



Newmarket Road Corridor

This document describes the proposals of the Cambridge Cycling Campaign for improvements to cycle routes along the Newmarket Road corridor.

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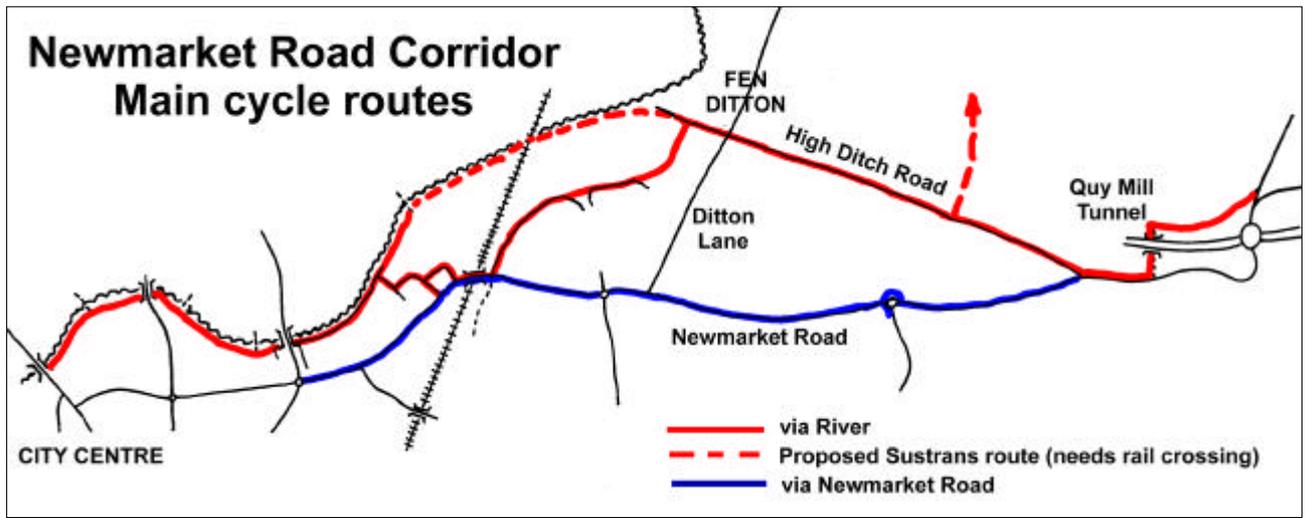
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Two Distinct Routes

There are two distinct cycle routes along the Newmarket Road 'corridor':
These are:

- Along the South side of the River Cam to Fen Ditton and beyond
- Along Newmarket Road itself.



Both routes are already well used by cyclists. Although they both serve the Eastern side of Cambridge they complement each other and both need to be improved and developed. We consider the two routes in turn.

Along the River

The South side of the River Cam provides a valuable route between the Northern end of the City centre and the Riverside area. It also forms an important part of several longer routes from the City centre:

- To Northern Cambridge, via any of four footbridges across the river
- To East Barnwell and Fen Ditton, via the Newmarket Road railway bridge
- The proposed Sustrans recreational route to Fen Ditton and beyond.

The route along the river is a very pleasant one - indeed, it is probably the most enjoyable cycle route in Cambridge. It is not, however, without problems. In particular:

- Inconvenient footbridge links to Northern Cambridge
- Inconvenient stiles and gates
- Potholes on Jesus Green
- An awkward crossing of the railway at Newmarket Road Bridge.

- Many cyclists find it scary at night and avoid it at such times

This document contains suggestions for alleviating these problems. We also propose:

- Improvements at the junction of Riverside with Abbey Road
- Improvements to the Wadloes Footpath, Fen Ditton.
- Improvements to High Ditch Road, Fen Ditton by taking road space to provide a cycle track.

These are all discussed in turn below.

First, however, we review the Sustrans route and add our own proposals:

The Sustrans Route

Sustrans is developing proposals for a recreational route along the South side of the river to Fen Ditton, Lode and beyond. Although the route is still at the planning stage, it is likely to be something like:

- From the City Centre, along the river to Stourbridge Common.
- A new riverside path across Stourbridge common, with a new crossing of the railway near to the existing railway bridge across the river.
- A new riverside path across Ditton Meadows to Fen Ditton
- Along Fen Ditton High Street to the crossroads with the B1047.
- Straight across the crossroads and along High Ditch Road (the unclassified road leading east) for about 1.3km.
- Turn left along a minor road, across a bridge over the A14, past Honey Hill Farm, to join the route of the dismantled railway.
- Along the dismantled railway to Lode
- And onwards...

We support these proposals. Our own proposals below will either assist the Sustrans route or be complementary to it.

Footbridges

The four footbridges (Jesus Lock, Fort St George, Cutter Ferry and Green Dragon) provide links to Northern Cambridge. These are extremely important: we would not be surprised if the majority of cyclists using the riverside route were doing so to reach Northern Cambridge.



These footbridges are so much a part of the Cambridge scene that we tend to overlook just how inconvenient they are. Cyclists are required (rightly) to dismount at all four bridges, and at the Jesus Lock and Fort St George bridges, cyclists must lift their cycles up several steps and round several sharp corners. Pinch stiles at three of these bridges adds to the inconvenience. At peak periods, these bridges are frequently congested, causing additional delays.

These bridges are particularly inconvenient to elderly cyclists and cyclists carrying children, who have real difficulty in struggling with their cycle up and down steps and round corners. This is unfortunate because the riverside route is otherwise particularly suitable for such cyclists.

Improvements to these bridges to make them more convenient for cyclists would be of benefit to

Congestion at pinch stiles at Cutter Ferry Bridge

huge numbers of cyclists.

Obviously, issues of cost, space and environment place significant constraints on what can be done to improve these bridges for cyclists. Nevertheless, we believe these bridges to be so important that improvements should be sought.



At the very least the pinch stiles should be removed and replaced with cattle grids.

Crossing the railway

The riverside route currently ends at Stourbridge Common, as there is no way to cross the railway.

Cyclists travelling from Riverside to Fen Ditton and East Barnwell must therefore cross the railway line using Newmarket Road.

Steps at Jesus Lock bridge

The proposed Sustrans route (described above) would extend the riverside route to Fen Ditton, crossing the railway somewhere near the river. If this were built it would offer a more direct route to Fen Ditton. Nevertheless, cyclists heading for East Barnwell will probably always need to travel via the Newmarket Road railway bridge.

There is therefore a need to provide for cycle movements between Ditton Walk and Swann's Road.

Westbound from Ditton Walk to Swann's Road, this movement is catered for by the shared-use footway on the Northern side of Newmarket Road. This allows cyclists to avoid having to cross Newmarket road twice. The shared-use here is, however, well below standard and should be improved. The blind corner by the former Globe pub is particularly poor. In addition to the risk of collision with pedestrians and other cyclists at the corner itself, cyclists riding along Ditton Walk who wish to join this footway are forced to cross Ditton Lane at a point where there they are liable to be hit by traffic turning into Ditton Walk.



Eastbound from Swann's Road to Ditton Walk, this movement is reasonably straightforward, as cyclists can simply join the cycle lane on the carriageway. However, the junction with Ditton Walk has a bad accident record.

Given that there is a lot of road space here, particularly over the bridge, we would like to see major changes here. We would like to see the carriageway along this section narrowed to one lane and the remaining space devoted to cyclists and pedestrians.

Shared-use around blind corner at Ditton Walk

This would have little effect on traffic flow since there is only one, very wide, lane Eastbound for most of this section. Just past the bridge there is a space in the central reservation for traffic making a U-turn. This can remain, but the long approach lane and hatched areas should be removed.

The space made available by narrowing the carriageway could then be used for:

- A footway
- A cycle track for Westbound cycles
- A cycle lane for Eastbound cycles, perhaps protected by a kerb
- A verge or landscaping, perhaps even between motor traffic and cycles

Although the width available decreases towards Ditton Walk, it is here that it is most important to improve conditions for cyclists. Space could be made available by moving the centre line. We would like to see the Ditton Walk junction to be remodelled, with:

- The eastbound cycle lane continuing across the junction, reinforced with a red surface

- The cycle track extended across the junction, on a raised level, to make it easier for Cyclists coming from Ditton Walk to join the cycle track to Swann's Road.

In the middle of this section there is a pelican crossing which provides access to Coldham's common. This forms part of an important cycle route from South-east Cambridge to Chesterton (via Swann's Road) and to Fen Ditton (via Ditton Walk). This crossing should be converted to a Toucan (or a full cycle crossing) and integrated into the cycle track and cycle lane on the northern side.

This area is linked to the riverside by Swann's Row and Garlic Row. There is a one-way system in operation here, but the no-entry from Mercer's Row into Garlic Row is regularly ignored by commercial vehicles. Can this be reinforced with an improved road layout?

Inconvenient stiles and gates along the river



*Pinch stile
at Park
Parade
opposite
Portugal
Place*

cyclists. It should be removed.

The access to Thompson's Lane should be moved a few feet further away from the pub, to where the vehicle gate is now. This would remove conflict with pedestrians and vehicles loading outside the pub.

An additional reason for improving this access is that it will help encourage cyclists to use Thompson's Lane rather than the riverside boardwalk, where cycling is not permitted.

The pinch stile should also be removed from the access opposite the end of Portugal Place.

Jesus Green

The western end of the riverside path ends at the Rat and Parrot pub. Here cyclists must pass through a narrow pinch stile onto Thompson's Lane. This pinch stile is very narrow and is placed in such a position that delivery vehicles frequently obstruct it. It also leads directly onto the footway.

There are no animals on Jesus Green so a pinch stile is unnecessary (there is also virtually no traffic here and visibility is very good). The presence of a pinch stile serves only to cause inconvenience and minor bruises to

Midsummer Common

The cattle grids on Midsummer Common are of huge benefit to cyclists. Last year our members voted these neat little grids to be the best recent small cycle facility in the whole of Cambridge.



There are, however, a number of accesses to the common which are still obstructed by gates or pinch stiles.

The most important of these is the riverside path under Victoria Avenue, which is blocked by two gates with weights to keep them shut. These should be replaced with a single cattle grid. There are ramps down to this section from both sides, so to keep cycle speeds low here we would suggest building sinusoidal speed humps on the ramps on either side.

Another good candidate for replacing a pinch stile with a cattle grid is at the Northern of the two pelican crossings across Victoria Avenue. The pelican here should also be converted to a Toucan crossing (or a full cycle crossing) and the cycle accesses on either side lined up with one

Two gates under Victoria Avenue

another. This crossing is a popular alternative to the aforementioned path under Victoria Avenue, particularly at night and for cycles heading towards Park Street.

There is already a cattle grid close to the more southerly pelican crossing on Victoria Avenue, but crossing here from Midsummer Common to Jesus Green remains an awkward manoeuvre. This is because the cattle grid is about 20 yards South of the crossing, and cyclists must either ride up to the crossing along the footway (which is currently illegal) or cross the road without using the pelican. We would like this crossing also to be converted to a Toucan (or a full cycle crossing), with access to both sides improved by means of suitable lengths of shared-use footway.



Cattle grids are very convenient for cyclists

Stourbridge Common

At the eastern end of Riverside, access onto Stourbridge Common is through a gate with a weight to keep it shut. This is inconvenient for cyclists, and a cattle grid for cycles should be provided here. (There is already a wide cattle grid but it is closed with a gate to keep cars out, but

even if there were no gate the pitch of the existing grid would in any case be too wide for cycling).

Potholes on Jesus Green

The riverside path on Jesus Green is rather bumpy in places. The length past the Swimming Pool is particularly bad, with numerous large craters up to an inch in depth. These badly need repairing.

The riverside route is scary after dark

When discussing the route along the river it is important to remember that many cyclists consider it to be a daytime route only. Despite its attractiveness during the day, many cyclists find it scary and unpleasant to use after dark.

We would welcome any steps that would increase personal security - and the perception of personal security - along the riverside paths and on the footbridges. These could include sensitively designed improvements to lighting.

Whatever changes are made, there will always be cyclists who feel unable to use the riverside path after dark. This means that alternative, on-road, routes must always be available



Wadloes Footpath - useful, but narrow and very bumpy

Junction of Riverside with Abbey Road

Cyclists riding westwards along Riverside need to turn left into Abbey Road and then immediately right again into the continuation of Riverside under the Elizabeth Way bridge.

Although this is a straightforward manoeuvre, many cyclists cut both corners, which places them at risk from other traffic. Since there is plenty of unused space here, we wonder whether it might be possible to improve the road layout to allow traffic on Riverside to cross Abbey Road by following a straight line. Riverside could then be given priority over Abbey Road.

Wadloes Footpath, Fen Ditton

This cycle/footpath forms part of the route from Newmarket Road railway bridge to Fen Ditton. It is, however, narrow and bumpy. It should be resurfaced to an adequate width.

High Ditch Road, Fen Ditton

This road provides a link between Fen Ditton and the Quay Mill Hotel Tunnel under the A14. As an extension to the route between Newmarket

Road railway bridge via Ditton Walk and the Wadloes Footpath to Fen Ditton it forms part of a route between Cambridge and Quy which almost entirely avoids Newmarket Road.

The road will also form part of the proposed Sustrans route.

Unfortunately, this road is not particularly pleasant to cycle along, because despite the low volume of motor traffic, speeds are high along this straight piece of road.

We therefore propose that this little-used road be reduced in width to single-track (with passing places), and the remaining road width used to construct a high quality segregated cycle track. This would be far cheaper than constructing a new cycle track alongside the existing road.

We also propose that the existing pelican crossing across the B1047 be converted to a Toucan shared cycle-pedestrian crossing, with appropriate cycle tracks leading to it on either side.

Along Newmarket Road - General Points

An important route

Despite the attractions of the river, the main route between East Barnwell and the City centre will always be Newmarket Road itself. In addition to being the most direct route, Newmarket Road also provides access to important destinations such as the Abbey Pool, Cambridge United Stadium. The large retail warehouses such as B&Q and Comet are also important destinations for cyclists, both as customers and employees.

Bus Priority

At the time of writing, the Bus Priority scheme on Newmarket Road is still under construction. The bus and cycle lanes have been completed but only two of the four sets of bus priority signals are fully in operation.

Although we support the bus priority scheme in general, it does unfortunately present a number of problems to cyclists. In particular, there are problems at:

- The bus priority signals near the River Lane junction.
- The bus priority signals at the Ditton Lane junction.

These and other problems are described below

Types of Provision

Within the urban area, we believe that provision for cyclists should in general be on-road. This means cycle and bus lanes, and specific facilities at junctions.

We are not enthusiastic about the use of roadside cycle tracks and shared-use footways within the urban area. Our experience is that these are less attractive and less convenient than on-road facilities. They can also be intimidating for pedestrians.

Beyond the urban area, where traffic speeds are higher and where a greater proportion of cycle traffic is recreational, off-road facilities may be more appropriate.

Our approach to Newmarket Road is therefore to advocate the provision of cycle lanes and bus lanes within the city itself, and cycle tracks outside it.

Where cycle tracks or shared-use footways are provided we feel that it is essential that they offer a continuous, high quality route. Cyclists should not have to stop and give way when crossing side roads. Instead, the cycle track should be extended right across the side road, perhaps on a raised ramp. Cyclists using the cycle track should have priority over turning traffic, just as they would have if they were using the main carriageway.

Enforcement

We would like to mention that enforcement of existing traffic laws, particularly speed limits and parking restrictions, can do as much to improve conditions for cyclists as any other measure.

Along Newmarket Road Eastbound

We now consider the full length of Newmarket Road between Elizabeth Way and the Quay Mill Hotel Tunnel, first Eastbound and then Westbound.

Elizabeth Way Roundabout

Recent changes to the signals and road layout have improved conditions slightly for cyclists, but this roundabout remains highly intimidating and unpleasant for cyclists.

There has been a separate consultation about plans to improve the subways and the central underground area. Our response to this consultation was given in a letter to Richard Halsall of the County Council in February 1998. A brief summary follows:

The present arrangement of shared-use subways is thoroughly unsatisfactory, but could be improved somewhat by providing ramps in all directions, by smoothing out the sharp corners or preferably by curved approach ramps to the tunnels rather than 90 degree turns. This would

provide much better visibility, allowing for segregation and removal of the barriers. Mirrors might also help visibility and personal security.

However, given that that there is little possibility of structural changes like this, we can only remain convinced that the subways do not provide a suitable route to be promoted for cycling. No cosmetic changes or changes of use would be able to make this any better.

In general, therefore, we believe that any provision for cyclists at this roundabout should be at street level.

We would ideally like to see the roundabout filled in and replaced by traffic signals.

However, if the roundabout is to remain then we would like consideration be given to some kind of bridge or roof over the central area that would allow some way of using the traffic signals to take cyclists across the junction on top. This would effectively be a crossing facility integrated with the roundabout, at grade.

Eastbound from Elizabeth Way Roundabout to Coldham's Lane

There are cycle lanes from the roundabout as far as the Abbey Street pelican crossing. These should be extended up to the signals at Coldham's lane, where a forward stop line should be provided. There would appear to be ample road width available.

The footway on the Northern side is shared-use between the roundabout and the pelican crossing. This footway and crossing provide a very useful link between Abbey Street (connecting to the York Street area) and Abbey Road (connecting to Riverside). There are problems however: the pelican crossing has a tiny central refuge (too small to accommodate a bicycle) for that reason has a curious one-way system which confuses many users. Despite these problems, this link is well used and imaginative ideas should be sought for improving it. We would like to suggest reducing the Eastbound carriageway from two lanes to one and using the space gained to widen the footway and provide a segregated cycleway along it. The pelican crossing should also be upgraded to a proper cycle crossing or toucan and the access from Abbey Street remodelled to avoid the need for cyclists to use the footway on that side.

Coldham's Lane Junction

As was mentioned above, a cycle lane should be provided right up to this junction, with a forward stop line for cyclists.

Whilst this junction is reasonably straightforward for cyclists heading straight on, it poses real problems for cyclists wishing to turn right into Coldham's Lane, who have to cross two lanes of fast-moving traffic.

We would therefore like to propose changing the signals here to add a new cycle-only phase that would allow cyclists to turn right from the left-hand side of the road. This would involve a short length of segregated cycle lane (as at Hills Road/Brooklands Avenue) and a phase of the signals that gives cyclists a green signal whilst all other signals remain red.

A simpler, though much less effective, way of improving conditions for right-turning cyclists here would be to reduce the number of straight-on lanes from two to one. This should not adversely affect traffic flow as Newmarket road narrows into a single lane a few yards further ahead anyway.

Eastbound from Coldham's Lane to railway bridge

There is always a row of cars parked near the Wrestlers pub, even during the evening peak hours when parking is not legally permitted. We suggest that the parking here be formally recognised by providing marked parking bays and marking a single traffic lane on the road rather than the current situation in which there are two lanes, one of which is unusable. There would then be room for a cycle lane between the parked cars and the main traffic lane.

The existing bus lane, with an advisory cycle lane marked within it, appears to work well.

The advisory cycle lane should be continued right up to the Stanley Road signals, and the existing forward stop line surfaced in red.

At the time of writing the bus priority signals near Swann's Road were not yet in operation. We understand that a permanent cycle filter light will be provided which will allow cycles to proceed at all times. It is important that this is implemented as promised.

Eastbound from railway bridge to Barnwell Road

The existing cycle lanes along this length work well, though we are worried about the poor accident record at the Ditton Walk junction.

There is a break in the cycle lanes for the pelican crossing zigzags near Whitehill Road. Elsewhere in the city (e.g. Chesterton Road), the zigzags have been moved inwards to the edge of where the cycle lane would be, to encourage motorists to leave space for cycles. This should be done here.



Left: Gap in cycle lanes at crossing near Ditton Fields



Right: Cycle lane formed by zig-zag markings, Chesterton Road

Between Swann's Road and Ditton Walk there is a shared-use footway, which is used by cyclists travelling in the opposite direction from Ditton Walk to Swann's Road. Our proposals for major improvements along this section were given earlier in this document.

Barnwell Road Roundabout

This roundabout is very unsatisfactory for cyclists. We would like to see it removed and replaced with traffic signals. Full provision could then be made for cyclists using the junction, with forward stop lines and cycle lanes on all four approaches.

We do not believe that this would cause additional congestion since traffic capacity in this area is constrained by the Ditton lane junction rather than the Barnwell Road roundabout.

Eastbound from Barnwell Road to Ditton Lane Signals

This short stretch is probably the scariest section in the whole length of Newmarket Road.

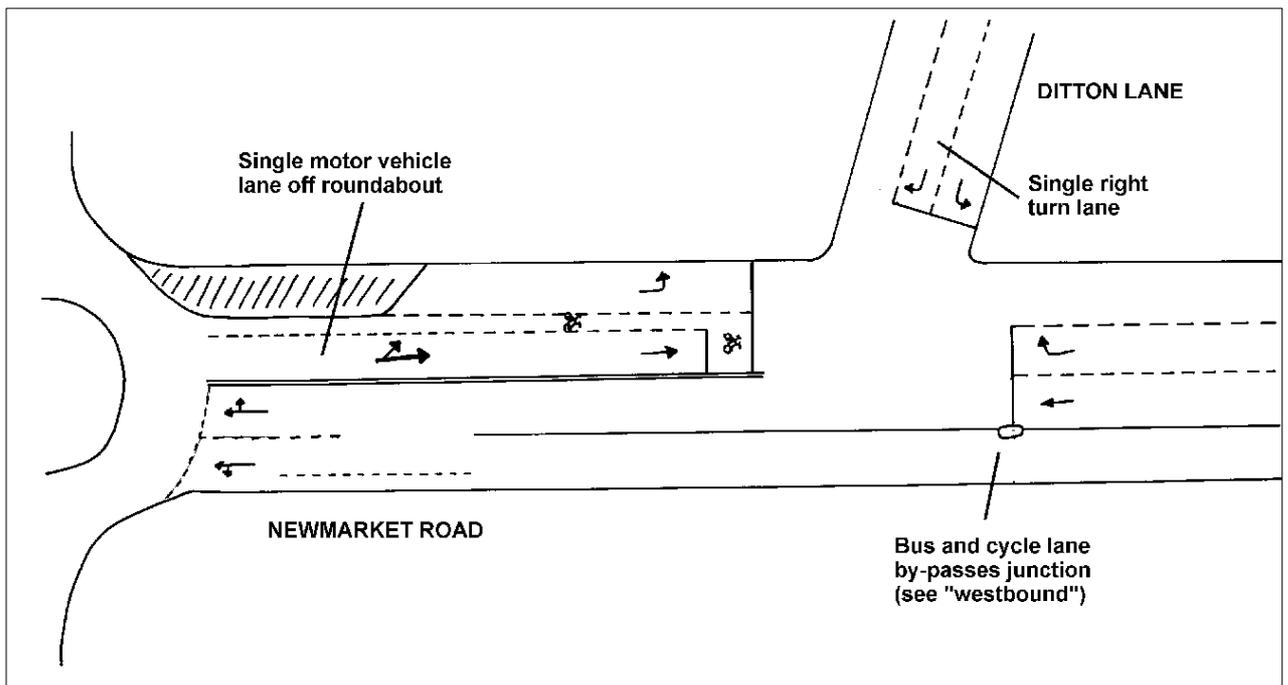
There is a left-turn-only lane for vehicles turning left into Ditton Lane. Because of this, cyclists intending to go straight on have to position themselves between two streams of fast-moving traffic. The red advisory cycle lane provided between the two traffic lanes helps a lot here, but the experience is still highly unpleasant: the worst part is actually getting into the cycle lane in the first place.



Left: Approaching Ditton Lane. Hard to get into the central cycle lane



Right: East Road approaching Mill Road. Cyclists find themselves in their lane automatically



An alternative for Ditton Lane could be modelled on the Hills Road/Cherry Hinton Road junction providing a separate phase for cyclists

Major changes in road layout are required here. The simplest solution would be to reduce the number of lanes leaving the roundabout from two to one. Then, the left-turn lane could be marked as being a definite left turn off this lane, much closer to the junction, in the manner established elsewhere in the city such as the left-turn from East Road to Mill Road.

The red surface on the existing advisory lane is in poor condition and needs completely replacing.

We would like to see a forward stop line at the end of the straight-on traffic lane. It would allow waiting cyclists to position themselves in a much safer position than they can at present.



An alternative to these suggestions would be to provide a cycle track on the left-hand side with a special signal phase for straight-on cyclists, similar to that at Hills Road/Cherry Hinton Road. This could feed cyclists onto the cycle track on the East side of the junction.

Eastbound from Ditton Lane to Park and Ride Site

For the first few hundred yards, the eastbound traffic lane is too narrow for motorists to overtake cyclists, causing tailbacks of traffic and harassment to cyclists.

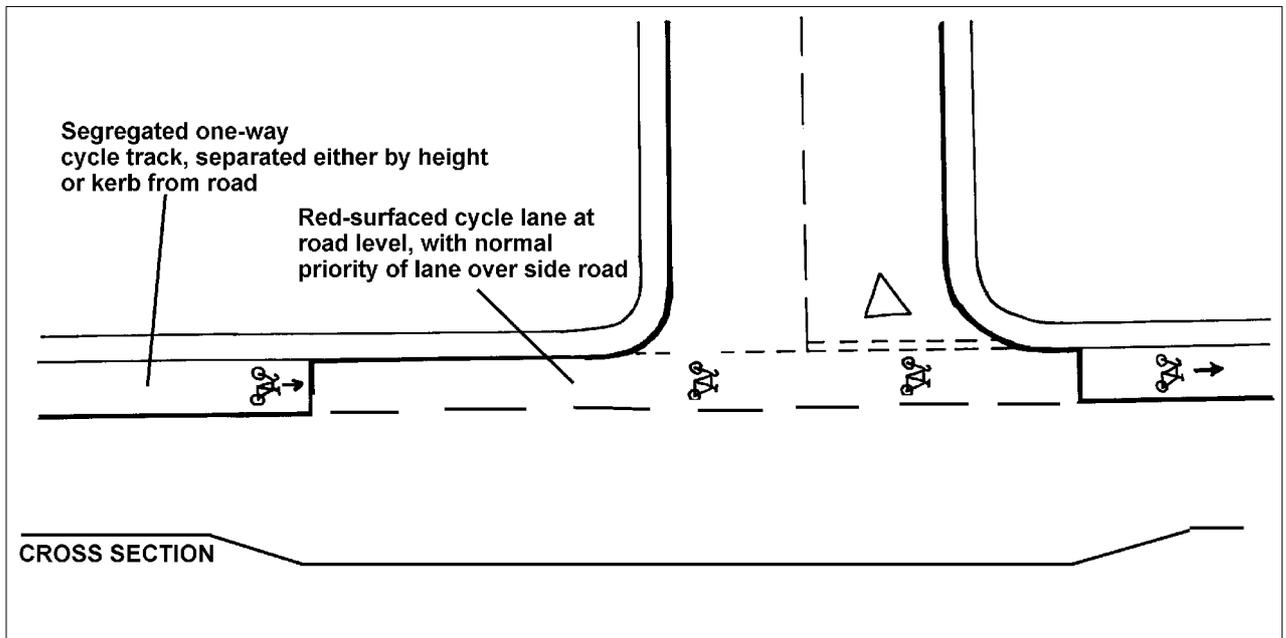
There is a shared-use footway here but it is of a poor quality and is interrupted by side roads and accesses to premises such as Marshall's and the Shell filling station.

We would like to see a high-quality, 2m wide, one-way cycle track constructed between here and the Park and Ride site.

The cycle track should have priority over side roads. This should be reinforced by continuing the cycle track across such side roads on a raised level.

We are aware that there is reluctance to give priority to off-road cycle tracks, so if this is not possible then instead of crossing the side road on a raised level, the cycle track should 'turn into' a cycle lane (with priority) across the side roads.

The following diagram shows the type of arrangement we have in mind:



It will be much easier to implement such an arrangement if the cycle track is one-way, which is why we propose that this cycle track be for Eastbound cyclists only between Ditton Lane and the Park and Ride site and marked as such. Westbound cyclists would be catered for by a similar one-way cycle track on the other side of the road (see below for more details).

Cyclists heading for Teversham will need to cross over to the South side of the road somewhere between here and the park and ride site, in order to join the high-quality unbroken cycle track that runs from there along Newmarket Road and Airport Way to the edge of Teversham. Currently such cyclists can cross at the pelican by the airport entrance, but given that we are proposing the cycle track on the South side be one-way, this means that such cyclists will need to cross at the Park and ride site entrance.



Left: Shell Garage on Newmarket Road, where the entrance poses a problem for crossing cyclists

Right: Groningen, where the (one-way) cycle track crosses the entrance with priority



In designing the cycle track, particular consideration needs to be given to the entrance to the Shell filling station. Giving cyclists priority over turning vehicles is essential here (and probably only possible by making the cycle track one-way.) The above photographs compare the present provision here with a similar location in Groningen in the Netherlands. This gives an idea of the standard of provision we would like to see.

Park and Ride Site Entrance

The left-turn lane for traffic turning into the park and ride site provides problems for cyclists on the carriageway who wish to proceed straight on.

Cyclists using the shared-use footway fare no better. They are forced to turn round a narrow corner and then turn sharply again to cross the side road. The phasing of the signals causes long delays for such cyclists.

This junction is a wasted opportunity for cyclists. We would like to see the cycle track remodelled to allow cyclists to proceed in a straight line across the side road in a separate phase of the main signals.

We would also like to see the left-turn only lane removed since it appears to us to be unnecessary. This would improve conditions considerably for cyclists who remain on the carriageway.

This junction should also be modified to cater for:



The Park & Ride site entrance is inconvenient for cyclists on the path and the left turn lane makes it difficult for cyclists on the road

is good, but would benefit from surface markings to assist cyclists riding in the dark (this section has no street lighting).

- Eastbound cyclists travelling towards Teversham who wish to cross onto the cycle track on the south side at this point.
- Westbound cyclists travelling from Quy who wish to cross from the North side to the South side at this point.

Eastbound from Park and Ride Site to Airport Way Roundabout

The two-way cycle track that extends eastwards from the park and ride

Eastbound from Airport Way to Quy Mill Hotel Tunnel

The two-way cycle track along this stretch needs upgrading to match the standard of the footway further West and along Airport Way. Again, surface markings are needed to assist cyclists riding in the dark.

After about half a mile, the cycle route along High Ditch Road (described above) feeds into this route.

Along Newmarket Road - Westbound

We now consider Newmarket Road in the Westbound direction, starting at Airport Way.

Westbound from Airport Way to Park and Ride Site

The two-way cycle track along this section on the South side is now of a good quality, up to about 10m East of the Park and Ride site. It should be extended to the Park and Ride site (and beyond).

Again, the cycle track needs surface markings to assist cyclists riding in the dark. This is particularly important as the cycle track is some way away from the road.

Westbound from Park and Ride Site to Ditton Lane

A high-quality two-way cycle track should be provided as far as Meadowlands Road. There are trees along the verge here, and there would be room for a separate footway and cycle track if the cycle track were to be built on the roadward side of these trees.

Between Meadowlands Road and Ditton Lane, we would like to see a high-quality, 2m wide, one-way cycle track constructed, with priority over side roads, similar to that which we proposed earlier for the opposite side of the road.

The entrance to Meadowlands Road is very wide and should be made narrower to allow cyclists to cross it more easily.

At the time of writing, the bus priority signals near the airport were not yet in operation. We understand that a permanent cycle filter light will be provided which will allow cycles to proceed at all times. It is important that this is implemented as promised.

Westbound from Ditton Lane Signals to Barnwell Road

It appears to us that it might be possible to provide a by-pass lane (segregated with a kerb) which would allow buses (and cycles) to bypass the signals at all times. To achieve this, the approach lanes in Ditton lane would need to be relabelled to have only one right-turn lane rather than two as at present.

The diagram earlier shows the suggested layout.

The existing signals can be by-passed by cyclists by using a length of shared-use footway. This is of poor quality. The point where cyclists rejoin the carriageway is poorly aligned, requiring cyclists to make two right-angle turns. A merge at a shallow angle would be better.

Barnwell Road Roundabout

As was mentioned above, we believe that this roundabout should be replaced with traffic signals.

Westbound from Barnwell Road to Ditton Walk

The existing cycle lanes along this stretch work well.

Ditton Walk to River Lane Bus Lane Signals

From the pelican crossing to the railway bridge, a short length of former mandatory cycle lane has been removed, leaving cyclists with no protection. It should be reinstated right up to the start of the bus lane on the approach to the bridge.

The advisory cycle lane within the bus lane works well, but it should begin at the start of the bus lane, not a hundred yards beyond the start of the bus lane as at present.

What we want to achieve here is a continuous cycle lane, not one that keeps appearing and disappearing. Continuity of cycle routes is very important.

Just East of the railway bridge, there is an access onto Coldham's Common by means of a gate with a weight to keep it shut. This is very inconvenient for cyclists and the gate should be replaced or supplemented with a cattle grid.

Just next to this access onto Coldham's Common, a pelican crossing provides an important link between south-east Cambridge and all of Northern Cambridge. It should be converted to a Toucan (or a full cycle crossing), and integrated with the access onto Coldham's Common and to the cycle track that we have proposed above for the Northern side of the road.

River Lane Bus Lane Signals

Cycles using the bus and cycle lane are now always faced with a wait of fifteen or twenty seconds when they reach these signals, where they did not before, whilst other traffic continues to flow freely in the outer lane. Because of this, almost every cyclist that we have seen so far has continued straight past the red light.



We are aware that cyclists can avoid the signals by using the footway as a "by-pass", but it is of poor quality and ends by dumping cyclists into the middle of a left-turn-only lane.

We would therefore like to see a permanent green filter for cycles on these signals, allowing them to pass through them at all times. An advisory cycle lane should be marked out beyond the signals to help avoid conflict between cycles using this filter and vehicles merging from the outer lane. This should lead to an advanced stop area at the River Lane Junction (see next section).

Bus and cycle signals for River Lane

We are already in direct discussions with Cambridgeshire County Council about improvements here and at the River Lane and Coldham's Lane junctions. This document therefore contains only an outline of the sort of changes we would like to see.

River Lane Junction

This junction sees a lot of traffic moving across to the left ready to turn into Coldham's Lane at the next junction. We therefore strongly believe

that an advisory cycle lane and advanced stop line should be provided to help protect straight-ahead cyclists from such traffic.

Westbound from River Lane to Coldham's Lane

This is a difficult and congested section, with a left-turn-only lane appearing on the left and a great deal of traffic cutting across the path of straight-ahead cyclists to use it.

We suggest that an advisory cycle lane be marked out on the left-hand side of the leftmost straight-ahead lane, to protect cyclists going straight ahead from left-turning traffic.

The advisory cycle lane should lead to an advanced stop line and waiting area at the end of the left-most straight-ahead lane.