



Greater Cambridge Partnership
SH1311
Shire Hall
Castle Hill
Cambridge
CB3 0AP

2 March 2020

Dear Sirs

Madingley Road Cycling and Walking Project consultation: response from the University of Cambridge

The University would like to thank the GCP for the early engagement in the development of this project and welcomes its ambitions to create a safer and more enjoyable environment for cycling and walking along this strategic corridor.

Through the implementation of its own Transport Strategy, as well as improvements to its existing estate and new developments, the University is supporting and encouraging staff to travel less by private car where possible. However, it is only by working with our partners such as the GCP that real change will be realised. Improvements to significant commuter corridors such as this one represents another step towards achieving the GCP's ambitions for a smarter, cleaner, more sustainable greater Cambridge.

The University welcomes the desire by the GCP to improve cycling and walking facilities along Madingley Road and is supportive of an option:

- that provides the best opportunities to support cyclists and pedestrians along and across this corridor;
- that encourages a change in driver behaviour through slower speeds, a greater proportion of space being given to sustainable modes, local demand management measures and a greening of the environment;
- where opportunities are given to cyclists and pedestrians to travel along the corridor in a seamless way on segregated routes without the need to switch to on-road or to share paths.

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As you will be aware, the University is developing its West and North West Cambridge sites and we would seek to ensure that measures included in the planning for these major developments have been incorporated in the design process for the proposed Maddingley Road Cycling and Walking Project.

The University's West Cambridge site is under consideration by the City and County Councils and it is important that these proposals are integrated:

- Both schemes must be delivered in a way to ensure that they provide a 'seamless-as-possible' experience for cycling and walking along and across this corridor;
- They are delivered in a timely and coordinated manner to limit the disruption to the transport network;
- The Maddingley Road Cycling and Walking proposals are considered in the context of future growth not just at West and North West Cambridge but also other developments to the west such as Bourn Airfield and West Cambourne, which for many working in Cambridge are an acceptable cycling distance;
- The GCP proposals align with the wider network (all modes) and are not seen in isolation for the sections where improvements are being proposed. These include the Ridgeway, Storey's Way, Coton Footpath and Huntingdon Road to enable cyclists and walkers to filter across Cambridge in a north-south movement;
- The University as part of the West Cambridge planning proposals (in agreement with the Planning Authority) is proposing changes to a number of the junctions and routes linking to Maddingley Road, to include:
 - A new toucan crossing at the Western Access Road (WAR) junction;
 - Re-opening of the Vet School access junction as a left-in and left-out service road; and
 - Re-designing Clerk Maxwell Road into a cycle street including a new toucan crossing.

It is imperative that the changes proposed to these junctions are considered in this context.

- The highway boundary shown near the WAR should be updated to reflect the revised 2015-16 highway works boundary and it would be helpful to include the future revised highway boundary (including all earthworks and drainage requirements) so that the impact of these works on the University tenants' and occupiers' land can be understood; and
- In addition to the above arrangements, the University would welcome confirmation/clarification that bus movements from JJ Thomson and Maddingley Road are not impacted by the proposed changes and would welcome further discussions to ensure that the JJ Thomson/Maddingley Road junction can operate with the future year flows whilst accommodating the desired improvements for walking, cycling and public transport.

We welcome the opportunity to continue discussions with GCP officers to ensure that the proposals identified for the Maddingley Road Cycling and Walking Project and the University's consented and allocated development aspirations in this area are and continue to be complementary and integrated.

To support these discussions please find attached a technical note produced by Stantec, the University's consultants for both the West and North West Cambridge Development sites.

Other considerations

Wider Strategic Connections - The University would welcome further details incorporated into this scheme to ensure that the proposals continue beyond the High Cross Junction. Consideration should be given to how this scheme fits with the wider cycle network and routes beyond Cambridge to include developments along the A428 at Bourn Airfield and West Camborne as well as the existing and proposed route to the north and south such as the Ridgeway, Coton Footway and Comberton Greenway. This would ensure that the route is not just considered as a west to east corridor but also to facilitate movements in a north to south direction.

We have some concerns that the proposed highway changes between Lady Margaret Drive and Northampton Street roundabout does little to improve the environment for cyclists and pedestrians. The University would welcome further details of how this scheme will connect into the emerging plans to create greater priority for more sustainable modes within the city centre and how additional space could be provided.

While the University recognises that space is limited in the area between Lady Margaret Drive and Northampton Street roundabout, we believe that more can be done to create a greater sense of priority for cyclists and walkers through a further reduction in traffic speeds to 20mph, and changing of the surface levels to create integrated spaces.

Further consideration to how additional space can be provided for cyclists and walkers in this area, as well as better integration between the proposed shared paths and the 'highway' enabling cyclists to gain the primary position from this point onwards (eastwards), would be welcomed.

Two-way cycling - A two-way cycle lane on the north side of Madingley Road between Eddington Avenue and Storey's Way is supported, as we believe this will accommodate the natural movement of cyclists (a movement that already exists) as they filter across to the southern side of Madingley Road or for movements along the north side of Madingley Road towards Churchill College.

Storey's Way junction - Storey's Way is already a significant interchange for cyclists and walkers travelling in all directions and formalisation of the crossing will provide a safer, seamless experience for these users.

Grange Road - The proposals do not make it clear how cyclists will turn right onto Grange Road from Madingley Road and how they will access the advanced cyclist stop line from the segregated cycle path. It would be helpful to provide more integrated solutions that clarify how cyclists will make this turn.

Speed limits along Madingley Road - The University welcomes the proposal to have a consistent 30mph speed limit along the corridor. However we would welcome a further reduction of traffic speeds to 20mph, specifically to the eastern end of Madingley Road where space is more restricted. We believe that this will create a safer environment for all, and reflect the changes from the west end of Madingley Road, where the carriageway is wider, with greater traffic flows. This gives the perception of higher traffic speeds compared with the east end, where the carriageway is narrower and walking and cycling movements are more dense.

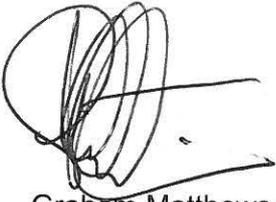
Landscaping and Biodiversity - Early consideration of landscaping and biodiversity and how this can be improved is refreshing. We recognise that option 2 has the greatest impact on landscaping and biodiversity, however, the scheme offers greater overall benefit to the environment and our communities. This benefit, though, has to be provided at an acceptable impact to the existing environment - such as limited impact on existing trees and hedges.

While Madingley Road is only a small section of a wider network, we hope that through strategic decisions to implement demand management measures across Cambridge the benefit to

individuals travelling along and across this corridor will be far greater than this scheme could realise in isolation.

The University is a committed partner of the GCP. We continue to invest in excess of £1m per annum in transport projects. This sum is in addition to the delivery of major transport infrastructure across its estate, innovative housing solutions and measures that reduce and mitigate the impact of transport from its developments. Such projects include: the Universal bus service, car clubs, cycle parking, electric vehicles and charging provision, personalised journey planning and more. The GCP investment in the Madingley Road Cycling and Walking Project will complement these measures, and is welcomed.

Yours faithfully

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Graham Matthews

Enc: Stantec's technical note