

Produced by the Cambridgeshire Research Group



Madingley Road Pre-consultation  
Engagement:  
Summary report of major comment themes

Comment Theme	Respondents comments
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt that travel for cyclists and pedestrians along Madingley Road was unsafe, due to: <ul style="list-style-type: none"> <li>○ Inconsistent cycle lanes</li> <li>○ A lack of visibility at junctions</li> <li>○ A lack of designated crossing points</li> <li>○ Conflicts with motorised traffic at junctions</li> <li>○ The condition of road/path surfaces</li> </ul> </li> </ul>
<b>Pedestrian/Cyclist crossings</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme were concerned about a lack of designated crossing points along Madingley Road and nearby streets, feeling it was resulting in pedestrians and cyclists being forced to cross at unsafe locations. Areas where crossings were felt to be needed included: <ul style="list-style-type: none"> <li>○ High Cross/Madingley Road Park &amp; Ride</li> <li>○ Lady Margaret Road</li> <li>○ Conduit Head Road</li> <li>○ Storey's Way</li> <li>○ Northhampton Street</li> <li>○ Grange Road</li> <li>○ Clerk Maxwell Road</li> </ul> </li> <li>• Some respondents who discussed this theme felt that existing crossing points were unsuitable, particularly those that were two stage crossings. These respondents felt that existing crossings needed to be large enough to accommodate users with wheelchairs, buggies and cargo bikes while allowing enough time for slower users to cross safely</li> </ul>
<b>Width of footpaths and cycle paths</b>	<ul style="list-style-type: none"> <li>• Some of the respondents who discussed this theme felt that shared use paths along Madingley Road were not wide enough to accommodate both pedestrians and cyclists, particularly those with wheelchairs, buggies and cargo bikes</li> <li>• Some of the respondents who discussed this theme felt that Madingley Road needed to be widened to accommodate on-road cycle paths on both sides of the road <ul style="list-style-type: none"> <li>○ Some of these respondents discussed the junction layouts, in places such as JJ Thomson Avenue, feeling they had space wasted with the concrete islands</li> </ul> </li> </ul>
<b>Re-design of junctions</b>	<ul style="list-style-type: none"> <li>• Respondents who discussed this theme felt the junctions along Madingley Road needed to be redesigned with pedestrian and cycle accessibility as a priority. Respondents felt that: <ul style="list-style-type: none"> <li>○ Safety and accessibility could be improved for cyclists and pedestrians by introducing Dutch style crossings at junctions along the route</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Visibility from roads joining Madingley Road was poor</li> <li>○ Cyclists using the on-road cycle lanes requiring a right turn off Madingley Road needed to expose themselves to motorised traffic or negotiate difficult and confusing layouts</li> <li>○ Traffic light sequencing was too short</li> </ul>
<b>Segregated paths</b>	<ul style="list-style-type: none"> <li>● Some of the respondents who discussed this theme felt that cyclists and pedestrians should have paths segregated from motorised traffic and each other, as they felt the size of shared use paths was causing conflict between users <ul style="list-style-type: none"> <li>○ Some respondents felt this was a particular issue around roundabouts and at shared use crossings</li> </ul> </li> <li>● A few of the respondents who discussed this theme felt that cycle routes should be on-road, designed in a similar fashion to Hills Road, to avoid conflict with pedestrians and ensure cycle routes remain consistent</li> </ul>
<b>Continuous cycle routes</b>	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that the cycle routes needed to remain consistent along Madingley Road, as they felt current routes ended abruptly or required difficult to manage changes from off-road to on-road. These respondents also felt they needed to connect to other routes and extend to areas like Queen's Road roundabout</li> </ul>
<b>Traffic light phasing</b>	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that the phasing of the traffic lights along Madingley Road needed adjusting <ul style="list-style-type: none"> <li>○ Some of these respondents felt that the timings for pedestrian/cycle crossings were too short for slower users to cross safely</li> <li>○ Some of these respondents felt there was not enough time for cyclists to turn across traffic from advanced stopping boxes before that traffic also got a green light</li> </ul> </li> </ul>
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>● Respondents who discussed this theme felt that maintenance needed to be improved along Madingley Road <ul style="list-style-type: none"> <li>○ Some of these respondents discussed the current condition of the cycle path and road surfaces, which they felt to be poor</li> <li>○ Some of these respondents discussed the road surface markings for cycle lanes and advanced stopping boxes, which they felt to be in poor condition and difficult to see</li> <li>○ A few of these respondents discussed the greenery along the route, feeling it needed to be trimmed often enough to ensure visibility remained and routes were not blocked</li> </ul> </li> </ul>

<b>Environment</b>	<ul style="list-style-type: none"><li>• Respondents who discussed this theme felt that improvements should ensure existing landscaping along Madingley Road was kept<ul style="list-style-type: none"><li>○ Some of these respondents also felt that Madingley Road could contain more green landscaping, particularly around areas where there were dual road lanes such as the junction at JJ Thomson Avenue</li></ul></li></ul>
<b>Speed limit reduction</b>	<ul style="list-style-type: none"><li>• Respondents who discussed this theme felt that the speed limit should be consistent along Madingley Road, at 30 MPH</li></ul>