

Appendix 5

Bottisham Greenway Review



Nigel Brigham & Associates

October 2016

A report for

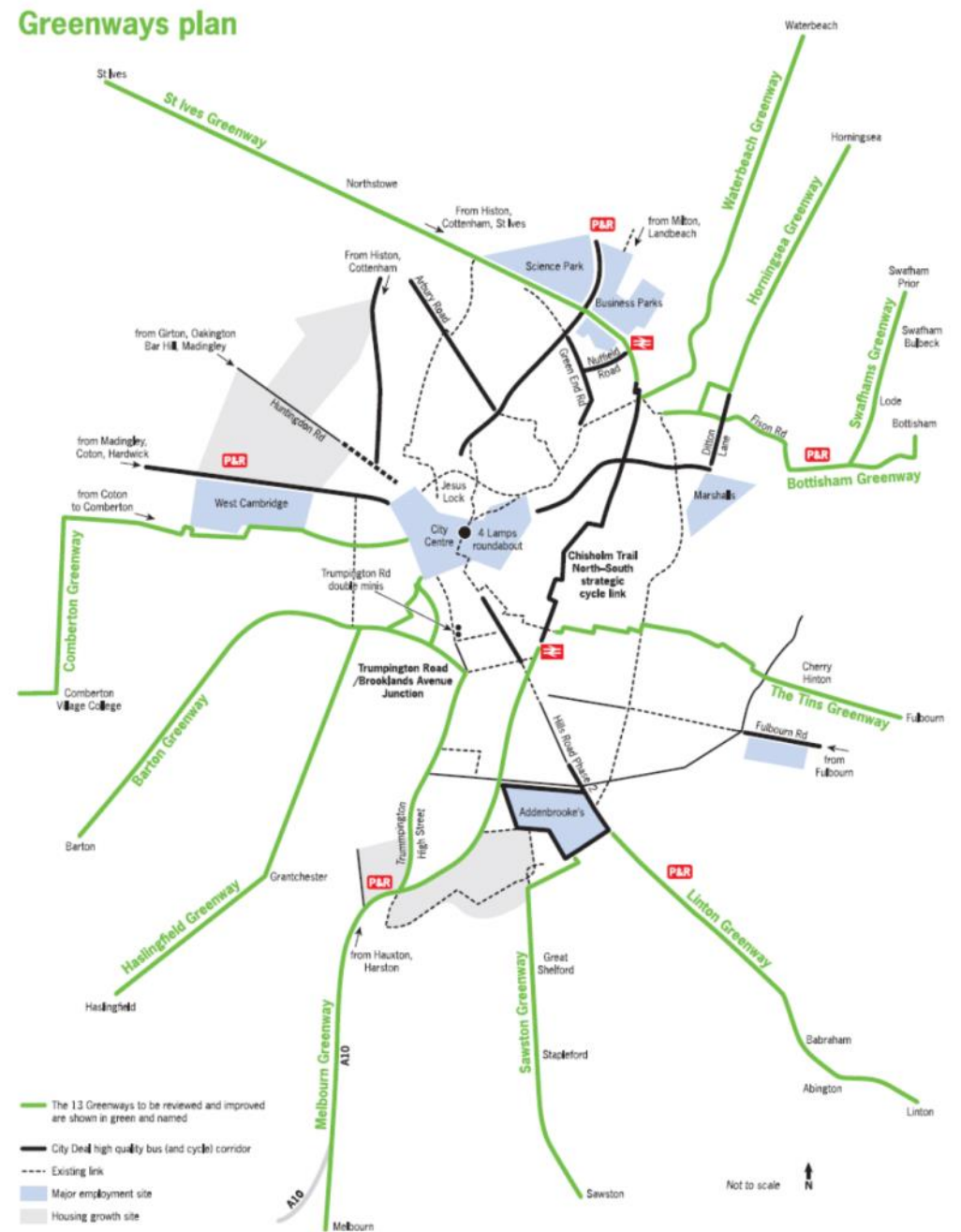


Cambridgeshire
County Council

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.

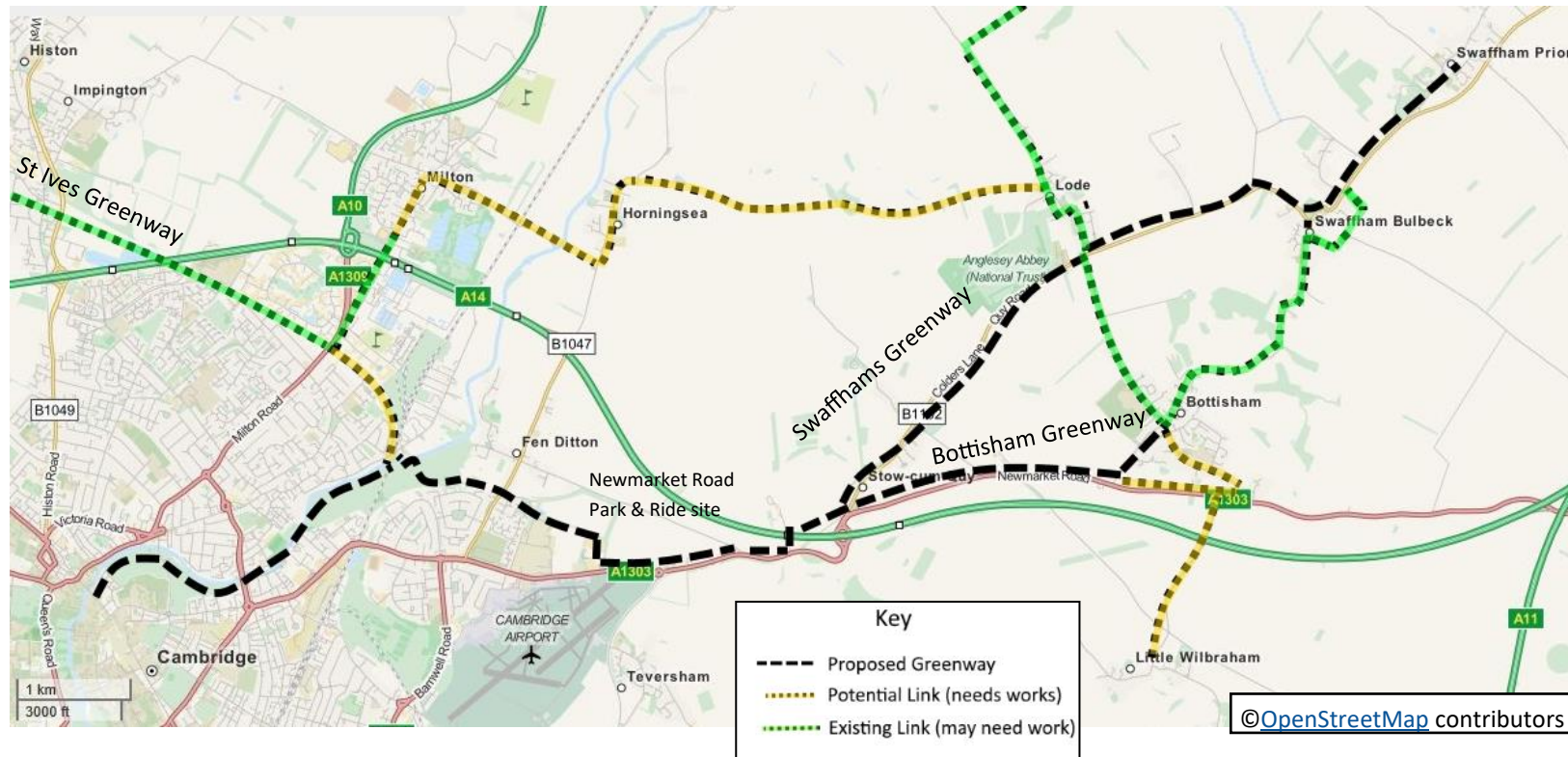


Bottisham Greenway

The Swaffhams & Bottisham Greenways are the same between Cambridge and the edge of Stow-cum-Quy, where they split. The Cambridge to Stow-cum-Quy section is covered within the Swaffhams Greenway report. That section is generally of good quality, but some improvements are recommended around Newmarket Road Park & Ride site and in the Fen Ditton area.

The section of route from Stow-cum-Quy to Bottisham is also generally of good quality and no significant changes are recommended, apart from additional works to link up with the road to the Wilbrahams and potentially to the Fulbourn Greenway.

Large numbers on the Bottisham Greenway riding to Reach Fair



Plan showing the Greenway and links

The case for Works

Bottisham is approximately 10km from Central Cambridge, but is much closer to major employers such as Marshalls. The main works needed to improve the route from Bottisham to Cambridge are in the vicinity of Newmarket Road Park & Ride site so would benefit a number of routes and the case for these works would be strong. The case for the link path to connect with Wilbraham Road is likely to be weaker, due to the relatively small number of beneficiaries, but these works would benefit journeys to Bottisham Village College as well as work.

Trip Generators and the focus of the Study

Key destinations that have been considered are:

- Cambridge City Centre
- Newmarket Road area
- Stow-cum-Quy
- Bottisham

Links that have also been considered include:

- Anglesey Abbey
- Swaffhams
- Little Wilbraham



Bottisham village centre

Summary

City Centre to Stow-cum-Quy

This is covered in the Swaffhams Greenway report.

Stow-cum-Quy to Bottisham

This section of route is generally 2m wide and sealed surface set back from the carriageway and meets the Greenway standards. It has no solar studs. As the route enters Bottisham the width reduces but cyclists can also use the carriageway. *Only minor changes to the route are proposed, including adding solar studs.*

Links

There is already a good link between Bottisham and Lode and the Lodes Way. The existing link with Swaffham Bulbeck does not work well as an off-road route but the road itself is relatively quiet — upgrading the Swaffhams Greenway is likely to be a higher priority. There is virtually no provision for those wanting to access the road to Little Wilbraham apart from going on the A1303 itself and *new path works in the A1303 verge are recommended*. Note that the route to the Wilbrahams and Fulbourn has not been surveyed as part of this study.

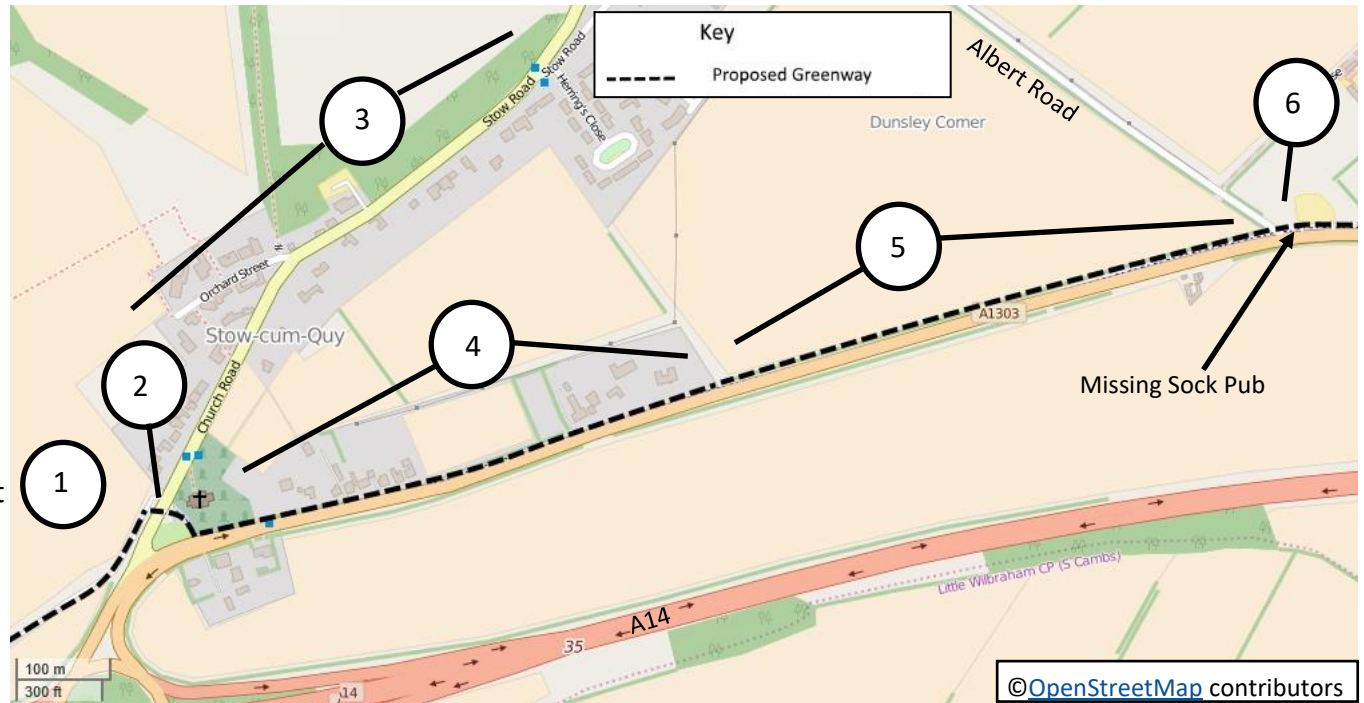


Existing narrow and very old path in A1303 verge which can be widened to make a useful link.

Route Details and Maps

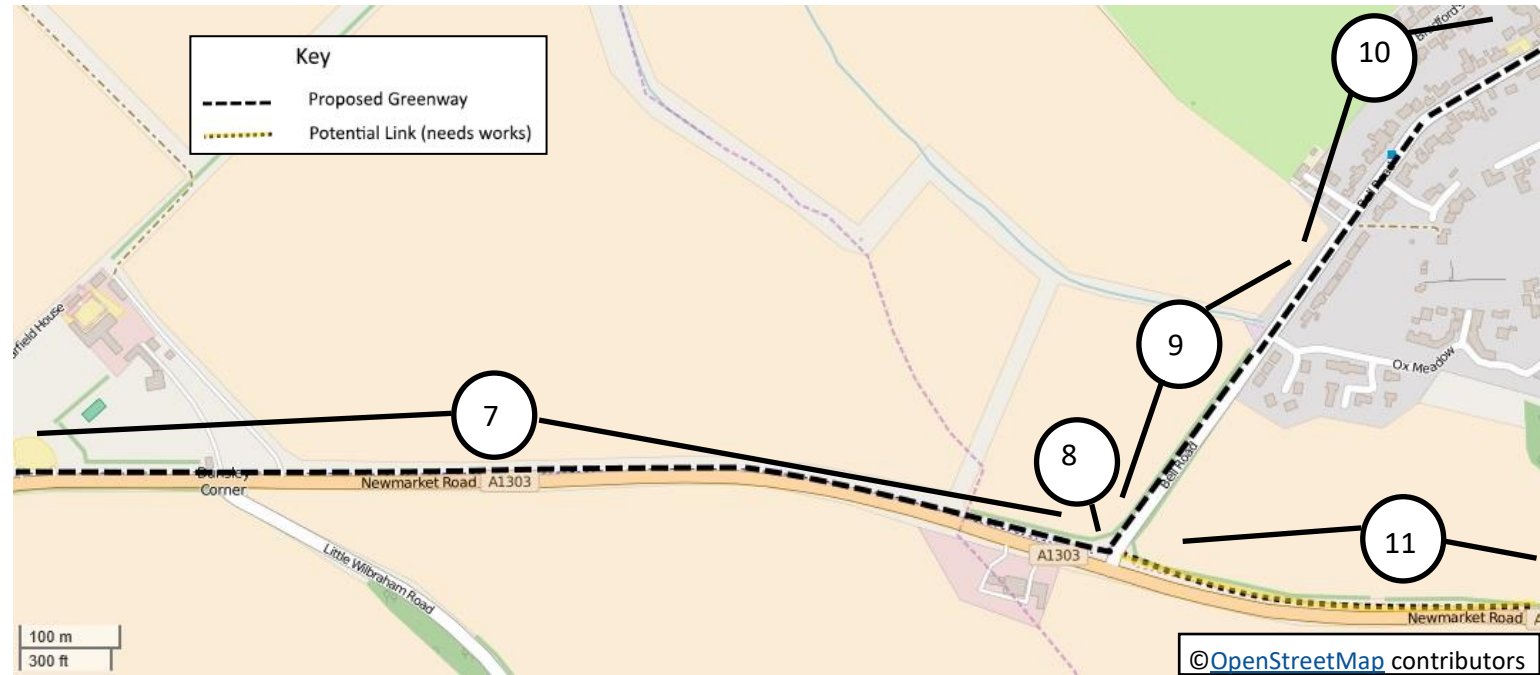
• Bottisham Greenway Map 1

1. Existing route to/from Cambridge. *Some improvements recommended. See Swaffhams Greenway report.*
2. Existing toucan crossing provides safe crossing of Church Road.
3. For options through Stow-cum-Quy see Swaffhams Greenway report.
4. 2m wide path set back from carriageway in front of properties.
5. 2m wide path set back from carriageway. *Add solar studs.*
6. Crossing of Albert Road works reasonably well but could be improved by removing slip lane and tightening up junction. *Widen refuge. For the crossing of the Missing Sock accesses change priorities — add markings for cycleway across junction.*



- **Bottisham Greenway Map 2**

7. 2m wide path set back from carriageway. Add solar studs. Clear back vegetation to get full width of path.
8. Bell Road junction. Generally works well, but would benefit from clearing back vegetation at bend.
9. There is a shared use path 2m wide with no verge separation and some cyclists use this whilst some use the road. Bell Road is relatively quiet so this works. There is no clear point where those on the path should join the carriageway. Add raised table at transition point within the village.

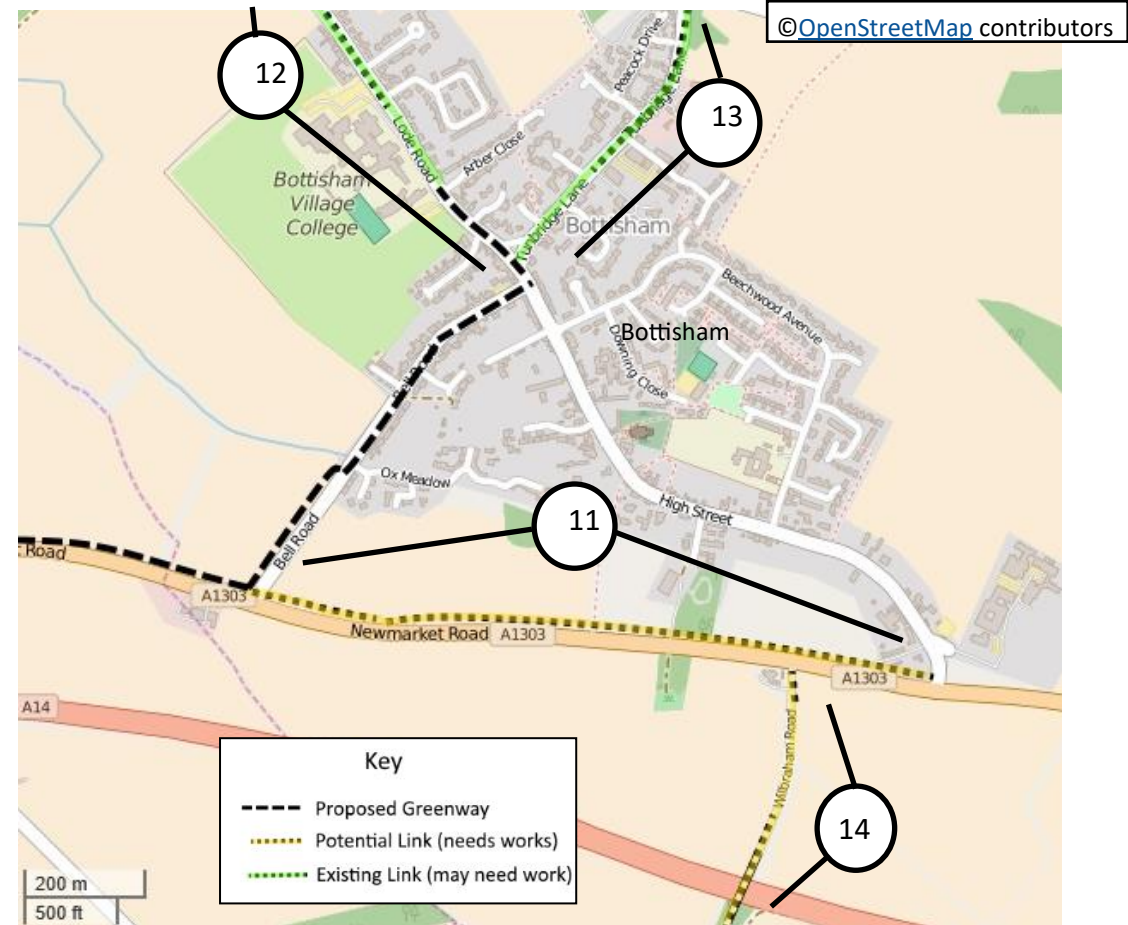


10. On road route through Bottisham *should be designated 20 mph.*
11. *Widen existing narrow path in verge to 2m and provide link to Wilbraham Road.*



- **Bottisham Greenway Map 3**

11. Widen existing narrow path in verge to 2m and provide link to Wilbraham Road.
12. Existing link to Swaffhams Greenway and Lodes Way.
13. Existing link to Swaffham Bulbeck.
14. Quiet road to Wilbrahams and potential link to Fulbourn Greenway. Not surveyed.



Recommendations

The existing route between Cambridge and Bottisham is generally of good quality and the main improvements recommended are the same as those for the Swaffhams Greenway namely:

- ◇ Upgrade route through Newmarket Road Park & Ride site and near the Ditton Lane/ Fison Road junction.

Some minor improvements are also recommended, but the major potential improvement identified would be to widen and resurface the existing narrow path in highway verge to link with the Wilbraham Road.

This would involve:

- ◇ Construct new path in highway verge for approximately 1.2km.