

1. Objectives

- 1.1 The objectives of the guidelines are to expand and enhance the current city cycle network by:
- identifying and safeguarding strategic cycle routes through the city urban expansions as defined in the re deposited Local Plan and ensuring their delivery by developers
 - identifying potential new cycle links to and from these areas of urban expansion to be funded through planning obligations.

2. Introduction

- 2.1 Cycling levels in Cambridge are the highest in the country with 26% of residents cycling to work in the city. It is vital that this culture of cycling is carried into the new areas of urban expansion in order to at least maintain this high level. The projected urban expansion of the city presents a unique opportunity to prioritise cycling as a mode of transport and plan a wider city cycle network for the future to provide high quality safe and convenient routes through and to the new developments and improve links between the city and surrounding villages.
- 2.2 This document fits into the framework of both national and local planning and cycling guidance. It supplements policy TR19 and RL7 of the current Cambridge Local Plan and policy 7/4 of the Draft Cambridge Local Plan which requires the safeguarding of land and funding for the provision of strategic cycle routes. This document clearly identifies the routes required within the four areas of city expansion and through the city along the railway corridor.
- 2.3 The Cambridge Walking and Cycling Strategy identifies the need to ensure that routes to and within development sites link logically with the wider network and provide improvements to the network wherever possible.
- 2.4 PPG13 refers to ‘fostering forms of development that encourage walking, cycling and public transport’ whilst ‘Cycle –Friendly Infrastructure, Guidelines for Planning and Design’¹ states that ‘the identification of a cycling network will help to integrate cyclists needs with new development and concentrate resources on agreed priorities.’

¹ *Cycle-Friendly infrastructure Guidelines for Planning and Design* DoT, CTC,IHT, Bicycle Assoc. 1996

3. Methodology

- 3.1 The city has been divided into four main areas of urban expansion – northern, southern, eastern and western – with the addition of a fifth area of regeneration which runs along the north-south railway corridor.
- 3.2 All routes described in this document are strategic in nature corresponding to strong lines of desire linking transport generators such as residential areas, colleges and large employers with the current network. Although this document only details routes within the city boundary they link to cross boundary routes both through the urban expansions that continue into South Cambridgeshire and connecting the city with South Cambridgeshire villages.
- 3.3 Links within the development which meet local needs will be identified at a later stage in the planning process through, for example, master plans and development briefs.
- 3.4 There are three different types of new routes which are detailed in the table and maps below. The first two relate to identified and indicative routes within the urban expansions whilst the third relates to routes which connect the urban expansions to the city cycle network but are outside the urban expansions themselves.
 - Identified cycle routes within the urban expansions.

The alignment of these routes within the urban expansions is unlikely to move significantly except for possible small changes when detailed plans of the development sites are agreed. Generally these routes use existing infrastructure such as rights of way, permissive cycle paths, disused railway lines, and existing or proposed bridges.
 - Indicative cycle routes within the urban expansions.

These routes within the urban expansions are mapped as direct lines linking transport generators and/or current cycle network routes. The alignment of these routes will not be agreed until there is more information about the layout of the site itself as the dispersal of residential blocks, community facilities etc. may effect the lines of desire.
 - Links to the urban expansions

These links would provide convenient and direct routes where none currently exist. They are outside the urban expansions and therefore subject to negotiation with landowners, consideration of issues such as environmental sensitivities, maintenance and cost (some of these issues are outlined in the more detailed description of each link in the table below) and local consultation. Most of these links have already been identified as gaps in the current network use existing infrastructure and many of them are currently used on an informal basis.

4. Design

4.1 The links provided should be of a high standard of construction, conforming to established good practice as detailed in national guidance such as Local Transport Notes 1/04 and 2/04 and the future Cambridgeshire Cycle Design Guide (to be published by January 2005.) Issues such as safety, personal security, attractiveness and comfort must be addressed.

4.2 Within new developments, the following guidelines should be adhered to when considering width of land to be safeguarded and level of facility required:

- In residential areas where roads have been designed to ensure low speeds and traffic volumes will be low cyclists can and generally should be expected to use the carriageway. A segregated facility may still be necessary, however, to provide safe routes to a school.
- Where roads are expected to carry larger volumes of traffic at higher speeds cycle tracks physically segregated from the traffic should be considered. These should be designed to give cyclists priority over side roads and be fully integrated into main junctions.
- For off-carriageway facilities, unless flows of pedestrians and cyclists are expected to be very low and/or the area is of a rural or environmentally sensitive nature, there should be a presumption in favour of segregation using a level difference (a 50mm high kerb is recommended). Dropped kerbs should be provided where appropriate along the length of the segregated track.
- Where pedestrian and cycle volume is expected to be high the width required for a segregated facility is 5m, 3m for the cycle track and 2m for the footpath. For lower expected flows a minimum width of 2.5m for cyclists and 1.7m for pedestrians may be acceptable.
- The recommended width for a shared use facility is at least 3m. Where pedestrian volumes are expected to be high a width of 4m is recommended.
- It is recommended that cycle tracks are considered for adoption as highway.

5. Cambridge Cycle Routes

The following tables detail the routes displayed on the attached maps. Each route has been divided into separate numbered links. These are described in detail with relevant information about land ownership, potential problems etc.

5.1 Southern Sector

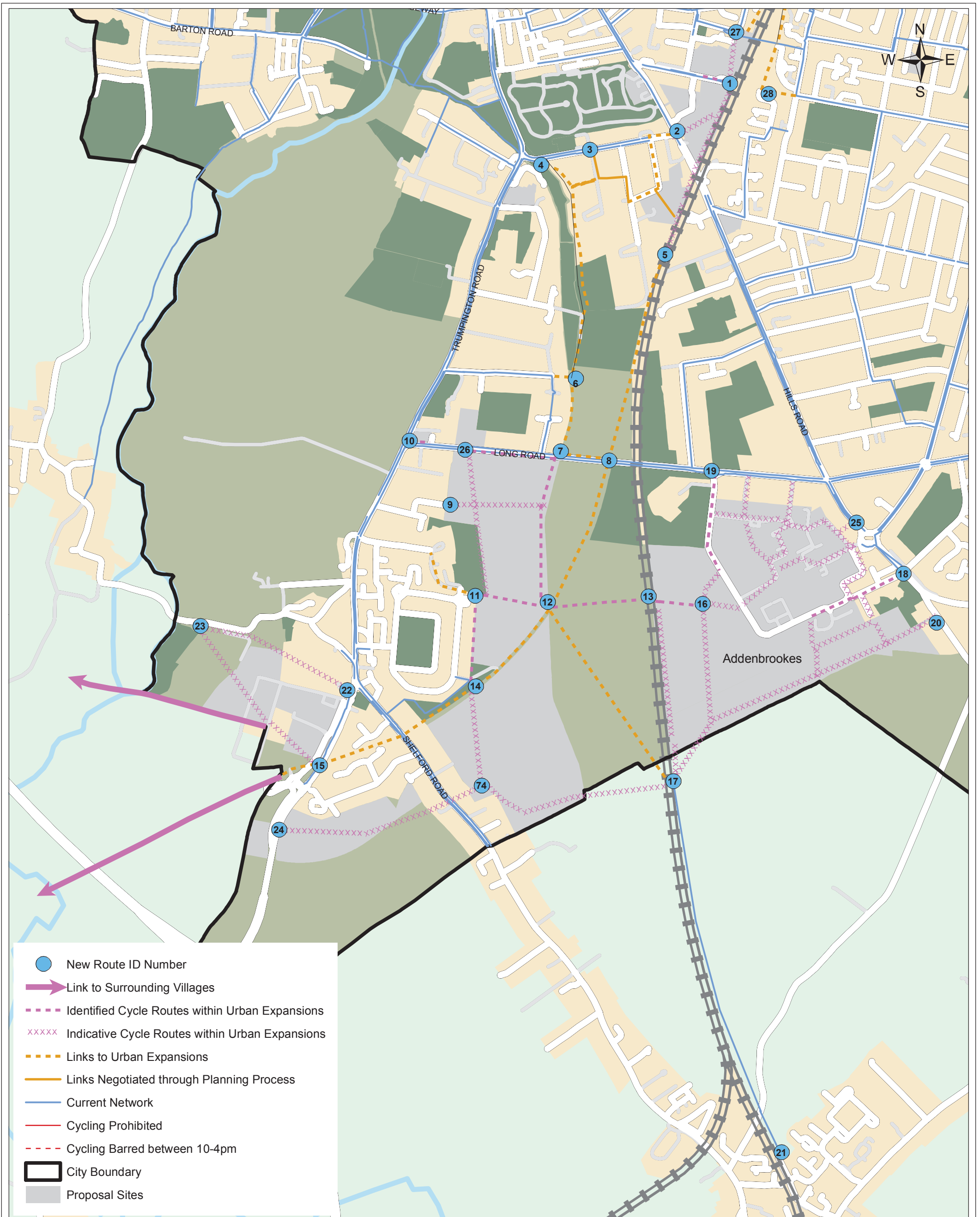
The southern urban expansion is within the former greenbelt. It provides an opportunity to build long-awaited attractive cycle routes between Trumpington and Addenbrookes and Great Shelford and the city, some of which will form part of the National Cycle Network route 11.

Table 1

Link	Description	Comments
<i>Railway Station to Trumpington</i>		
1-15	Route linking the Railway Station to Trumpington and Clay Farm development along the Old Bedford Line (part of proposed guided busway).	The current Transport and Work Act order for the guided bus includes a cycleway as part of the maintenance track along the length of the old railway line. It does not currently include a cycleway under Hills Rd bridge due to Network Rail's concerns over signalling. The City Council highly values this link and hopes that these concerns can be resolved.
1-2	Link from Station area to Hills Rd/Brooklands Ave	Options for this route are currently being investigated.
2-5	Link to guided busway via Brooklands Ave.	The link through CUP land will be safeguarded as part of the planning process. The exact alignment of this link is to be agreed. The link to the station will be problematic for cyclists turning right across busy traffic into Brooklands Ave.
12-11	Link along the definitive footpath to Paget Rd and path to Fawcett Rd Primary school.	
<i>Trumpington to Addenbrookes/Long Rd/Hills Rd</i>		
11-16	Link from Paget Rd to Robinson Way.	This is a definitive footpath and a permissive cycle path which may be re-routed slightly to form a cycleway alongside the guided bus. It is a very valuable east – west link currently used by cyclists and pedestrians despite poor surfacing and a dangerous at level rail crossing (no warning lights and awkward chicanes). A new bridge over the railway at 13 is essential to provide a safe route and is included in the guided bus proposals. This route should link with a proposed route across Addenbrookes to Hills Rd (16-25).
17-18	Link from the new southern link road to Babraham Rd/Bell school development.	There should be a good, continuous link for cyclists using this as a through route from Trumpington to Babraham Rd and for those accessing Addenbrookes from the south and from Red Cross lane. In advance of the changes which will be made to Robinson Way as part of Addenbrooke's 20:20 vision and alignment

		of the southern link road it has been agreed that the cycle route will turn east at the City boundary and link across to the edge of the Bell School site and up to Robinson Way. Improvements are needed to ease cyclists' movements travelling north and east along Robinson Way to then link with Long Rd and Red Cross Lane. Improvements to visibility (eg a raised table) and signage is necessary to aid cyclists turning right into Red Cross Lane. An alternative through route would be via Greenlands and the new Bell School development.
19-17	Link up to Long Rd along Robinson Way	The junction with Long Rd needs improving for cyclists using the shared pavement along Long Rd. Because of internal transportation needs a section of Robinson's Way is likely to be moved to the southwest and this is reflected here. Traffic calming may be needed to self-enforce a 20mph limit.
16-25	Link through Addenbrookes site to Hills Rd	A route through to Hills Rd avoiding the large roundabout would be very desirable. A straight link through the site forms part of Addenbrookes' 20:20 Vision.
9-7	Link from Trumpington Rd/Wingate Close to Long Rd/ station area.	A toucan crossing would be needed at the crossing of Long Rd.
<i>Shelford to Addenbrookes</i>		
21-17-18	Link up parallel to railway line	The Parish Council has agreed (with Sustrans) a link south into Shelford from the level crossing. The National Cycle Network route then follows the railway to the east. A 7m strip of land has been set aside for a future cycle track through an agreement between Sustrans and the developers of the new Golf Course. North of the Golf Course negotiations are underway with the landowner. A small bridge would be needed over a watercourse. The link
17-13	Link up to guided busway	This would be the ideal route to link to the guided bus crossing of the railway. A landscaped bund is proposed here as part of Addenbrooke's 20:20 Vision and so alternatives have been considered as below. Many of the routes in this area will, to a certain extent, be dependent on the final alignment of the southern link road and where it crosses the railway as well as the progress of the guided bus scheme.
17-12	Link to the guided busway/Long Rd/station area	An alternative to 17-13 as above if a crossing of the railway is provided as part of the southern link road. Careful consideration of environmental sensitivities would be needed for the crossing of this green open space and Hobson's brook. If the guided bus stop is at 14, and it is deemed less environmentally

		intrusive, the link could alternatively be 17-14.
74 - 14	Link from Shelford Rd to Trumpington/Long Rd	This would be a useful link avoiding the signalled junction. A crossing of the guided busway is essential at 14 whether or not there is a stop at this point as this would be an important link into Trumpington and access to shops etc.
<i>Addenbrookes/Shelford to the Railway Station & City via Coe Fen</i>		
13-12-7	Link up through Clay Farm to Long Rd	This route would require a toucan crossing over Long Rd connecting to the definitive path (7-4)
6	This is a definitive footpath which links into the route from Porson Rd to Trumpington Rd.	A short private footpath links the footpath with Porson Rd. Permission from the landowner would be needed to widen the path to allow cycling.
6-4	A link along Hobson's Conduit through Clare College Land and across the bridge into Cambridge University Press land to the east of the conduit and into the new housing development and up onto Brooklands Ave.	The current footpath is already used by some cyclists on an informal basis. With the development of Clay Farm it is felt that the use of this route will increase significantly and therefore a route is being planned which will be to the east of the Conduit, away from the current footpath, where possible. Ideally the route would link up to Brooklands Ave through English Heritage land but, if further negotiations are not successful, the route could use the roads within the new housing development. Given the environmental sensitivity of this area there would be extensive local consultation before any route was developed.
<i>Links from Babraham Rd to Bell School development/Addenbrookes</i>		
18 & 20	Links into new development/Addenbrookes	
<i>Links to Hauxton and Grantchester (Monsanto development)</i>		
15	Link from the P&R to Hauxton	This would link to Hauxton via an existing bridge over the M11
15/22-23	Links to Grantchester Rd	This would provide links within the development for cyclists to use an alternative to some of Grantchester Rd.
15	Link to Grantchester	A potentially attractive route via Bryon Pools and a new bridge, then linking to an existing bridge and track. It would be very attractive to cyclists and pedestrians but would need another new bridge.
<i>Other Links</i>		
3-5	Link from Brooklands Avenue to the guided busway	The link to Shaftesbury Rd will be provided as part of the new housing development on Brooklands Avenue.
26-11	Link from Long Rd to Fawcett Primary School	
10	End of Long Rd shared use path.	This small development provides an opportunity to improve the shared path at the end of Long Rd.



- New Route ID Number
- ➔ Link to Surrounding Villages
- - - Identified Cycle Routes within Urban Expansions
- xxxxx Indicative Cycle Routes within Urban Expansions
- - - Links to Urban Expansions
- Links Negotiated through Planning Process
- Current Network
- Cycling Prohibited
- - - Cycling Barred between 10-4pm
- City Boundary
- Proposal Sites



Table: 1

Cambridge Cycle Routes - Southern Sector

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Section/Department:	Policy & Projects, Environment & Planning
Scale:	1:15,000

5.2 Eastern Sector

The eastern urban expansion is within the former greenbelt on what is currently Marshall's airport. The development site as a whole will be divided between the City and South Cambridgeshire and should ensure good links to Teversham, and through the South Cambridgeshire part of the site, to the National Cycle Network route 51 out to Stow Cum Quy and Bottisham.

Table 2

Link	Description	Comments
<i>Teversham to Abbey Pool/Newmarket Rd/City Centre via Coldham's Common</i>		
34-35	Link from Barnwell Rd across Marshall's Airport and through to Teversham	
34-31	Link across Coldhams Common.	A toucan crossing may be needed across Barnwell Rd to the existing entrance into Coldham's Common. This is a definitive footpath which would need negotiation to make a permissive cycle path. The existing bridge has steep steps so either a ramp for cycle wheels or new bridge would be necessary with permission from Network Rail.
<i>Teversham/Cherry Hinton to City Centre via S.E. Cycle Route.</i>		
38-37	Link from Rosemary Lane across Marshall's Airport and onto Teversham	This roughly follows the line of a definitive footpath although the footpath ends at March Lane.
38-39	Link along Rosemary Lane to Coldham's Lane and new leisure site.	Traffic calming measures may be necessary here and down to Cherry Hinton High Street as there is evidence of rat-running. Work may be needed on the junction to improve it for cyclists heading for the Tins path.
39-40-41	Link along new road to the Tins path.	Need for new, wider bridge over the railway (40), and to negotiate some land to improve access ramps up to the bridge. The western side of the path needs to be widened (40-41) with a new bridge at Burnside (41).
38-71	Direct link from Cherry Hinton to the city centre route via the Tins path.	
<i>Barnwell Rd to Cherry Hinton</i>		
45	Existing link through Uphall Rd	
39-45	Link along Coldham's Lane	Coldham's Lane is a fast, busy road and the development will provide an opportunity to build an off-road route.
45-68	Link along Coldham's Lane	There is a pinch point under the railway bridge. The cost of widening the bridge or constructing an underpass through the embankment would be likely to cost at least £1m. The roundabout is a hot spot for accidents involving cyclists so improvements such as signalisation or a marked cycle lane should be

		considered.
<i>Other links</i>		
38-36	Link northward through the development to South Cambridgeshire.	This can then link to Newmarket Rd and up to the Jubilee Cycle Route.
46-34	A link through from Newmarket Rd to Barnwell Rd	This link would avoid the roundabout and provide a good route to Coldham's Common and a supermarket.
45-40-42	Link from Coldham's Lane to a possible outdoor sports facility and Snakey Path.	There may not be adequate land width available alongside the south side of the railway line and access to the bridge may be problematic.
64	Link through South Cambridgeshire land which will provide a more direct route for the National Cycle Network route 51	
65	This link joins an existing road to form part of a route to Anglesey Abbey	This route is part of the Wicken Ring which is a project being pursued through the 'Cam Cycle Rings' group. There are a number of options for where this route could link into the city, for example linking directly to the Jubilee Route rather than to Newmarket Rd as shown.
70	Link across Ditton Lane	Improvements to this crossing for cyclists should be considered.

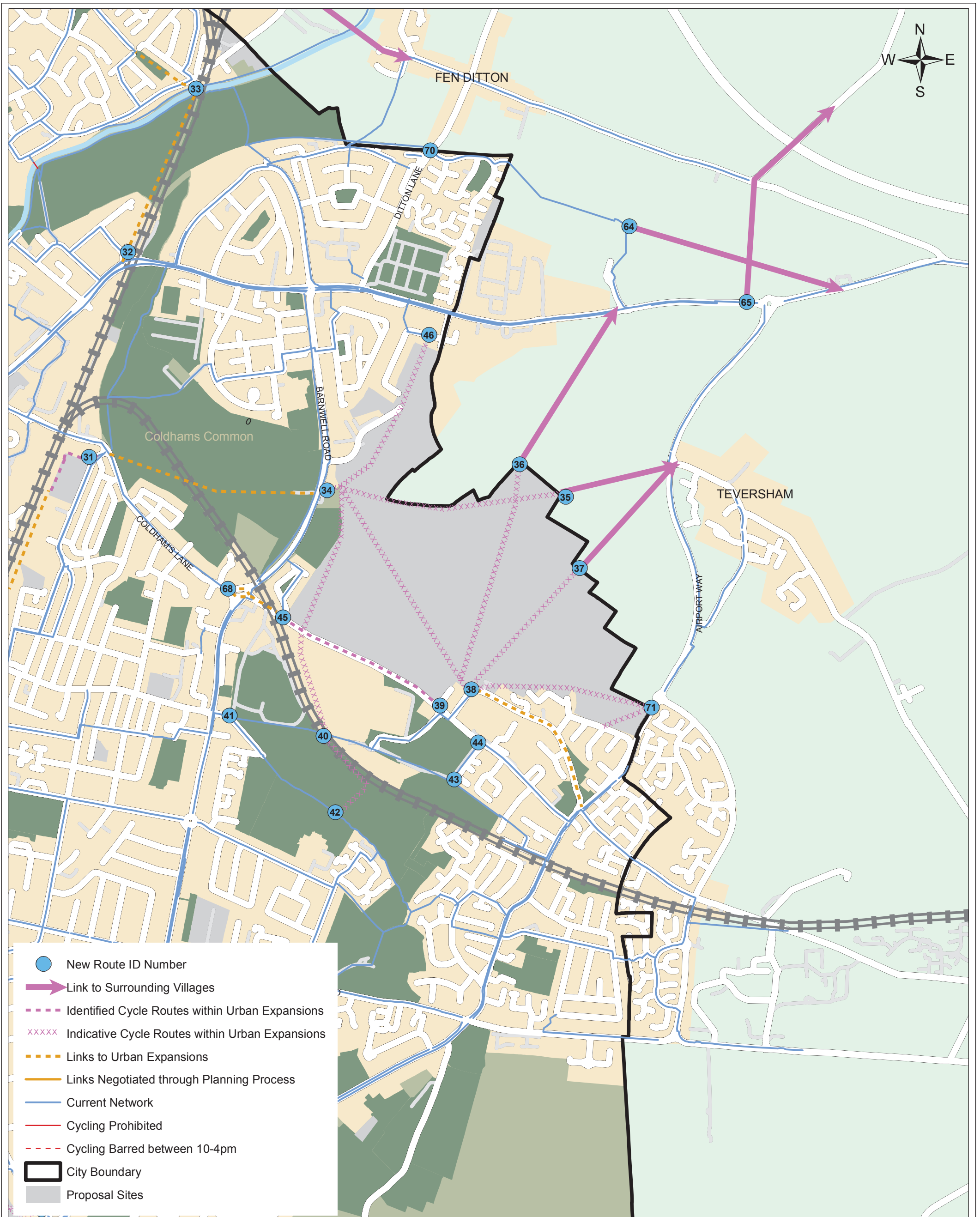


Table: 2

Cambridge Cycle Routes - Eastern Sector

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5.3 Western Sector

This western urban expansion is within the former greenbelt. It includes a large expansion of Cambridge University and will provide the opportunity to build a useful orbital link around the north western part of the city between Histon and Madingley Rd.

Table 3

Link	Description	Comments
<i>Histon Rd to Huntingdon Rd</i>		
52-54	Link along the definitive footpath	A direct link up to Histon Rd would be desirable.
51-50	A parallel orbital running along the southern edge of the development.	This could link into an existing access road to the squash courts.
53-57	Link through site to city centre route.	
<i>Huntington Rd to Madingley Rd & Coton footpath/City Centre</i>		
50-49	Link through University land	The improvement of this route has been agreed as part of planning obligations for the West Cambridge site.
49-48	Link through West Cambridge site	The exact route through from the access road to the footpath needs clarification.
48-47	Link to Queen's Green and Silver Street	An alternative to the Burrels Walk/ Garret Hostel Lane route linking the Coton footpath to Silver Street should be provided as part of the West Cambridge planning obligations. The exact alignment of the route has not been agreed.
54-55-56	Parallel northern orbital link to western end of W. Cambridge site.	A link through to the western end of the Coton footpath would be desirable.
<i>Links into South Cambridgeshire</i>		
53	Link to Girton and Histon	A link using the existing bridge used for farm access would be highly desirable as an alternative to the busy Girton Rd or Histon roundabout.
52	Link to Histon	The Cambridgeshire Local Transport Plan 2004-2011 includes a cycle/pedestrian bridge over the A14 to Histon and this is a possible option for the bridge.
72/73	Link to Madingley/Dry Drayton	This link would use the existing definitive footpath and subway under the M11 and could also use the existing bridge over the A14 then need a new path to link up into Madingley.

5.4 Northern Sector

The northern section is within a brownfield site which currently sites the sewage works. A new station is proposed to the east of the site at Chesterton sidings which is outside the city boundary and routes will need to link to this new station both from the city and Milton in a coherent way. The new bridge over the A14 provides an ideal opportunity to link the village of Milton, including a large supermarket, with the site and the rest of the city.

Table 4

Link	Description	Comments
<i>Milton to Chesterton</i>		
63	Link through Milton to the bridge.	This is part of the National Cycle Network route 11 to Waterbeach via the Country Park.
63-61-60	Link from Milton to Cowley Rd to connect to Nuffield Rd.	This route crosses the disused railway line which is the proposed route of the guided bus and therefore would need a crossing facility for cyclists crossing the guideway.
66-60	Link from Milton Rd to East Chesterton/Riverside.	This would form a much more attractive alternative to the Milton Rd/Green End Rd road route avoiding the pinch point on the corner of Green End Rd. A route through the industrial estate to Nuffield Rd was used informally by cyclists until it was recently fenced off.
<i>Histon to Chesterton</i>		
58-59	Link along disused railway line	This is part of the proposed guided bus route which includes a cycleway along its length.
67	Link up to the Science Park	Part of guided bus proposal. This should be made a right of way for cyclists and pedestrians.
59-33	Link along railway line to Long Reach Rd and to the towpath.	The construction of a bridge over the river (33) alongside the railway bridge to connect to the Jubilee cycle route and possibly Newmarket Rd (as below) should be considered a high priority. The towpath is in need of improvement.
<i>Other Links</i>		
33-32	Link to Newmarket Rd	This would continue along the western side of the railway across Stourbridge Common from the new bridge as detailed above
63-62	Link to new Chesterton Station	This could then continue down to link with Long Reach Rd and a new bridge at 33.
62	Links through to river and High Ditch Rd.	A link over the railway line to the river would be desirable to link to the towpath thus connecting to villages such as Waterbeach. A link to High Ditch Rd with a new bridge over the river would provide a direct link between Fen Ditton and the station/Science Park etc. although a new bridge on Fen Rd would be of a higher priority than this option.

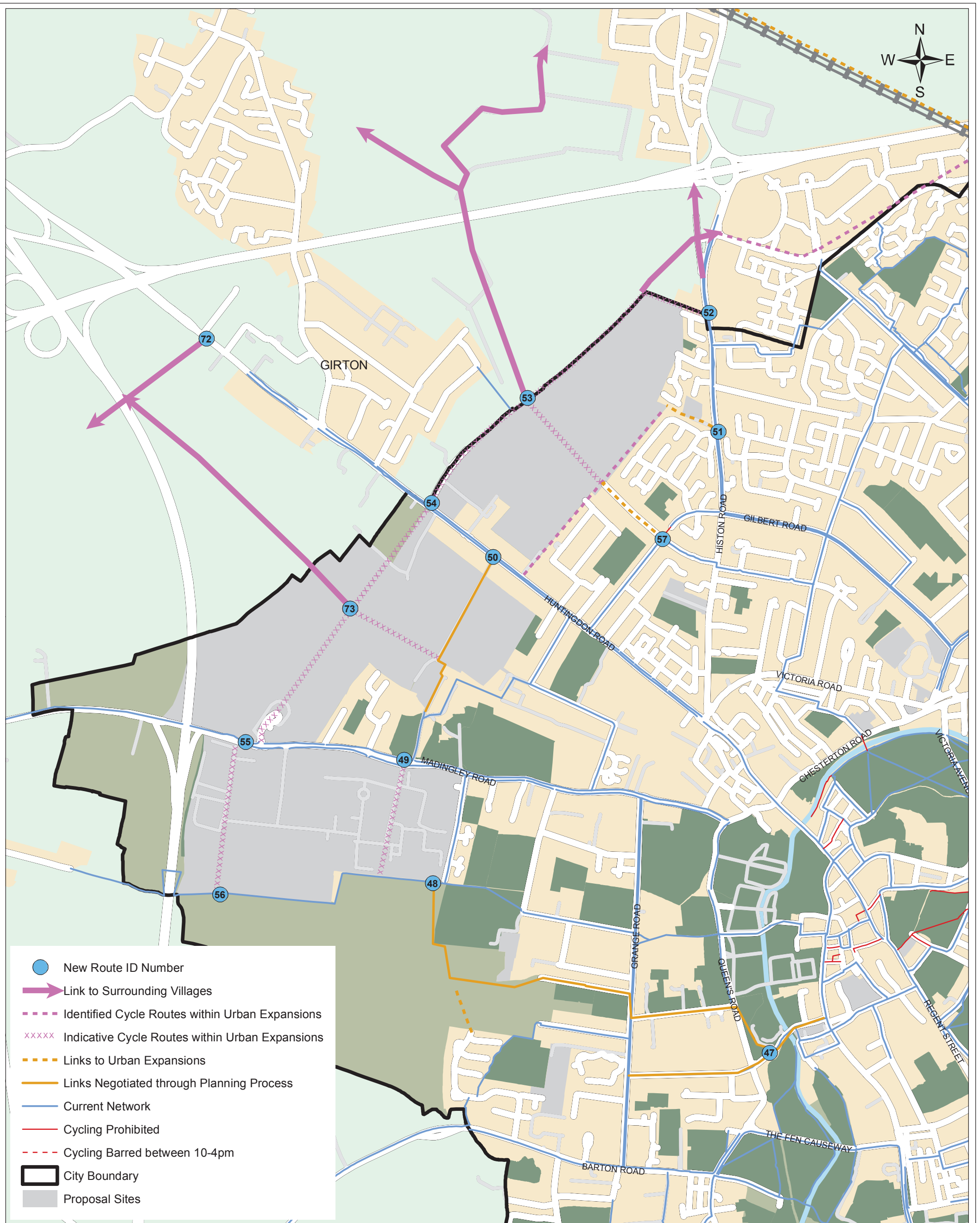
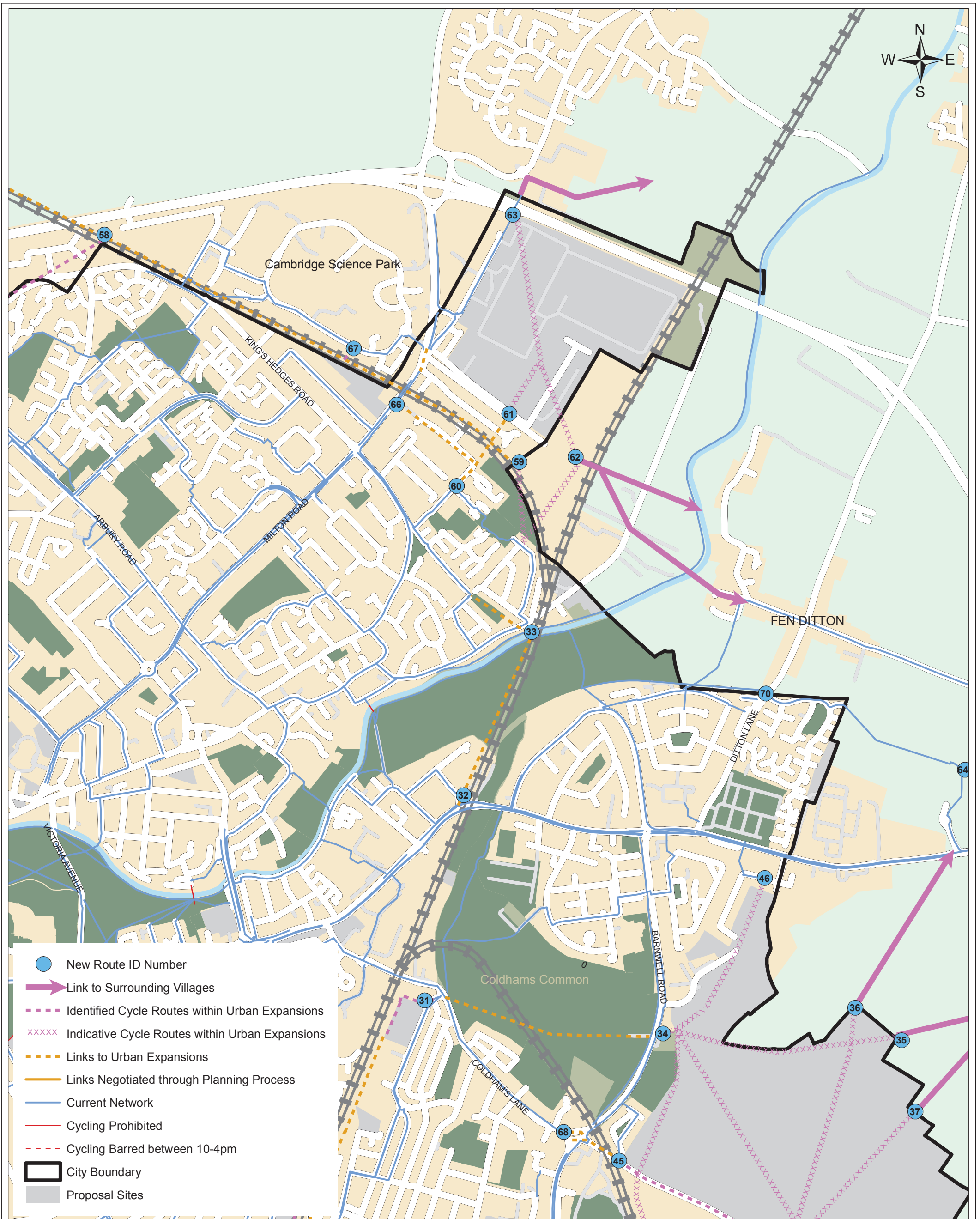


Table: 3

Cambridge Cycle Routes - Western Sector

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Table: 4

Cambridge Cycle Routes - Northern Sector

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5.5 Railway Route

Although not part of an urban expansion this route runs through an area of redevelopment and regeneration around Cambridge Railway Station and would improve some of the connections between urban expansions and the rest of the city. The route, known as the Chisholm Trail, would provide a convenient, direct route along the railway line using spare arches under Mill Rd railway bridge and existing Network Rail access and maintenance tracks. It will only be possible with the agreement of Network Rail and this organisation is currently considering its position. The most likely option would appear to be a licence similar to that given to Sustrans for National Cycle Network routes whereby Network Rail maintains the route but has the right to remove access if they require the land for other purposes.

Table 5

Link	Description	Comments
<i>West of Railway</i>		
1-27	Link to Railway Station from the Carter Bridge, Devonshire Rd and Network Rail path.	The Supplementary Planning Guidance for the Station area requires a pedestrian/cycle ramp from the Carter Bridge into the station area and a direct route through from Devonshire Rd to Hills Rd. It also requires land to be safeguarded along the railway line to the north which is currently a 300m path used by Railway staff.
27-29	Link to Mill Rd.	This would use the path detailed above linking to a spare arch under Mill Rd. From here cyclists can use an access road by the old library building to get up onto Mill Rd.
29-30	Link to York St.	This is the most problematic section of the route as it would require City Council land at the edge of the Mill Road Depot and a route by the Women's Centre onto York St. The present layout does not allow for a link through the Women's Centre but it may be possible in the future.
<i>East of Railway</i>		
28-29	Link from Clifton Rd to Mill Rd	This follows a vehicle track on Network Rail land to a spare arch under Mill Rd. A provision of a link through from Clifton Rd to Davy Rd would also be desirable.
29-31	Link from Mill Rd to Coldham's Lane	This would use a partially surfaced route on Network Rail land to then follow the railway line to the development at the end of Cromwell Rd joining the link across Coldham's Common. The section along the old Ridgeon's boundary may be a problem due to the narrow width of land available.

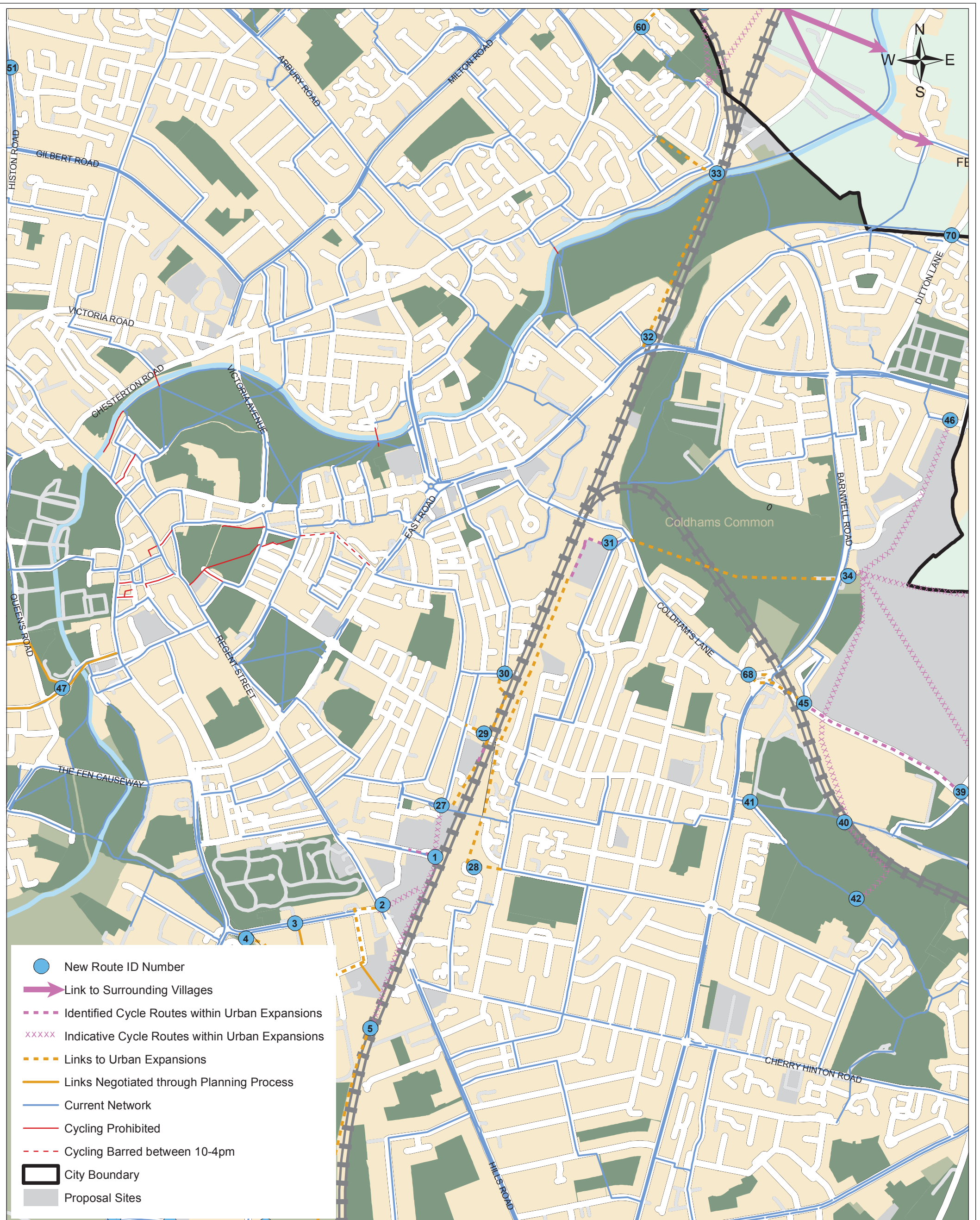


Table: 5

Cambridge Cycle Routes - Railway Routes

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