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Haslingfield Greenway Early Engagement Response Summary

Version 1

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Background: At present the Greater Cambridge Partnership are planning twelve different 'Greenway' Cycle routes around the outskirts of the City. The aim is to create a network that connects surrounding villages with the city, opening up routes for travelling sustainably and encouraging modal shift out of the motor vehicle.

Further details of the scheme can be found here:

<https://www.greatercambridge.org.uk/transport/transport-projects/greenways/>

There is a PDF on the page that fully explains the proposals and this summary should be read alongside this document (we've not sought to reproduce the PDF here).

The following is a summary of the comments received thus far on the proposals for a Greenway from Haslingfield to Cambridge and is based on 47 separate responses.

The responses received have been sorted under three major headings.

Route Preferences

- 14 responses favoured using Cantelupe Road [named after a local farm] as part of the route. This is currently a private farm roadway which cycling commuters can use with written permission from the landowner. It includes a bridge across the M11.
- 7 responses favoured using Trumpington Road as part of the route, alternatively 4 responses favoured using the existing busway route (in the southern part of Cambridge) as part of the route.
- 1 response want to avoid the 'Grantchester River' route.
- Further links to the scheme that were suggested by respondents were:
 - To Grantchester (6 responses)
 - To link with the Barton Greenway (6 responses)
 - To Comberton (4 responses)
 - To Harston (3 responses)
 - To Hauxton (2 responses)
 - To Coton (1 responses)

Design Preferences

- Responses had clear expectations for the design of the Greenway. In priority order these were:
 - Separation from road (and other) traffic (9 responses)
 - A smooth surface (suitable for road bikes) (4 responses)
 - Following Dutch standards of construction / design (3 responses).
- A number of other ideas had one or two responses only. These included other comments about the standard of the surface or the materials to be used as part of the Greenway; not including lighting as part of the design; other transport / road improvements.
- When asked specifically about the safety aspects of the design 8 responses called for the use of lighting (and 4, possibly overlapping responses, mentioned solar studs). 7 response were

concerned about the narrowness of existing pathways that were part of the proposals and wanted these widened. There was also mention again of the importance of segregation from other traffic particularly in areas where this was fast moving or busy (4 responses).

Possible Usage

- By far the main mode of usage for the Greenway cited within the responses was cycling (37 responses). A further six responses mentioned walking.
- Only 7 responses mentioned that the Greenway would be used for travel to work. Far more common was people wishing to use the Greenway for leisure / recreational use (25 responses) or to access shops and services 30 responses.