

## Madingley Road Walking and Cycling Improvements

Report to: Greater Cambridge Partnership Joint Assembly

Date: 20 February 2025

Lead Officer: Peter Blake – Interim Director of GCP

### 1. Background

- 1.1. The Madingley Road area is one of the main access 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 West Cambridge.
- 1.2. The Greater Cambridge Partnership (GCP) Executive Board has previously agreed that cycle and pedestrian infrastructure improvements on Madingley Road should be taken forward for delivery. The Madingley Road proposals support the GCP's transport vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.
- 1.3. This scheme is a walking and cycling improvement project along Madingley Road from its junction with Eddington Avenue to its junction with Queens Road/ Northampton Road. The proposed scheme includes a variety of new features and segregation designed to make it easier and safer to travel this route into and out of the city. There will also be opportunities for new and improved landscaping and tree planting.
- 1.4. The scheme has been further developed since the Executive Board endorsed the proposed option. The paper updates the Joint Assembly and Executive Board on developments with the scheme and outlines next steps.

### 2. Issues for Discussion

- 2.1. Two options were previously considered by the Joint Assembly and Executive Board which had been subject to public consultation (outlined in Appendix 1). Both options proposed largely segregated priority cycle and walking routes. The main difference between the two options was Option 2 would utilise areas of privately owned land and would deliver more impactful changes at key junctions. It additionally sought to provide a two-way cycle route from Storeys Way to Eddington Avenue to support the opportunity to travel to Eddington without the need to cross

this busy road and it offered alternative junction arrangements at the Eddington and JJ Thomson Avenue junctions.

- 2.2 Option 2 was marginally more popular at the consultation (47% to 37% with 15% of respondees not stating a preference). There were however a number of elements from Option 1 which received significant support and officers recommended taking forward.
- 2.3 The Executive Board agreed in principle to take forward Option 2 and the key elements of Option 1, to the next stage of work. This included further scheme design, discussion with local landowners on access to land, and negotiation with the developers of the Cambridge West and Eddington sites.
- 2.4 Significant work has been undertaken since the Executive Board decision. This focussed initially on dialogue with National Highways and the developers of the Cambridge West and Eddington sites. To ensure consistency with the planned developments in the area and with National Highways requirements, changes have been required. In particular this focussed on junction redesign to ensure the planned developments could go ahead.
- 2.5 Further scheme development found that 27 trees would be removed as part of construction, with limited potential for replacement. Discussions around land acquisition concluded that more limited parcels of land could be secured, impacting both on the scheme design, but also on the construction plan – making it more expensive and lengthening the construction period of the project.
- 2.6 The combination of these issues led to a review of the scheme design to ensure deliverability, public acceptability and that scheme complements the key development sites along the corridor.

### 3. Consultation and Engagement

- 3.1 As part the review into the scheme design, officers have worked closely with local members, stakeholders and the local community. Initial discussions took place with local members and with the Madingley Road Residents Forum, as well as the Non-Motorised User Groups in late 2023.
- 3.2 Wider local engagement took place for a period of four weeks from 2 September to 30 September 2024. This sought views from the public and stakeholders on possible walking and cycling improvements along Madingley Road.
- 3.3 The proposals, based on previous Madingley Road options, are outlined in Appendix 2, and included:
  - Segregated footways and cycleways.
  - Raised tables for pedestrian and cycle priority.
  - New and improved crossings.
  - Junction improvements.
  - Landscape enhancements.
  - Relocated bus stops.
  - Traffic calming measures.

- 3.4 A total of 348 responses were received via the online survey and 21 responses were submitted via email to the GCP. Overall, 70% of respondents supported or strongly supported the updated proposals, with 28% opposed or strongly opposed. 69% of responses believed the proposals would improve connectivity, compared to 25% who did not. Different design features received differing levels of support – segregated cycle lanes received 73% support (with 25% against), and controlled crossings had 67% support, 24% against. Full details are included in Appendix 3.
- 3.5 The two most common comments expressed related to the geographic scope of the project, suggesting that the scheme should extend further west towards, or past, the existing P&R site as well as further east, beyond the Northampton Street and Queen’s Road junction. The third most cited view related to concerns about the congestion and emissions impact of the proposal due to changes to road space for motor vehicles and additional signalised crossings. All three points will be addressed if the Executive Board agrees to progress with scheme design and consultation.

## 4. Options and Emerging Recommendations

- 4.1 The paper provides an update on the active travel proposals for Madingley Road and stakeholder engagement, which have been summarised within the paper.
- 4.2 Based on the above, the Executive Board will be asked to:
- (a) Note progress of the project including design option change, and agree to take forward the revised proposals to the detailed design phase;
  - (b) Note the public and stakeholder engagement undertaken and agree to a full consultation on the detailed proposals; and
  - (c) Request officers develop the Outline Business Case for the scheme and bring final proposals back to the Board.

## 5. Alignment with City Deal Objectives

- 5.1 The Madingley Road scheme meets the multiple objectives of the City Deal Assurance Framework by offering a green active travel corridor, enabling both safe and reliable travel to homes, workplaces, schools, and local and city centre shops. The scheme also promotes the use of sustainable travel modes including walking and cycling. In turn, improved provision of active travel modes will also support Greater Cambridge’s growth, including development of new housing and employment sites.

## 6. Citizen’s Assembly

- 6.1 Citizens’ Assembly members developed and prioritised their vision for transport in Greater Cambridge. The Madingley Road scheme is to directly contribute to delivery of a number of key elements, namely:

- Contribute to securing the continued economic success of the area through improved access and connectivity;
- Contribute to improvements to air quality and enhancements to active travel, supporting a healthier population;
- Contribute to reducing carbon emissions in line with the partners' zero carbon commitments;
- Helping to address social inequalities where poor provision of transport is a contributing factor; and
- Wellbeing and productivity benefits from improving people's journeys to and from employment.

## 7. Financial Implications

7.1 At this stage there are no financial changes required to the budget.

Have the resource implications been cleared by Finance: Yes.  
Name of Financial Officer: Sarah Heywood

## 8. Next Steps and Milestones

8.1 As set out in this report, it is proposed to move to the next stage of design which will be detailed design, once the detailed design has been completed, business case completion and final consultation, before coming back to the Executive Board.

## List of Appendices

Appendix 1	Madingley Road proposal options
Appendix 2	Madingley Road 2024 Engagement Brochure
Appendix 3	Madingley Road Engagement Analysis Report

## Background Papers

Source Documents	Location
None	-