

Fen Ditton Parish Council

19th October 2019 V1.2

Draft Response / Commentary on GCP Consultation on Swaffham, Bottisham and Horningsea Greenways Proposals

Read in conjunction with GCP Consultation Leaflet, link follows;

fenditton-pc.org.uk/userfiles/files/Document%20Archive/Public/Transport/2019-09%20Bottisham%2C%20Swaffhams%20and%20Horningsea%20Greenways%20consultation%20leaflet.pdf

General

- 1) We understand from discussions with Sustrans that proposals to use the existing A14 overbridge at Honey Hill and link to the former railway line are seen by Sustrans as a long term aspiration due to land access north of the A14 although this alignment neatly links to new paths planned as part of the Wing development. FDPC have previously supported this concept as maintaining a Green Corridor radiating from the city even linking to Wicken Fen and its expanded Vision Area.
- 2) We welcome the emphasis given to future maintenance requirements. Our experience of Wadloes, for example, is that the scope of maintenance should include verges, lighting and overhanging vegetation in addition to the pavement surface.
- 3) We welcome the recognition that these paths must be considered for uses including cyclists and pedestrians. We believe these uses include recreational cycling, commuting, jogging dog walking and access to schools.
- 4) With reference to Wadloes, we have been approached by residents objecting to the danger posed by some speeding cyclists both before and after the recent widening. In contrast some cyclists have found pedestrians using much of the width of the new path leaving limited space for cyclists to pass. A campaign to improve cooperation might be needed in addition to some consideration in the design to avoid excessive speeds.
- 5) We welcome the improvements to the Bottisham cycle path since this may possibly reduce use of High Ditch Road which is too narrow for use by cyclists, cars speed and the crossroads are tricky for cyclists. Some cyclists avoid using the toucan crossing when crossing from east to west.

Swaffham Greenway: No comments as this route merges with the Bottisham Greenway

Bottisham Greenway: Comments restricted to area of the A14 crossing and to the south:

- 6) Item 5 on the Bottisham Greenway: The A14 underpass needs better drainage, lighting and visibility on the approaches and entrance/exits. There are drainage and ponding issues which are exacerbated by inflows and sediment on the approaches which need to be designed out rather than relying on frequent maintenance.
- 7) Item 4 on the Bottisham Greenway: This bridge over Quay Water needs widening and improvement.
- 8) Item 3 on the Bottisham Greenway: This cycle path crosses High Ditch Road slightly away from its junction with Newmarket Road. Better visibility should be an objective of the proposed design. We suggest the proposed island / refuge on High Ditch Road should be made long enough to accommodate the longer of a tandem, bike with child trailer or cargo

bike. Furthermore we request advance Give Way signage and some form of speed reduction measures on High Ditch Road should be added before the crossing.

- 9) This cycle path crosses the entrance and exits of Darwin Farm Nursery where visibility and crossing space for cars and bikes is currently poor and requires improvement.
- 10) Item 2 on the Bottisham Greenway: Either A or B) should be incorporated. However, if the land is to remain in arable use, the longer route should be adopted to avoid severance of the field.
- 11) Item 1 on the Bottisham Greenway: Ditton Lane Crossing. Options A and B are preferred although we recognise this is less attractive to cyclists than option C (Underpass). A or B will continue to provide a useful function in breaking up the flow of traffic on Ditton Lane (B1047) which helps the buses turning from Fison Road and traffic turning at Fen Ditton crossroads a few hundred metres to the north.

Horningsea Greenway: Comments restricted to area of the A14 crossing and to the south:

- 12) Item 5 on the Horningsea Greenway: We welcome the proposed widening of the path on the west side of the B1047 providing this can be accommodated without removing the hedges.
- 13) Item 4 on the Horningsea Greenway: We welcome the proposed widening of the path on the west side of the B1047 providing this can be accommodated without removing the hedges. However we oppose strongly the proposed 'improvement' to the byway which is sometimes known as Filly Lane. Nothing should be done to induce lorries, cars or motor bikes to turn off the road and try and use the byway. If anything, further planting should be added to reduce the effective width of this opening.
- 14) Item 3 on the Horningsea Greenway: We oppose strongly the proposed option A which includes 'improvement' to the byway which is sometimes known as Filly Lane. Nothing should be done to induce lorries, cars or motor bikes to try and use the byway. Furthermore, we don't consider that Plough Hill and Church St are suitable as a through route for cyclists.
- 15) Although option B requires use the High St, we consider a dedicated cycle lane(s) should not be developed on the existing road nor should the existing footpath surfaces be widened. Possible options for safer shared use of the existing road should include introduction of a 20 mph zone, narrow double yellow lines on the north side of the road from the junction to the first terraced house and the introduction of speed bumps
- 16) Item 2 on the Horningsea Greenway: We oppose strongly the proposed changes around the War Memorial and Church gate. This area of road is occasionally used by lorries and buses having to turn back along the High St because they are lost or because Church St is blocked by poor parking.
- 17) We request that further work is undertaken on Wadloes to reduce the speed of cyclists and to provide an obstacle to prevent cars using the path.
- 18) Item 1 on the Horningsea Greenway: We agree that this is an area for improvement but further details are required as to what exactly is being proposed. In addition, the drainage must be improved on the link to the road.
- 19) We have noted in letters about the Chisholm Trail that the link between the existing Millennium Path and the new trail arm going towards the Leper Chapel involves a staggered junction. We believe cyclists and pedestrians will tend to cut the corner and if this is not resolved by the Chisholm Trail contract then it will need to be done by the Greenway Project.