

MAY 2018

FINAL REPORT

CAMBRIDGE GREENWAYS

PRODUCED BY 5TH STUDIO FOR CAMBRIDGE COUNTY COUNCIL

BARTON + HASLINGFIELD

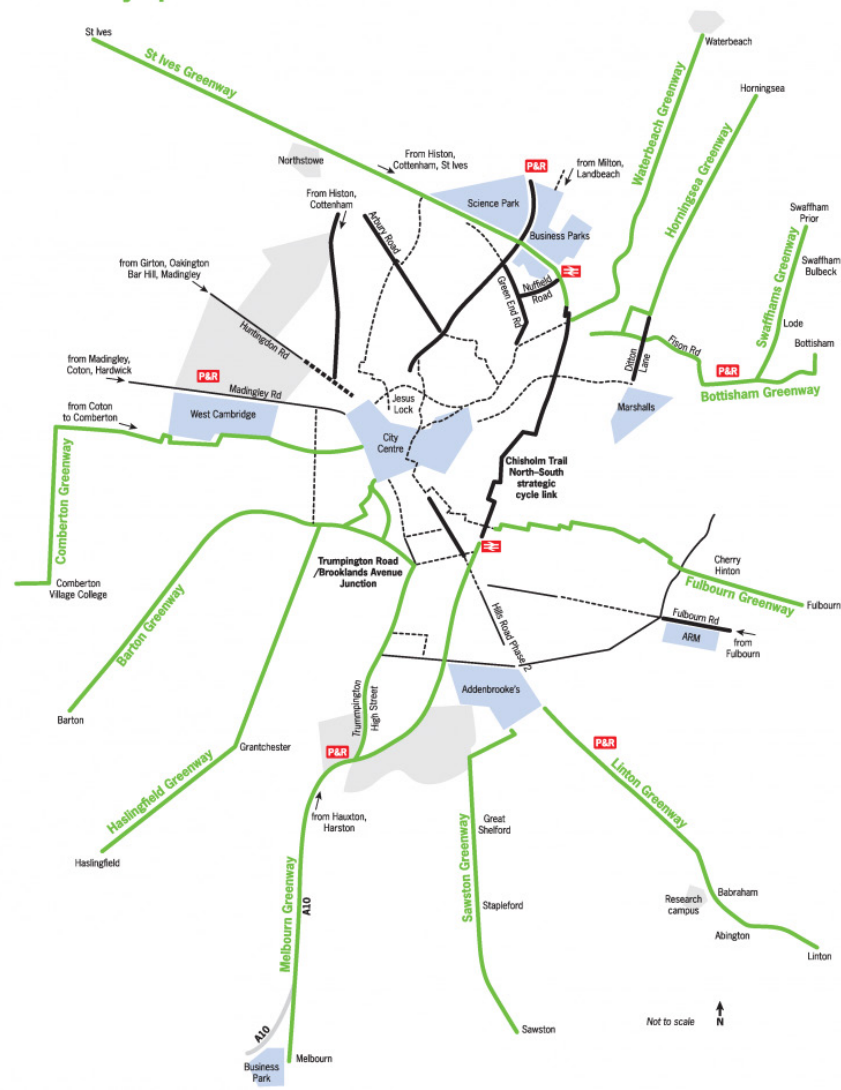


5th
studio

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Greenways plan



The twelve indicative Greenways routes, to be finalised after public consultation.

INTRODUCTION

£480,000 of City Deal funding was awarded to the project, which started in April 2017. It is allocated over two years to complete the public engagement and consultation phase of all 12 schemes.

The team, comprising 5th Studio, with support from JCLA (landscaping) and Allan Tyler (cost), has been appointed by Cambridgeshire County Council to prepare outline concept drawings for public consultation in June 2018.

The Council is looking to establish a high quality Greenway network of cycling routes from Local villages into Cambridge. Some of these routes already exist in part or require improvements. Other sections are new, and are subject to agreement with landowners.

This study follows on from earlier consultation carried out by the council, and a series of reports completed in

October 2016. In these it is recognised that:

'Cambridge has the highest level of cycling in the UK and without this it is hard to see how the city could function efficiently and maintain its high quality of life. A successful Greenways Network around Cambridge is likely to be a key part of the future success of the Greater Cambridge area.'

There are 12 Greenways planned in total:

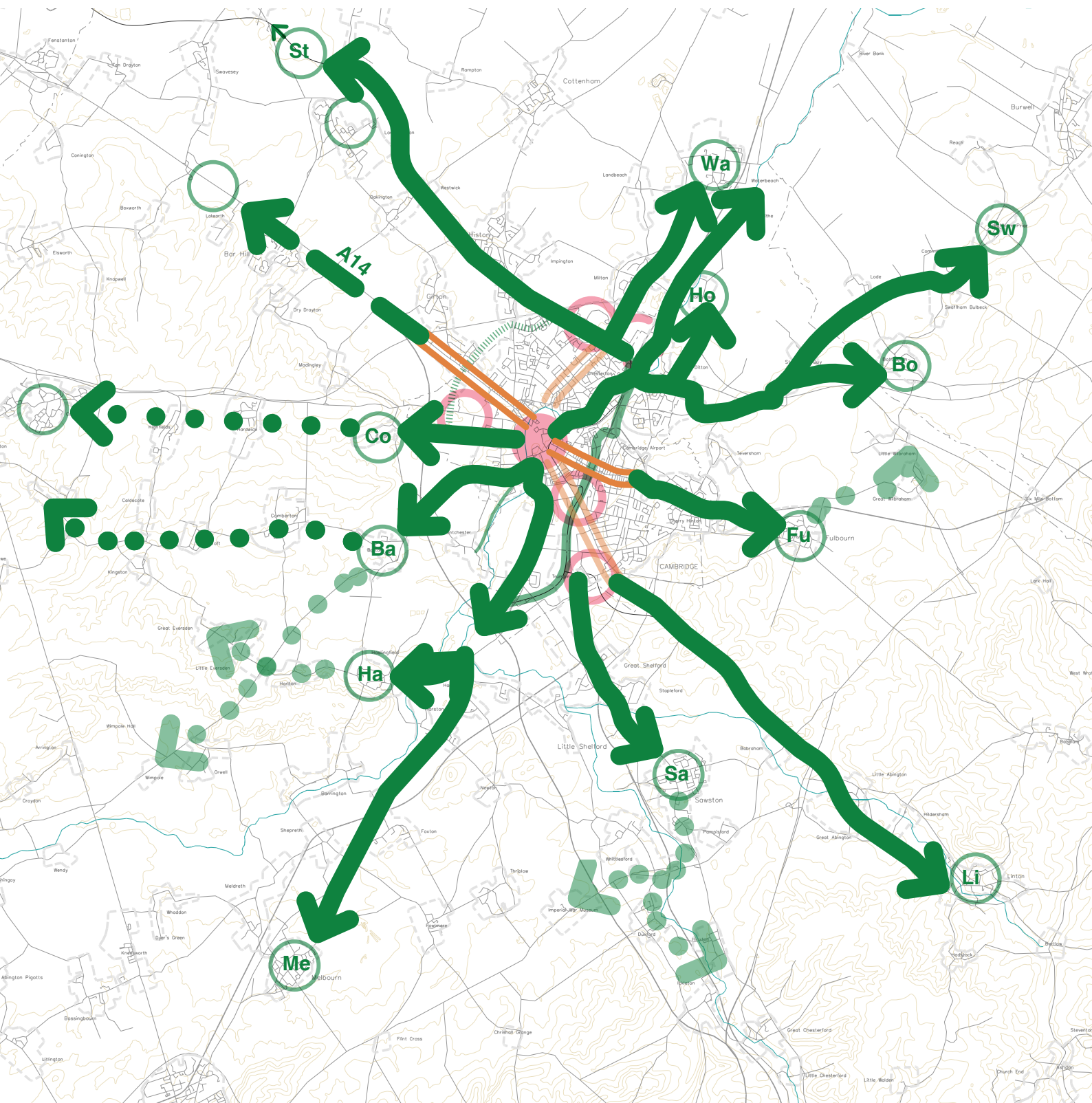
Waterbeach Greenway
Horningsea Greenway
Swaffham Greenway
Bottisham Greenway
Fulbourn Greenway
Linton Greenway
Sawston Greenway
Melbourn Greenway
Haslingfield Greenway
Barton Greenway
Comberton Greenway
St Ives Greenway

The approach illustrated in this document, starts with a thorough understanding of the routes gained by the team cycling the routes and supplemented by our detailed knowledge of designing cycling infrastructure.

A targeted approach has been used to develop initial concept designs. We have concentrated on:

1. Key locations - crossings, moments of orientation/redirection,
2. A variety of common linear conditions through exploring a range of representative cross sections,
3. The definition of a series of high-level landscape approaches for different sections of the broad route corridors.

This report summarises our work on the Barton and Haslingfield routes, and where it overlaps with the Melbourn route.





Above: a 3m wide cycle lane,

Right: 2m wide cycle lane,

Right below: 4m wide cycle lane,



What is a Greenway?



- A high-quality, direct, continuous and legible route connecting local villages with the city.
- In this project the Greenways are particularly aimed at providing facilities likely to increase cycle commuting and thereby encourage modal shift out of the motor vehicle for journeys in their respective corridors, but should also provide good facilities for pedestrians, wheelchair and mobility scooter users and, where appropriate, horseriders – and cater for both leisure and utility users.
- An all weather, hard surface (generally tarmac) of width of at least two metres, but wider where possible.
- Generally the routes should be free from vehicular traffic - either entirely away from roads, or segregated from them.
- Where the routes utilise existing roads these should preferably have less than 2,000 motor vehicle movements per day, and preferably be subject to 20mph speed limits.
- Where busy roads are crossed, there should be a suitably safe means of crossing the road.
- While there is necessarily a limit to the scope what can be delivered as part of this specific project, which is focussed on delivering a series of radial Greenway routes connecting the city and outlying villages, the ultimate goal is to create a seamless network of high quality routes (including orbital routes around Cambridge, extensions of routes to villages and other destinations further afield (e.g. Wimpole Hall) and a denser network of high quality routes within the city) and potential of this wider network should be considered when developing the initial Greenway proposals.

3 TYPES OF ROUTE



There are three path types that are to be consistently used along the Greenway routes. Both the shared and segregated cycle paths are to have a smooth, machine laid hot-rolled, asphalt surface. The colour of this surface may be varied from black to buff in the city centre.

There may be small sections of path where it is not possible to meet these standards, i.e. over bridges, and the boardwalk over Paradise Nature Reserve. Here bespoke solutions that aim to meet the standards above are to be applied.

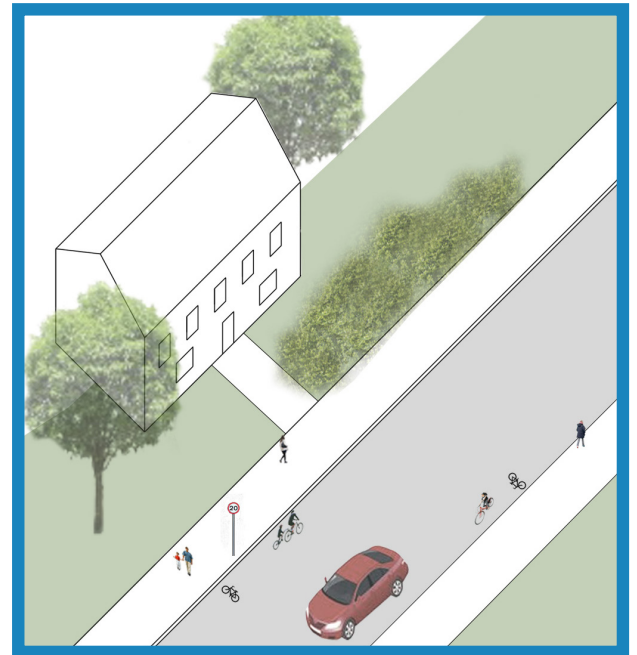
Signage is to be consistent along the Greenway route, with signs to be located at junctions, and at regular intervals.

Other elements are to be proposed on a location specific basis and need not be common to the Greenways route. These include lighting, seating, local signage, trees, planted verges.

Quiet road

Cycle route on carriageway with speed limit reduced to 20mph. White painted signage on carriageway.

Sign marker posts at key junctions.



Shared cycle path

Two-way cycle path, shared with pedestrians. Preferred width is 3m (2m may be acceptable on quiet rural stretches, and 4m may be required in busy areas). Shared path to have a machine laid hot-rolled black asphalt surface.

Where the path is located along an existing bridleway route, the bridleway is to run parallel on grass. Where the path runs alongside the carriageway a separating planted verge is recommended, to be as wide as possible.

Sign marker posts at regular intervals and at junctions.

Segregated cycle path

Two-way segregated cycle path (i.e. for cycles only) parallel to the carriageway with, where possible, a planted verge between. The planted verge is to be made as wide as possible.

Preferred width for cycle path is 3.5m (with footpath alongside at 3.5m). An acceptable min for cycle path 2.5m (with 2.5m footpath). Machine laid hot-rolled asphalt surface.

Sign marker posts at regular intervals and at junctions.

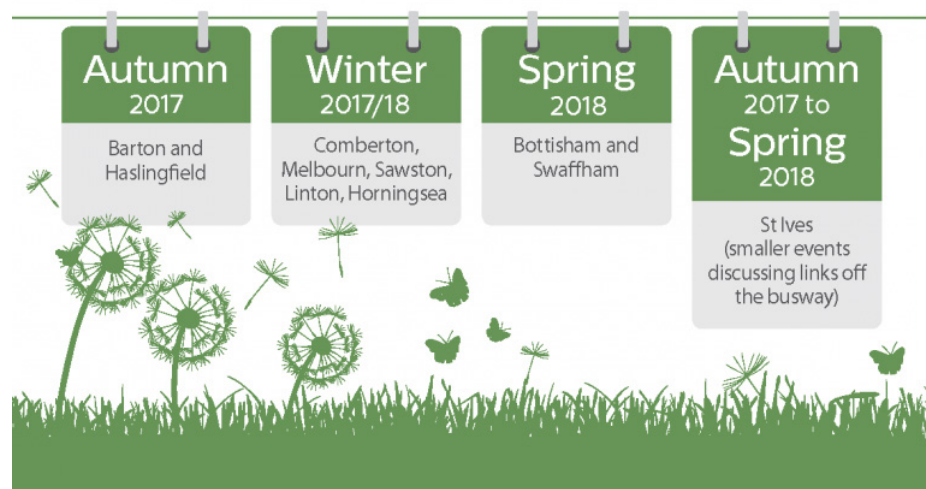
SUMMARY OF FINDINGS FROM THE PREVIOUS CONSULTATION

In 2016, the Greater Cambridge Partnership commissioned Nigel Brigham to review the twelve Greenway routes. This report, along with the detailed appendices is publicly available on the Cambridgeshire Council website. It recommends the following routes be progressed as a priority:

- A route to Haslingfield via the Trumpington Road corridor for the Haslingfield Greenway
- Two routes, one via Barton Road and one via Grantchester, for the Barton Greenway
- A route via the Trumpington Road corridor, then cross-country to the NW of Harston, pretty much parallel with the main road, before rejoining the A10 corridor at the junction near the Queen's Head, then onwards to Foxton and Melbourne, for the Melbourne Greenway, albeit also with two other 'alternatives' shown (via the (now recently upgraded) route alongside the main road through Hauxton, and further to the east beside the railway line).

This report does not therefore include a route to Haslingfield via Grantchester, as the Greenways Overview schematic does - presumably based on the expectation, as voiced in the report, that a route via Cantelupe Farm may be difficult to achieve.

CAMBRIDGE GREENWAYS Community engagement timetable



Above: Cambridge Greenways community engagement timetable

Consultation Feedback

Barton -

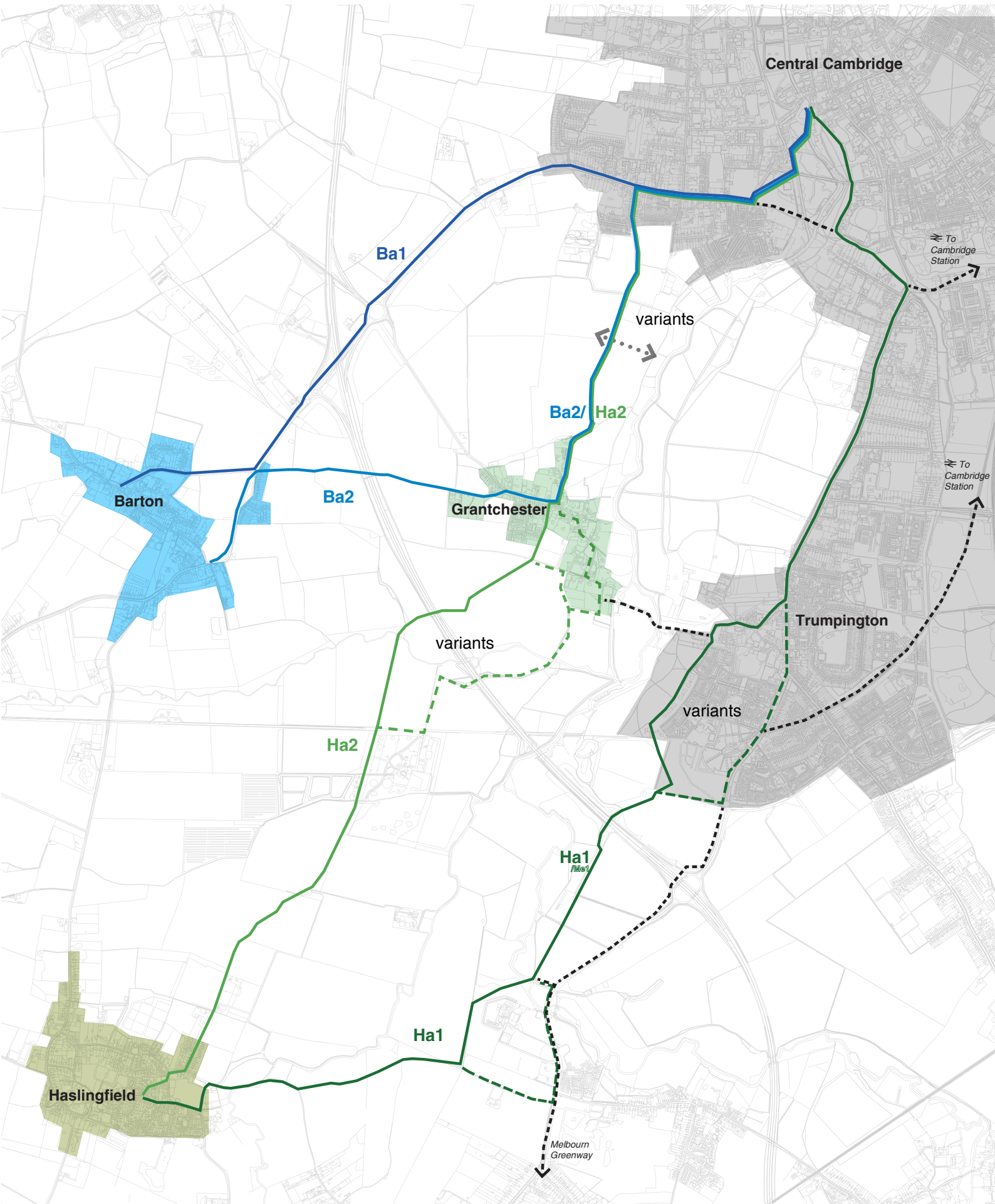
choice between via Barton Road (13) and via Grantchester (14, once the two Grantchester route options are aggregated) are evenly balanced. The sample is small but no clear public preference, based on the information to date.

Haslingfield -

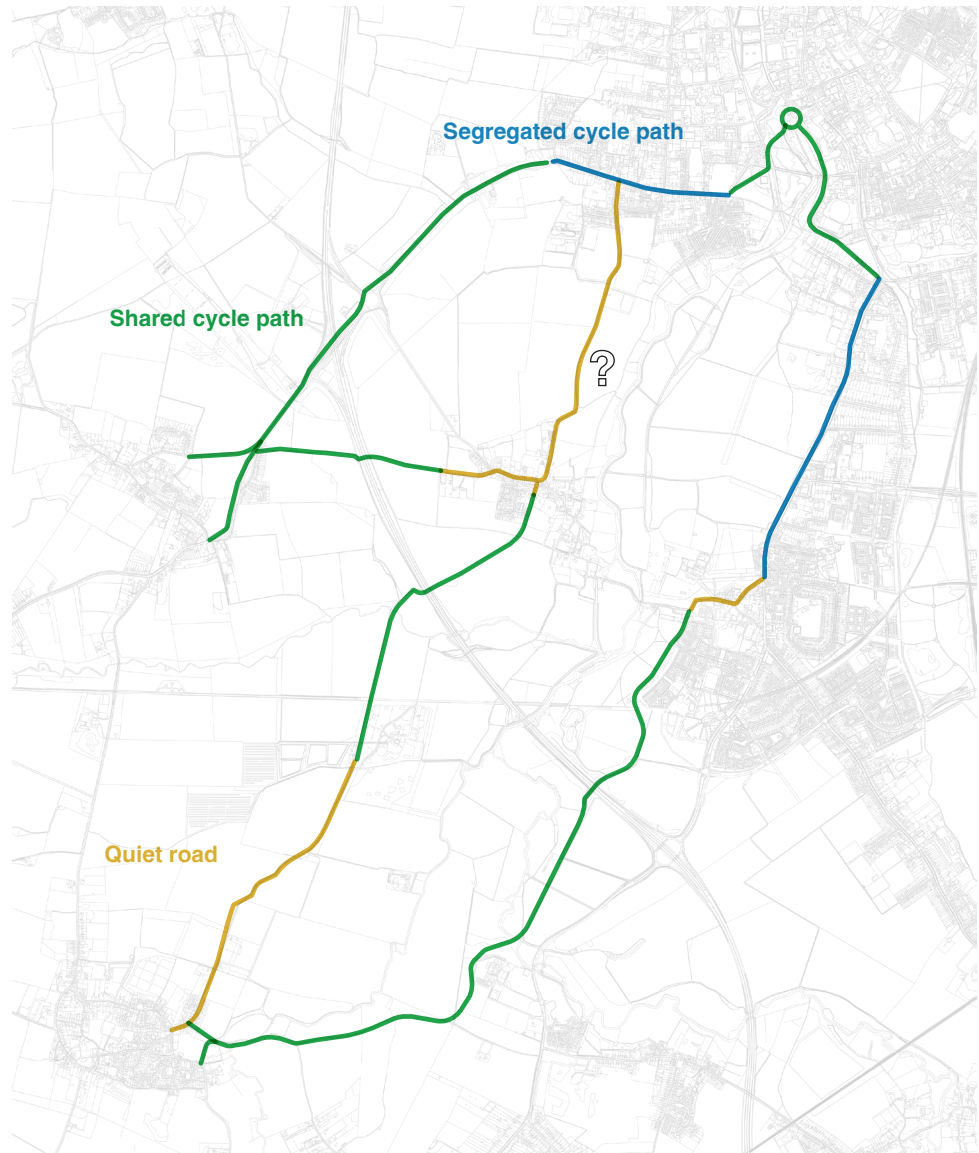
Choice between via Trumpington (11, with when two options are aggregated) and via Cantelupe Road / Grantchester (14, possibly 16 when non-overlapping 'link to Grantchester' answers are added), is similarly evenly balanced. Again, the sample is small but no clear public preference, based on the information to date.

Aside from the question of which route consultees preferred there was a series of topics/issues that received far more comments than any others, namely:

- Safety at M11 junction 12 (Barton consultation)
- Need for/ existing lack of segregation
- Need for width/existing narrowness of path (particularly Barton consultation)
- Lighting
- Need for smooth path / unevenness of existing (particularly Barton consultation)
- Maintenance



Above: the routes in context

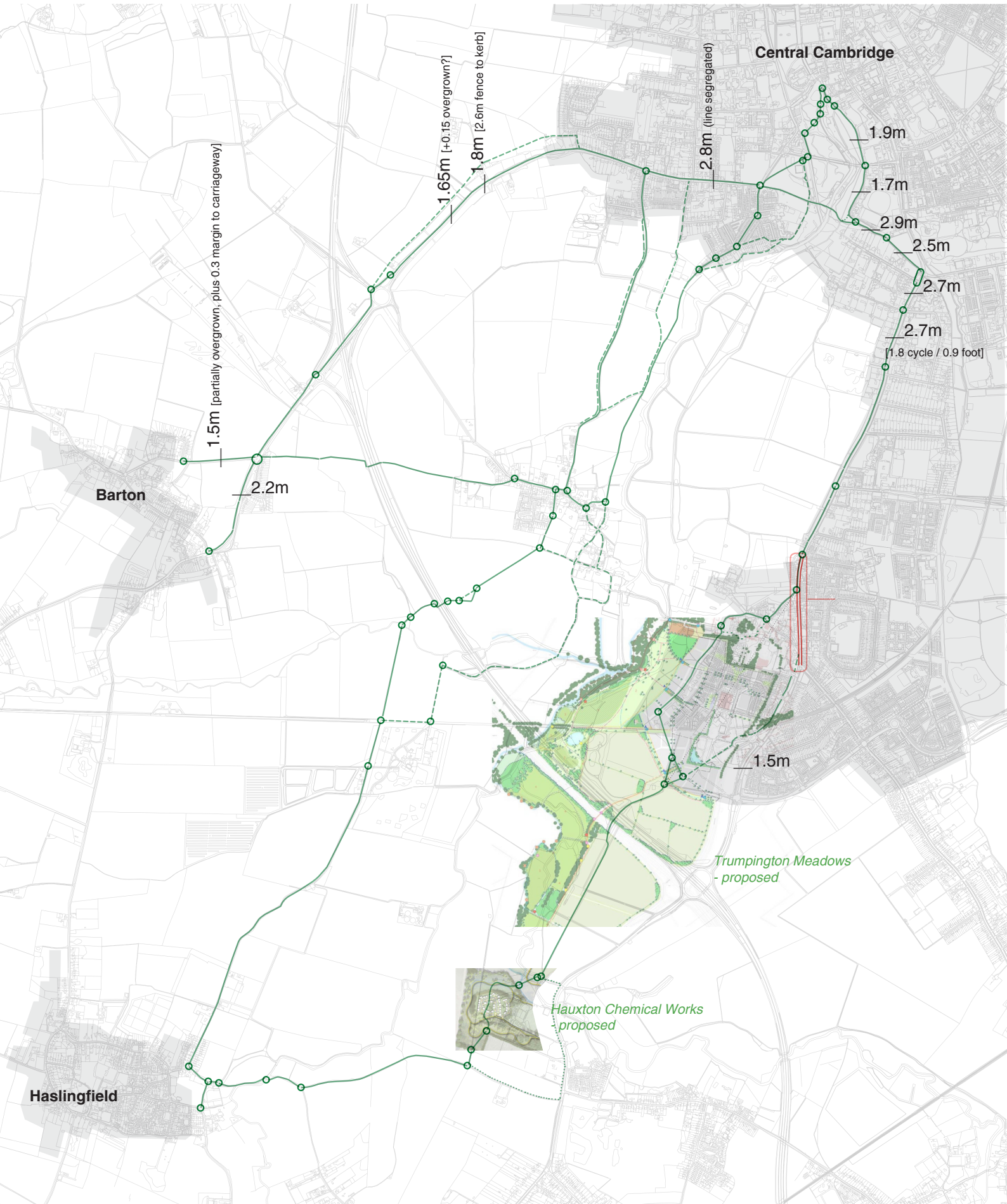


THE ROUTES - OVERVIEW

Our design process began with the team travelling the routes and documenting the condition of the existing footways and cycle ways (where these existed). The plan drawing shown here records the widths of existing cycle paths.

We went on to explore the alternatives presented in the Nigel Brigham report, as well as other emerging alternatives. These findings are presented on the following pages, and were discussed at length with the client team before deciding upon the routes to present for public consultation in summer 2018.

For a detailed photographic survey, please refer to appendix A.



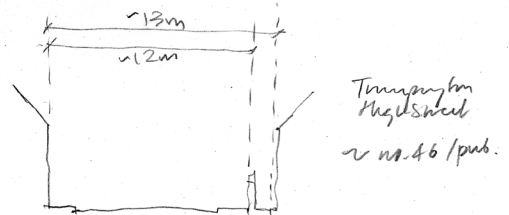
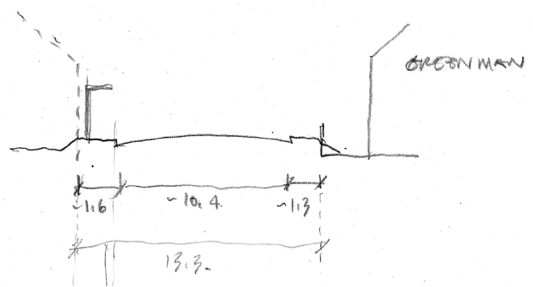
Below left: Shared footway/ cycle path along Barton Road
- outside the City.



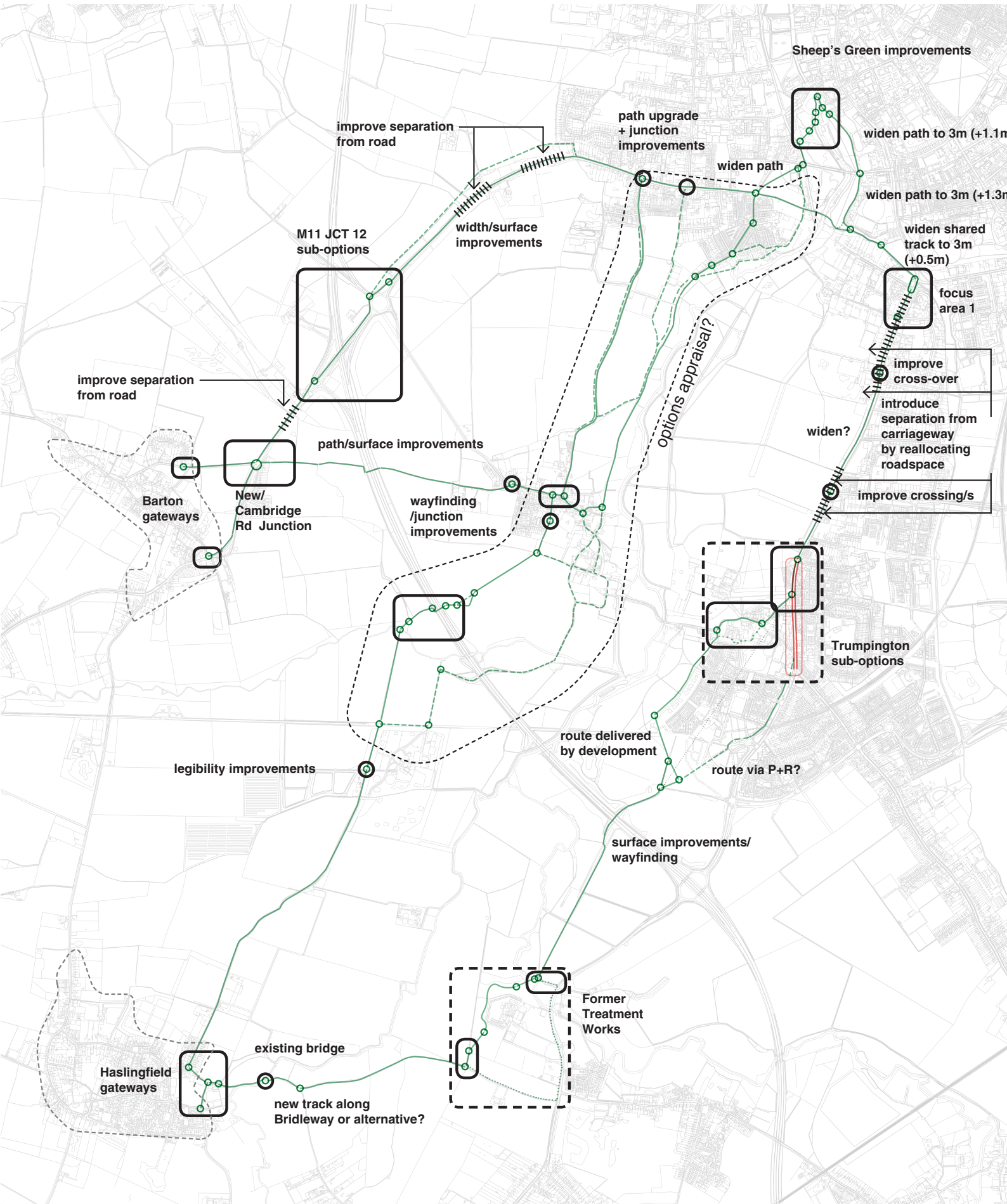
Below top: Existing track along Trumpington Meadows
Country Park north and south of the M11

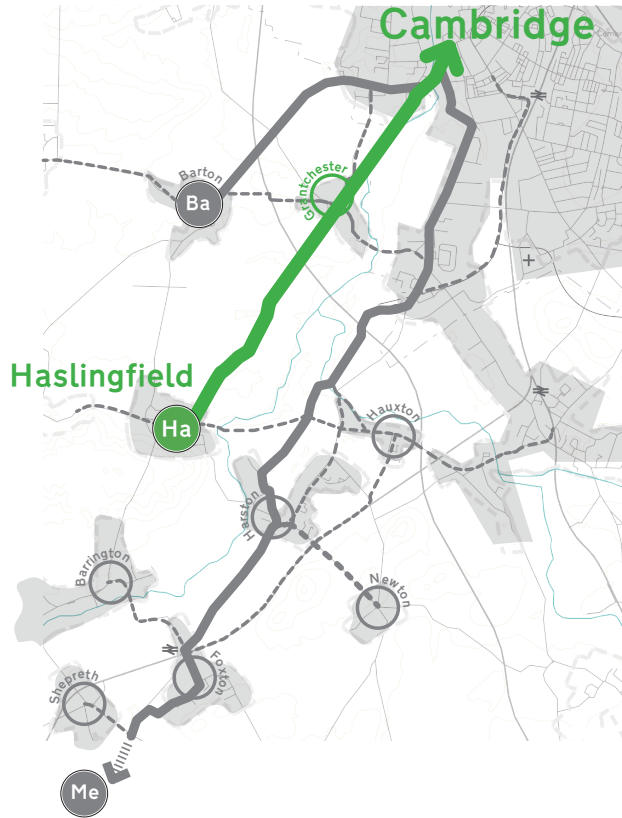
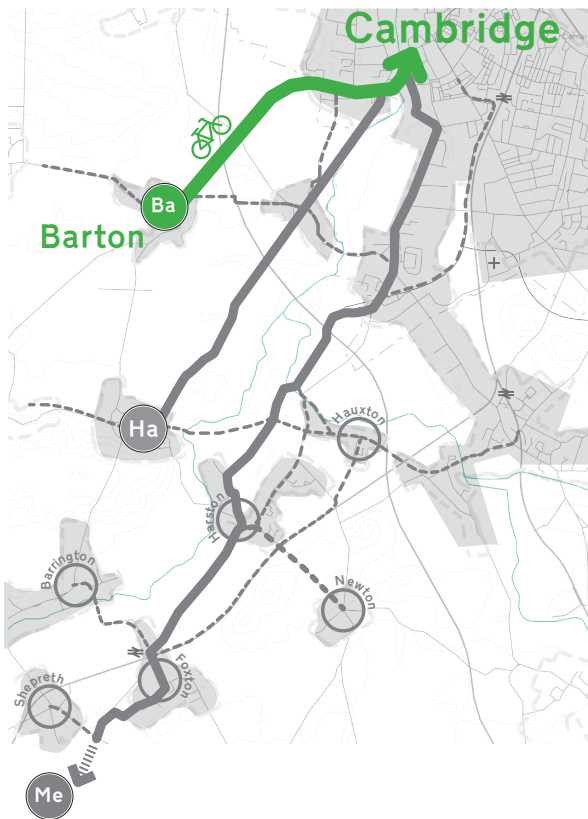


Below bottom: Hasingfield High Street



Above: Sections along Trumpington Road





THE ROUTES - SELECTED

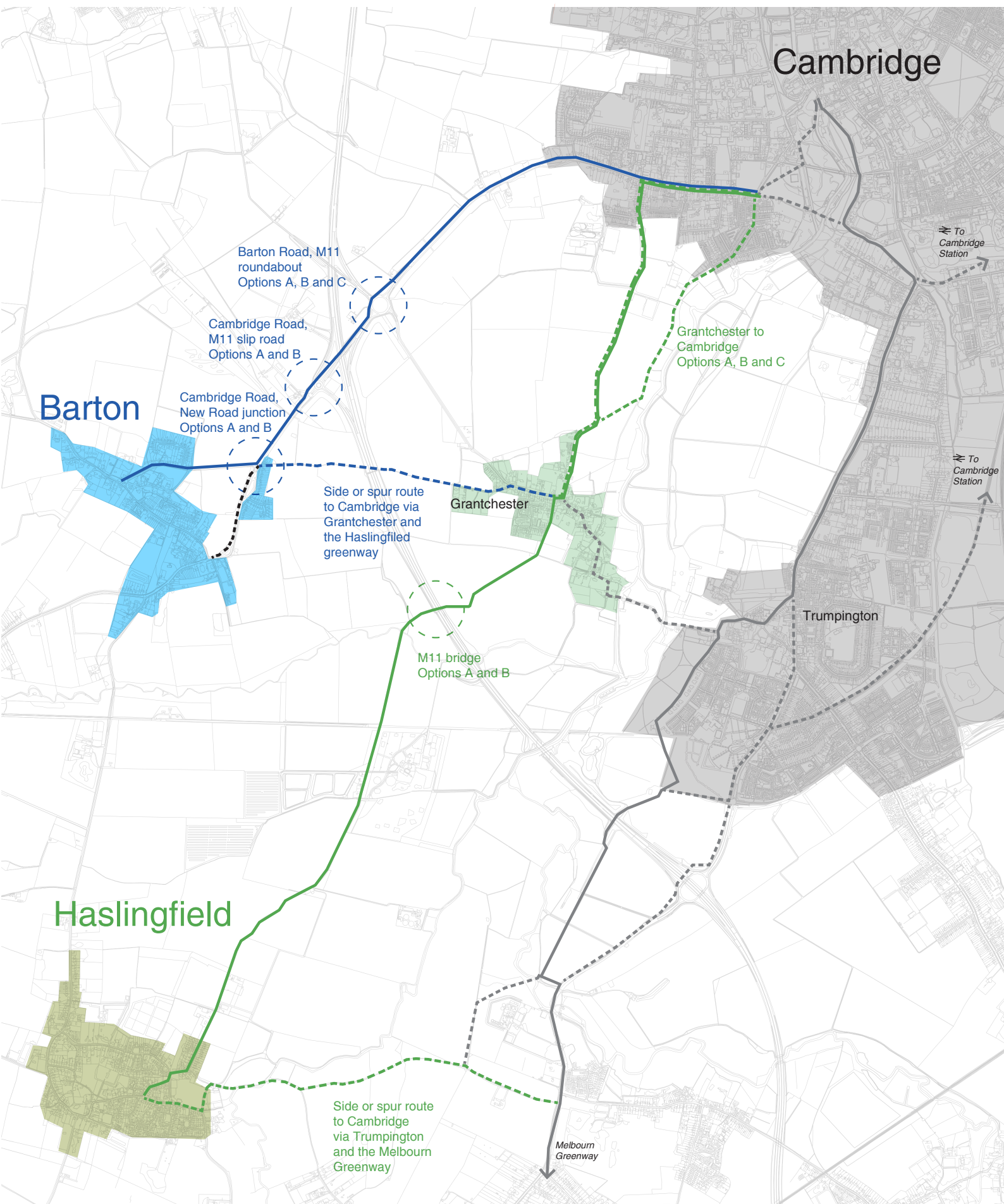
The routes to Cambridge from Barton, and from Haslingfield shown here were selected for inclusion in the public consultation documents.

Barton

It was decided that the Barton Greenway route, alongside Barton Road, would be shown with improvements to the existing shared cycle path, and improvements at key junctions. The alternate route via Grantchester has been included as a connection to the proposed Haslingfield Greenway route.

Haslingfield

The Haslingfield Greenway route goes to Haslingfield via Grantchester, and over the existing M11 footbridge. It was agreed that the alternative route to Haslingfield, via Trumpington, is to be included as part of the Melbourn Greenway consultation. However, a connection to this route has been included here.



BARTON



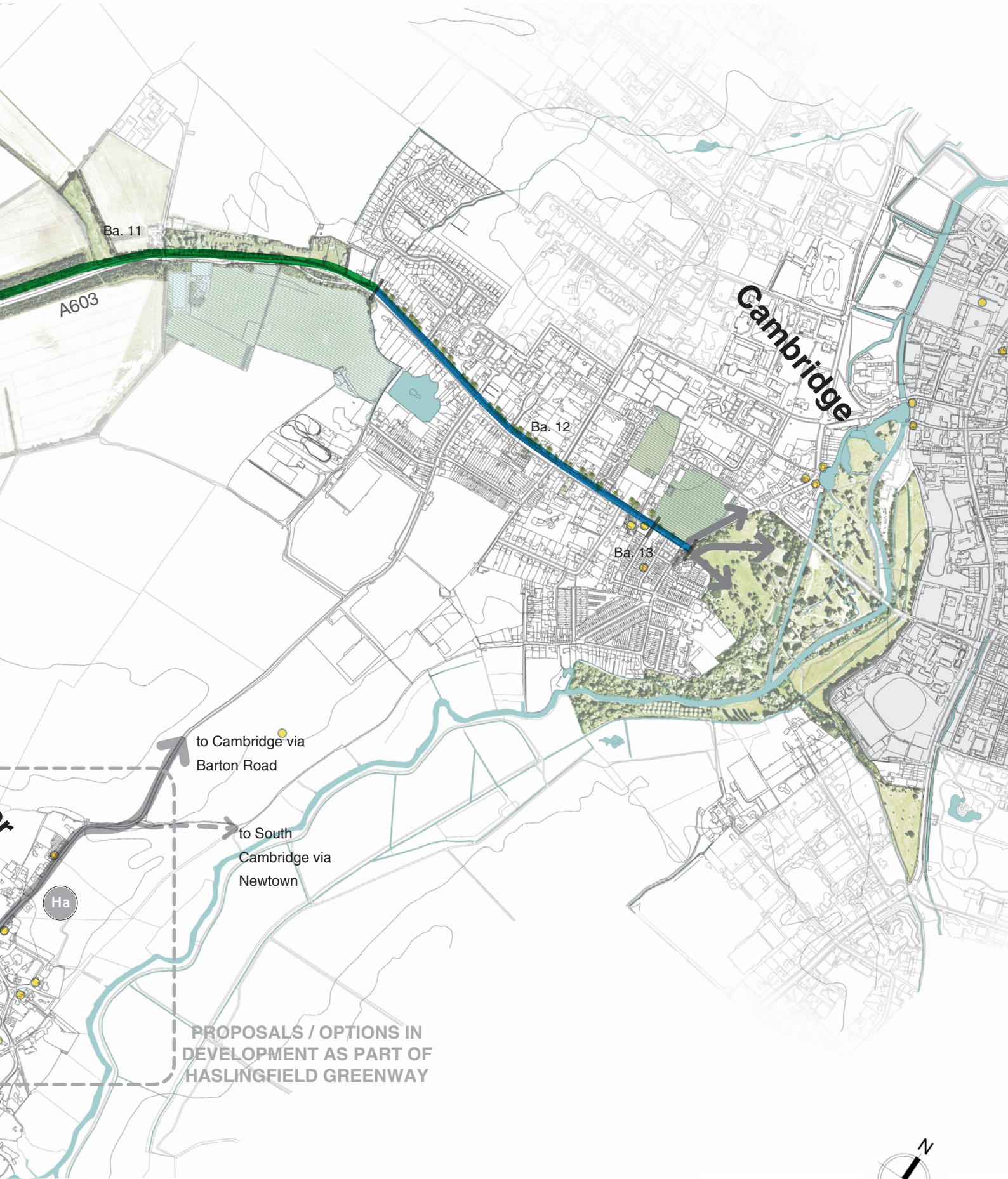
Quiet road

Shared cycle path

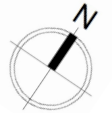
Segregated cycle path

..... Bridleway

to Haslingfield

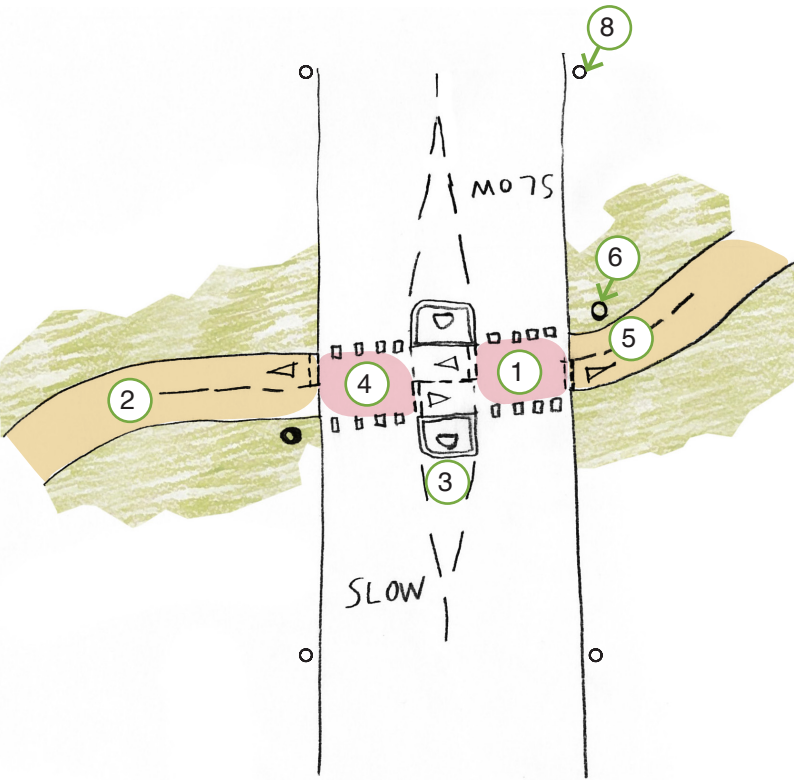


PROPOSALS / OPTIONS IN DEVELOPMENT AS PART OF HASLINGFIELD GREENWAY



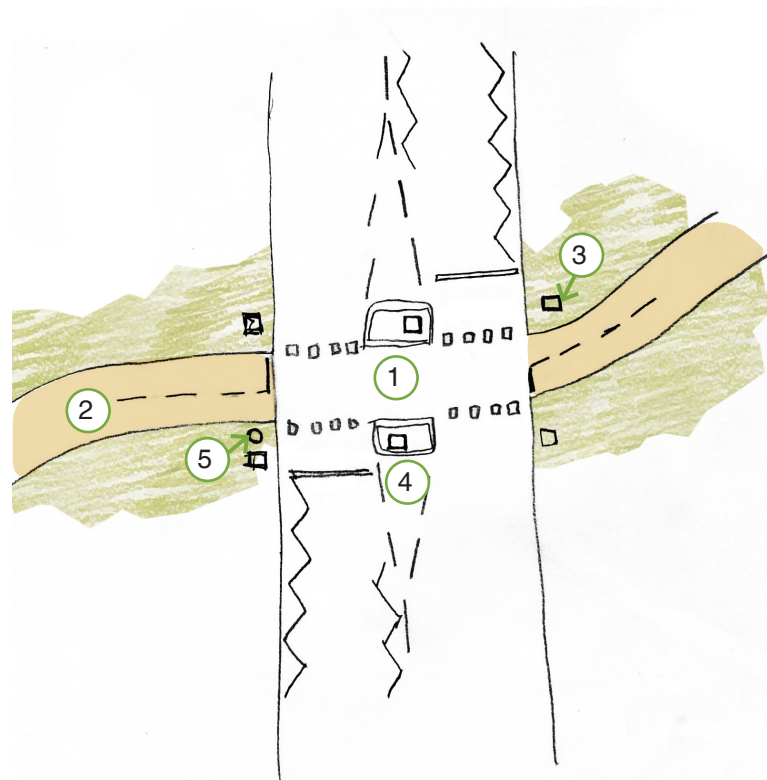
CROSSING TYPES

Uncontrolled Crossing



- 1 Uncontrolled crossing set back 5m (one car length) from give way line at roundabout
- 2 Shared cycle lane
- 3 Central refuge in road at least 2.5m wide if road is two way/ busy
- 4 Coloured surface - i.e. red
- 5 Face-on approach to crossing to maximise visibility for cyclists
- 6 Wayfinding bollards with shared use symbols
- 7 Sign material on reflective backing boards to alert motorists
- 8 Warning sign 'cycles crossing XXX yards'

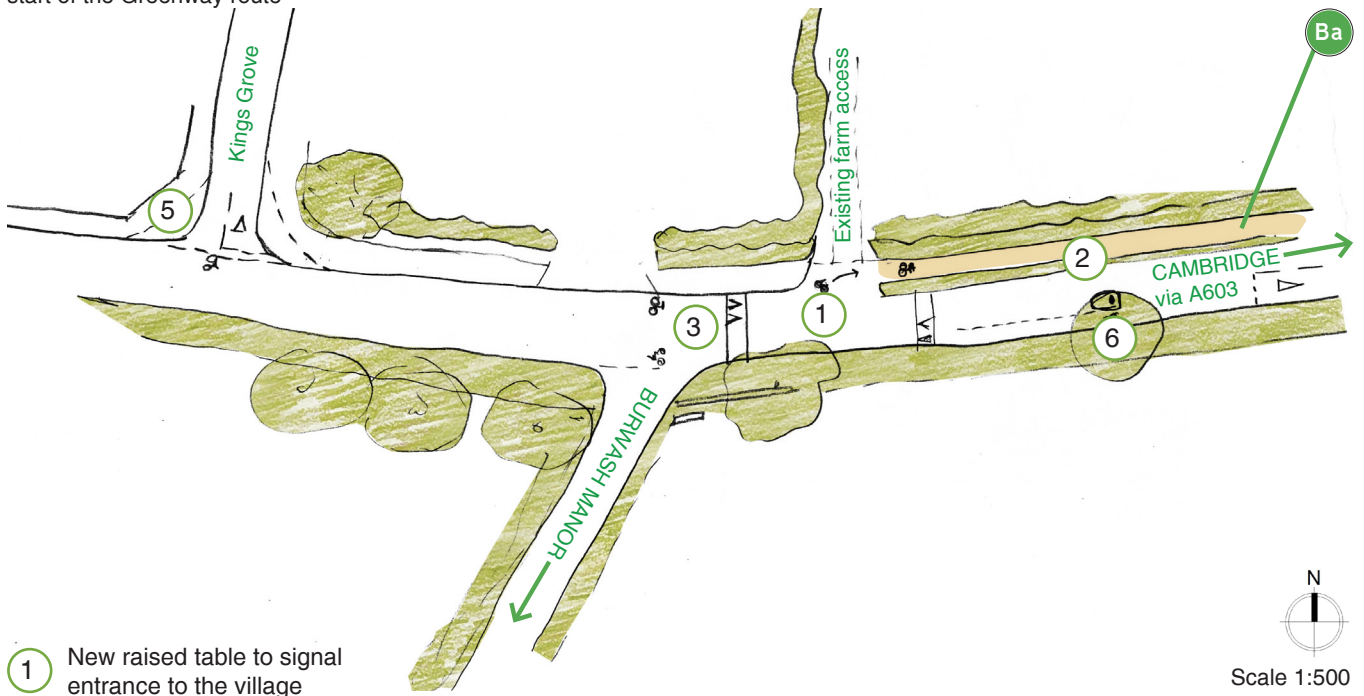
Controlled/ Signalled Toucan Crossing



- 1 Controlled (toucan) crossing 20m from give-way line at roundabout
- 2 Shared cycle lane
- 3 Traffic light signals
- 4 Central refuge - minimum 2.5m wide
- 5 Wayfinding bollards with shared use symbol

Ba. 2 - Barton Village

Signage/marker posts highlighting the start of the Greenway route



- 1 New raised table to signal entrance to the village
- 2 New planted area to separate cycle lane/ shared path
- 3 Existing shared use track - maintained to increase usable width
- 4 Traffic calming - give way to oncoming traffic
- 5 Tightened corner geometry
- 6 New tree



Existing aerial photograph of the Burwash Manor entrance



Existing photograph of the Burwash Manor entrance





Existing aerial photograph of Cambridge Road, New Road junction

Ba.4.A - Cambridge Road, New Road junction, Option A

New roundabout at junction to slow traffic and make crossing Cambridge Road safer for cyclists. Signage to signal Greenway route. Requires land acquisition.

- ① Uncontrolled crossing set back 5m (one car length) from give way line;
- ② Crossings at right angles to maximise visibility for cyclists;
- ③ New roundabout, with trees in centre
- ④ Shared cycle path - 3m wide
- ⑤ New planting and trees - grass and low maintenance mix
- ⑥ Land to be acquired
- ⑦ Relocate existing bus stops on Cambridge Road north

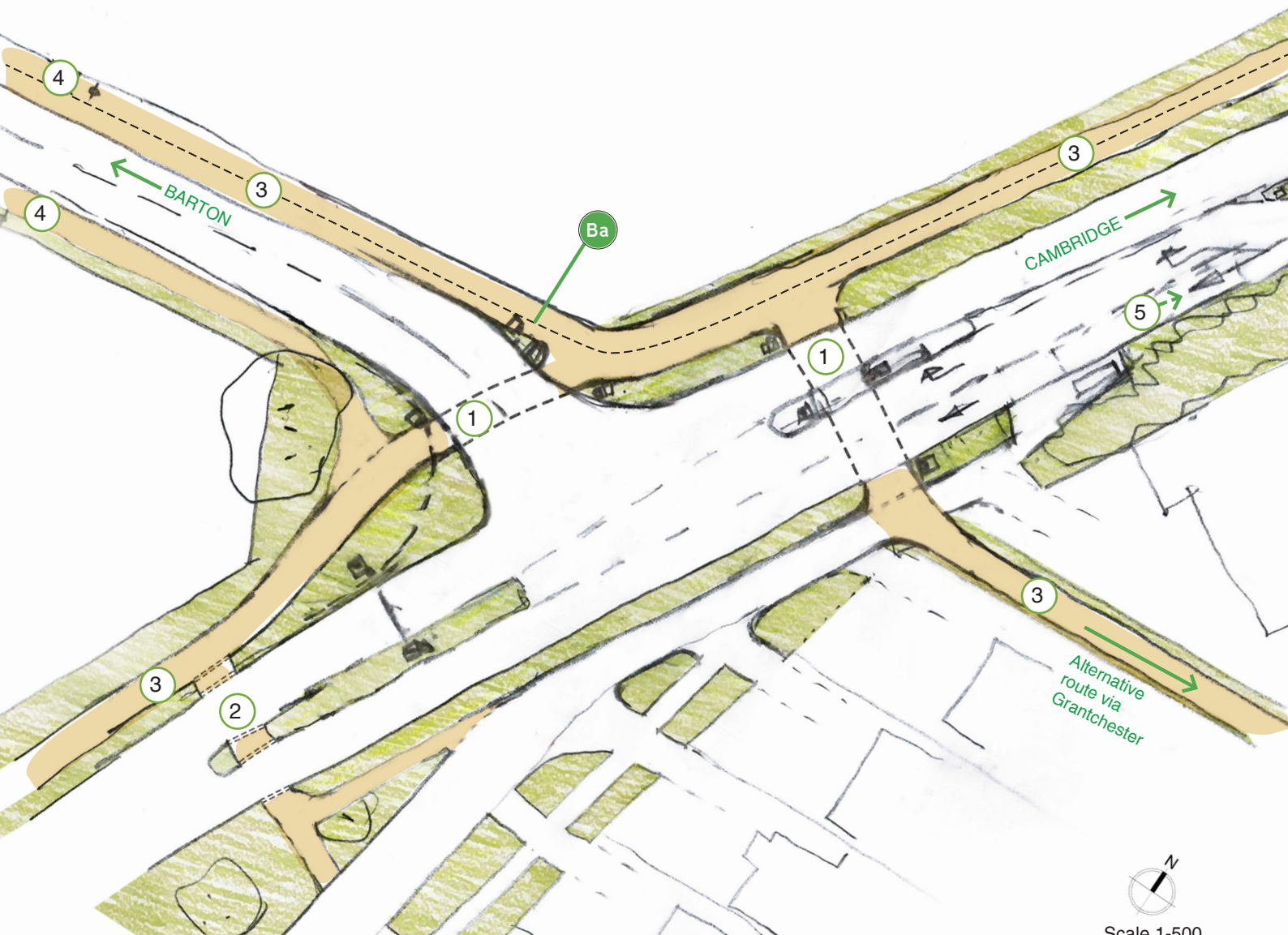
Ba.4.B - Cambridge Road, New Road junction Option B

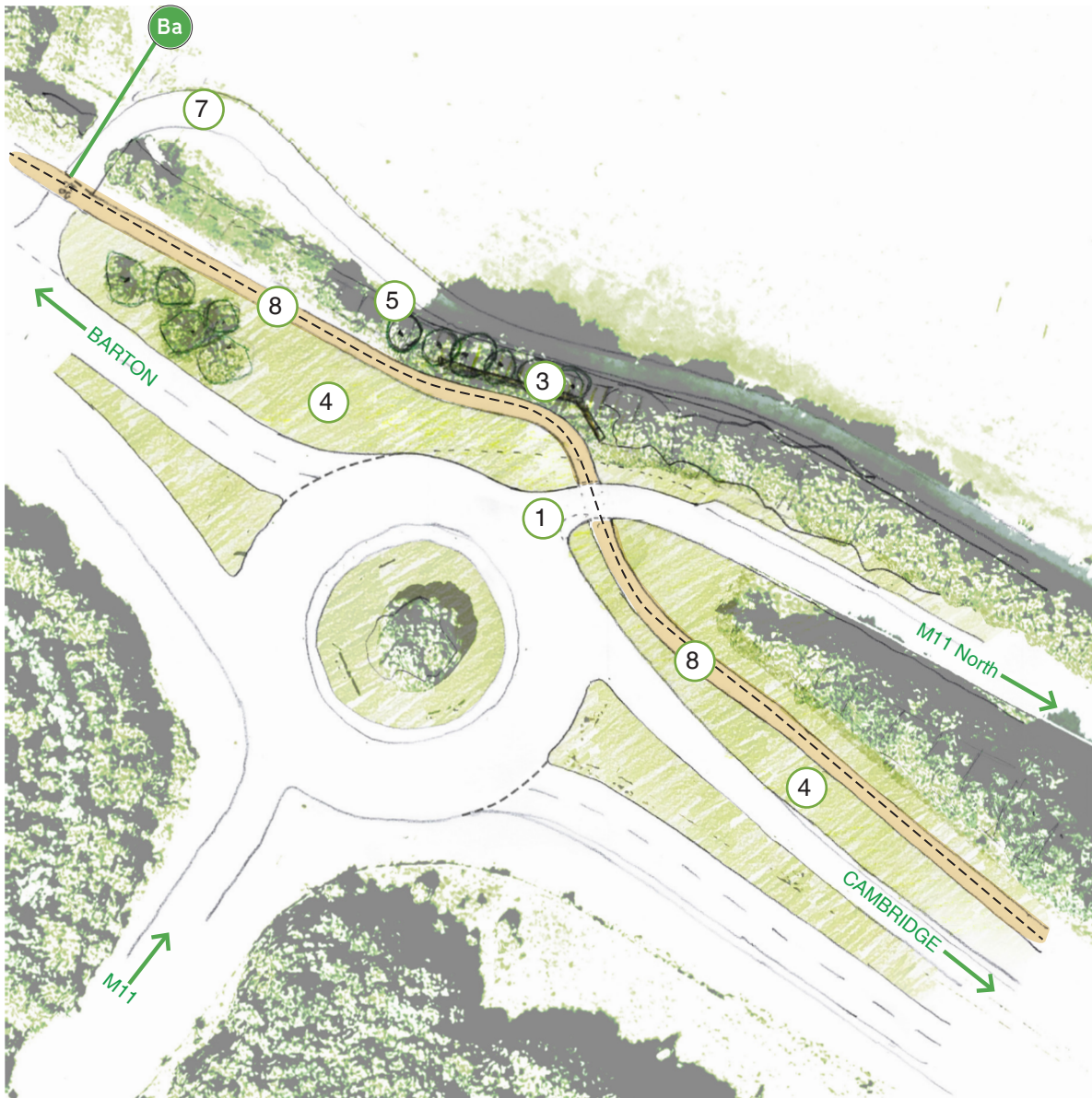
New traffic lights at junction with New Road and Cambridge Road. Signage to signal Greenway route.

- 1 New toucan crossings on reconfigured junction
- 2 Uncontrolled crossing retained
- 3 Shared cycle path - 3m wide
- 4 Existing bus stop
- 5 Relocate existing bus stop on Cambridge Road north



Existing aerial photograph of Cambridge Road, New Road junction





Scale 1-1000



Existing aerial photograph of Cambridge Road, M11 Slip Road

Ba.6.A - Cambridge Road, M11 Slip Road, Option A.

Reconfiguration of roundabout geometry to slow traffic leaving the roundabout. Reconfiguration of existing cycle path route to create a 'square-on' crossing at slip-road.

- 1 Tighter geometry of M11 slip road with uncontrolled crossings
- 2 Localised verge widened (highways land) to allow for shared path geometry to be removed to allow for better visibility
- 3 Localised retaining structure
- 4 Grass - low maintenance meadow mix
- 5 New trees
- 6 Existing slip road alignment
- 7 Existing farm track - Haggis Farm
- 8 New shared cycle path - 3m wide

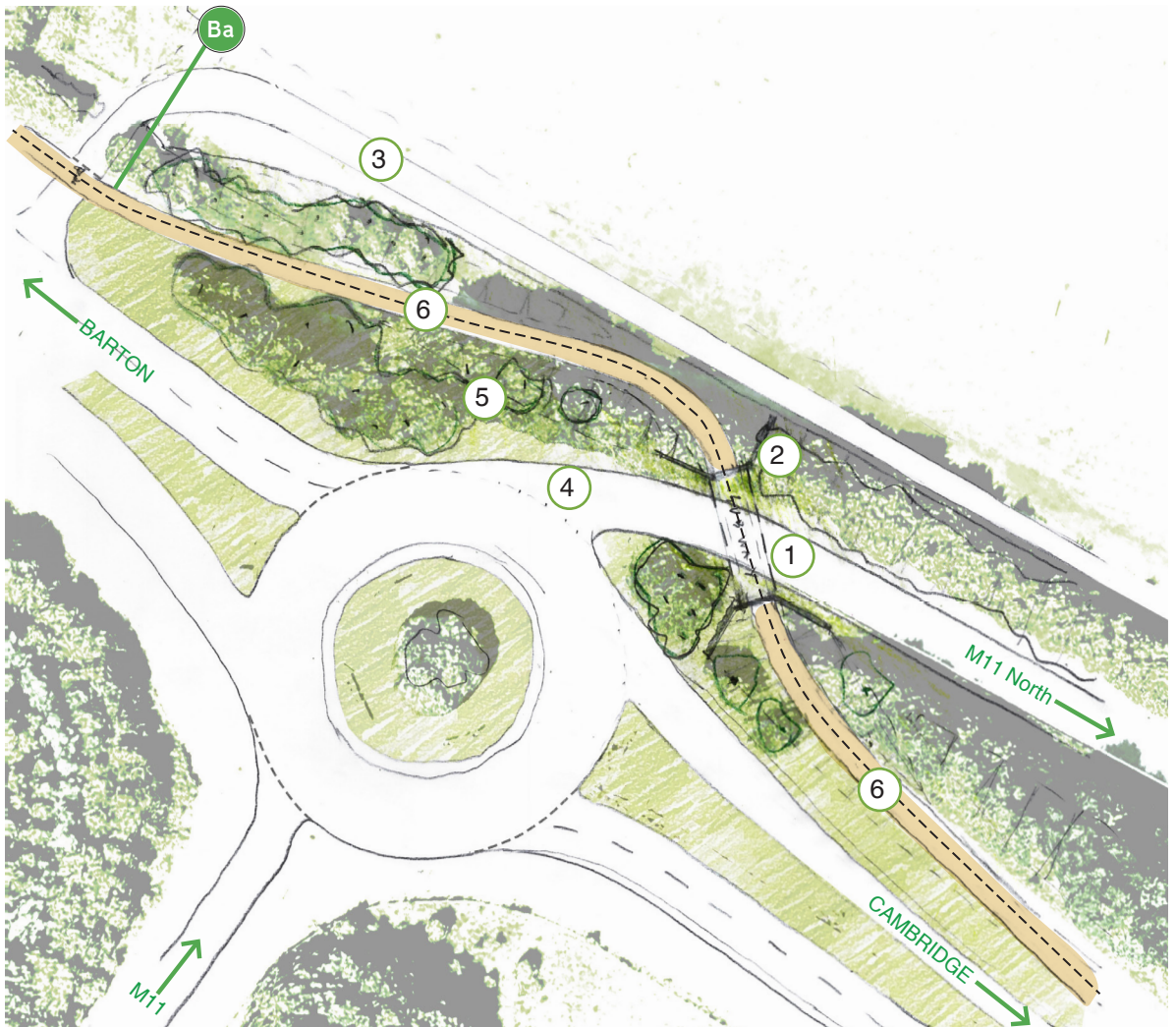
Ba.6.B- Cambridge Road, M11 Slip Road
Option B

New subway for cycle path to pass under existing motorway slip road. Re-align private track to Haggis Farm.

- 1 New subway for shared cycle path under M11 slip road
- 2 Concrete subway/ wingwall
- 3 Re-aligned farm track to Haggis Farm
- 4 Road geometry as existing
- 5 New trees and grass- low maintenance meadow mix
- 6 New shared cycle path - 3m wide



Existing aerial photograph of Cambridge Road, M11 Slip Road



Scale 1-1000



Ba.8 - 'Barton Road - bridge over M11

Shared cycle path. Reduced number of traffic lanes from two to one (towards Cambridge). Widen cycle path by moving out kerb line. New planted verge between cycle lane and carriageway.



Existing photograph of 'Barton Road - bridge over M11

Ba.10.A - Barton Road, Grantchester Road and Coton Road roundabout - smaller roundabout and subway

Shared cycle path - subway at reconfigured roundabout. Adjust carriageway layout and create a smaller roundabout. New subway for cyclists under Grantchester Road.

- ① Relocated roundabout
- ② New subway
- ③ New planting, trees and grass-low maintenance meadow mix
- ④ Shared cycle path - 3m wide
- ⑤ Farm access



Scale 1:2000



Existing aerial photograph of Barton Road, Grantchester Road and Coton Road roundabout





Existing aerial photograph of Barton Road, Grantchester Road and Coton Road roundabout

Ba.10.B - Barton Road, Grantchester Road and Coton Road roundabout - smaller roundabout and crossing

Shared cycle path - crossing at reconfigured roundabout. Adjust carriageway layout and create a smaller roundabout. Reconfiguration of existing cycle path route to create a 'square-on' crossing at Grantchester Road.

- ① Reconfigured roundabout
- ② New toucan crossing
- ③ Planting, trees and grass - low maintenance meadow mix
- ④ Shared cycle path - 3m wide
- ⑤ Farm access



Scale 1:2000

Ba.10.C - Barton Road, Grantchester Road and Coton Road roundabout - reconfigure cycle path

Shared cycle path - crossing at existing roundabout. Reconfiguration of existing cycle path route to create a 'square-on' crossing at slip-road. New planting in verges between cycle path and carriageway.

- 1 Uncontrolled crossing with perpendicular approach to improve visibility for cyclists at junction
- 2 Farm access
- 3 Planting - grass and low maintenance meadow mix
- 4 Adjusted, tightened geometry of Coton Road existing exit to slow traffic
- 5 Existing slip road alignment



Existing aerial photograph of Barton Road, Grantchester Road and Coton Road roundabout



Scale 1:2000



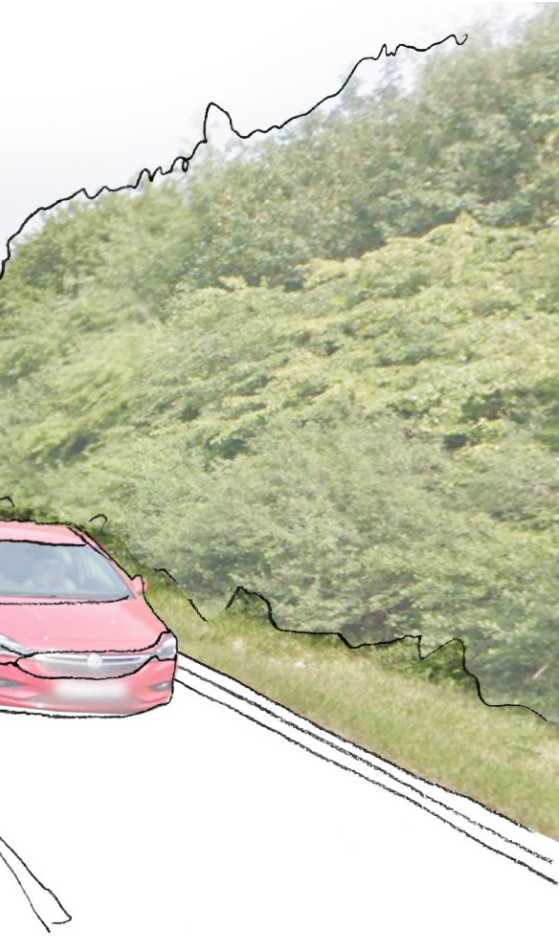


Ba.11 - Barton Road, out of city

Shared cycle path. Adjust kerb edge to narrow carriageway to allow for planted verge between carriageway and widened cycle path. Planted verge to be as wide as possible. New surface to shared path.



Existing photograph of Barton Road, out of city



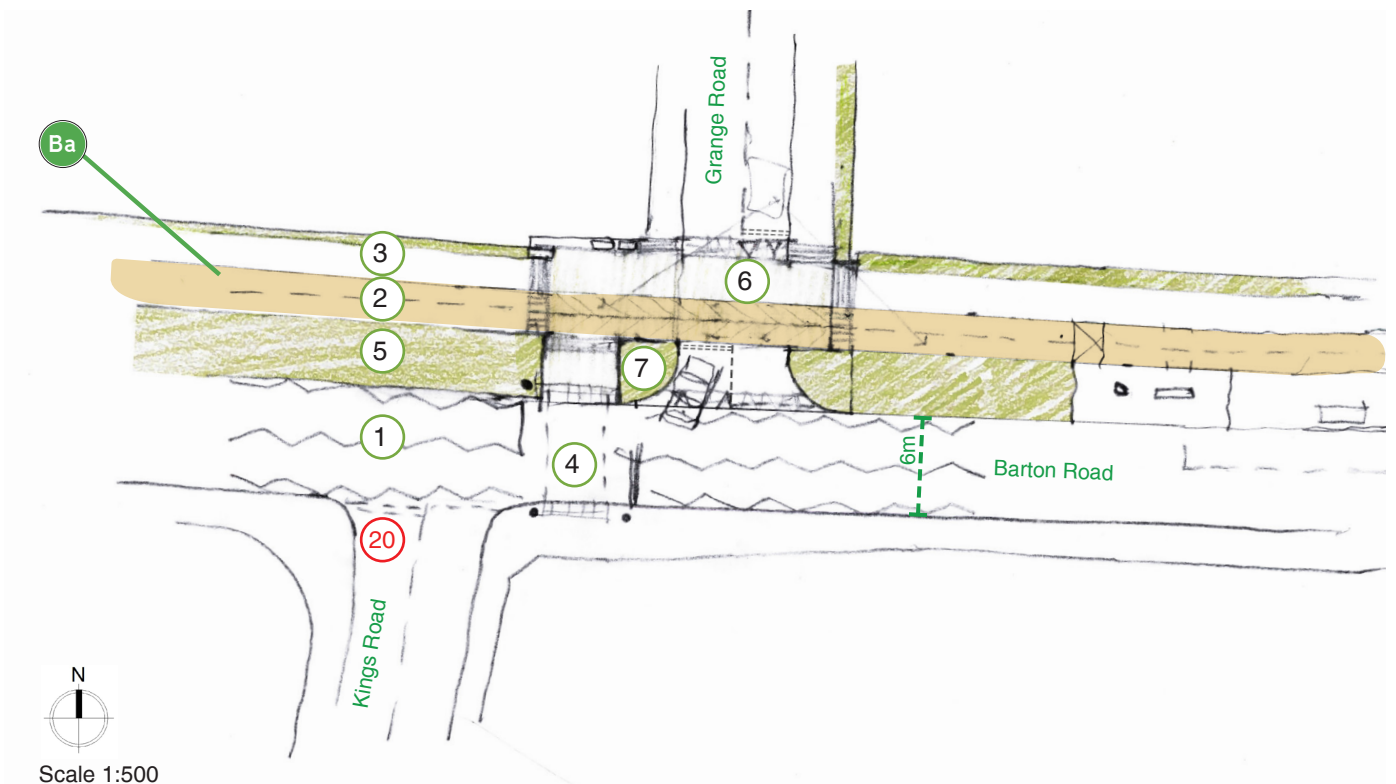
Ba.12 - Barton Road, within city

Segregated cycle path. Widen existing cycle path to create segregated path with new surfaces. Where required reduce width of planted verge. Reconfiguration to tighten junction radius's and widen verges to create safer crossings for cyclists. Signage to signal Greenway route out of the city.

- ① Narrowed carriageway to 6m
- ② Segregated cycle path - 3.5m wide
- ③ Footpath
- ④ Existing signalled crossing
- ⑤ New grass verge
- ⑥ Crossing of side roads set back 4-8m, cycle track has priority, on raised table
- ⑦ Reduced junction radii



Existing aerial photograph of Barton Road, within city





Existing photograph of Lammas Land

Ba.14 - Lammas Land

Shared cycle path. Existing path. Widen and resurface path across Lammas land to the mill pond. Buff coloured asphalt surface.

Ba.17 - Barton to Grantchester

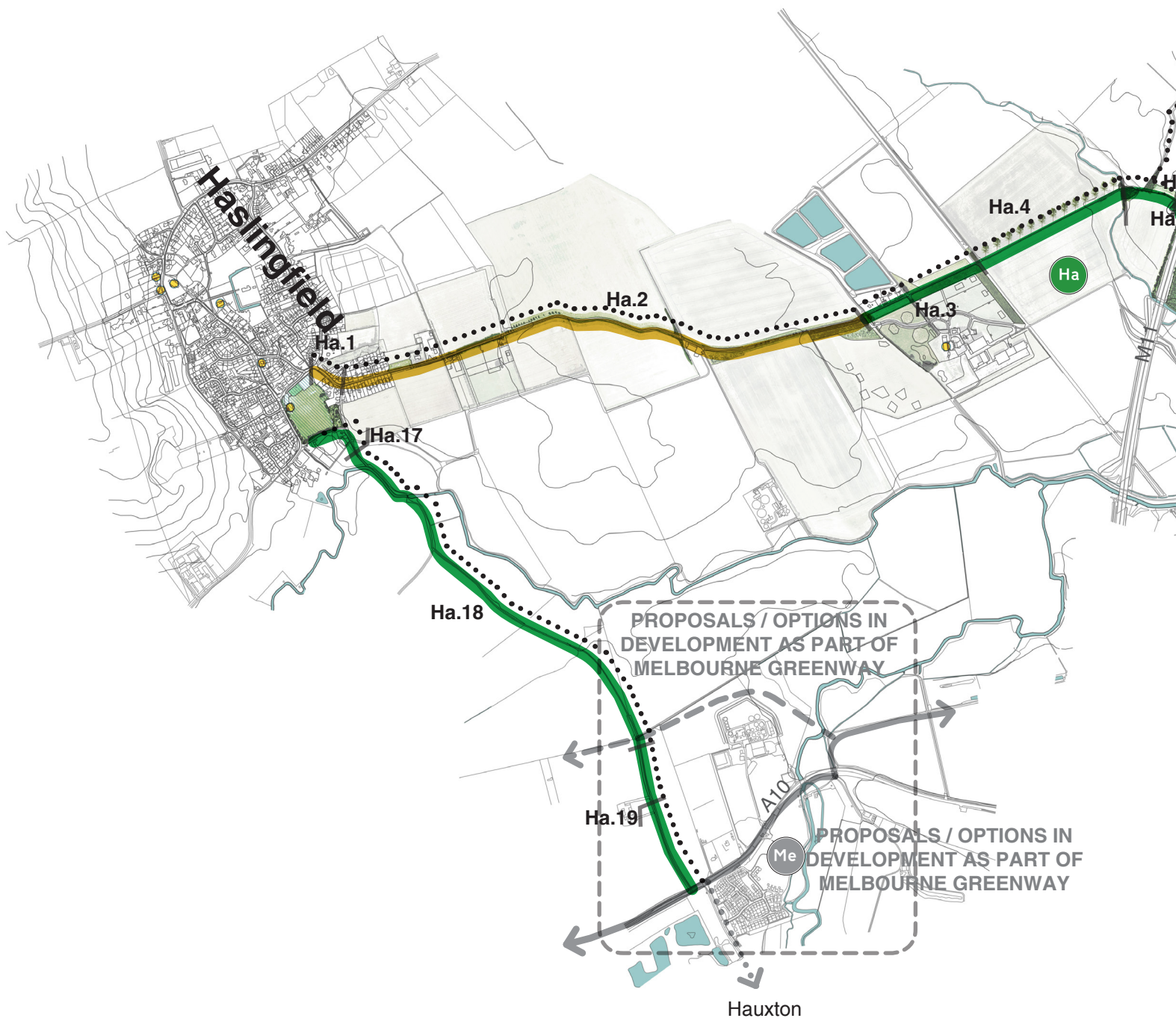
Shared cycle path. Shared cycle path along existing grass footpath (with adjacent grass path as bridleway tbc).

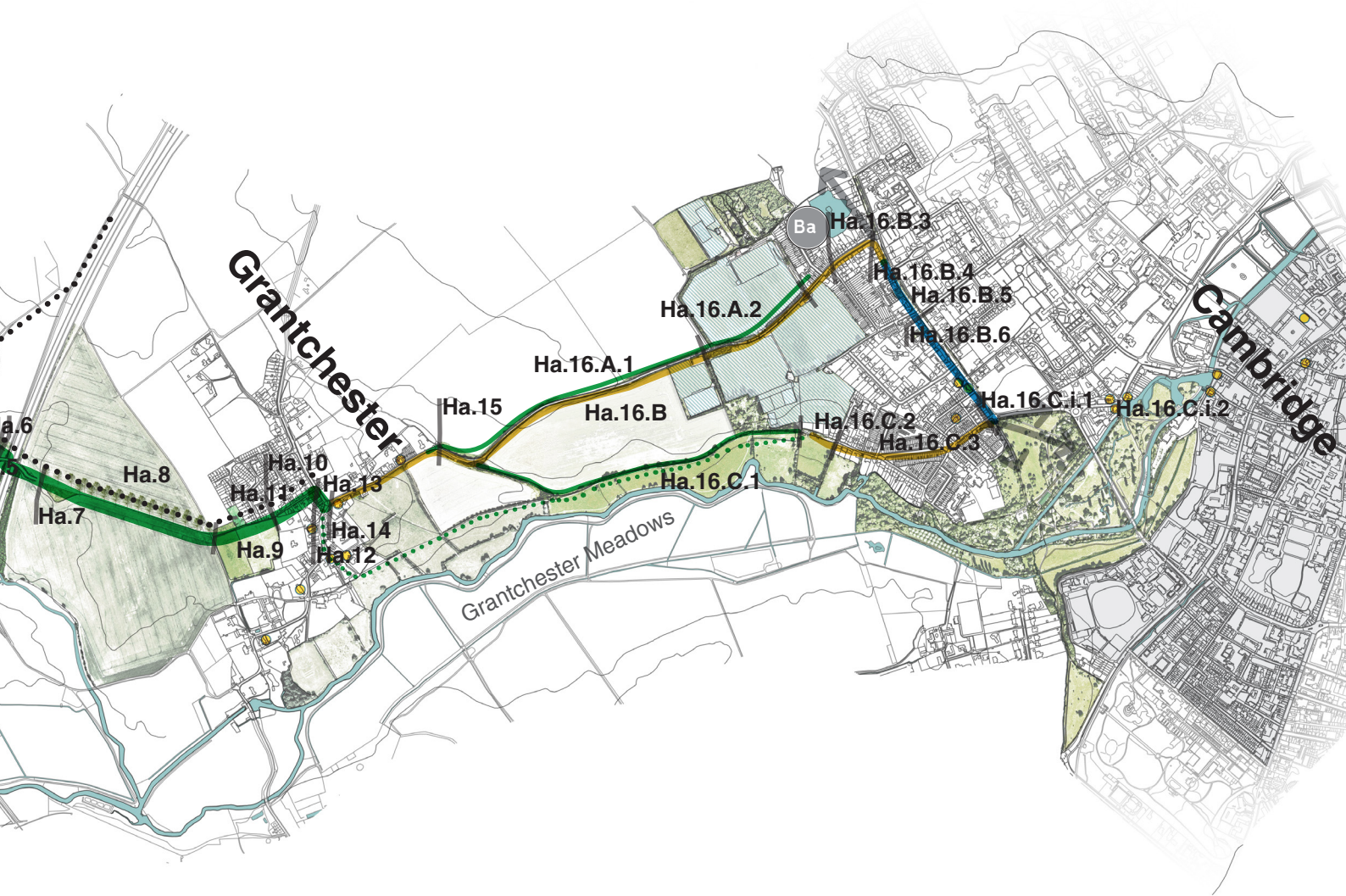


Existing photograph of Barton to Grantchester



HASLINGFIELD







Existing photograph of Cantelope Farm

Ha.4 - Cantelope Farm - new shared cycle path

Shared cycle path. Replace existing grass path across field with a new shared use path beside the public bridleway at the field edge.

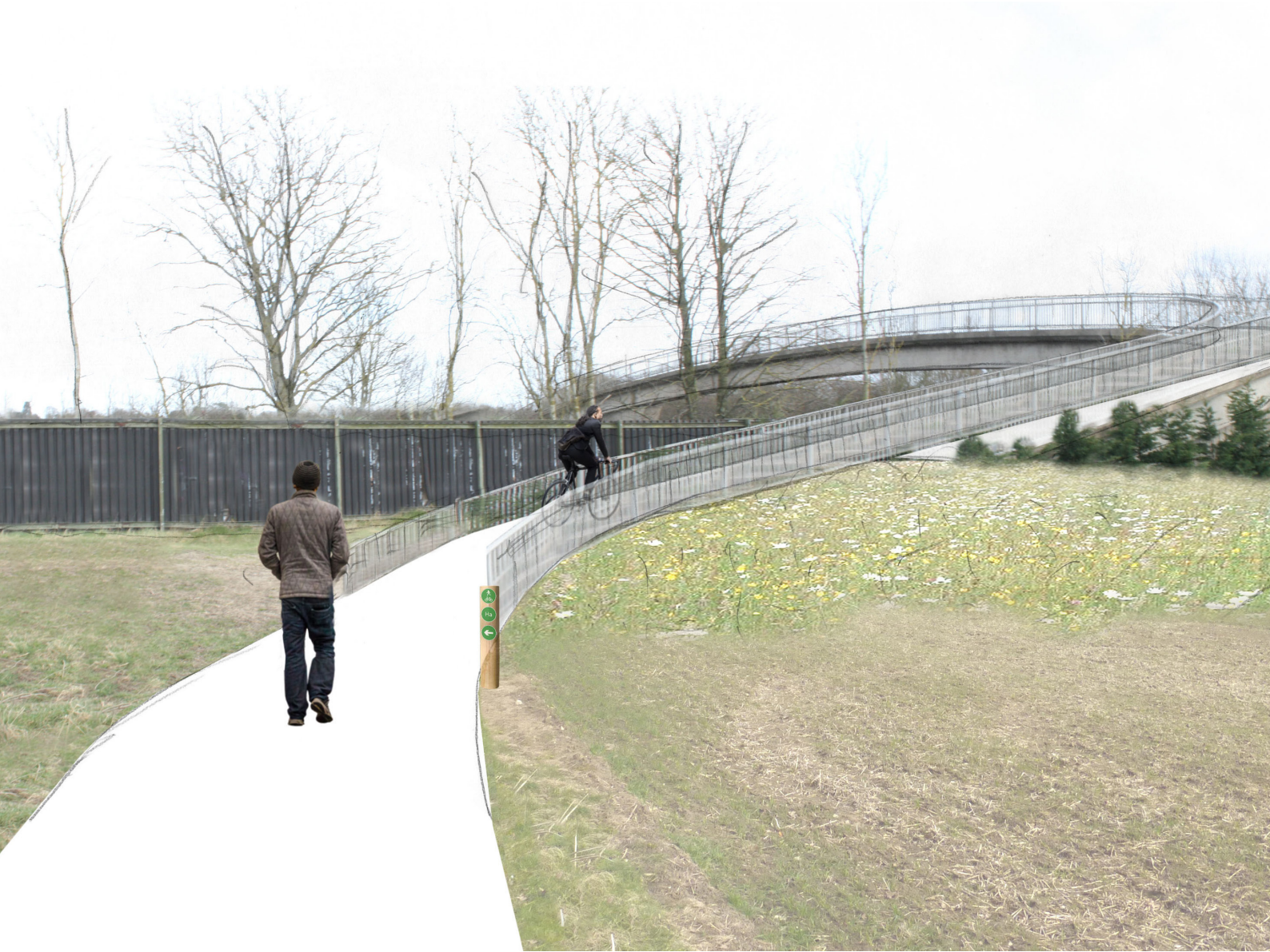
Ha.5 - Crossing Bourn Brook

Shared cycle path over bridge. Widen existing bridge over brook. Shared path to combine with bridleway for short stretch. Signage at bridge to indicate Greenways route and bridleway paths.



Existing photograph of the bridge crossing Bourn Brook





Cantelope Farm - M11 bridge

Ha.7.A - Cantelope Farm - M11 bridge

1

Shared cycle path over bridge. Adaptation of the existing stepped ramps to provide a wider, fully accessible approach with a shallower gradient, and associated landscaping works and planting.

Ha.7.B - Cantelope Farm - M11 bridge

Shared cycle path over bridge.

Refurbishment and addition of ramped surface over the existing stepped ramp across some of the width of the ramp, to allow bikes to be wheeled over the ramp more easily.



Existing photograph of Cantelope Farm - M11 bridge





Existing photograph of Burnt Close

**Ha.10.A - Entrance to Burnt Close -
Wide path**

Shared cycle path. Demolish wall to create widened access to greenways path. New surface to existing path and driveway. Sign to indicate Greenway route.

**Ha.10.B - Entrance to Burnt Close -
Existing wall**

Shared cycle path. New signage to sign shared path, to help mitigate conflict between pedestrians and cyclists at this pinch point. Retain existing wall. New surface to existing path.



Existing photograph of Burnt Close





**Ha.12 - Burnt Close, Coton Road
junction**

Junction on quiet road. Existing junction.
New raised table at junction with Burnt
Close, with new planted areas alongside
and signage indicating the Greenway
route.

Ha.14 - Coton Road, Broadway/ High St junction

Junction on quiet road. Existing quiet road. Narrow the carriageway, introduce new planting and surface treatments, and provide signage indicating the Greenway route.



Existing photograph of Coton Road, Broadway/ High St junction





**Ha.16.A.1 - Behind the hedge,
Grantchester Road**

Shared path. New walking/cycling path
behind the hedge along Grantchester Rd.
Signage indicating the Greenway route
where path meets Broadway.

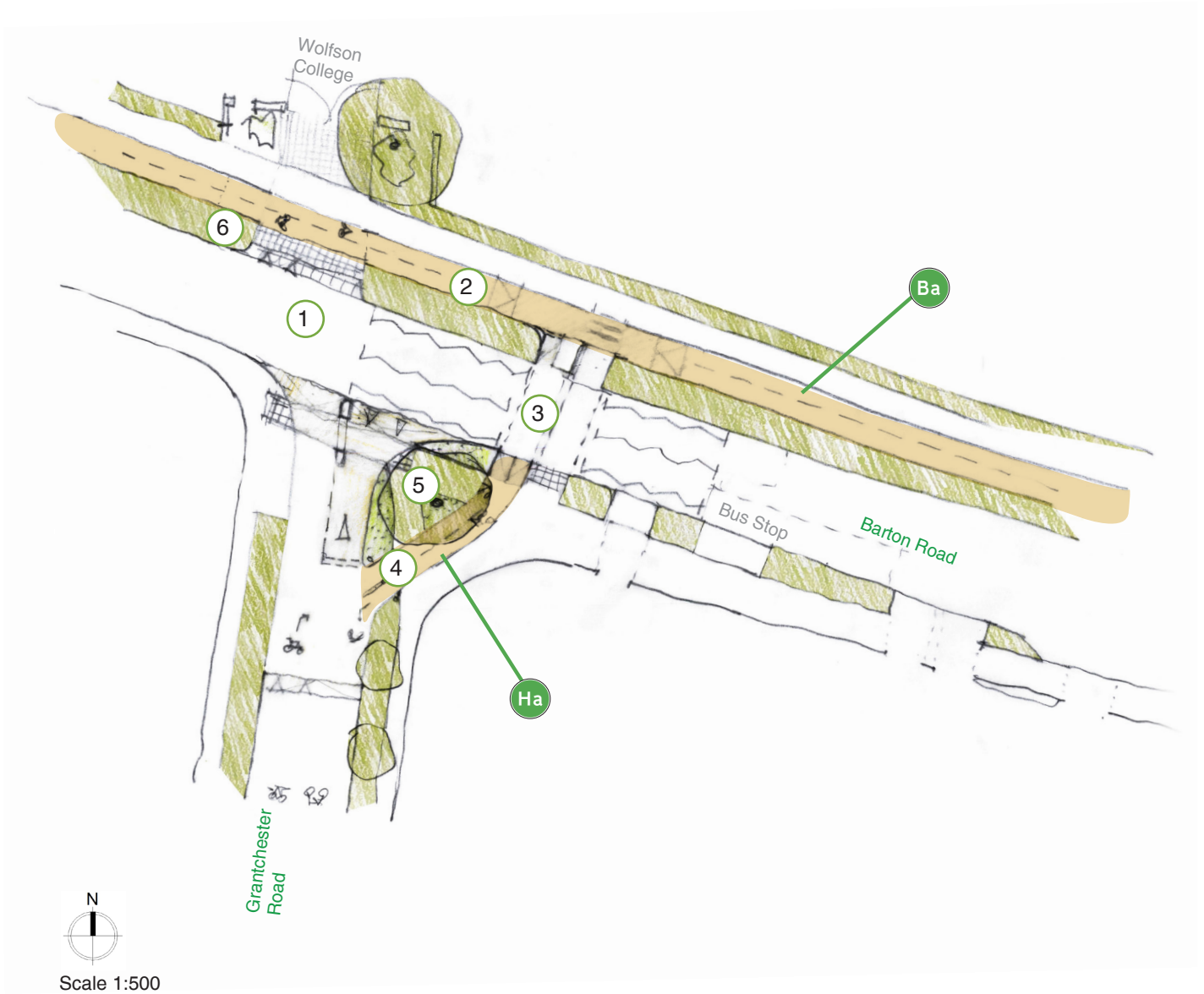


Existing photograph of Behind the hedge, Grantchester Road

Ha.16.A.4 - Grantchester Road, Barton Road junction

Junction. Existing road junction. New raised table at Grantchester Road with new planting and surface treatments. Move existing Toucan crossing.

- 1 Narrowed carriageway to allow for wider segregated cycle path with planted separating strip
- 2 Segregated cycle path - 3.5m
- 3 Relocated toucan crossing
- 4 Relocated junction to allow for cycle access to toucan crossing
- 5 New trees and planting
- 6 Geometry of junction tightened to slow traffic





Ha.16.B.1 - Grantchester to Cambridge

Quiet road. Existing road. Traffic calming Grantchester Rd. No works to carriageway surface.



Existing photograph of Grantchester to Cambridge

Ha.16.C.2 - Carpark at Grantchester Meadows (road).

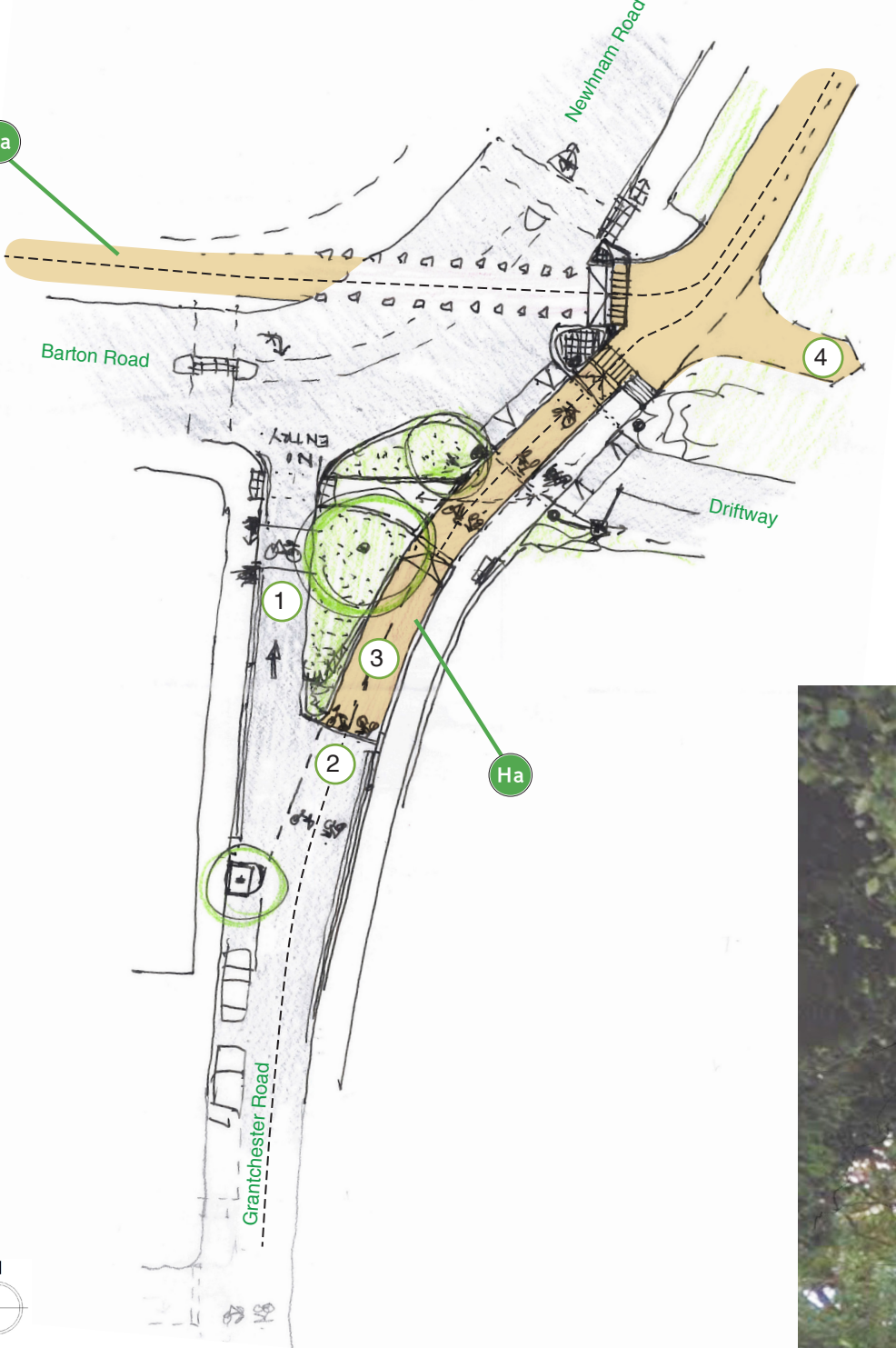
Quiet Road. Resurface carpark at Grantchester Meadows (road).
New cattle grid to cycle path and new gate to existing path at entrance.
Signage to indicate cycle route and path.



Existing photograph of Carpark at Grantchester Meadows (road).



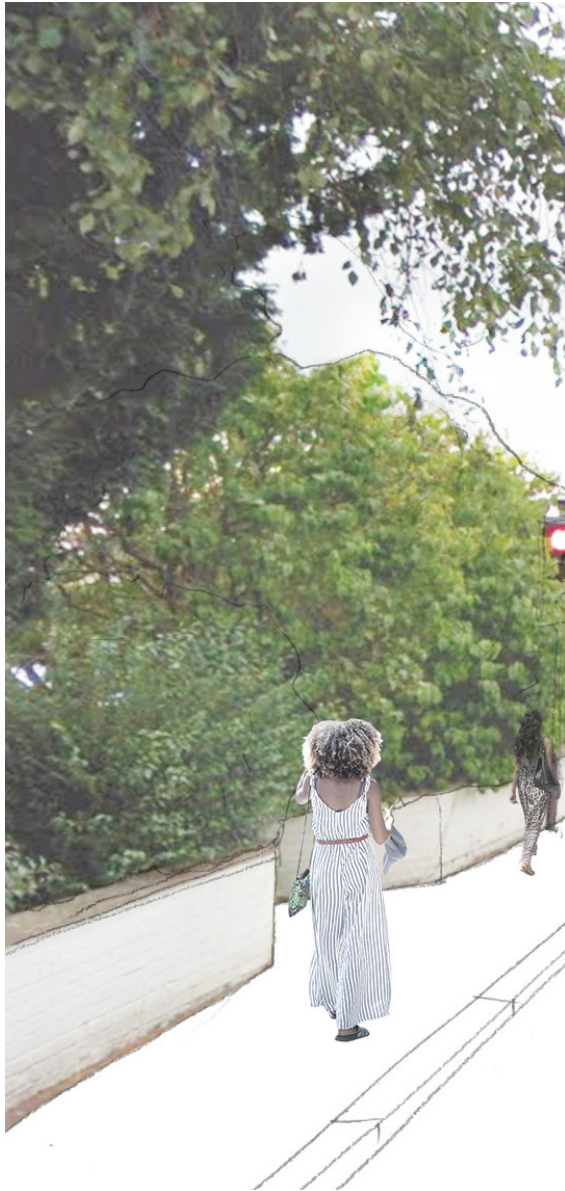
Ba



N
Scale 1:500



Existing photograph of Grantchester Street, Barton Road junction



Ha.16.C.i.1 - Grantchester Street, Barton Road junction

Junction with segregated cycle path.
Improvements at junction of Barton Rd,
Newnham Rd and Grantchester Road
by making Grantchester Rd one-way for
motor vehicles between Newnham Croft
Rd and Barton Rd and reallocating the
space for landscaping and a segregated
cycling and walking route bypassing the
junction.

- 1 Reconstructed junction to make one way (exit only) so as to allow for road width to be reduced to accommodate cycle track and landscaping
- 2 No entry except cycles
- 3 Two way cycle track with cycle symbols to highlight it
- 4 Potential shared path across Lammas Land parallel to Driftway



Existing photograph of Grantchester Street, Barton Road junction







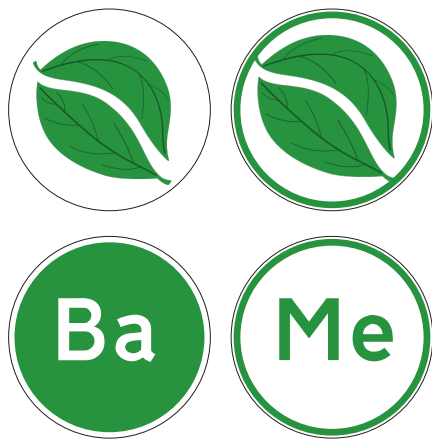
Ha.18 - Haslingfield to Harston

Shared cycle path. Replace existing grass path along the edge of the field with a new shared use path. Access for farm vehicles to be retained on grass track along side cycle path.



Existing photograph of Haslingfield to Harston

SIGNAGE



All twelve currently proposed Greenway routes could be signified with a two letter contraction of the full Greenway origin village name.

Could the naming of key junctions within the emerging network - in the manner of a 'knooppunt' (trans: button node) signage/ network map - be based on village names rather than the dutch practice of allocated each node a number?

Ba	Barton
Bo	Bottisham
Co	Coton
Fu	Fulbourn
Ha	Haslingfield
Ho	Horningsea
Li	Linton
Me	Melbourne
Sa	Sawston
St	St Ives
Sw	Swaffhams
Wa	Waterbeach





Timber Posts

- Natural material - appropriate to mostly rural setting.
- Subtly distinctive. Round profile - related to logo shape - distinguishes it from the usual square profile timber posts.
- If sign-face also curved, the sign is visible for longer as one passes by, suitable for passing by at greater speed - i.e. on a bike.
- Standard product - cost effective - easily replaced.
- Can be fitted with recess/reflective strip at top.



Above: Broxap BX17 <https://www.broxap.com/bx17-flat-round.html>

PRELIMINARY COSTINGS

The costs listed here are high level costs, based on the pre-stage two concept designs, which should enable the council to establish initial project budgets. We recommend that these costings are reviewed following the concept design work after public consultation.

Please also note that the costs included here do not include the following:

Professional Fees, Contingency, including any major works to re-route utilities, or VAT. Further information on these rates is supplied in Appendix B.

Barton

Overall Construction Cost Including 1st Options - excluding Section on Barton Road to Mill through Lammas Land = £5,206,200

Professional Fees	12%	624,744
Contingency	10%	520,620

6,351,564

VAT	20%	1,270,313
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**Total including VAT as above
7,621,877**

Haslingfield

Overall Construction Cost Including 1st Options - excluding Section on Barton Road to Mill through Lammas Land= £1,772,563

Professional Fees	12%	212,708
Contingency	10%	177,256

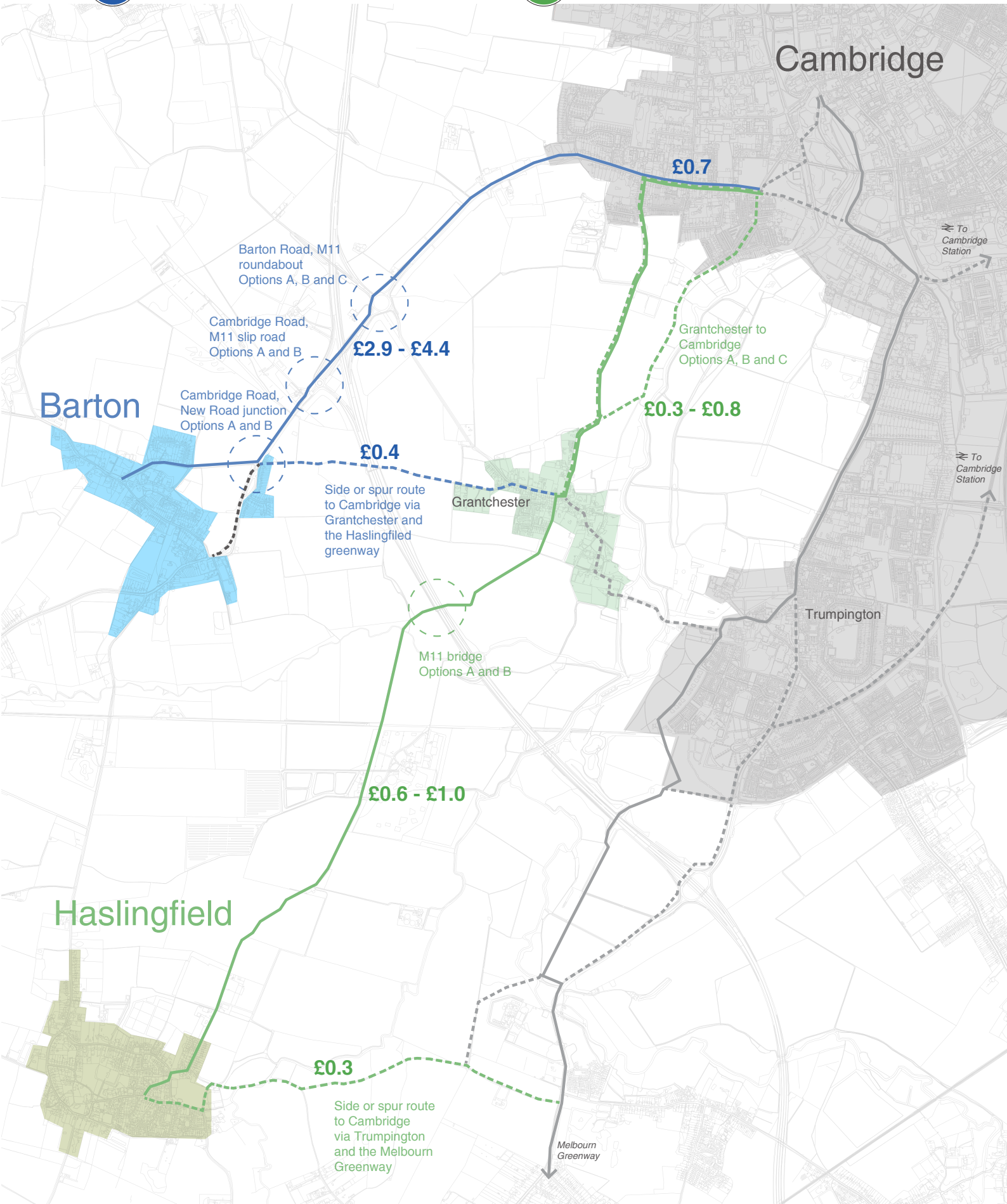
2,162,526

VAT	20%	432,505
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**Total including VAT as above
2,595,032**

Ba Max £5.2million , Min £0.7million

Ha Max £1.8million , Min £0.9million



BARTON

Ref.	Name.	Route Type:	Path width	Works	Cost (£)
Ba1	New Road, Barton village.	Quiet road	n/a	Existing quiet road. No works required to carriageway surface. Signage to signal start of Greenway route.	4,000
Ba2	Burwash Manor entrance	Junction on quiet road		New raised table at entrance to Burwash Manor to slow traffic and allow cyclists to step up onto shared cycle path. New surface and planting.	14,938
Ba3	New Road, shared cycle path	Shared cycle path	3m	Widen existing cycle path and lay down a new surface.	270,000
Ba4A	Cambridge Road, New Road junction	Shared cycle path - new roundabout	n/a	New roundabout at junction to slow traffic and make crossing Cambridge Road safer for cyclists. Signage to signal Greenway route.	241,800
Ba4B		Shared cycle path - traffic lights	n/a	New traffic lights at junction with New Road and Cambridge Road. Signage to signal Greenway route.	84,925
Ba5	Cambridge Road, up to M11 slip road roundabout	Shared cycle path	3m	Widen existing cycle and new surface (where this has not been completed as part of current works).	268,750
Ba6A	Cambridge Road, M11 slip road roundabout	Shared cycle path - existing roundabout	n/a	Reconfiguration of roundabout geometry to slow traffic leaving the roundabout. Reconfiguration of existing cycle path route to create a 'square-on' crossing at slip-road.	78,125
Ba6B		Shared cycle path - subway at existing roundabout	n/a	New subway for cycle path to pass under existing motorway slip road. Realign private track to Haggis Farm.	612,500
Ba7	Cambridge Road	Shared cycle path	3m	Widen existing cycle path and lay down a new surface.	122,500
Ba8	Barton Road - bridge over M11	Shared cycle path	3m	Reduced number of traffic lanes from two to one (towards Cambridge). Widen cycle path by moving out kerb line. New planted verge between cycle lane and carriageway.	235,000
Ba9	Barton Road	Shared cycle path	3m	Widen existing cycle path and lay down a new surface.	122,500
Ba10A	Barton Road, Grantchester Road and Coton Road roundabout - smaller roundabout and subway	Shared cycle path - subway at reconfigured roundabout	n/a	Adjust carriageway layout and create a smaller roundabout. New subway for cyclists under Grantchester Road.	789,050
Ba10B	Barton Road, Grantchester Road and Coton Road roundabout - smaller roundabout and crossing	Shared cycle path - crossing at reconfigured roundabout	n/a	Adjust carriageway layout and create a smaller roundabout. Reconfiguration of existing cycle path route to create a 'square-on' crossing at Grantchester Road.	262,375

Ba10C	Barton Road, Grantchester Road and Coton Road roundabout - re-configure cycle path	Shared cycle path - crossing at existing roundabout	n/a	Reconfiguration of existing cycle path route to create a 'square-on' crossing at slip-road. New planting in verges between cycle path and carriageway.	52,375
Ba11	Barton Road, out of city	Shared cycle path	3m	Adjust kerb edge to narrow carriageway to allow for planted verge between carriageway and widened cycle path. Planted verge to be as wide as possible. New surface to shared path.	1,695,100
Ba12	Barton Road, within city	Segregated cycle path	3.5m	Widen existing cycle path to create segregated path with new surfaces. Where required reduce width of planted verge. Reconfiguration to tighten junction radius's and widen verges to create safer crossings for cyclists. Signage to signal Greenway route out of the city.	643,563
Ba13A	Barton Road, alongside Gonville and Caius College - narrow carriageway	Segregated cycle path	3.5m	Adjust kerb edge to narrow carriageway to allow for widened cycle path and footway. New surface to paths.	63,938
Ba13B	Barton Road, alongside Gonville and Caius College - move hedge	Segregated cycle path	3.5m	Remove/ move existing hedge to allow for widened cycle path and footway. New surface to paths. Signage to signal Greenway.	58,313

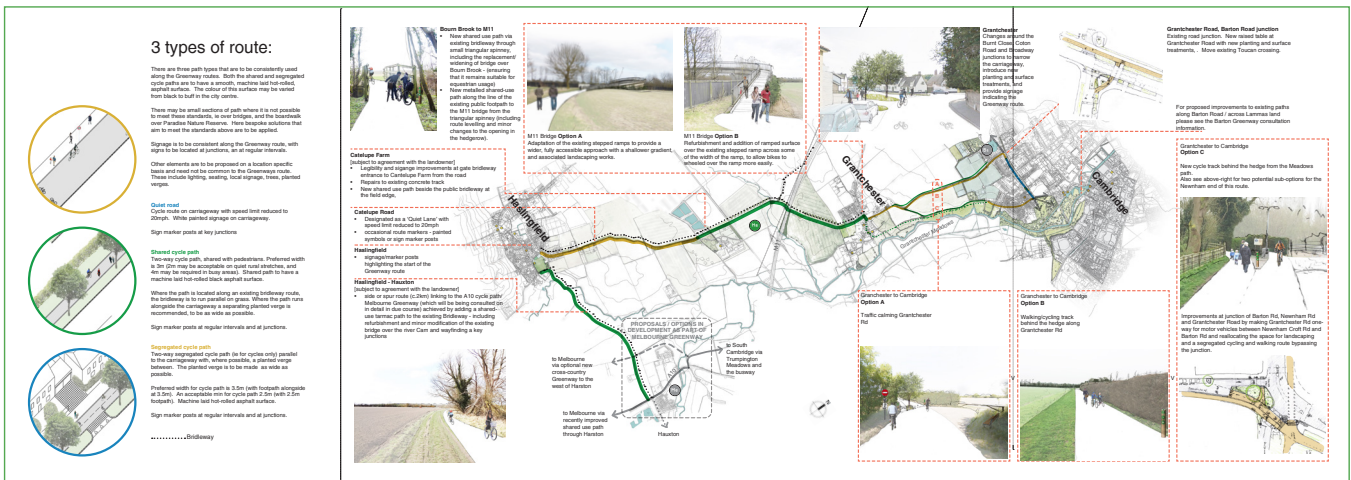
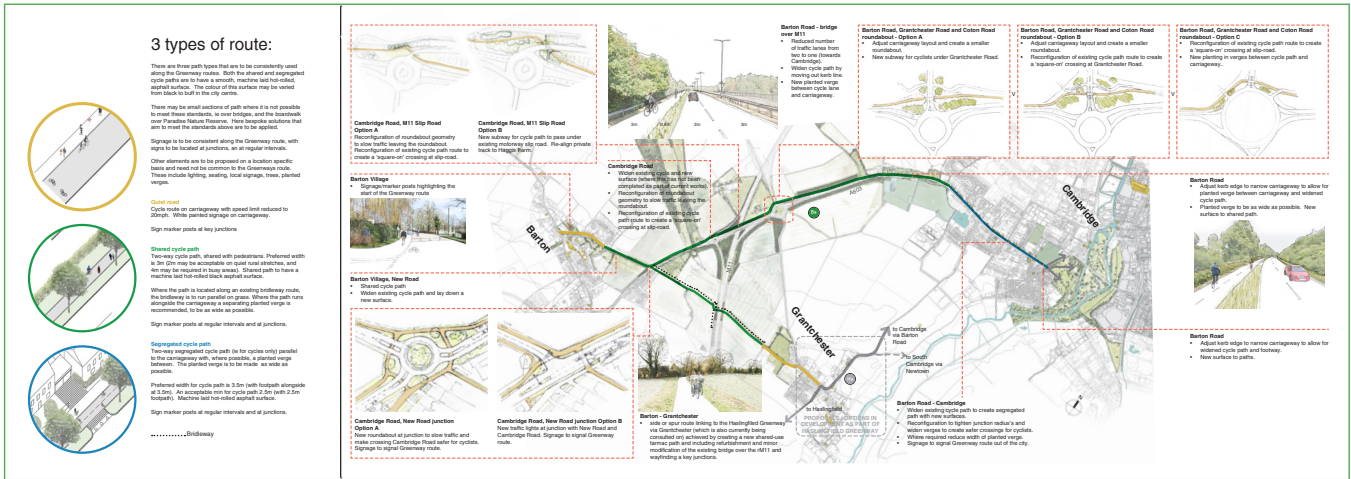
Note - the Greenway route consulted on in June 2018 will not include an onward route past the junction of Barton road and Grantchester Street. The below information has been included for reference:

Ba14	Lammas Land	Shared cycle path	3m	Existing path. Widen and resurface path across Lammas land to the mill pond. Buff coloured asphalt surface.	223,750
Ba15	Barton to Grantchester - side or spur route linking to the Haslingfield Greenway via Grantchester	Shared cycle path	3m	Shared cycle path along existing track. Signage to signal Greenway route at Cambridge Road.	179,500
Ba16	Barton to Grantchester - bridge over M11	Shared cycle path - over existing bridge	n/a	Refurbishment and minor modification of the existing bridge over the M11.	30,000
Ba17	Barton to Grantchester	Shared cycle path	3m	Shared cycle path along existing grass footpath (with adjacent grass path as bridleway tbc)	250,938
Ba18	Barton to Grantchester - bridleway	Quiet road	n/a	Existing quiet road. No works required to carriageway surface. Signage to signal Greenway route.	2,750

HASLINGFIELD

Ref.	Name.	Route Type:	Path width	Works	Cost (£)
Ha1	Fountain Lane, Haslingfield village	Quiet road	n/a	Existing quiet road. No works required to carriageway surface. Greenways signage/marker posts highlighting the start of the Greenway route at junction with High Street.	2,750
Ha2	Cantelope Road	Quiet road	n/a	Existing quiet road. No works required to carriageway surface.	n/a
Ha3	Cantelope Farm - existing concrete track	Quiet road	n/a	Existing farm track. Repairs to existing concrete track. Legibility and signage improvements at gate bridleway entrance to Cantelope Farm from the road.	22,500
Ha4	Cantelope Farm - new shared cycle path	Shared cycle path	2m	Replace existing grass path across field with a new shared use path beside the public bridleway at the field edge.	96,250
Ha5	Crossing Bourn Brook	Shared cycle path over bridge	n/a	Widen existing bridge over brook. Shared path to combine with bridleway for short stretch. Signage at bridge to indicate Greenways route and bridleway paths.	51,500
Ha6	Cantelope Farm - new shared cycle path	Shared cycle path	2m	Replace existing grass path across field with a new shared cycle path.	29,000
Ha7A	Cantelope Farm - M11 bridge	Shared cycle path over bridge	n/a	Adaptation of the existing stepped ramps to provide a wider, fully accessible approach with a shallower gradient, and associated landscaping works and planting.	521,250
Ha7B	Cantelope Farm - M11 bridge	Shared cycle path over bridge	n/a	Refurbishment and addition of ramped surface over the existing stepped ramp across some of the width of the ramp, to allow bikes to be wheeled over the ramp more easily.	91,875
Ha8	Kings land - new shared cycle path from M11 bridge to 'the clamp' (junction with farm track)	Shared cycle path	2m	Replace existing grass path across field with a new shared cycle path.	140,250
Ha9	'The clamp' to Burnt Close	Shared cycle path	2m	Widen existing path with new surface. This will require works to build up existing sloped ground.	73,750
Ha10A	Entrance to Burnt Close - Wide path	Shared cycle path	2m	Demolish wall to create widened access to greenways path. New surface to existing path and driveway. Sign to indicate Greenway route.	18,500
Ha10B	Entrance to Burnt Close - Existing wall	Shared cycle path	Existing	New signage to sign shared path, to help mitigate conflict between pedestrians and cyclists at this pinch point. Retain existing wall. New surface to existing path.	3,969
Ha11	Burnt Close, Grantchester village	Quiet road	n/a	Existing quiet road (private lane). No works required to carriageway surface.	n/a
Ha12	Burnt Close, Coton Road junction	Junction on quiet road	n/a	Existing junction. New raised table at junction with Burnt Close, with new planted areas alongside and signage indicating the Greenway route.	24,813
Ha13	Coton Road	Quiet road	n/a	Existing quiet road. No works required to carriageway surface.	n/a
Ha14	Coton Road, Broadway/High St junction	Junction on quiet road	n/a	Existing quiet road. Narrow the carriageway, introduce new planting and surface treatments, and provide signage indicating the Greenway route.	24,813

Ha15	Broadway, Grantchester Village	Quiet road	n/a	Existing quiet road. No works required to carriageway surface.	n/a
Ha16A1	Behind the hedge, Grantchester Road	Shared path	3m	New walking/cycling path behind the hedge along Grantchester Rd. Signage indicating the Greenway route where path meets Broadway.	177,125
Ha16A2	Behind the hedge, Rugby Club	Shared path	3m	New walking/cycling path behind the hedge. Part where no path exists currently and part on existing concrete track. New surface.	137,750
Ha16A3	Grantchester Road	Quiet road	n/a	No works required to carriageway surface. Greenways signage/marker posts highlighting the Greenway route at junction with Barton Road.	2,750
Ha16A4	Grantchester Road, Barton Road junction	Junction	n/a	Existing road junction. New raised table at Grantchester Road with new planting and surface treatments, . Move existing Toucan crossing.	16,813
Ha16A5	Barton Road	Segregated cycle path	3.5m	Reconfigure existing arrangement to create a segregated cycle path and footpath.	416,063
Ha16B1	Grantchester to Cambridge	Quiet road	n/a	Existing road. Traffic calming Grantchester Rd. No works to carriageway surface.	n/a
Ha16C1	Grantchester to Cambridge - Meadows path	Segregated cycle path	3.5m	New cycle track behind the hedge from the Meadows path. No path exists in this location currently. Greenways signage/ marker posts highlighting the Greenway route at junction with High Street.	611,188
Ha16C2	Carpark at Grantchester Meadows (road).	Quiet road	n/a	Resurface carpark at Grantchester Meadows (road). New cattle grid to cycle path and new gate to existing path at entrance. Signage to indicate cycle route and path.	37,125
Ha16C3	Grantchester Meadows, Eltisey St, Grantchester St.	Quiet road	n/a	Existing road junctions. Signage and planted build outs to calm traffic at 2 no. key junctions.	41,500
Ha16Ci1	Grantchester Street, Barton Road junction	Junction with segregated cycle path	n/a	Improvements at junction of Barton Rd, Newnham Rd and Grantchester Road by making Grantchester Rd one-way for motor vehicles between Newnham Croft Rd and Barton Rd and reallocating the space for landscaping and a segregated cycling and walking route bypassing the junction.	94,125
Ha16Ci2	Lammas Land	Shared cycle path	3m	Existing path. Widen and resurface path across Lammas land to the mill pond. Buff coloured asphalt surface.	223,750
Ha-16Ci11	Grantchester Street	Quiet road	n/a	Existing quiet road. No works required to carriageway surface.	
Ha17	Haslingfield to Harston	Quiet road	n/a	“Existing quiet road. No works required to carriageway surface. Greenways signage/marker posts highlighting the Greenway route at junction with Barton Road.”	2,750
Ha18	Haslingfield to Harston	Shared cycle path	3m	Replace existing grass path along the edge of the field with a new shared use path. Access for farm vehicles to be retained on grass track along side cycle path.	318,375
Ha19	Haslingfield to Harston	Shared cycle path	3m	Replace existing track with a new shared use path. Access for farm vehicles to be retained on track along side cycle path.	121,500



Above: the drawings laid out for the Council's communications team to edit with their preferred graphic style/ leaflet format.

STUDY OUTPUT /NEXT STEPS

We have generated feasible initial concept designs for the Greenway routes taking into account the brief to create two high quality cycling routes from Barton and Haslingfield into Cambridge.

Following public consultation, and collation of the responses, detailed designs should be developed in response to this feedback, to include at that stage input on engineering and road safety auditing.

Our recommendations following this study are:

Consultation with existing landowners where the proposals are on or impact private land is to be managed by the council, and we recommend this includes engagement before the public events.

