



Greater Cambridge Greenways

Fulbourn Greenway Phase 1

You Said: We Did

March 2024

This document is a summary of the actions we have taken following public engagement on the Fulbourn Greenway – Phase 1: Eastern Section.



Introduction

This document outlines how we are responding to feedback received from public engagement on the Fulbourn Greenway phase 1 in Summer 2023. Feedback from the public and organisations has been analysed and compiled into a report outlining the overarching themes that emerged. The full report, that the information was based on, can be found on our website:

<https://www.greatercambridge.org.uk/fulbourn-greenway>

The feedback we received forms an integral part in the next stages of the project and, where possible, has been incorporated into this next phase of design.

The following information outlines what you said you wanted to improve or disagreed with, and how we plan to address this. It outlines where we have acted on your suggestions and made alterations to the design of Fulbourn Greenway phase 1 or given justification on where we have not.

Summary of Changes

Following analysis of the feedback, we have identified the following potential changes to the proposed schemes:

- We will review the frequency and positioning of speed bumps through Cow Lane as part of the following preliminary design stage.
- We will look to reduce the overall number of speed bumps on Cow Lane while maintaining the maximum safety benefit.
- Following feedback regarding the width of the Teversham Road junction, we will continue to investigate improvements as part of the following preliminary design stage.
- We will explore a gateway feature to Fulbourn village on Hinton Road and options will be developed as part of the following preliminary design stage.
- We will review the case for physical traffic calming features on Fulbourn Old Drift.

Our responses

YOU SAID	WE DID
Section 1: Cow Lane	
<p>You expressed concerns over noise and environmental pollution due to the speed bumps.</p>	<p>As part of the preliminary design process, we will examine how many speed bumps are needed and where they are located along Cow Lane, while still maintaining their traffic calming benefits</p>
<p>You suggested alternative traffic calming measures such as chicane-type kerb buildouts that restrict the width or buildouts with cycle by-passes.</p>	<p>20mph zones are quieter, calmer and safer and any changes in noise or air pollution are likely to be negligible relative to the much larger traffic safety and physical activity benefits to health.</p>
Section 2: Hinton Road	
<p>You outlined concerns about the width of Teversham Road junction and suggested narrowing the size of the junction with tighter corners to slow speeds and introduce an improved pedestrian crossing.</p>	<p>We will investigate the Teversham Road junction as part of the preliminary design stage to identify potential improvements.</p> <p>Any proposed changes will then be discussed with local stakeholders and agreed with local councillors.</p>
Section 3: Fulbourn Old Drift / Hinton Road Junction	
<p>You suggested more planting and greenery.</p>	<p>We know how important our local natural environment is and we are committed to looking after it through these projects.</p>
<p>You suggested turning the junction into a gateway feature marking arrival into the village and encouraging drivers to slow down.</p>	<p>We have a commitment to provide a greater diversity of vegetation and wildlife through our projects (called biodiversity net gain).</p> <p>We are exploring places where we could plant suitable flowers, grasses, shrubs and trees at the next design stage.</p>

	<p>A village gateway feature will be explored and options developed as part of the preliminary design stage.</p>
<p>You suggested introducing more traffic calming measures such as chicane buildouts and equestrian friendly speed bumps.</p>	<p>We are proposing a 20mph speed limit through this section. We are exploring incorporating a gateway feature to encourage slower speeds. We are also proposing smoother, 'sinusoidal' speed humps (speed humps with a shallower initial rise) which are more cycle and equestrian friendly and are smoother to travel over.</p>
<p>You suggested people cycling be prioritised at Hinton Road Junction to improve safety and reduce wait times.</p>	<p>We will retain the proposed design. The current proposal was selected because of the previous public consultation exercise and was agreed to be taken forward by the GCP Executive Board in 2020.</p> <p>The current proposed design provides a safer environment for all greenway users, by including a 20mph speed limit, a junction bypass for eastbound cyclists, and a westbound cycle track that separates cyclists from the road and provides a safer waiting area for cyclists with improved visibility.</p>
<p>Section 4: Fulbourn Old Drift</p>	
<p>You suggested traffic calming measures be implemented along this section to address concerns over speeding.</p>	<p>We are proposing a 20mph speed limit through this section. We will consider additional traffic calming measures at the next design stage due to the engagement responses and an anticipated increase in traffic from the nearby developments.</p>
<p>You expressed concerns over the additional traffic that new developments in the area will bring.</p>	<p>We are in ongoing discussions with developers to make sure proposals are coordinated appropriately.</p>

<p>You asked about additional segregation between users</p>	<p>A 20mph speed limit is being proposed along this section, which is deemed appropriate for the environment and anticipated level of use in line with relevant design standards.</p>
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Section 5: Tesco Path (between Fulbourn Old Drift and Yarrow Road)

<p>You expressed concern over the current and future maintenance of the path. You raised concerns over tree roots along this section creating uneven surfaces.</p>	<p>We are aware of these existing issues and exploring suitable surfacing and improvement options as part of the next preliminary design phase. We are also consulting with Cambridgeshire County Council maintenance teams regarding future and ongoing maintenance programmes.</p>
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