secure Dog Walking	780	10	3
Cambridge Lawn Tennis Club	3,600	45	13
St John's Playing Fields	4,600	58	17
Eddington Place Leisure and Retail	3,400	43	13
Retail			
Coton Orchard Garden Centre	1,500	19	6
Sainsbury's (Eddington Place)	3,700	46	14
Centre of Cambridge (East of River)	5,600	70	21
Transport			
Madingley Road Park and Ride	2,900	36	11
Cambridge Road Bus Stops	1,700	21	6
Silverdale Avenue Bus Stop	450	6	2
Cambridge Rail Station	7,300m	NA	25

Table 2.1 – Distances to Local Amenities

(Distances taken from the centre of the site. Times based on a walking speed of 80m per minute and cycle speed of 270m per minute)

- 2.8 As shown within the accessibility plan and table above, the site is within an accessible cycle distance of employment, retail and leisure facilities in Cambridge.
- 2.9 The table below considers site suitability in terms of transport accessibility based on the HELAA methodology.

Location	HELAA Criteria	RAG
Site Access	Access by all means is possible	GREEN
Transport and Roads	Development of the site will not have a detrimental impact on the functioning of trunk roads and or local roads	GREEN
Access to Public Transport	450m-1000m	AMBER
Access to Primary School	450m-1000m	AMBER
Access to cycle network	<800m	GREEN
Access to Future Rapid PT	<1800m	GREEN



3.0 Public Transport Accessibility

- 3.1 The nearest bus stop to the site is located at Silverdale Avenue, a 6-minute walk north of the site. This serves bus route 8, operated by Dews Coaches, which serves a route between Hilton and Cambridge.
- 3.2 The Cambridge Road bus stops are located at the A1303. These stops serve the X2, X3 (both operated by Whippet Coaches) and the 4 (operated by Stagecoach East) bus routes. A summary of the bus times is shown in Table 3.1 below:

Service	Operator	Route	AM Peak (0700 - 1000)	Weekday Interpeak	PM Peak (1600 – 1900)	Saturday
8	Dews Coaches	Hilton - Cambridge	No services	3 services	1 service (to Hilton)	No services
X2	Whippet Coaches	Huntingdon – Cambs Rail Station	1 service (to Cambs)	2 services (1 in each)	1 service (to Huntingd on)	No services
X3		Huntingdon - Addenbrooke s	5 services	Half hourly	6 services	Hourly
4	Stagecoa ch East	Cambridge - Cambourne	8 services	Every 20 mins	8 services	Every 20 mins

Table 3.1 – Bus Times

- 3.3 Coton is well served by local bus services into Cambridge. Both the X2 and X3 routes stop at the train station (25-minute bus journey), which provides frequent services to London, Norwich, Ipswich, Peterborough and Stansted Airport. Cambridge rail station is circa 25-minute cycle from the site and provides a realistic travel mode to access rail services from Coton. Future upgrades to bus accessibility between Comberton - Coton and the City will further enhance accessibility into the City and the rail station.



3.4 A summary of the local train services is provided in Table 3.2 below:

Route	First Train	AM Peak (0700 – 1000)	Weekday Interpeak	PM Peak (1600 – 1900)	Last Train	Sat	Sun
Cambridge to Ely, Peterborough and Norwich	0515	9 services	5 per hour	16 services	0005	5 per hour	5 per hour
Ipswich to Cambridge and Peterborough	0627	3 services	Hourly	3 services	2246	Hourly	Hourly
Cambridge and Stansted Airport to London Liverpool Street	0444	9 services	c. every 20 mins	8 services	2327	c. every 20 mins	c. every 20 mins
Ely to London Liverpool Street	0612	3 services	None	2 services	2024	No services	No services

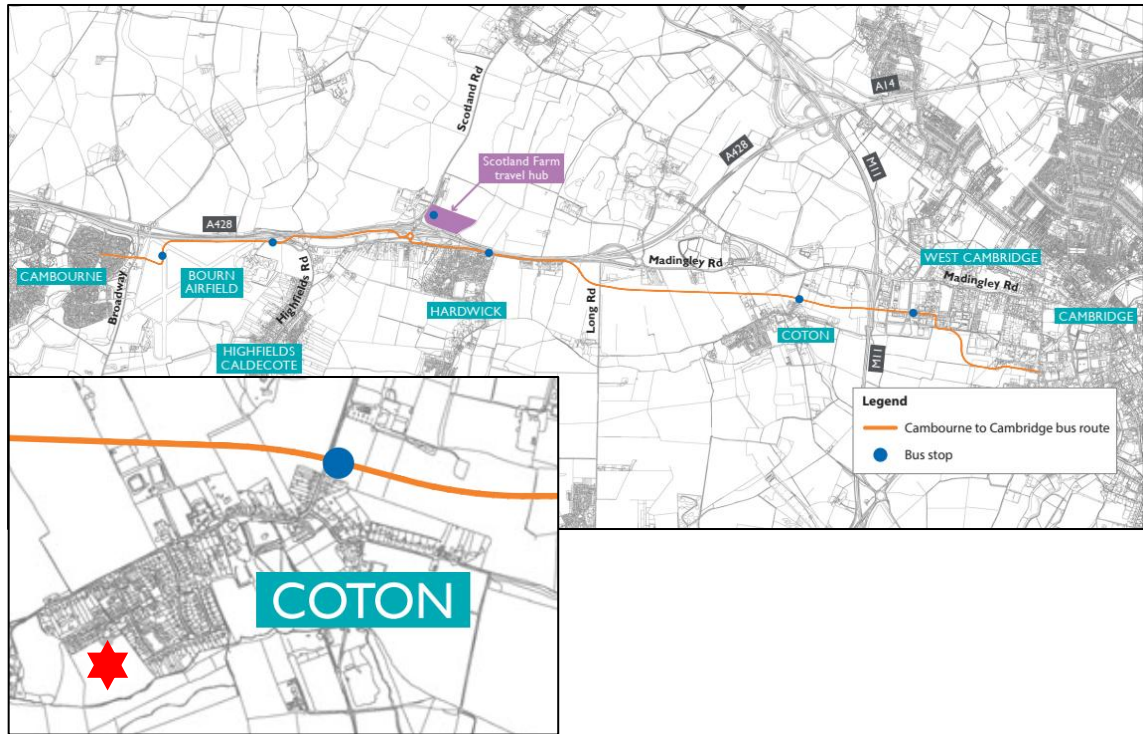
Table 3.2 – Train Times

3.5 Based on the information provided, the site is well served by local bus routes and train services to commuter destinations further afield are frequent. Facilitating safe and suitable pedestrian and cycle access should allow residents to take advantage of these existing services.

Cambridge to Cambourne Bus Way

3.6 Coton will also benefit in future from improved public transport accessibility, which is to be delivered as part of the Cambridge to Cambourne bus way, which will comprise a mainly off-road, segregated busway with a service track providing an active travel path, as well as a new travel hub. An application by the Greater Cambridge Partnership has been submitted to the DfT on 12 November 2024 with a public inquiry expected 2025.

- 3.7 The proposed route would bisect Coton, see below route map and Inset of Coton.



- 3.8 The new bus route will provide a reliable, frequent and easy 'turn up and go' service. It is expected to accommodate up to eight buses per hour in each direction, with direct services to key locations, with 6 buses an hour between Cambourne to Cambridge city centre, station, and Biomedical Campus.
- 3.9 Public transport accessibility for residents of Coton is to be significantly enhanced with the busway which is expected to be completed by the end of 2027. On this basis where the site to be allocated for residential development, then it would benefit from such infrastructure from the outset.

Future bus network

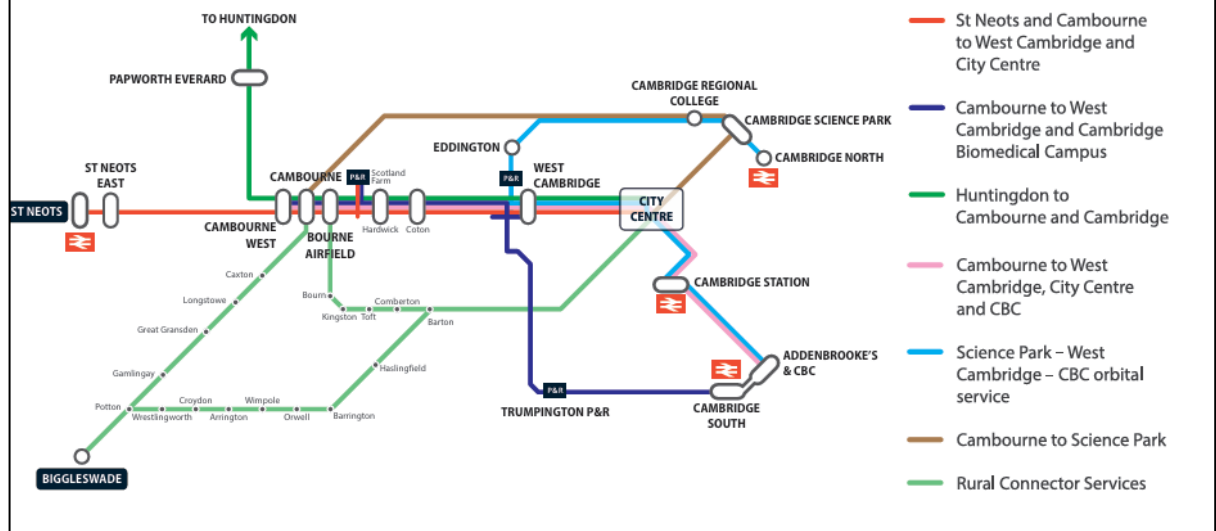


The new route would offer more reliable journey times, travelling on a largely dedicated route to avoid delays. C2C bus services will be confirmed as the scheme develops following further work with bus operators. However, an initial proposal for a new bus network proposes up to eight buses per hour each way, with direct express services to key employment centres:

- Cambourne to Cambridge city centre at 10-minute interval service (six buses per hour).
- Cambourne to Cambridge Biomedical Campus at 30-minute interval service (two buses per hour).

GCP's corridor schemes form part of the wider proposed Future Bus Network which envisages a bus every 10 minutes between 5am and midnight.

Future bus network



- 3.10 It is important to note however, that whilst the C2C greenway would improve accessibility between the site and Cambridge, the existing public transport and cycle links should mean that there are suitable (and more desirable) options for commuting instead of private car use.

4.0 Development Vision

- 4.1 Taking into consideration the access to local village facilities, and sustainable modes both existing and proposed, residential development in this location would be ideal in achieving development that can be Vision Led and, in this regard, the following vision has been prescribed in support of the site

Land at Silverdale Close Vision will be to:

Provide a genuine choice of transport modes, to help reduce congestion and emissions, and improve air quality and public health.

- **Minimise the need to travel from the development**
- **Maximise the propensity for sustainable trip making for everyday short journey purposes**



- **Ensure the local environments are suitable for walking and cycling**
- **Encourage the uptake of ultra low and zero emission vehicles**
- **Maximise health benefits associated with sustainable travel and Travel Welcome Packs**

4.2 Allocating land for residential development and through the Travel Plan process will enable sustainable opportunities and initiatives to be maximised and managed through the Travel Plan process supporting the Vision aims and in doing so encourage a positive shift from current transport behaviours for residents of the proposed development.

Proposed Access (all modes)

4.3 Pendrick Close, serves 19 affordable homes and is private. The site would take access from an extension of the existing spur from Pendrick Close to serve circa 80 additional dwellings. The landowner has full rights of access for all modes to use Pendrick Close. When considered against the HELAA Assessment Criteria for access this should be reappraised as Green i.e. that 'Access by all means is possible'

Site Access

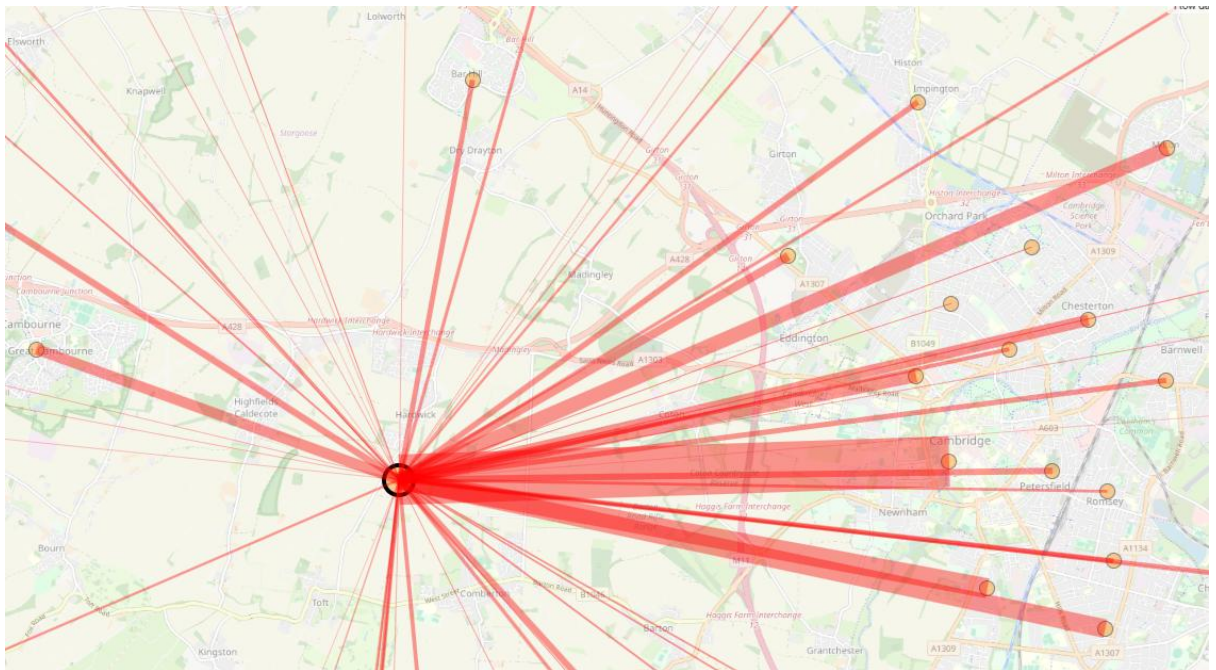
Score	Assessment Criteria
Red	No possibility of creating a safe access.
Amber	There are potential access constraints, but these could be overcome through development.
Green	Access by all means is possible.

Extract of 2021 HELAA Assessment Criteria

- 4.4 Pendrick Close measures approximately 5m wide with 1.8m footways. The existing carriageway width will be maintained, however 2m footway widths will be provided within the site. Minor access roads are suitable for on-road cycling and the estate road will be designed for 20mph speeds This is in line with the guidance set out for a 'Minor Estate Road' in Appendix A of the adopted design guidance.
- 4.5 The proposed access strategy is shown within **Drawing ZF791-PL-SK-201**.
- 4.6 Based on the proposed access being designed to the adopted standards and taking advantage of an existing spur into the development site, it is considered this should be acceptable for CCC.

5.0 Travel Characteristics

- 5.1 Below is an extract from DataShine providing a graphical representation of 2011 Travel To Work from villages to the west of Cambridge. This highlights the significant employment draw into the City from villages to the west of the City. It also highlights that these levels of trip demand into the City follow the sustainable corridors from the west of Cambridge, and as discussed the village of Coton forms part of these key routes both in terms of cycle accessibility but also public transport. Allocating development along these sustainable corridors, provides a logical and policy compliant approach to spatial planning and which provides justification to support the site as a draft allocation.



DataShine Extract:2011 TTW Outbound Trips surrounding villages west of Cambridge



6.0 Summary and Conclusions

6.1 Cannon Consulting Engineers (CCE) have been appointed by Martin Grant Homes to provide highways and transport advice in support of Greater Cambridge Local Plan Call For Sites relating to the suitability for residential development at land south of Silverdale Close in Coton, Cambridgeshire for up to 80 dwellings.

6.2 The following has been discussed which support and justify the inclusion of the site on highway and transport grounds.

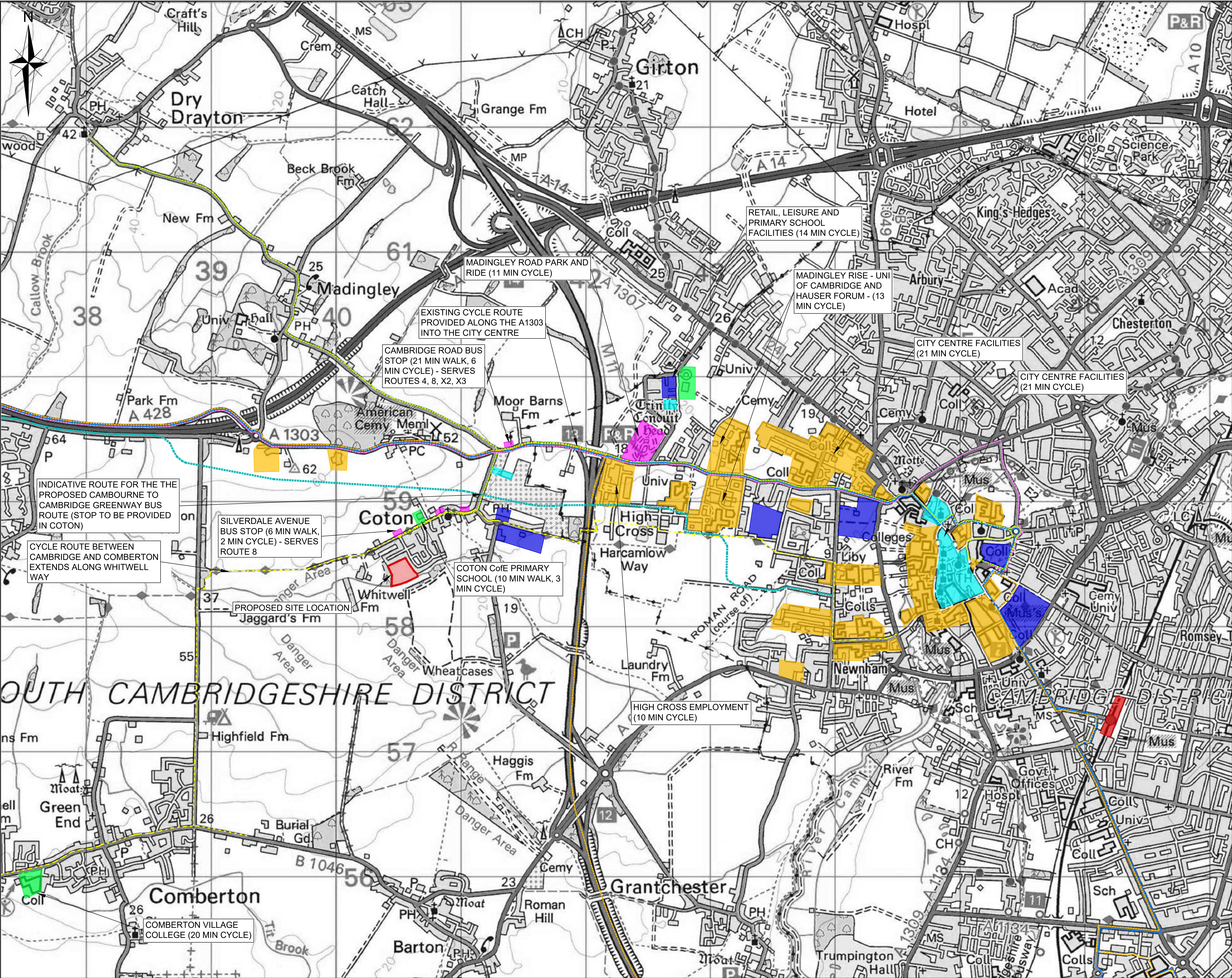
- The site can deliver unencumbered access to the public highway, with full rights of access for all modes over Pendrick Close.
- Safe and secure access can be achieved by extending Pendrick Close into the site
- The site location is walkable to all facilities within Coton
- The site benefits from excellent access to cycle infrastructure and cycle routes into the city which are being improved currently as part of the Comberton Greenway
- The site will also benefit from strategic sustainable infrastructure being progressed by Cambridgeshire County Council in the form of the Comberton Bus Way
- The site is well located to access City services by sustainable modes and to deliver a Vision Led approach to development
- The location would provide a logical extension to an existing urban setting where existing services and transport corridors (vehicle and sustainable) exist and that are to be improved.

6.3 At the planning application stage, the site will be appropriately tested against the requirements set out within the revised December 2024 National Planning Policy Framework (NPPF) document, advocating a vision-led approach with a reduced reliance on the private car. The development would also be tested against relevant local policy.

Drawings

Drawing ZF791-PL-SK-200 – Accessibility Plan

Drawing ZF791-PL-SK-201 – Proposed Access From Pendrick Close

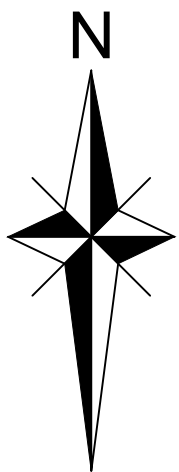


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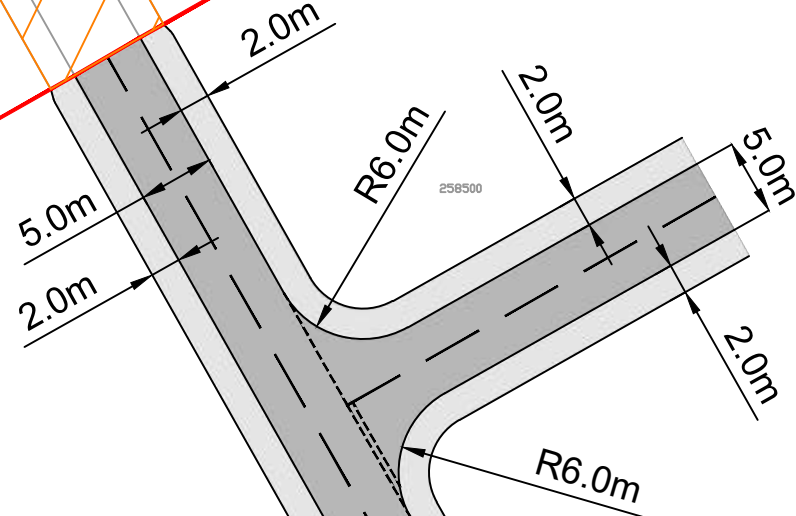
- SITE LOCATION
- EDUCATION
- EMPLOYMENT
- RETAIL
- LEISURE
- BUS STOPS/STATION
- TRAIN STATION
- CYCLE ROUTE TO CAMBS
- BUS ROUTE 8
- BUS ROUTE X2
- BUS ROUTE X3
- BUS ROUTE 4
- PROPOSED CAMBRIDGE TO CAMBOURNE GREENWAY

NOTES

REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
SCALE @ A1 SIZE		DATE			
D.N.S		11/02/2025			
PROJECT TITLE					
SILVERDALE CLOSE, COTON					
DRAWING TITLE					
ACCESSIBILITY PLAN					
CLIENT					
MARTIN GRANT HOMES					
CONSULTING ENGINEERS Cambridge House, Larnwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555107 www.cannon.co.uk info@cannon.co.uk					
DRAWING NUMBER					REV.
ZF791 - PL - SK - 200					-



LANDOWNER HAS FULL UNENCUMBERED RIGHTS OF ACCESS OF PENDIRCK CLOSE FOR ALL MODES (E.G. VEHICULAR, PEDESTRIAN AND CYCLE)



KEY

SITE BOUNDARY

HIGHWAY BOUNDARY

NOTES

REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
-	JTH	-			

SCALE @ A1 SIZE

DATE

D.N.S

03.03.25

PROJECT TITLE

SILVERDALE CLOSE, COTON

DRAWING TITLE

ACCESS PLAN

CLIENT

MARTIN GRANT HOMES

cannon

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Cambridge House, Larnwades Business Park, Kentford, Newmarket, CB8 7PN
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www.cannonce.co.uk
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DRAWING NUMBER

REV.

ZF791 - PL - SK - 201

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Appendices

Appendix A – Cycle Map

Appendix B – Comberton Greenway – Route Map & Improvements within Coton

Appendix A – Cycle Map



www.cambridgeshire.gov.uk/cycling

A guide to cycling in Cambridge

Useful contacts

Cambridgeshire County Council

Cycling transport.delivery@cambridgeshire.gov.uk
cycle maps online: www.cambridgeshire.gov.uk/cycling

Highway maintenance to report potholes, overhanging vegetation, winter gritting, traffic signal faults, rights of way problems etc.
Cambridgeshire County Council 0345 045 5212
www.highwaysreporting.cambridgeshire.gov.uk

Street lighting

Cambridgeshire County Council 0800 783 8247
www.cambridgeshire.gov.uk/transport/roads

Rights of Way public footpaths, bridleways, byways, countryside access 0345 045 5212 cst@cambridgeshire.gov.uk

Cambridgeshire Smart Journeys helping employers promote cycling and other forms of sustainable commuting
www.smartjourneys.co.uk

Cambridge City Council

01223 457000
www.cambridge.gov.uk/cycling-and-walking

Camcycle (Cambridge Cycling Campaign)

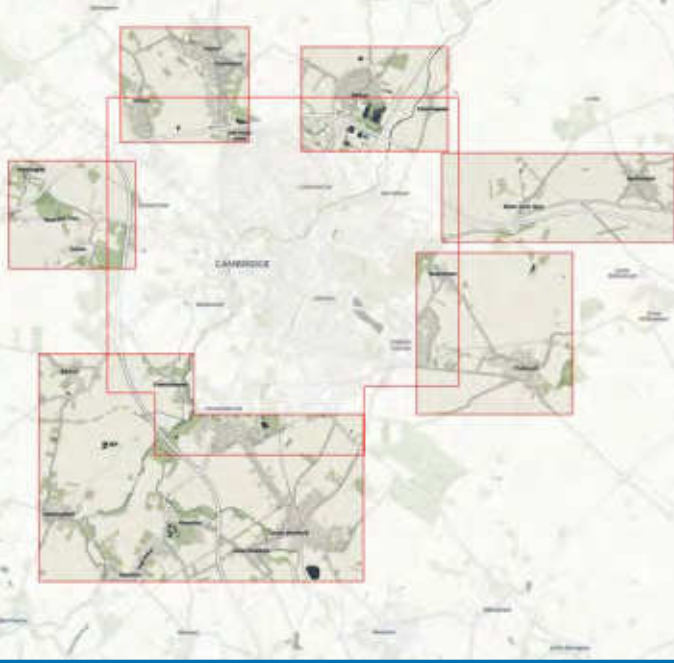
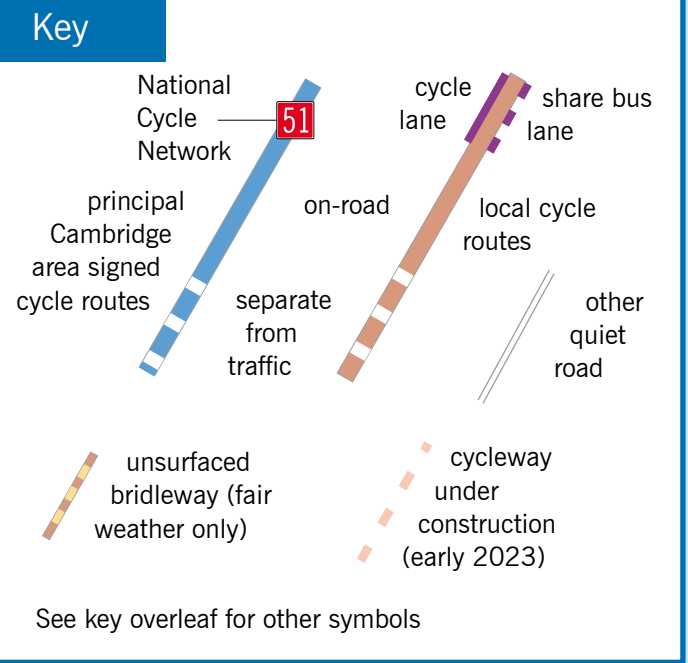
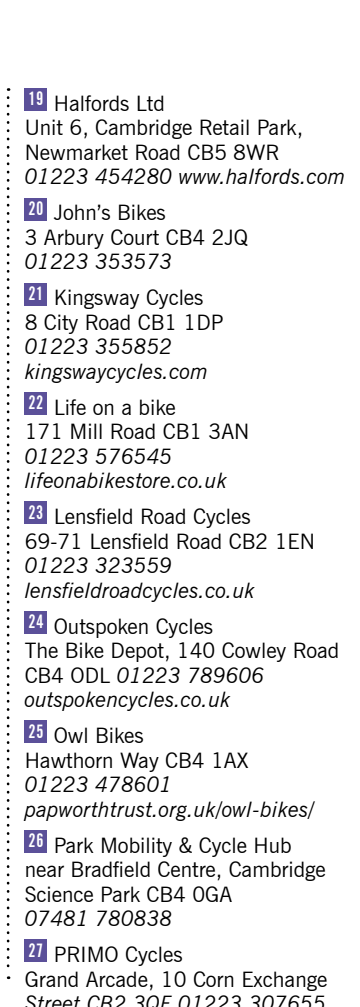
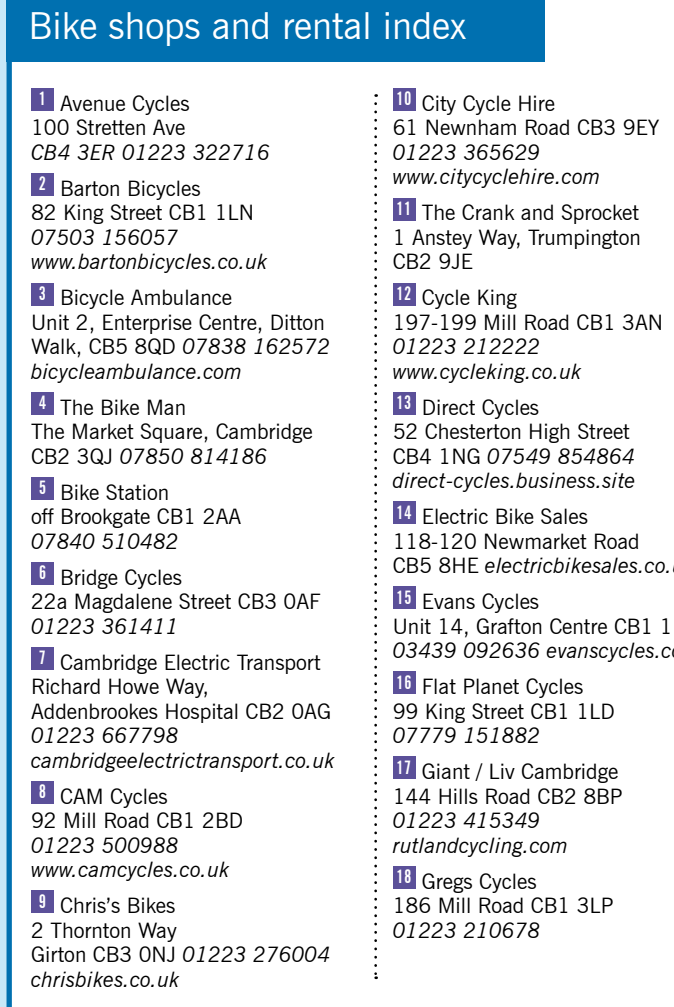
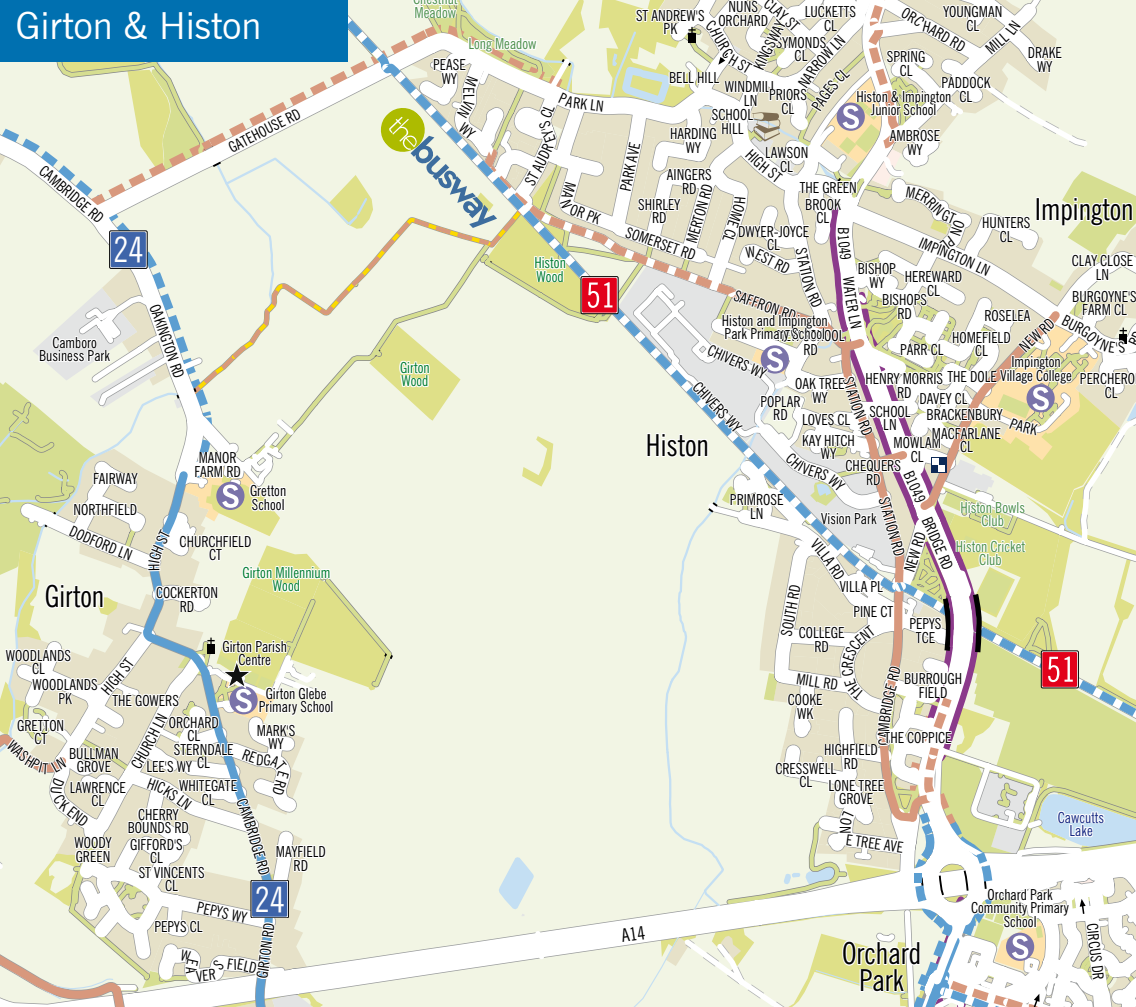
01223 690718 www.camcycle.org.uk contact@camcycle.org.uk

Cycling UK the UK's National Cyclists' Organisation
01483 238300 www.cyclinguk.org cycling@cyclinguk.org
locally, including rides:
www.ctccambridge.org.uk 01223 851549

For online cycle maps and route planning, visit www.cyclestreets.net
Further copies of this map are available from
Cambridgeshire County Council
(transport.delivery@cambridgeshire.gov.uk)
We welcome any comments on the map.

**Produced by Cambridgeshire County Council
May 2023 Edition**

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Cycling

Why cycle?

- It's free.
- To save time – it's often the quickest way to get around town and parking is free and easy.
- It keeps you fit whilst you get from A to B – regular cyclists are as fit as a person 10 years younger and have a reduced risk of heart disease or stroke.
- To enjoy the open spaces and countryside.

Cycling Tips

- Ride assertively – cycle well out from the kerb so that you are visible to motorists. This will discourage them from overtaking too closely.
- Watch out for car doors opening and make eye contact with drivers waiting to pull out.
- Don't overtake lorries or buses on the left

Do's and Don'ts

- Be considerate to pedestrians – they

at junctions as they have a blind spot and there could be fatal consequences.

- Don't cycle on the pavement unless there are blue signs indicating that they are designated cycle routes.
- Use lights at night – reflective clothing is also a good idea.
- Only use one-way streets in the permitted direction and obey traffic signs and red lights.

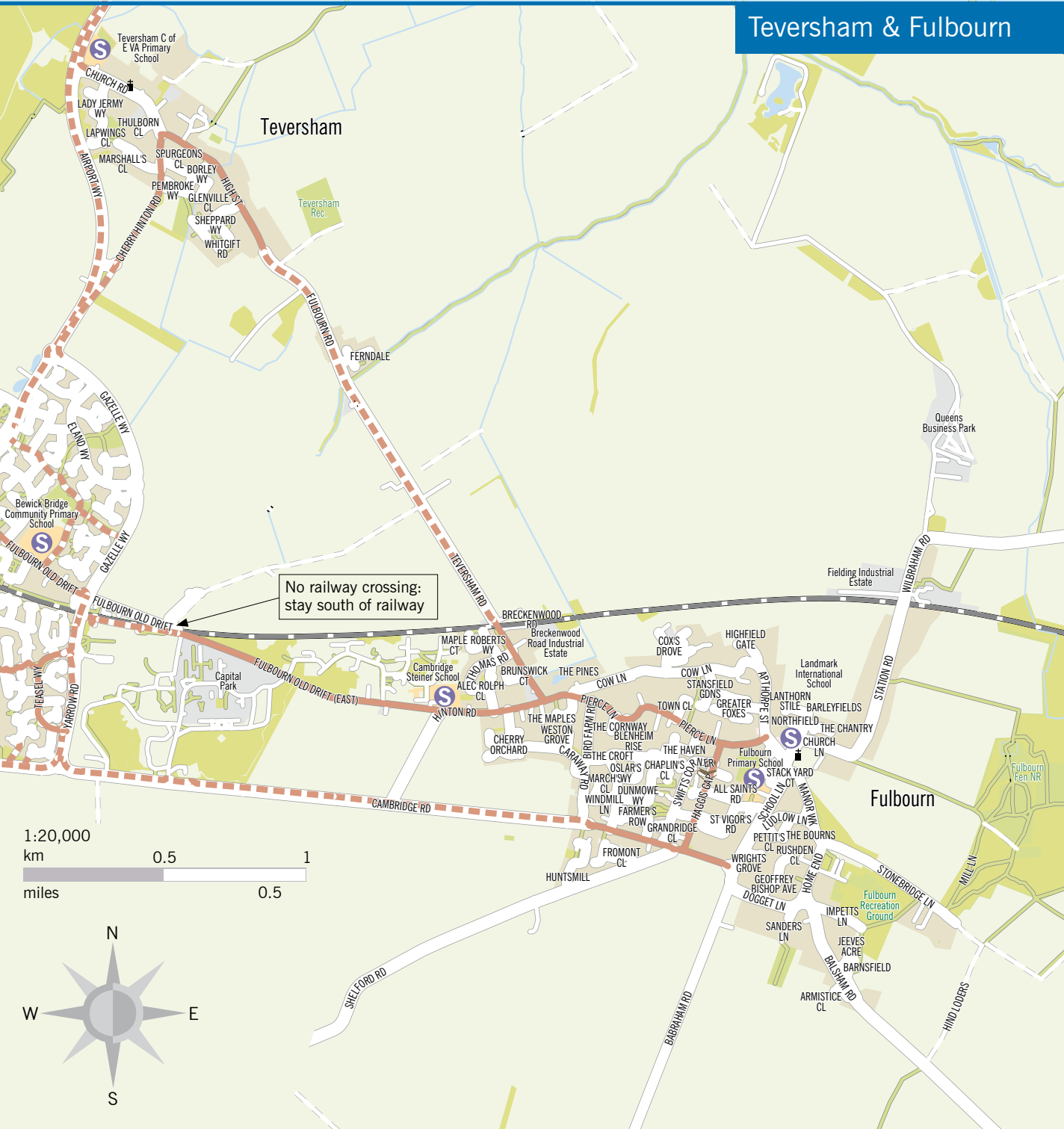
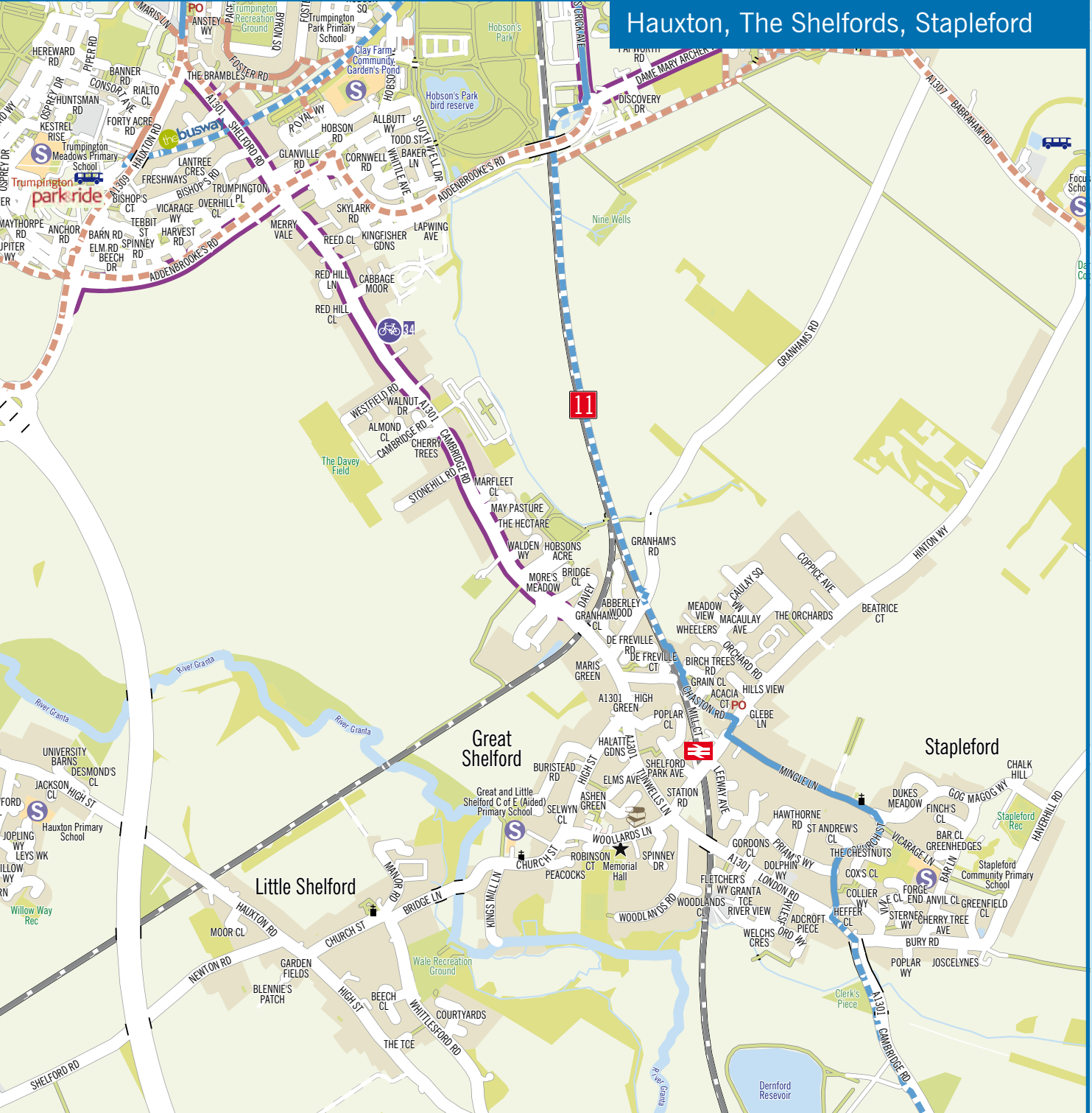
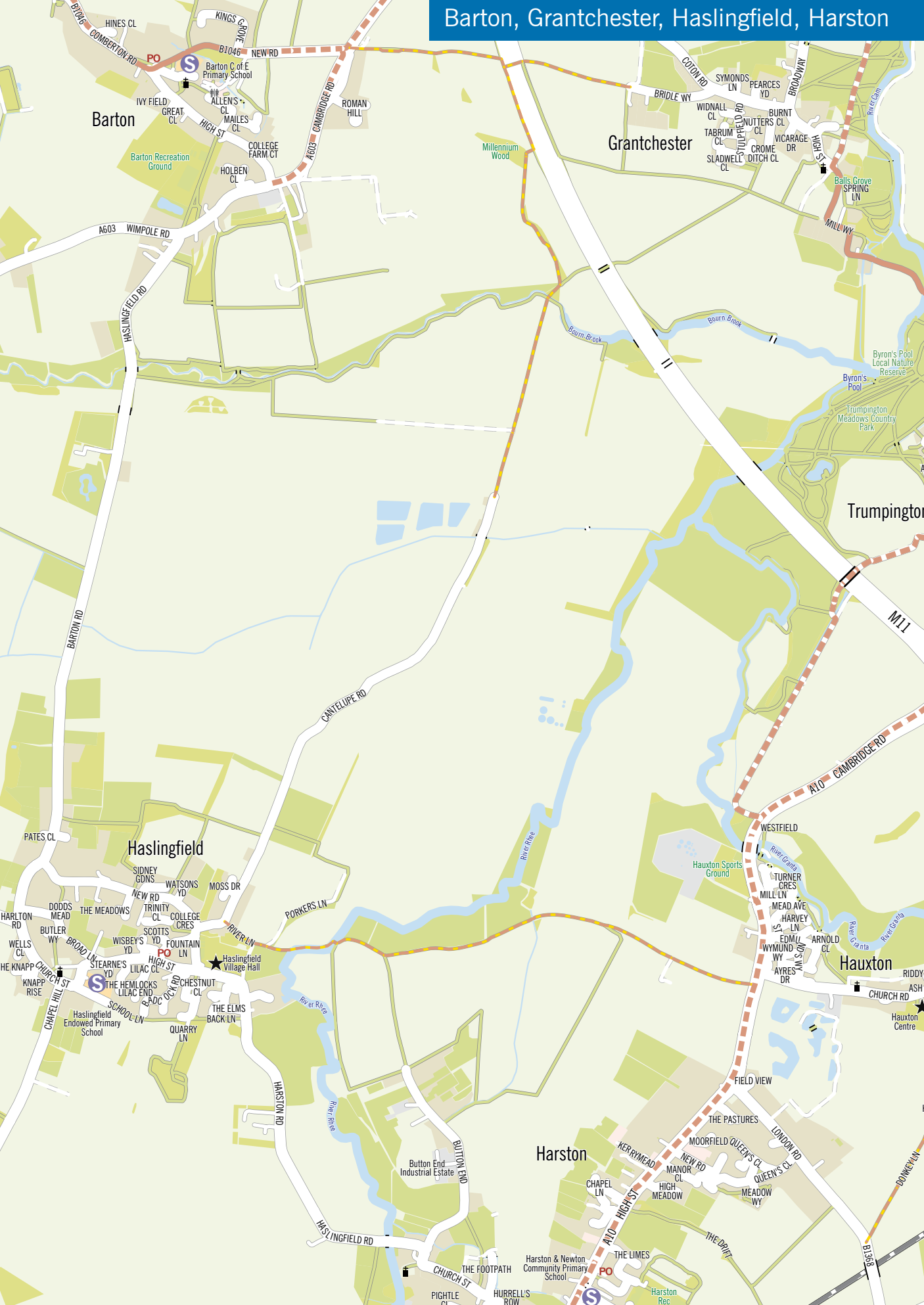
should be given priority on shared paths, so slow down and use your bell.

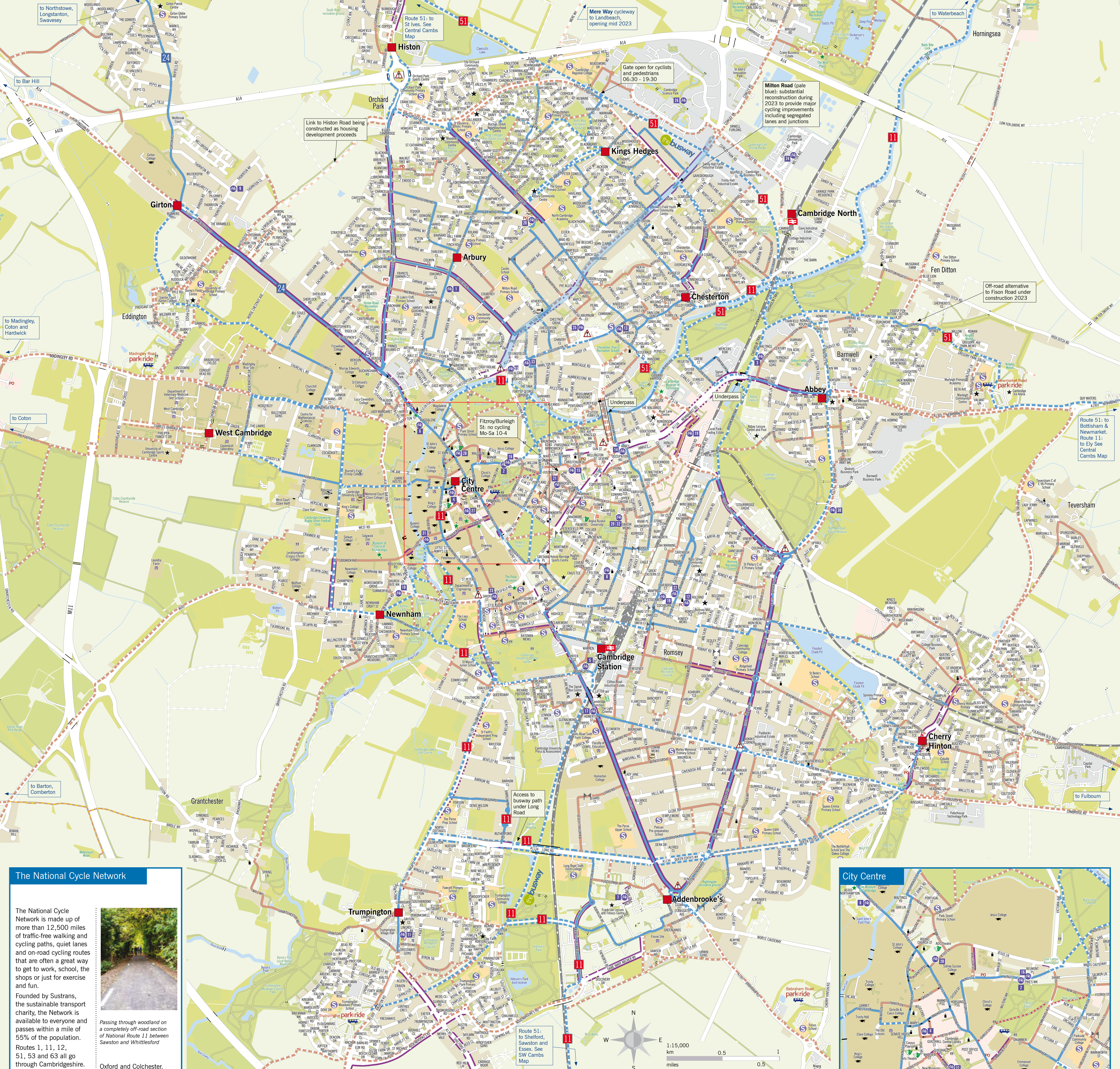
Cycle Parking

- Cycle parking stands are available in and around the town centre.
- Sadly, cycle theft is common. Always lock your bike to a fixed object, with a good lock, even for the briefest stop.
- Note down your frame number. More about keeping your cycle safe: www.camcycle.org.uk/cycletheft
- Register your bike at: www.bikeregister.com

Cycle Training

- Local company Outspoken provides Bikeability cycle training, designed to increase your confidence and cycling skills on the road: www.outspokentraining.co.uk
- Other cycle trainers can be found via: www.cambridgeshire.gov.uk/bikeability





The National Cycle Network

The National Cycle Network is made up of more than 12,500 miles of traffic-free walking and cycling paths, quiet lanes and on-road cycling routes that are often a great way to get to work, school, the shops or just for exercise and fun.

Founded by Sustrans, the sustainable transport charity, the Network is available to everyone and passes within a mile of 55% of the population.

Routes 1, 11, 12, 51, 53 and 63 all go through Cambridgeshire. Route 11 runs via Ely and Cambridge to Audley End. Route 51 runs via St Neots, Huntingdon, Cambridge and Newmarket, between



Passing through woodland on a completely off-road section of National Route 11 between Sawston and Whittlesford

Oxford and Colchester. You can find more of these routes on the Central and South West Cambridgeshire maps www.sustrans.org.uk

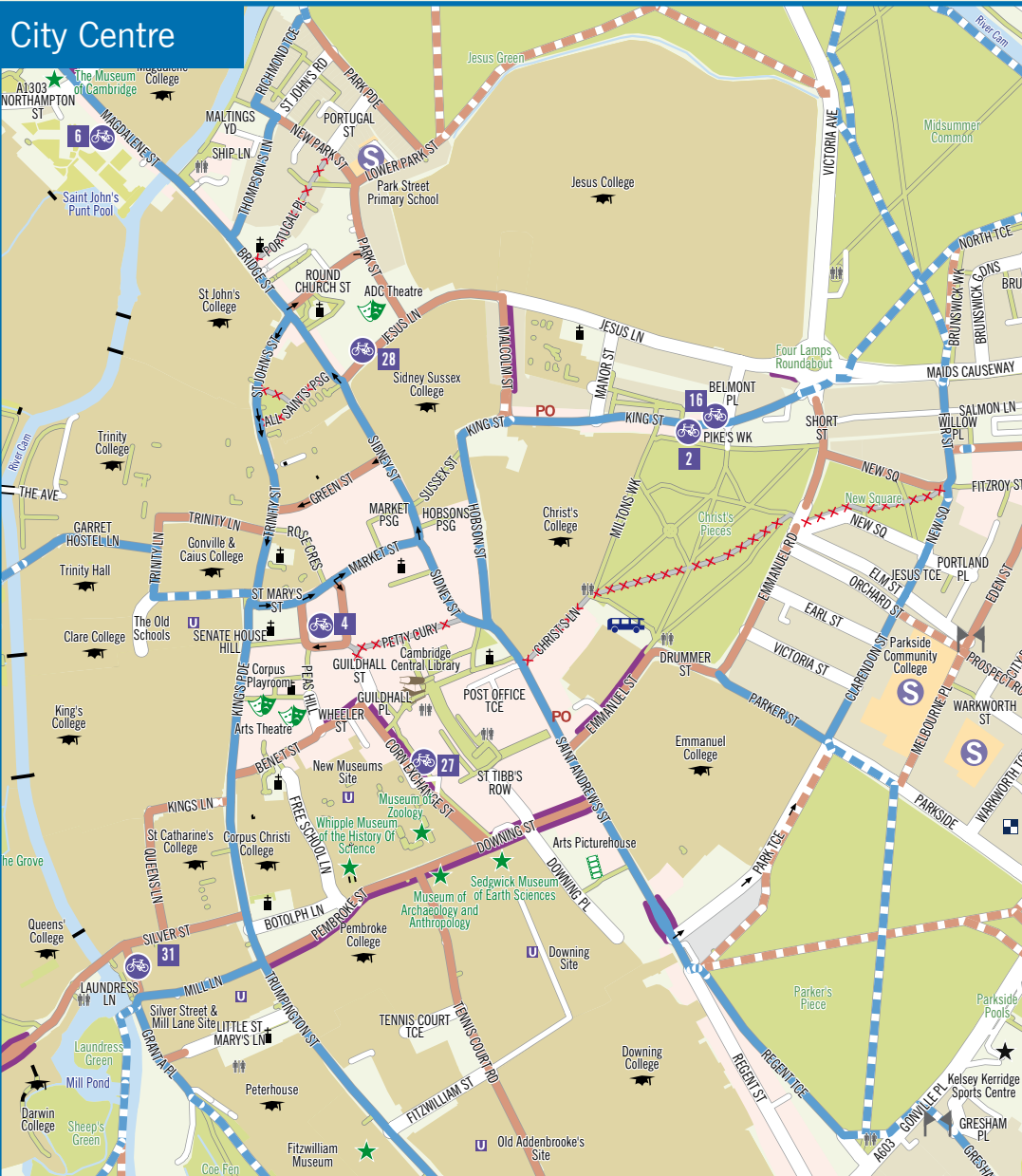


Key

- National Cycle Network
- principal Cambridge area signed cycle routes
- on-road
- separate from traffic
- local cycle routes
- other quiet road
- share bus lane
- cycle lane
- signposted destination
- unsurfaced bridleway / byway (usable when dry)
- cycleway under construction
- no through route for motor vehicles
- cycle shop – see numbered list overleaf
- cycle park (note: Park Street cycle park is closed for redevelopment)
- hazardous junction
- no cycling
- one-way (including cyclists, unless exception signposted)
- University college
- University site (University of Cambridge / other)
- school / college
- railway and station
- park / green space
- industrial / business
- residential
- retail
- post office
- toilets
- community centre / sports hall
- library
- theatre
- cinema
- water tower
- church
- hospital
- police station
- bus station
- windmill

Key

- cycle shop – see numbered list overleaf
- cycle park (note: Park Street cycle park is closed for redevelopment)
- hazardous junction
- no cycling
- one-way (including cyclists, unless exception signposted)
- University college
- University site (University of Cambridge / other)
- school / college
- railway and station
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- industrial / business
- residential
- retail
- post office
- toilets
- community centre / sports hall
- library
- theatre
- cinema
- water tower
- church
- hospital
- police station
- bus station
- windmill



Appendix B – Comberton Greenway – Route Map & Improvements within Coton

WHAT IS A GREENWAY?

Greenways are new and or improved walking, cycling and, where appropriate, horse riding routes, following off-road paths, along quiet streets or with improved cycle facilities alongside busier roads to help more people reach more of Greater Cambridge through healthier, cheaper, cleaner and greener journeys.

The Challenge

The Greater Cambridge Partnership (GCP) is investing to secure sustainable economic growth and improve the quality of life for everyone in our area through a series of ambitious projects and programmes. Although a thriving centre for education, high-tech business and world-leading healthcare, there are severe transport challenges the area needs to address, including:

- Continued growth of traffic and congestion
- Limited public transport choices and lack of attractive walking and cycling routes
- Toxic air pollution and high carbon emissions as a result of limited alternatives to the car

To meet these challenges, the GCP was awarded £500million to make vital improvements to our transport networks.

With this money, we are developing more affordable and greener travel options for our region. The Greenways aim to provide attractive and safer walking, cycling and, where appropriate, horse riding routes, between the city and its surrounding communities.

Improving our region through Greenways, to:



Provide better cycling and walking routes



Enhance public spaces where possible



Reduce the impact of traffic congestion and growing traffic levels



Support access to jobs and opportunities



Reduce air pollution and improve our health

Comberton Greenway Project

BACKGROUND

Comberton Greenway is one of twelve proposed Greenways, which aim to make local walking and cycling journeys easier – connecting villages along the route to each other and Cambridge.

Previous public consultation was held in 2018 with supportive feedback for the Comberton route. Further design work on the route was approved by Councillors on the GCP Executive Board in June 2020.

The feedback received from residents and other local stakeholders has informed the choice of route and shaped the proposals being presented in this brochure. Your local knowledge and input is important to us, and we are now providing an update of the design proposals and seeking additional feedback for the Comberton Greenway.

THE ROUTE

The proposed Comberton Greenway links Cambridge to Comberton. The route follows existing quiet roads, off-road paths and busier roads, with the aim to provide a high-quality route to improve and enhance walking, cycling and where appropriate horse riding in the area.

The Comberton Greenway proposes to improve links between Cambridge, Coton, Hardwick and Comberton. The route in total covers around 15km, routing westbound from Cambridge City Centre, via Sidgwick Avenue, Grange Road, the University of Cambridge, Coton and Long Road. Additional spurs to the route extend to Hardwick and provide an onward connection towards Barton (see map overleaf).

THE PROPOSALS

The proposals include shared use paths along most of the route, and wider footways in some locations. Existing shared use paths are also being enhanced with upgraded drainage facilities to reduce flooding. Traffic calming measures, such as speed humps and raised tables, are proposed on some sections of the route, including on streets outside local schools and colleges to provide a safer environment.

Landscaping and ecological enhancements are also proposed for the scheme, which includes plants to make the route attractive and support a wide range of wildlife. We welcome feedback on specific considerations that the designers should take into account.

The scheme is currently at preliminary design stage. Site surveys are being carried out and will be used, alongside your feedback this summer, to finalise the preliminary design before starting the detailed design.

OPTIONS FOR LONG ROAD

In our previous consultation we presented two options to improve the connection from Whitwell Way to Long Road, including an at-grade crossing and an underpass option. Surveys have since been undertaken which found that the underpass may be prone to flooding and significant land works will be required which would be environmentally damaging.

The underpass option would therefore represent poor value for money, so we are currently recommending an at-grade crossing option. This will be complemented with traffic calming measures to reduce the speed limit to 40mph at the proposed crossing point, as well as along the whole length of Long Road, to slow down vehicle speeds and reduce the dominance of traffic. We welcome feedback on this proposal.

Visualisations of the scheme

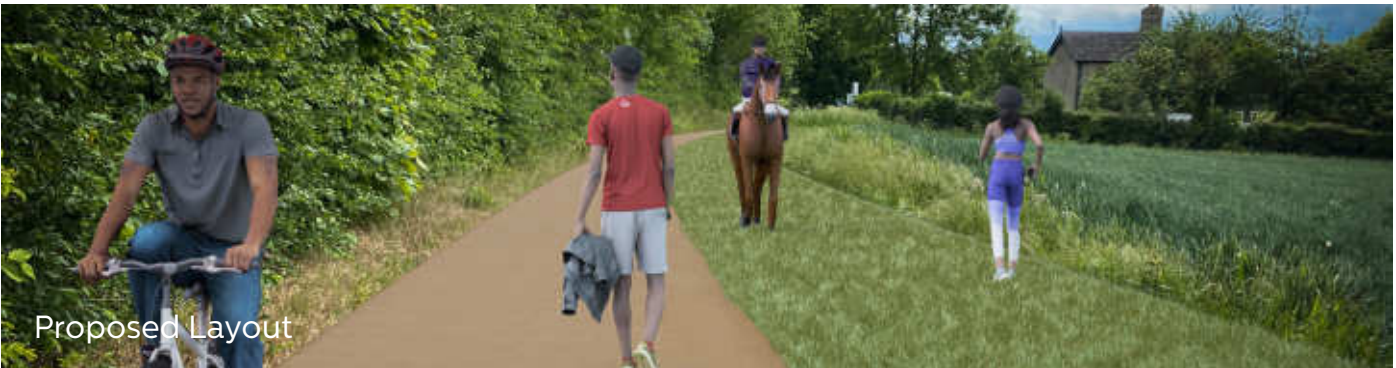
TYPICAL URBAN SETTING

Our proposals include a ‘quiet road’ treatment type. Vehicles and cyclists are permitted to travel on the carriageway of a ‘quiet road’. This typically includes an on-carriageway cycle lane where vehicle speeds are limited to 20mph.



TYPICAL RURAL SETTING

Our proposals include a shared-use path. This typically includes a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Exact materials are still to be confirmed.



Next stages

The next stages to progress the design of the Comberton Greenway will include undertaking the following tasks:

1 PARKING SURVEYS

We are undertaking studies to understand how parking on the public highway is used on Sidgwick Avenue, Adams Road, the Footpath and Barton Road in Comberton. This will determine whether parking is well used, could be better managed or can be relocated to improve safety for people walking or cycling.

2 TRAFFIC MODELLING

We will model and assess traffic flows at key junctions to understand the potential impact proposals may have on journey times.

3 ENVIRONMENTAL & ECOLOGY IMPACTS

We are considering the environmental constraints and assessing the possible effects of the proposals on the environment and local ecology, so that this can be incorporated into the next stage of scheme design. This will consist of arboricultural and ecological surveys and hedgerow assessments. Our aim will be to minimise the impacts and enhance biodiversity overall (biodiversity net gain).

4 PLANNING CONSENT

Under the Town and Country Planning Act 1990, planning consent will be required for the Comberton Greenway prior to construction.

5 ENGAGEMENT WITH LANDOWNERS

We will continue to talk to the various private landowners along the route to gain their consent before the scheme is progressed.



COMBERTON GREENWAY

Comberton – Coton – Cambridge

Have your say on a new walking, cycling and, where appropriate, horse riding route linking Comberton, Coton, Hardwick and Cambridge



Greenway treatment types

The Comberton Greenway will include the following types of route sections.

A. A QUIET ROAD

A quiet road is a section of on-carriageway cycle lane where vehicle speeds are limited to 20mph. White painted signage would be added to the carriageway where appropriate. Where there is no existing footpath, signage may be used to warn motorists that this is a multi-use route.

B. SHARED USE PATH

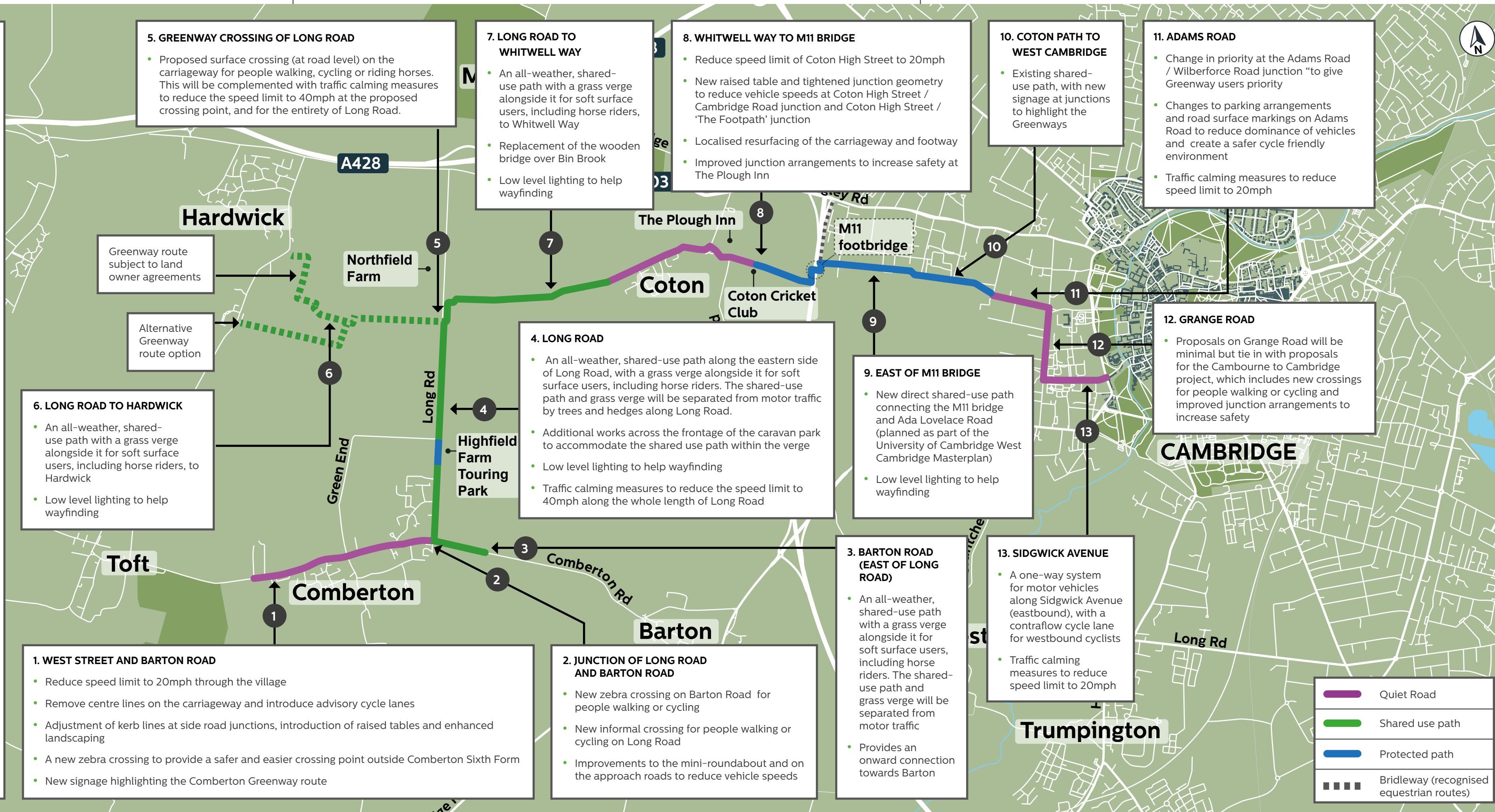
A shared use path would typically include a 3-metre wide sealed track with a 2-3 metre grass verge for soft surface users (including horse riders) running parallel. Where the path runs beside the carriageway, a verge will separate the path from the road where possible.

C. PROTECTED PATH

A protected path would typically include a 3-metre-wide sealed path with equestrian access where appropriate. Where possible, as much protection from the carriageway will be provided, which may include grass verges or shrubs.

It should be noted that 3-metres may not be achievable in all locations due to width constraints, so some bespoke measures will be implemented.

The map illustrates the scheme alignment and key proposals. Technical drawings for the Comberton Greenway can be viewed at: <https://www.greatercambridge.org.uk/Comberton-GW-2022>



Potential impacts and mitigations

The scheme aims to deliver positive impacts by enhancing routes and facilities for walking, cycling and, where appropriate, horse riding, to support more people to make greener, cheaper and healthier journeys as part of our vision for Greater Cambridge.

The routes are being designed to be fully accessible for wheelchairs, opening up more of our greenspace to more people.

Proposals for on-road sections of the route will feature measures to improve safety for all, including traffic calming and safer crossing points. We are reviewing car parking on the route to ensure it does not create excess risk to people cycling.

Materials and surfacing

Generally, routes will be made from a hard, smooth surface such as asphalt. In more rural locations, including bridleways we will introduce appropriate surface treatment that is sensitive to the local environment.



Visual impact

The visual impact of the route will be minimised through measures such as landscaping (including mounds) on the sides of paths where required, which will also include pollinator friendly planting.

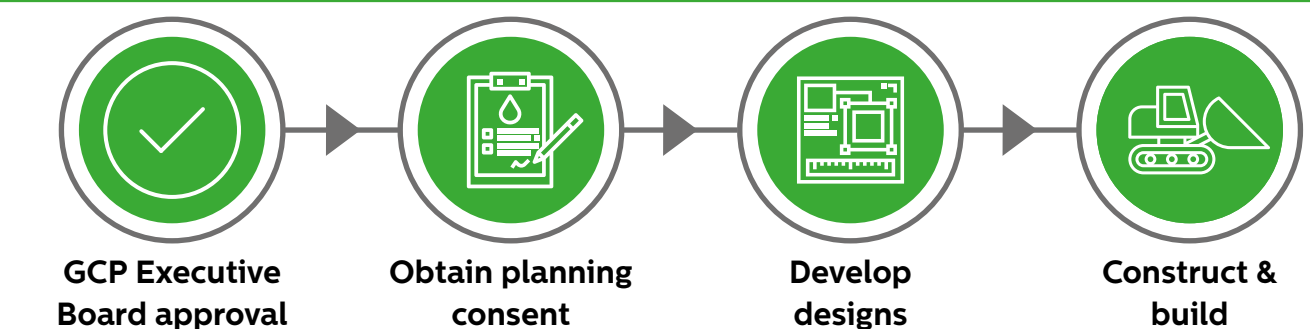
Equality analysis

To help ensure that we are meeting our obligations under the Equality Act 2010 we are preparing an Equality Impact Assessment (EqIA) for the proposals put forward in this engagement exercise.

An EqIA is a tool to assess the impact any proposals would have on the protected characteristics: age, disability, sex, gender identity, sexual orientation, race, religion or belief, pregnancy or maternity, marriage and civil partnership and carer's responsibilities.

Timeline

Final route options were presented to the public and the Executive Board in 2019. We are now presenting the technical design. The next stages are outlined below:



HAVE YOUR SAY

We want to continue to understand the views of local communities and other interested parties on our proposals and use this feedback to develop the design for this scheme.

The engagement period will run for four weeks from 4 July to 29 July 2022. There are a number of ways to respond and provide feedback:

Fill out the online questionnaire at: <https://www.greatercambridge.org.uk/Comberton-GW-2022>

Complete the paper questionnaire and return by Freepost to: **Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB1 0YR**

We will be holding an in-person event, subject to Covid restrictions. Details of the event are below: **Venue: Comberton Village Hall**
Date: Friday 8th July
Time: 14:00pm – 19:00pm
Address: Green End, Comberton, Cambridge, CB23 7DY

NEXT STEPS

Your feedback will be analysed once the engagement period ends. The findings will then be compiled into a summary report and made available on our website. Your views alongside the Equality Impact Assessment will be considered by the GCP Executive Board.

GET IN TOUCH

consultations@greatercambridge.org.uk

01223 699906

@GreaterCambs #CambsGreenways

www.facebook.com/GreaterCam

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.



Allotment Gardens

FOR CONTINUATION REFER TO DRG.
7376-WSP-CT-AC-DR-HW-000100-09

RISK:
EXISTING OVERHEAD CABLES
PRESENT. EXTRA CARE TO BE TAKEN
IN THE VICINITY OF OVERHEAD
CABLES



G2 SURVEY IDENTIFIED LOW PRESSURE GAS MAIN IN
THE VICINITY OF PROPOSED KERB LINES. EXTRA CARE
TO BE TAKEN DURING EXCAVATION.
REFER TO DRAWING NO 7376-WSP-CT-XX-DR-HW-000502
FOR MORE INFORMATION



Boating Green

Recreation Ground

Pavilion

FOR CONTINUATION REFER TO DRG.
7376-WSP-CT-AC-DR-HW-000100-07

NOTES:

- 1) WHERE FLUSH KERBS ARE PROPOSED AT RAISED TABLES A MINIMUM OF 25mm KERB UPSTAND IS TO BE MAINTAINED.
- 2) REFER TO DRAWING 6791-WSP-CT-XX-M2-LA-03004-03012 FOR FURTHER PLANTING DETAILS.
- 3) FOR KEY REFER TO 7376-WSP-CT-AC-DR-HW-000100-00.
- 4) PLEASE REFER TO THE LIGHTING DESIGN PACK, WHEN AVAILABLE, FOR FULL DETAILS OF THE LIGHTING WORKS TO BE UNDERTAKEN.

REV	DATE	BY	DESCRIPTION	CHK	APP
S3-P01	26.07.2024	RK	FIRST ISSUE	AKS	JAH

DRAWING STATUS	DETAILED DESIGN
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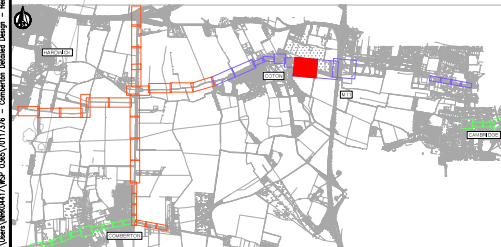
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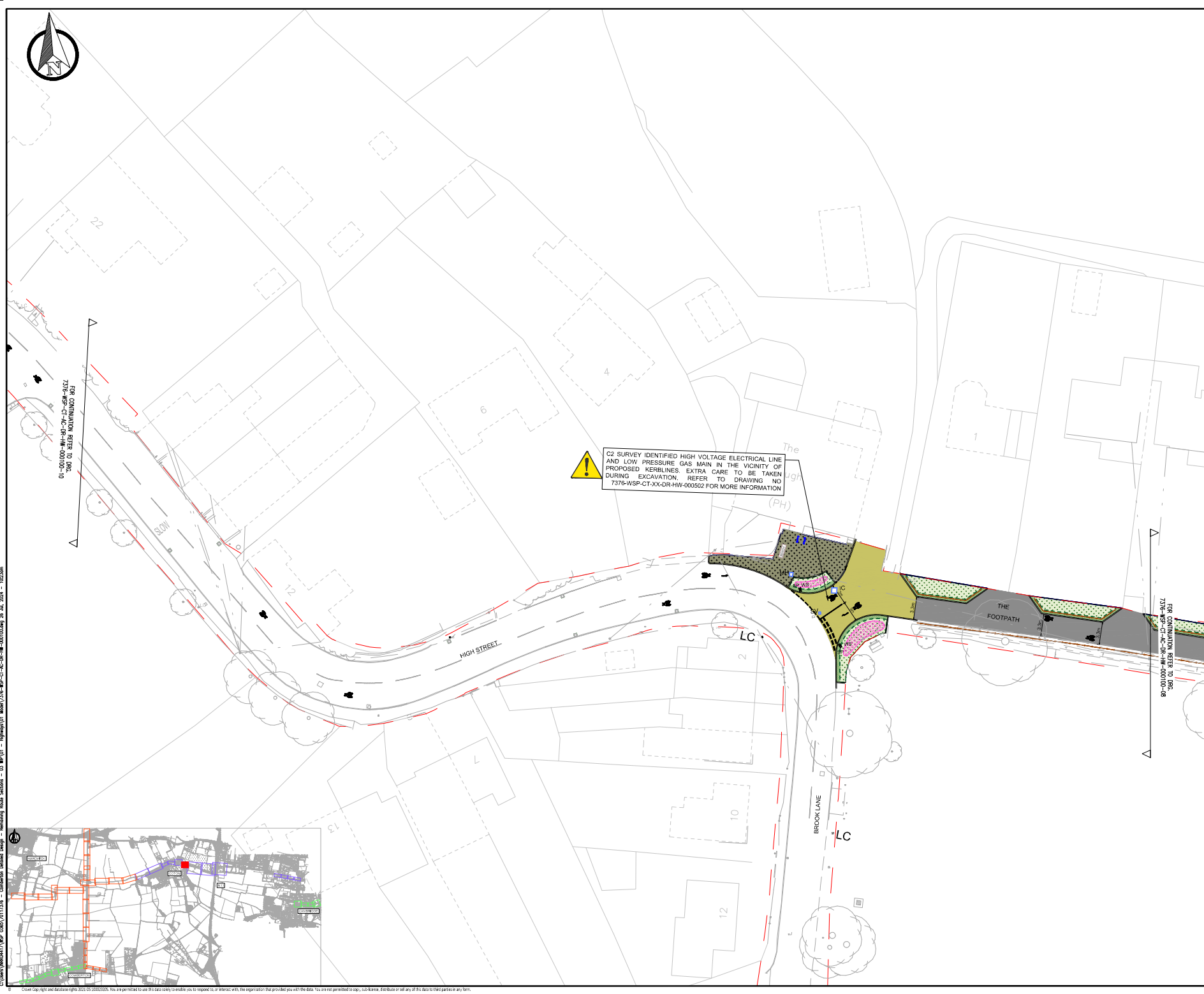


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TITLE	GENERAL ARRANGEMENT ADAMS ROAD AND COTON VILLAGE SHEET 08 OF 31

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WSP PROJECT NO.	70117376
DRAWING NO.	7376-WSP-CT-AC-DR-HW-000100-08
REV.	S3-P01





C2 SURVEY IDENTIFIED HIGH VOLTAGE ELECTRICAL LINE AND LOW PRESSURE GAS MAIN IN THE VICINITY OF PROPOSED KERBLINES. EXTRA CARE TO BE TAKEN DURING EXCAVATION. REFER TO DRAWING NO 7376-WSP-CT-XX-DR-HW-000502 FOR MORE INFORMATION

- NOTES:
- 1) WHERE FLUSH KERBS ARE PROPOSED AT RAISED TABLES A MINIMUM OF 25mm KERB UPSTAND IS TO BE MAINTAINED.
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REV	DATE	BY	DESCRIPTION	CHK	APP
33-P01	26.07.2024	RK	FIRST ISSUE	AKS	JAH

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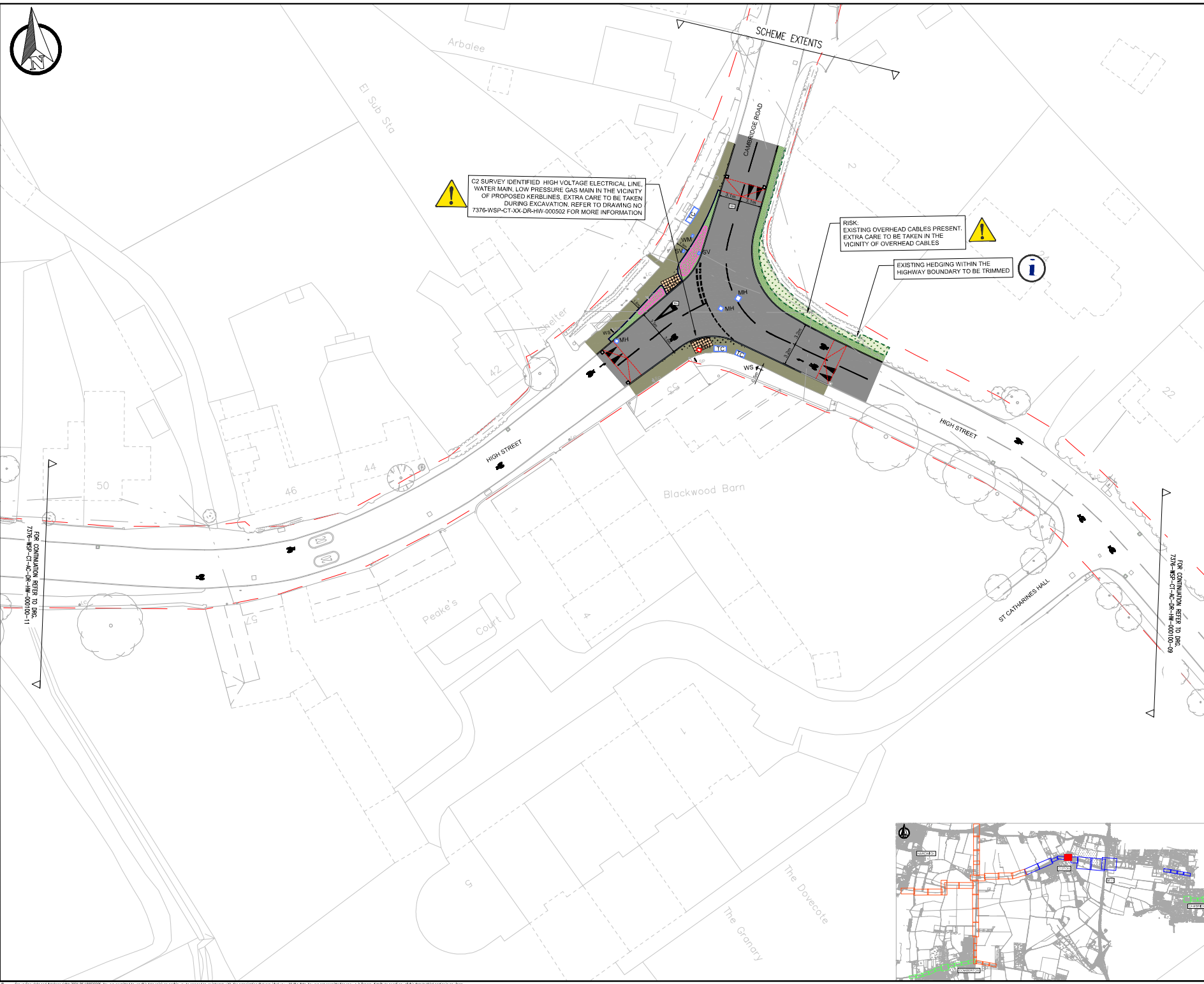


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TITLE: GENERAL ARRANGEMENT
ADAMS ROAD AND COTON VILLAGE
SHEET 09 OF 31

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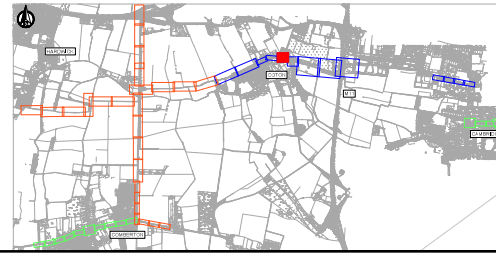
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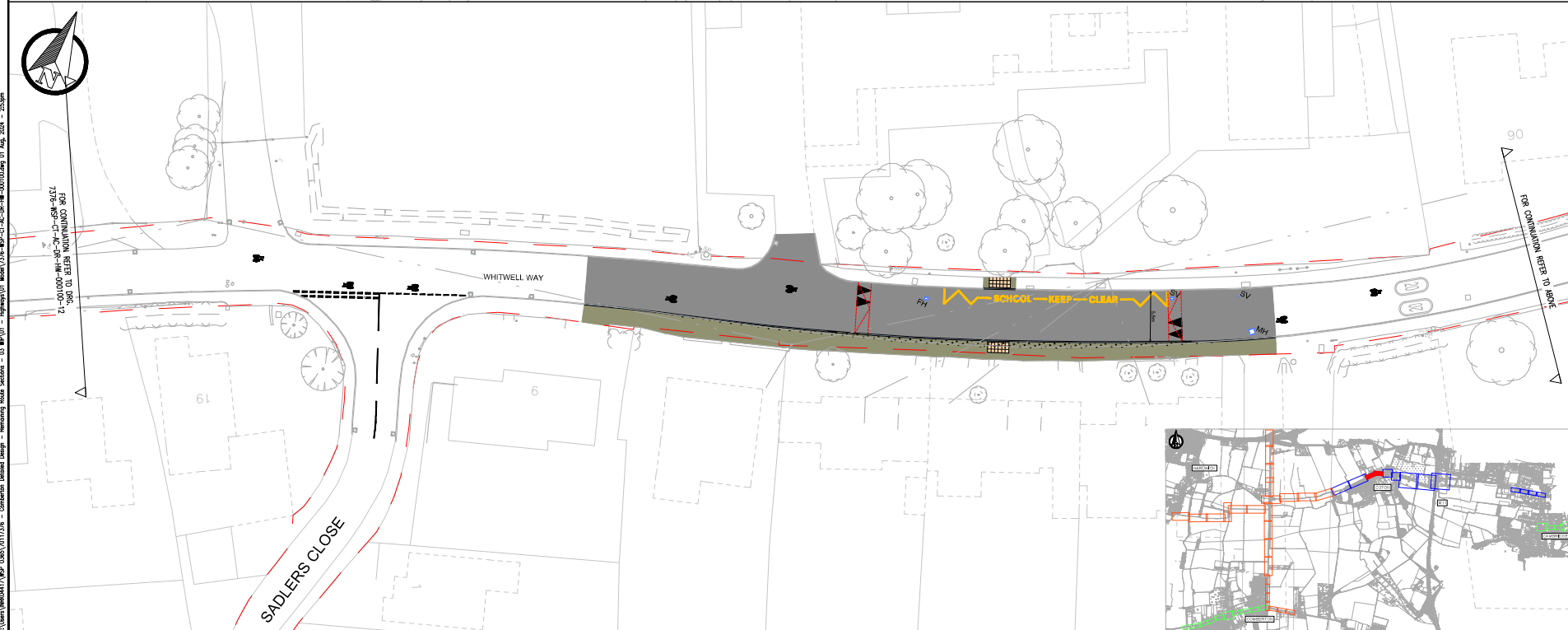
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PROJECT	S3-P01				DATE



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- NOTES:
- 1) WHERE FLUSH KERBS ARE PROPOSED AT RAISED TABLES A MINIMUM OF 25mm KERB UPSTAND IS TO BE MAINTAINED.
 - 2) REFER TO DRAWING 6791-WSP-CT-XX-M24-A-03004-03012 FOR FURTHER PLANTING DETAILS.
 - 3) FOR KEY REFER TO 7376-WSP-CT-AC-DR-HW-000100-00.
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53-P01	26.07.2024	RK	FINAL ISSUE	AOS	JAH

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DRAWING NO.	7376-WSP-CT-AC-DR-HW-000100-11
FILE	S3-P01

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FOR CONTINUATION REFER SHEET 12



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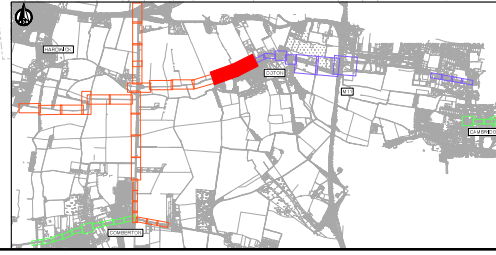
BELOW STANDARD WIDTH BRIDLEWAY TO AVOID VEGETATION REMOVAL

PROPOSED FENCE TO PREVENT VEHICULAR ACCESS TO MULTI-USER PATH AND BRIDLEWAY

RURAL DETAILED DESIGN TO BE ISSUED SEPARATELY

- NOTES:
- 1) WHERE FLUSH KERBS ARE PROPOSED AT RAISED TABLES A MINIMUM OF 25mm KERB UPSTAND IS TO BE MAINTAINED.
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 - 4) PLEASE REFER TO THE LIGHTING DESIGN PACK, WHEN AVAILABLE, FOR FULL DETAILS OF THE LIGHTING WORKS TO BE UNDERTAKEN.

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REV.					
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FOR CONTINUATION REFER SHEET 12

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