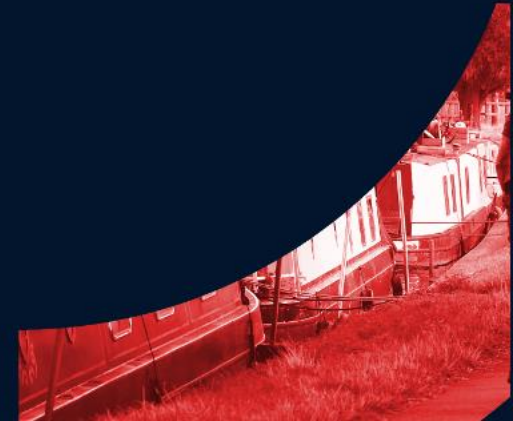




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**Newnham Residents Meeting
1 August 2023**



Public Consultation & Engagement

Public Engagement 2017 & Public Consultation 2018

- The Barton Greenway was engaged upon in 2017/18
- Taken out for formal public consultation in 2018
- Key findings included, 82 per cent support level for improvements to the existing path along Barton Road
- Executive Board in October 2020, decision made to progress with proposals, including improvements to the existing path along Barton Road

Public Engagement 2022

- Following the pandemic, additional public engagement took place in November-December 2022. This was widely promoted and extended to six-weeks to allow more time to receive comments.
- The results from this and our proposed responses are online and were presented to the GCP Executive Board in March 2023.
- Executive Board decision made to progress to detailed design, develop the Full Business Case and proceed with the construction of early works in 2023.
- The team has used the engagement feedback and subsequent additional Councillor, stakeholder, community and residents' feedback to update designs.
- The resulting changes and updates from this will be shared tonight.



Greater Cambridge Partnership

7 Nov 2022 · 🌐



From today, we're asking you to help shape the design of the #Barton Greenway, one of 12 greenways which will improve local active travel in Greater #Cambridge. It'll improve walking and cycling between Barton and #Cambridge, with a spur to #Grantchester.

Your feedback's essential in helping us ensure the greenway best suits the needs of the community. Our engagement runs until 2 December and we'll be running in-person and virtual events where you can find out more: all the details are on the website.

The brochure, maps and survey are all online here: <https://consultcamb.org.uk/engagement/gcp-barton-greenway> If you need the materials in an alternative format, please email consultations@greatercambridge.org.uk or call 01223 699906. Thank you very much in advance!



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Concern raised	Our response
<p>Removal of greenery, including hedges, trees and verges</p>	<p>Amended designs to fit within existing constraints – we no longer have the bi-directional cycle path all the way along Barton Road.</p> <p>We have fundamentally changed our designs to address residents' feedback.</p> <p>Hedges</p> <ul style="list-style-type: none"> • All hedges along Barton Road will be retained, some may require trimming back as overhanging the path, but none will be removed. <p>Trees</p> <ul style="list-style-type: none"> • One tree to be removed just east of Clare Road, with a new tree planted on the grass verge to replace it. • Two saplings would need to be relocated slightly at the junction of Barton Road and Grantchester Road (as part of the Haslingfield Greenway) to deliver the improved crossing facility at this location. • Three new trees planted at this junction. • There are no other changes to existing trees proposed along Barton Road. <p>Verges</p> <ul style="list-style-type: none"> • We have listened to feedback and changed designs accordingly. Verges adjacent to the road and adjacent to properties will be retained for the vast majority of the route – one section to be removed by Wolfson College and a new large planted rain garden created in this location. Verge to be reduced in width (not removed) outside four properties. • The College and those affected residents have been met with and had discussions on this. • No other changes to verges. • We have further details on the amended proposals in the slides tonight.

We are listening and will continue to do so.....



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Concern raised	Our response
<p>Negative impact on biodiversity</p>	<p>Within the overall objectives of the entire Greenways Programme, there is a commitment to biodiversity net gain.</p> <p>Environmental surveys have been undertaken and GCP have a target of 10% BNG, stretch target of 20%.</p> <p>Along Barton Road there will be a new rain garden, areas of new planting, three new trees and overseeding of verges with native wildflower species to improve biodiversity.</p>
<p>Cycle facilities should be on-road in this location</p>	<p>Alternative proposals to use the carriageway on Barton Road are not aligned with designs that have been previously publicly consulted and engaged upon and signed off by the Executive Board.</p> <p>There are also several reasons why these are not technically possible including available widths, impact on underground utilities, trees, parking and associated costs.</p>
<p>Pedestrian paths too narrow and priority given to cyclists</p>	<p>Greenways are designed for both pedestrian and cyclist use. Barton Road is heavily used by both and has been designed accordingly.</p> <p>Designs based on current and future estimated usage; they are futureproofed to accommodate the anticipated increase in users due to the scheme.</p> <p>Shared use path is a minimum of 3m wide.</p> <p>Where segregated, the majority of the Barton Road section has a minimum of 1.8m wide footway provision next to a min 2.5m wide cycle track. There are a few localised constraints (hedges, trees, street furniture) where the width is slightly narrower.</p> <p>Working within the current constraints avoids the need to remove hedges/trees/verges.</p>

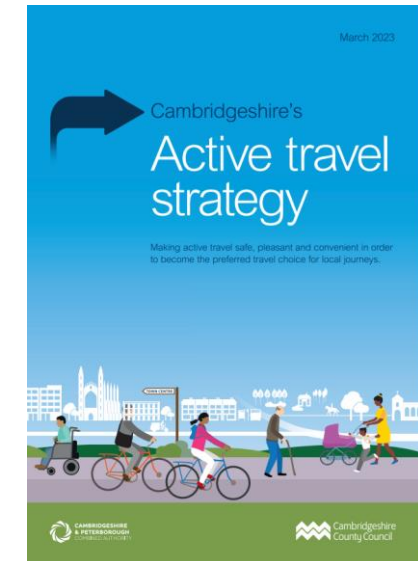
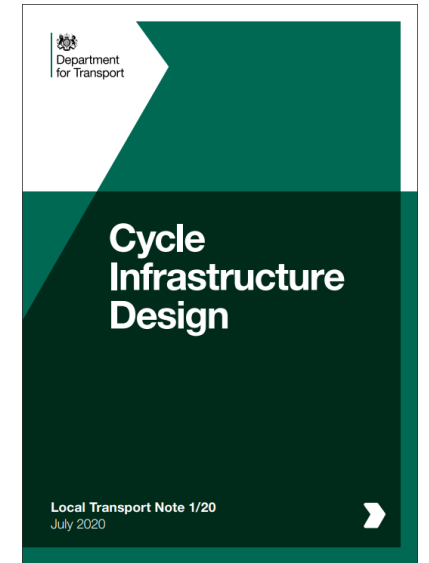
We are listening and will continue to do so.....



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Design Principles

- Achieve bi-directional 2.5m cycle track where widths allow
- Achieve a minimum of 1.8m footway for pedestrians
- Cyclists and pedestrians given priority over vehicles on all side roads
- Side entry treatments and geometry improvements at all side roads to slow down vehicles and reduce conflict
- All sub-standard shared footway areas to be upgraded to the acceptable width (3m) where we are unable to provide bi-directional path
- All trees retained with the exception of 1 (Barton Road with Clare Road) with a new tree being planted and multiple new trees proposed (Barton Road with Grantchester Road) therefore a net gain
- All works are proposed within the Highway Boundary only
- Retaining back of footway grass verge wherever possible
- Where vegetation is being lost via footway improvements, additional vegetation proposed, therefore a net gain (Wolfson College).



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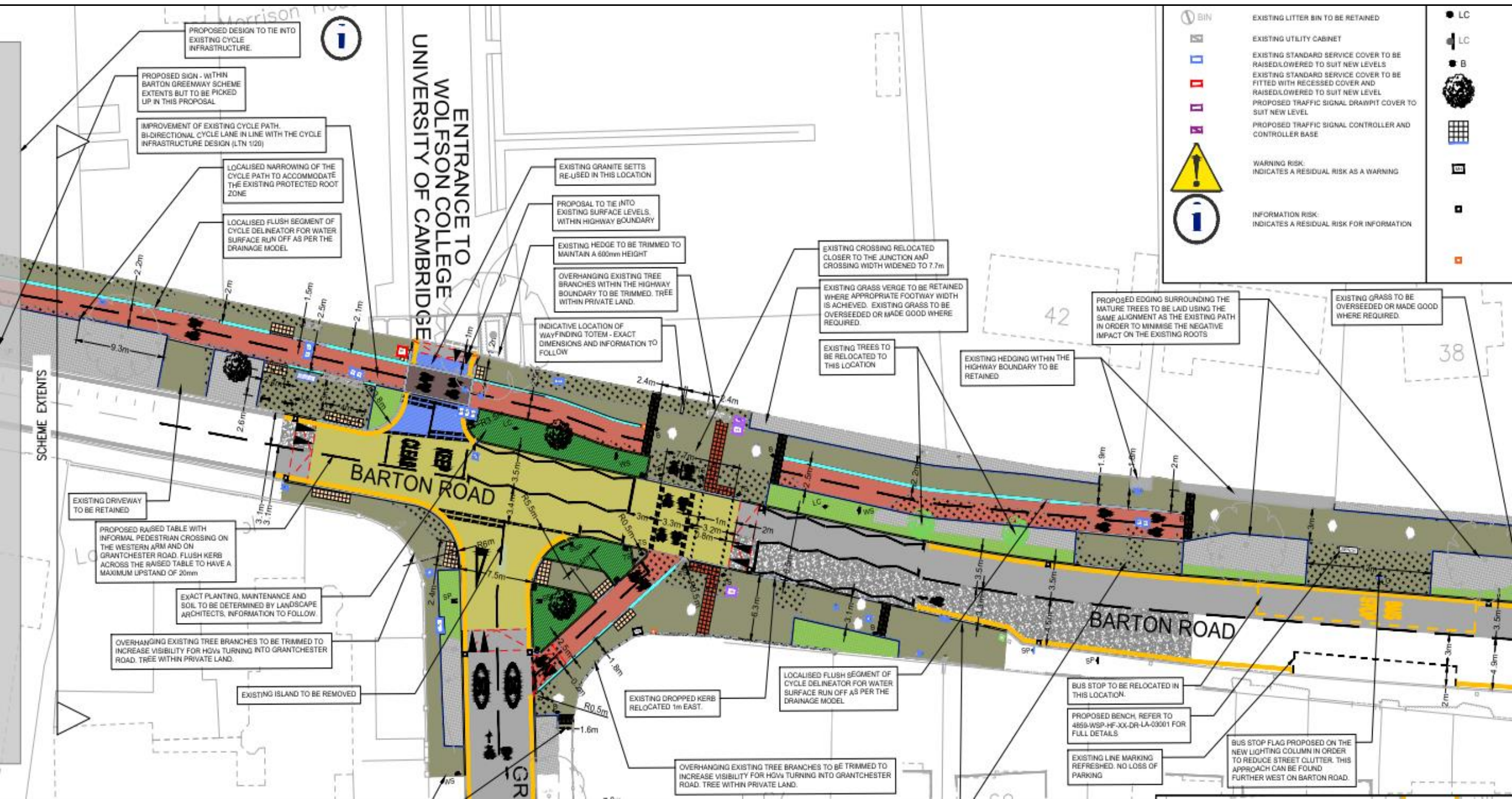
Haslingfield Greenway Early Works

Grantchester Road / Barton Road Junction



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Grantchester Road / Barton Road Junction



	EXISTING LITTER BIN TO BE RETAINED		LC
	EXISTING UTILITY CABINET		LC
	EXISTING STANDARD SERVICE COVER TO BE RAISED/LOWERED TO SUIT NEW LEVELS		B
	EXISTING STANDARD SERVICE COVER TO BE FITTED WITH RECESSED COVER AND RAISED/LOWERED TO SUIT NEW LEVEL		Tree
	PROPOSED TRAFFIC SIGNAL DRAWNIT COVER TO SUIT NEW LEVEL		Grid
	PROPOSED TRAFFIC SIGNAL CONTROLLER AND CONTROLLER BASE		Square
	WARNING RISK: INDICATES A RESIDUAL RISK AS A WARNING		Square
	INFORMATION RISK: INDICATES A RESIDUAL RISK FOR INFORMATION		Square

SCHEME EXTENTS

ENTRANCE TO WOLFSON COLLEGE UNIVERSITY OF CAMBRIDGE



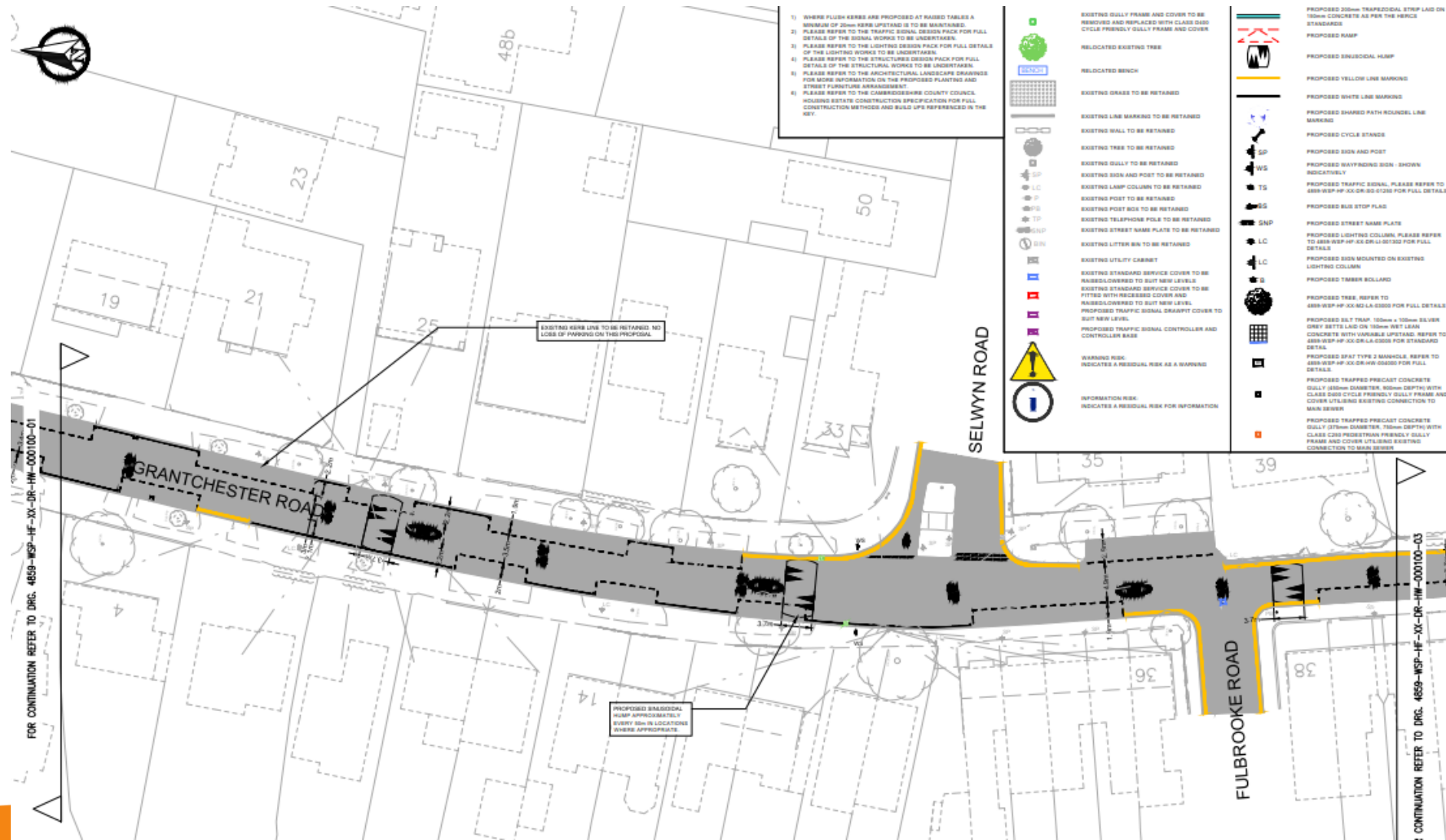
GRANTCHESTER ROAD

BARTON ROAD

BARTON ROAD

GR

Grantchester Road



- Existing kerblines to be retained and no loss of parking is proposed on the section of Grantchester Road between Barton Road and Rugby Club entrance
- Sinusoidal humps are proposed every 50m on Grantchester Road between Barton Road and Rugby Club entrance to slow down the traffic and to emphasise the presence of cyclists

Grantchester Road / Rugby Club Access



- Existing kerblines to be retained and no loss of parking is proposed on the section of Grantchester Road between Barton Road and Rugby Club entrance
- Sinusoidal humps are proposed every 50m on Grantchester Road between Barton Road and Rugby Club entrance to slow down the traffic and to emphasise the presence of cyclists



Barton Greenway Early Works

Barton Road to Cambridge

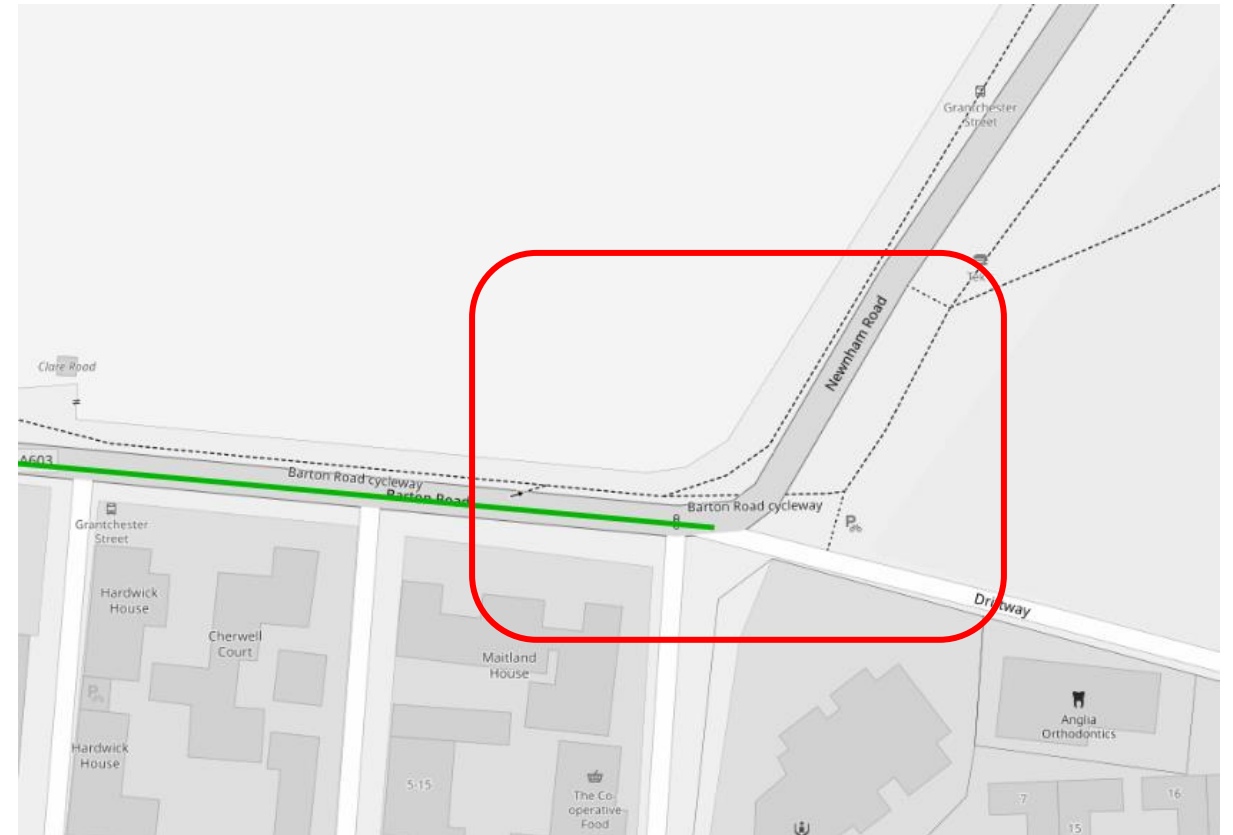


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Cambridgeshire County Council Works – March 2023

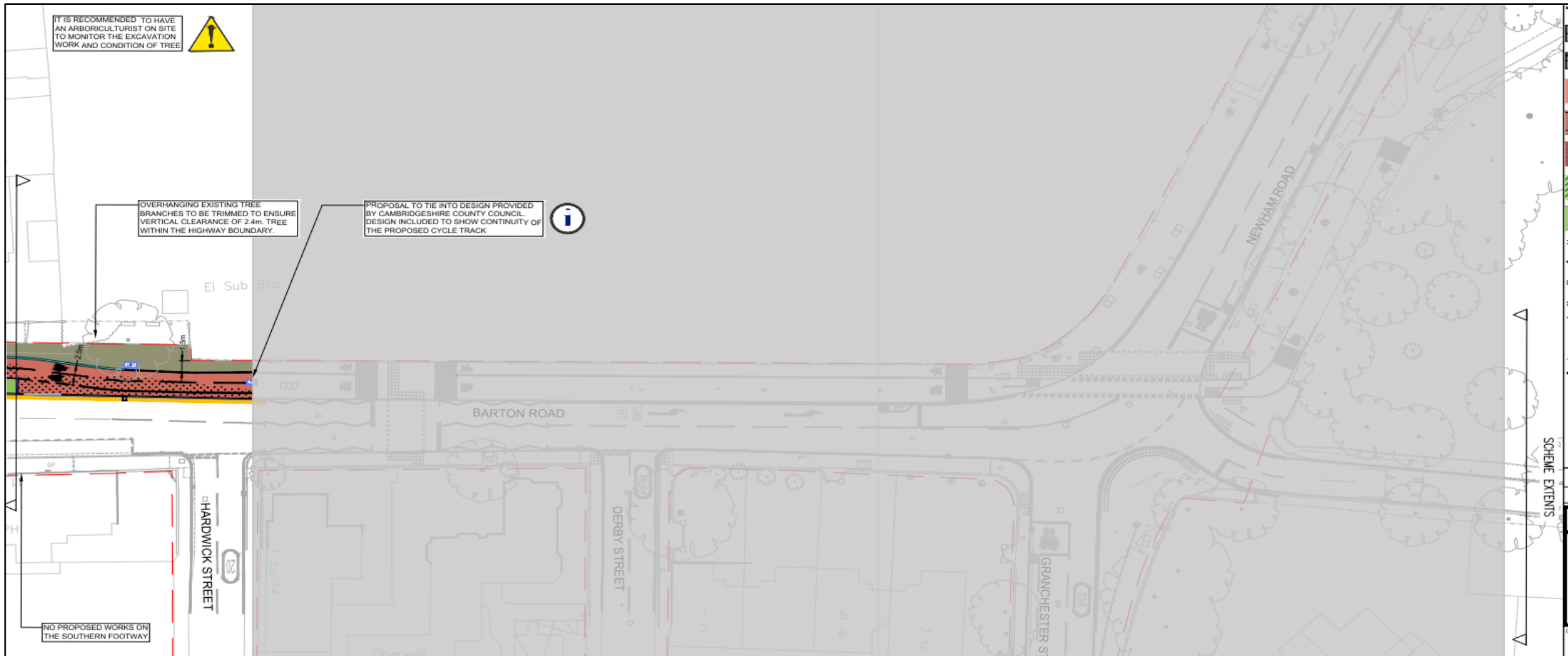
Barton Road / Newnham Road

- Work on the Barton Road / Newnham Road junction is being undertaken by Cambridgeshire County Council.

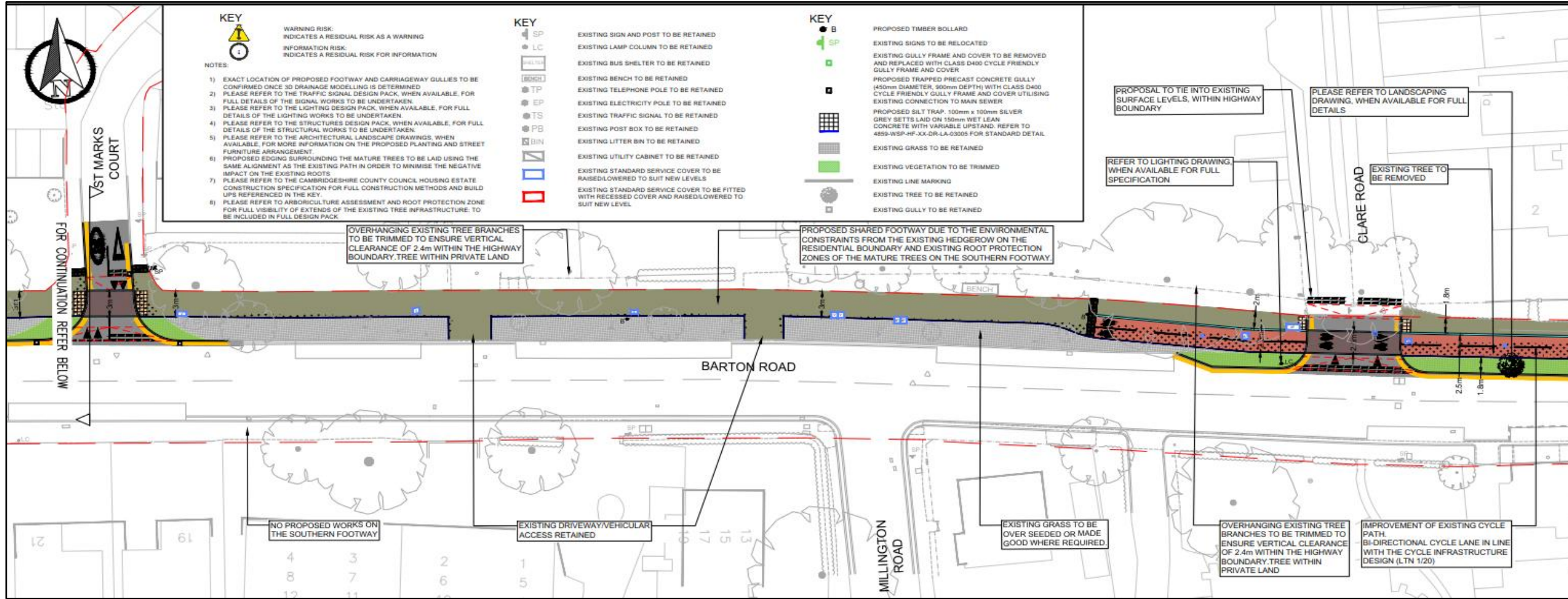


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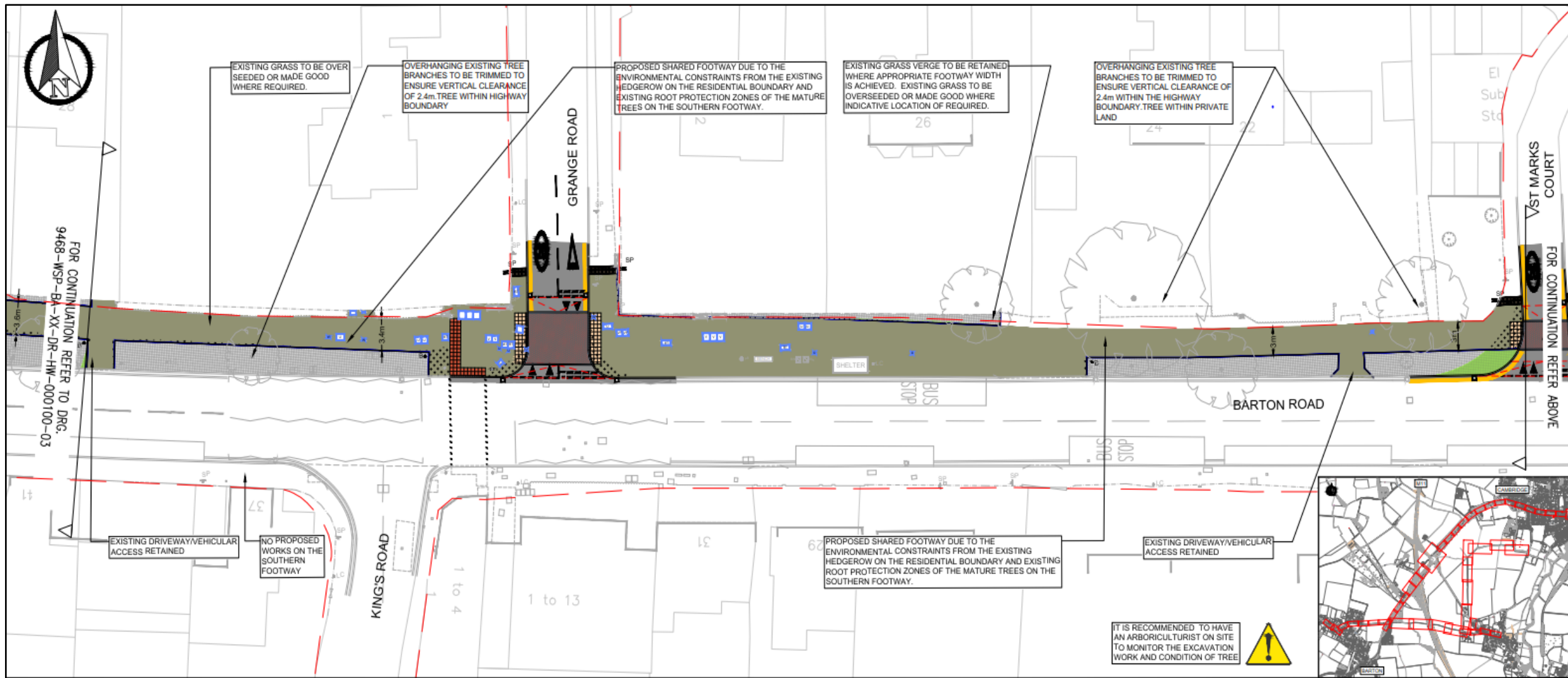
Barton Road



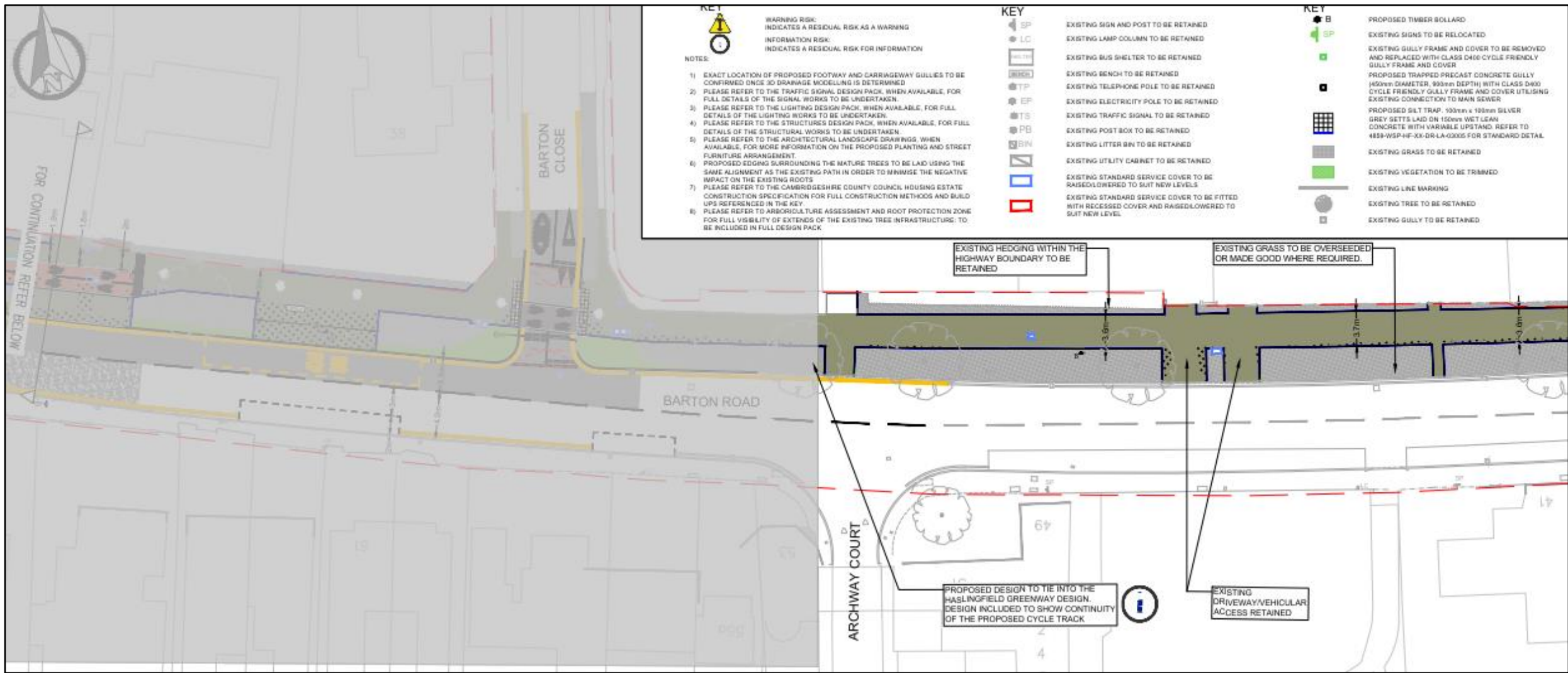
- Works beyond Hardwick Street being delivered by the Cambridgeshire County Council and our scheme will tie in
- All existing grass verge, and hedges are retained in this section
- Trimming of one overhanging tree branches for vertical clearance



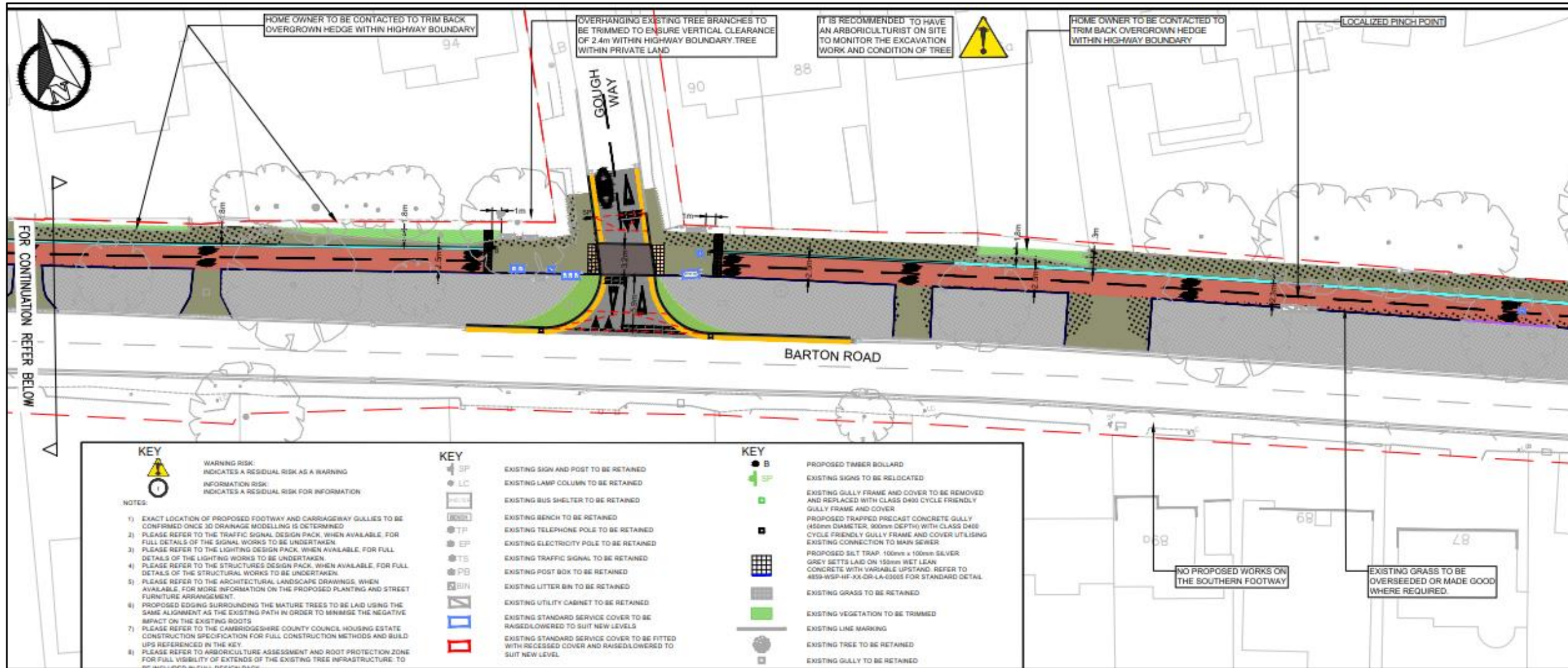
- Removal of one tree at Clare Road but new tree to be planted
- All existing grass verge and hedges are retained in this section



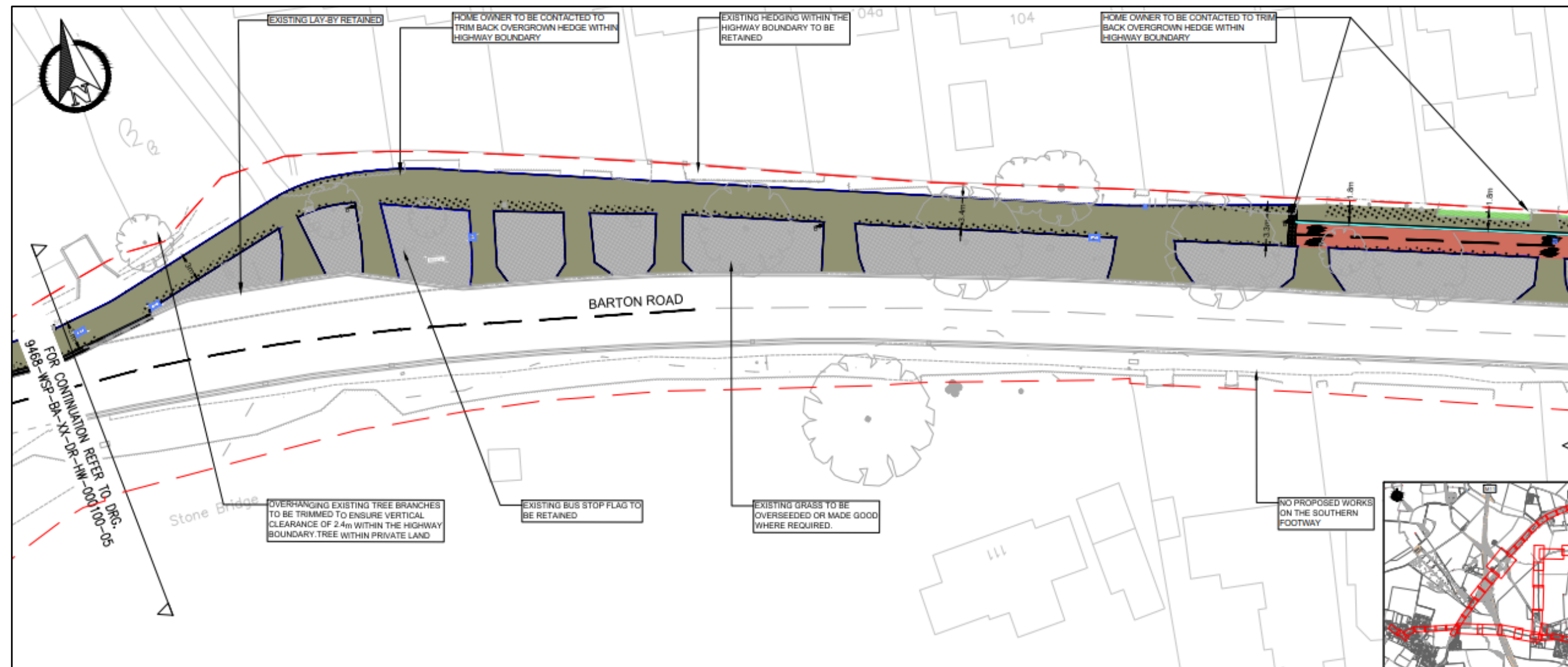
- All existing grass verge, hedges and trees are retained in this section
- Existing bus stop shelter, bench and post box (Barton Road with Grange Road) giving rise to a physical pinch point therefore shared footway is proposed. Grange Road junction also being looked at with the signals team.
- Introduction of raised table entry treatments to slow vehicles down and improved crossing facilities



- All existing grass verge, hedges and trees are retained in this section
- This section to the west ties into Haslingfield Greenway



- Approx 1.5m existing grass verge outside 88/90 house number to be removed to accommodate 1.8m pedestrian footway along with LTN1/20 compliant bi-directional cycle path
- 4 localised areas where the existing overgrown hedgerow to be trimmed back up to Highway Boundary in order to implement a LTN 1/20 compliant bi-directional cycle path. (86a, 94, 96 and 98 Barton Road)
- Multiple feeder pillars (Gough Way) giving rise to a physical pinch point therefore shared footway is proposed.



- 4 localised areas where the existing overgrown hedgerow to be trimmed back up to the Highways boundary in order to implement a LTN 1/20 compliant bi-directional cycle path. (86a, 94, 96 and 98 Barton Road)
- Minimum 3m shared path proposed beyond this section to the roundabouts



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