

## Active Travel Programme Two- Scheme Summary Position

CATEGORY 1: Schemes delivered/to be delivered			
13 schemes delivered by Cambridgeshire County Council	Scheme Type/Description	Scheme warranted full consultation - therefore included within "Summary Report of Consultation Findings"	Updated Status
A505/A1301 roundabout near Pampisford - crossing improvements	Roundabout treatment - kerbs to be widened out by the use of 'wands' (flexible traffic posts) on the north arm and on the exits of the east and west arms. This will reduce crossing distances for pedestrians and cyclists and slow vehicle speeds.	Yes	Islands installed March 23. Islands removed from Sawston approach April 23 Wands installed & lane markings amended June 23
Bassingbourn - Brook Road and High Street	Speed reduction and traffic calming - reduced speed limit between Littington and Bassingbourn and 20mph speed limit on Brook Rd, High St, The Causeway and adjoining streets Chicanes (vehicles give way in one direction): one on South End and one on High St	No - low impact scheme, therefore, key local stakeholder engagement only	Delivered December 22
Church Street, Chesterton, Cambridge - between Chapel Street and Lynfield Lane	Modal filter - no through access for motor vehicles on Church St between Lynfield Lane and Chapel St (planters/removable bollards)	Yes	Delivered October 22
Junction of A1303 Madingley Road and Cambridge Road, Madingley	Modal filter - access only into Cambridge Rd (towards Madingley village). No exit for motor vehicles from Cambridge Rd onto A1303 Madingley Rd (alternative route via Church Lane). Speed limit reduced from 60 to 40mph on Cambridge Rd. Reduction in the width of the Madingley Rd/ Cambridge Rd, Coton junction to improve safety of the crossing point. New crossing island for pedestrians & cyclists on A1303 Madingley Rd. Bus stop near Madingley Hall gates to be relocated round the corner on High St	The Dry Drayton/Madingley scheme was consulted on but had greater opposition than support; elements of this scheme were then incorporated into the Madingley Rd/Cambridge Rd scheme instead	Delivered October 22
East Road, Cambridge between Anglia Ruskin and Newmarket Road roundabout	Cycle link - removal of a traffic lane on a section of East Rd (east of Burleigh Street) to improve cycle lanes or provide new ones. These cycle lanes will be protected by 'wands' (flexible traffic posts). Cycle priority crossings over side access roads. Updated/refreshed lining, markings and signage.	Yes	Delivered October/November 22
Fallowfield, Chesterton, Cambridge between Water Street and Frank's Lane/Green End Road	Access improvement - Re-location of bollards and reshaping island to increase space for cyclists	No - low impact scheme, therefore, key local stakeholder engagement only	Delivered August 22
Granta Place Gate, Cambridge - access point between Coe Fen and Mill Lane junction	Access improvement - Replacement of vehicular access gate with cattlegrids and removable bollard. Additional pedestrian gate to match existing.	No - low impact scheme, therefore, key local stakeholder engagement only	Delivered April 23, railings installed July 23
Ambury Road, Huntingdon, southern section between the Ring Road and Avenue Road	Cycle link - providing a contra-flow cycle lane at the southern end of Ambury Rd with a small protective island at the start of the lane and moving the parking to the west side of the road. Signage of the cycle route via Priory Rd and Cowper Rd.	No - low impact scheme, therefore, key local stakeholder engagement only	Delivered November 22
Newmarket Road / Barnwell Drive (McDonalds) roundabout, Cambridge	Roundabout treatment - widening of footway on eastern side of the roundabout to reduce vehicle speeds and crossing distances for pedestrians. Widening of the central islands on Barnwell Rd and Wadloes Rd to improve crossings.	Yes	Wadloes Rd islands installed February 23 Barnwell Rd islands installed April 23
Junction of Silver Street/Kings Parade, Cambridge	Making temporary scheme changing the priority, permanent with additional dropped kerbs and tactile paving to improve pedestrian crossing movement	No - low impact scheme, therefore, key local stakeholder engagement only	Delivered November 22
Trumpington Street/Lensfield Road/Fen Causeway Mini Roundabouts, Cambridge	Roundabout treatment - reducing the number of approach lanes from 3 to 2 and from 2 to 1 between the roundabouts to reduce conflicts. Increasing island widths for pedestrians at the Lensfield Rd & Trumpington St junctions and providing some protected space for cyclists using wands (flexible traffic posts).	Yes	Layout installed August 22 Wands installed & lining completed December 22
Vinery Road, Cambridge (Coldham's Lane end)	Modal Filter - installation of planter to prevent through-vehicular movements just south of St Philip's Primary School	Yes	Delivered October 22 Additional signage and reversal of one-way on eastern end of Vinery Rd July 23
Wisbech Cycle Lockers	Secure cycle parking in Bus Station area	No - low impact scheme, therefore, key local stakeholder engagement only	Landowner agreement near completion Lockers ordered

CATEGORY 2 - Schemes being considered further			
2 schemes that are subject to ongoing discussions before a decision will be made as to whether they will go forward for delivery or not	Scheme Type	Scheme warranted full consultation - included in Summary Report of Consultation Findings	Status
Eastgate, Cambourne - between Jeavon's Lane and Lancaster Gate (Cambourne Church, Jeavon's Wood Primary School, Cambourne Pre-School)	Cycle link - making Eastgate one-way eastbound from the Church car park to just before the junction with Lancaster Gate to allow for a two-way cycle lane protected with wands (flexible traffic posts).  The paths either end to be made shared use to link to existing crossing points and widened if budget allows.	No - low impact scheme, therefore, key local stakeholder engagement only	Not progressed due to lack of support from stakeholders & difficulty in delivering a safe scheme, also made aware of path widening to shared use as part of W. Cambridge development. Alternative scheme of installing crossings for route to school proposed. 2 locations for zebra crossings and one location for build out considered. Additional DTSA funding secured. Parish Council very supportive of Jeavons Lane crossings but proposed zebra location on unadopted land. Discussions ongoing regarding location and use of sec.228 powers.
The Broadway, St Ives between the Norris Museum and Queen Victoria Jubilee Fountain	Layout changes using bolt down kerbs to increase pedestrian space and improve crossings.  Chicane with Give Way for eastbound vehicles on The Waits, near the museum.  Additional disability parking bays but reduction in overall parking provision.	Yes	Being progressed with additional DTSA & CPCA funding.

Schemes that will be considered by the Greater Cambridge Partnership following the results of the Cambridge Network Hierarchy Review and Making Connections, or are being delivered as part of other GCP schemes	Scheme Type	Scheme warranted full consultation - included in Summary Report of Consultation Findings	Status
Cowley Road, Cambridge between Jane Coston Bridge and Milton Road (near Science Park junction)	Cycle link - removal of car parking on east side of Cowley Rd, between Jane Coston Bridge and Milton Rd, to create new bidirectional cycle lane, protected by 'wands' (flexible traffic posts). Improving cycle link between Milton village and Science/Business Parks/Cambridge North rail station.  Priority crossings over side access roads and improved crossing points over Cowley Rd.	key local stakeholder engagement	GCP to deliver as part of Waterbeach Greenway
Arbury Road, Cambridge, west of Ley's Road	Modal filter - no through access for motor vehicles	Yes	To be considered as part of wider GCP City Access Strategy
Barton Road/Fen Causeway Roundabout, Cambridge	Roundabout treatment - reduce approach lanes & widen pedestrian islands to improve crossings/enlarge roundabout to slow speeds	Yes	To be considered as part of wider GCP City Access Strategy
Chesterton Road/Elizabeth Way Roundabout, Cambridge	Roundabout treatment - widen pedestrian islands to improve crossings & segregated cycle lanes around sections of roundabout	Yes	To be considered as part of wider GCP City Access Strategy
Coldhams Lane, Cambridge between Cromwell Road and railway bridge	Modal filter - no through access for motor vehicles	Yes	To be considered as part of wider GCP City Access Strategy
Newmarket Road/East Rd roundabout, Cambridge	Roundabout treatment - reduce traffic lanes around roundabout/segregated cycle lanes at entry & exit to Newmarket Rd	No - incorporated within wider GCP Eastern Access consultations	Being considered in context of the GCP Eastern Access scheme
Elizabeth Way Bridge, Cambridge	Cycle link - bidirectional cycleway between St Andrew's Rd & Newmarket Rd	No - incorporated within wider GCP Eastern Access consultations	Being considered in context of the GCP Eastern Access scheme
A603 Barton Road/M11 overbridge, between Cambridge and Barton	Cycle link - remove traffic lane/ new protected bidirectional cycle lane between two roundabouts	Yes	Being considered as part of wider GCP Greenway scheme for this location
Milton Road / Elizabeth Way roundabout, Cambridge	Roundabout treatment - see GCP Milton Rd scheme plans	No - incorporated within wider GCP Milton Rd scheme	Part of the GCP Milton Rd scheme
Milton Road, Cambridge	Cycle link - see GCP Milton Rd scheme plans	No - incorporated within wider GCP Milton Rd scheme	GCP Milton Rd scheme
Mitchams Corner gyratory, Cambridge	Cycle link - reduce traffic lanes to provide new protected cycle lanes	Yes	To be considered as part of the GCP City Access Strategy
Newmarket Road, Cambridge, between Elizabeth Way and McDonalds roundabout	Cycle link - see GCP Eastern Access scheme plans	No - incorporated within wider GCP Eastern Access consultations	Being considered in context of the GCP Eastern Access scheme
Newmarket Road, Cambridge: Swanns Lane to Leper Chapel	Cycle link - see GCP Eastern Access scheme plans	No - incorporated within wider GCP Eastern Access consultations	Being considered in context of the GCP Eastern Access scheme
Queens Road / Northampton Street / Madingley Road roundabout - Inner Ring Road, Cambridge	Roundabout treatment - reduce entry lanes & widen pedestrian islands	No - incorporated within wider GCP City Access consultations	To be considered in context of the GCP City Access scheme
St Neots Road, Hardwick - Madingley Mulch/Long Road section	Modal filter - no through access for motor vehicles	Yes	Being considered in context of the GCP Cambourne to Cambridge scheme
Union Lane, Cambridge, just east of Milton Road junction	Modal filter - no through access for motor vehicles	Yes	Being considered in context of the GCP Milton Rd scheme/wider City Access strategy

**CATEGORY 3 Schemes that are not being taken forward as part of the Active Travel Two Programme**

Schemes to be delivered by their incorporation into other projects	Scheme Type	Scheme warranted full consultation - included in Summary Report of Consultation Findings	Status
Birdwood Road, Cambridge	Cycle Link - traffic calming (speed cushions)	No - low impact scheme, therefore, key local stakeholder engagement only	Half of scheme delivered in 21/22, second half to be delivered 22/23 - separate CCC Local Highways Initiative
Hauxton Road, Trumpington at junction with Waitrose access road	Guardrail removal on north side of Hauxton Road to widen shared use path	No - low impact scheme, therefore, key local stakeholder engagement only	Funding application required under CCC Local Highways Initiative
Dry Drayton village to Madingley village	Cycle Link	Yes	Re-scoped following public consultation and combined with proposals at Madingley Rd/Coton junction

Schemes that are not being delivered as part of the Active Travel Two programme	Scheme Type	Scheme warranted full consultation - included in Summary Report of Consultation Findings	Reason
Buckden - High Street near St Hugh's Road junction	Speed reduction - chicane with cycle bypass on High St near A1 junction (just north of St Hugh's Rd)	No - low impact scheme, therefore, key local stakeholder engagement only	Not progressed following objection from parish council
Link to Alconbury Weald - B1043 from Alconbury Weald to Alconbury to link with new cycleway along the A1 to Brampton	Cycle link. Outline proposals considered	No - scheme not considered deliverable at an early stage	Scheme costs exceeded Active Travel budget. Active Travel 4 funding for design work received and being progressed.
Back Road, Linton (edge of village) to Hildersham village	Modal Filter - no through access for motor vehicles	No - low impact scheme, therefore, key local stakeholder engagement only	Not supported by local community due to concerns about effect on agricultural traffic and emergency vehicles. It was also felt that the Greenways project would provide the necessary improvements for Active Travel.
B1043 Berkley Street & Montague Road, St Neots (near Eynesbury Primary School)	Modal Filter - no through access for motor vehicles	Yes	Not supported by local residents/businesses due to wider impacts, particularly access to camping & caravan site. Agreement with local member: traffic data to be collected to inform any future alternative scheme
Brookside Industrial estate, Sawtry	Cycle Link	No - scheme not considered deliverable at an early stage	Original Scope not defined in the bid. No clear benefits or aim of scheme for this area that would provide obvious improvements. Not developed after April 2021
Cambridge Road, Godmanchester - between the White Hart pub and Cow Lane (under A1307)	Cycle Link. Advisory cycle lanes, widen shared use + solar studs	No - scheme not considered deliverable at an early stage	Road width constraints. Bus route. Removal of parking would be unpopular. Scheme costs exceeded Active Travel budget. Potential for permanent scheme to be developed if bridge closed to through traffic - Active Travel 4 funding received for development work, currently being progressed
Ely Town Centre - Back Hill, Broad Street, Fore Hill, Brays Lane	Introduction of one-way streets to provide segregated cycleways	No - key local stakeholder engagement only	Not supported by local councillors due to concern about wider impacts on traffic flow and lack of modelling work (not permitted under DfT criteria). New model currently being worked on at CCC and DfSA funding secured.
A1101 Freedom Bridge/B198 Lynn Road roundabout, Wisbech	Improvements to roundabout and surrounding area for pedestrians/cyclists.	No - key local stakeholder engagement only	Not supported by local community due to potential effect on traffic flow & did not comply with DfT criteria
Granchester Road, Cambridge - modal filter just south of Cambridge Rugby Club	Modal Filter - no through access for motor vehicles	No - key local stakeholder engagement only	Not supported locally due to concerns about access for those with disabilities or their carers and view that this would provide improvement for limited number of people walking and cycling due to alternative routes.
Great North Road, Little Paxton between High Street and Hall Weston Rd (over A1)	Cycle Link	No - scheme not considered deliverable at an early stage	Not developed due to road speeds, constrained bridge width and likely scheme costs
Huntingdon package of measures from Tranche 1: Main Street, Hartford; Town Bridge, between Godmanchester and Huntingdon; B1514 Ring Road, Huntingdon between Town Bridge and Bus station	Modal filters/cycle links - no through access for motor vehicles	No - key local stakeholder engagement only	Undeliverable due to safety concerns, available budget & due to delay in opening of Pathfinder link so too early to gauge impact on traffic.
Mill Lane/Trumpington Street/Pembroke Street junction, Cambridge	Change in junction priority	No - key local stakeholder engagement only	Initial proposals developed. However, in order to mitigate concerns raised by Road Safety review (visibility issues with change in junction priority), the scheme would have required a more significant intervention for permanent works; therefore not feasible on a temporary basis from a cost and practicality perspective.
Needingworth Road between A1123 St Audrey Lane and Meadow Lane, St Ives	Conversion of footway to shared use	Yes	Failed to meet criteria set by government
Junction of A1123 Houghton Road and Ramsey Road, St Ives	Road markings	No - scheme not considered deliverable at an early stage	Temporary scheme fails to meet government criteria
Rustat Road near Fanshawe Road, Cambridge	Modal Filter - no through access for motor vehicles	Yes	Not supported locally due to concern about impact on local roads. To be reconsidered if new station access opens.
Station Road, Cambridge	Removal of cycle lane & creation of new cycle lane	No - low impact scheme, therefore, key local stakeholder engagement only	Scheme undeliverable - superseded by City Council's vehicle electric charging initiative
Station Road, Histon - Baptist Church junction	Modal Filter - no through access for motor vehicles	Yes	Would require bus stops to be moved but no suitable alternative locations
Station Road, St Neots - between Cambridge Street and Rail Station access road	Road markings	No - scheme not considered deliverable at an early stage	Temporary scheme fails to meet government criteria
A1123 Stocks Bridge Way/A1096 Harrison Way roundabout, St Ives	Roundabout treatment - kerb widening & reduction of approach lanes to improve crossings & reduce vehicular speeds	No - key local stakeholder engagement only	Not supported by local councillors due to concerns about impacts on traffic flow. Monitoring will be used to inform development of any future scheme
Whittlesey - Dry Bread Road (Alderman Jacobs Primary School), Park Lane (Park Lane Primary School and New Road (New Road Primary School)/ March	Town-wide pedestrian/cycle improvements, school streets/modal filter (no through access for motor vehicles)	No - key local stakeholder engagement only	Not locally supported.
Soham - Station Road, Fountain Lane and Clay Street	One-way treatment and traffic calming/off-road link improvements between the new rail station and town centre	No - but local consultation was carried out	One-way treatment will prevent delivery of proposed bus route to station.