

Carbon Neutral Cambridge Response to Barton Greenway consultation

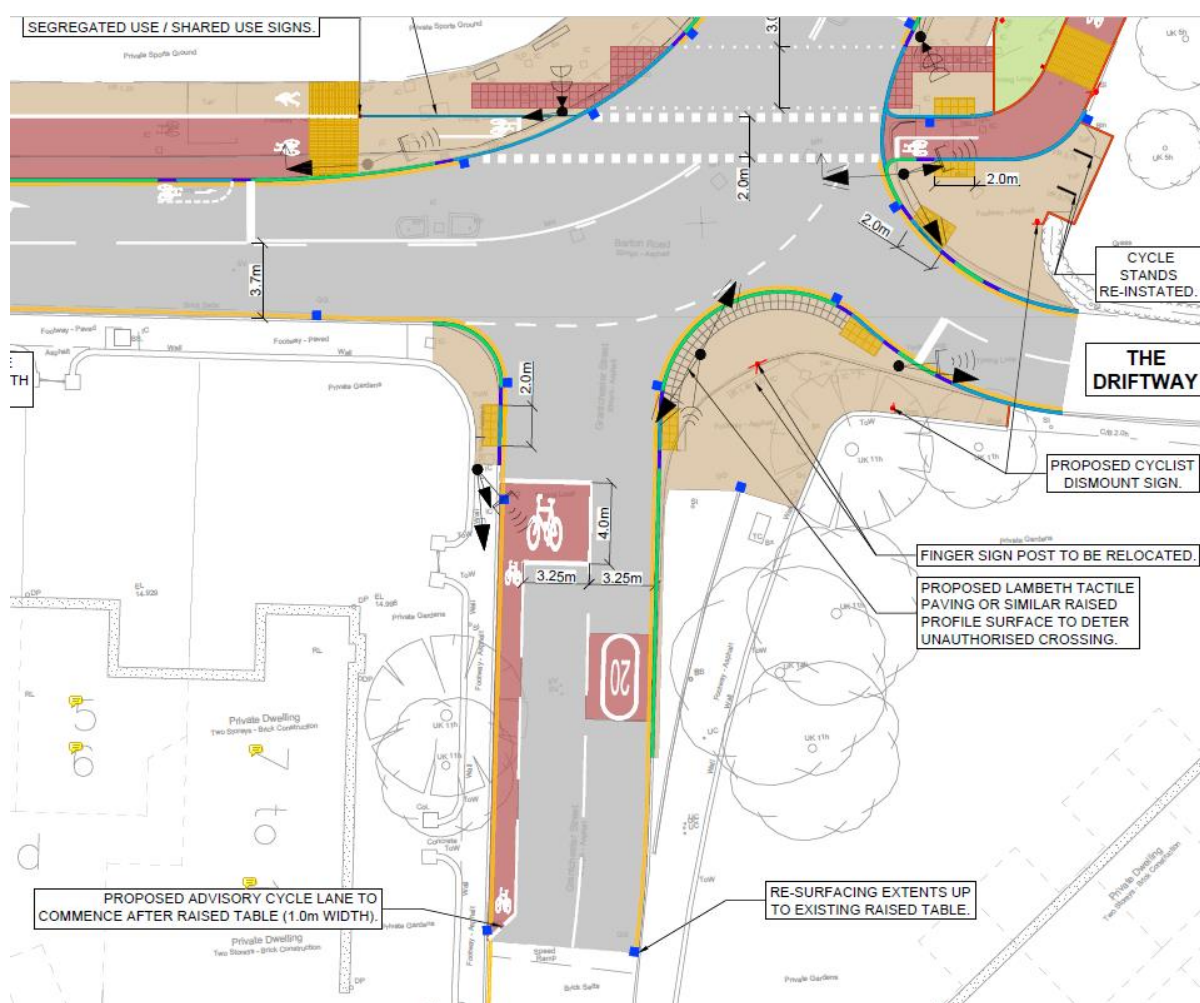


Carbon
Neutral
Cambridge

We strongly support the principle and overall scheme, but propose a few detailed improvements

<https://consultcambs.uk.engagementhq.com/gcp-barton-greenway>

Grantchester Street/ driftway Junction



The Grantchester Street/ Driftway junction is very heavily used by both cycles and pedestrians, and this should be encouraged and enabled by careful design, thus helping reduce Greater Cambridge's carbon emissions.

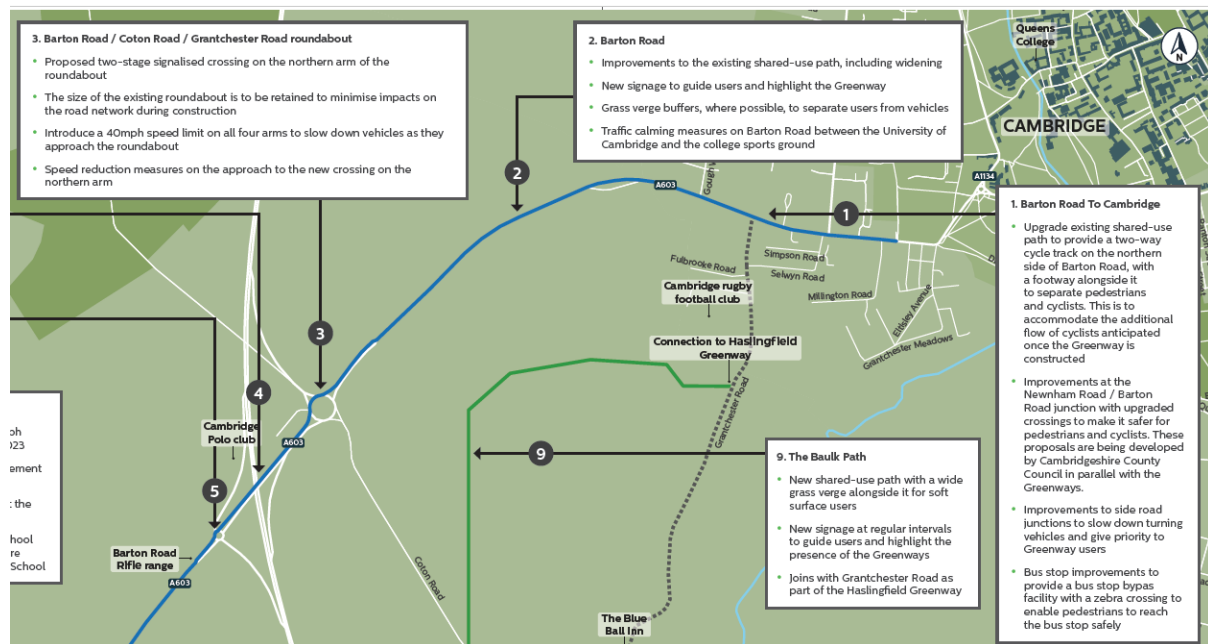
Lots of cargo bikes, cycle child-trailers, and young children on bikes, particularly at school time. Newnham croft shops are popular with Barton road commuters and those in the wider local area. Residents of Newnham Croft tend to be heavy users of bikes for travel within the City. Lots of people visit Grantchester Meadows to walk or picnic and to walk or cycle up the permissive path across the meadows to Grantchester. This is a key spot for active travel, so careful design of the junction to encourage it is important.

Cyclists and pedestrians typically come out of Grantchester Street, (having crossed onto the EAST pavement at the raised platform opposite the Coop) then either cross the Driftway to join the cycleway towards the city centre (or, less frequently, out along Barton Road), or turn down the Driftway to join the cycleway across Lammas land towards Trumpington Road and the station. And vice versa Both are heavily used.

It's important that the crossing over the Driftway is wide enough that several cyclists and pedestrians can wait side by side on the pavement until it's safe to cross. Simple changes like replacing the proposed length of 110mm kerb upstand with a wider length of dropped kerb would help substantially.

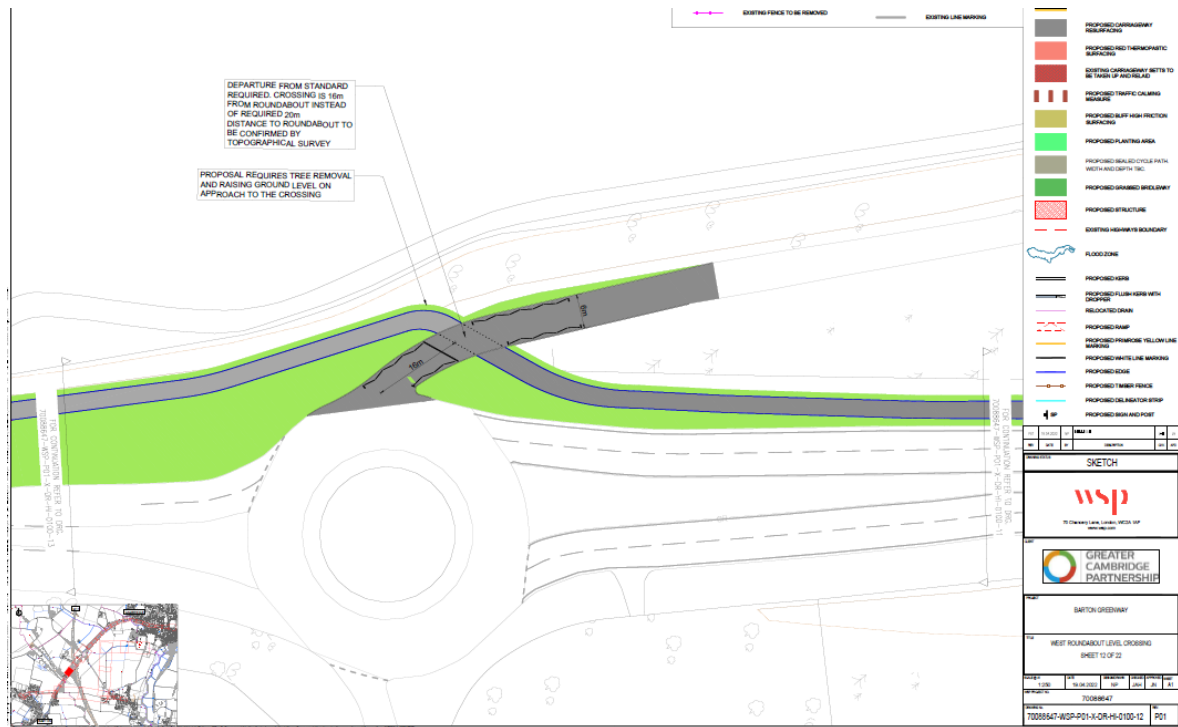
The tiny length of on-street cycleway that's proposed on the WEST side of Grantchester Street, between the raised pavement and the traffic lights, should ideally be replaced by a wider shared use pavement on the EAST side between the raised table and the Driftway. For most people, this will be much more useful.

Barton road



Retain mature trees, unless absolutely essential to remove them, even if it results in a local narrowing of the width of the path for say 1m round each tree. This local narrowing is often done for other street furniture, why not for trees?

M11 N crossing



M11 N crossing is very dangerous for cyclists, esp northbound. ... Traffic is coming from behind and round the corner, so v hard for the cyclists to see, while car drivers are distracted by the roundabout and merging traffic, so don't notice cyclists, especially in the dark

We would like a signalised crossing that AUTOMATICALLY senses and responds to approaching cyclists, so cyclists normally don't need to stop and press the button.

A manually operated one will just cause frustration for everyone, when drivers find themselves having to wait because the cyclist has already crossed. Cyclists will often not stop to press the button, and wait to use it (particularly young and impetuous ones), hence the junction will be no safer than at present

Ref 20913 1 December 2022