The Chisholm Trail
A traffic-free walking and cycling route

The Greater Cambridge City Deal
The Greater Cambridge City Deal brings together Councils, the Local Enterprise Partnership and Cambridge University to ensure the continued economic success of Cambridge with more businesses moving here, creating more jobs. It is an ambitious programme which aims to secure hundreds of millions of pounds from Central Government to help the economy grow over the coming decades by providing the transport infrastructure, housing and skills needed.

Lighting
Paths next to the railway line in built-up areas would require lighting. Similarly, the paths by Barnwell Lake, on Ditton Meadows and near the Leper Chapel Meadow could be lit. There are opportunities to enhance the Trail through tree planting, public art, habitat creation and provision of boards with historical and environmental information. We will also look to provide cycle racks and seating.

An online survey, more information including detailed maps and diagrams are available to view at: www.gccitydeal.co.uk/chisholm-trail

Find out more at a local exhibition
Project Officers will be available to answer your questions about the project at:

Date       Time       Location
Tuesday 10 November 17:00–20:00 Foyer, Anglia Ruskin University, East Road, Cambridge, CB1 2PT
Wednesday 11 November 16:30–20:30 Abbey Stadium, Newmarket Road, Cambridge, CB1 6LN
Tuesday 17 November 17:00–20:00 Nuffield Gym, 213 Cromwell Road, Cambridge, CB1 3BA
Thursday 19 November 18:00–20:30 Shirley Primary School, Nuffield Road, Cambridge, CB4 1TF

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What happens next?
Following the consultation the results will be published and further technical assessments will be carried out, which will be presented to the City Deal Executive Board. Should the Trail be approved then works to create the route would be carried out in stages with each area being made available for use when completed.

Funding
The Chisholm Trail has a budget of £8.4m. This exclusive funding for the proposed £4.5m Abbey-Chesterton bridge, which is a separate project subject to decision by a different authority.

Have your say
If you would like a copy of this leaflet in large print, Braille, audio tape or in another language, please call 01223 699906*.

*Please note, you will be directed to an answer phone. Please leave a message and someone will return your call.

Please complete the survey inside this leaflet or online at: www.gccitydeal.co.uk/chisholm-trail by Monday, 30 November 2015
This scheme will help reduce congestion and encourage more people to walk and cycle.

The Busway, Cambridge North Station to Ditton Meadows
In Chesterton, the Trail would access the new Station via Moss Bank and join up with the track alongside the Busway Extension Road via a raised crossing point. The existing towpath along the river would be reconfigured and widened in this area.

A new bridge close to the existing railway bridge continues the Trail across the river. Known currently as the Abbey-Chesterton bridge, this £4.5m project is funded separately and is under consideration by the County Council’s Economy and Environment Committee and subject to a planning application.

The existing narrow wooden jetty under the railway bridge could be replaced with a new 2m wide steel jetty with swing out railing to allow 2.5m of space at bicycle handlebar height. This would not hamper rowing. (See sketch right.)

The railway line
The path would run through the currently unused arches of Mill Road Bridge on both Northern and Southern sides, avoiding on-road hazards. The proposal is for the route to run in-between the rail line and boundary fencing along tracks currently used for works vehicles. In this area fencing and new gates for Network Rail maintenance access will be needed to ensure safety.

The cycleways on both sides of the railway line in this area could be around 4m wide with occasional widenings and narrowings. On the Southern side, a new ramp might be needed to join the Trail to the Carter Bridge. Access to the Trail could be created from William Smith Close and Angle Street.

The southern Busway and Trumpington Park & Ride are reached across the new Station Square.

Northern city-side section
The Trail splits into sections which follow very low traffic streets either side of the railway line. This side crosses the Beehive Centre, York Street, Ainsworth Street, Hooper Street and the area next to the Mill Road Depot site.

A new crossing point would be needed to access the proposed path alongside the Common. The railway line on Network Rail land is through the soon to be developed Ridgeons’ site and joining Network Rail land next to the railway line. Parking is unaffected, although there are opportunities for improvements e.g. road resurfacing and planting.

The area around Barnwell Lake has potential to be developed for public access e.g. improved car parking, access for disabled people, or even a cafe, subject to planning permission.

The Southern section of the Trail can be accessed via Cromwell Road or Brampton Road. Access to the proposed path alongside the railway line on Network Rail land is through the soon to be developed Ridgeons’ site and joining Network Rail land next to the railway line. Parking is unaffected, although there are opportunities for improvements e.g. road resurfacing and planting.

The path across the Common would be upgraded and widened. We are investigating the possibility of lowering the floor of the underpass slightly to increase headroom for cyclists. This is subject to discussion with Network Rail and other stakeholders and will need detailed engineering assessment. The sight lines around the existing underpass would be improved. There are opportunities for landscaping, planting and habitats in this area.

The path would exit through the currently unused arches of Mill Road Bridge on both Northern and Southern sides, avoiding on-road hazards. The proposal is for the route to run in-between the rail line and boundary fencing along tracks currently used for works vehicles. In this area fencing and new gates for Network Rail maintenance access will be needed to ensure safety.

The cycleways on both sides of the railway line in this area could be around 4m wide with occasional widenings and narrowings. On the Southern side, a new ramp might be needed to join the Trail to the Carter Bridge. Access to the Trail could be created from William Smith Close and Angle Street.

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