



Camcycle Eastern Access active travel audit and recommendations

16 December 2020

All Eastern Access routes should be reviewed against the criteria set out in the Department for Transport's Local Transport Note 1/20 *Cycling Infrastructure Design Guide*. All of our recommendations should be implemented to LTN 1/20 standards or greater. This assessment and the subsequent recommendations have been created with contributions from Camcycle members and should not be considered a complete assessment of the area. There may be further improvements that have not been mentioned.

Section	Camcycle assessment of the current state	Camcycle recommendations
Newmarket Road Park & Ride	<ul style="list-style-type: none"> • Jubilee cycleway is in good condition • The reinstated bollard at the connection to the Park & Ride site leaves insufficient hard-surface width on each side. There is room between the wooden fences on either side for a much better arrangement. • Cycle path through Park & Ride cuts across the middle of the car park with blind spots between people driving and cycling • Cycle access around Park & Ride is narrow, awkward and crosses the driveway with difficult turns near the bus station causing riders to take alternative routes 	<ul style="list-style-type: none"> • Ensure Jubilee cycleway condition is maintained during and after construction of Marleigh site • Improve the arrangement of the bollard at the Park & Ride to ensure adequate width on all sides • Ensure cycling access from the local area to the Park & Ride • Ensure cycling access from the Park & Ride to the city and connecting with cycle routes to employment sites • Ensure provision of sufficient secure and accessible cycle parking including cycle parking lockers • Improve cycle routes to and around the Newmarket Road Park & Ride with sufficiently wide and protected cycleways, priority over side roads/driveway and safe route with priority for people cycling through the carpark.
Newmarket Road from Park & Ride to Barnwell Road roundabout	<ul style="list-style-type: none"> • Very poor pavement-based provision or on-road cycle lanes • Lack of priority over side roads • Poor/unsafe junctions and crossings for people walking and cycling 	<ul style="list-style-type: none"> • Segregated and protected cycleways • Remove all shared-use provision, restoring this properly to pedestrian use • Improve crossing at south end of Ditton Lane to for people walking and cycling
Cycle routes from Newmarket Road P&R to Chisholm Trail	<ul style="list-style-type: none"> • No attractive and direct cycle route from P&R to then go south on the Chisholm Trail 	<ul style="list-style-type: none"> • Appropriate development/planning of the Airport site to ensure active travel is built into the site

		<ul style="list-style-type: none"> ● Multiple active travel connections in/out of the Airport site, separate from, and more than, motor vehicles route ● Improve Newmarket Road route to ensure protected and direct access to Chisholm Trail connections.
The Newmarket Road and Barnwell Road roundabout	<ul style="list-style-type: none"> ● Hostile roundabout, with fast-moving transport ● Problems with drivers queueing for McDonalds, which causes chaotic behaviour; residents have been pushing for this to be dealt with 	<ul style="list-style-type: none"> ● Replace the roundabout with a protected junction that is safe and convenient for people walking and cycling ● Support residents' work to require McDonalds either to move or to prevent queueing
Wadloes Road	<ul style="list-style-type: none"> ● Poor surface ● Lack of priority over side roads ● Awkward connection to path to Ditton Meadows and Chisholm Trail ● Unsafe junction at Newmarket Road roundabout 	<ul style="list-style-type: none"> ● Resurface existing cycle path ● Rework junctions to give the cycle path priority over the side streets ● Install a new or improved or reinstated connection between Ditton Walk and the Mildenhall Line NCN/Trail link.
Newmarket Road from Barnwell Road roundabout into the city	<ul style="list-style-type: none"> ● Unsafe on-road cycle lanes ● Dangerous junctions at the retail park, Tesco entrance, Aldi entrance, with Coldham's Lane and East Road ● Scary for pedestrians as paths are narrow and motor traffic is close and fast ● Some people feel so unsafe they cycle on the pavement 	<ul style="list-style-type: none"> ● Install cycleways that are protected from car traffic and separate from people walking. The cycleways must have priority over side roads ● Improve junctions to ensure cycling and walking journeys are prioritised with separation in time and space and with better management of signals ● Improving cycling on Newmarket Road will reduce demand for cycling along the river route
Barnwell Road between the roundabouts	<ul style="list-style-type: none"> ● Shared-use path on the eastern side is not suitable for cycling ● Pedestrian underpass that floods ● Poor maintenance of the cycleway on the western side ● Cycle journeys interrupted by give ways at minor side roads and junctions ● Sufficient road width is available for substantial improvements 	<ul style="list-style-type: none"> ● Refresh the west-side cycleway ● Install cycling and walking priority over the minor side roads and driveways ● Make the junctions with the roundabouts at each end safer ● Improve access to the underpass for smoother cycling journeys ● Explore options to improve the underpass ● Fix flooding issues with the underpass

	<ul style="list-style-type: none"> ● Dangerous roundabout junctions at each end of the road 	<ul style="list-style-type: none"> ● Install separate and protected cycleways on the eastern side of Barnwell Road ● Improve all junctions with roundabouts to ensure protected space for cycling
Coldham's Lane to the east of the 'Sainsbury's' roundabout	<ul style="list-style-type: none"> ● Shared use paths with inadequate widths and uneven surface in places ● Lack of priority over numerous side roads ● Generally hostile environment for cycling, particularly the 40mph limit section adjacent to the airfield and the narrow carriageway at railway bridge. Unless the rail bridge issue is resolved then this route will continue to be avoided by many cyclists ● Developers are in discussion with councils about 'land south of Coldham's Lane' and the 'lakes' but the Eastern Access project makes no mention of the impacts of this development and how it will connect to active travel routes 	<ul style="list-style-type: none"> ● Segregated and protected cycleways ● Remove all shared-use, restoring this properly to pedestrian use ● Create priority over side roads or install protected junctions ● Rebuild the railway bridge with a wider span or make space for safe cycling by reducing the carriageway to single-lane bi-directional working underneath the existing bridge. ● If the railway bridge is not made safe for cycling then the nearest alternative cycle routes from Cherry Hinton to the centre via Newmarket Rd and the Tins should be prioritised for cycling improvements and an equivalent route across the Airport site be mandated ● Liaise with developers of 'land south of Coldham's Lane' about active travel routes across their site and about the bridge over the railway. There must be multiple active travel connections in/out of the site, separate from, and more than, motor vehicle routes
The Coldham's Lane 'Sainsbury's' roundabout	<ul style="list-style-type: none"> ● High-speed multi-lane roundabout with poor crossings for people walking or cycling 	<ul style="list-style-type: none"> ● Replace the roundabout with a protected junction that is safe and convenient for people walking and cycling ● Potential solutions for the junction could be: <ul style="list-style-type: none"> ○ Remove the north part of the gyratory so that the remaining parts can form a two-way road with simpler T-junctions ○ Reduce to a single motor vehicle lane each entrance and exit, using the reclaimed space around the outside for a protected, segregated, cycle lane ● Barnwell cycle lane and footpath should be connected to Coldham's Lane through a new pocket park formed

		from reclaimed road space
Coldham's Lane from 'Sainsbury's' roundabout to Cromwell Road junction	<ul style="list-style-type: none"> ● A residential road (C-road) that has been allowed to become a high-traffic arterial route ● Narrow on-road cycle lanes that many are too scared to use ● Narrow pavements with issues of people cycling on them due to the danger of using the on-road lanes 	<ul style="list-style-type: none"> ● Install separate and protected cycle lanes. Space for these can be found through the removal of the on-street car parking bays ● Alternatively, take the cycle lane past existing trees using space from the carriageway and creating single lane traffic calming for motor vehicles at these pinch points ● Alternatively, explore traffic reduction methods such as a bus gate
Cromwell Road Junction	<ul style="list-style-type: none"> ● The junction is confusing and unsafe for people cycling. Insufficient room at Cromwell Road for the volume of people walking, cycling and crossing onto/accessing the bridge 	<ul style="list-style-type: none"> ● Replace the junction with a protected junction that is safe and convenient for people walking and cycling. Ensure a clear, direct route between Cromwell Road, Coldhams Common and the cycle bridge ● Road space can be reallocated from the junction by removing turning lanes for vehicles to create safe space for walking and cycling
Coldham's Lane bridge over railway to Newmarket Road	<ul style="list-style-type: none"> ● The cycling and pedestrian crossing at the west end of the bridge is completely inadequate for the volume of users and the way it needs to be used, particularly for people cycling 	<ul style="list-style-type: none"> ● Improve the cycling/pedestrian crossing at the bottom of the bridge ● Protected crossing implemented with the retail park junction improvement could replace the need for this crossing ● Install a safer junction between the two retail parks that will enable safe walking and cycling ● If the junctions and crossings cannot be made safe then more substantial reengineering of the bridge or road space reallocation away from cars will be required
Chisholm Trail	<ul style="list-style-type: none"> ● Construction still incomplete 	<ul style="list-style-type: none"> ● The Chisholm Trail must be completed as soon as possible. Including the Newmarket Road underpass, the works on Coldham's Common and the crossing of Coldham's Lane
Coldham's Common cycling and walking routes	<ul style="list-style-type: none"> ● Poor quality surfaces in places ● Inadequate width in places 	<ul style="list-style-type: none"> ● Improve the surface of existing paths and where required improve the width

	<ul style="list-style-type: none"> ● Blind corners and sharp turns 	<ul style="list-style-type: none"> ● Ensure completion of the Chisholm Trail as soon as possible ● Improve the junction of the cycleway/footpath at the base of the underpass ● Fix the height clearance of the railway underpass ● Ensure sensible junction with Newmarket Road cycleways to Coldham's Common and Chisholm trail cycleways ● In comparison to other recommended improvements, we do not regard consideration of any new routes across Coldham's Common (such as that suggested to connect development at the airport site to the Chisholm Trail) as a priority. It is more important that improvements to existing routes (both on and off road) are delivered with some urgency, and investment focussed on these
Brooks Road	<ul style="list-style-type: none"> ● No protected safe cycle ways 	<ul style="list-style-type: none"> ● Continue cycleway improvements from Barnwell Road on the west and east sides of Brooks Road ● Install protected cycling and walking infrastructure at the signalised junction of Brooks Rd, Perne Rd, and Brookfields
Perne Road	<ul style="list-style-type: none"> ● No protected safe cycle ways. ● East-side path is inadequate for bidirectional shared pedestrian/cycle traffic. 	<ul style="list-style-type: none"> ● Install segregated and protected cycleways on both sides of Perne Road ● Install protected junctions ● Improve connections to Fulbourn Greenway, Tins, and Snakey Path
Mill Road	<ul style="list-style-type: none"> ● Insufficient cycle parking discourages cycling trips to the Mill Road stores 	<ul style="list-style-type: none"> ● Make the Mill Road bus gate permanent ● Maintain initiatives to keep car traffic volume low and cycling and walking volume high ● Improve bus services on Mill Road ● Improvements to Mill Road to make it a people-friendly high street ● Improve pedestrian accessibility ● Implement a new accessible shuttle-bus service along Mill Road

		<ul style="list-style-type: none"> ● Install more cycle parking along Mill Road
The Tins cycleway	<ul style="list-style-type: none"> ● Too narrow for the volume of people cycling ● Some sections can be dangerous in low light conditions ● Bridge ramp is too steep ● Narrow sections ● Blind corners 	<ul style="list-style-type: none"> ● Improve surfacing ● Where required, improve the width ● Replace/improve the bridge over the railway so that it is not so steep and does not have blind corners ● Priority crossing for the Tins through the Holiday Inn/David Lloyd business park ● Ensure that any public transport improvements further enhance and DO NOT involve removing this cycle route ● Ensure that any works on this route are programmed to minimise disruption or temporary closure given the the lack of alternative safe and direct cycling routes from northern Cherry Hinton to the city ● Do not allow the GCP's proposed 'B' plans to damage the Brookfields (east) element of this route
Snakey Path	<ul style="list-style-type: none"> ● Narrowness of path limits capacity ● Can be dangerous in low light conditions 	<ul style="list-style-type: none"> ● Improve alternative routes, such as Perne Road, to accommodate cycling journeys and reduce pressure on this path and the important surrounding habitat and chalk stream ● Better maintenance of fencing and trees to remove hazardous encroachments ● Better maintenance of edges of path, and more frequent clearance of debris and rubbish ● Widen bridge at connection to Daws Lane ● Explore opportunities for sensitively widening the path
Brookfield East section	<ul style="list-style-type: none"> ● Not good for existing active travel (Tins+Snakey) demand on top of resident parking 	<ul style="list-style-type: none"> ● Any attempts to add high quality public transport *must* include high-quality active travel paths and changes to this section to ensure safe provision for walking and cycling.
The retail park	<ul style="list-style-type: none"> ● Removal of the bollard has increased volume of through traffic ● It is inappropriate for a privately owned car 	<ul style="list-style-type: none"> ● Replace the roundabout with a protected junction that is safe and convenient for people walking and cycling

	<p>park to be part of the designated cycle network</p> <ul style="list-style-type: none"> ● Inadequate and dangerous walking and cycling access to the site ● Inadequate painted cycle lanes through the cycle park ● Painted cycle lanes in dangerous locations behind parked cars ● Cycle lanes symbols painted in wrong directions which could result in confusion, collisions and injury or death of people cycling for which the landlords of this site should be held liable 	<ul style="list-style-type: none"> ● Reinstate modal filter to prevent through traffic ● Remove dangerous painted cycle lanes and symbols in the retail park ● Make it safer and more convenient to access the retail park on foot and by bike, especially at the junctions ● Create alternative protected safe cycle routes
New links		<ul style="list-style-type: none"> ● Install a walking and cycling link between the airport development and The Tins ● Establish more links to the Eastern greenways - e.g. Burwell would like a link up to the Swaffhams Greenways
Other recommendations		<ul style="list-style-type: none"> ● Better bus services from all the eastern villages. ● Improve the walking and cycling access from Romsey to Sainsbury's (Seymour Street cut-through)

