

Appendix 2	
<b>Cambridge Road, Madingley</b>	
<b>Summary of Objections</b>	<b>CCC Officer Response</b>
No safety improvements to Coton Madingley junction – vehicles still turn across traffic	The restriction means fewer vehicles are now using this junction, thus reducing turning movements
Farms have become less accessible. HGV and Tractor traffic has to go through the village	Some journeys are up to 1.5 miles longer due to the installation of the one-way on Cambridge Road
U turns outside nursery school	Reduced traffic flows will have improved safety for those accessing the nursery on foot and by bike; any turning movements on this section of Cambridge Road should also be easier with the lighter traffic
Has caused issues for large vehicles exiting Madingley Hall	CCC is liaising with the University about possible amendments to the Hall entrance
Limits access	All properties remain accessible to all traffic but may involve a longer journey for some drivers.
Increased traffic flows, speeds and air and noise pollution on Church Lane; dangers of existing chicane made worse by increased traffic flows, more dangerous for pedestrians on narrow footways on High Street & Church Lane	Monitoring shows that southbound traffic has increased on Church Lane in the AM peak with a smaller increase in the PM peak. This is to be expected with the restriction we have installed on Cambridge Road, however much of the additional traffic through the village is as a result of the A14 works. There has been only one collision at the existing chicane in the last 5 yrs, this occurred before implementation of the scheme, and involved only one vehicle with a slight injury.
Failure to address increase in vehicles through the village or speeding on Cambridge Road means the ETRO scheme has failed	The scheme could not address all issues; the Parish Council is keen to progress a 20mph speed limit in the near future; this could be complemented by additional traffic calming measures
Longer journeys – vehicles often queue on the A1303 in the morning rush hour with journeys up to 20 mins longer for drivers and bus passengers coming from Madingley & Dry Drayton	Buses operate outside of peak times through the village and so are largely unaffected by any congestion on Madingley Road.
One way on Cambridge Road has made drivers go faster – less encouraging to cycling	The scheme may have increased vehicle speeds slightly but cyclists have reported that the scheme has reduced incidents of close passing and now feels safer as a route
No evidence beforehand that it would increase cycling to work or school – or has done afterwards. Existing car journeys have been displaced rather than removed.	Pre- and post-scheme monitoring shows that cycling has increased, especially southbound on Cambridge Road in the AM peak and northbound in the PM peak. There is a 20% decrease in northbound vehicle journeys in the AM peak but no difference in the PM peak. Anecdotally some

	families are now cycling to school rather than driving
On what basis was the scheme identified?	There has been a long-standing desire in the local community, supported by local councillors and the Parish Council, to make cycling in Madingley safer and more attractive. Officers have also been involved in discussions with local campaigners and Camcycle over a number of years to carry out improvements. The closure or partial closure of Cambridge Road had been identified in those discussions.
Not joined up – Madingley Rd cycleway needs to be improved	GCP will be delivering an active travel scheme on Madingley Road
Too few cyclists to justify the scheme	The post-implementation data shows that there is a suppressed demand for cycling which infrastructure improvements will facilitate
Implement 20mph & install more traffic calming instead	There may be funding for a 20mph limit in the village in the CCC next bidding round
Close The Avenue instead	This could be future consideration if supported by the local community
<b>Support</b>	<b>Officer's Responses</b>
Promoting more sustainable travel such as walking, cycling and using public transport will improve the environment for all. The previous closure (of The Avenue during the A14 upgrade) made the area better for walking and cycling	Promoting sustainable travel is also required to facilitate the sustainable growth of Greater Cambridge.
A1303 junction seems much safer; reduced number of vehicles using the junction drivers exiting from Coton no longer have to watch for drivers exiting from Madingley	Coton/Madingley junction has a poor road safety record. Lower traffic levels at this location should make the road safer for all
Improved road safety especially for vulnerable users. Families are now cycling along Cambridge Road for leisure and school trips for the first time	Noted

Lower traffic levels have led to pleasanter cycling & walking & a perception of improved safety with motor vehicles only going in one direction & not close passing if a vehicle is coming in the other direction	Noted
Reduced traffic and air pollution	Air quality on Cambridge Road should improve as a result of lower traffic levels
Has stopped traffic trying to 'jump' the queue on the A1303	Noted
Parents dropping off at the nursery school feel safer; reduced traffic means fewer 'stand offs' between drivers in this narrow section	Noted
Extra width at the A1303 bus stop & the new crossing point has improved safety	Noted
<b>Neutral</b>	<b>Officer Responses</b>
The traffic needs to be monitored during the trial	Surveys were undertaken pre and post installation (in April and October). The results are set out in Appendix 3
A 20mph speed limit and speed reduction measures are more suitable	There may be funding for a 20mph limit in the village in the CCC next bidding round
An off-road cycle/ped path would be a better solution	This has been considered but there are issues with land ownership and cost which make this much more difficult to implement
Motorists are ignoring the no-entry signs making it more dangerous	We have worked with the Parish Council to improve signage and informed google maps a number of times of the one-way which unfortunately keeps being removed from their map. The number of contraventions is reducing as drivers become aware of the scheme. There have been no recorded collisions associated with the scheme since implementation.
Other through routes are either not possible such as Storey's Way or difficult such as Eddington so this adds another mile to the journey and another 10 minutes of queuing	Some journeys will be slightly longer due to the scheme.

Problems associated with events at Madingley Hall causing significant increases of traffic on Church Lane	The scheme may encourage more people to cycle to events but it is recognised that there will be more traffic on Church Lane as a result of the scheme.
Concern about increased speeds and damage to Church Lane	There may be funding for a 20mph limit in the village in the CCC next bidding round
The one-way arrangement encourages higher speeds.	Speeds have increased but not significantly
The traffic calming features recently installed are in the wrong place	This was installed as part of another project and not something we can address as part of this scheme.
Lack of consultation of Dry Drayton residents	Whilst we did not undertake a letter drop for Dry Drayton residents, as we did for Madingley residents, we contacted the Parish Council for feedback following implementation.

### Stakeholder Responses

Madingley Parish Council	<p>CCC website (deadline 24<sup>th</sup> August) designed to canvass opinion. Recipients were requested to spread the word by forwarding the email to any others who might want a say.</p> <p>While members of the PC were in favour of the proposal, a reply to the email from Park Farm said it would cause difficulty for the farm if Dry Drayton Rd became one-way. Their vehicles would be unable to use their recently upgraded track onto Dry Drayton Rd and would instead have to come through the village more frequently. A reply from Madingley Hall mentioned the frequent need for long vehicles to gain access to the site: specifically mentioned were scaffolders' lorries, full-sized tractors, commercial catering and laundry heavy goods vehicles, mini-buses and coaches including 52-seat vehicles. No other local businesses replied to the email, but they had the opportunity to voice any concerns directly by completing the CCC survey.</p> <p>At the PC meeting on 11<sup>th</sup> August 2021, because of the concerns of the farm and Madingley Hall, there was a vote (3 to 1) against implementing the scheme. (This was despite the fact that two members of the parish council lived on Cambridge Rd. Later, a third resident of Cambridge Rd joined the PC. The other two members of the PC experience at first hand traffic on Church Lane and the High St, respectively.)</p> <p>On 3<sup>rd</sup> November 2021 the PC was informed by the county councillor, Michael Atkins, that because of local concerns and the narrowness of the road, the Dry Drayton Rd proposal wouldn't be taken forward. Furthermore, there would be no special cycle lane at the start of Cambridge Rd, and this would allow room for longer vehicles to turn into Madingley Hall. The direction of travel was also altered to become northbound, thereby stopping the rat-running via Church Lane to Madingley Rd (A1303) via Cambridge Rd. Having considered the concerns of local stakeholders, CCC decided the trial should go ahead</p>
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## SHOULD THE ACTIVE TRAVEL TRIAL FOR CAMBRIDGE RD, MADINGLEY BE MADE PERMANENT?

### Background

Before Covid-19 struck, Madingley was suffering from excess rat-running through the village to such an extent that it was difficult for residents to use Cambridge Rd as a commuting route by car into town, if the arrival time mattered (e.g. for school), and there were many complaints about aggressive driving on Church Lane. Dry Drayton Rd had problems with speeding vehicles and the Parish Council was regularly hearing complaints about all three problems. At the time the PC was also being asked to encourage cycle commuting and to make things easier for walkers.

On 2<sup>nd</sup> Aug 2021 a member of the PC sent an email to local businesses (Park Farm, PX Farms, The Three Horseshoes, Madingley Hall and the two local cemeteries) and to some residents from different parts of the village explaining a proposal by Cambridgeshire County Council to run an Active Travel trial on Cambridge Rd and Dry Drayton Rd, the direction of travel being from north to south. The purpose of the email was to alert recipients to respond to a survey on the.

Once the infrastructure was put in place, members of the PC felt the right thing to do was support the trial. Surveys were mounted periodically during the morning rush hour and reports sent to Vanessa Kelly, the manager of the scheme. Statistics included: the number of vehicles ignoring the signage and exiting onto Madingley Rd; the number turning back before the junction (either at the US Cemetery, or closer to the junction) and the number of cyclists, walkers and runners in a given time. Any concerns about signage, etc. were reported and swiftly attended to by the Active Travel team. Alterations included: changing the position of water-filled bollards; re-filling some bollards with water after vandalism; introducing wands to effectively close the end of the road to cars; strengthening the final turning point with hard core and providing additional signage at the US Cemetery. After the initial chaotic scenes, most drivers are now aware of the scheme, and most are compliant.

Before considering benefits and disbenefits of the Active Travel Trial, it is relevant to note why Cambridge Rd was dangerous to walk or cycle along before the scheme was trialled:

- The road has bends and undulates; much of it is tree lined and there are several blind spots making it dangerous in places for walkers (who are without a proper verge for much of the way) and cyclists.
- When drivers overtook without caution on the brow of a hill it was alarming for cyclists when an oncoming car had to slam on the breaks.
- The line of parked cars by the nursery, and outside nos. 17-19, effectively made sections of the road single track and this regularly resulted in aggressive driving and angry exchanges by impatient rat-

runners wanting to reach the A1303 while avoiding the queues on Madingley Rise.

- During the morning rush hour there were usually tailbacks on Cambridge Rd from the junction with the A1303. On a bad day, tailbacks stretched to the back entrance of the US Cemetery. The only way for cyclists to reach Madingley Rd in those circumstances was to overtake the stationary or slow-moving vehicles and hope to cut in when a vehicle approached in the opposite direction. This would have been too dangerous an exercise for infant and primary school children and impossibly dangerous for a parent with a bike fitted with a baby carriage.

### **Benefits**

A year on we can see that a quieter, safer, pleasanter Cambridge Rd has brought some significant benefits.

1. For parents of young school children, it now feels both safe and enjoyable to cycle to Coton School or Eddington and then continue to their own place of work. Two families (one from Dry Drayton) regularly cycle with a baby carriage.
2. The road also feels safer for recreational and commuting cyclists, from young to old, and occasional horse riders.
3. A significant advantage of getting to school or work by bike is the ability to estimate the journey time much more accurately than when driving. This reduces anxiety, especially when the arrival time is either important or critical.
4. The quieter, safer road also benefits runners and walkers – including those walking from Madingley Hall to the bus stop on the A1303 and walkers using Cambridge Rd to link with other footpaths. Visitors to the grounds of the US Cemetery and local people walking in the '800 Wood' also benefit. Litter-picking no longer feels dangerous.
5. Children from the Stephen Perse Nursery and the staff who supervise them benefit from the fact that Cambridge Rd can be crossed more easily to access the '800 Wood' for their regular walks there.
6. For parents dropping children off at the nursery, being crowded by reckless drivers is no longer a worry.
7. Some residents of Cambridge Rd have noted significant benefits to mental health in no longer having the noisy early morning traffic and the rush hour traffic rat-running via Church Lane, which in addition to the (often considerable) noise from the A 428 was oppressive.
8. Without the morning traffic queuing at the end of Cambridge Rd to cross the A1303, or join it in either direction, traffic flow is smoother down Madingley Rise.
9. The parish council has been made aware of only one accident at the junction with the A1303 during the trial period, reportedly caused by a driver ignoring signage with the intention of illegally entering the junction. Before the scheme was trialled, the junction was known to be

dangerous, in particular for drivers crossing into Coton or turning right up the hill.

10. For many residents the inconvenience of having to drive into town by an alternative route is outweighed by the reduction in southbound traffic.
11. There are no longer stressful exchanges on the sections of this road made narrow by parked cars. Southbound drivers, either residents or those needing access, wait patiently; and the junction between Cambridge Rd and the A1303 is no longer hazardous.
12. With fewer vehicles, there is less danger for wildlife in the band of woodland alongside the road and in the chalk pit wood adjacent to the '800 Wood'. And there has been less 'road-kill' on Cambridge Rd.

Overall, the closure of a section of Cambridge Rd to southbound traffic has resulted in significant benefits to mental and physical health and the road is now used by both pedestrians and cyclists and horse riders to an extent impossible before.

#### **Disbenefits**

1. Any driver using Cambridge Rd southbound for access will be obliged to turn around. For small vehicles this can be done fairly easily. Larger vehicles can only turn in the US Cemetery entrance or in the entrance to Home Farm.
2. Long vehicles going to Madingley Hall may first have to go round the mini roundabout in order to directly face the Hall gates. Long vehicles on the A1303 have to negotiate the curve in the road by the bus stop by the Coton junction.
3. Residents of Cambridge Rd have a slightly longer route into town than previously. (At least one is ambivalent about the scheme.)
4. On occasions when Church Lane is closed (for example for essential road or infrastructure maintenance) drivers have a longer route out of the village than previously, either via Dry Drayton Rd or the Avenue.
5. Farm vehicles from PX Farms sometimes go through the village instead of accessing the A1303 via Cambridge Rd. PX Farm vehicles used to, and presumably still do, also exit some fields via Moor Barns Farm or via the concrete farm track and farm bridge over the A428. Before the trial period PX Farm vehicles sometimes went through the village anyway, for example, after collecting the sugar beet harvest in January 2020.
6. It is conceivable that restricting Cambridge Road traffic to northbound vehicles might cause practical difficulties for the CCC Highways Dept. in maintaining the highway and hedges, but this would need to be confirmed by the relevant departments.

#### **Other Observations**

1. Residents and local businesses have had ample opportunity to voice their thoughts about the part closure of Cambridge Rd, whether positive or negative -- firstly by responding to the survey on the CCC website in August 2021 or, later, by responding to two separate surveys which were advertised by a letter from Vanessa Kelly to every household and local business, the first dated 20/9/22 and the second dated 27/1/23. (A member of the parish council contacted local businesses, landowners, and some residents, on 2 Aug 2021, to alert them to the initial survey, and asked the recipients to forward the email 'to others who might want a say'.)

2. A few residents who are against the Active Travel trial assert that the current traffic on Church Lane is caused by it. The PC has not been provided with any evidence to support this assertion; in fact, the most likely reason for any increase in traffic currently coming through Madingley is the opening of the A14 access road, the A1307, in 2020. This has effectively turned Madingley into a strategic link between the A428 and the A14. In the morning the flow is via Church Lane and the High St. (In the afternoon the flow is, additionally, via Cambridge Rd.) In the report produced in 2015 by the County Council's traffic consultants, it was anticipated that Madingley would be negatively impacted by the opening of the Avenue onto the A14 relief road.<sup>1</sup> And so it has proved.

3. Dry Drayton Rd almost immediately became quieter and safer once the A14 access road opened.

### **Critical Issues to be Addressed when Evaluating the Active Travel Trial**

1. Do the disbenefits outweigh the benefits?

2. Is the limitation of the entrance to Madingley Hall via its gates a critical factor?

3. Should the decision be based entirely on current road usage *or on a projected increase in active travel as the younger children in Madingley become old enough to cycle to school?* (In recent years, the demographics of the village have begun to change; there are at present nine children in Granary Court and fourteen in Church Lane. If we want to encourage young families into the village, we want the children to benefit not only from the attractive play area but also from having the option to cycle the short distance to school safely without the need for a car, if they choose to do so; and for their parents to have the option of commuting by bike to their own workplaces.)

4. Do the disbenefits outweigh the need for us all to do more to change our habits, exercise more and reduce our carbon footprints where we can?

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<sup>1</sup> (See 7.2.3 in: <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/projects/TR010018/TR010018-002179-Cambridgeshire%20County%20Council%20-%20Response%20to%20Examining%20Authority%20Second%20Written%20Questions.pdf>)



	<p><b>If the Scheme is Made Permanent...</b></p> <p>1. It would be helpful if an allocated turning place could be created for delivery vans, council vehicles, etc. It isn't reasonable to expect the US Cemetery to pay for the additional wear and tear on their driveway caused by large vehicles turning.</p> <p>2. A concerted effort should be made to get more residents to cycle, for example by trialling electric bikes.</p> <p><b>If the Scheme is Dropped...</b></p> <p>1. It may discourage young families who have been looking forward to cycling safely with their children to school when they are old enough.</p> <p>2. Parents who currently cycle with their children to nursery or school wouldn't be able to use the road if the traffic patterns of the past return. And some adults, especially the elderly, may be discouraged from commuting.</p> <p>3. The 40mph speed limit could be kept and a reminder sign fixed a little distance away from the A1303 junction in case drivers fail to notice the speed limit as they turn into Cambridge Rd.</p> <p>4. The wider pavements could be retained by the Bus Stop on the A1303, because the path at that point was dangerously narrow for cyclists coming out from town. The wider pavement on the Coton side of the junction is also very helpful.</p> <p style="text-align: right;">Madingley Parish Council 11<sup>th</sup> October 2023</p>
<p>Dry Drayton Parish Council</p>	<p>1. We are still receiving negative feedback about the road closure even now, and would suggest that the invitation/method to feedback individually was not clear to Dry Drayton residents within 6 months of the ETRO implementation, although it may have been to those living in Madingley.</p> <p>Please note, the feedback from Dry Drayton was on behalf of a number of residents but has only been tallied as one- please see more below.</p> <p>2. I have been through the written representations that you forwarded to our Clerk and would make the following observations.</p> <p>32 are in favour of the road closure.</p> <p>25 are against the road closure.</p> <p>HOWEVER, of the 15 comments listed as 'neither for or against' - from reading them all ,</p> <p>5 are impartial and 10 are against the ETRO.</p> <p>This obviously puts a very different spin on the numbers for and against.</p>

Even more concerning is that the original feedback from Dry Drayton Parish Council is classified under this heading and we were, and still are, against the ETRO.

I quote from another representation-

"I would very much appreciate your explanation of how these roadworks will improve traffic in Madingley. At present I can't help but feel disappointed."  
How can this be classified as impartial?

**We would urge a re-evaluation of all representations.**

3. Additionally, the parish council is extremely concerned that the feedback from the major Agribusiness (PX Farms) in the area has been ignored; the representation from PX farms clearly highlights the additional problems caused by this road closure/traffic calming measures.

Surely, Cambridgeshire County Council should be supporting local business, not making negotiation of local roads more difficult, - Active Travel is not an alternative for them.

4. For those who do not cycle, and I would suggest that it is the greater majority of Dry Drayton and Madingley residents, taking the alternative route up Church Lane, not only takes longer, but creates significantly more emissions which surely is as important a consideration as 'Active Travel'- Moreover, the option of catching a bus in either of the 2 villages is not realistic given the infrequent services, so the majority have no option but to drive.

4A. The remaining open route south out of the village along Church Lane is now much busier post ETRO implementation; the road has a number of safety issues exacerbated by the increased traffic flow.

This route out of Madingley village to connect with regular public transport is the obvious one for pedestrians, being much shorter than Cambridge Rd, but there is no continuous pavement.

The chicane, from previous traffic calming measures, is on a bend with a large tree at the edge of the road, increases the hazards for all road users.

5. There are many points and suggestions made in the representations relating to further improvements required for cyclists; can you confirm that these will be addressed whatever the outcome of the ETRO?

6. The calming work at the junction of Cambridge Road and the A1303 has not delivered.

This is still an extremely dangerous junction with cars driving at considerable speed down the A1303;

the manoeuvre out from Cambridge Rd, Cotton is a perilous one, particularly if the motorist wishes to go forward or turn right.

Why was a roundabout or traffic lights never considered?  
Furthermore, I understand a comment from the police attending a recent accident at this location was that if ever there was a junction that needed traffic lights, it was this one!

7. My last point is probably one that does not relate to Active Traffic specifically, but more to the current and future road infrastructure in the area, with significantly more homes being built/ to be built in the locality. In fact, this as a particular point that was discussed at the Madingley Hall meeting with Cait Findlay ( Cambridge News)

Why, when the A14 improvements were planned was no improved provision made to travel from the A428 to the A14 Northbound, or from the M11 to the A428 Westbound .

Why when driving Southbound on the A14/M11 can motorists not exit at J13?

The lack of the above options force motorists to use the C roads through Madingley and Dry Drayton- clearly something for the planners to consider.

## **MADINGLEY ESTATE, CAMBRIDGESHIRE ACTIVE TRAVEL SCHEME – TRINITY COLLEGE RESPONSE**

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### **1.0 Introduction**

This note follows an approach from my client's tenant PX Farms regarding the closure of the Cambridge Road (towards Madingley village). We understand this section of road has been closed as part of the Active Travel Scheme in Cambridgeshire and that the Madingley scheme has been implemented on an experimental basis. We have been advised that the Council will consider any feedback before deciding whether to implement the scheme permanently.

The proposed scheme will introduce a length of one-way traffic for motor vehicles on Cambridge Road. Motor vehicles will only be permitted to proceed from A1303 towards Madingley village and not in the opposite direction. The alternative route for traffic affected will be via Church Lane and A1303 Madingley Road. Two-way travel will be retained for cyclists. We understand this scheme has been implemented by an Experimental Traffic Regulation Order to see if the proposals work in practice.

My client Trinity College Cambridge owns land to the north of Cambridge Road (as shown on the plan edged red).

### **2.0 Discussion**

As a directly adjoining landowner we write with a response to the proposed scheme at Madingley on behalf of our client Trinity College.

The Madingley Estate is a predominantly an agricultural holding let, almost entirely, to PX Farms under a Farm Business Tenancy. Cambridge Road provides the sole highways access to fields south of the holding.

From a farm operational perspective, the proposal to introduce a length of one-way traffic for motor vehicles on Cambridge Road presents several challenges.

Historically machinery returning from the fields to the south of the holding would travel along Cambridge Rd to the A1303, turn left and then turn off to the farmyard. This journey is approximately 1.3km from the main gateway. With the proposed scheme in place machinery is required to pass through Madingley village, up Church Lane to the A1303 roundabout, along this road (past the Cambridge Rd junction) until the farm entrance on the left, this journey is approximately 4 km. An increased journey has many financial implications such as, increased fuel consumption, increased machinery wear and tear and the cost of increased time spent in a non-productive manner. There is also the inevitable situation that farm traffic will get stuck in commuter traffic from the A428 into Cambridge.

From a practical point of view this scheme will require all farm machinery including large HGVs, the combine and sprayer to pass through the village of Madingley which will inevitably cause traffic disruptions given their size and the throughflow of existing traffic. Cambridge Road has permanent road traffic calming measures in place which makes access challenging for large machinery. In addition to the permanent traffic calming measures the proposed scheme has introduced temporary traffic calming measures which adds another level of difficulty in relation to access. Further to the traffic calming measures, Cambridge Road (Madingley Village end) does not have any parking restrictions, therefore a significant length of the road is used for parking, which again restricts the width of the road and therefore the access. There is even a sign on the A1303 which states that the Cambridge Road is unsuitable for HGV access however the scheme leaves no option but for HGVs and large agricultural machinery to use this road for access to Trinity College's farm.

In addition to the impacts on the existing farm business should my client be required to re-let this property market, the closure of this road would have a detrimental impact on the attraction of this property from an perspective given the inconvenience, increased journey time and likelihood of being caught up in commut

We understand that the first confirmed reason for the Order is to avoid danger to persons or other traffic u However, by directing all agricultural traffic (including HGVs) through Madingley village, we believe that th increases the danger to persons and other traffic using the road, especially as the agricultural traffic is rec the nursery school, children's playground and the Church.

The second reason is to facilitate the passage on the road or any other road of any class of traffic (includi pedestrians). We do not believe that by implementing this road scheme the Council is facilitating the pass if anything the scheme will cause greater traffic issues in the wider Madingley area, including the village it Lane to the A428 roundabout and the A1303 around the Coton and Cambridge Road junctions as you hav pedestrians and cyclists turning onto the A1303 and cars and heavy machinery turning from the A1303 or Cambridge Road across the flow of the traffic coming from the A428.

### **3.0 Response**

On account of the operational and financial disadvantages caused as a result of the proposed Order to int Way Traffic except pedal cycles, on Cambridge Road, Madingley/Coton. The College must object to the C made permanent using the reference PR0825.

