

## **Report on the Melbourn Greenway Parish Council Meeting on 24<sup>th</sup> Oct 2022.**

I have studied the plans and attended both the online Zoom meeting and the Consultation Display at the Hub on Monday 17<sup>th</sup> October.

The plans generally provide for a good shared use path from Melbourn to the site of the proposed bridge over the A505 at Royston.

This path will have a 3M hardtop and be located along the south eastern sides of Royston Road starting from the junction with Back Lane and finishing at the locations with the proposed bridge over the A505 located about 300M south east from the A505/A10 Roundabout.

There is no provision for a link to Meldreth via the Bury Lane Farm Shop complex and the bridleway to the Fieldgate corner on Station Rd. This would require a crossing place just east of the junction of Royston Road and the A10. There is room on the carriageway for a two stage crossing. The path beside the A10 needs improving to that of a shared use path and the bridleway need some improvement to provide a better surface for cyclists and other users including horses. This needs to be requested.

There is agreement that rights of way needs to be addressed so all users take care as a matter of course. I have suggested that at entrances and minor roads the path might be placed on a raised table with clear marking on the ramps. Sight lines are a major consideration and needed to be considered and any actions need to be defined.

The crossing arrangements near Back Lane need to be reviewed. There is a suggestion that there will be a Zebra crossing. There is a need to allow cyclists heading north to cross Royston Road safely just before Back Lane.

The proposed changes to the carriageway at the Cross might have negative affects on traffic flow and need to be considered.

No changes have been proposed to the existing shared use path. North of the Science Park. Improvements are needed at access points to improve sight line and send a clear message to vehicles that there is a cycle crossing. The

road crossing just south of Dobbies needs to be clearly defined with more signposting and road markings.

The A10 crossing at Dunsbridge provides a two stage crossing but does not have sufficient space for cycles in the central reservation. This is much busier than the proposed signalised crossing at Shepreth Lakes. Signalising this crossing would improve safety.

I have not included areas north of the Shepreth Lakes crossing in this report.

The time line is to complete the design early next year and initiate any land purchase necessary. Indications are that the major purchase near the proposed bridge site has the support of the land owner. Construction is expected in 2024 with completion by the end of 2025.

The bridge over the A505 remains a major problem as it is in Hertfordshire. Negotiations are progressing and there is considerable support from businesses and the Town Council in Royston.