

Appendix 3

Horningsea Greenway Review



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A report for

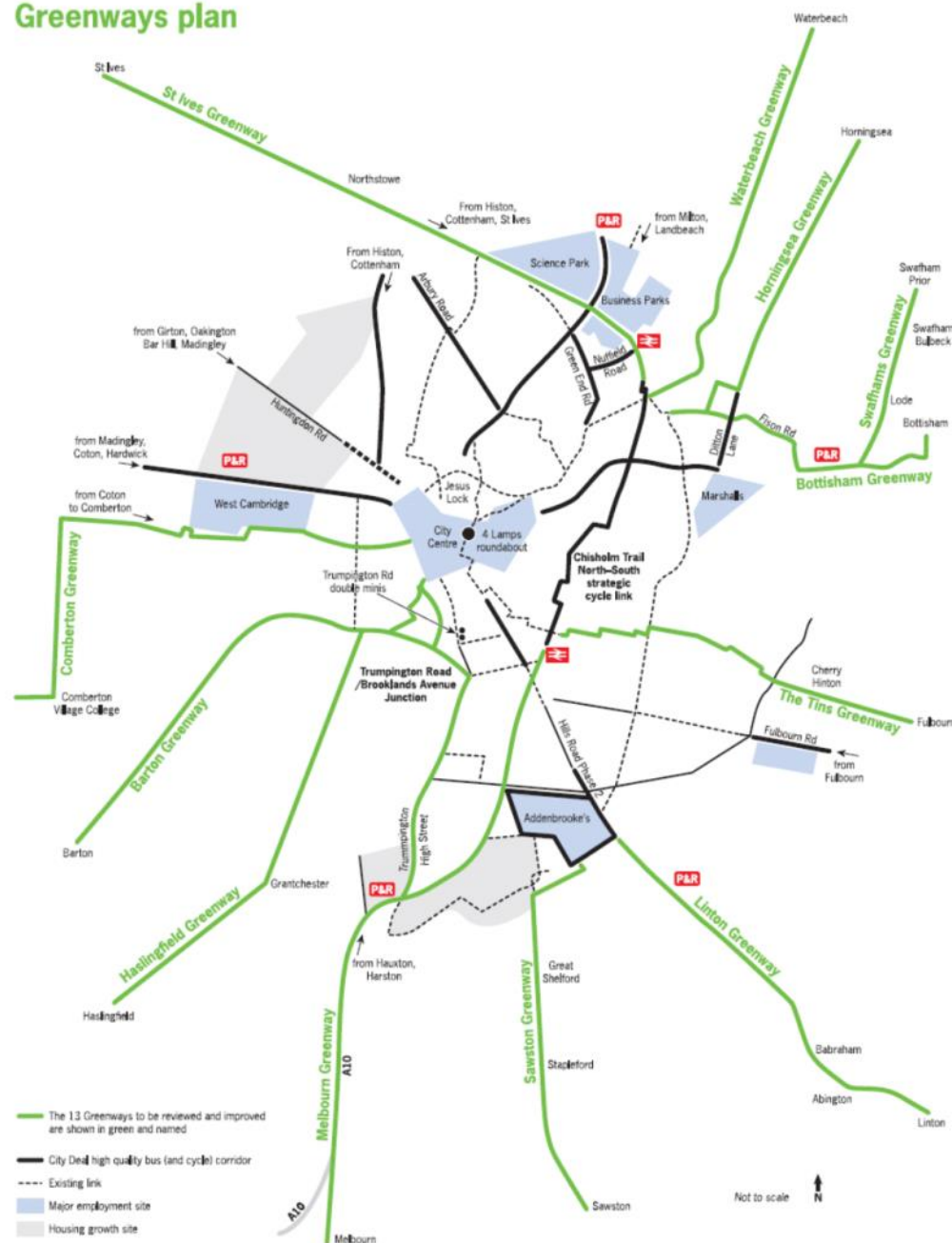


Introduction

This report is based on fieldwork carried out in 2016 to review the Greenway network around Cambridge as shown here.

An overview of the Greenways is covered in the Cambridge Area Greenways Review Main Report with each Greenway covered in detail in an Appendix.

Greenways plan



Horningsea Greenway

The Horningsea Greenway is not a classic greenway in that it follows a main road within the highway verge with no verge between path and carriageway — nevertheless it gives cyclists and walkers an alternative to the B1047, which is particularly busy between the A14 and Fen Ditton.

The existing path is generally of the width and surfacing expected for a Greenway although it has no verge separating it from the carriageway which is a disadvantage and the route is not continuous within Fen Ditton.

There is one obvious alignment for the Greenway as shown on the map below, but there are a number of options for links. Any major works on a link are likely to be hard to justify for Horningsea alone but they have potential value as part of longer routes.

The City Deal Cross City Cycle scheme 'Ditton Lane and Links to East Cambridge' has approval to address some of the gaps on the Horningsea Greenway.



View of the existing route



Plan showing the Greenway and links

The case for Works

Horningsea is less than 7km from Central Cambridge and already has the basis of a good link so it makes sense to complete this so Horningsea residents can access work and school. The case for new links is more complicated and extends beyond the Horningsea area. A new link with Lode and a new link with Milton would together make an interesting route that would serve the Science Park, Cambridge North Station and the villages well, linking a wide population with employment. Completing one of these links without the other would mean that the number of potential users would be much reduced and this is not recommended.

Trip Generators and the focus of the Study

The existing Horningsea Greenway connects the village of Horningsea with the edge of Fen Ditton, where a substandard route continues to Fen Ditton Primary School. This is significant since Horningsea has no school. Key destinations that have been considered are:

- Horningsea itself including the Garden Centre
- Fen Ditton Primary School
- The Cambridge Cycle Network, which links to the edge of Fen Ditton.

Links that have also been considered include:

- The River Cam and the Waterbeach Greenway
- Lode, Anglesey Abbey, Wicken Fen and the Swaffhams Greenway
- Milton
- Waterbeach
- Employment and Education facilities near Cambridge Science Park
- Cambridge North Station

Summary

There is an obvious need to improve the existing route, but the case for new links is more complicated and extends beyond the Horningsea area.

The Main route

Many of the outlined deficiencies in the route in the Fen Ditton area are included in the proposals for the City Deal Cross City Cycle Routes scheme for 'Ditton Lane and Links to East Cambridge'. It is also recommended to widen and improve Wadloes Footpath between Fen Ditton and Howard Road as well as the linkages of the path with Howard Road. *Widening and improving Wadloes Footpath between Fen Ditton and Howard Road and the linkages of the path with Howard Road are also recommended as well as completing the route past Fen Ditton Primary School at least as far as Fen Ditton High Street*. The continuation of the route to Fison Road is less relevant for the Greenway but would be an important route nevertheless.

Link to Lode

There are attractive paths linking Horningsea with Lode via Lode Fen and a combination of existing paths and new field edge paths could make an attractive and useful route, but usage is likely to be low unless this is combined with a new river crossing near Baits Bite Lock. Any new route would be subject to landowners and planning agreement, but could help to create a useful route linking Milton, the Science Park, Cambridge North Station and vicinity with Horningsea, Lode and villages to the east. This all needs to be

considered alongside the new possibilities that will be provided by the Chisholm Trail. *It is recommended that this is investigated further.*

Link to Milton

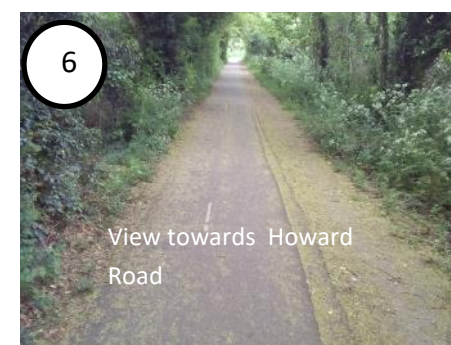
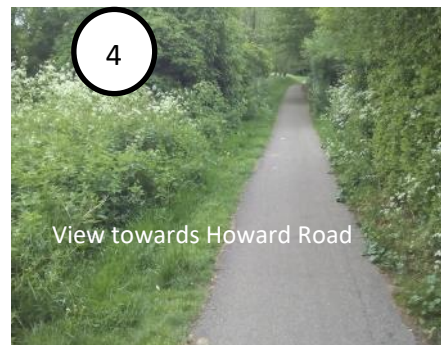
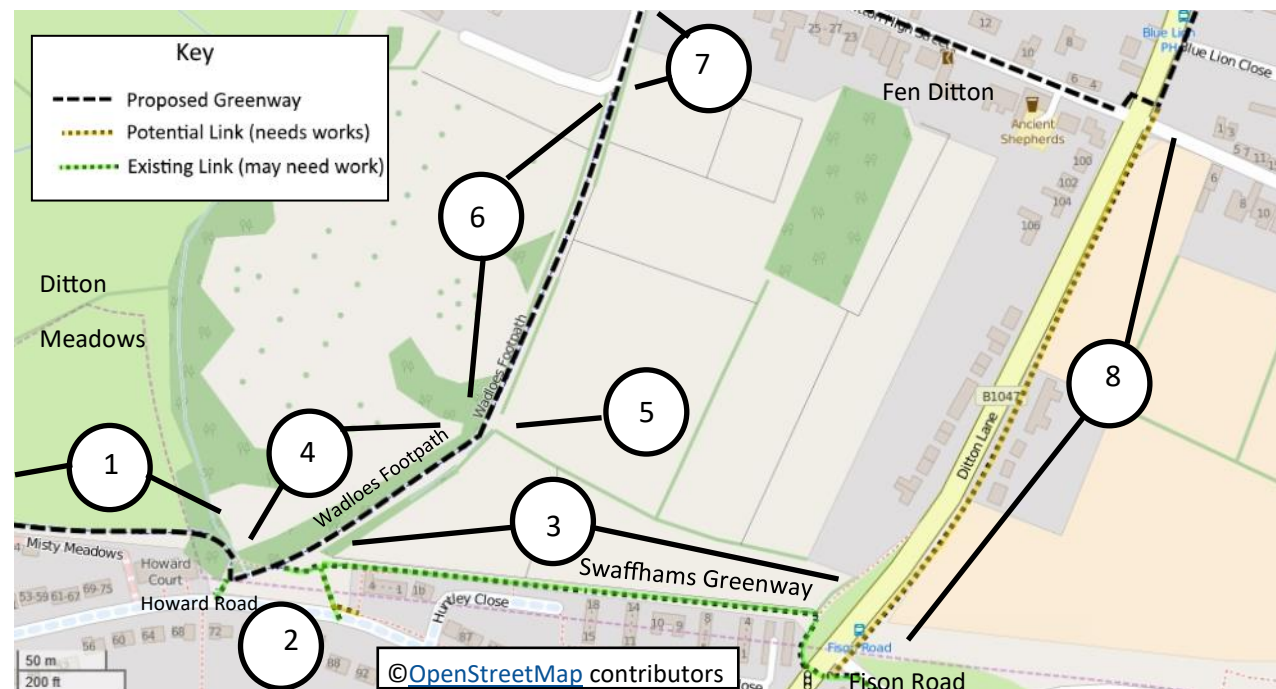
There is already an established route between Horningsea and the Waterbeach Greenway via Baits Bite Lock using an unsurfaced path and a stepped bridge over the Lock. It would be possible to add ramps to the bridge, but space is tight. It is therefore likely that a new bridge near Baits Bite Lock would be a better option. Any new bridge could potentially serve Horningsea residents accessing the Science Park/Milton area as well as Milton/Waterbeach residents accessing employment areas in East Cambridge and would need to be part of a wider network including the Lode link. *It is recommended that this is investigated further.*



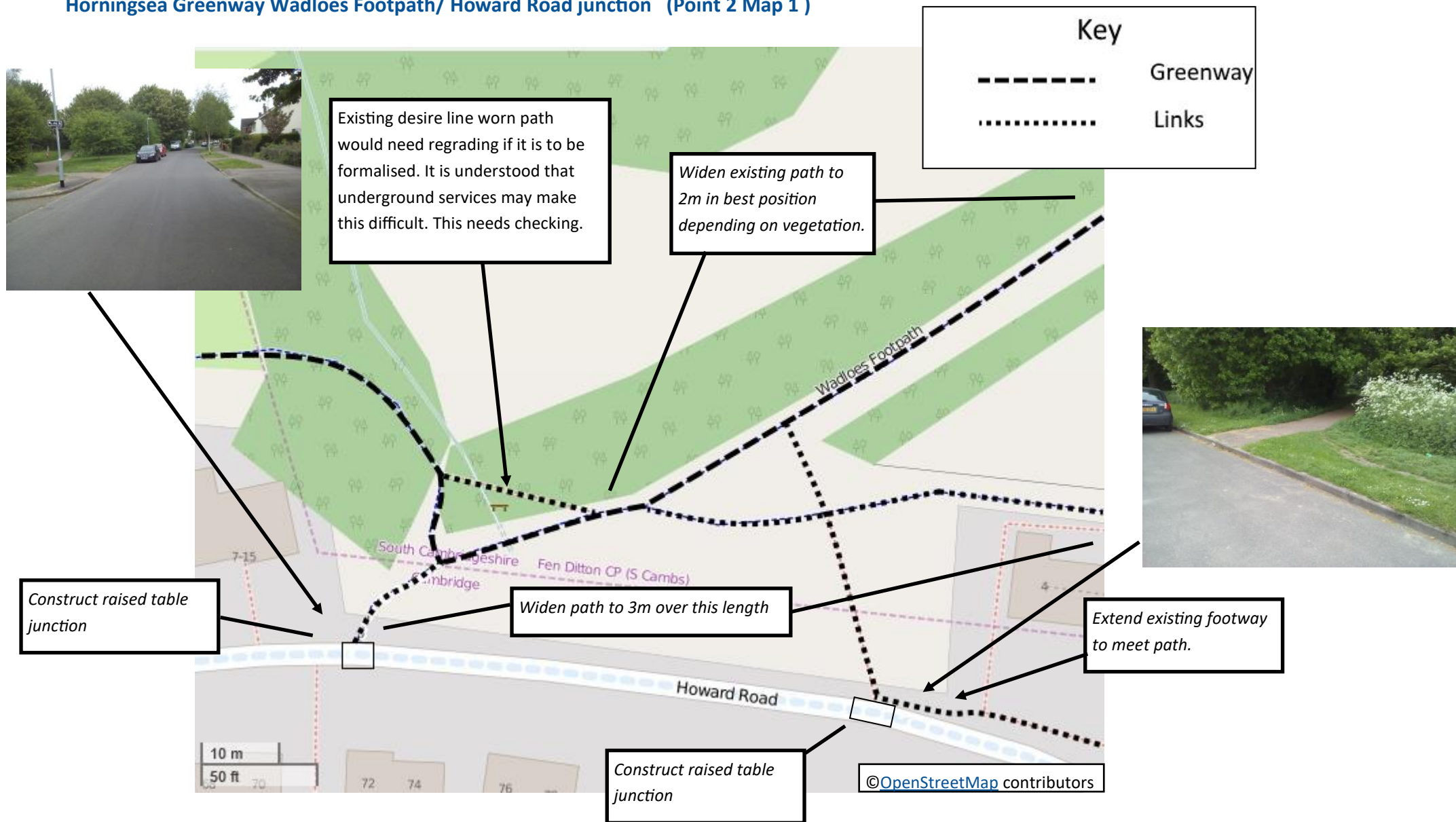
Route Details and Maps

• Horningsea Greenway Map 1

1. Route along edge of Ditton Meadows — see Swaffhams Greenway report.
2. See detailed plan on following page.
3. *Widen path to 3m, plus verges by moving fence into field, subject to landowner's agreement.* (Path is currently 2m but overgrown). Forms part of Swaffhams Greenway.
4. *Widen path from 1.5m to 2m on right side towards Fen Ditton.*
5. *Relocate bench near bend to allow path widening.*
6. *Widen path on left side from 1.5m to 2m towards Fen Ditton.*
7. Existing track of good width.
8. An alternative link, which is part of the proposed City Deal City Deal Cross City Cycle scheme 'Ditton Lane and Links to East Cambridge', subject to funding and approvals.

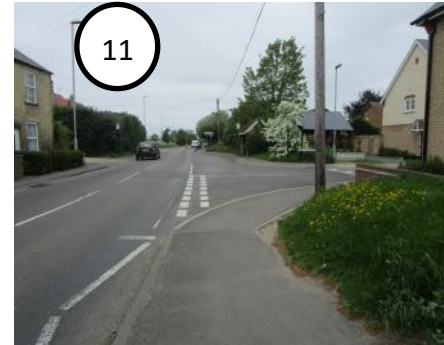
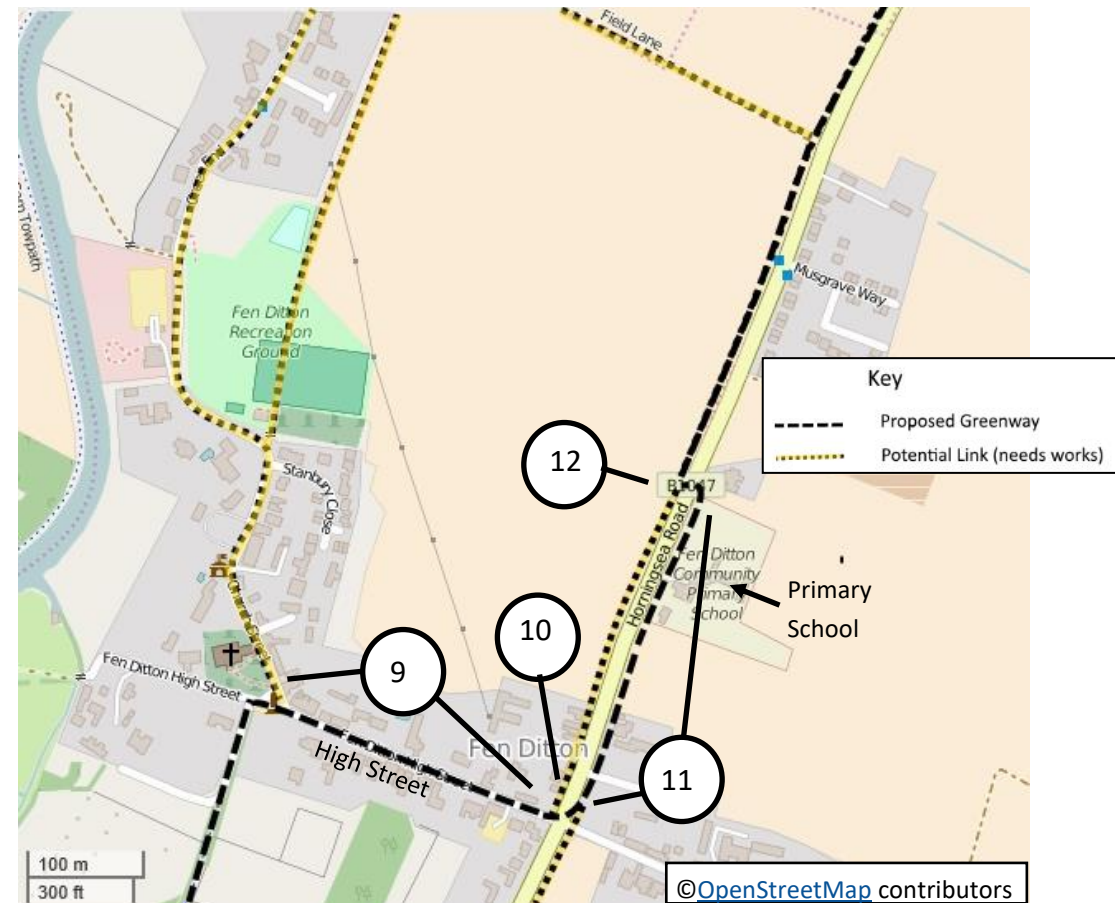


Horningsea Greenway Wadloes Footpath/ Howard Road junction (Point 2 Map 1)



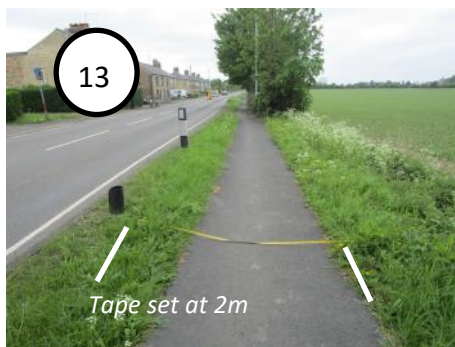
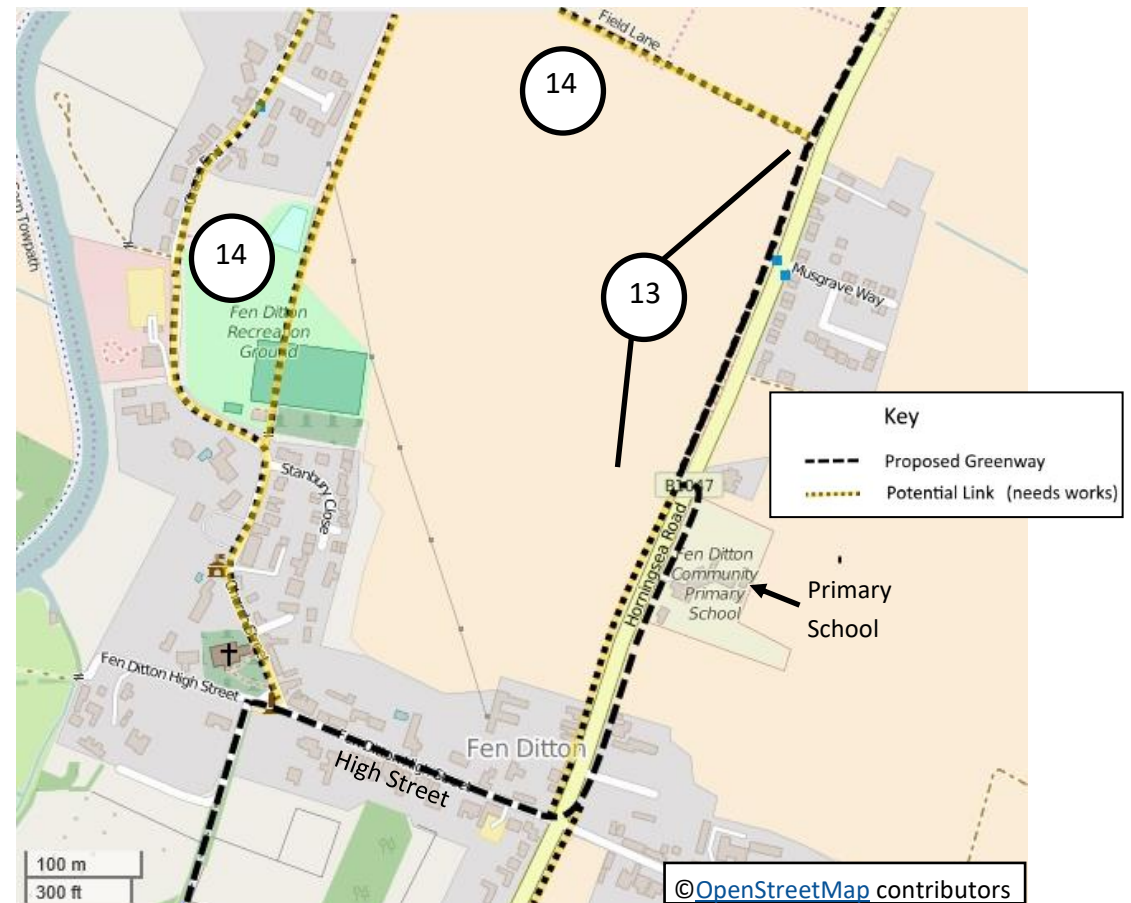
- **Horningsea Greenway Map 2.1**

9. Route along High Street. *Village roads should be designated 20mph.*
10. *Convert existing crossing to toucan widening paths to crossing from High Street and adding flush kerbs. Parking restrictions will be needed — see photo.*
11. The east side is the priority side of the road and is being addressed as part of the City Deal Cross City Cycle Routes scheme including a good route past the school. A route along the west side is also planned. *Widen paths along east of Horningsea Road past school to 2m minimum. Widen path back to retaining wall as far as Blue Lion Close. Realign road junction and replace bus layby with bus stop in carriageway and use space for a widened path. Widen path in front of properties to edge of highway boundary. If possible and subject to landowner's agreement widen or relocate path onto field edge behind hedge to near the school. Review arrangements in front of school to achieve 2m wide path.*
12. *Replace existing refuge crossing with toucan crossing— being addressed as part of the City Deal Cross City Cycle Routes scheme .*



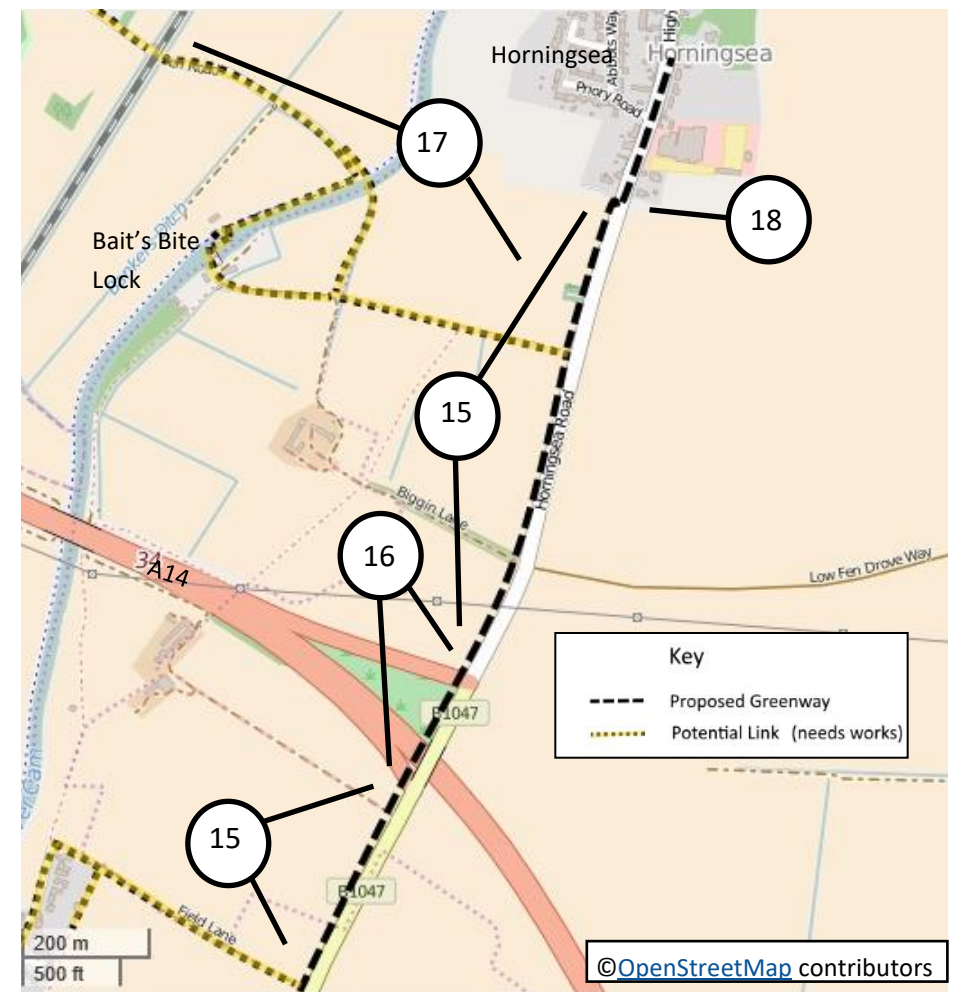
- **Horningsea Greenway Map 2.2**

13. Existing path of substandard width is 1.4m wide and deteriorating in places. A path of 2m width minimum is needed. This could be achieved by widening the path within the highway verge, but that would put the path close to the carriageway and below the carriageway. A better option would be to construct a path of at least 2.5m width on the adjoining field edge subject to landowner's agreement — see photo.
14. Alternative routes have been investigated and it would be possible to construct a path along Field Lane to link with Green End. It would also be possible to construct a path on Recreation Ground and field edge land to link with this. These options have been discounted as being a significant diversion and since they do not benefit the important destination of the Primary School.

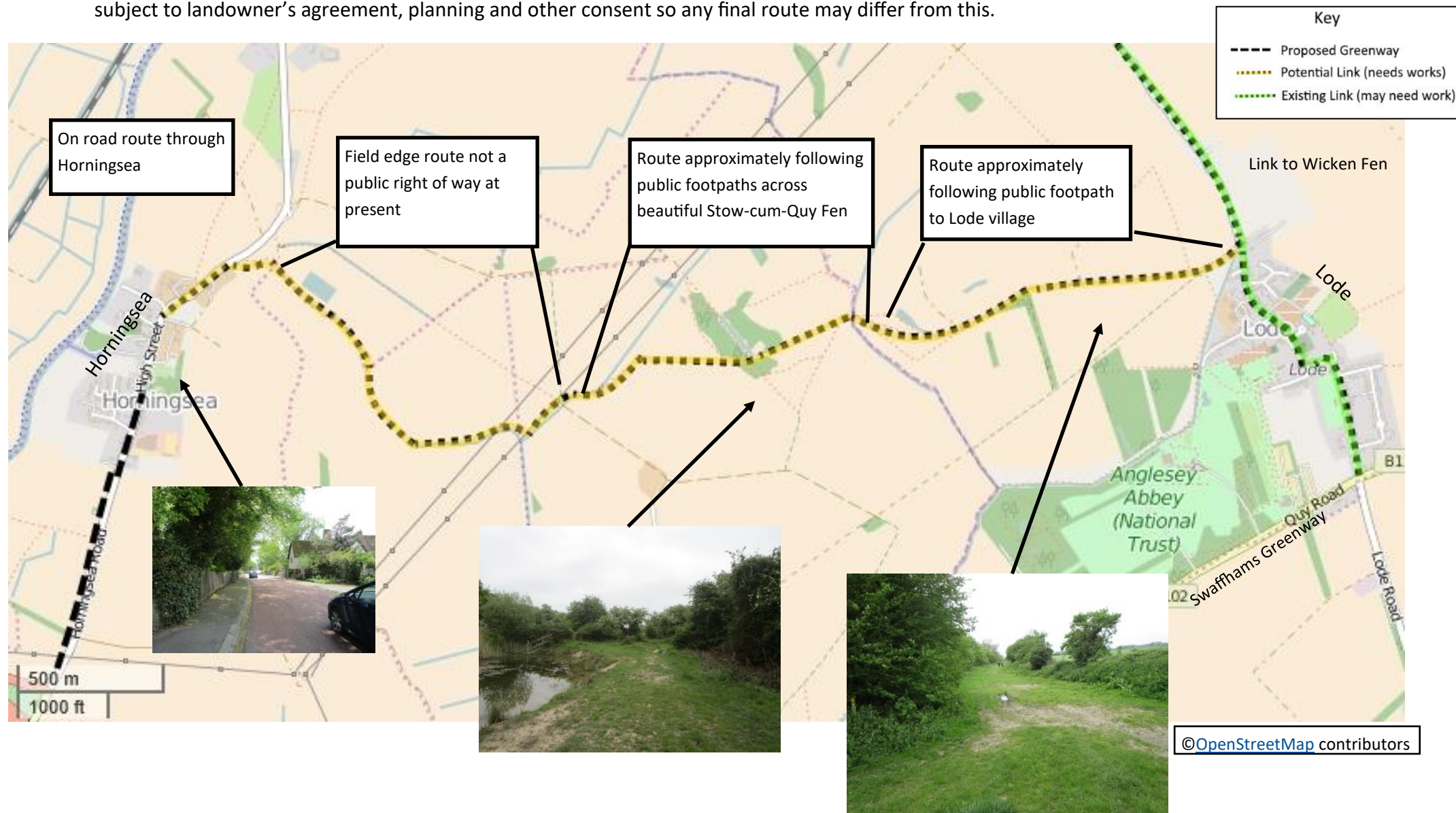


- **Horningsea Greenway Map 3**

15. Existing path 2.3m wide with no segregation from carriageway, but with usable width delineated by white lines at 1.7m spacing. Solar studs are included.
16. Route crosses slip roads at signalled crossings and crosses A14 on bridge. Good provision.
17. For link to riverside and crossing of river see Waterbeach Greenway report and summary document. *Major works needed for path construction and new river crossing, plus landowner's agreement and planning and EA consent. Consider horse usage and possible bridleway dedication subject to landowner's agreement.* Any new bridge could potentially serve Horningsea residents accessing the Science Park/Milton area as well as Milton/ Waterbeach residents accessing employment areas in East Cambridge and would need to be part of a wider network including the Lode link. (See later). *It is recommended that this is investigated further.*
18. Route joins carriageway at village limit. Road is visually traffic calmed with change of surface and lack of road markings. Additional calming and designation as 20 mph through the village would be beneficial.



Link with Lode. A number of alignments have been examined. The alignment below is considered the best option. It is currently unsurfaced. It would be a very attractive route and if surfaced and opened as a route would provide a link that does not exist at present. Any new route would be subject to landowner's agreement, planning and other consent so any final route may differ from this.



Recommendations

- Complete the existing Greenway including :
 - ◇ Widen existing paths within Fen Ditton for approximately 650m along the B 1047 where space is restricted. (This is already part of the City Deal Cross City Cycling plans).
 - ◇ Add new toucan crossing of B1047 to north of Fen Ditton Community Primary School . (This is already part of the City Deal Cross City Cycling plans).
 - ◇ Widen existing paths between Fen Ditton and Howard Road for approximately 350m (Wadloes Path and links).
- Widen paths and add 2 raised tables in Howard Road/ Fison Road area.
- Develop proposals and case for a new River Cam bridge to north of Baits Bite Lock for link with Waterbeach Greenway.
- Progress ideas for links with Lode (approximately 4.5 km) including liaising with landowners.