

# Technical note

<b>Project:</b>	A428 Phase 2 Study	<b>To:</b>	Adrian Shepherd
<b>Subject:</b>	Use of Cambridge Rd	<b>From:</b>	Elena Martinez
<b>Date:</b>	18 Mar 2015	<b>cc:</b>	

## Introduction

This technical note has been produced to provide background as to why the use of Cambridge Road (linking Madingley village to the A1303) was not included as part of the options taken forward for detailed analysis as part of phase 2 of the A428 Study.

## Background

A suggestion to use the land north of the A428 off-slip as a P&R for the A428 and Western Orbital schemes was proposed by Cllr Francis Burkitt of SCDC. From this location buses would then proceed parallel to the A428 on a new road and turn right at Cambridge Road to re-join the A1303.

## Phase 1 Decision Making

A similar option (named Element 6) was considered during Phase 1 of the project (see attached Figure 1), described as “Bus routing from Madingley Mulch roundabout via Church Lane and Cambridge Road, re-joining Madingley Rise west of M11. Bus gate or similar on Cambridge Road to remove rat-running.”

This element was included in several sub-packages which were then scored as part of the initial sifting exercise (which brought the number of sub-packages down from 34 to 13). The main reason for excluding these options was that a widened bus lane on the A1303 would likely deliver similar benefits with a lower environmental impact.

It is worth noting that Cllr Burkitt’s idea of bypassing the A1303 to the north also bears similarities to Option C (which involves an offline bypass to the north of Cambridge Rd). Option C was introduced to the process during a workshop with CCC, and at that time an alternative of using Cambridge Rd instead of proposing a new offline link was not considered for the following reasons:

- The alignment of an offline link could be chosen to maximise bus speed, whereas using Cambridge Rd would restrict alignment options
- An offline link would be 2-directional and provide PM benefits
- Considerable reconstruction of Cambridge Rd would be required to bring it up to a suitable standard for buses to travel at a reasonable speed and with sufficient ride quality
- Restrictions on Cambridge Rd would need to be applied, with potential opposition from Madingley residents or the American Cemetery
- Bus restriction measures would need to be introduced at two locations on Cambridge Rd

## Further considerations

During a site visit with Cllr Burkitt in March 2015, benefits of using Cambridge Rd in lieu of offline construction were discussed. These included:

- Less visual impact than an offline route, due to being shielded by trees and using the existing road
- Reduced requirement for land take compared to an offline route
- No interference with the new “800 wood” north of Madingley Wood
- Cllr Burkitt also felt that Madingley residents were more likely to agree to this option rather than the offline link

Given the above, there is merit to considering the use of Cambridge Road as a variant of the offline alignment proposed by Option C. However, this could best be carried out together with consideration of the other responses to the consultation process.

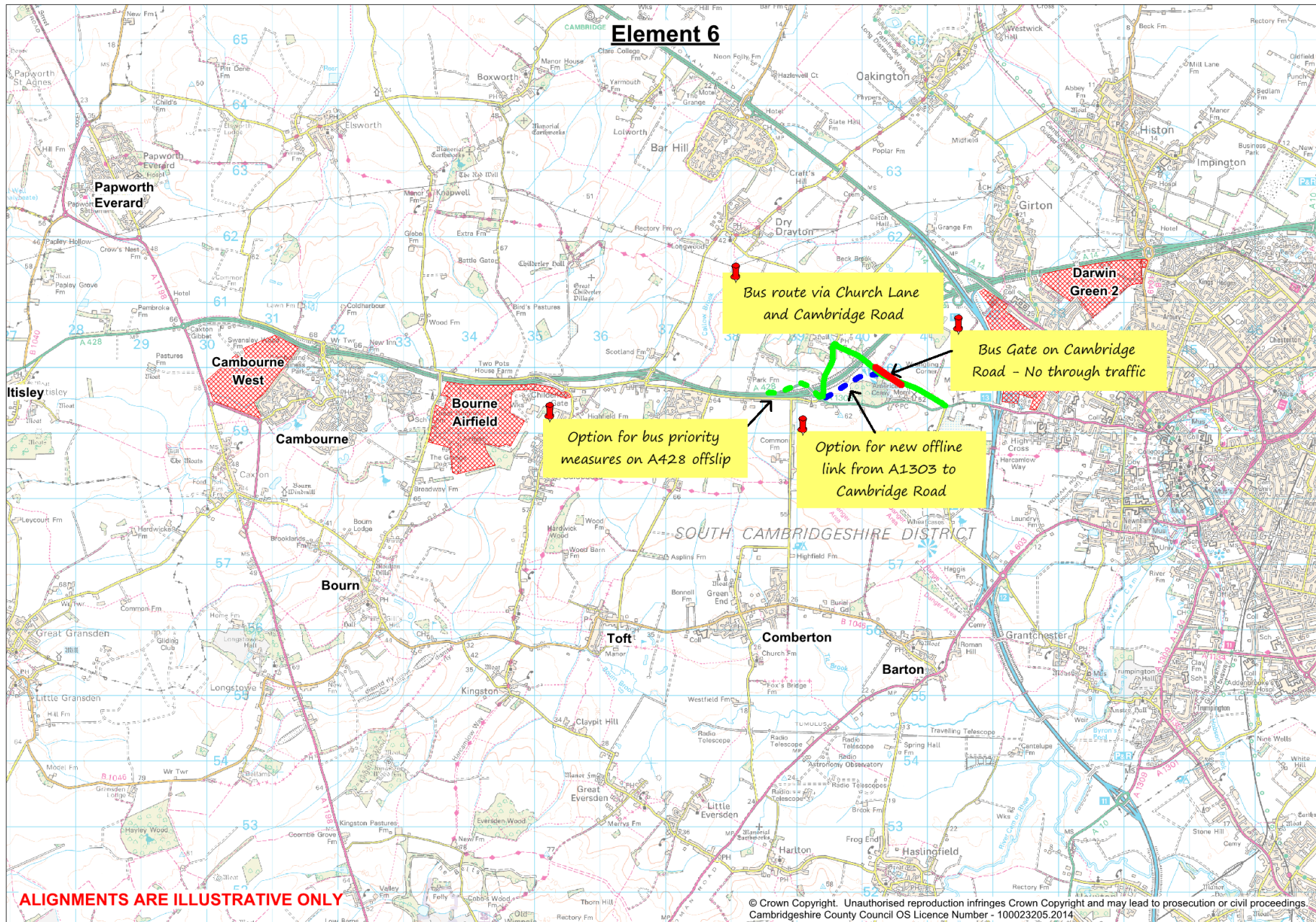
# Technical note

## Recommendation

It is recommended that consultation proceeds based on the four options agreed at the start of Phase 2 of the project. The performance and impacts of these options have been assessed to level of detail that will allow the team to answer related queries during consultation. Introducing a new option at this time and conducting the equivalent level of background work is not feasible due to timescales.

However, following consultation it is expected that the public and other stakeholders will have suggested modifications to the existing options, which the team will need to consider and assess. It is recommended that this variant of Option C is considered with others arising from consultation and assessed as part of this process.

# Technical note



# Technical note

