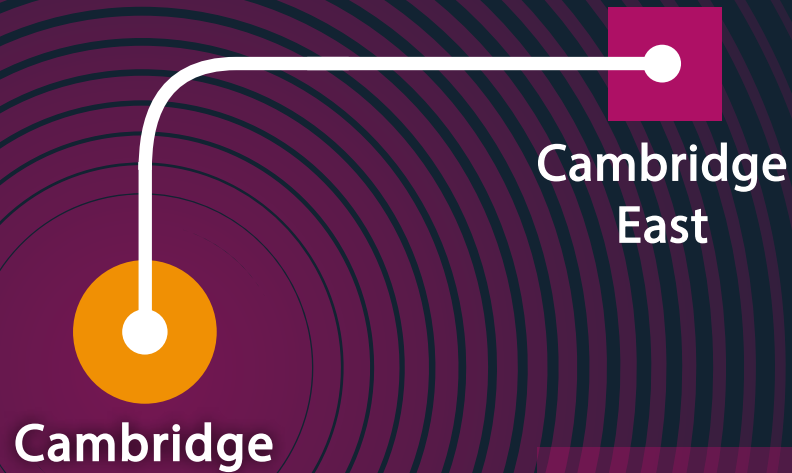




**GREATER
CAMBRIDGE
PARTNERSHIP**



Cambridge Eastern Access

Better Public Transport Newmarket Road Improvements

Have your say on better public transport,
walking and cycling journeys



HAVE YOUR SAY

Complete the survey online at:
[www.greatercambridge.org.uk/
NewmarketRd2021](http://www.greatercambridge.org.uk/NewmarketRd2021)

The consultation closes at midday
on 22 December 2021



The Challenge

A1303 Newmarket Road is the key radial route into Cambridge from the east. It suffers from significant congestion, particularly during peak times, as do Ditton Lane, Barnwell Road, Airport Way and Coldham's Lane. Similarly, the mainly single-track Newmarket to Cambridge railway line has limited capacity and suffers from overcrowding in the morning and evening peak.

There is also considerable development either underway or proposed for the east of the city. Work has started on the Marleigh Development on Newmarket Road and is anticipated on land north of Cherry Hinton, while the Marshall/Cambridge Airport site is safeguarded for development and has now been included in the first proposals for the Greater Cambridge Local Plan.

These developments will place considerable additional pressure on the transport infrastructure in the east of the city, which could have a significant impact on people who live in and commute to and from the area. A number of previous studies, including the Cambridge East Area Action Plan (2008) and statutory local plans, have identified that existing congestion problems, for example on the A1303 Newmarket Road, will be made worse by trips from planned developments in this area.

About the Greater Cambridge Partnership

The Greater Cambridge Partnership (GCP) works to grow and share prosperity to improve the quality of life for the people of Greater Cambridge. The partnership includes Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council and the University of Cambridge.

We are the local delivery body for a City Deal with the UK Government, bringing powers and over £500 million investment to make vital improvements in infrastructure to support the creation of:

- 33,500 new homes
- 44,000 new jobs
- 400 apprenticeships

What's happened so far?

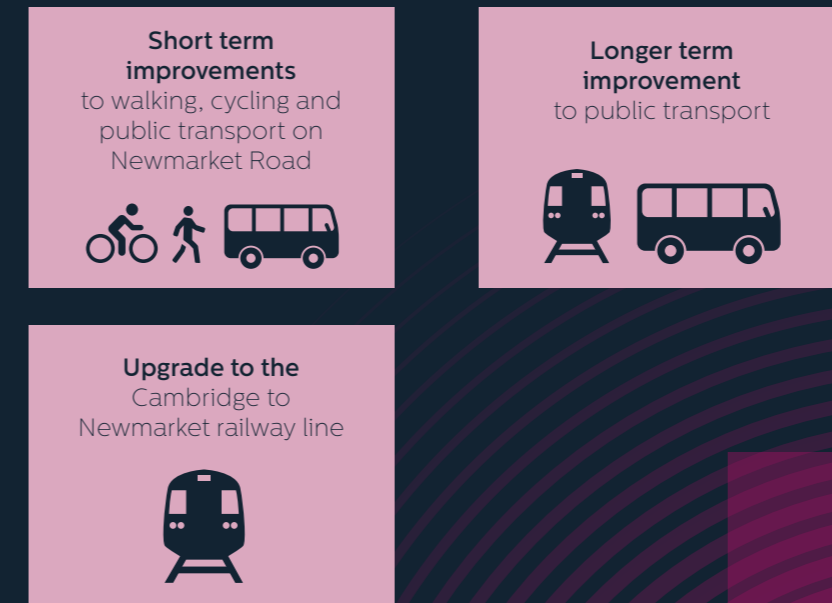
Good access to Cambridge from the east is important to the city's success. However, the current levels of congestion and air pollution across east Cambridge make walking, cycling and using public transport increasingly challenging.

To tackle these two problems, we have been looking at how we can encourage a shift from car use to public transport, walking and cycling in the east of Cambridge. Last year we undertook a first round of consultation.

The full feedback report from that consultation can be found on our website at www.greatercambridge.org.uk/public-transport-schemes/cambridge-eastern-access

In summary, we identified three areas where we could introduce improvements to walking, cycling and public transport and help with the modal shift away from private cars in east Cambridge.

Improvement Areas:



Short term improvements

These are changes that can be in place by 2025 and focus on improvements to Newmarket Road, including;

- Improvements at the Elizabeth Way roundabout
- Improvements at the Barnwell Road roundabout
- Improving facilities for cyclists and pedestrians along the whole of Newmarket Road from the Elizabeth Way roundabout to the Airport Way roundabout
- Connecting the cycling improvements with the Chisholm Trail and the planned Greater Cambridge Greenways network.

We are also looking at moving the Newmarket Road Park & Ride site. While this is a longer term project, we have set out our current ideas on this proposed move and would welcome views on this also.

Longer term improvements

These are improvements that would be needed and be possible once the Cambridge Airport site is redeveloped. Our proposals are for the provision of a new off-road busway across the current airport site, which would serve the new communities that would be built there.

These proposals are not included in this consultation. A separate consultation, which would also include more detailed plans for moving the Park & Ride, will be held when these plans have been further developed.

Upgrade to the Cambridge to Newmarket Railway Line

Capacity on the line is limited to one passenger train per hour. Running more trains could only happen if the line was upgraded. A new railway station could also be built to the east of Cambridge.

These were popular options from our consultation last year. Delivering such improvements requires the agreement and support of Network Rail and the rail sector and could form part of the extension of East West Rail to the east of Cambridge. Funding to realise these changes has not yet been identified. We are working with partner organisations in the rail sector to develop these plans.

What is Active Travel?

Active travel includes all forms of transport that require active use of the human body. This includes traditional forms of transport such as walking and cycling.



The scheme aims to:

Provide better public transport links



Provide better walking, cycling and other active travel links



Connect homes with places for work or study



Reduce congestion and improve air quality



Secure future economic growth and quality of life



Support the area's recovery from the impacts of Covid-19



What are the options?

Newmarket Road

Option N1

This option provides one-way cycleways on both sides of Newmarket Road, which would be segregated from general traffic. This option retains the existing bus lanes.

Option N2

In addition to one-way cycleways on both sides of Newmarket Road, this solution would provide additional sections of inbound bus lane where the carriageway width allows.

Option N3

In addition to the one-way cycleways on both sides of Newmarket Road, this alternative would provide additional sections of inbound and outbound bus lane where the carriageway width allows.

Elizabeth Way Roundabout

Option E1

This option retains a signal-controlled roundabout, with segregated one-way cycle lanes and signal-controlled pedestrian and cycle crossings across all junction arms.

Option E2

This alternative would provide a signal-controlled crossings, with segregated one-way cycle lanes and signal-controlled pedestrian and cycle crossings across all junction arms.

Barnwell Road Roundabout

Option B1

This option is a priority-controlled roundabout with parallel pedestrian and cycle crossings on Newmarket Road west, Wadloes Road and Barnwell Road and an upgraded signal-controlled crossing on Newmarket Road east.

Option B2

This design provides a signal-controlled crossings, with segregated one-way cycle lanes and signal-controlled pedestrian and cycle crossings across all junction arms.

Newmarket Road Park & Ride

Option P1

This option provides a 2,000 space Park & Ride to the east of Airport Way, with bus access onto Airport Way and vehicle access from Newmarket Road.

Option P2

This design provides a 2,000 space Park & Ride to the east of Airport Way, with bus access onto Airport Way, south of the roundabout, and vehicle access from Newmarket Road.

Option P3

This solution provides a 2,000 space Park & Ride to the south of Newmarket Road accessed from a new junction with Newmarket Road.

Newmarket Road

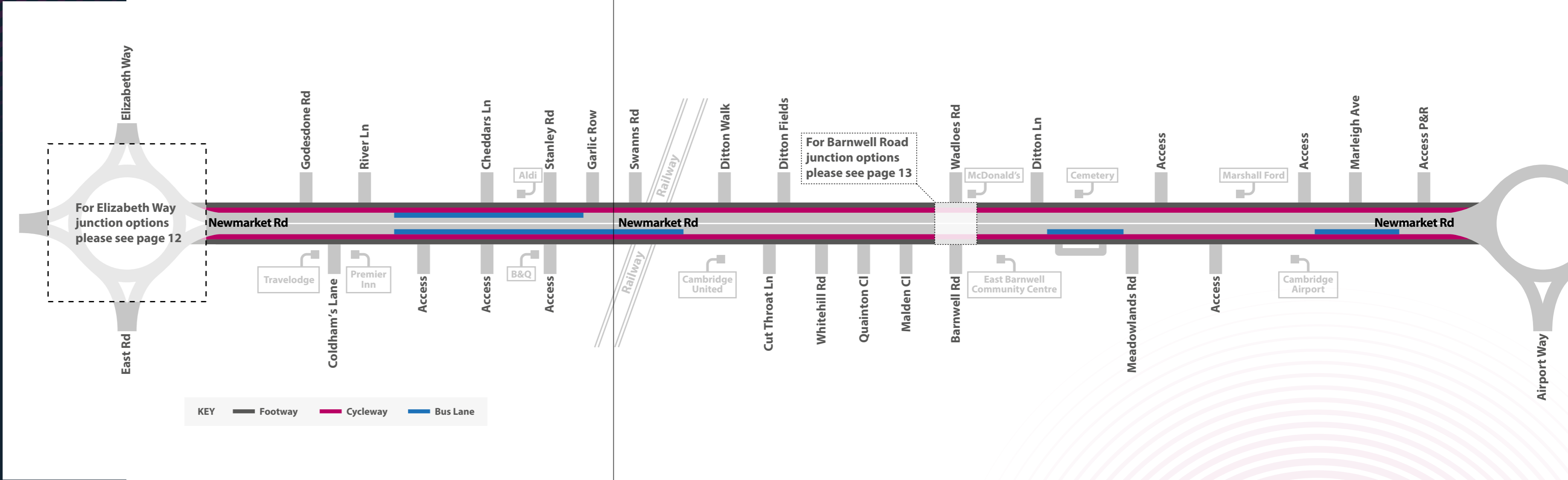
Newmarket Road is a dual carriageway from the Elizabeth Way roundabout to the railway bridge next to Cambridge United Football Stadium. There is an inbound and outbound bus lane for part of this road. The remaining section is single carriageway to the Barnwell Road roundabout.

Between Barnwell Road roundabout and Airport Way roundabout, Newmarket Road is mainly single carriageway with an inbound bus lane along some of the road.

Option N1

This option provides one-way cycleways on both sides of Newmarket Road, which would be segregated from general traffic. This option demonstrates that segregated cycleways are feasible along Newmarket Road within the existing public highway boundary.

The segregated cycleways will require changes to existing junctions along Newmarket Road. The new layouts will incorporate segregated cycle lanes and pedestrian crossings. We will consult on the details of these junctions at a later date. In Option N1 the current bus lanes will not change.

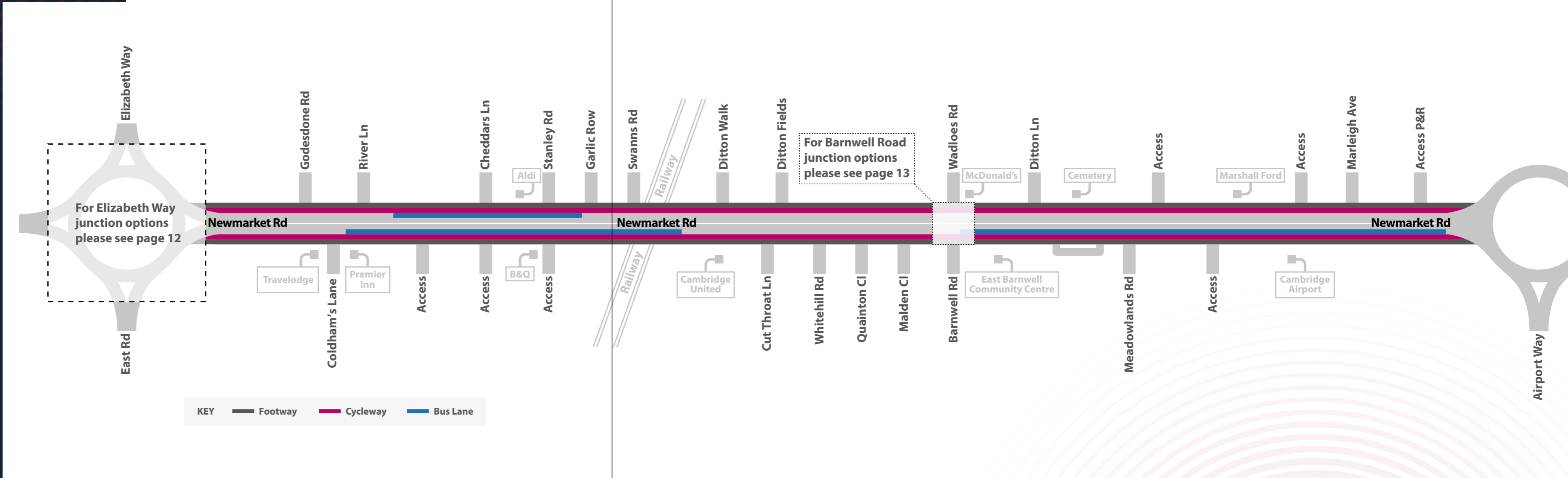


Newmarket Road

Option N2

Like Option N1, this option provides one-way cycleways on both sides of Newmarket Road, which would be segregated from general traffic. In addition to the segregated cycling infrastructure, this option will provide additional inbound bus lanes towards Cambridge where the existing carriageway width allows.

This alternative demonstrates that segregated cycleways along with sections of additional inbound bus lanes are feasible along Newmarket Road within the existing public highway boundary. The inbound bus lanes will provide bus priority to the existing Park & Ride bus services that travel along Newmarket Road as well as services from east Cambridgeshire. This will benefit people accessing Cambridge, particularly during the peak travel periods. As per Option N1 the scheme will include changes to existing junctions along Newmarket Road which we will consult on at a later date.

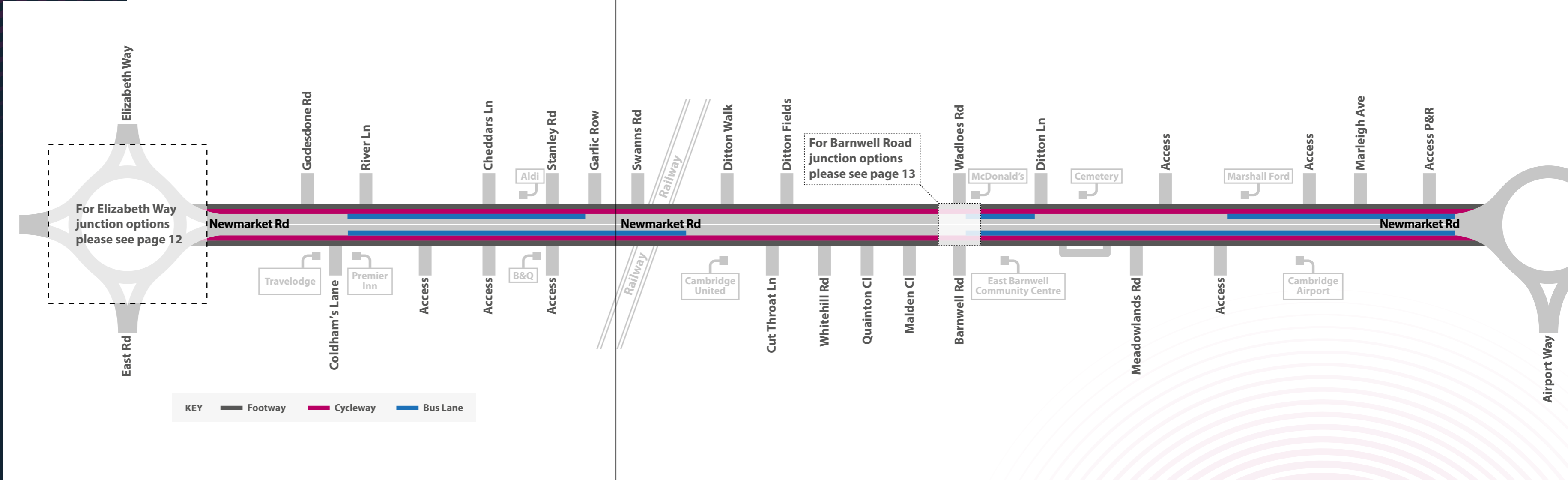


Newmarket Road

Option N3

Like Option N1, this option provides one-way cycleways on both sides of Newmarket Road, which would be segregated from general traffic. In addition to the segregated cycle lane, this solution will provide additional inbound and outbound bus lanes where the existing carriageway width allows. This option demonstrates that segregated cycleways along with sections of additional inbound and outbound bus lanes should be feasible along Newmarket Road within the existing public highway boundary.

The bus lanes will provide additional inbound and outbound bus priority for the existing Park & Ride bus services that use Newmarket Road as well as services from east Cambridgeshire. Additional bus lanes will support the aim of providing improved public transport links. As per Option N1 the scheme will include changes to existing junctions along Newmarket Road which we will consult on at a later date.

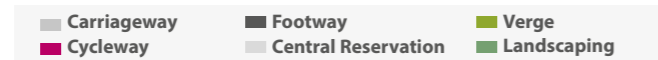
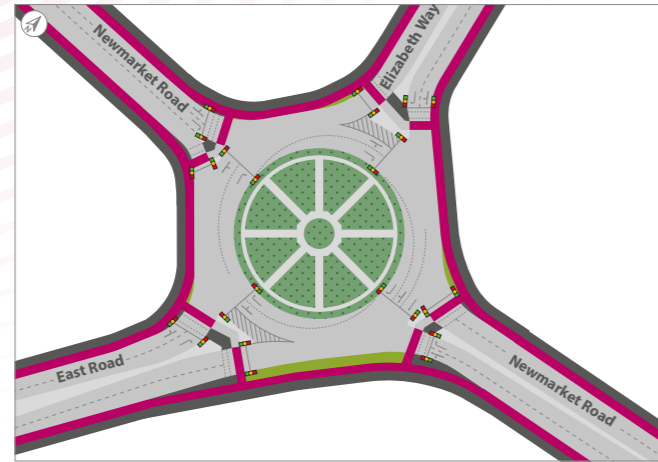


| KEY | Footway | Cycleway | Bus Lane |
|-----|-----------|-----------|-----------|
| | Grey line | Pink line | Blue line |

Elizabeth Way roundabout

The current layout at the Elizabeth Way roundabout dates from the early 1970s, when the bridge across the River Cam was built. The current arrangements reflect the ideas of the time, with pedestrian and cyclist facilities funnelling into a subway system.

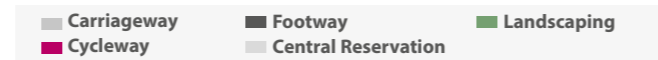
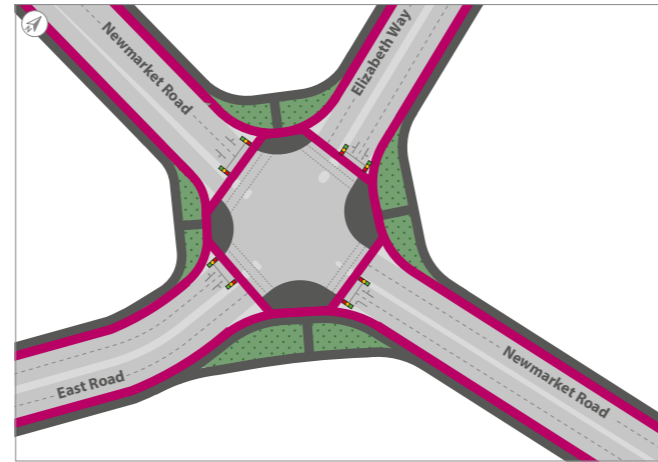
Our proposals seek to rebalance the current facilities, giving more priority to both pedestrians and cyclists while enhancing the safety, look and feel of the area. These designs are indicative only and will be subject to further design development.



Option E1

This option retains a signal-controlled roundabout at the Elizabeth Way junction and provides segregated pedestrian and cycle facilities and controlled crossings across all junction arms. This junction option removes the existing underpasses.

This option lets us improve pedestrian and cycle crossings and connectivity between Newmarket Road, East Road and Elizabeth Way as well as between Occupation Road and Abbey Road, improving access to the popular Riverside cycle and walking route.



Option E2

This alternative converts the signal-controlled roundabout into a signal-controlled crossroads. This option provides segregated pedestrian and cycle facilities and controlled crossings across all junction arms. The layout removes the existing underpasses.

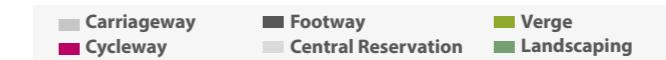
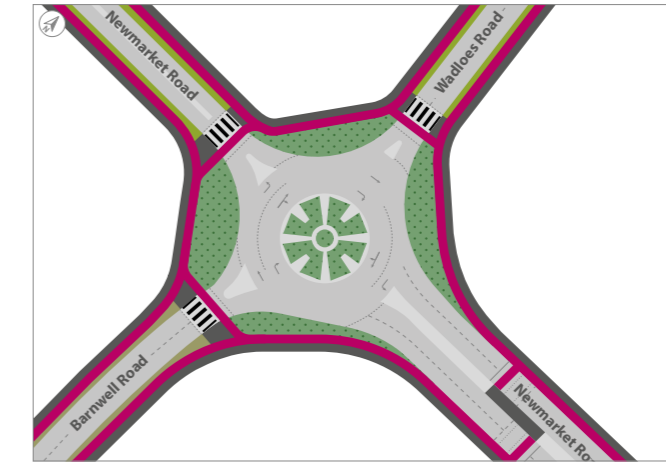
This layout results in a smaller junction footprint compared to Option E1, providing increased space for enhanced public realm and green space. Compared to Option E1, it is likely that Option E2 will result in decreased vehicle capacity at this location.

Barnwell Road roundabout

The Barnwell Road roundabout is a busy interchange on the inner ring road. Our proposals seek to make the junction work better for pedestrians and cyclists and help to reconnect the communities either side of Newmarket Road. One option is to retain the roundabout by improving pedestrian and cycle crossings. The other option is to create a signal-controlled interchange to ensure pedestrians and cyclists have safe crossing opportunities.

Both options provide improvements for walking and cycling. In Option B1 this is done by separate parallel crossings. In Option B2 the priority for pedestrians and cyclists is integrated into the junction's traffic lights system.

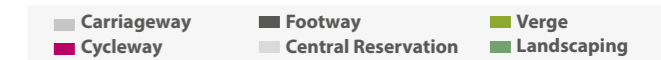
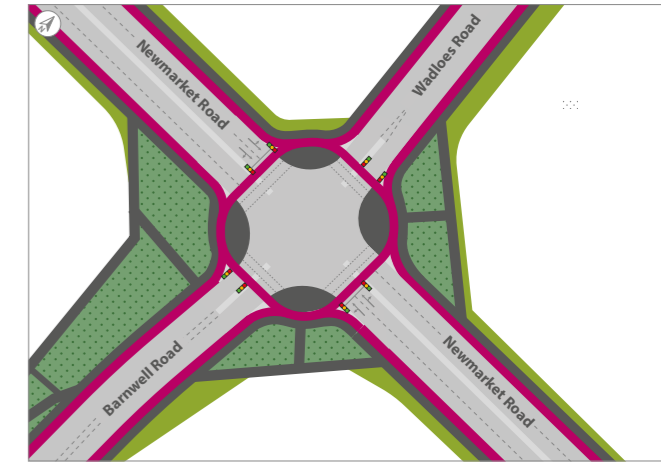
These designs are indicative only and will be subject to further design development.



Option B1

This option retains a roundabout and provides segregated pedestrian and cycle facilities and controlled crossings across all junction arms. On the Wadloes Road, Barnwell Road and Newmarket Road east arms, parallel crossings are provided to improve pedestrian and cycle connectivity for all movements through the junction. This option retains and improves the existing staggered crossing on Newmarket Road west.

This option provides single traffic lane entries on Wadloes Road, Barnwell Road and Newmarket Road east and retains two lanes in each direction from Ditton Lane to enable additional bus lanes to be provided under Options N2 and N3.



Option B2

This solution provides a signal-controlled crossroads, with segregated one-way cycle lanes and signal-controlled pedestrian and cycle crossings across all junction arms. This option fully segregates cyclists from general traffic, with cyclists using a cycle track which encircles the junction, allowing cyclists to make a right turn while protected from traffic.

This option retains two approach lanes on Newmarket Road, with single approach lanes on Wadloes Road and Barnwell Road.

Newmarket Road Park & Ride Relocation

The current Park & Ride site on Newmarket Road is rented from the Marshall Group by the County Council and is surrounded by new development. It therefore cannot be expanded to provide the extra parking needed to help move journeys in east Cambridge from private car to public transport.

Moving the Park & Ride site has two advantages.

Firstly, it would allow us to open a larger site, which would accommodate more vehicles, more cycle parking and give the flexibility to include electromobility services, such as electric charging points.

Secondly, by locating the new Park & Ride site at the junction of Airport Way, we would reduce the number of cars that are using Newmarket Road. This would allow bus journey times to be reliable and predictable and create more road space for improved cycle lanes.

We are therefore developing options for the provision of a new, larger Park & Ride site that will replace the existing one on Newmarket Road.

Why have we picked these two sites?

We have narrowed down the site options for the new Park & Ride to be close to the Airport Way roundabout.

This has a number of benefits as the new site would:

1. Continue to serve Newmarket Road.
2. Serve the redeveloped Marshall/Cambridge Airport site.
3. Serve Addenbrooke's and Cambridge Biomedical Campus via Airport Way.

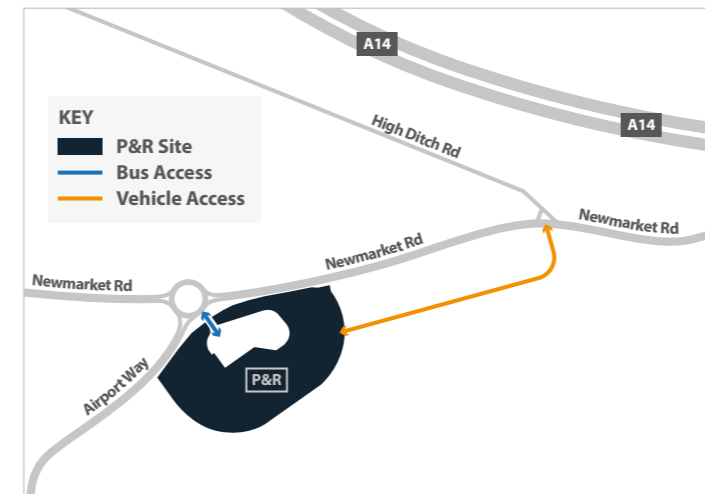
We did look at other sites, for example north of the A14 near Quy. However, to use this site the buses would have to pass through the Quy Interchange in each direction affecting journey time and reliability.

The three options are all south of the A1303 to avoid both existing businesses and properties whilst still being located away from the nearby Wilbraham Site of Special Scientific Interest. The site would however be within the green belt.

Option P1

This option provides a relocated Newmarket Road Park & Ride to the east of Airport Way and south of Newmarket Road. The indicative layout shows the approximate amount of space required to accommodate 2,000 car parking spaces and associated bus infrastructure.

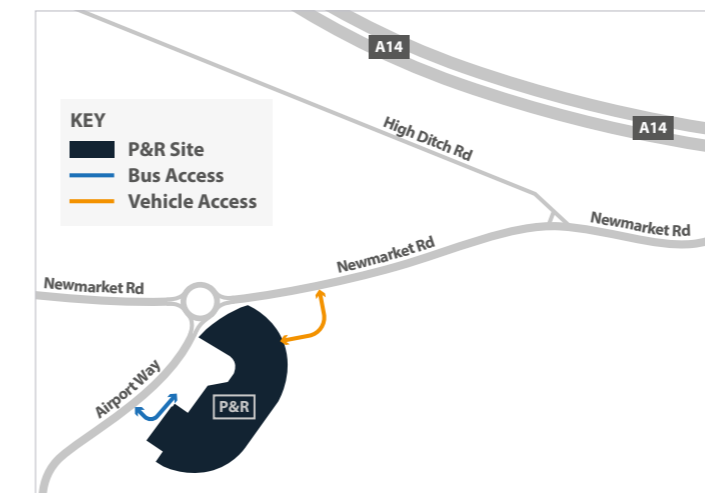
In this option, bus access to the site can be provided directly from the Airport Way roundabout. Walk and cycle access can be provided directly to the shared-use paths alongside Newmarket Road and Airport Way. Vehicle access will be via a new junction on Newmarket Road.



Option P2

This alternative provides a relocated Newmarket Road Park & Ride to the east of Airport Way. The indicative layout shows the approximate amount of space required to accommodate 2,000 car parking spaces and associated bus infrastructure.

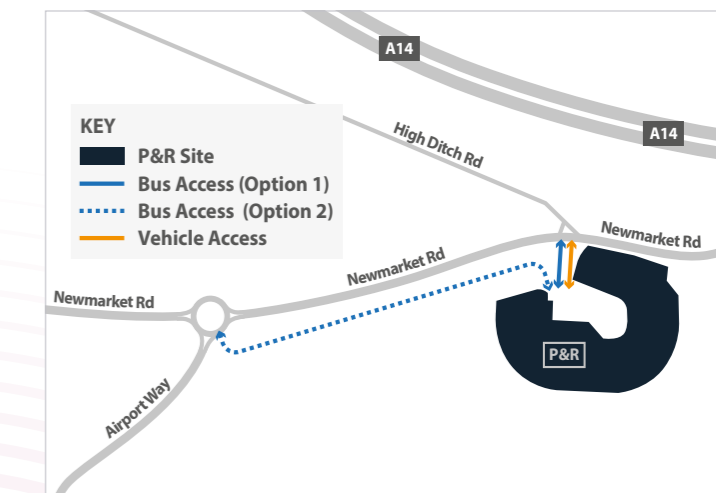
Bus access to the site would be provided directly from Airport Way, which would also facilitate direct Park & Ride access to any future off-road busway. Walk and cycle access can be provided directly to the shared-use paths alongside Newmarket Road and Airport Way. Vehicle access will be via a new junction on Newmarket Road.



Option P3

This solution provides a relocated Newmarket Road Park & Ride to the south of Newmarket Road, in close proximity to the junction with High Ditch Road. The indicative layout shows the approximate amount of space required to accommodate 2,000 car parking spaces and associated bus infrastructure.

Bus access to the site would be provided directly from the Airport Way roundabout or via a new junction with Newmarket Road. Vehicle access would be via a new junction on Newmarket Road. Walk and cycle access can be provided directly to the shared-use path alongside Newmarket Road.





Part of a wider network

The GCP's schemes seek to support the growth set out in the Greater Cambridge Local Plan, which is delivered by Greater Cambridge Shared Planning at District Council level.

They also seek to deliver the objectives of the Local Transport Plan, which is set by the Cambridgeshire and Peterborough Combined Authority, whilst also delivering the objectives of the City Deal set by government.

Both the Greater Cambridge Local Plan and the Local Transport and Connectivity Plan will be undergoing consultation this autumn.

For further information, or to comment on those plans, please visit:

<https://www.greatercambridge.org.uk/city-access>

GCP corridor schemes

Four new public transport routes to the north, south east, east and west of Greater Cambridge will connect key areas of growth with the city, complemented by travel hubs and cycleways to encourage Park & Ride journeys and walking and cycling.

Find out more at

www.greatercambridge.org.uk/public-transport-schemes

City Access

The City Access project aims to improve access to Greater Cambridge by introducing measures to reduce congestion, encourage active travel and improve air quality.

There are clear links between City Access and the Cambridge Eastern Access project. Improving public transport and making travel by private vehicle a less attractive option for people will free up road space. On main roads into Cambridge, such as Newmarket Road, there will be more space for people to walk, cycle or use other forms of active travel and less congestion for people living in the area. People with accessibility needs who can't use active travel or public transport, or those who need to use their car for work, will spend less time sitting in traffic.

We have also launched a consultation on the City Access project. You can find out more information on our proposal and how you can let us know your views by visiting our website.

Find out more at

<https://www.greatercambridge.org.uk/city-access>

Greater Cambridge Greenways

The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes that will link local villages to Cambridge.

Find out more at

www.greatercambridge.org.uk/greenways

Chisholm Trail

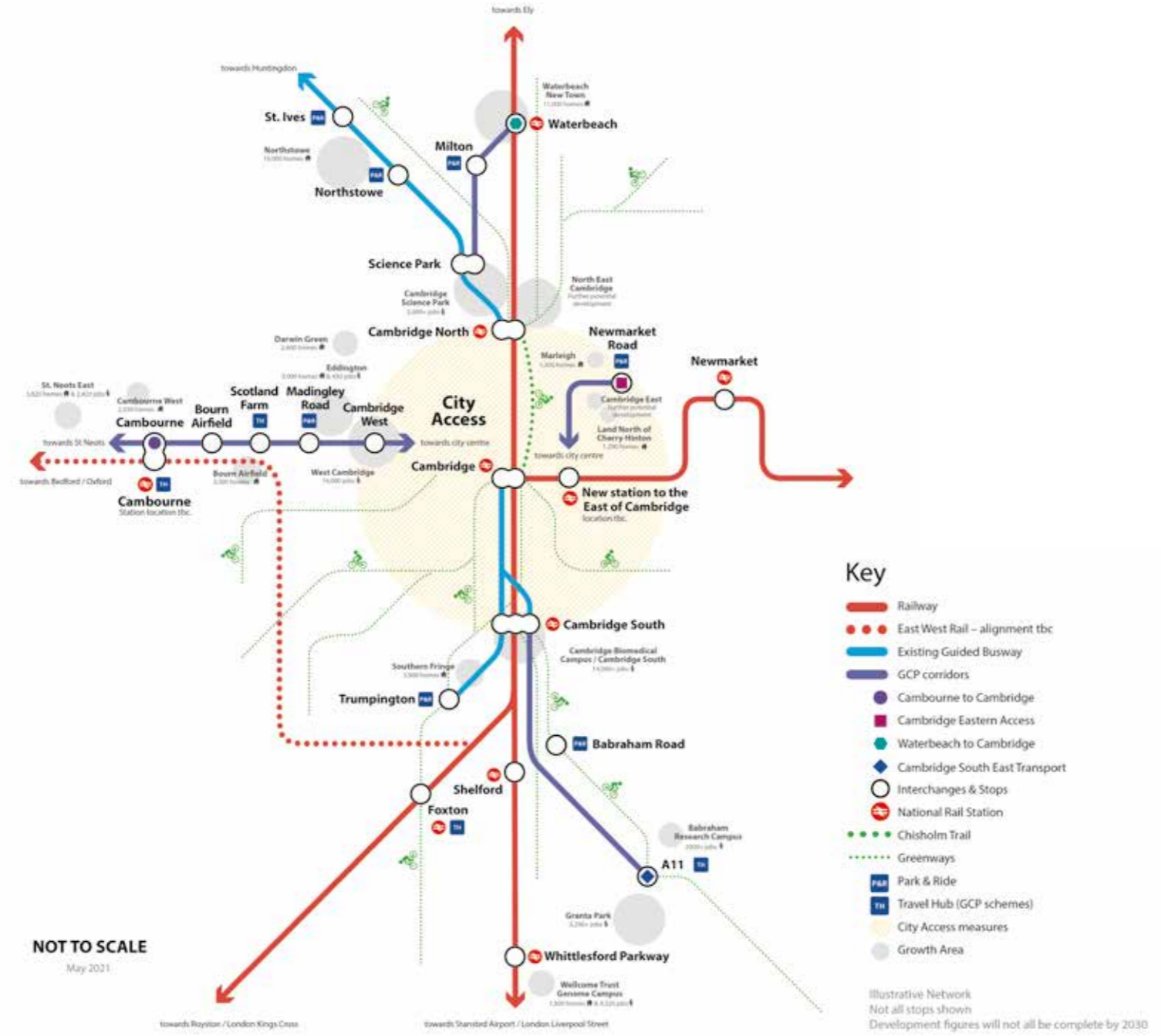
The Chisholm Trail is a new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and Cambridge North Station.

Find out more at

www.greatercambridge.org.uk/transport/transport-projects/chisholm-trail

Greater Cambridge Future Network 2030

A range of GCP schemes are also underway to contribute to the development of a better, greener transport network for our busy region. The transport network map to the right shows how schemes currently in progress link with existing infrastructure.



Project Timeline

Improvements to Newmarket Road
 Approve 2022
 Construct 2023
 Open 2024

New Park & Ride Site
 Approve 2023
 Construct 2024
 Open 2025

Railway Improvements
 Likely late 2020s

Longer Term Improvements
 Approval 2024
 Construction 2024 or whenever runway vacated
 Open 2026 or later

All timescales are indicative and are subject to change. There will be further opportunities to comment on proposals as they emerge.

Your views

There is a range of ways in which you can share your views with us:

Have your say



Fill out the online survey at:
[www.greatercambridge.org.uk/
NewmarketRd2021](http://www.greatercambridge.org.uk/NewmarketRd2021)



Email us:
consultations@greatercambridge.org.uk



Message us or comment through
our Facebook page:
facebook.com/GreaterCambs



Message us or comment through
our Instagram page:
instagram.com/GreaterCambs



You can request a printed
survey from us by contacting
us on the details above



Tweet us or send us a message on Twitter:
twitter.com/GreaterCambs
[#NewmarketRoad2021](https://twitter.com/GreaterCambs)



Telephone us:
01223 699906



We will also be holding live online events
which will be advertised via our website,
Facebook page and Twitter feed



As well as the online option we will be
holding in-person events, subject to
Covid restrictions in place at the time.
You will be able to pre-book a place by
visiting: [www.greatercambridge.org.uk/
NewmarketRd2021](http://www.greatercambridge.org.uk/NewmarketRd2021)



You can also scan the QR code to access the
Consult Cambridgeshire webpage.

The consultation closes at midday on Wednesday 22 December 2021.

If you would prefer a copy of the consultation leaflet in large print, Braille, audio tape
or in another language please email consultations@greatercambridge.org.uk

