



ACTIVE TRAVEL TRANCHE 2 SCHEMES

Camcycle surveyed our members to ask them their views on the experimental walking and cycling schemes installed as part of tranche 2 of the Active Travel Fund. 56 people took part in the survey.

Junction of A1303 Cambridge Rd/Madingley Rd:

Survey results: Of the members that had used it, 94% said the scheme had improved their experience. 6% said it had made no difference.

Comments:

- *Restriction of cars to one direction only on Cambridge Road has made it feel much safer for cycling and it's now one of my favourite routes.*
- *Has made it safer to cycle by reducing the number of fast-moving cars overtaking.*

Church Street, Chesterton, Cambridge:

Survey results: Of the members that had used it, 97% said the scheme had improved their experience. 3% said it had made no difference.

Comments:

- *The Church Street modal filter stopped rat running cars on a narrow street, and made this busy cycling route safe for the high amount of cycle traffic it gets. Big success.*
- *Church Street is so much nicer and easier*
- *Church Street is quieter which really helps.*
- *So much nicer to bike down there as it's no longer a rat run.*
- *I love the modal filter on Church St. I use this route regularly and it feels busier, calmer and safer. Makes me smile every time!*
- *Love the church street bollards, feels much safer.*
- *Church St Chesterton never seemed very busy to me, so the filter there has not made much difference.*
- *Reduction of through motor traffic on Church St. Chesterton is most welcome, I cycle this route very regularly.*
- *Modal filters in the city and nearby areas, especially near the river where there are high levels of cycling and walking, make travel by sustainable modes much more pleasant and desirable. We need more on the way to these important routes.*
- *Church St is a key link in an important N-S cross-river cycling route between Chesterton/Arbury and the Newmarket Rd area using Equiano Bridge. The section of Church St now protected by the filter has poor sightlines because of the bend, and therefore anything more than access motor traffic would make it unpleasant and dangerous for walking and cycling. Any diversion for vehicle drivers is minimal and the area doesn't appear particularly congested, by Cambridge standards.*
- *The Church Road barrier is very simple and intuitive, it works great!*

Improvements:

Members didn't mention any need for improvements to the modal filter itself, but wanted to see it connected up to other safe links.

- *Church St is a good example of how a single, simple, filter can transform a street for active travel without any significant detriment to people who need to use vehicles. The route north to Arbury via Union Lane and the S end of Arbury Rd remains hostile and unpleasant, though. Could Union Lane be a candidate for another filter? Vehicles accessing Chesterton could still circulate via High Street and Green End Rd.*
- *Church St barely makes a difference if you still have to travel on via the High Street or Scotland Road. Speeding is a huge problem; it only takes one speeding car or truck, and there are lots of those in Chesterton.*

Vinery Rd, Romsey, Cambridge:

Survey results: Of the members that had used it, 100% said the scheme had improved their experience. There were no comments requesting improvements.

Comments:

- *Installing the modal filter on Vinery Road has made it so much safer and quieter, it also makes cycling much faster and easier, I don't really think it should have been a through road in the first place though.*
- *Vinery Road is more peaceful, so the children and parents can get to and from school in minimal traffic. This is more pleasant for them, and the air quality is better.*

East Rd, Cambridge:

Survey results: Of the members that had used it, 82% said the scheme had improved their experience, 7% said it had worsened their experience and 11% said it made no difference.

Comments:

- *East Road is so much safer now, though nearer Parker's piece it is still very constricted.*
- *The full-lane-width protected cycle lanes have made the most difference - they reduce car usage by displacing space for cars and giving it to cyclists so we can travel safely. This has led to an increase in the number of people cycling.*
- *The experimental active travel scheme on east road is improved in big part due now being protected physically from the road which makes for a safer experience. Too bad it's only a small section but the road nearer to mill road is narrower. It's also widened which makes it much more pleasant and allow overtaking.*
- *I won't cycle on East Road at all without some form of protected cycle lane; too dangerous for me.*
- *East Road hasn't actually made me feel as if cycling is safer along the busy road.*

Improvements (already made):

- *The cycle wands on East Road, when northbound, just before the Newmarket Rd roundabout, used to simply be blanked off with a wand at the end, and just barely enough space to squeeze thorough. But they have removed that blocking wand -- hooray, much better.*
- *There was a huge problem with the bollards on East Road until they listened to Camcycle and fixed it.*

Improvements (needed):

- *The wands on the Mackays side of East Rd in front of the car sales place next to Mackays, have made my journey much worse, positively dangerous. They have made the cycle lane so narrow it's unuseable. I've cycled that way for 49 years and always used the cycle lane. But now I can't use it, so I have to pull out into the car lane, in front of cars which are speeding up after the roundabout*

and have only short visibility. What possessed them to put the wands IN the cycle lane??!! The raised lip of the layby there, means the cycle lane is effectively only about 60cm - nowhere near enough. Please get them to put the wands OUTSIDE the cycle lane. Thank you.

- On East rd I've noticed the wand placement is sometimes wrong. They should be on the cycle path markings, rather than beside them. This is particularly poor outside Mackays at the Elizabeth way bridge end of the East road end where you are really squeezed. Would be too tight for some cycles and some cyclists.
- Better, but they only tackled the least bad bits. Something has to be done about the delivery drivers parking in the cycle lanes outside the KFC.
- The biggest change that affects me is easy road, which is a great improvement, except only north of Norfolk Street! I hope any permanent changes will include better access, exit and links to the Elizabeth Way subway.
- East Road still needs some work to make the whole cycleway better. Eg, put wands outside KFC and other places where cars block the cycleway.
- The best thing is that cars and cycles are separated. But I still avoid East Road because of the fumes. Junctions are still points of sheer terror.
- East Rd from Norfolk St to Mill Rd is dangerous due to lack of bicycle lane markings which have faded. Some pillars in the ground there would be great.
- Continue wands separated cycle lanes on East Road down Elizabeth Way, all the way to Milton Rd roundabout.
- Add segregation between the cycle lane and motor traffic on East Road, South of Norfolk Street.
- East Road - it causes conflict with traffic lanes if you want to turn right into St Matthew's Street as you can't get across sideways at the lights when towing a child trailer. As a result I now have to avoid this stretch of road completely as I feel unable to cycle along the main carriageway to avoid getting stuck at the lights due to drivers expecting me to be in the wanded lane. I previously used to take the time cycling along the entire stretch between the BHF shop and the junction to move across the carriageway to the right, depending on where there were gaps in the traffic.

The routing of the contraflow cycling from the roundabout towards the Grafton is a mess as the lane stops at the car park entrance. If then effectively routes cyclists on to the non-shared pavement (or they cycle the wrong way up East Road inside the wanded lane). As a pedestrian pushing a pram/walking with a toddler regularly along this pavement, this has increased conflict with cyclists in this area dramatically.

Junction of Trumpington St/Fen Causeway/Lensfield Rd, Cambridge:

Survey results: Of the members that had used it, 84% said the scheme had improved their experience, 2% said it had worsened their experience and 14% said it made no difference.

Comments:

- Junction of Trumpington St/Fen Causeway/Lensfield Rd, Cambridge is a major improvement. One of the best in Cambridge (apart from segregated cycleways).
- Crossing the Trumpington Street roundabouts has got so much easier and I feel much safer.
- The changes at Trumpington St/Fen Causeway/Lensfield Rd are far from perfect but definitely make the junction feel a bit safer. This junction has been one of the most dangerous in Cambridgeshire for decades, and it us about time something was done.
- Trumpington road roundabout feels much safer.
- The clear, separate cycling lanes southbound are helpful.
- It would be absolutely ridiculous for the council to row back on the Fen Causeway junction or East Road. I acknowledge this has created some congestion, but these routes were already far too over-used by cars as it is. The council should stand firm, and Camcycle MUST defend these properly.
- The junction at fen road is so, so much better than it used to be. Previously it was hideous for cyclists, now it is fantastic travelling south and "good enough" travelling north.

- As a local resident, cycle safety definitely improved. Right turns through the mini roundabouts remain an issue for cyclists but the general traffic calming effect of single lanes between the roundabouts has helped.
- The Junction of Fen Causeway experience does depend slightly on which direction you are approaching it from...but overall the road narrowing effect of the wands pushes cyclists into the paths of drivers, most of who slow down to allow manoeuvring, but not always.

Improvements:

- For me, the greatest improvement was at the Trumpington Road / Lensfield Road interchanges -- the traffic posts make a huge difference. However, there are also gaps, especially around the pedestrian crosswalk where cars and cycles are pushed close together, and aggressive drivers often try to pass cycles in the crosswalk. I'd love to see a proper cycle lane installed the full length on the southbound side, and the northbound side is still an uncomfortable cycle.
- The Trumpington St junction is somewhat better when heading south, but the cars/vans/trucks here still seem v aggressive; heading north into town, it's unchanged before the roundabout, and still terrifying having to move from curb out into the right hand lane to enter the roundabout. Cars moving VERY fast approaching the roundabout. I think if we can't have properly segregated cycle lanes here we at least need some traffic aiming to get the cars to slow down. I'm fine to do this on my own although I hate it - but I'd never do it with children which ought to always be the test!
- Junction on Trumpington St / Lensfield Rd. Coming from Lensfield road going into Trumpington Rd, moving into the bicycle segregation can be a bit confusing.
- Use of traffic posts along the full length of cycle lanes on Trumpington Road would really help -- cars sometimes park/wait over the cycle lanes especially by the Bateman Street intersection going southbound. The northbound direction remains a nightmare -- my spouse was almost hit by a Fedex truck pulling up onto the pavement on that side earlier today, and protection for cyclists and pedestrians against driving on the pavement along Trumpington northbound would really help a lot.
- Add wands down Pembroke Street too.

Junction of Newmarket Rd/Barnwell Rd/Wadloes Rd, Cambridge:

Survey results: Of the members that had used it, 53% said the scheme had improved their experience, 7% said it had worsened their experience and 40% said it made no difference.

Comments:

- I wasn't aware of any significant changes at Barnwell/Wadloes.
- Barnwell Rd roundabout: I turn left from Newmarket rd (inbound) into Barnwell rd. This used to be an easy turn as there was plenty of space and I could turn regardless of vehicle traffic overtaking me. Now there's a build-out that suddenly narrows it as you turn the corner, hard to see (nearly crashed the first time I encountered it, and still feels unexpected even though I now know it's there). Not clear who the buildout is supposed to help- pedestrians? But there's a separate ped crossing.
- I wasn't even aware of any measures at the Wadloes roundabout. With the linked Ditton Lane junction, it is possibly the most appallingly designed junction for active travel in the whole of Cambridge, the central cycle lane on the E side is certainly horrible to cycle on and I suspect objectively highly dangerous.

South End, Bassingbourn:

Survey results: Only one member had experienced this scheme and they felt it was an improvement.

Ambury Rd, Huntingdon:

Survey results: Only one member had experienced this scheme and they felt it was an improvement: "A small scale scheme which needs to be extended to provide a safe active travel route into Huntingdon town centre."

GENERAL/OTHER COMMENTS

- *Physical segregation with wands feels more secure than Cambridge curb.*
- *Protecting cycle lanes with wands - especially allowing cyclists to filter through T-junctions is very effective.*
- *This is the first time I've seen wand-protected cycle lanes used in the Cambridge area, and the dramatic reallocation of road space they represent. I'd like to see many more especially on roads with multiple traffic lanes.*
- *Separation from motor traffic is a big help.*
- *Wands would work well to keep vehicles out of contraflow cycle lanes where there's no expectation of needing to move sideways across the lanes.*
- *Segregation with the plastic wands is nice although they aren't pretty. Please use more often.*
- *Wands are great. Put them on Histon Rd, especially at the southern end from Aldi to Victoria Rd.*
- *I'm generally not in favour of the wands. They seem a poor compromise for a multitude of cycling issues.*
- *I'd like to see modal filters on all residential streets in Cambridge as well as mill road, I think that a more Dutch approach in Cambridge would be very effective, not banning cars from most streets but just forcing them onto arterial roads.*
- *More modal filters on quiet back roads, please! They transform dangerous roads into calm spaces, add green space and are so simple to do.*
- *I would like to see more modal filters to the car rat runs and cut throughs in residential areas of north Cambridge, especially around the new cycle lanes that are being built on Milton Road.*
- *SE-GRE-GA-TION! Please no more bike lane, especially when the road is too narrow (e.g. coldham's lane, cherry hinton high street): car will often drive on it at worse, and at best be right next to the line even though it leaves too little distance between the cyclists and the cars.*
- *Some of these schemes, e.g. East Road and the Lensfield Road junction, may get better at one gets used to them, but as a newcomer, are very confusing, one has no idea where to go or what to do. Better signposting of what to expect might help?*
- *I'd love to see more protected cycle lanes everywhere, especially on Elizabeth Way bridge, Hills Road, and Regent Street.*
- *Please put Advance Stop Lines at the junction of Coldhams Lane and Newmarket Road, by premier inn. It would be such a simple change that would make cycling so much more pleasant.*

Conclusion

Based on member feedback and our own technical assessment of these measures, we would like to see all of the above schemes made permanent as they present significant benefits to cyclists. It is clear that further work is needed at East Road and at the Trumpington St/Fen Causeway/Lensfield Rd junction. We understand that the restrictions on vehicular traffic flow are considered an issue at the latter location: to add additional vehicular capacity here without removing the safe cycle infrastructure, Camcycle would support the removal of the existing island to allow space for an extra lane. We would be happy to provide further advice on the approach to these schemes.

For all schemes, it is important that they form part of a safe, joined-up cycle network – routes are only as good as their weakest links – so we would recommend building on these positive trials with additional schemes in adjacent areas.

Kind Regards,

Josh Grantham and Anna Williams
On behalf of Camcycle