

**Report To:** Greater Cambridge Partnership Joint Assembly

12<sup>th</sup> September 2019

**Lead Officer:** Peter Blake – GCP Transport Director

### **MADINGLEY ROAD CYCLE AND WALKING PROJECT**

#### **1. Purpose**

- 1.1. On 6th December 2018 the GCP Executive Board agreed as part of the deliberations on the Cambourne to Cambridge project that cycle and pedestrian infrastructure improvements in Maddingley Road should be taken forward for delivery and developed in detail as a separate project.
- 1.2. The Maddingley 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 Maddingley 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 commence a public consultation on proposals for the scheme.
- 1.4. The Executive Board will be asked:
  - To note the progress made in working with residents and the community to shape the emerging options;
  - To approve the request to take the two emerging options to public consultation in the Autumn 2019/20; and
  - To approve the project milestones set out in paragraph 5.2.

#### **2. Background**

- 2.1. In January 2019, utilising initial work carried out in 2018, consultants were appointed to develop options for a high quality cycling and pedestrian route along Maddingley Road, from the Park and Ride site to the Northampton Street Roundabout. The brief requires that designs be sympathetic to the attractive and distinctive environment in Maddingley Road, which is recognised as one of Cambridge's greenest approaches.
- 2.2. To support initial options and development of the project, a series of pre-engagement events were held to seek to understand local and user expectations. These included:
  - Three Workshops to support the development of options:
    - A visioning development workshop with local members, residents, user groups, colleges and businesses. This was used to capture the expectations of the project from a stakeholder viewpoint and to ensure that any key information that would

impact on the development of options and the potential success of the project was understood.

- An early option workshop to test emerging ideas on the junctions and cross sections along the route.
- A concept workshop to present and discuss the two emerging options for public consultation and to further understand the potential impacts on users and residents.
- Four meetings with local resident groups, including a meeting to introduce the landscape architect and City Council Urban Designers and Tree Officer to discuss the environmental strategy options.
- Engagement with local Councillors to discuss project aims and objectives.
- Attendance at the City Council's West Area Committee in March 2019 to introduce the project and its aims.
- Online request for further public feedback on the issues and opportunities for improvements for walking and cycling on Madingley Road.

### **3. Key Issues and Considerations**

- 3.1. Engagement has been carried out at an early stage and that a series of pre-consultation workshops 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.
- 3.2. The workshops proved to be popular with stakeholders, who have actively engaged with officers in shaping the options. The documents at **Appendix 1 and 2** demonstrate how the information gained from workshops and online responses have been used to shape the development of the emerging options to date.
- 3.3. Madingley Road is an attractive area that has many trees and other 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.
- 3.4. In the area from Lady Margaret Road to JJ Thomson Avenue, over a number of years there have been encroachments onto the highway boundary, with the planting of hedges, bushes and trees. These have enhanced the biodiversity of the area and in many cases added 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.
- 3.5. 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 effective width available to the design, limiting options.
- 3.6. 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.
- 3.7. 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.

- 3.8. 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.

#### **4. Options and Emerging Recommendations**

- 4.1. 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 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.

#### **4.2. 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.

#### **4.3. 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.

#### **4.4. 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.

#### 4.5. Option Two – bi-directional cycleway opportunity:

- A two way cycleway option which would 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.
- Links 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 navigation of the Eddington junction by providing opportunity for cyclists to approach on the north to bypass this complex and difficult junction.
- It could reduce the impact of cyclists on other traffic at this junction.
- It should be noted that this opportunity would only be available with option two as land would be needed to provide the two way option.

4.6. It is recommended that both options are taken to public consultation in the autumn of 2019/20.

### 5. Next Steps and Milestones

#### 5.1 Next Steps

- Carry out road safety audit of emerging options.
- Continue to refine emerging options for public consultation.
- Prepare and carry out public consultation.
- Obtain more detailed information on public utility plant.

#### 5.2 Milestones

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

### 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

Paper	Link
Cambridge Suburbs and Approaches: Madingley Road	<a href="https://www.cambridge.gov.uk/media/2946/suburbs-and-approaches-madingley-road.pdf">https://www.cambridge.gov.uk/media/2946/suburbs-and-approaches-madingley-road.pdf</a>