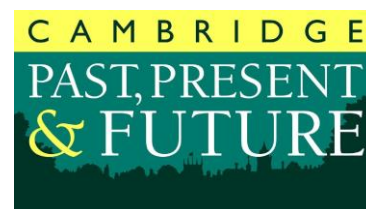


Greater Cambridge Partnership



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03/08/2022

Dear Greater Cambridge Partnership

Response to Haslingfield Greenway consultation

Cambridge Past, Present & Future is Cambridge's largest civic society. We are a charity run by local people who are passionate about where they live. We operate in the greater Cambridge area and working with our members, supporters and volunteers we:

- Are dedicated to protecting and enhancing the green setting of Cambridge for people and nature.
- Care about Cambridge and are an independent voice for quality of life in the strategic planning of Greater Cambridge.
- Are working to protect, celebrate and improve the important built heritage of the Cambridge area.
- Own and care for green spaces and historic buildings in and around the city for people and nature, including Wandlebury Country Park, Coton Countryside Reserve, Cambridge Leper Chapel & Barnwell Meadows, Bourn Windmill and Hinxton Watermill.

CambridgePPF support the principle of greenways but wish to ensure that they avoid unnecessary harm and are implemented with the minimum impact on ecology, heritage and landscape.

All sections:

Many of the sections of the route pass through countryside or historic villages, it is important that the visual quality of these is not harmed by the greenway by introducing urban features such as coloured surfacing or excessive signage. The type and design of surfacing must be carefully chosen and appropriate to the setting. Black tarmac in open countryside is not appropriate and we have previously been assured that this would not be used. A lighter colour surface blends into the landscape much better. We have previously drawn your attention to a good local example of a sealed cycle path created by the National Trust at White Fen and we would encourage you to use that or similar.

The scheme as a whole, needs to provide a biodiversity net gain of at least 20% to meet the aspirations of the local councils.

Section 7: Burnt Close, Coton Road, and Broadway

This route directs both pedestrians and cyclists along a narrow path between Burnt Close and the path from the M11. The path is not wide enough for cyclists and pedestrians to pass which will lead to conflict between the two users. We request that you look for alternatives which will make it safer for pedestrians. This may mean having separate routes for pedestrians and cyclists in this section.

Red surfacing is proposed for the length of Burnt Close. The northern part of the road is within the Conservation Area. The red thermoplastic surfacing will introduce an intrusive urban feature in the village and is not sympathetic to the heritage setting. Please follow the recommendations set out by Historic England (2018) [Streets For All: Advice for Highway and Public Realm Works in Historic Places](#). In particular,

p19: "In historic areas, coloured surfaces such as those often used for bus and cycle lanes should be avoided where other means to ensure safety can be used.". One of the General Principles set out by Historic England for footpath and cycle routes is: "Avoid obtrusive colours".

The Coton Road/High Street Junction is also within Grantchester Conservation area. The raised tables, coloured surfacing and accompanying signage all adds clutter to the street scene which will detract from the conservation area. You are again referred to the Historic England advice, which also recommends de-cluttering.

We support the option of an on-carriageway cycle route along Broadway.

We would be concerned about constructing a wide, sealed path on Grantchester Meadows beside the Broadway. The meadow affords uninterrupted views to the river which make a significant contribution to the heritage and attractiveness of the Conservation Area and the northern entrance to Grantchester and should not be harmed by the construction of a wide, surfaced path when a viable alternative is available.

The option of a path on Grantchester Meadows involves cyclists and pedestrians having to cross the Broadway to access the path (to travel north) and then cross back again on Grantchester Road. Under the alternative option of using an on-carriageway route along the Broadway and then an off-carriageway route to the west of Grantchester Road (see below) there would be no need to cross the road. This offers a much safer solution. It is appreciated that cyclists travelling south under this option would need to cross the traffic as they entered the village. Pedestrians would be able to continue on the footpath along the Broadway without having to cross the road.

The off-road solution involves signage, road markings and ramps which will have an impact on the character of the Conservation Area in this sensitive location next to the meadows. It is unclear as to what traffic calming measures, such as speed bumps and signage would be required with the on-road option. You are again referred to the Historic England advice in relation to speed bumps, coloured surfacing and signage.

Section 8 Grantchester Road to Cambridge Rugby Club

The shared use path along Grantchester Road changes from the east-side to the west side. We suggest that the path remains on the west-side of the whole length of the road. It could leave the Broadway at the pumping station and remain on the west side to the Rugby club and Barton Road. This would avoid the need to install a crossing (which has safety implications) and the introduction of urban features of signage, speed bumps and coloured surfacing in a countryside setting.

We should also draw your attention to legal restrictive covenants that are held over the land on the eastern side of Grantchester Road, which are in place to prevent development.

Section 9: Cambridge Rugby Club to Barton Road

Red road surfacing is proposed for Grantchester Road from the entrance to the Rugby Club to the Barton Road Junction. This is an extensive length of red surfacing (0.28km) and although not in a conservation area, it adjoins a conservation area and is a 'gateway' into the city. We request that you use the same surface treatment here as you would in a Conservation Area (refer to the Historic England guidance above).

I trust that you will take our comments into consideration.

Yours sincerely
Sarah Nicholas
Principal Planning Officer