



GREATER
CAMBRIDGE
PARTNERSHIP

Growing and sharing prosperity

MADINGLEY ROAD

CYCLING AND WALKING PROJECT



Have your say on better walking and cycling journeys

Complete the survey online at:
www.greatercambridge.org.uk/MadingleyRdConsultation2020

The consultation closes at midday on Monday 2 March 2020

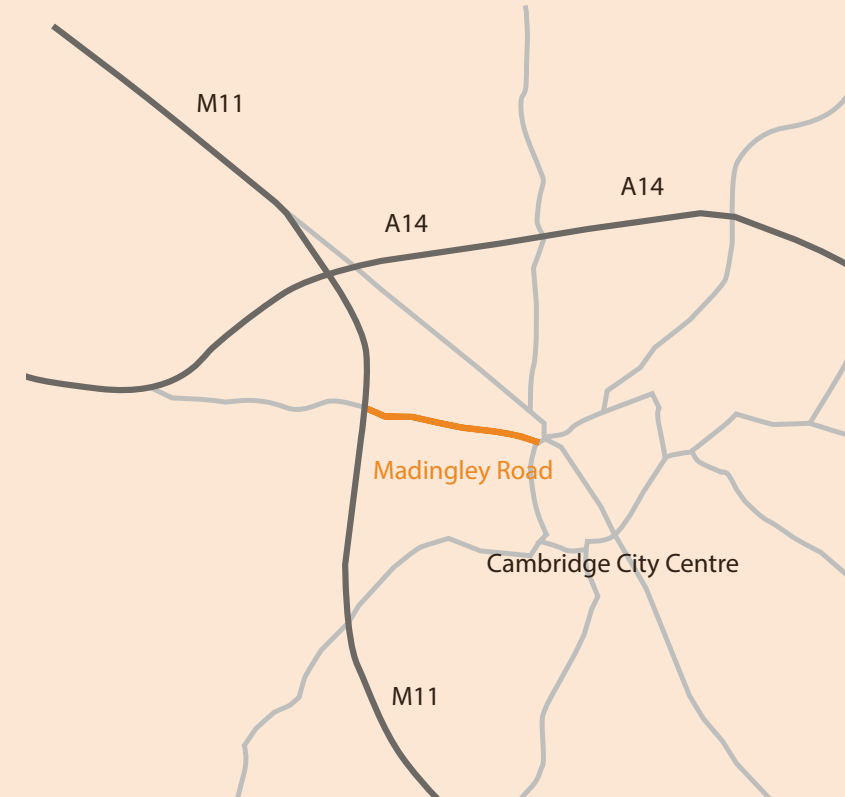
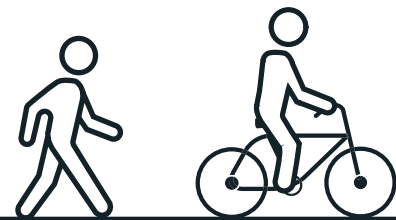
INTRODUCTION

The Greater Cambridge Partnership is working on an infrastructure programme to improve connectivity and quality of life for thousands of people.

The Greater Cambridge Partnership (GCP) is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £1 billion over 15 years, to vital improvements in infrastructure, supporting the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships. The partnership of councils, business and academia work together with partners and local communities to grow and share prosperity and improve quality of life for the people of Greater Cambridge, now and in the future.

Madingley Road is one of the key routes into Cambridge. It suffers from considerable congestion, particularly at the junction with the M11, and there are some large development sites on this corridor, notably the West Cambridge development.

It is an attractive area that has many trees and landscaping features, including ditches, which potentially support a range of habitat types.



WHAT'S HAPPENED SO FAR

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

THE SCHEME AIMS TO:



WHAT ARE THE OPTIONS?

OPTION 1

This option provides one-way cycleways on both sides of Madingley Road which would be semi-segregated from general traffic. New crossings have been included for pedestrians and cyclists. This option does not require us to obtain access to any land from third parties to enable construction.

OPTION 2

This option provides a two-way cycleway on the north side of the road and a one-way cycleway on the south side. Cycleways are mostly segregated from general traffic by a landscaping strip between the carriageway and cycleway. New crossings have also been included in this option for pedestrians and cyclists. Parts of this option require us to obtain access to some land from third parties to enable construction and would be subject to land negotiations.



Provide better cycling and walking links



Enhance the streetscape with improved and additional landscaping



Reduce air pollution and improve public health



Improve overall connectivity and accessibility within Greater Cambridge to support economic growth

MADINGLEY ROAD **OPTION 1**

Map is indicative only and is subject to change

More information on some of these elements can be found on page 8.
Larger versions of this map including visualisations in this leaflet are available online at www.greatercambridge.org.uk/MadingleyRdConsultation2020

KEY

Road

Footpath

Cycleway

Shared use path

Toucan crossing

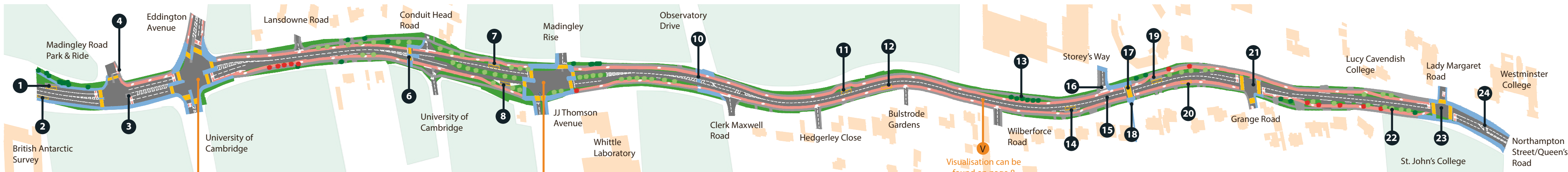
Verge

Existing tree

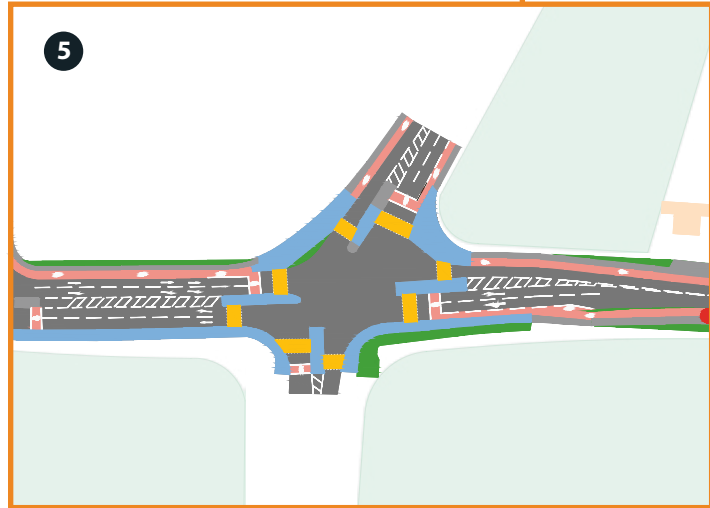
Proposed tree

Tree to be removed

Visualisation viewpoint



EDDINGTON AVENUE JUNCTION



JJ THOMSON AVENUE JUNCTION



ITEM KEY

- 1

Bus stop near Madingley Road Park & Ride - location retained (inbound)
- 2

Bus stop near Madingley Road Park & Ride - location retained (outbound)
- 3

New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride
- 4

New cycleway exit from Madingley Road Park & Ride
- 5

Madingley Road / Eddington Avenue junction redesign
- 6

New Toucan crossing for pedestrians and cyclists near Conduit Head Road
- 7

Floating bus stop near Madingley Rise - relocated approx. 20m east (inbound)
- 8

Floating bus stop near JJ Thomson Avenue - relocated approx. 55m east (outbound)
- 9

Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign
- 10

Informal crossing point near Clerk Maxwell Road improved
- 11

Floating bus stop near Hedgerley Close - relocated approx. 55m west (inbound)
- 12

Bus stop near Bulstrode Gardens - relocated approx. 45m east (outbound)
- 13

Trees and ditch adjacent to Churchill College retained
- 14

Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)
- 15

Right turn lane and island removed at Madingley Road / Storey's Way junction
- 16

New raised Copenhagen style crossing
- 17

Toucan crossing for pedestrians and cyclists near Storey's Way retained
- 18

Area between crossing and footpath near Storey's Way widened and decluttered
- 19

Floating bus stop near Storey's Way - location retained (inbound)
- 20

Bus stop near Storey's Way - relocated approx. 45m east (outbound)
- 21

Madingley Road / Grange Road junction redesign
- 22

Lay-by near Lady Margaret Road removed
- 23

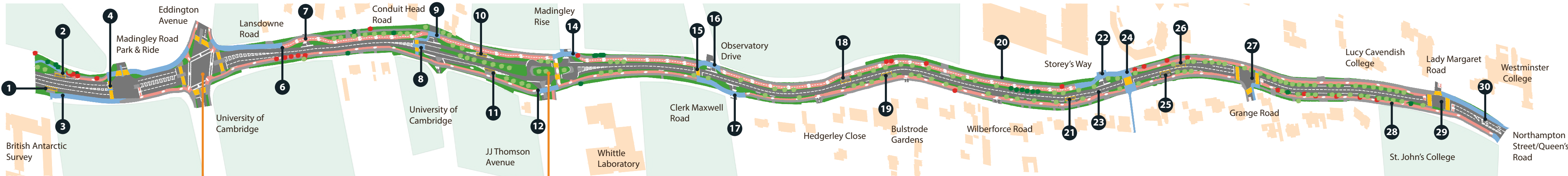
Madingley Road / Lady Margaret Road junction redesign and a new Toucan crossing added
- 24

Pedestrian crossing near Lady Margaret Road removed

MADINGLEY ROAD **OPTION 2**

Map is indicative only and is subject to change

More information on some of these elements can be found on page 9.
Larger versions of this map including visualisations in this leaflet are available online at www.greatercambridge.org.uk/MadingleyRdConsultation2020



KEY

Road

Footpath

Cycleway

Shared use path

Toucan crossing

Verge

Existing tree

Proposed tree

Tree to be removed

EDDINGTON AVENUE JUNCTION

JJ THOMSON AVENUE JUNCTION

ITEM KEY

1

Bus stop near Madingley Road Park & Ride - location retained (outbound)

2

Bus stop near Madingley Road Park & Ride - location retained (inbound)

3

Shared use path widened near British Antarctic Survey

4

New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride

5

Madingley Road / Eddington Avenue junction redesign

6

New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections)

7

Raised priority crossing for pedestrians and cyclists across Lansdowne Road

8

New Toucan crossing for pedestrians and cyclists near Conduit Head Road

9

Raised priority crossing for pedestrians and cyclists across Conduit Head Road

10

Floating bus stop near Conduit Head Road - location retained (inbound)

11

Floating bus stop near Conduit Head Road - relocated approx. 35m east (outbound)

12

Raised priority crossing for pedestrians and cyclists across JJ Thomson Avenue

13

Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign

14

Raised priority crossing for pedestrians and cyclists across Madingley Rise

15

New Toucan crossing for pedestrians and cyclists near Clerk Maxwell Road

16

Raised priority crossing for pedestrians and cyclists across Observatory Drive

17

Raised priority crossing for pedestrians and cyclists across Clerk Maxwell Road

18

Floating bus stop near Hedgerley Close - relocated approx. 55m west (inbound)

19

Bus stop near Bulstrode Gardens - relocated approx. 50m east (outbound)

20

Ditch adjacent to Churchill College relocated

21

Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)

22

Raised priority crossing for pedestrians and cyclists across Storey's Way

23

Right turn lane and island removed at Madingley Road / Storey's Way junction

24

Toucan crossing for pedestrians and cyclists and waiting areas widened and decluttered

25

Floating bus stop near Storey's Way - relocated approx. 15m east (outbound)

26

Floating bus stop near Storey's Way - relocated approx. 35m east (inbound)

27

Madingley Road / Grange Road junction redesign

28

Lay-by near Lady Margaret Road removed

29

Madingley Road / Lady Margaret Road junction redesign

30

Pedestrian crossing near Lady Margaret Road removed

6

7

TECHNICAL DETAILS **OPTION 1**

3 & 6 New Toucan signalised crossing for pedestrians and cyclists

- Proposal for new push-button request crossings, which allow pedestrians to cross and cyclists to ride across, at various locations.

5 Madingley Road / Eddington junction redesign

- The general existing layout of the junction is to be retained.
- Widened shared use areas to reduce user conflict between cars, pedestrians and cyclists.

9 Madingley Road / JJ Thomson Avenue / Madingley Rise

- A proposal to signalise this junction to improve crossings for pedestrians and cyclists.
- Central reserve areas to be landscaped.

18 Widened area between crossing and footpath near Storey's Way

- A proposal to rearrange lighting and pedestrian guardrail to remove obstacles and widen the waiting area for the existing crossing. This will reduce conflict with people waiting to cross and those passing the crossing.

21 Madingley Road / Grange Road junction redesign

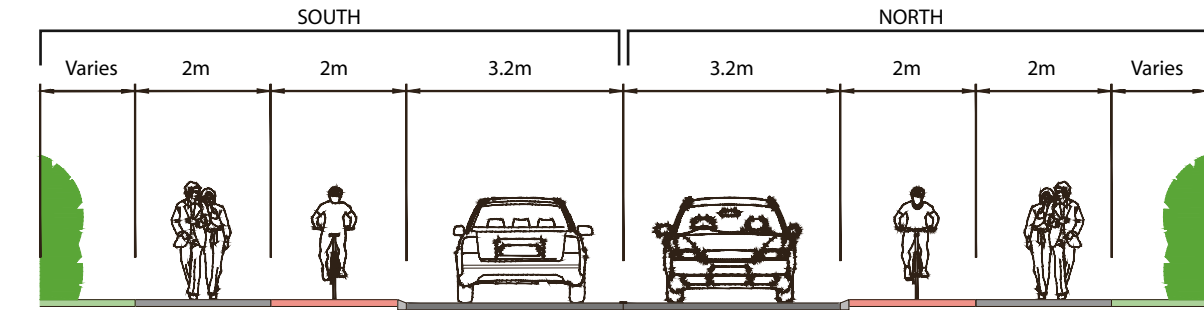
- A proposal to remove the central island at this crossing and add an additional pedestrian crossing point to the existing layout.

23 Madingley Road / Lady Margaret Road junction redesign

- A proposal to add signal controlled pedestrian and cyclist crossing facilities at this junction.
- Central islands to be removed to allow pedestrians and cyclists to cross in a single movement.



VISUALISATION NEAR CHURCHILL COLLEGE



Cross section of proposed Option 1 – note this is indicative only and is subject to change

TECHNICAL DETAILS **OPTION 2**

4, 8 & 15 New Toucan crossing for pedestrians and cyclists

- As Option 1 No. 3 & 6.

5 Madingley Road / Eddington junction redesign

- Islands will be realigned to allow pedestrians and cyclists to cross in a single movement.
- Widened shared use areas to reduce conflict between pedestrians and cyclists.
- Segregated cycle crossings will reduce conflict with crossing pedestrians.

6 New two-way cycleway between Lansdowne Road and Storey's Way (some shared use path connections)

- A proposal for a two-way cycleway for the majority of the route between Madingley Road / Eddington junction to Storey's Way.
- Offers an opportunity to avoid crossing at Eddington junction, by using other crossings along Madingley Road.

7, 9, 12, 14, 16, 17 & 22 Raised priority crossing for pedestrians and cyclists across side roads

- Proposals to give pedestrians and cyclists priority over traffic at side roads.

13 Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign

- A proposal to create an oval roundabout to simplify traffic movements and pedestrian/cyclist crossings at entries/exits of the junction.
- Segregation of cyclists and pedestrians over a new crossing of Madingley Road in this location.

24 Improved Toucan crossing by Storey's Way for pedestrians and cyclists, and waiting areas widened

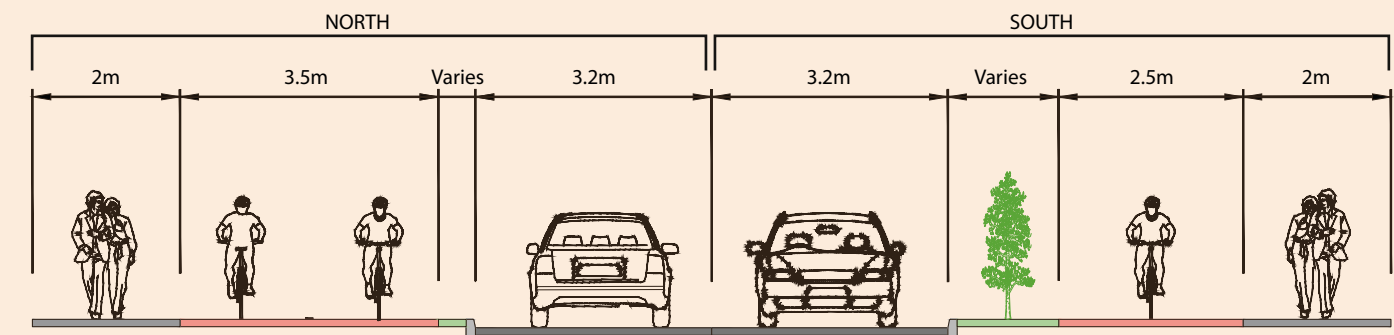
- Rearranged lighting and pedestrian guardrail to remove obstacles and widened waiting area to reduce conflict with people waiting to cross and those passing the crossing.

27 Madingley Road / Grange Road junction redesign

- As Option 1 No. 21.

29 Madingley Road / Lady Margaret Road junction redesign

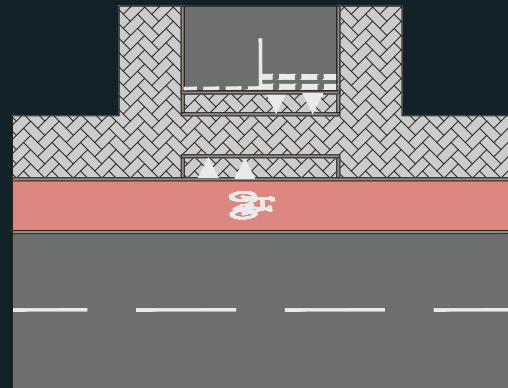
- As Option 1 No. 23.



Cross section of proposed Option 2 – note this is indicative only and is subject to change

What is a Copenhagen crossing?

A Copenhagen style crossing provides a continuation of the footway and / or cycleway across a minor side road junction. Through the design it will be made obvious to vehicles approaching the junction that they must give way to pedestrians and cyclists. This is achieved by including ramps, markings, colouration of surfaces and by ensuring that the corners are relatively tight.



What is a floating bus stop?

A floating bus stop is an arrangement that involves a cycleway running behind a passenger boarding area at a bus stop between an island and the footway. The advantage of a floating bus stop is that people cycling do not have to negotiate out and around stopped buses. This reduces conflict between bus and cycle traffic.



Floating bus stops are proposed at:

OPTION 1

7 8 11 14 19

OPTION 2

10 11 18 19 21 25 26

LINKS TO OTHER PROJECTS:

CAMBOURNE TO CAMBRIDGE

The Cambourne to Cambridge Better Public Transport project aims to improve the reliability of public transport between Cambourne and Cambridge, helping to ease congestion and encourage people to use sustainable transport rather than the private car, connect communities and support growth. Find out more at <http://greatercambridge.org.uk/cambournetocambridge>

COMBERTON GREENWAY

The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes, including from Comberton, that will link surrounding towns and villages to Cambridge. Find out more at <http://greatercambridge.org.uk/greenways>

LANDSCAPING PALETTE **PARK & RIDE TO EDDINGTON AVENUE**



A630, Rotherham © Pictorial Meadows



Wild flowers Cardiff road, Newport © Tim Dowd



© Pictorial Meadows



Motorway near Rotherham, UK © Pictorial Meadows

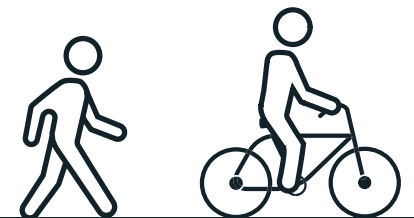


Alongside the Newport to Cardiff road © Euroflor flower meadows

The landscaping for this scheme has been carefully considered to maintain and enhance green areas along Madingley Road. The above palette shows the landscaping proposals for the area between Madingley Road Park & Ride and Eddington Avenue, which reflects the rural outer fringe character of this end of the road.

For the full landscaping palette for Madingley Road and details please visit

www.greatercambridge.org.uk/MadingleyRdConsultation2020



YOUR VIEWS AND NEXT STEPS

LOCATION	DATE	TIME	ADDRESS
Selwyn College (drop-in)	Tuesday 28 January	6:30pm-8:30pm	Selwyn College, Grange Road Cambridge CB3 9DQ
Sainsbury's Eddington Avenue (pop-up)	Thursday 30 January	11:30am-1:30pm	Sainsbury's Eddington Avenue 27 Eddington Avenue, Cambridge CB3 1SE
Churchill College (drop-in)	Tuesday 4 February	6:30pm-8:30pm	Churchill College, Storey's Way Cambridge CB3 0DS

HAVE YOUR SAY



Fill out the online survey at:
[www.greatercambridge.org.uk/
MaddingleyRdConsultation2020](http://www.greatercambridge.org.uk/MaddingleyRdConsultation2020)



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[Facebook.com/GreaterCam](https://www.facebook.com/GreaterCam)



[@GreaterCambs](https://twitter.com/GreaterCambs) #MaddingleyRoad

**The consultation closes at midday
on Monday 2 March 2020**

**If you would prefer to complete a
paper version of the questionnaire
or would like it in large print, Braille,
audio tape or in another language,
please call 01223 699906.**



COMPLETION

16 to 24 months from start of
works, depending on option
chosen

AUTUMN 2020 TO AUTUMN 2021

Subject to Executive Board
approval, full design of scheme

EARLY 2020

Public consultation of two
options followed by evaluation
and preferred option

JANUARY 2019

Start of project and early
engagement to develop
options

Please note timescales are indicative
and dependent on approvals

Visit www.greatercambridge.org.uk/MaddingleyRdConsultation2020 for more information