

Barton Road Greenways Frequently Asked Questions August 2023

Since the public event held at Newnham Social Club on Tuesday 1 August what changes have you made?

The full details of our response are set out later in this document however, in summary, we have:

- 1) Delayed the start of the works at the Grantchester Road/ Barton Road junction to review the design following the feedback. This is now planned to start in mid to late September, subject to design updates.
- 2) Initiated discussions with County Council officers to look at whether it is viable to move the bus stop safely nearer to Gough Way as an alternative option. We will provide an update before works start.
- 3) Agreed to monitor use of the shared use path following safety concerns raised. The monitoring will be used to determine whether to install signs or lines to reinforce the desired behaviour, if required. This is set out in more detail below.
- 4) Reviewed the requirement for the raised table at the Grantchester Road/ Barton Road junction, which from a technical perspective is still required. This is set out in more detail below.
- 5) Raised the issues expressed by the public on the County Council works at the Barton Road/ Driftway junction with the County Council to review.

Our construction project manager is continuing to meet with local councillors and the owners or occupiers of properties next to the verges to discuss the proposals and amend design details, where feasible.

What engagement and communication has there been on proposals for Barton Road?

Proposals for the Barton Greenway and Haslingfield Greenway on Barton Road have been put out to extensive public engagement and consultation since 2018.

Our most recent public engagement on the Barton Greenway took place from 7 November 2022 and was originally due to end on 2 December 2022. We extended the engagement period to 16 December 2022 in recognition of the number of people with an interest in Newnham. The engagement sought feedback on the proposed route.

We engaged on the Haslingfield Greenway from 11 July to 5 August 2022. It was advertised in the same way as the Barton Greenway engagement.

How was the engagement/consultation communicated?

Greenway Consultations - Summer 2018

In summer 2018 public consultation took place on Barton Greenway and Haslingfield Greenway, with 5,000 leaflets delivered and events held at Cambridge Rugby Football Club, Barton Primary school and Haslingfield and Grantchester Village Halls. The full report and details of how this was communicated can be found on our website at [Barton Greenway \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk):

Barton and Haslingfield Greenways Engagements – Summer and Autumn 2022, respectively

Haslingfield Greenway: leaflets were hand-delivered to approximately 3,500 properties along and adjacent to the route as well as within the wider parishes of Haslingfield, Harston and Grantchester and the southern part of Newnham.

Barton Greenway: leaflets were hand-delivered to 3,100 residential and business addresses in Newnham, Barton, Comberton, Toft and Grantchester to raise awareness and to encourage people to respond.

In addition, we emailed our mailing list of over 3,000 recipients to make them aware of the engagements. We invited all local councillors to briefings ahead of each engagement to ensure they were aware of the scheme and could feedback any initial thoughts. We also held a workshop with the GCP Non-motorised User Group, which consists of groups such as Camcycle, the British Horse Society and the Ramblers.

For the Haslingfield Greenway, we held a virtual event and in-person events in Grantchester and Haslingfield Village Halls. For Barton Greenway, we hosted two virtual events, one of which was added to coincide with the extension of the engagement period, and an in-person drop-in event at Barton Village Hall. All events were open to the public and people were welcome to attend from across the area.

A news release was issued, and local media published details in their respective news channels. We also publicised the engagement across our social media channels.

How was the decision to proceed with Barton Greenway made?

Decisions on whether and how to move ahead with GCP projects are made by the GCP Executive Board following consideration and discussion at the GCP Joint Assembly.

In October 2020, the Executive Board approved the route of the Barton Greenway. This was based upon the consultation held in 2018 where 82% of the public supported the proposals to widen the existing path along Barton Road.

In March 2023, the Executive Board resolved to:

- (a) Note the results from the Public Engagement exercise and agree any changes to the scheme design resulting from the engagement;
- (b) Agree the Outline Business Cases for each Greenway;
- (c) Agree to the submission of the required Planning Applications, Permitted Development Applications, section 25 and 26 Rights of Way creation Orders and Traffic Regulation Orders working with the County Council as necessary;
- (d) Agree to the use of Compulsory Purchase Powers for land where section 26 Highways Act 1980 powers cannot be used;
- (e) Agree the programme of delivery for the Barton, Horningsea, Melbourn and Sawston Greenway;
- (f) Agree to finalise schemes for construction and complete a Full Business Case; and
- (g) Agree to the construction of Early Works in 2023

Links to the papers and the governance of GCP can be found here: [Governance \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk/governance)

Why are you proposing segregated pathways and cycleways? Can't the current shared-use path stay as it is?

Feedback included concerns about the removal of the white line separating people walking and cycling on the current path.

Our proposals would widen the paths wherever possible to make it safer and more comfortable for all users. In areas where there is not enough space to provide separate areas for pedestrians and cyclists, contemporary guidance (Local Traffic Note 1/20) suggests that specific space between pedestrians and cyclists should not be defined. Marking separate areas for pedestrians and cyclists sends the message to users that there is enough space for them to pass each other without caution. The markings we propose to use will advise cyclists that they will need to share the available space with pedestrians with caution, and that they do not have 'rights' to a particular section of the path. Our proposals are to show separated space where the widths allow (at least 4.3m according to LTN1/20). Where the path is too narrow we will not show separate spaces for different users, encouraging people to cycle with caution and expect pedestrians sharing the path.

Specific research into this area has been undertaken and informed LTN1/20 which itself states: *'6.5.2 The term 'shared use' has been used to describe both unsegregated and segregated routes, the latter typically being achieved with a white line marking to TSRGD diagram 1049B to separate pedestrians and cyclists. This form of separation is not well observed, and pedestrians walking on or crossing the cycle side can encounter greater conflict than with unsegregated facilities due to the increased cycling speeds that can result from the designation'. As well as '6.5.3 White line segregation is not recommended and the term 'shared use' within this document refers only to facilities without any marked separation between pedestrians and cyclists. Where cycle tracks are provided at the same level as a pedestrian route, they should be clearly designed and marked as cycle tracks' .*

LTN1/20 can be found here: [link](#) with research on this issue here: [Link](#)

Wherever separation between pedestrians and cyclists is shown, people cycling will be closest to the carriageway, while people walking would be on the side closest to the houses. We would expect people to largely follow this arrangement in the unmarked, shared space areas.

We will monitor use of the path once works are completed and keep this position under review should any safety issues emerge. The completed scheme will also be subject to a road safety audit that will also seek to identify any such concerns.

Considering concerns raised at the meeting on 1 August 2023, we propose to undertake enhanced monitoring on this issue. If monitoring identifies an issue, we could add additional line markings or signage to reinforce pedestrian and cyclist positioning on the path. This would be the recommended way forward over full separation between pedestrians and cyclists on narrow sections.

We recommended that the works take place as proposed to widen the path to provide additional comfort to pedestrians and cyclists where possible.



Why are we proposing a raised table at the Barton Road / Grantchester Road junction?

The area includes the entrance to Wolfson College, bus stops and the point at which two Greenways meet. It is therefore appropriate to ensure that vehicles slow down when approaching the junction and take extra caution in this area.

The raised table is proposed as a traffic calming measure. It is designed in conjunction with the pedestrian and cyclist crossing and the reconstruction of Grantchester Road to ensure pedestrians and cyclists are safe and to reduce speeds of vehicles turning.

We acknowledge that the raised table has the potential to require additional maintenance compared to standard carriageway. However, the design will offer safety improvements for all road users. The resurfacing of Barton Road will repair defects where they are identified, and the proposed raised table is continuous asphalt. This should help to ensure that the road surface is less likely to deteriorate in the future, although there will be some wear and tear.

How do cyclists come north up Grantchester Road and turn right onto Barton Road?

Cyclists are directed to make a right-turn onto the bicycle path on the south-east corner of the path and use the signalised crossing to get on to the path on the north side of Grantchester Road.

As part of the design, the corners of Grantchester Road have been tightened to slow vehicles down as they move into Grantchester Road. This would provide cyclists with more time to see a gap and make the turn safely. An important component of the design is that cyclists will be in the 'primary position' when making the right turn, as they will have just passed the parking spaces. It is expected that vehicles wait for cyclists to make this right-turn.

Safety is of course important across the Greater Cambridge Greenways network. Within the rain gardens and verges on Barton Road we are proposing planting that will be specifically selected to be low / ground cover to ensure it does not obstruct people's view even if not maintained.

The proposed raised table will also ensure that vehicles are moving at slower speeds in this area.

There will be a Road Safety Audit of the constructed Barton Greenway to ensure that it is operating safely. Design amendments and follow-up monitoring may be an outcome of this audit process.

Have you considered putting traffic lights at the junction of Barton Road, Grantchester Road and the exit from Wolfson College?

Traffic signals at the Grantchester Road / Barton Road junction were not one of the options taken forward to consultation at the early stages of the Barton Greenway's development.

How much vegetation is going to be lost? What is the area and the percentage?

The following tables detail the amount of vegetation that would be removed, as well as the amount that is being proposed. The net loss amounts to just over 1.5 tennis courts.

No	Detail	Material	Area (Sqm)	Total Area (Sqm)
1	Removed	Grass	-1684.15	-1735.53
2		Hedging	-51.38	
3	Proposed	Grass	+1236.27	+1251.10
4		Rain Garden	+14.83	

Detail	Total Area (Sqm)
Proposed	+1251.10
Removed	-1735.53
Change (%)	-27.91

Relocation of the bus stop

Feedback included concerns about the proposal to relocate of the bus stop outside the entrance to Wolfson College further east along Barton Road.

The plans presented at the meeting in Newnham on 1 August propose moving the existing bus stop into the carriageway and further east along Barton Road to provide sufficient, safe space for the new signalised parallel crossing. The space created at the existing bus stop will be used for planting and to create a rain garden outside the College.

To address these concerns, we will investigate whether it is viable to move the bus stop nearer to Gough Way safely, as an alternative option. We are in liaison with County Council officers and will provide a response prior to the work commencing.

In the longer term, we will also investigate the possibility of introducing an additional bus stop along Gough Way. However, this will be subject to the outcome of discussions with local bus service providers.