



GREATER
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PARTNERSHIP

Cambridge
East

Cambridge

CAMBRIDGE EASTERN ACCESS

Phase 1: Newmarket Road improvements and Park & Ride relocation

We are consulting on walking, cycling and public transport improvements to Newmarket Road and relocation of the Park & Ride site.



Complete the survey online at:
www.greatercambridge.org.uk/newmarket-road-23

The consultation closes at midday on Monday 20 March 2023

WHY IS THIS SCHEME NEEDED?

Newmarket Road is one of the main ways that people travel into Cambridge from the east. It's a popular place for shopping, which is used by residents and people travelling into the city.

At the moment, the options for travelling by bus, walking and cycling don't encourage people to travel using sustainable options and we want to make these more attractive for more people.

There is a lot of development underway or proposed for this part of the city, including at Marleigh, Cherry Hinton North, Cambridge East and East Barnwell Regeneration. This will mean a significant amount more demand for travel on Newmarket Road in the future and that can't be accommodated with a 'business as usual' approach.

Our local authorities have declared a climate emergency. We will all need to play our part in changing the way we travel to help reduce emissions to as close to zero as possible.

To encourage people out of their cars, and address our pressing social, environmental and growth challenges, we need to take a bold new approach to investment in our transport system that makes walking, cycling and public transport the natural choice for journeys into and within Cambridge.



WHAT'S HAPPENED SO FAR?

In 2020, we consulted on short-term infrastructure improvements to Newmarket Road, longer-term improvements to public transport to support planned growth on the Cambridge Airport site, and upgrades to the Cambridge to Newmarket railway line.

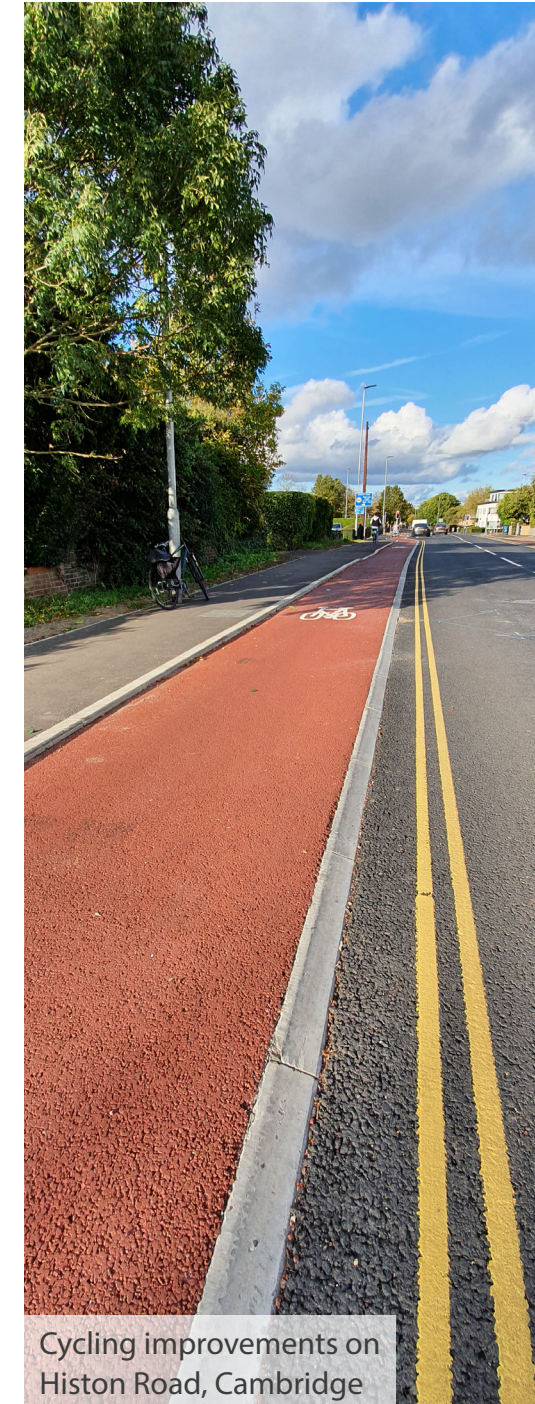
Our second consultation, in 2021, sought views on design options for improving Newmarket Road and the relocation of Newmarket Road Park & Ride.

Respondents were supportive overall of the Newmarket Road design options, particularly those related to improving active travel and public transport infrastructure, as well as long-term improvements to rail connections. During these two consultations, respondents highlighted a number of issues and concerns about the proposals:

- **Concerns about the location of the relocated and expanded Park & Ride, particularly its impact on the green belt and local environment.**
- **Suggestions to retain the underpass at the Elizabeth Way roundabout.**
- **Concerns about the congestion around Barnwell Road roundabout.**
- **The need for further improvements to public transport, in terms of cost, reliability, hours of operation and servicing more areas outside Cambridge.**
- **The need to minimise damage to trees on Newmarket Road.**

The full feedback reports from these consultations can be found on our website at:

<https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambridge-eastern-access>



Cycling improvements on Histon Road, Cambridge

NEWMARKET ROAD IMPROVEMENTS

Elizabeth Way to Airport Way

This consultation sets out the improvements that could be made to Newmarket Road to make walking and cycling safer, easier and more inclusive for all street users. The preliminary scheme design includes transforming the Elizabeth Way and Barnwell Road roundabouts, and the provision of direct, safe, comfortable and attractive facilities for pedestrians, cyclists and bus users between central Cambridge and Airport Way.

Park & Ride Preferred Site

This consultation also sets out the preferred site for the relocated and expanded Park & Ride. The current Park & Ride on Newmarket Road is on a constrained site which cannot be expanded to provide the extra parking needed to enable greater numbers of people to switch from private car to bus for their journeys into the city.

Relocating the Park & Ride to the proposed site near Airport Way will:

- Allow us to open a larger site, which will accommodate more vehicles, more cycle parking and lockers and include facilities such as electric charging points.
- Reduce the number of cars that are using Newmarket Road. This will make bus journey times more reliable and create more road space for improved cycle and bus lanes.

We have considered a number of locations for a larger site that will replace the existing Park & Ride on Newmarket Road. This consultation explains the sites that have been reviewed and asks for feedback on the recommended site.

The scheme aims to



Improve the green space on Newmarket Road.



Provide better connections by improving existing, and providing new pedestrian crossings.



Enable people to change to walking, cycling and public transport rather than using private cars.



Provide improved bus stop facilities and bus priority measures.



Enable increased levels of walking and cycling by residents living along Newmarket Road.

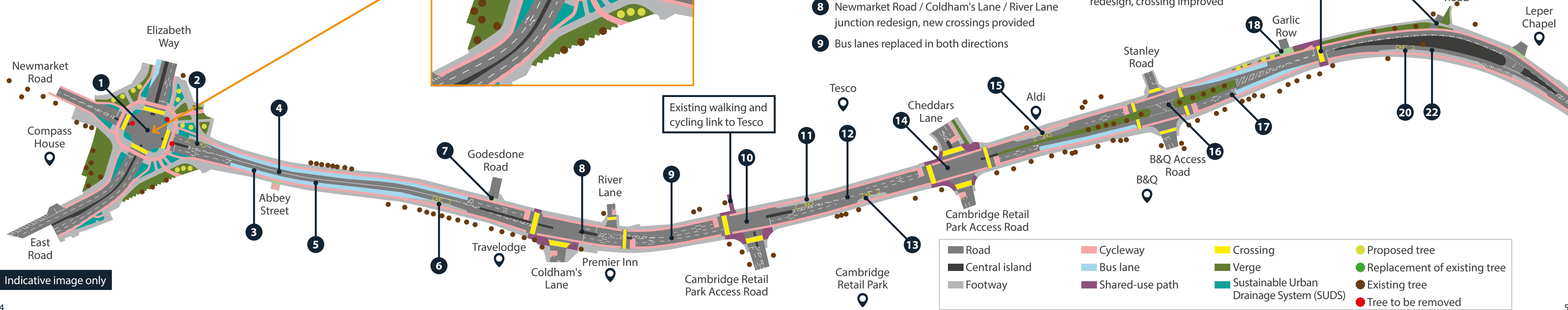


Support the delivery of sustainable planned developments including Marleigh and Cambridge East (Cambridge Airport).

NEWMARKET ROAD PRELIMINARY DESIGN

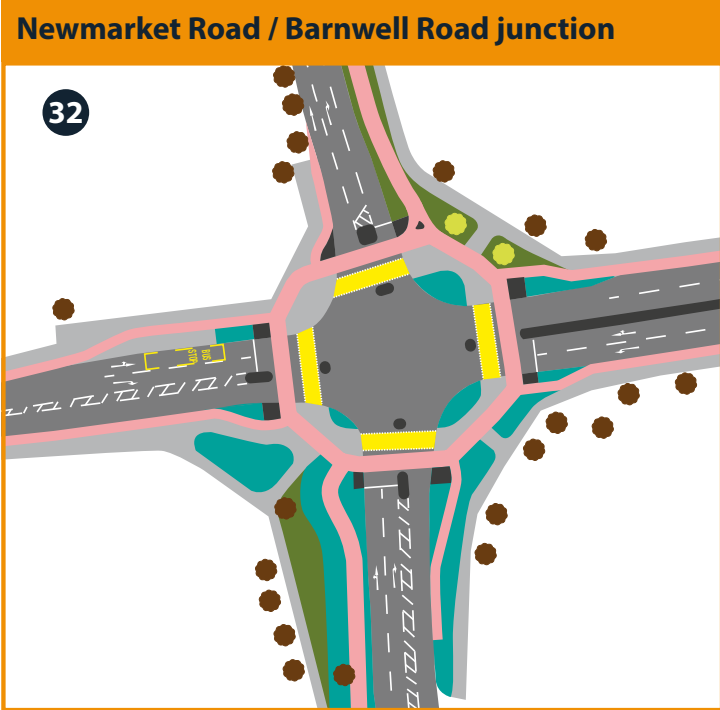
This scheme proposes changes to Newmarket Road that would improve the quality of the public space and make it easier and more attractive to travel by bus, bike or on foot. This will be achieved by providing safer junctions, including new crossing facilities, continuous footways, segregated cycleways, new bus lanes and floating bus stops. Where possible, existing trees will be retained, replacement and new trees will be planted, and rain gardens, biodiverse planting and landscaping will be provided.

Elizabeth Way roundabout to Leper Chapel



NEWMARKET ROAD PRELIMINARY DESIGN

Leper Chapel to Meadowlands Road



- 23

Widened Toucan crossing
- 24

Continuous footway junction layout
- 25

In and outbound bus stops close to Ditton Walk relocated approx. 20-30m east
- 26

Widen Puffin crossing
- 27

Continuous footway junction layout
- 28

Continuous footway junction layout
- 29

Inbound bus stop near Malden Close retained, enhanced to Floating layout
- 30

Continuous footway junction layout
- 31

Outbound bus stop near Wadloes Road relocated, Floating bus stop provided approx. 10m east

32

Newmarket Road / Barnwell Road junction redesign - signal-controlled crossroads

33

Existing lay-by removed

34

Existing lay-by reduced, for maintenance vehicles only.

35

Newmarket Road / Ditton Lane junction redesign, 'hold the left turn' and new crossing

36

Continuous footway junction layout

37

Outbound bus stop near Ditton Lane relocated, Floating bus stop provided approx. 285m east

38

Inbound bus lane replaced

39

Inbound bus stop near Ditton Lane retained, enhanced to Floating layout

40

Continuous footway junction layout

41

Inbound bus stop near Meadowlands Road removed, Floating bis stop provided 180m west

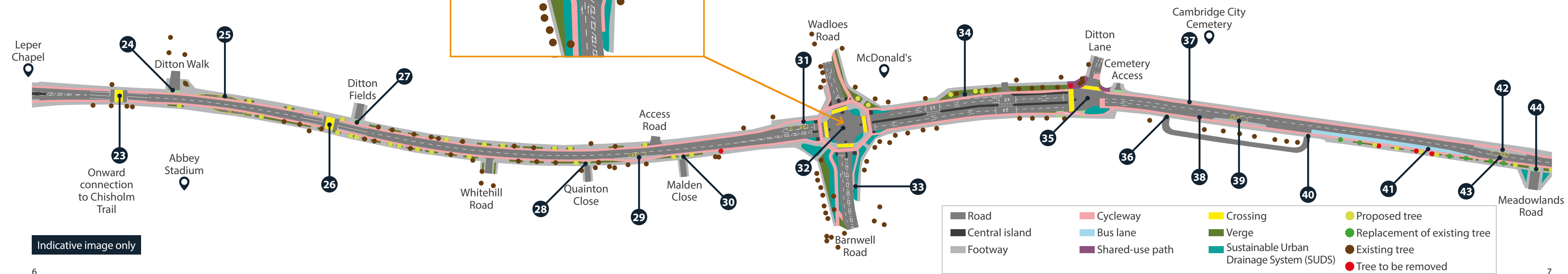
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Outbound bus stop near Meadowlands Road relocated, Floating bus stop provided approx. 60m east

43

Existing uncontrolled pedestrian crossing removed

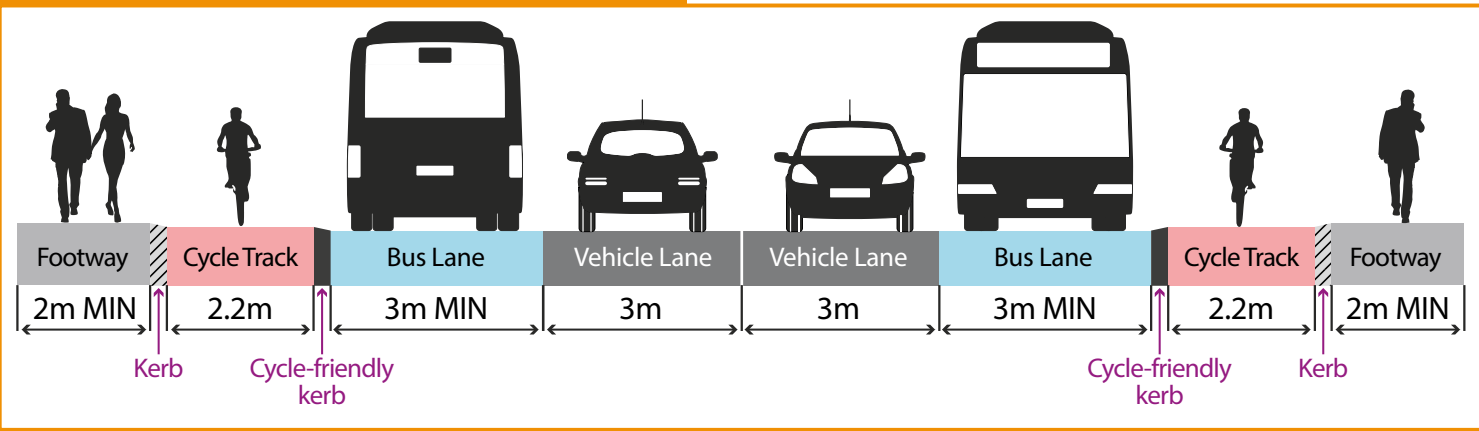
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Continuous footway treatment

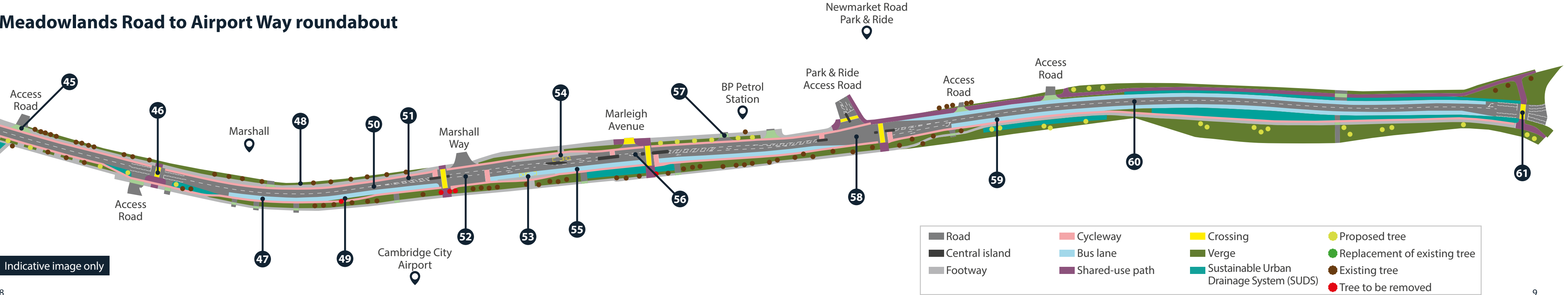
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NEWMARKET ROAD PRELIMINARY DESIGN

Typical cross section within 30mph speed limit



Meadowlands Road to Airport Way roundabout



- 45 Continuous footway treatment
- 46 Toucan crossing for pedestrians and cyclists retained
- 47 New inbound bus lane
- 48 Continuous footway treatment - subject to change follow co-ordination with Marleigh
- 49 Inbound bus stop near Cambridge Airport relocated, floating bus stop provided approx 170m east
- 50 Existing uncontrolled pedestrian crossing removed
- 51 Outbound bus stop near Cambridge Airport relocated, floating bus stop provided 140m east
- 52 Newmarket Road / Marshall Way junction redesign - subject to design change co-ordination with Marleigh
- 53 Floating bus stop near Marshall Way - relocated from approx. 170m west (inbound)
- 54 Outbound floating bus stop
- 55 New inbound bus lane
- 56 Newmarket Road / Marleigh Avenue junction redesign, improved crossing
- 57 Continuous footway treatments
- 58 Newmarket Road / Park & Ride junction redesign, new crossing
- 59 New inbound and outbound bus lanes
- 60 Extension of the 30mph speed limit, 40mph towards Airport Way roundabout
- 61 New Toucan crossing for pedestrians and cyclists near Airport Way roundabout

Indicative image only

NEWMARKET ROAD PRELIMINARY DESIGN TECHNICAL DETAILS

CYCLOPS JUNCTION

A CYCLOPS is a relatively new signal-controlled junction arrangement that has been implemented in Cambridge on Histon Road (Gilbert Road junction) and will be introduced on Milton Road.

All movements through the junction are signal controlled, with fully segregated facilities provided for pedestrians, cyclists and vehicle movements.

Pedestrian crossings are provided across each junction approach and a segregated cycleway enables people cycling to safely cross each arm without conflicting with pedestrians.

The compact junction arrangement provides more public open space for the introduction of new planting.



Histon Road CYCLOPS Junction, Cambridge

CONTINUOUS FOOTWAY

Footways a minimum of 2m wide will be provided along Newmarket Road, continuing across the lightly trafficked side roads with a 'continuous footway'.

Continuous footways and cycleways across the side roads will provide clear visual priority to pedestrians and cyclists, improving safety for people walking and cycling along Newmarket Road.

This arrangement is proposed across the lightly trafficked side streets, and will be achieved through the use of ramps, coloured surface materials and tight junction corners to ensure vehicles slow down.



Continuous Footway, Cambridge

CYCLEWAYS

Generally 2.2m wide 'Cambridge kerb' segregated cycleways are proposed from Elizabeth Way to the existing Park & Ride junction on both sides of the road.

The cycleways will provide high quality, direct and continuous facilities that enable cyclists to be separated from the high vehicle flows along Newmarket Road.

The cycleways will provide direct connectivity to the popular Riverside, Chisholm Trail and National Cycle Route 51 cycle routes.

At the eastern end of Newmarket Road, towards Airport Way where pedestrian and cycle flows are substantially lower, a 3m shared-use path will directly connect onto the Bottisham Greenway.



Histon Road Cycleway, Cambridge

FLOATING BUS STOP

Floating bus stops have been implemented across the city, including on Hills Road, Huntingdon Road and in Eddington.

A floating bus stop involves the pedestrian footway and cycleway routing behind the bus stop.

The benefit of this arrangement is that people cycling do not have to negotiate around parked buses, improving the route safety for all users.



Histon Road Floating Bus Stop, Cambridge

HOLD LEFT TURN

At Newmarket Road / Ditton Lane, a 'hold the left turn' signalised junction is proposed. In this arrangement the nearside cycleway is given a dedicated green signal while conflicting vehicle traffic movements turning across the cycleway are held on a red signal. The turning vehicles only receive a green signal when cyclists are held on a red signal. This removes the potential for conflicts between cyclists and vehicles.

NEWMARKET ROAD LANDSCAPE STRATEGY

SUSTAINABLE URBAN DRAINAGE SYSTEM (SUDS)

The improvements will include Sustainable Urban Drainage Systems (SUDS) wherever possible, including rain gardens. SUDS can help address flood risk by managing surface water runoff in a way that mimics natural processes, slowing down runoff rate while providing wider benefits, such as making the area look more attractive.

Rain gardens are shallow landscaped depressions that reduce rainfall runoff and mitigate the impact of pollution. They can enhance the capacity of the network by capturing and storing rainfall, allowing it to soak into the ground or releasing it slowly back into the piped network.



The landscape strategy for Newmarket Road has been developed to substantially improve the existing public areas and green infrastructure along the street. This will make Newmarket Road a more attractive and healthier environment and encourage wildlife.

The proposed improvements to Newmarket Road have been designed to minimise the impact on existing trees wherever possible, and include the planting of new trees, mixed ground cover and rich species grassland to make the area more attractive and increase biodiversity. Although the scheme will result in the loss of some existing trees, the scheme design minimises the number of higher quality trees that will be removed. New trees will be planted in sufficient soil to enable the trees to establish and mature. More detailed tree impact assessments will be undertaken to investigate the existing tree root location and depth, and measures will be put in place to protect them during the construction period.



PARK & RIDE SITE RELOCATION OPTIONS

The feedback received from the 2021 public consultation on the designs for the relocated Park & Ride identified a number of concerns with the selected locations. These included possible impacts on the green belt, the rationale for the selected sites and potential impacts to Little Wilbraham Fen Site of Special Scientific Interest (SSSI).

In response to the concerns raised, the GCP commissioned consultants WSP to undertake a Newmarket Road Park & Ride site identification and appraisal study that included a strategic green belt impact assessment. The full reports can be accessed at <https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambridge-eastern-access>

The assessment identified an 'Area of Search' within which the Park & Ride should be located. Within the area of search, 12 broad locations for the Park & Ride were identified, including the current site.

- ### AREA OF SEARCH
- The Park & Ride area of search was identified based on the following criteria:
- Park & Ride bus journey time to Cambridge city centre of up to 25 minutes;
 - Cycle journey time to the city centre of up to 25 minutes;
 - Accessible from the strategic road network;
 - Located on a main route into the city from the east.

RATIONALE FOR THE AREA OF SEARCH

For the site to be accessible and attractive to existing and future users, it needs to provide reliable and swift bus journey times into Cambridge, support Park & Cycle users by enabling cycling into the city and be accessible from the strategic road network.

The Park & Ride needs to be located on a major route into the city from the east, in order to intercept vehicle movements. As a result of these requirements the site has to be located within the Cambridge green belt.



PARK & RIDE SITE RELOCATION OPTIONS

Of the 12 sites that were identified, five were shortlisted for more detailed appraisal against a range of environmental, operational and feasibility criteria. Sites that were too small, unavailable due to planning, allocated for development, substantially protected by existing planning policies, including the Airport Safety Zone, or in close proximity to sensitive environments were discounted. Of the five shortlisted sites, location P1 was identified as the preferred location.



SITE APPRAISAL

The appraisal of the five shortlisted sites identified that:

- ➔ **Preferred Site P1:** P1 is the preferred site for a relocated Park & Ride as although it was assessed as having a moderate/high impact on the purpose of the green belt, no significant environmental impacts are predicted, it can deliver the quickest bus and cycle journey times into Cambridge, and is well located to complement the proposed busway through the Cambridge Airport site.
- ➔ **P2:** Was ranked second. In comparison to P1, P2 was assessed as having a moderate impact on the purpose of the green belt. However, the appraisal raised concerns with potential environmental impacts to ecology and archaeology, being located closer to Quy Water and the SSSI.
- ➔ **P3:** Was ranked third. The appraisal raised concerns with potential impacts to ecology and archaeology, is privately owned and was considered to have the highest potential impact on the function of the green belt.
- ➔ **P10/11:** Were ranked last as they provide the slowest bus and cycle journey times into Cambridge, there is potential for environmental impacts to the residents of Stow cum Quy, and substantial bus priority infrastructure will be required.

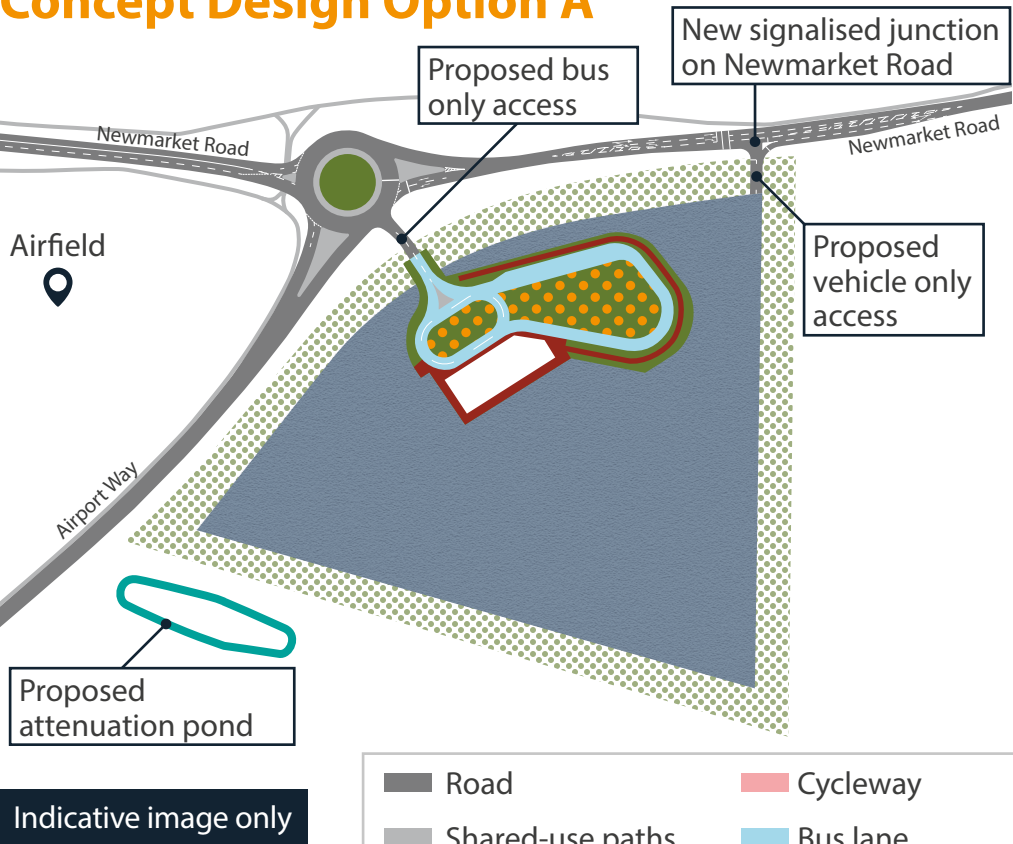
PREFERRED SITE P1

The technical work has shown that of the 12 possible sites identified, site P1 is the preferred site as it would support quicker journeys times and the proposed busway through the Cambridge Airport site. However, you can still comment on the shortlisted options for the relocated Park & Ride site via the consultation web page at www.greatercambridge.org.uk/newmarket-road-23

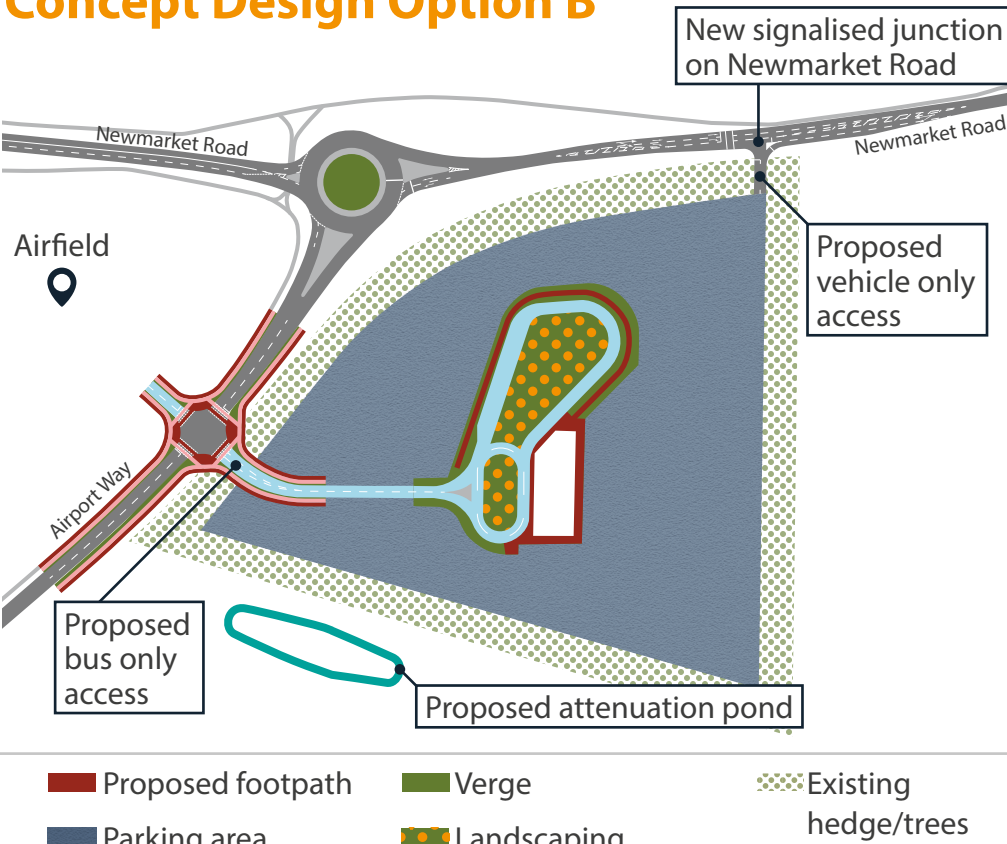
Within the broad P1 site location, the six hectare northern field has been identified as the preferred site to accommodate the Park & Ride infrastructure. Two initial Park & Ride concept designs have been developed within the existing mature hedge line. Both options can accommodate approximately 1,750 car parking spaces, bus stops, cycle parking and cycle lockers and a Park & Ride operations building. Vehicle access to both options is

proposed directly from Newmarket Road via a new signal-controlled junction with a new crossing to National Cycle Route 51. Option A proposes a bus access and exit directly onto the partially signalised Airport Way roundabout. Option B proposes a new bus only signal controlled junction on Airport Way, which can also directly support a future busway into the Cambridge East (Airport site).

Concept Design Option A



Concept Design Option B



CREATING A SUSTAINABLE TRAVEL NETWORK

Together, the Newmarket Road and Park & Ride proposals would improve access along this key route.

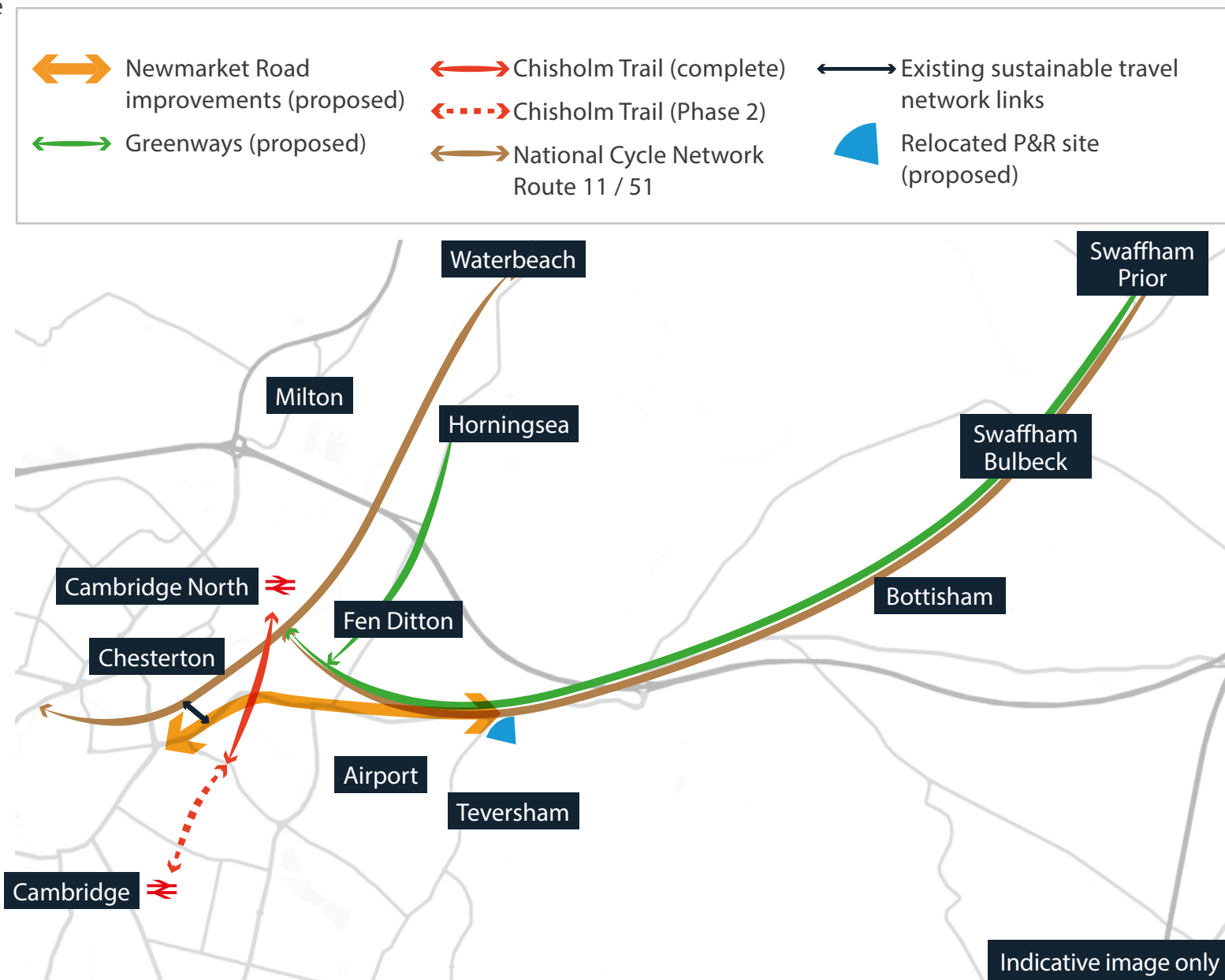
The preliminary scheme design for Newmarket Road provides enhanced connectivity to existing and planned routes across east Cambridge and the wider Greater Cambridge region, including the Chisholm Trail and the Greenways network.

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, routing under Newmarket Road.

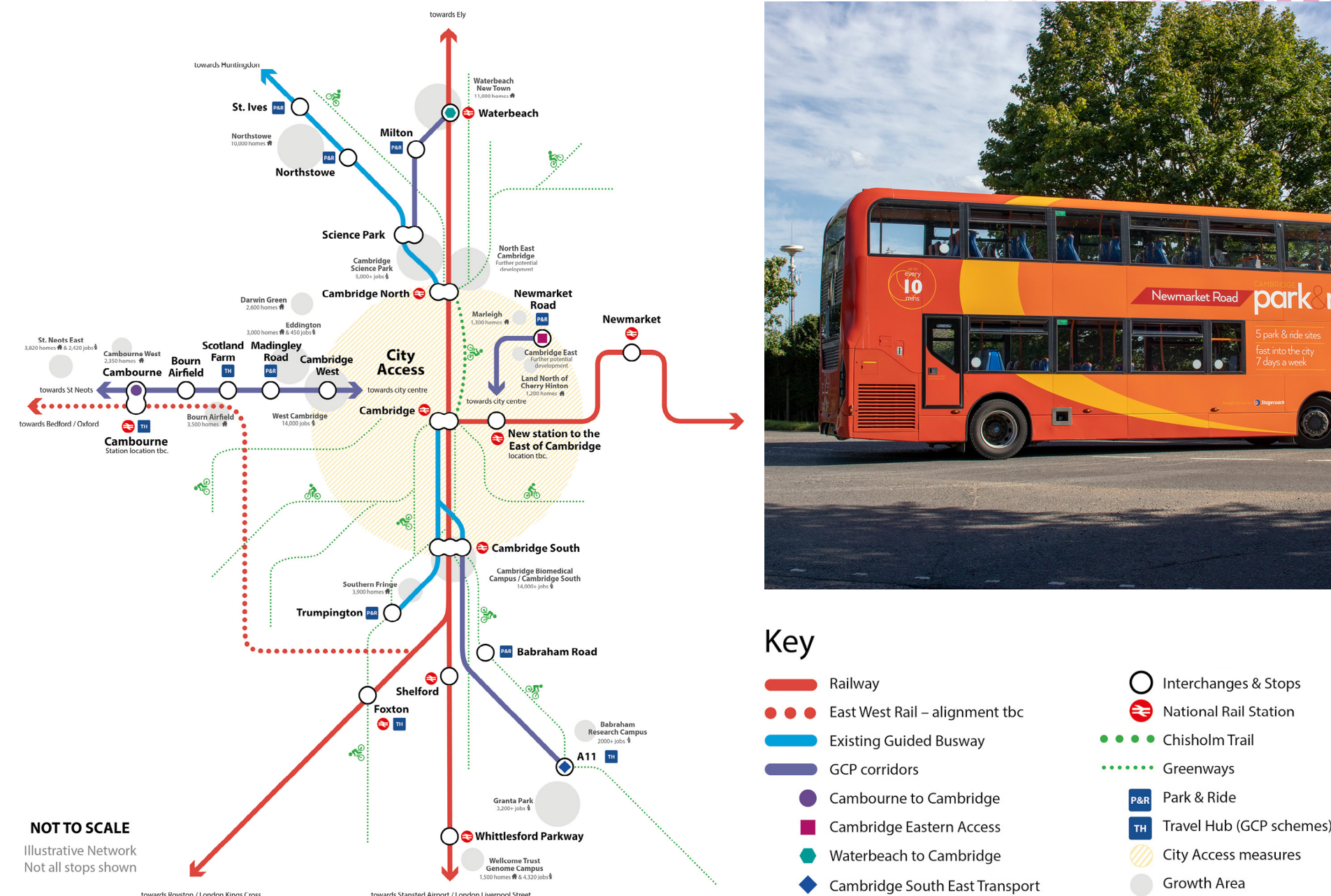
The Greenways project consists of 12 proposed active travel routes that will link local villages to Cambridge. This includes Swaffham and Bottisham, two villages to the east of Cambridge whose proposed Greenways will be engaged on soon, and will directly connect into the Newmarket Road scheme.

The proposals for Newmarket Road and the Park & Ride complement the Making Connections proposals by providing the infrastructure needed to enable more people to travel by public transport.

OTHER SCHEMES IN EAST CAMBRIDGE



FUTURE TRANSPORT NETWORK




HAVE YOUR SAY



HELP US SHAPE THE SCHEME


We want to understand and incorporate the views of local residents, businesses, stakeholders and all road users into our proposals. This feedback will be vital in helping to shape how the final Newmarket Road scheme designs are developed and taken forward.


 Read more detail on the proposals and fill out the survey online at www.greatercambridge.org.uk/newmarket-road-23

 If you would like a hard copy of the consultation brochure please telephone **01223 699906** and we will post a copy to the address you give us

 Email us at: consultations@greatercambridge.org.uk

 facebook.com/GreaterCambs  @GreaterCambs #CEA23

 Write to us at:
Greater Cambridge Partnership, PO Box 1493, Mandela House,
4 Regent Street, Cambridge, CB2 1BY

 If you would prefer a copy of this document in large print, Braille, audio tape or in another language please email: consultations@greatercambridge.org.uk or telephone **01223 699906**

EVENTS

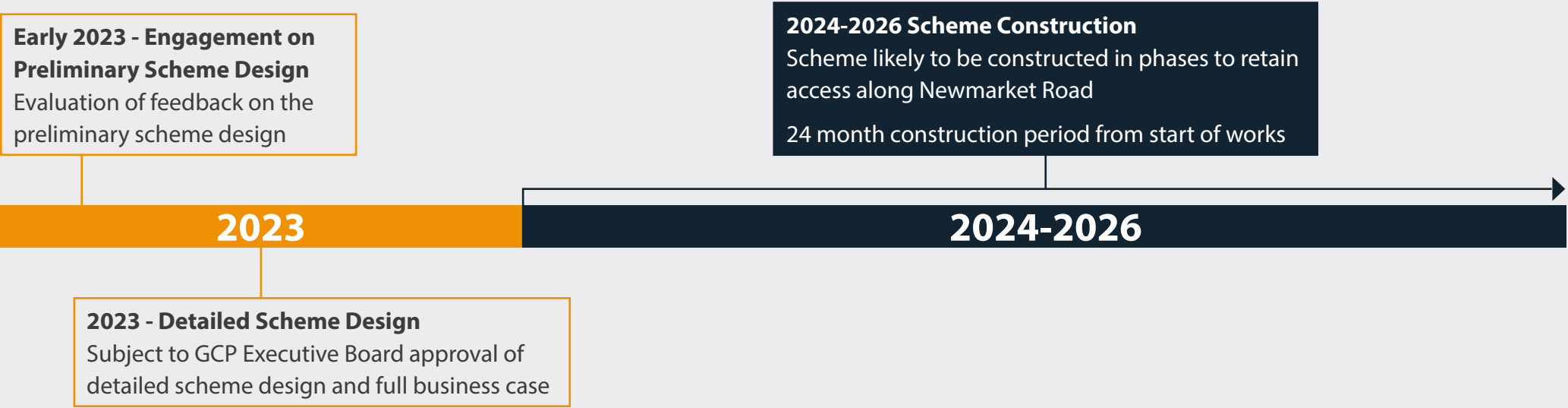
We'll be sharing information and answering questions at locations listed below

Location	Date	Time	Address
Online via Microsoft Teams	8 February 2023	6:00pm-7:30pm	Visit the consultation page to register to attend
Christ the Redeemer Church	15 February 2023	5:30pm-7:30pm	Christ the Redeemer Church, Newmarket Road, Cambridge, CB5 8RS
East Barnwell Community Centre	1 March 2023	6:00pm-8:00pm	East Barnwell Community Centre, Newmarket Road, Cambridge CB5 8RS

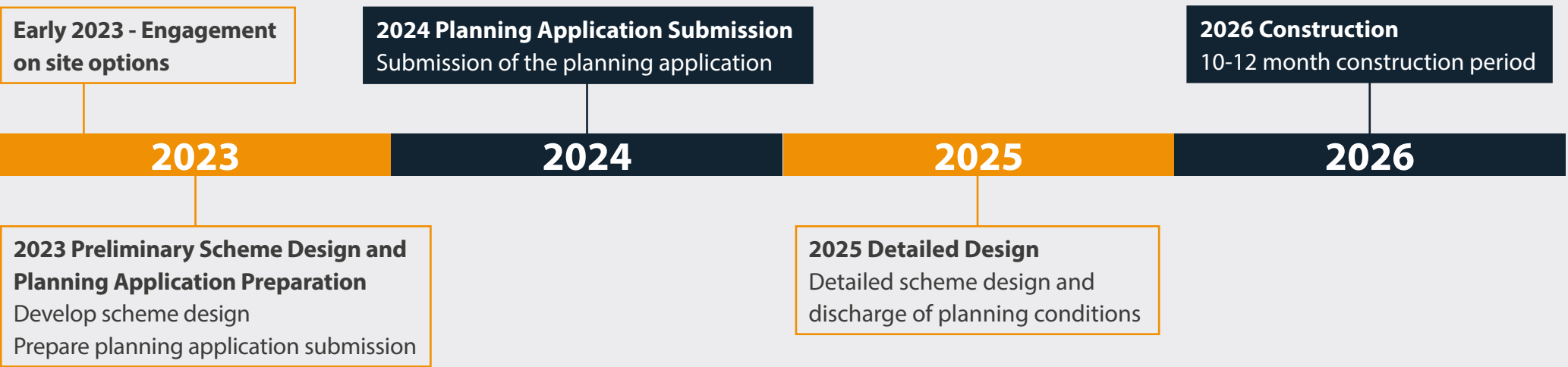


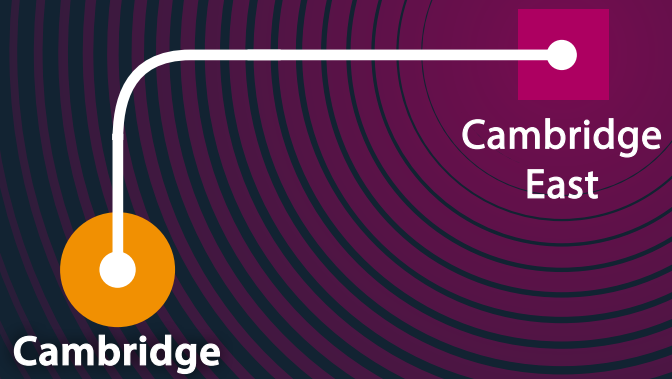
NEXT STEPS

Newmarket Road timeline



Park & Ride timeline





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