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Barton Greenway Early Engagement Response Summary

Version 1

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Background: At present the Greater Cambridge Partnership are planning twelve different 'Greenway' Cycle routes around the outskirts of the City. The aim is to create a network that connects surrounding villages with the city, opening up routes for travelling sustainably and encourage modal shift out of the motor vehicle.

Further details of the scheme can be found here:

<https://www.greatercambridge.org.uk/transport/transport-projects/greenways/>

There is a PDF on the page that fully explains the proposals and this summary should be read alongside this document (we've not sought to reproduce the PDF here).

The following is a summary of the comments received thus far on the proposals for a Greenway from Barton to Cambridge and is based on 96 separate responses.

The responses received have been sorted under three major headings.

Route Preferences

- Five different route preferences received 6 or more comments.
 - 14 responses favoured the A603 (Barton Rd) Route.
 - 7 responses favoured closing Grantchester Road whilst 11 responses favoured not closing it.
 - 8 responses favoured the 'Meadow' route although in the 'other' section 7 responses argued against using this route.
 - 6 responses favoured the Grantchester Road route.There were a number of other single mentions of particular preferences.
 - In the design section there were 7 responses calling for the use of Grange Road.

- Further links to the scheme that were suggested by respondents were:
 - To Comberton (7 responses)
 - To Coton (5 responses)
 - To Addenbrookes (5 responses) or 'West Cambridge' (5 responses)There were a number of other single mentions of particular preferences.

Design Preferences

- Responses had clear expectations for the design of the Greenway. In priority order these were:
 - Lighting to be used (21 responses)
 - Clear separation from other traffic (17 responses)
 - A design / appearance that fits with the natural environment (15 responses).
 - A route that went 'behind the hedge' along Grantchester Road (5 responses).

- When asked specifically about the safety aspects of the design there were two significant areas of response. The current A603 / M11 crossing was considered to be far too dangerous (for cyclists and walkers) 36 responses. Existing pathways along the proposed route of the scheme were considered to be too narrow 26 responses.

Possible Usage

- By far the main mode of usage for the Greenway cited within the responses was cycling (77 responses). A further 30 responses mentioned walking.
- Only 23 responses mentioned that the Greenway would be used for travel to work. Far more common was people wishing to use the Greenway for leisure / recreational use (44 responses) or to access shops and services 96 responses.