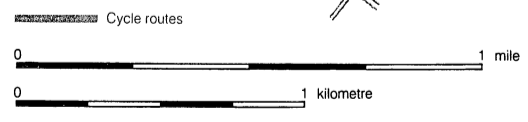




FRANZ  
023 324 109\*\* N N H-1 182



# Cycle Routes in Cambridge

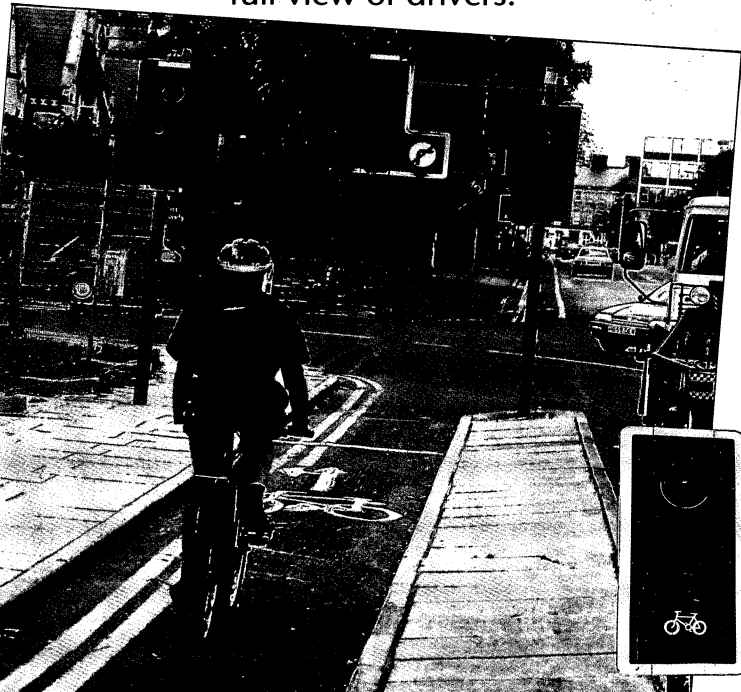


## Traffic Lights For Cyclists

Cycle routes normally use quiet back-streets but, from time to time riders need to cross busy main roads. Special light controlled cycle crossings have been introduced at a number of sites. These are activated by a push button or by cyclists passing over a detector buried in the cycle route in the same way that ordinary traffic lights work. A green cycle symbol usually replaces the plain green light.

Special lanes and signals are provided for riders at some junctions such as Hills Road/Brooklands Avenue, to help protect them from the dangers of turning traffic.

Advanced stop lines have been provided at some junctions such as Devonshire Road/Tenison Road. These allow riders to stop ahead of motor vehicles and then turn more safely in full view of drivers.



## Finding Your Way

Advisory routes are provided throughout Cambridge to direct cyclists to the City centre and other areas. These are safer and more attractive routes and enable riders to avoid particularly dangerous junctions and roundabouts.

Cyclists should look out for the cycle symbol on the road or pavement which shows where a special facility is provided for them.

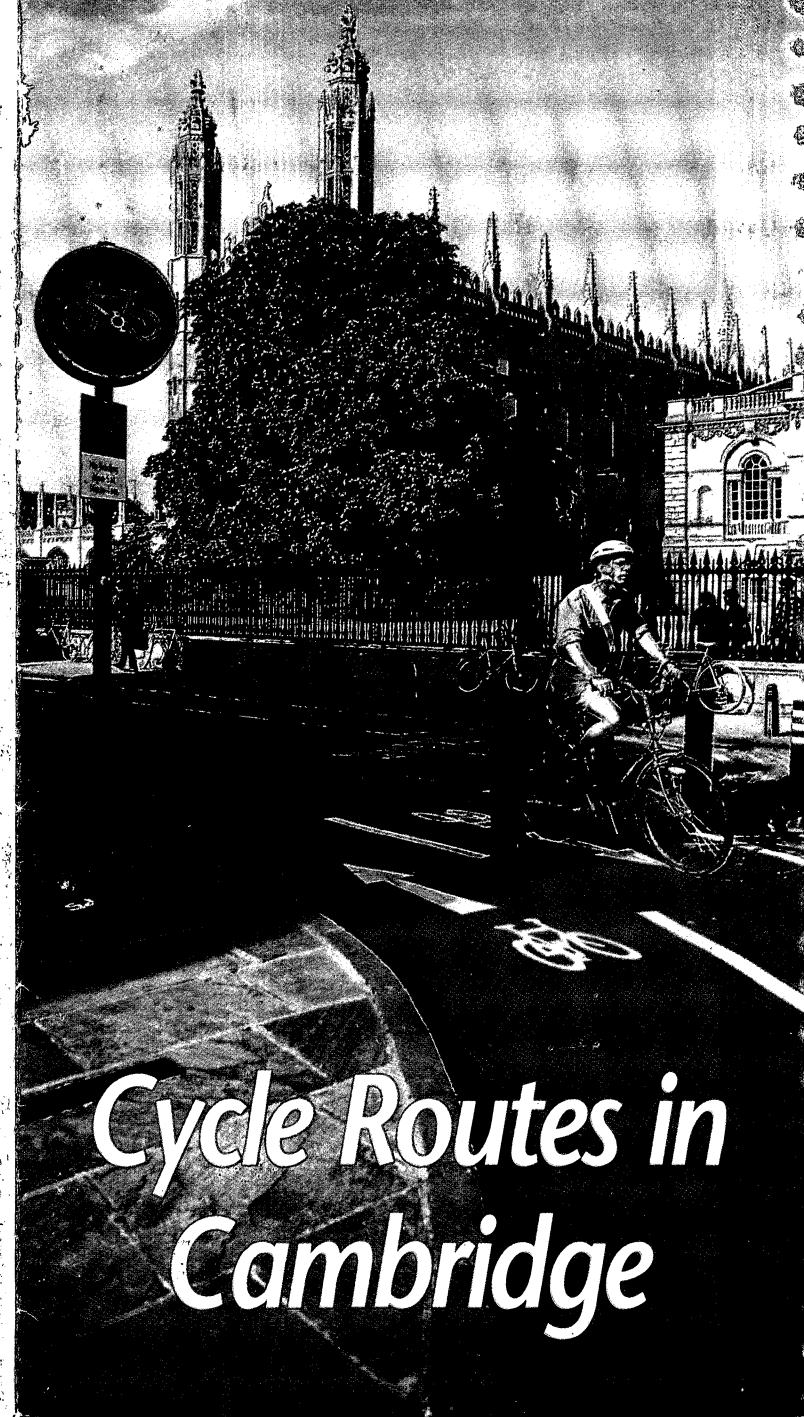
Special cycle direction signs show the local destinations highlighted on the map.



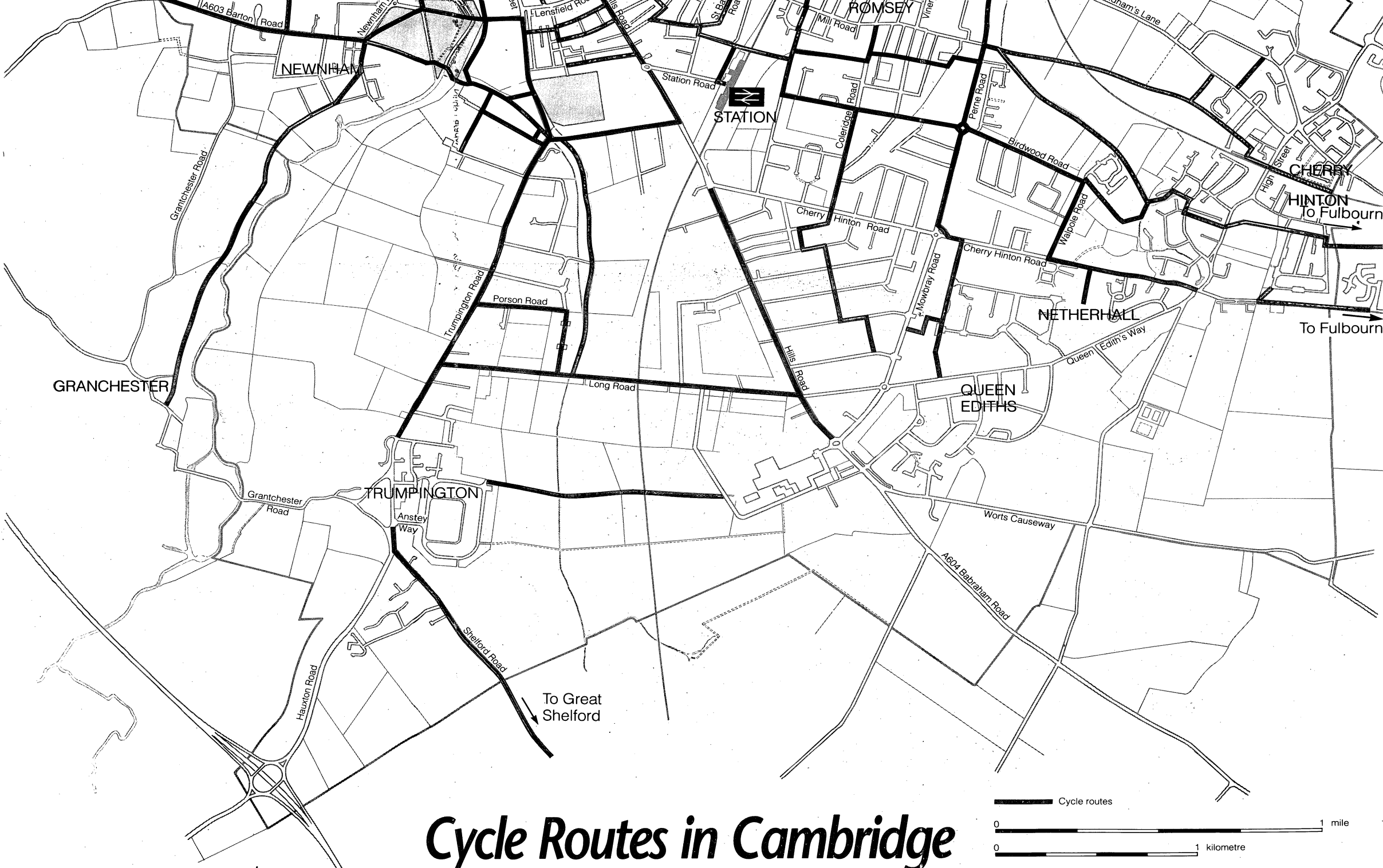
Cambridgeshire  
County Council

Road Safety

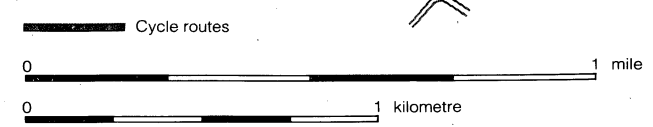
**CAMBRIDGE**  
CITY COUNCIL  
**TECHNICAL**  
**SERVICES**



# Cycle Routes in Cambridge



# Cycle Routes in Cambridge



## Cycle Lanes

On busy roads used by lots of cyclists and other vehicles cycle lanes help to protect riders. These lanes are usually about a metre and a half wide and are marked by either solid or dotted lines and a cycle symbol.

Motorists should not drive in the cycle lanes; they must not park in those marked with a solid line, and should avoid parking if possible in those marked with a dotted line.

Cyclists are allowed to use bus lanes when the cycle symbol is included on the sign with the bus.



## Contra-Flow Cycle Lanes

Contra-flow cycle lanes allow riders to travel in a special lane in the opposite direction to other traffic, thus avoiding a longer and more dangerous alternative route.

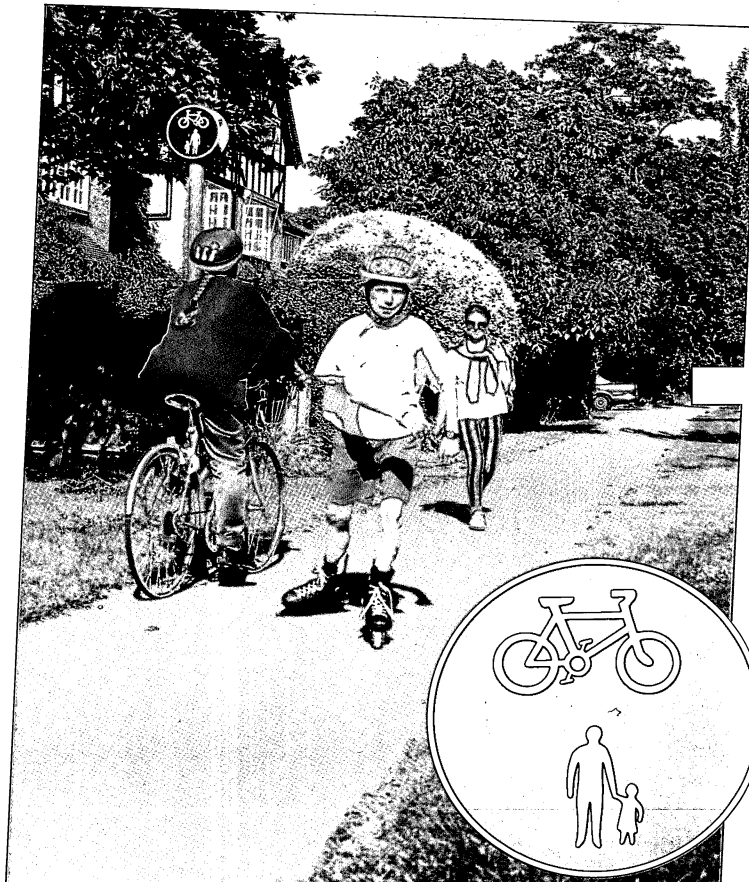


## Cycle Paths Shared With Pedestrians

Footpaths and pavements shared with pedestrians offer a safer route away from the hazards of traffic noise and pollution. Great care is necessary to ensure that pedestrians, particularly the elderly and disabled, are not put at risk.

A white line along the centre of these sometimes separates the pedestrians' route from that of the cyclists.

Riders need to look out for vehicles entering and leaving driveways.





To Histon

To Milton



CAMBRIDGE REGIONAL COLLEGE

BUCHAN STREET

KINGS HEDGES

ARBURY

To Girton

Girton Road

CHESTERTON

FEN DITTON

Huntingdon Road

To Quy and Teversham

WHITEHILL ESTATE

BARNWELL ROAD

MIDSUMMER COMMON

GRAFTON CENTRE

CITY CENTRE

To Coton

Kings Hedges Road

Northfield Avenue

Il Campin Road

Kings Hedges Road

Green End Road

Histon Road

Arbury Road

Milton Road

Kendal Way

Fen Road

Windsor Road

Akeman Street

Gilbert Road

Union Lane

Victoria Road

Chesterton Road

Elizabeth Way

St Andrew's Road

Ditton Walk

Waldens Road

Ditton Lane

Madingley Road

Wilberforce Road

Chesterton Lane

Jesus Lane A45

Newmarket Road

Newmarket Road

Newmarket Road

White Mill Road

Barnwell Road

Grange Road

St Andrew's Road

Silver Street

Kings Parade

St Andrew's Street

Regent Street

Parkside

Mill Road

Conville Place

Mill Road

Mill Road

Mill Road

Mill Road

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Mill Road

Cornwell Road

Coldham's Lane

August 4, 1994

Councilor Sheila Russel  
City Hall  
Cambridge, MA 02139

Dear Councilor Russel:

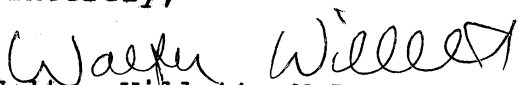
I recently had the chance to visit our "mother city", Cambridge, England. A most striking feature of this beautiful and famous destination is the highly developed bicycle system, described in the attached document. Despite its narrow and ancient streets and compact design (which like our city, largely preceded automobiles), Cambridge remains a pleasant and attractive place in which to live or to visit. Bicycles, which are everywhere, contribute greatly to the relative lack of automobile congestion and air pollution; were even one tenth of the bicycle riders to drive cars, the city would be gridlocked. A well-developed system also clearly separates bicycles from pedestrians and minimizes conflict between these two desirable means of transportation.

Surely, we too, can have a bicycle system just as good as English counterpart if we just make it a priority. What they have done is not really expensive; they have just made certain that clearly designated and protected bike lanes are created to major destinations. One very interesting observation is that bicycles are used there by young and old, and clearly give mobility to persons of all ages, whether or not they own a car.

Our city has made some important progress in the past year, and the hiring of a part time bicycle-pedestrian coordinator has a major step forward. Yet, the traffic department has largely been obstructive and resistant to many of the changes that have been adopted in Cambridge, England, just because they haven't been tried here before (with that mentality, we would still be English subjects!). As a new director of the traffic department is being hired, I hope you will send a strong message that a comprehensive bicycle system is a high priority for the city. Also, would it not be appropriate to pass a resolution that 5% of the transportation budget be allocated specifically to improvements in bicycle transportation (not a major request given that there are already more bicycles than cars in Cambridge)?

I hope you will strongly support the further development of a bicycle system in our Cambridge. It will surely contribute to the quality of life for all in our city, whether or not one personally rides a bicycle.

Sincerely,

  
Walter Willett, M.D.  
72 Chestnut St.  
Cambridge, MA 02139



# City of Cambridge

19.

IN CITY COUNCIL

September 12, 1994

VICE MAYOR RUSSELL  
COUNCILLOR BORN  
COUNCILLOR DUEHAY  
COUNCILLOR MYERS  
COUNCILLOR SULLIVAN  
COUNCILLOR TRIANTAFILLOU

ORDERED: That the attached information concerning bicycle paths in Cambridge, England be forwarded to the Bicycle Co-ordinator for study and possible implementation.

**NO ACTION TAKEN**

11  
D  
Attachment

August 4, 1994

Councilor Sheila Russel  
City Hall  
Cambridge, MA 02139

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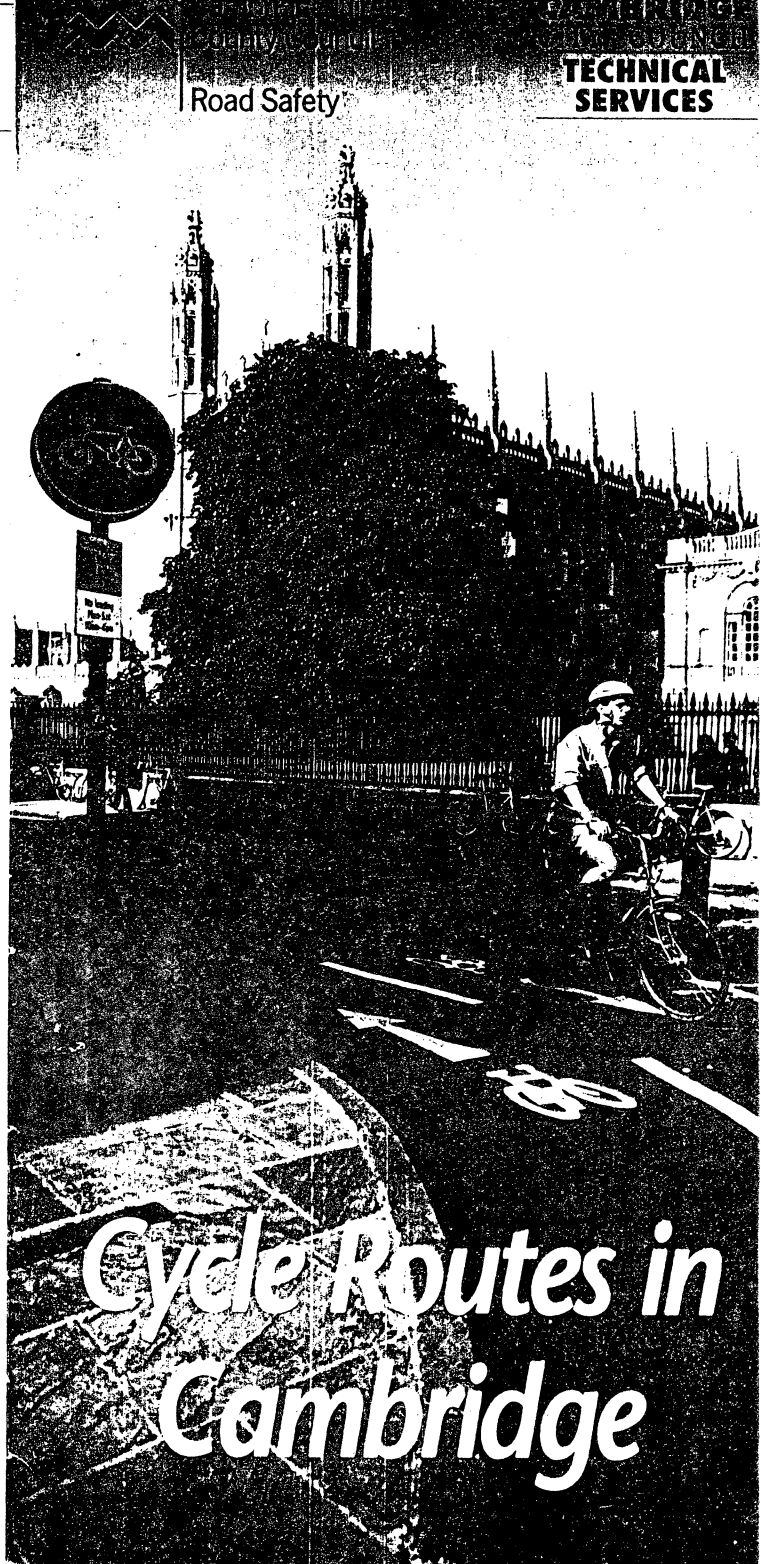
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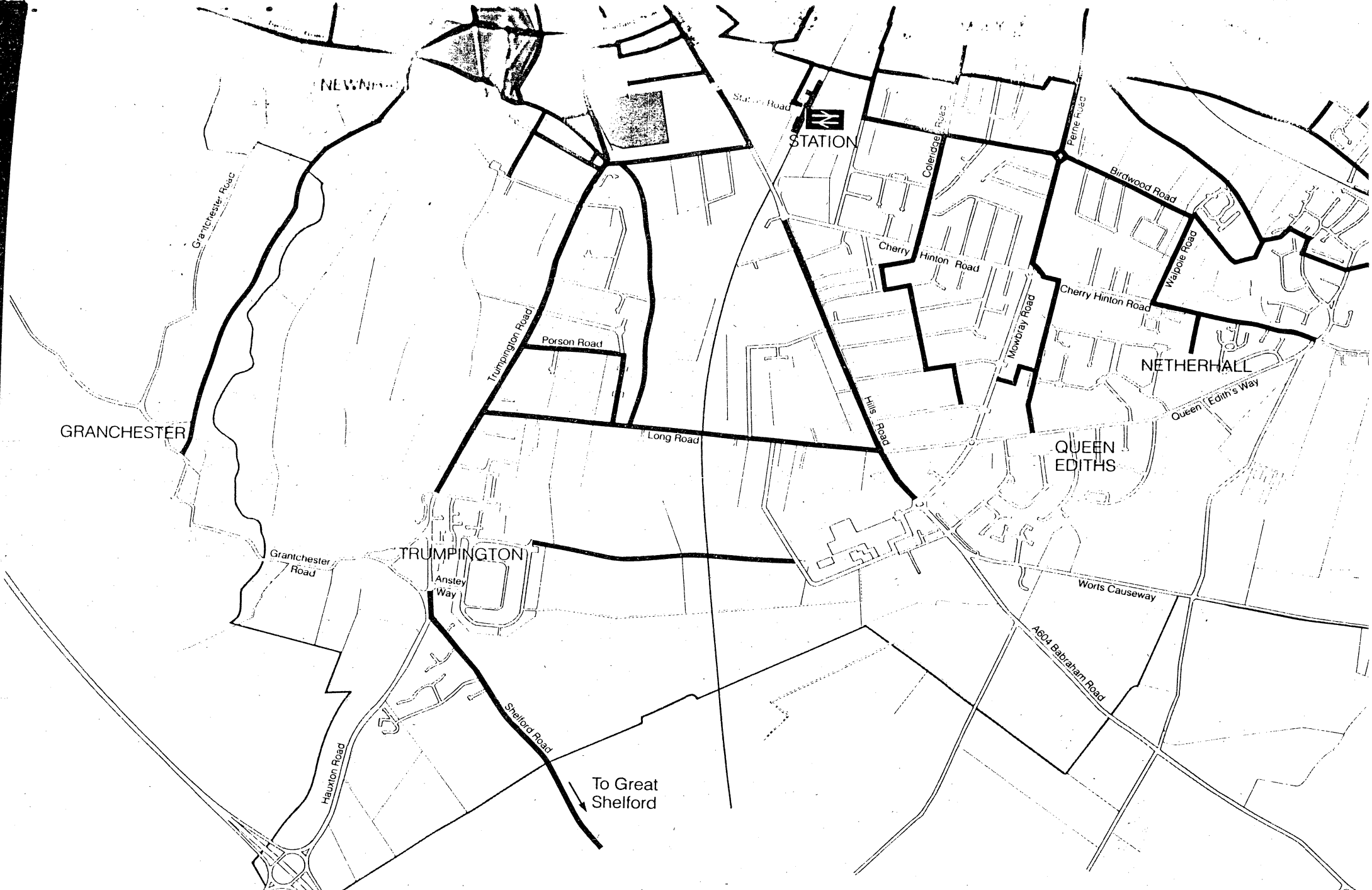
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Road Safety

TECHNICAL SERVICES





NEWNHAM

STATION

NETHERHALL

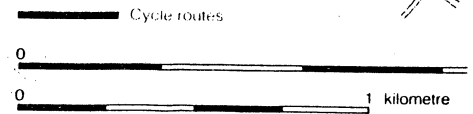
QUEEN EDITHS

TRUMPINGTON

GRANCHESTER

To Great Shelford

# Cycle Routes in Cambridge





To Histon

To Milton

CAMBRIDGE  
REGIONAL  
COLLEGE

BUCHAN  
STREET

Kings Hedges Road

KINGS  
HEDGES

Northfield  
Avenue

Kings Hedges Road

ARBURY

Arbury Road

Green End Road

Histon Road

Windsor Road

Carlton Way

Arbury Road

Kendal Way

Fen Road

FEN  
DITTON

Huntingdon Road

Akeman Street

Gilbert Road

Milton Road

CHESTERTON

High Street

Union Lane

Ditton Walk

Victoria Road

Chesterton Road

Elizabeth Way

St Andrew's Road

To Guy and  
Teversham

Maddingley Road

Chesterton Lane

Victoria Avenue

MIDSUMMER  
COMMON

Newmarket Road

Newmarket Road

WHITEHILL  
ESTATE

Newmarket Road

Wilberforce Road

Garage Road

Jesus Lane A45

Newmarket Road

Newmarket Road

Maddox Road

Barnwell Road

BARNWELL  
ROAD

Ditton Lane

## Cycle Lanes

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A white line along the centre of the path sometimes separates the pedestrian from that of the cyclists.

Riders need to look out for vehicles and leaving driveways.





# City of Cambridge

1.

IN CITY COUNCIL

September 19, 1994

VICE MAYOR RUSSELL  
COUNCILLOR BORN  
COUNCILLOR DUEHAY  
COUNCILLOR MYERS  
COUNCILLOR SULLIVAN  
COUNCILLOR TRIANTAFILLOU

ORDERED: That the attached information concerning bicycle paths in Cambridge, England be forwarded to the Bicycle Co-ordinator for study and possible implementation.

In City Council September 19, 1994.  
Adopted by the affirmative vote of nine members.  
Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:- *D. Margaret Drury*

D. Margaret Drury,  
City Clerk



# City of Cambridge

1.

IN CITY COUNCIL

September 19, 1994

VICE MAYOR RUSSELL  
COUNCILLOR BORN  
COUNCILLOR DUEHAY  
COUNCILLOR MYERS  
COUNCILLOR SULLIVAN  
COUNCILLOR TRIANTAFILLOU

ORDERED: That the attached information concerning bicycle paths in Cambridge, England be forwarded to the Bicycle Co-ordinator for study and possible implementation.

Consent Order #1

Vice Mayor Russell re: Possible implementation  
of a bicycle path in Cambridge.

In City Council September 19, 1994



# City of Cambridge

19.

IN CITY COUNCIL

September 12, 1994

VICE MAYOR RUSSELL

ORDERED: That the attached information concerning bicycle paths in Cambridge, England be forwarded to the Bicycle Co-ordinator for study and possible implementation.

*Brown  
Quincy  
Myers  
Sullivan S-389  
Grantafellow*

Consent Order #19  
#1

Vice Mayor Russell re: Bicycle paths in  
Cambridge, England be studied for possible  
implementation in Cambridge, MA.

In City Council September 12, 1994

*No action taken*

*In city Council  
September 19, 1994  
Order adopted*