

CAMCYCLE



Cambridge Cycling Campaign

The Bike Depot
140 Cowley Road
Cambridge, CB4 0DL

01223 690718

contact@camcycle.org.uk

www.camcycle.org.uk

Barton Greenway Consultation 2018

Greater Cambridge Partnership
SH1311, Shire Hall
Cambridge, CB3 0AP

August 7, 2018

Dear Sir or Madam,

Camcycle is a volunteer-led charity with over 1,250 members that works for more, better and safer cycling and walking in the Cambridge region. We are highly supportive of the Greenways project and its goal to renovate existing and open up new non-motorised paths for the towns and villages that surround Cambridge, in a manner that helps people of all ages and abilities.

1. We strongly support the raised table junction and the improvements to the pathway.
2. We strongly support improvements to the pathway.
3. At the New Road / Cambridge Road junction, we support option 3B (the traffic signal junction) because it is simpler, cheaper, takes up less space and has the same net benefit to walking and cycling as the other option but at less cost. Option 3A would also provide a safe crossing, however the added expense does not help walking and cycling, it just creates car capacity, which means that it should not be paid for by the Greenways budget.
4. We strongly support improvements to the pathway.
5. For the crossing of the M11N slip road we strongly support only option 5B because it grade-separates the motor vehicles entering the M11 at high speed from people walking and cycling: very safety critical. We strongly oppose option 5A because it is not safe for all ages and abilities, and will not achieve the mode shift goals. Families with children and slower, more vulnerable people would continue to avoid this route with an at-grade crossing of the slip road.
6. We strongly support the improvements to the pathway as it crosses the M11 bridge. Furthermore we point out that not only is the carriageway excessively wide, having the second carriageway lane across the bridge is superfluous and that space could also be repurposed without affecting motorised traffic flow at all.
7. For the crossing of the northern arm of the Barton Road / Coton Road / Grantchester Road roundabout we strongly support only option 7A because it grade-separates the motor vehicles exiting the M11 at high speed from people walking and cycling: very safety critical. We strongly oppose options 7B and 7C

because they are not safe for all ages and abilities, and will not achieve the mode shift goals. Families with children and slower, more vulnerable people would continue to avoid this route with an at-grade crossing of the slip road.

8. We strongly support improvements to the pathway along Barton Road.
9. We strongly support improvements to the pathway, clear markings and continuous surfacing that indicates priority for walking and cycling over side roads, and vastly improved junctions to ensure that motor traffic crosses at safe speeds and with plenty of visibility.
10. We are neutral in regard to the Baulk path as it is unclear what the purpose would be when the Barton Greenway and the Haslingfield Greenway are built.

We strongly support solar studs in all locations indicated. At critical points such as any bollards in the path, junctions and crossings there should also be street lighting for safety purposes.

People with protected characteristics under the Equality Act of 2010 will greatly benefit from a fully inclusive design for non-motorised pathways. This includes people who are slower or more vulnerable while walking or cycling, or who use cycles adapted for disability or mobility scooters. Please ensure that the design of the pathway is usable by people of all ages and abilities.

Yours sincerely,
On behalf of Camcycle

Matthew Danish,
Trustee