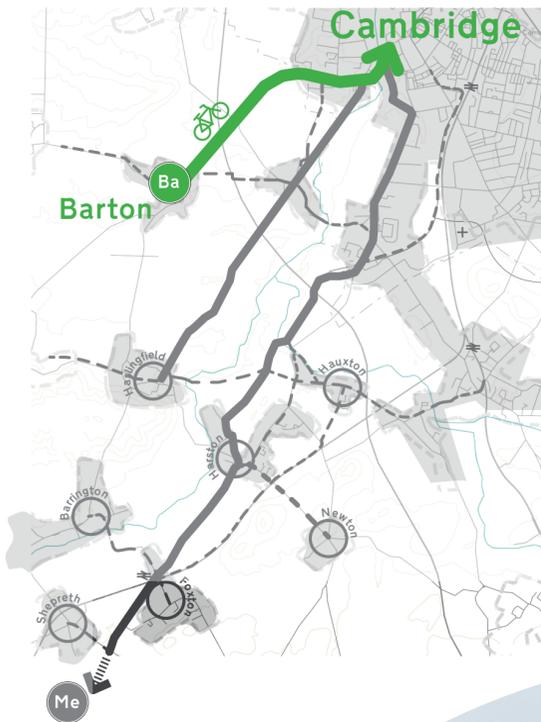


An emerging Greenways network

The Barton Greenway is one route within a wider and developing sustainable travel network that is being created by the Greater Cambridge Partnership. As the diagram below shows, this will create a network of walking and cycling routes within the local area. This could form the backbone of a larger more comprehensive network, which could be built if the funding should become available.

Where possible, smaller links between villages may be addressed where there has been particular support from local residents. The Greenways team continue to welcome feedback on potential future links as the Greater Cambridge Greenways is a project steered by the local communities it aims to serve.



Initial signage proposals

The project aims to champion local communities where possible. With this in mind, the Greenways wayfinding logo was designed by a student at a local college and chosen in a public vote.

Here is an example of possible signage that may be used across the network.

Ba Barton	Li Linton
Bo Bottisham	Me Melbourn
Co Coton	Sa Sawston
Fu Fulbourn	Si St Ives
Ha Haslingfield	Sw Swaffhams
Ho Horningsea	Wa Waterbeach



The scheme aims to



Provide better cycling and walking links



Enhance the streetscape with improved and additional landscaping



Reduce peak-time congestion and limit growth in traffic



Aid future economic growth



Reduce air pollution and improve public health

Join us to find out more at a public exhibition:

LOCATION	DATE	TIME	ADDRESS
Haslingfield Village Hall	Wednesday 04 July 2018	16:00 - 19:00	New Road, Haslingfield, Cambridge, CB23 1JP
Cambridge Rugby Football Club	Thursday 05 July 2018	16:00 - 19:00	Volac Park, Grantchester Road, Cambridge, CB3 9ED
Barton CE Primary School	Wednesday 11 July 2018	16:00 - 19:00	School Lane, Barton, Cambridge, CB23 7BD
Grantchester Village Hall (reading room)	Tuesday 17 July 2018	17:00 - 19:00	Vicarage Drive, Grantchester, Cambridge, CB3 9NG

Have your say by Monday 20 August 2018

There are a number of ways to respond to the consultation:

Fill out the online questionnaire at www.greatercambridge.org.uk/greenwaysconsultation

Complete the paper questionnaire and return by Freepost or at a public event

consultations@greatercambridge.org.uk

Get in touch

01223 699906

Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge, CB3 0AP

@GreaterCambs #camgreenways

www.facebook.com/GreaterCam

More information on these proposals is available at www.greatercambridge.org.uk/greenways

If you would like a copy of this leaflet in large print, braille, audio tape or in another language please call 01223 699906



Barton Greenway

Barton - Grantchester - Cambridge

Have your say on a new off-road link connecting Barton and Cambridge.



www.greatercambridge.org.uk/greenways

The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes that will link local villages and Cambridge. Once built, it will enable people in the Greater Cambridge area to access work, services and education using sustainable modes of travel.

Public engagement

We have previously held engagement events for the Barton Greenway which invited people to have their say on how, where and what they would like from their local Greenway.

Reviewing feedback

The majority of the responses we received favoured a route along Barton road, much of which already exists, however, safety concerns were raised around specific areas. These included the existing path being too narrow to accommodate traffic, lighting not sufficient, poor surfacing and dangerous roundabout crossings.

Design work

Taking this feedback into consideration, route designs and detailed plans have been developed. This leaflet aims to present you with an overview of the information and options within these designs.

Consultation

We would like your feedback on the proposals presented in this leaflet. The Greenways team also invites you to come along to the consultation events where you can speak to officers and find out more about these proposals. The event details can be found on the back of this leaflet. Alternatively, you can find more information on our website. www.greatercambridge.org.uk/greenwaysconsultation

Final design

Final preferred options will be presented to the public and the Executive Board. Further funding to take these routes through the detailed design and construction phase will be requested at this stage.

Designing your Greenway

We're designing the Greenways network alongside the community. Here is our process:

Public invited to local engagement event to share views

Comments and feedback from public are reviewed and analysed

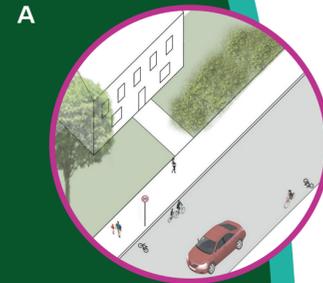
Using this data, initial designs are created

Designs taken to public consultation for further input

Final design created and presented to the public



3 treatment types:



The Greenways network will run through many different environments. These range from quiet rural settings along field edges or country lanes to busier built-up urban places that may have more limitations on space. Within each environment the Greenways project aims to deliver a safe, attractive and cost effective sustainable travel route which users can enjoy all year round.

A Greenway design will take one of three forms in response to the local environmental context. These 'Greenway Treatments' listed below are guidelines and it may not be possible to meet these standards in all locations; here more bespoke solutions may be necessary.

Greenway Treatments

A. Quiet Road

A Greenway route on the carriageway could have speed limits reduced to 20mph. White painted signage could be added to the carriageway where appropriate.

Where there is no existing footpath, signage may be used to warn motorists that this is a multi use route.

B. Shared use path

A 3 metre wide path with a 2 metre grassy strip running parallel.

Where the path runs beside the carriageway a green verge will separate the path from the road, this will be as wide as possible.

C. Protected path

A 3 metre wide path with features that separate cyclists and pedestrians. Where possible, as much protection from the carriageway will be applied, this may include grass verges or shrubs.

Signage

Greenway specific wayfinding marker posts could be placed at regular intervals and junctions. These would probably display a Greenways logo, abbreviated route name and direction of travel.

Costings

All cost estimates are indicative and do not include any overhead costs. They are indicated for comparison purposes only.

Lighting

Solar studs could be used at specific points to aid wayfinding in low light. These are less visually intrusive than overhead lights.

Maintenance

Early engagement indicates that route maintenance should be made a priority. Maintenance packages are being planned for each route individually.

Surfacing

Generally, routes would be made from a hard, smooth surface. In special cases we will work with local stakeholders to create an appropriate alternative.

5 Roundabout (M11n slip road)

Option A (£80,000):

- Reconfiguration of the roundabout to slow traffic approaching and exiting the junction.
- Reconfiguration of the existing shared-use path to create a 'square-on' slip road crossing that will reduce the crossing distance and increase visibility for both drivers and greenway users.

Option B (£615,000):

- Proposal to create a shared-use underpass for users to bypass the existing motorway slip road. Bypassing this junction altogether creates the safest alternative but at a higher cost.

6 Bridge over M11 (£240,000)

- Proposal to narrow the existing road and widen the existing shared use path by moving out the kerb line increasing safety, particularly at busy periods.
- Proposal includes the planting of a new verge between the path and carriageway and speed limit reduction to 40mph creating a better environment for Greenway users.

7 Barton Road / Coton Road / Grantchester Road Roundabout

Option A (£800,000):

Proposal to adjust the layout of the carriageways and construct a new, smaller roundabout. This provides space to build a new underpass under Grantchester Road for path users. This bypasses the busy junction creating a very safe user experience. The roundabout will retain two lanes and traffic flow capacity will be maintained.

Option B (£270,000):

Similar to Option A, this proposal adjusts the layout of the carriageways and constructs a new, smaller roundabout. This includes a reconfiguration of the existing path to create a 'square on' road crossing. This improves safety by increasing the visibility of both motor traffic and Greenway users.

Option C (£55,000):

A proposal to reconfigure the existing cycle path route to create a 'square-on' crossing of the slip road, which will improve visibility. This involves no amendments to the configuration of the roundabout itself but includes new planting in the verges between the path and carriageway.

1 Barton Village (£15,000)

- Proposal to create a new raised table to slow traffic and allow road cyclists to ride up onto the shared-use path.
- The path from Barton along New Road to be widened and resurfaced to better accommodate high volumes of walking and cycling traffic.

Barton

- A Greenways signage post will highlight the start of the Greenway route.

2 Barton Village, New Road

- Shared-use path
- Widen existing shared-use path and lay down a new surface.

3 New Road / Cambridge Road Junction

Option A (£250,000):

Proposal to create a new roundabout with shared-use paths around the junction to make the crossing safer for cyclists and walkers.

Option B (£85,000):

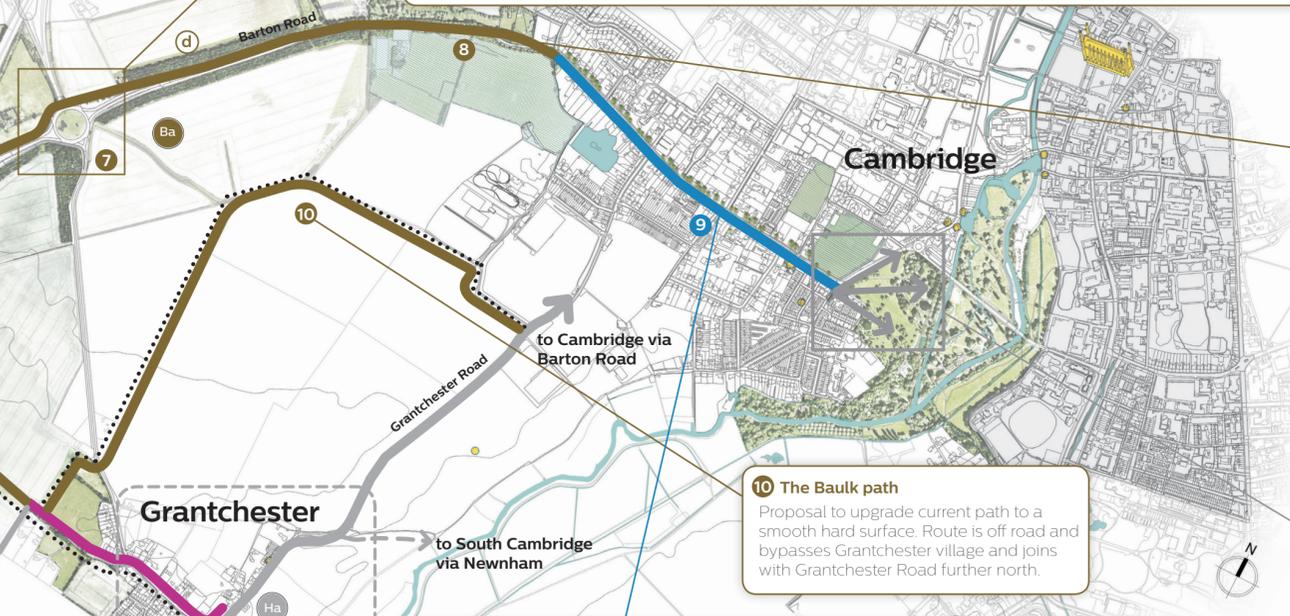
New traffic lights suitable for all users at the junction with New Road and Cambridge Road. Greenway signage may be added at the junction to sign the Barton route.

Cambridge Road

Where achievable the path will be widened to 3 metres. This work will extend the recent works that have been carried out along this route.

4 Barton to Grantchester (£435,000)

Proposal to upgrade the existing bridleway to a smooth hard surface from Cambridge Road to the proposed Haslingfield Greenway via Grantchester. The bridge will be kept in its current condition.



9 Barton Road - Cambridge

- Current cycle path to be resurfaced and widened where necessary, no trees will be removed.
- Priority crossings for pedestrians and cyclists along the route in this section to improve continuity for users.
- Side road junctions that cross over the cycle and walking route will be reconfigured to slow turning motor vehicles.
- Route will be signed in and out of the city where appropriate.

8 Barton Road

- Proposed measures include: a reduction of the carriageway width in line with the existing shared-use path being widened and resurfaced. This will improve the safety and user experience along this route.
- Where possible the path along Barton Road will be widened to 3 metres.

Future work

Design work for improvements along some of the routes in this area are being created and will be presented at the Melbourn Greenway consultation.

Key

- Treatment A (Pink line)
- Treatment B (Brown line)
- Treatment C (Blue line)
- Other routes (Grey line)
- Bridleway (recognised equestrian route) (Dotted line)
- Melbourn Greenway (Me)
- Haslingfield Greenway (Ha)
- Barton Greenway (Ba)
- Consultation question (1)
- Solar stud question (a)