GREATER CAMBRIDGE PARTNERSHIP

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Delivering our City Deal

Report to: Greater Cambridge Partnership Executive Board 3rd October 2019

Lead Officer: Peter Blake – GCP Transport Director

MADINGLEY ROAD CYCLE AND WALKING PROJECT

1. Purpose

1.1. On 6th December 2018 the Greater Cambridge Partnership (GCP) Executive Board agreed as part of the deliberations on the Cambourne to Cambridge project that cycle and pedestrian infrastructure improvements in Madingley Road should be taken forward for delivery and developed in detail as a separate project.

1.2. The Madingley Road area is one of the key routes in to Cambridge. It suffers from considerable congestion, particularly at the junction with the M11. There are some large development sites on this corridor, notably the West Cambridge development. The Madingley Road proposals support the Greater Cambridge Partnership's (GCP) transport vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.

1.3. The purpose of this report is to present the initial outputs of local stakeholder engagement and seek agreement to commence a public consultation on proposals for the scheme.

2. Recommendations

2.1. The Executive Board is recommended to:

a) Note the progress made in working with residents and the community to shape the emerging options;
b) Approve the request to undertake public consultation in the Autumn 2019/20; and
c) Approve the project milestones set out in paragraph 6.2.

3. Officer Comment on Joint Assembly Feedback and Issues Raised

3.1. Members welcomed the approach to pre-consultation engagement undertaken, and supported the application of this approach elsewhere. The point was also raised that the Madingley Road scheme should be considered as part of the wider cycling network improvements in the local area.

4. Key Issues and Considerations

4.1. Engagement has been carried out at an early stage and that a series of pre-consultation workshops have been undertaken. These workshops were targeted at residents, local members, businesses and colleges within the Madingley Road area and included bus, cycling and walking interest groups.

4.2. The workshops have proven to be popular with stakeholders, who have actively engaged with officers in the shaping of the options. The documents at Appendix 1 and 2 demonstrate how the information gained from the workshops and online responses have been used to develop the emerging options to date.

4.3. Madingley Road is an attractive area that has many trees and landscaping features, including ditches, which potentially support a range of habitat types. Cambridge City Council has identified the road as one of the greenest approaches to the city and has included it in its 'Approaches' document: Suburbs and Approaches. Officers have engaged with the Cambridge City Council tree and landscape officers, who were keen to emphasise the environmental importance of this approach route.

4.4. In the area from Lady Margaret Road to JJ Thomson Avenue there have been encroachments onto the highway boundary, with the planting of hedges, bushes and trees. These have been in place for a number of years and have enhanced the biodiversity of the area, in many cases adding to the attractiveness of the road. Officers have agreed with residents that where possible this planting will be retained and where it cannot, due to space needs, officers will seek to mitigate any cutback.

4.5. Madingley Road is a national, abnormal load route, used to bring large boats through the city. This restricts the minimum width available on each side of the road to about 3.2 meters, reducing the width available to the design, limiting options.

4.6. Madingley Road varies considerably, both in its width and in its levels from the Park and Ride site at Eddington to Northampton Street roundabout. As with other arterial routes into the city it has a significant number of utility services running along its length, including gas, communications, water and electricity. These will provide added complexity for both detailed design, construction costs and construction timeframe.

4.7. At this early stage the scheme cost estimate is in the range £5-£8 million, which reflects the ambition to provide high quality infrastructure over a relatively considerable length that includes many junctions. The likelihood of having to protect or divert utility services and the challenges presented from a road of differing widths and varying levels.

4.8. With a number of other routes being considered for delivery, including Histon and Milton Road, 'road space' approval on the highway network for construction work will require careful consideration on the priority and timeframe for construction of these routes.

5. Options

5.1. There are two options currently under development, outlined in the designs contained in Appendix 3. Large plans will be on display at the meeting. They are indicative in nature and will continue to be developed in preparation for a pre-stage 1 road safety audit, which started in mid-August. Following this any recommendations agreed will be integrated into the option where a design freeze will be applied to the options and preparation for public consultation will commence

5.2. Features common to both options:

- 3.2m wide carriageway
- 2m minimum width cycleways increasing to 2.5m where space allows
- 2m minimum footways
- Sections of shared/dual use to allow easier usage of junctions and crossings
- Improved crossing facilities
- Improved junction layouts.

5.3. Option One:

- Full segregation where space allows – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'Cambridge kerb'/low angled kerb segregation, as currently used on Huntingdon Road cycleway.
- Due to visibility constraints, the concept at most crossings is to have the cycleway adjacent to the carriageway, this stops vehicles waiting over the cycleway. Having the cycleway alongside the carriageway junctions also allows vehicles turning in to be more aware of cyclists.
- As the option follows the existing alignment of the road closely, the construction period will likely be shorter than Option 2.

5.4. Option Two:

- Full segregation – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'kerbed margin separation' (i.e. two kerbs placed back to back to provide a physical barrier between the cycle lane and motor traffic.
- It is proposed that some land is taken at junctions to enable the cycleway to be set back and give cyclists and pedestrian priority. This enables vehicles to wait at a junction without stopping on the cycleway or footway area.
- It is proposed that the ditch adjacent to Churchill College is relocated further back onto Churchill College land to allow for improved facilities to be provided for pedestrians and cyclists.
- The option proposes to realign the road to balance the cross section in most areas, this would likely result in a longer construction period than Option 1.
- Improved junction layouts at JJ Thomson Avenue and Eddington Avenue.
- Additionally a two way cycleway option could be an opportunity for the north side of Madingley Road to link Eddington Avenue to the crossing to the Mathematics footpath by Storey's Way.
    - This will provide links to several key university sites.
    - Survey information shows this route currently has large and even numbers of cyclists using it in both directions.
    - It would provide easier and safer navigation of the Eddington junction by providing opportunity for cyclists to approach on the north to bypass this complex and difficult junction.
    - This would only be possible if University and college land was provided to support this opportunity.

6. Next Steps and Milestones

6.1. Next Steps

- Evaluate road safety audit of emerging options.
- Finalise emerging options in preparation for public consultation.
- Prepare and carry out public consultation.
- Obtain more detailed information on public utility plant.

6.2. Milestones

- November 2019 - Public Consultation.
- February 2020 – Analyse consultation responses and formulate preferred option.
- June 2020 – Board approval for preferred option and approval to move to detailed design.
- October 2020 – Spring 2021 Detailed Design and contractor procurement.
- Construction period 16 to 24 months, start dependant on road space availability.

7. Implications

7.1. There are no significant implications.

List of Appendices

Appendix 1	Madingley Road Pre-consultation Engagement: Summary report of major comment themes Workshop one
Appendix 2	Workshop two and three and online feedback response- Comments and Design Responses/Actions
Appendix 3	Indicative options drawings

Background Papers

Cambridge Suburbs and Approaches: Madingley Road	https://www.cambridge.gov.uk/media/2946/suburbs-and-approaches-madingley-road.pdf

Appendix 1

Produced by the Cambridgeshire Research Group

Cambridgeshire County Council

Madingley Road Pre-consultation Engagement: Summary report of major comment themes

Comment Theme	Respondents comments

Safety	• Respondents who discussed this theme felt that travel for cyclists and pedestrians along Madingley Road was unsafe, due to:
	  ○ Inconsistent cycle lanes
	  ○ A lack of visibility at junctions
	  ○ A lack of designated crossing points
	  ○ Conflicts with motorised traffic at junctions
	  ○ The condition of road/path surfaces

Pedestrian/Cyclist crossings	• Some of the respondents who discussed this theme were concerned about a lack of designated crossing points along Madingley Road and nearby streets, feeling it was resulting in pedestrians and cyclists being forced to cross at unsafe locations. Areas where crossings were felt to be needed included:
	  ○ High Cross/Madingley Road Park & Ride
	  ○ Lady Margaret Road
	  ○ Conduit Head Road
	  ○ Storey's Way
	  ○ Northhampton Street
	  ○ Grange Road
	  ○ Clerk Maxwell Road
	• Some respondents who discussed this theme felt that existing crossing points were unsuitable, particularly those that were two stage crossings. These respondents felt that existing crossings needed to be large enough to accommodate users with wheelchairs, buggies and cargo bikes while allowing enough time for slower users to cross safely

Width of footpaths and cycle paths	• Some of the respondents who discussed this theme felt that shared use paths along Madingley Road were not wide enough to accommodate both pedestrians and cyclists, particularly those with wheelchairs, buggies and cargo bikes • Some of the respondents who discussed this theme felt that Madingley Road needed to be widened to accommodate on-road cycle paths on both sides of the road ○ Some of these respondents discussed the junction layouts, in places such as JJ Thomson Avenue, feeling they had space wasted with the concrete islands
Re-design of junctions	• Respondents who discussed this theme felt the junctions along Madingley Road needed to be redesigned with pedestrian and cycle accessibility as a priority. Respondents felt that: ○ Safety and accessibility could be improved for cyclists and pedestrians by introducing Dutch style crossings at junctions along the route

	○ Visibility from roads joining Madingley Road was poor ○ Cyclists using the on-road cycle lanes requiring a right turn off Madingley Road needed to expose themselves to motorised traffic or negotiate difficult and confusing layouts ○ Traffic light sequencing was too short
Segregated paths	• Some of the respondents who discussed this theme felt that cyclists and pedestrians should have paths segregated from motorised traffic and each other, as they felt the size of shared use paths was causing conflict between users ○ Some respondents felt this was a particular issue around roundabouts and at shared use crossings • A few of the respondents who discussed this theme felt that cycle routes should be on-road, designed in a similar fashion to Hills Road, to avoid conflict with pedestrians and ensure cycle routes remain consistent
Continuous cycle routes	• Respondents who discussed this theme felt that the cycle routes needed to remain consistent along Madingley Road, as they felt current routes ended abruptly or required difficult to manage changes from off-road to on-road. These respondents also felt they needed to connect to other routes and extend to areas like Queen's Road roundabout
Traffic light phasing	• Respondents who discussed this theme felt that the phasing of the traffic lights along Madingley Road needed adjusting ○ Some of these respondents felt that the timings for pedestrian/cycle crossings were too short for slower users to cross safely ○ Some of these respondents felt there was not enough time for cyclists to turn across traffic from advanced stopping boxes before that traffic also got a green light
Maintenance	• Respondents who discussed this theme felt that maintenance needed to be improved along Madingley Road ○ Some of these respondents discussed the current condition of the cycle path and road surfaces, which they felt to be poor ○ Some of these respondents discussed the road surface markings for cycle lanes and advanced stopping boxes, which they felt to be in poor condition and difficult to see ○ A few of these respondents discussed the greenery along the route, feeling it needed to be trimmed often enough to ensure visibility remained and routes were not blocked

Environment	• Respondents who discussed this theme felt that improvements should ensure existing landscaping along Madingley Road was kept ○ Some of these respondents also felt that Madingley Road could contain more green landscaping, particularly around areas where there were duel road lanes such as the junction at JJ Thomson Avenue
Speed limit reduction	• Respondents who discussed this theme felt that the speed limit should be consistent along Madingley Road, at 30 MPH

Appendix 2

Madingley Road Cycle and Walking Project

Summarised Stakeholder Feedback and Design Response for Workshops Two and Three

Madingley Road Cycle and Walking Scheme
Summarised Stakeholder Workshop 2 (28/05/2019) Comments, Online Feedback Comments and Design Responses/Actions

Cross Sections

General

Ref	Comment	Design Response
1	Stakeholder Workshop 2 Option 2 marked as preferred option for this cross section A-A	Stakeholder Workshop 3 Layout options to be based on Option 2.
2	Question about visibility at junctions due to proposed vegetation.	Visibility will be considered at all junctions, particularly in regards to new/existing vegetation.
3	Speed limit should be reduced to 30mph throughout.	Proposals can be for 30mph with agreement.
4	A retaining wall was proposed for the level difference on Stakeholder Workshop 2 Section A-A to provide a flatter verge.	Retaining wall would not be ideal for this area and will be avoided if possible due to cost, future maintenance and potential issues for adjacent landowners and footway users.
5	Development of 34-36 Madingley Road visibility concerns highlighted.	Visibility will be considered for accesses in future design stages.
6	Stakeholder Workshop 2 Section B-B Option 4 preferred.	Option will not be used due to issues surrounding a footway within Churchill College land. Stakeholder Workshop 3 Option 2 shows ditch relocated further into Churchill College land to provide cycleway and footway facilities.
7	Keeping ditch favourable	Ditch will be kept, however Stakeholder Workshop 3 Option 2 to suggest relocation of ditch to provide cycleway and footway facilities.
8	Stakeholder Workshop 2 Section C-C Option 3 preferred	Cross section to be used in layout options. A modified cross section will be used in options where a bi-directional cycleway is not provided.
9	A lack of visibility at junctions	All junctions will be checked for visibility during future design stages. Some vegetation clearance may be necessary to facilitate visibility requirements.
10	Lack of designated crossing points. Suggested locations; Park & Ride, Lady Margeret Road, Conduit Head Road, Storey's Way, Northampton Street, Grange Road and Clerk Maxwell Road.	Additional crossing locations as suggested have been provided across the two Stakeholder Workshop 3 options. Northampton Street has not been included as this is outside of the scheme extents.

11	Conflict with motorised traffic at junctions.	Priority pedestrian and cyclist crossings set back from the carriageway has been provided on Stakeholder Workshop 3 Option 2. However, on Stakeholder Workshop 3 Option 1 where it is proposed that there will be no additional land available, the cycleway is located adjacent to the carriageway due to visibility constraints.
12	Condition of carriageway/footpath surfacing.	Due to the changes in alignment and addition of a cycleway it is likely that the scheme will involve resurfacing, however this will be confirmed at later design stages.
13	Two stage crossings are unpopular. Crossing islands need to be able to accommodate cyclists, wheel chairs and buggies.	Two stage crossings have been removed for Grange Road Junction on both options. Stakeholder Workshop 3 Option 1 features two stage crossings for Eddington junction, however the islands have been made larger. On Stakeholder Workshop 3 Option 2, Eddington junction has been shown as a 1 stage crossing with refuge island for slower users. Two stage crossings for JJ Thomson & Madingley Rise junction are necessary due to the crossing distance. However the islands are large enough to accommodate all users.
14	Space wasted on concrete islands on JJ Thomson junction.	Necessary to provide islands at this junction to allow crossings. Where islands are required, these are proposed to be green rather than concrete.
15	Pedestrian and cycle priority at junctions.	Stakeholder Workshop 3 Option 2 proposes cycle and pedestrian priority at most junctions, where the crossing is set back from the main carriageway.
16	Introduction of Dutch style crossings	Dutch style crossings were proposed on the junction options at Stakeholder Workshop 2 but where widely rejected, so are not proposed for Stakeholder Workshop 3.
17	Cyclist using on road cycleways find right turns difficult to negotiate.	Stakeholder Workshop 3 Options look to avoid on-road cycleways, and also provide a number of crossing points to navigate junctions safely.
18	Traffic light sequencing too short.	Timing of traffic lights will be modelled at later design stages.

Cycling

	Comment	Response
19	Bi-Directional cycleways should be consistently applied.	Stakeholder Workshop 3 Options have been produced to show bi-directional for some of the scheme, in key areas supported by pedestrian/cyclist count data.
20	Cycleways marked as 2.5m width	Cycleway width have been increased to 2.5m on Stakeholder Workshop 3 options where space allows.
21	Tree Planting protection wanted between carriageway and cycleway.	A balanced cross section has been applied to Stakeholder Workshop 3 Option 2 to try to introduce as much tree planting between cycleway and carriageway as possible. Stakeholder Workshop 3 Option 1 feature this arrangement where space allows.
22	Full/reduced height kerb separation between segregated cycleway and footway not favourable	Stakeholder Workshop 2 feedback is mixed on this. Therefore the layout will be informed by the Stakeholder Workshop 3 Feedback.
23	1.5m segregated cycleway is concerning	This width has not been used on Stakeholder Workshop 3 options.
24	3.5m is acceptable for bi-directional cycling	This width has been used on Stakeholder Workshop 3 bi-directional sections.
25	Cambridge kerb dangerous in the wet.	Cambridge kerb use has been minimised with full segregation favoured, but may still require usage in constrained areas in Stakeholder Workshop 3 Option 1.
26	Madingley Road to be widened to accommodate on road cycle paths on both sides of the road.	Segregated cycleways have been greatly preferred during both Stakeholder workshops that have taken place. On road cycleways has been avoided where possible.
27	Cycleways should be consistent	The approach taken on Stakeholder Workshop 3 options is to apply a consistent approach to cycleways, however due to space constraints and junction features it has been necessary to change the way the cycleway works at times.

Pedestrian

Ref	Comment	Response
28	Comments asking for formal kerb separation for pedestrians and cyclists.	Stakeholder Workshop 3 options can be separated by kerb if required. This is to be confirmed at Stakeholder Workshop 3.
29	Comments asking for no kerb separation between footway and cyclists.	
30	Shared paths are not wide enough for pedestrians and cyclists.	Stakeholder Workshop 3 options show segregated cycleways and footways for the majority of Madingley Road.
31	Footways and cycleways should be segregated.	Stakeholder Workshop 3 Options sometimes show the footway and cycleway adjacent to each other but physical segregation could be applied as necessary at future design stages.

Horse Riding

Ref	Comment	Response
32	Shared use and NMU paths requested.	Shared use is not supported by the majority of stakeholders so it has been avoided where possible. However we have widened the cycleway to provide an alternative for Stakeholder Workshop 3.

Carriageway

Ref	Comment	Response
33	Carriageway width of 3.2m is favourable	This is included on Stakeholder Workshop 3 layout options.
34	Space needed to pass emergency vehicles	This has been considered for Stakeholder Workshop 3 layout options.
35	Shift carriageway over to ‘even out’ the cross section	Stakeholder Workshop 3 Option 2 has been based on an ‘even’ cross section between junctions. This may affect the underground utilities in the area.

Environment

Ref	Comment	Response
36	Green space is favourable	Stakeholder Workshop 3 Layout options show green space with indicative landscaping details (trees)
37	Some opposition to trimming back overgrown hedges.	The green look of the road will be maintained where possible, however it may require some vegetation maintenance to provide width in constrained areas.

Junction Comments

Eddington

Ref	Comment	Response
38	Green the space	Green space to be provided where appropriate.
39	30mph essential	30mph are shown in Stakeholder Workshop 3 layout options.
40	Missing protected cycleways	Segregated cycleways are included within the Stakeholder Workshop 3 layout options where space allows.
41	Change feel of the route on East side to give priority to cyclists/pedestrians to discourage cars going forwards	Better facilities for pedestrians/cyclists are included on proposed Stakeholder Workshop 3 options. However the effect on vehicles must be considered in this location due to the potential negative impacts to the M11.
42	More perpendicular crossing islands (Eddington Avenue)	Due to orientation of Eddington Avenue it is necessary to feature the existing island alignment to allow vehicle movements.
43	Horse rider route from north to south	Horse riders to be considered for crossings – including setting back an extra push button at useable height for horse riders in future design stages.
44	Two stage cyclist junction is not favourable	This option has not been taken forward to the Stakeholder Workshop 3 layout options.
45	Curves added to cycleways to avoid right angles at junctions.	Right angles have been avoided in favour of smooth alignments in Stakeholder Workshop 3 layout options.
46	Parallel pedestrian zebra and cycleway crossings not favourable	This type of crossing has not been used on the junction for the Stakeholder Workshop 3 layout options.
47	Crossings could be toucans	Toucan crossings have been proposed for Stakeholder Workshop 3 options.

JJ Thomson Avenue & Madingley Rise

Ref	Comment	Response
48	Roundabout option is favourable for the lack of lights and greenery.	Option has been included for Stakeholder Workshop 3 layout options.
49	Crossings on roundabout option should be controlled rather than zebra.	Zebra crossings have not been used on Stakeholder Workshop 3 layout options.
50	Set-back pedestrian and cyclist priority crossing of side roads favourable.	Where space allows, this type of crossing will be included on Stakeholder Workshop 3 layout Option 2.
51	Enhanced greenery is required	Green spaces to be included on all future options.

52	No signal needed at JJ Thomson Avenue (Right turn into Madingley Road)	Signal for right turn required due to safety issues associated with a fully signalised junction.

Storey's Wa

Ref	Comment	Response
53	Comment about not providing protected cycleways.	Stakeholder Workshop 3 Option 1 constraints require that the cycleway is next to the carriageway for the junction for visibility and safety. Option 2 features some land take which allows for a protected cycleway to be set back from the junction.
54	Sketch of proposed diagonal crossing from footway to both sides of Storey's Way.	This idea has not been included on the Stakeholder Workshop 3 options due amount of 'red time' to allow pedestrians to cross the 20-45m required. Instead the crossing has been widened to allow greater movements towards a desire line, but also not excluding users who want to go towards Cambridge city centre.
55	Either side of pedestrian crossing marked with 'no space for waiting cyclists'	All Stakeholder Workshop 3 options feature larger areas to allow pedestrians and cyclist to wait without blocking the footway or cycleway in this area.
56	Right turn lane not favourable	This has not been proposed on Stakeholder Workshop 3 options.
57	Storey's Way cycleway should be one-way	Where the cycleway is adjacent to the carriageway, it will be one-way for safety.

Grange Road

Ref	Comment	Response
58	Comments about shared use around junction.	Shared use can be provided in this area, but at the expense of a segregated cycleway. This may be further considered post Workshop 3.
59	Comment to remove cycle box.	Advanced stop line used on the westbound carriageway due to the constraints of this location a segregated lane cannot be provided, which may encourage cyclists to use the carriageway.
60	Request for zebra crossing instead of signal controlled.	Not included as the zebra crossing would not work with the rest of the signal controlled junction.
61	Comments about cyclists going around the signals, rather than wait.	Potential improper use cannot be avoided due to the necessity for cyclists travelling southbound to have to wait at the signal

		controlled junction. Shared use, which would formalise this movement has been included on Stakeholder Workshop 3 options.

Lady Margaret Road

Ref	Comment	Response
62	Comments around current situation where cyclist join pavement at speed on the westbound side of the carriageway.	Stakeholder Workshop 3 Option 1 features a segregated entrance to the cycleway to avoid this maneuverer. Stakeholder Workshop 3 Option 2 is shared use, but with an entrance to the segregated cycleway situated just off the junction. The proposed shared use for the Stakeholder Workshop 3 Option 2 is to reduce conflict at the narrow crossing points.
63	Concerns about how the scheme tied into existing arrangements.	Small section of shared use has been proposed at the end of the scheme to ensure appropriate tie-in to the existing arrangement.
64	Lay-by not favourable.	Lay-by not included on Stakeholder Workshop 3 options
65	Cycle box required	All Stakeholder Workshop 3 options extents have been extended to show advanced stop line for cyclists.
66	South east foot path must be shared use	Area of shared use proposed on all Stakeholder Workshop 3 options to enable tie-in to existing arrangement.
67	Can cyclist have traffic light priority?	Not included at this stage, as there are concerns that any additional phases will affect the functionality of the junction. This can be further reviewed at the traffic signal design and traffic modelling.
68	Are there different options for traffic movements?	Due to the constraint of the junction, there is only a limited way traffic movements can be accommodated.
69	Can south east footway be dedicated cycleway and footway (segregated)?	Due to space constraints and the need to tie-into an existing shared use arrangement this was not included on Stakeholder Workshop 3 options.
70	Improvements for cyclist turning right at roundabout. (Northampton Street & Queen's Road)	Roundabout is outside of the scheme extents. Cyclists turning right at the roundabout would be expected to use the carriageway, as there is not a safe way of allowing a crossing form the cycleway to the other side of the carriageway.

Madingley Road Cycle and Walking Scheme
Summarised Stakeholder Workshop 3 (23/07/2019) Comments and Design Responses/Actions

Scheme Comments

General

Ref	Comment	No. of related comments	Design Response
1	Comments about avoiding shared space.	3	Shared space has been avoided where possible, however it is necessary to use this provision to ensure accessibility of crossings and accesses in key locations. Where shared use has been proposed, it is intended to be a better quality than the existing arrangement.
2	Comments requesting segregated cycle facilities between Lady Margaret's Road and Northampton Street Junction. Some suggestions of St John's land take to provide width for the improvements.	6	Due to the width constraints, there is not enough space to provide reasonable segregated cycle and pedestrian facilities in this location. The Northampton Street junction does not have segregated facilities, and as such would not tie-in to segregated facilities. Any such improvements requiring land take would be appropriate to be included within any improvement scheme for the junction rather than this Madingley Road scheme.
3	Comment about footpath between Madingley Road and Clarkson Road requiring improvements.	1	The footpath is not included within the scope of this scheme, however due to previous workshop feedback, we have proposed to de-clutter the entrance to the path and make the footway wider for ease of crossing.
4	Comment with preference cyclists and pedestrians to be clearly and physically segregated.	1	Level segregation is to be proposed where the cycleway is adjacent to the footway to ensure that the segregation is efficient.
5	Comments suggesting 2m with hard segregation is not suitable for overtaking on a 1-way cycleway. One comment suggested 2.4m minimum width in this scenario.	2	Cycleway width will be reviewed where hard segregation is used to ensure adequate width for overtaking.
6	Comments favouring Cambridge Kerb.	7	Cambridge Kerb will be used where proposed in Stakeholder Workshop 3. It is also now proposed to be used rather than hard segregation in constrained areas.

Ref	Comment	No. of related comments	Design Response
7	Comments regarding visibility concerns of existing and proposed access and junctions.	5	Visibility will be checked as part of future design stages to ensure that the proposed junctions and accesses are safe to use.
8	Comment regarding one way cycleway markings required.	1	Markings to be specified in future design stages. Likely to be similar to other provisions in Cambridge for one-way cycleways.
9	Comment about the importance of not losing buses.	1	Bus routes does not form part of this scheme. All existing bus stops have been included in the layouts produced.
10	Comments mentioning plans on the corner of Clerk Maxwell Road and Madingley Road for a 540 multi-story carpark.	2	Relevant planning documentation shows that the multi-storey car park does not directly exit onto Madingley Road. Any required amendments to the Clerk Maxwell Road junction with Madingley Road is to be agreed with the developer.
11	Comment mentioning University planning 2 multi-storey car parks next to park and ride.	1	Relevant planning documentation shows that the multi-storey car parks do not directly exit onto Madingley Road. Any required amendments to the junctions with Madingley Road are to be agreed with the developer.
12	Comment suggesting to signpost Coton footpath for in-bound on south side as an alternative route to town and schools.	1	Additional signage to be considered at future design stages.
13	Comment supporting removal of lay-by.	1	Lay-by will continue to be removed from the proposals.
14	Comment suggesting no blue paint on cycle path	1	Blue paint is not proposed to be used. Cycleways are likely to be red to match with already constructed schemes in Cambridge.
15	Comments about various location away from Madingley Road and its immediate junctions. (Northampton Street, Grange Road, JJ Thomson Avenue)	3	These areas are not within the extents of this scheme and therefore will not be reflected in the proposals.
16	Comment suggesting that more traffic on north side of the road due to Park and Ride	1	Bidirectional cycleway has been proposed in Option 2 on the north side of Madingley Road to support the large number of users on this side of the road.

Ref	Comment	No. of related comments	Design Response
17	Comment stating that Bidirectional flexibility between pedestrian and cycling lanes is important to be segregated from carriageway.	1	Bidirectional facility has been proposed for the north side of the carriageway from Eddington Junction to Storey's Way. This will be segregated from the carriageway for safety.
18	Comment on enforcement of 30mph speed limit and speed up to Conduit Head Road.	1	Speeds unlikely to be high due to the proposed frequent traffic signals. Enforcement will be determined during future design stages in liaison with Cambridge Police.

JJ Thomson and Madingley Rise

Ref	Comment	No. of related comments	Design Response
19	Comment mentioning that there is an access being opened up for service vehicles for Cavendish Lab.	1	Access proposals will be considered in refinement of options for Public Consultation.

Storey's Way

Ref	Comment	No. of related comments	Design Response
20	Comments about the existing layout of Storey's way being difficult to use due to crossing location and narrowness of footways.	2	Proposals for this junction have been produced to make this junction more user friendly based on similar feedback from previous workshops.

Grange Road

Ref	Comment	No. of related comments	Design Response
21	Comment suggesting widening of the carriageway to enable an increased length of two lanes heading east bound towards the Grange Road junction.	1	This area will be reviewed to ensure that at least the existing capacity of the right turn lane is suitable.

Option 1 Comments

General

Ref	Comment	No. of related comments	Design Response
22	Comment suggesting a pedestrian crossing be included to the west of Clerk Maxwell Road – as shown on Option 2.	1	Crossing can possibly be included, however traffic modelling will be required to assess the effect of the additional crossing to traffic.
23	Comment suggesting that trees and green area could be removed opposite No. 29 to allow for a wider cycleway.	1	There is strong opposition to removing the trees in this section based on previous workshop feedback, therefore the proposals have looked to maintain this feature of Madingley Road.
24	Comment that no additional trees had been proposed opposite Storey's Way.	1	Trees and landscaping shown is only indicative and will be further developed in future design stages to confirm exact proposed locations of trees.
25	Comment about no land take and the benefit to the realisation of the project.	1	Stakeholder Workshop 3 Option 1 is a no land take option which has the stated benefit, however Stakeholder Workshop 3 Option 2 required land will require further liaison with landowners to determine effect on the project.
26	Comment favouring cross section B-B	1	This cross section will be proposed for the more constrained sections, with the more of the scheme to be fully segregated from the carriageway.
27	Comment not in favour of Cambridge Kerb	1	Cambridge Kerb has been seen as favourable. While a wide segregated cycleway has been proposed for a reasonable length, there may be areas where Cambridge Kerb would be more appropriate.

Eddington Junction

Ref	Comment	No. of related comments	Design Response
28	Comments favouring the Option 2 junction layout for use in Option 1.	2	Designs are somewhat interchangeable, although Stakeholder Workshop 3 Option 2 Eddington junction requires some additional land, which may affect how this can be adapted into Stakeholder Worksop 3 Option 1.

JJ Thomson and Madingley Rise

Ref	Comment	No. of related comments	Design Response
29	Comment against allocating carriageway space for verge.	1	Feedback from previous workshops has favoured the green space. The additional green space looks to use hatched areas of the carriageway and therefore areas that are not trafficked.

Option 2 Comments

General

Ref	Comment	No. of related comments	Design Response
30	Comments supporting the use of bi-directional cycling on the north side of Madingley Road.	3	Bi-directional cycleway will be integrated into Stakeholder Workshop 3 Option 2 ahead of Public Consultation.
31	Comment favouring option 2 and 30mph speed limit.	2	N/A
32	Comments preferring Option 2 ditch relocation for the widths gained at Churchill College.	4	N/A
33	Comments favouring landscape proposals	4	Landscaping is only indicative, however further proposals will be made in future design stages which will show more detail.
34	Comment suggesting that full segregation should be consistent throughout the scheme.	1	Full segregation has been applied where possible, but due to the changing constraints, junctions and accesses, it is necessary to be flexible with the cycleway provision.
35	Section A-A was marked as 2.5m cycleway	1	Cycleway width in this location is constrained by the level difference. Widths will be reviewed as part of future design stages in this location.
36	Comment questioning what would be planted in the verge on Section B-B.	1	Landscaping details to be confirmed in future design stages.
37	Comment favouring Option 2 at Churchill College, and Lansdowne Road due to junction layout.	1	N/A

Ref	Comment	No. of related comments	Design Response
38	Comment favouring straight crossings rather than offset islands due to the difficulty negotiating on a bicycle.	1	Straight crossings over islands have been shown, although this will need to be modelled to ensure that this arrangement does not cause any significant issues to general traffic.
39	Comment stating that cycleway next to junctions is ok.	1	Cycleways have been proposed next to junctions in Stakeholder Workshop 3 Option 1 due to the visibility concerns. Due to proposed carriageway realignment and land take, Stakeholder Workshop 3 Option 2 proposed pedestrian and cyclist priority set back from the junction.
40	Comment questioning requirement for bus stop by Storey's Way.	1	All existing bus stops have been included as part of the proposals.
41	Comment suggesting that the Observatory access has cyclist/pedestrian priority already.		No change to the priority is proposed, however segregation will continue over this access, with a waiting area for exiting vehicles.
42	Comment about the Importance of verges being wide and planted correctly.	1	Verges will be as wide as possible after the width for footways and cycleways have been provided. Planting for the verges is to be confirmed at later design stage once landscaping proposals have been produced.
43	Sections marked – 30 Degree forgiving kerb '½ batter' could be a good option instead of large block kerb to allow flexibility for cyclists to cross.	1	This is to be considered during future design stages where segregating the footway and cycleway, to provide a clear separation.
44	Marked with Planning ref 17/0172/FUL	1	New access for No. 34-36 Madingley road to be include in future design stages.

Eddington Junction

Ref	Comment	No. of related comments	Design Response
45	Comment about providing access for on-road cyclists to crossings.	1	On-road cyclists will be able to access the crossings by joining the cycleway before the junction.
46	Comment in favour of this junction layout.	2	N/A

47	Comment about the impact on traffic of this junction layout.	2	Traffic modelling will be required to analyse how this junction affects traffic, and it is likely that some changes to the original design will be required.
48	Comment mentioning examples in UK - Waltham Forest Leas Bridge/Argall Way & Gilbert Road/Histon/Milton Kings Hedges/Milton	1	Examples have been noted. The design will be amended for the public consultation to reflect key features of these design to ensure feasibility of Eddington Junction.
49	Comment regarding the length that pedestrians will have to walk on the north east quadrant of the junction.	1	The proposed junction does not suggest that pedestrians will have to walk any further than existing. Crossings not proposed to be offset and will therefore reduce the distance for pedestrians.

JJ Thomson and Madingley Rise

Ref	Comment	No. of related comments	Design Response
50	Comments suggesting more cycle crossings on the outside of the roundabout to create a 'Dutch Style' arrangement.	2	Crossings on the outside of the roundabout could potentially negatively affect traffic over a single crossing in the centre. Removal of the centre crossing would mean that there would no longer be a crossing on the desire line.
51	Comment suggesting extra green areas would cause more queuing traffic.	1	Traffic queues will require modelling for the junction.
52	Comment about sharp corners for cyclists leading to toucan crossing in the centre of the roundabout.	1	Cycleway is wide and unlikely to cause an issue for turning cyclists. However, corners will be further designed in future design stages.
53	Comment mentioning Consented 17/1799/FUL Bi directional cycleway East side of JJ Thomson Av, please include.	1	Proposals will be amended for Public Consultation to enable tie-in to the JJ Thomson proposed cycleway and footway provisions.
54	Comment in favour of the junction layout.	2	N/A
55	Bi directional cycleway marked across the junction, using the middle crossing.	1	Bi-direction crossing could be utilised in the Bi-directional option. However, in Stakeholder Workshop 3 Option 2, this layout would have connectivity problems if a crossing cyclist wanted to travel west rather than into Madingley rise or in an east direction.

Storey's Way

Ref	Comment	No. of related comments	Design Response
56	Comment stating that cycle priority is needed across the junction.	1	Cycle priority across the junction was included on both Stakeholder Workshop 3 options due to previous workshop feedback.
57	Comment suggesting that the removed right turn lane is useful.	1	Right turn lane removal was favoured in previous workshops. Traffic modelling will be required to assess the impact of its removal.
58	Comment preferring Option 1 layout for this junction.	1	N/A

Lansdowne Road

Ref	Comment	No. of related comments	Design Response
59	Cycleway marked at the front of the junction due to visibility concerns.	1	Stakeholder Workshop 3 Option 2 features a realigned carriageway to allow a betterment to visibility over the current arrangement. This has also allowed the cycleway to be set back to allow a vehicle to wait between the carriageway and cycleway when entering Madingley Road. Visibility will be fully checked in future design stages.

Rev P01

Drawing Number 5020112-SKA-HGN-ZZ-DR-CH-0012

Status S2

DO NOT SCALE

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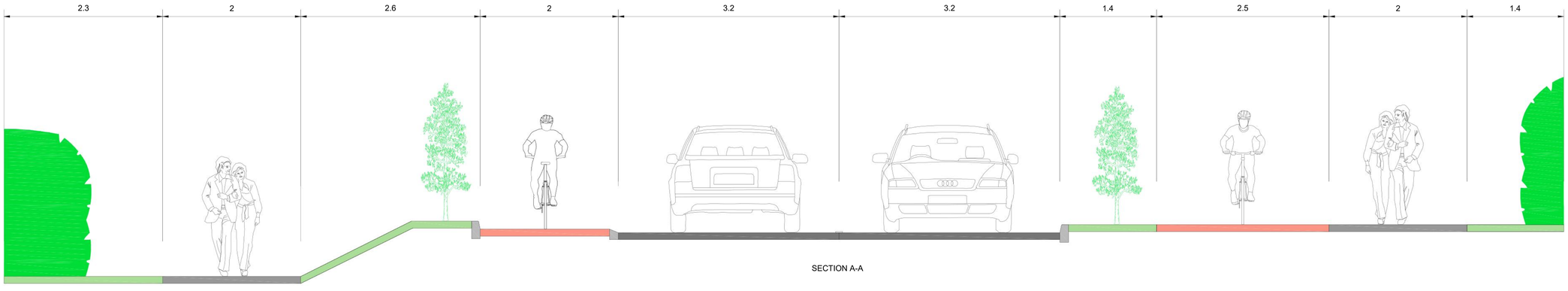
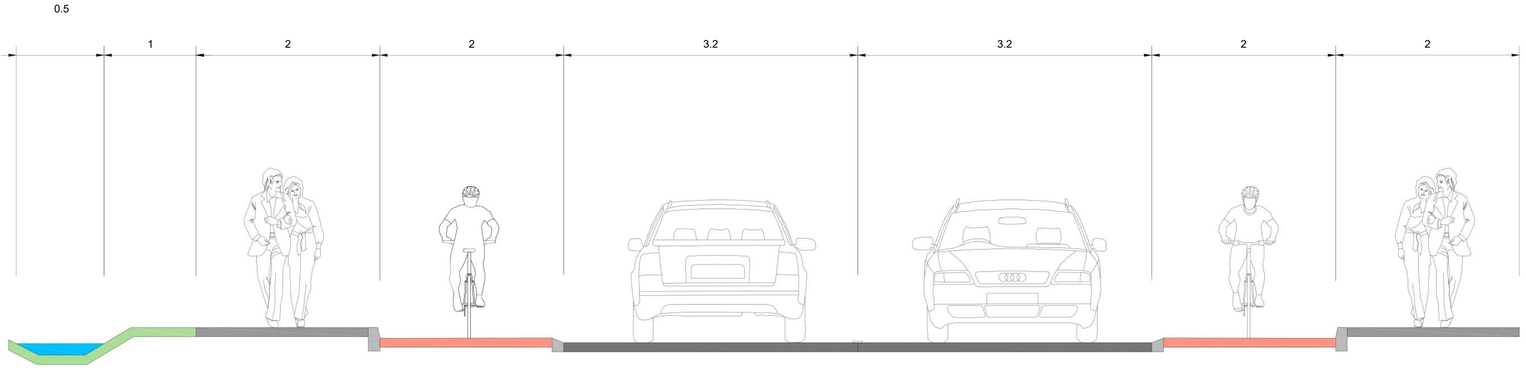


SECTION A-A



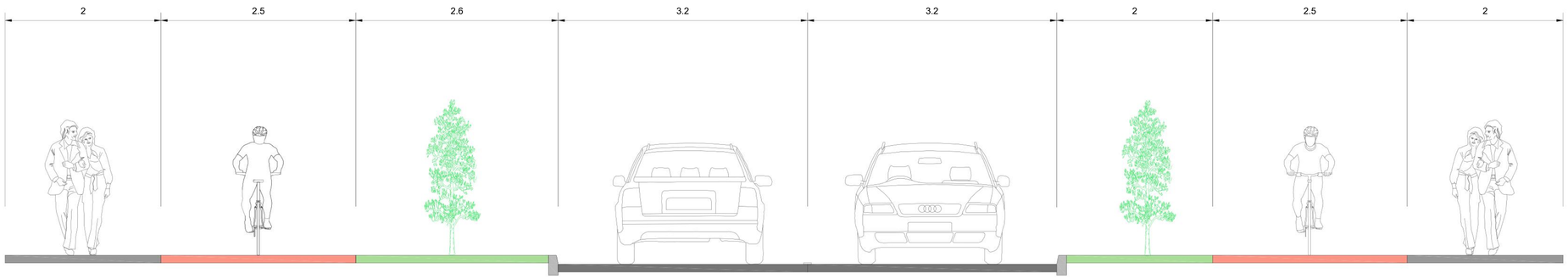
SECTION B-B

KEY

- PROPOSED EARTHWORKS/VERGE
- PROPOSED/AMENDED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SEGREGATED CYCLEWAY
- EXISTING DITCH
- OVERGROWN VEGETATION

NOTES:

1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
2. FOR LAYOUT OF OPTION 1 REFER TO DRAWING 50200112-SKA-HGN-ZZ-DR-CH-0011.



SECTION C-C

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NONE
MAINTENANCE/CLEANING
NONE
USE
NONE
DECOMMISSIONING/DEMOLITION
NONE

Rev	Description	By	Date	Chk'd	Auth

Stat	Purpose of Issue	Date	Auth
S2	FOR INFORMATION	07/19	ARPT

Client: GREATER CAMBRIDGE PARTNERSHIP
Growing and sharing prosperity
Delivering our City Deal

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Project: MADINGLEY ROAD CYCLE AND WALKING SCHEME

Title: OPTION 1 CROSS SECTIONS SHEET 1 OF 1

DRAFT

Original Scale	Drawn	Checked	Authorised
NTS	JC 23/07/19	JC Date 23/07/19	ARPT Date 23/07/19

Status	Drawing Number	Rev
S2	5020112-SKA-HGN-ZZ-DR-CH-0012	P01

File Location: P:\GBIPD\ESol\05 Cambridgeshire Highways\5100951 Madingley Road Cycle Scheme\8 CAD\8.1 Preliminary\8.1.1 DWG\5020112 Madingley Road Option 1 A1 DRAFT STAMP.dwg
Drawing Name: 5020112 Madingley Road Option 1 A1 DRAFT STAMP.dwg Date: Aug 20, 2019 - 8:16am Plotted by: bc965004

Rev P01

Drawing Number 5020112-SKA-HGN-ZZ-DR-CH-0011

Status S2

DO NOT SCALE

A1

0 10 100

PARK AND PARK RIDE
EDDINGTON AVENUE
0.5m KERBED SEPARATION MARGIN
CAMBRIDGE KERB SEPARATION
LANSDOWNE ROAD
LANDSCAPED EMBANKMENT
LEFT TURN LANE REMOVED
RAISED CROSSING FOR FOOTWAY
CONDUIT HEAD ROAD
CAMBRIDGE KERB SEPARATION
PROPOSED SPEED LIMIT CHANGE
BRITISH ANTARCTIC SURVEY
2.5m SHARED USE FACILITY
HIGH CROSS JUNCTION
WEST CAMBRIDGE
ADDITIONAL CROSSING
CYCLEWAY WIDENS TO 2.5m
CUT LINE
CUT LINE
Merton Hall Farm House

ADDITIONAL CROSSING
MADINGLEY RISE
RAISED TABLE FOR PEDESTRIAN AND CYCLIST PRIORITY
CUT LINE
CUT LINE
RAISED TABLE FOR PEDESTRIAN AND CYCLIST PRIORITY
JJ THOMSON AVENUE
CYCLEWAY WIDENS TO 2.5m
CLERK MAXWELL ROAD
CAMBRIDGE KERB SEPERATION
EXISTING DITCH TO BE RETAINED
HEDGERLEY CLOSE
CHURCHILL COURT
BULSTRODE GARDENS
CAMBRIDGE KERB SEPERATION
WILBERFORCE ROAD
CUT LINE
CUT LINE

RAISED COPENHAGEN STYLE CROSSING FOR PEDESTRIANS
STOREY'S WAY
FOOTWAY WIDENED TO REDUCE USER CONFLICT
CYCLEWAY WIDENS TO 2.5m
CAMBRIDGE KERB SEPARATION
CUT LINE
CUT LINE
RIGHT TURN LANE REMOVED
CAMBRIDGE KERB SEPARATION
FOOTPATH ENTRANCE WIDENED AND DE-CLUTTERED
GRANGE ROAD
CYCLEWAY WIDENS TO 2.5m
CYCLEWAY WIDENS TO 2.5m
LADY MARGARET ROAD
PEDESTRIAN CROSSING REMOVED
SHARED USE SECTION TO TIE INTO EXISTING ARRANGEMENT
NORTHAMPTON STREET

KEY
- PROPOSED EARTHWORKS/VERGE
- PROPOSED/AMENDED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SHARED USE PATH
- PROPOSED CYCLEWAY
- HB — EXISTING INDICATIVE HIGHWAY BOUNDARY
- EXISTING/PROPOSED TRAFFIC SIGNALS
- A — OPTION CROSS SECTION (SEE NOTE 1)
- EXISTING/PROPOSED TREE
- EXISTING/PROPOSED HEDGE
- EXISTING DITCH

NOTES
1. FOR OPTION CROSS SECTIONS REFER TO DRAWING 5020112-SKA-HGN-ZZ-DR-CH-0012-S2.

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MAINTENANCE/CLEANING
NONE
USE
NONE
DECOMMISSIONING/DEMOLITION
NONE

Rev	Description	By	Date	Chk'd	Auth	Stat	Purpose of Issue	Date	Auth
						S2	FOR INFORMATION	07/19	ARPT

Client: GREATER CAMBRIDGE PARTNERSHIP — Growing and sharing prosperity — Delivering our City Deal

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Project: MADINGLEY ROAD CYCLE AND WALKING SCHEME

Title: OPTION 1 LAYOUT SHEET 1 OF 1

DRAFT

Original Scale	Designed	Drawn	Checked	Authorised
1:1000		JC		ARPT
	Date	Date 23/07/19	Date 23/07/19	Date 23/07/19

Status	Drawing Number	Rev
S2	5020112-SKA-HGN-ZZ-DR-CH-0011	P01

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Date: Aug 20, 2019 - 8:15am
Plotted by: bc968204

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Rev P01

Drawing Number 5020112-SKA-HGN-ZZ-DR-CH-0014

Status S2

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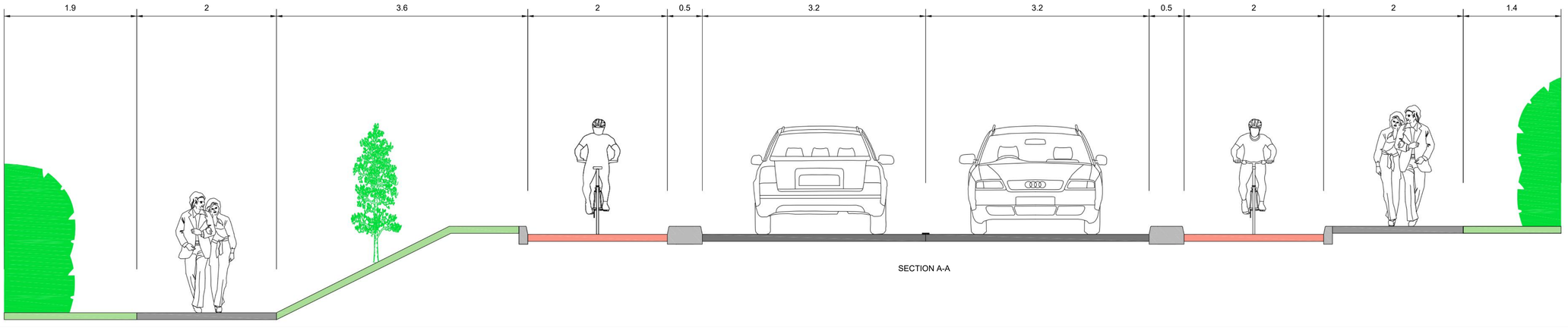
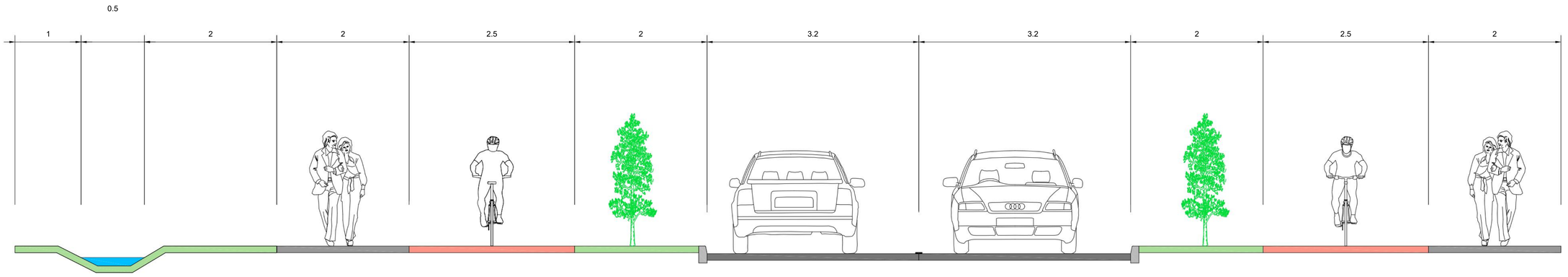
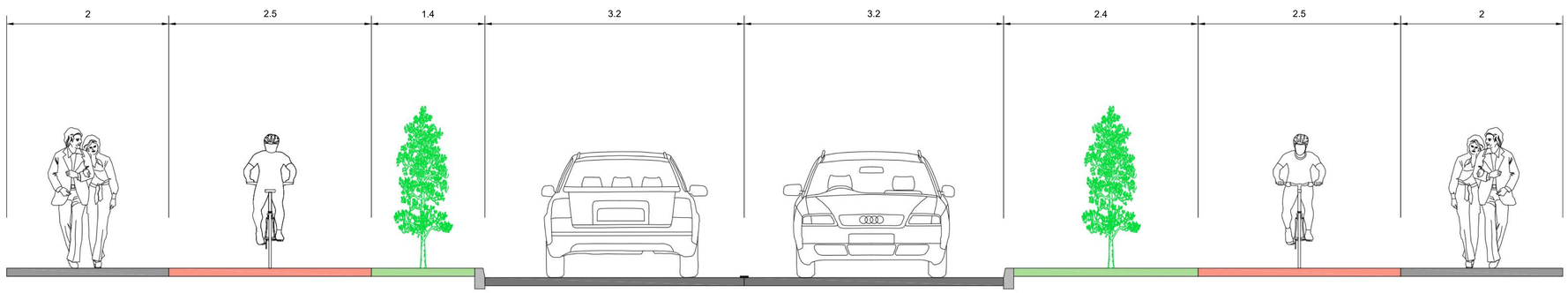


SECTION A-A



SECTION B-B



SECTION C-C

KEY

- PROPOSED EARTHWORKS/VERGE
- PROPOSED/AMENDED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SEGREGATED CYCLEWAY
- EXISTING DITCH
- OVERGROWN VEGETATION

NOTES:

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NONE
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Rev	Description	By	Date	Chk'd	Auth

Stat	Purpose of Issue	Date	Auth
S2	FOR INFORMATION	07/19	ARPT

Client: GREATER CAMBRIDGE PARTNERSHIP — Growing and sharing prosperity — Delivering our City Deal

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Project: MADINGLEY ROAD CYCLE AND WALKING SCHEME

Title: OPTION 2 CROSS SECTIONS SHEET 1 OF 1

DRAFT

Original Scale	Designed	Drawn	Checked	Authorised
NTS	CL	CL	JC	ARPT
	Date 23/07/19	Date 23/07/19	Date 23/07/19	

Status	Drawing Number	Rev
S2	5020112-SKA-HGN-ZZ-DR-CH-0014	P01

File Location: P:\GBIPD\ESol\05 Cambridgeshire Highways\5100951 Madingley Road Cycle Scheme\8 CAD\8.1 Preliminary\8.1.1 DWG\
Drawing Name: 5020112 Madingley Road Option 2 A1.dwg Date: Aug 20, 2019 - 8.38am Plotted by: bc968204

Rev P01

Drawing Number 5020112-SKA-HGN-ZZ-DR-CH-0013

Status S2

DO NOT SCALE

A1 0 10 100

PARK AND PARK AND RIDE
RAISED TABLE FOR PEDESTRIAN AND CYCLIST PRIORITY
0.5m KERBED SEPARATION MARGIN
PROPOSED SPEED LIMIT CHANGE
BRITISH ANTARCTIC SURVEY
ADDITIONAL TOUCAN CROSSING
LAND TAKE REQUIRED
EDDINGTON AVENUE
HIGH CROSS JUNCTION
SIMULTANEOUS GREEN JUNCTION
WEST CAMBRIDGE
LANSDOWNE ROAD
LEFT TURN LANE REMOVED
LANDSCAPED EMBANKMENT
CONDUIT HEAD ROAD
CYCLEWAY WIDENS TO 2.5m
CUT LINE

ADDITIONAL OPTION FOR BI-DIRECTIONAL CYCYCLEWAY ON NORTH SIDE OF MADINGLEY ROAD BETWEEN EDDINTON AVENUE TO CROSSING TO MATHEMATIC FOOTPATH BY STOREY'S WAY

MADINGLEY RISE
RIGHT TURN LANE REMOVED
JJ THOMSON AVENUE
CLERK MAXWELL ROAD
HEDGERLEY CLOSE
CHURCHILL COURT
BUSTROD GARDENS
EXISTING DITCH TO BE RELOCATED - LAND TAKE REQUIRED
WILBERFORCE ROAD

EXISTING RAISED TABLE TO BE REMOVED
VEGETATION TO BE CLEARED FOR INCREASED VISIBILITY
STOREY'S WAY
WIDER CROSSING TO FOR INCREASED CAPACITY DESIRE LINE MOVEMENTS
FOOTPATH ENTRANCE WIDENED AND DE-CLUTTERED
GRANGE ROAD
SHARED USE SECTION TO TIE INTO EXISTING ARRANGEMENT
ADDITIONAL TOUCAN CROSSINGS
LADY MARGARET ROAD
PEDESTRIAN CROSSING REMOVED
3.4-4.7m WIDE SHARED USE SECTION TO TIE INTO EXISTING ARRANGEMENT
NORTHAMPTON STREET

KEY
- PROPOSED EARTHWORKS/VERGE
- PROPOSED/AMENDED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SHARED USE PATH
- PROPOSED CYCLEWAY
- HB — EXISTING INDICATIVE HIGHWAY BOUNDARY
- EXISTING/PROPOSED TRAFFIC SIGNALS
- A — OPTION CROSS SECTION (SEE NOTE 1)
- EXISTING/PROPOSED TREE
- EXISTING/PROPOSED HEDGE
- EXISTING DITCH

NOTES
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Rev	Description	By	Date	Chk'd	Auth
S2	FOR INFORMATION		07/19		ARPT

Stat	Purpose of Issue	Date	Auth

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cambridgeshirehighways@skanska.co.uk

Project: MADINGLEY ROAD CYCLE AND WALKING SCHEME

Title: OPTION 2 LAYOUT SHEET 1 OF 1

DRAFT

Original Scale	Designed	Drawn	Checked	Authorised
1:1000	CL Date 23/07/19	JC Date 23/07/19	JC Date 23/07/19	ARPT Date 23/07/19

Status S2 | Drawing Number 5020112-SKA-HGN-ZZ-DR-CH-0013 | Rev P01

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