

Madingley Road Cycle and Walking Project
Summarised Stakeholder Feedback and Design Response for
Workshops Two and Three

Madingley Road Cycle and Walking Scheme
Summarised Stakeholder Workshop 2 (28/05/2019) Comments, Online Feedback
Comments and Design Responses/Actions

Cross Sections

General

| Ref | Comment | Design Response |
|------------|--|--|
| 1 | Stakeholder Workshop 2 Option 2 marked as preferred option for this cross section A-A | Stakeholder Workshop 3 Layout options to be based on Option 2. |
| 2 | Question about visibility at junctions due to proposed vegetation. | Visibility will be considered at all junctions, particularly in regards to new/existing vegetation. |
| 3 | Speed limit should be reduced to 30mph throughout. | Proposals can be for 30mph with agreement. |
| 4 | A retaining wall was proposed for the level difference on Stakeholder Workshop 2 Section A-A to provide a flatter verge. | Retaining wall would not be ideal for this area and will be avoided if possible due to cost, future maintenance and potential issues for adjacent landowners and footway users. |
| 5 | Development of 34-36 Madingley Road visibility concerns highlighted. | Visibility will be considered for accesses in future design stages. |
| 6 | Stakeholder Workshop 2 Section B-B Option 4 preferred. | Option will not be used due to issues surrounding a footway within Churchill College land. Stakeholder Workshop 3 Option 2 shows ditch relocated further into Churchill College land to provide cycleway and footway facilities. |
| 7 | Keeping ditch favourable | Ditch will be kept, however Stakeholder Workshop 3 Option 2 to suggest relocation of ditch to provide cycleway and footway facilities. |
| 8 | Stakeholder Workshop 2 Section C-C Option 3 preferred | Cross section to be used in layout options. A modified cross section will be used in options where a bi-directional cycleway is not provided. |
| 9 | A lack of visibility at junctions | All junctions will be checked for visibility during future design stages. Some vegetation clearance may be necessary to facilitate visibility requirements. |
| 10 | Lack of designated crossing points. Suggested locations; Park & Ride, Lady Margeret Road, Conduit Head Road, Storey's Way, Northampton Street, Grange Road and Clerk Maxwell Road. | Additional crossing locations as suggested have been provided across the two Stakeholder Workshop 3 options. Northampton Street has not been included as this is outside of the scheme extents. |

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| 11 | Conflict with motorised traffic at junctions. | Priority pedestrian and cyclist crossings set back from the carriageway has been provided on Stakeholder Workshop 3 Option 2. However, on Stakeholder Workshop 3 Option 1 where it is proposed that there will be no additional land available, the cycleway is located adjacent to the carriageway due to visibility constraints. |
| 12 | Condition of carriageway/footpath surfacing. | Due to the changes in alignment and addition of a cycleway it is likely that the scheme will involve resurfacing, however this will be confirmed at later design stages. |
| 13 | Two stage crossings are unpopular. Crossing islands need to be able to accommodate cyclists, wheel chairs and buggies. | Two stage crossings have been removed for Grange Road Junction on both options. Stakeholder Workshop 3 Option 1 features two stage crossings for Eddington junction, however the islands have been made larger. On Stakeholder Workshop 3 Option 2, Eddington junction has been shown as a 1 stage crossing with refuge island for slower users. Two stage crossings for JJ Thomson & Madingley Rise junction are necessary due to the crossing distance. However the islands are large enough to accommodate all users. |
| 14 | Space wasted on concrete islands on JJ Thomson junction. | Necessary to provide islands at this junction to allow crossings. Where islands are required, these are proposed to be green rather than concrete. |
| 15 | Pedestrian and cycle priority at junctions. | Stakeholder Workshop 3 Option 2 proposes cycle and pedestrian priority at most junctions, where the crossing is set back from the main carriageway. |
| 16 | Introduction of Dutch style crossings | Dutch style crossings were proposed on the junction options at Stakeholder Workshop 2 but were widely rejected, so are not proposed for Stakeholder Workshop 3. |
| 17 | Cyclist using on road cycleways find right turns difficult to negotiate. | Stakeholder Workshop 3 Options look to avoid on-road cycleways, and also provide a number of crossing points to navigate junctions safely. |
| 18 | Traffic light sequencing too short. | Timing of traffic lights will be modelled at later design stages. |

Cycling

| | Comment | Response |
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| 19 | Bi-Directional cycleways should be consistently applied. | Stakeholder Workshop 3 Options have been produced to show bi-directional for some of the scheme, in key areas supported by pedestrian/cyclist count data. |
| 20 | Cycleways marked as 2.5m width | Cycleway width have been increased to 2.5m on Stakeholder Workshop 3 options where space allows. |
| 21 | Tree Planting protection wanted between carriageway and cycleway. | A balanced cross section has been applied to Stakeholder Workshop 3 Option 2 to try to introduce as much tree planting between cycleway and carriageway as possible. Stakeholder Workshop 3 Option 1 feature this arrangement where space allows. |
| 22 | Full/reduced height kerb separation between segregated cycleway and footway not favourable | Stakeholder Workshop 2 feedback is mixed on this. Therefore the layout will be informed by the Stakeholder Workshop 3 Feedback. |
| 23 | 1.5m segregated cycleway is concerning | This width has not been used on Stakeholder Workshop 3 options. |
| 24 | 3.5m is acceptable for bi-directional cycling | This width has been used on Stakeholder Workshop 3 bi-directional sections. |
| 25 | Cambridge kerb dangerous in the wet. | Cambridge kerb use has been minimised with full segregation favoured, but may still require usage in constrained areas in Stakeholder Workshop 3 Option 1. |
| 26 | Madingley Road to be widened to accommodate on road cycle paths on both sides of the road. | Segregated cycleways have been greatly preferred during both Stakeholder workshops that have taken place. On road cycleways has been avoided where possible. |
| 27 | Cycleways should be consistent | The approach taken on Stakeholder Workshop 3 options is to apply a consistent approach to cycleways, however due to space constraints and junction features it has been necessary to change the way the cycleway works at times. |

Pedestrian

| Ref | Comment | Response |
|------------|--|---|
| 28 | Comments asking for formal kerb separation for pedestrians and cyclists. | Stakeholder Workshop 3 options can be separated by kerb if required. This is to be confirmed at Stakeholder Workshop 3. |
| 29 | Comments asking for no kerb separation between footway and cyclists. | |
| 30 | Shared paths are not wide enough for pedestrians and cyclists. | Stakeholder Workshop 3 options show segregated cycleways and footways for the majority of Madingley Road. |
| 31 | Footways and cycleways should be segregated. | Stakeholder Workshop 3 Options sometimes show the footway and cycleway adjacent to each other but physical segregation could be applied as necessary at future design stages. |

Horse Riding

| Ref | Comment | Response |
|------------|-------------------------------------|---|
| 32 | Shared use and NMU paths requested. | Shared use is not supported by the majority of stakeholders so it has been avoided where possible. However we have widened the cycleway to provide an alternative for Stakeholder Workshop 3. |

Carriageway

| Ref | Comment | Response |
|------------|--|---|
| 33 | Carriageway width of 3.2m is favourable | This is included on Stakeholder Workshop 3 layout options. |
| 34 | Space needed to pass emergency vehicles | This has been considered for Stakeholder Workshop 3 layout options. |
| 35 | Shift carriageway over to 'even out' the cross section | Stakeholder Workshop 3 Option 2 has been based on an 'even' cross section between junctions. This may affect the underground utilities in the area. |

Environment

| Ref | Comment | Response |
|------------|--|---|
| 36 | Green space is favourable | Stakeholder Workshop 3 Layout options show green space with indicative landscaping details (trees) |
| 37 | Some opposition to trimming back overgrown hedges. | The green look of the road will be maintained where possible, however it may require some vegetation maintenance to provide width in constrained areas. |

Junction Comments

Eddington

| Ref | Comment | Response |
|------------|--|--|
| 38 | Green the space | Green space to be provided where appropriate. |
| 39 | 30mph essential | 30mph are shown in Stakeholder Workshop 3 layout options. |
| 40 | Missing protected cycleways | Segregated cycleways are included within the Stakeholder Workshop 3 layout options where space allows. |
| 41 | Change feel of the route on East side to give priority to cyclists/pedestrians to discourage cars going forwards | Better facilities for pedestrians/cyclists are included on proposed Stakeholder Workshop 3 options. However the effect on vehicles must be considered in this location due to the potential negative impacts to the M11. |
| 42 | More perpendicular crossing islands (Eddington Avenue) | Due to orientation of Eddington Avenue it is necessary to feature the existing island alignment to allow vehicle movements. |
| 43 | Horse rider route from north to south | Horse riders to be considered for crossings – including setting back an extra push button at useable height for horse riders in future design stages. |
| 44 | Two stage cyclist junction is not favourable | This option has not been taken forward to the Stakeholder Workshop 3 layout options. |
| 45 | Curves added to cycleways to avoid right angles at junctions. | Right angles have been avoided in favour of smooth alignments in Stakeholder Workshop 3 layout options. |
| 46 | Parallel pedestrian zebra and cycleway crossings not favourable | This type of crossing has not been used on the junction for the Stakeholder Workshop 3 layout options. |
| 47 | Crossings could be toucans | Toucan crossings have been proposed for Stakeholder Workshop 3 options. |

JJ Thomson Avenue & Madingley Rise

| Ref | Comment | Response |
|------------|---|---|
| 48 | Roundabout option is favourable for the lack of lights and greenery. | Option has been included for Stakeholder Workshop 3 layout options. |
| 49 | Crossings on roundabout option should be controlled rather than zebra. | Zebra crossings have not been used on Stakeholder Workshop 3 layout options. |
| 50 | Set-back pedestrian and cyclist priority crossing of side roads favourable. | Where space allows, this type of crossing will be included on Stakeholder Workshop 3 layout Option 2. |
| 51 | Enhanced greenery is required | Green spaces to be included on all future options. |

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| 52 | No signal needed at JJ Thomson Avenue (Right turn into Madingley Road) | Signal for right turn required due to safety issues associated with a fully signalised junction. |
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Storey's Wa

| Ref | Comment | Response |
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| 53 | Comment about not providing protected cycleways. | Stakeholder Workshop 3 Option 1 constraints require that the cycleway is next to the carriageway for the junction for visibility and safety. Option 2 features some land take which allows for a protected cycleway to be set back from the junction. |
| 54 | Sketch of proposed diagonal crossing from footway to both sides of Storey's Way. | This idea has not been included on the Stakeholder Workshop 3 options due amount of 'red time' to allow pedestrians to cross the 20-45m required. Instead the crossing has been widened to allow greater movements towards a desire line, but also not excluding users who want to go towards Cambridge city centre. |
| 55 | Either side of pedestrian crossing marked with 'no space for waiting cyclists' | All Stakeholder Workshop 3 options feature larger areas to allow pedestrians and cyclist to wait without blocking the footway or cycleway in this area. |
| 56 | Right turn lane not favourable | This has not been proposed on Stakeholder Workshop 3 options. |
| 57 | Storey's Way cycleway should be one-way | Where the cycleway is adjacent to the carriageway, it will be one-way for safety. |

Grange Road

| Ref | Comment | Response |
|-----|---|---|
| 58 | Comments about shared use around junction. | Shared use can be provided in this area, but at the expense of a segregated cycleway. This may be further considered post Workshop 3. |
| 59 | Comment to remove cycle box. | Advanced stop line used on the westbound carriageway due to the constraints of this location a segregated lane cannot be provided, which may encourage cyclists to use the carriageway. |
| 60 | Request for zebra crossing instead of signal controlled. | Not included as the zebra crossing would not work with the rest of the signal controlled junction. |
| 61 | Comments about cyclists going around the signals, rather than wait. | Potential improper use cannot be avoided due to the necessity for cyclists travelling southbound to have to wait at the signal |

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| | | controlled junction. Shared use, which would formalise this movement has been included on Stakeholder Workshop 3 options. |
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Lady Margaret Road

| Ref | Comment | Response |
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| 62 | Comments around current situation where cyclist join pavement at speed on the westbound side of the carriageway. | Stakeholder Workshop 3 Option 1 features a segregated entrance to the cycleway to avoid this maneuverer. Stakeholder Workshop 3 Option 2 is shared use, but with an entrance to the segregated cycleway situated just off the junction. The proposed shared use for the Stakeholder Workshop 3 Option 2 is to reduce conflict at the narrow crossing points. |
| 63 | Concerns about how the scheme tied into existing arrangements. | Small section of shared use has been proposed at the end of the scheme to ensure appropriate tie-in to the existing arrangement. |
| 64 | Lay-by not favourable. | Lay-by not included on Stakeholder Workshop 3 options |
| 65 | Cycle box required | All Stakeholder Workshop 3 options extents have been extended to show advanced stop line for cyclists. |
| 66 | South east foot path must be shared use | Area of shared use proposed on all Stakeholder Workshop 3 options to enable tie-in to existing arrangement. |
| 67 | Can cyclist have traffic light priority? | Not included at this stage, as there are concerns that any additional phases will affect the functionality of the junction. This can be further reviewed at the traffic signal design and traffic modelling. |
| 68 | Are there different options for traffic movements? | Due to the constraint of the junction, there is only a limited way traffic movements can be accommodated. |
| 69 | Can south east footway be dedicated cycleway and footway (segregated)? | Due to space constraints and the need to tie-into an existing shared use arrangement this was not included on Stakeholder Workshop 3 options. |
| 70 | Improvements for cyclist turning right at roundabout. (Northampton Street & Queen's Road) | Roundabout is outside of the scheme extents. Cyclists turning right at the roundabout would be expected to use the carriageway, as there is not a safe way of allowing a crossing from the cycleway to the other side of the carriageway. |

Madingley Road Cycle and Walking Scheme
Summarised Stakeholder Workshop 3 (23/07/2019) Comments and Design
Responses/Actions

Scheme Comments

General

| Ref | Comment | No. of related comments | Design Response |
|------------|--|--------------------------------|---|
| 1 | Comments about avoiding shared space. | 3 | Shared space has been avoided where possible, however it is necessary to use this provision to ensure accessibility of crossings and accesses in key locations. Where shared use has been proposed, it is intended to be a better quality than the existing arrangement. |
| 2 | Comments requesting segregated cycle facilities between Lady Margaret's Road and Northampton Street Junction. Some suggestions of St John's land take to provide width for the improvements. | 6 | Due to the width constraints, there is not enough space to provide reasonable segregated cycle and pedestrian facilities in this location. The Northampton Street junction does not have segregated facilities, and as such would not tie-in to segregated facilities. Any such improvements requiring land take would be appropriate to be included within any improvement scheme for the junction rather than this Madingley Road scheme. |
| 3 | Comment about footpath between Madingley Road and Clarkson Road requiring improvements. | 1 | The footpath is not included within the scope of this scheme, however due to previous workshop feedback, we have proposed to de-clutter the entrance to the path and make the footway wider for ease of crossing. |
| 4 | Comment with preference cyclists and pedestrians to be clearly and physically segregated. | 1 | Level segregation is to be proposed where the cycleway is adjacent to the footway to ensure that the segregation is efficient. |
| 5 | Comments suggesting 2m with hard segregation is not suitable for overtaking on a 1-way cycleway. One comment suggested 2.4m minimum width in this scenario. | 2 | Cycleway width will be reviewed where hard segregation is used to ensure adequate width for overtaking. |
| 6 | Comments favouring Cambridge Kerb. | 7 | Cambridge Kerb will be used where proposed in Stakeholder Workshop 3. It is also now proposed to be used rather than hard segregation in constrained areas. |

| Ref | Comment | No. of related comments | Design Response |
|------------|--|--------------------------------|---|
| 7 | Comments regarding visibility concerns of existing and proposed access and junctions. | 5 | Visibility will be checked as part of future design stages to ensure that the proposed junctions and accesses are safe to use. |
| 8 | Comment regarding one way cycleway markings required. | 1 | Markings to be specified in future design stages. Likely to be similar to other provisions in Cambridge for one-way cycleways. |
| 9 | Comment about the importance of not losing buses. | 1 | Bus routes does not form part of this scheme. All existing bus stops have been included in the layouts produced. |
| 10 | Comments mentioning plans on the corner of Clerk Maxwell Road and Madingley Road for a 540 multi-story carpark. | 2 | Relevant planning documentation shows that the multi-storey car park does not directly exit onto Madingley Road. Any required amendments to the Clerk Maxwell Road junction with Madingley Road is to be agreed with the developer. |
| 11 | Comment mentioning University planning 2 multi-storey car parks next to park and ride. | 1 | Relevant planning documentation shows that the multi-storey car parks do not directly exit onto Madingley Road. Any required amendments to the junctions with Madingley Road are to be agreed with the developer. |
| 12 | Comment suggesting to signpost Coton footpath for in-bound on south side as an alternative route to town and schools. | 1 | Additional signage to be considered at future design stages. |
| 13 | Comment supporting removal of lay-by. | 1 | Lay-by will continue to be removed from the proposals. |
| 14 | Comment suggesting no blue paint on cycle path | 1 | Blue paint is not proposed to be used. Cycleways are likely to be red to match with already constructed schemes in Cambridge. |
| 15 | Comments about various location away from Madingley Road and its immediate junctions. (Northampton Street, Grange Road, JJ Thomson Avenue) | 3 | These areas are not within the extents of this scheme and therefore will not be reflected in the proposals. |
| 16 | Comment suggesting that more traffic on north side of the road due to Park and Ride | 1 | Bidirectional cycleway has been proposed in Option 2 on the north side of Madingley Road to support the large number of users on this side of the road. |

| Ref | Comment | No. of related comments | Design Response |
|------------|---|--------------------------------|--|
| 17 | Comment stating that Bidirectional flexibility between pedestrian and cycling lanes is important to be segregated from carriageway. | 1 | Bidirectional facility has been proposed for the north side of the carriageway from Eddington Junction to Storey's Way. This will be segregated from the carriageway for safety. |
| 18 | Comment on enforcement of 30mph speed limit and speed up to Conduit Head Road. | 1 | Speeds unlikely to be high due to the proposed frequent traffic signals. Enforcement will be determined during future design stages in liaison with Cambridge Police. |

JJ Thomson and Madingley Rise

| Ref | Comment | No. of related comments | Design Response |
|------------|--|--------------------------------|---|
| 19 | Comment mentioning that there is an access being opened up for service vehicles for Cavendish Lab. | 1 | Access proposals will be considered in refinement of options for Public Consultation. |

Storey's Way

| Ref | Comment | No. of related comments | Design Response |
|------------|--|--------------------------------|--|
| 20 | Comments about the existing layout of Storey's way being difficult to use due to crossing location and narrowness of footways. | 2 | Proposals for this junction have been produced to make this junction more user friendly based on similar feedback from previous workshops. |

Grange Road

| Ref | Comment | No. of related comments | Design Response |
|------------|--|--------------------------------|--|
| 21 | Comment suggesting widening of the carriageway to enable an increased length of two lanes heading east bound towards the Grange Road junction. | 1 | This area will be reviewed to ensure that at least the existing capacity of the right turn lane is suitable. |

Option 1 Comments

General

| Ref | Comment | No. of related comments | Design Response |
|-----|--|-------------------------|---|
| 22 | Comment suggesting a pedestrian crossing be included to the west of Clerk Maxwell Road – as shown on Option 2. | 1 | Crossing can possibly be included, however traffic modelling will be required to assess the effect of the additional crossing to traffic. |
| 23 | Comment suggesting that trees and green area could be removed opposite No. 29 to allow for a wider cycleway. | 1 | There is strong opposition to removing the trees in this section based on previous workshop feedback, therefore the proposals have looked to maintain this feature of Madingley Road. |
| 24 | Comment that no additional trees had been proposed opposite Storey's Way. | 1 | Trees and landscaping shown is only indicative and will be further developed in future design stages to confirm exact proposed locations of trees. |
| 25 | Comment about no land take and the benefit to the realisation of the project. | 1 | Stakeholder Workshop 3 Option 1 is a no land take option which has the stated benefit, however Stakeholder Workshop 3 Option 2 required land will require further liaison with landowners to determine effect on the project. |
| 26 | Comment favouring cross section B-B | 1 | This cross section will be proposed for the more constrained sections, with the more of the scheme to be fully segregated from the carriageway. |
| 27 | Comment not in favour of Cambridge Kerb | 1 | Cambridge Kerb has been seen as favourable. While a wide segregated cycleway has been proposed for a reasonable length, there may be areas where Cambridge Kerb would be more appropriate. |

Eddington Junction

| Ref | Comment | No. of related comments | Design Response |
|-----|--|-------------------------|---|
| 28 | Comments favouring the Option 2 junction layout for use in Option 1. | 2 | Designs are somewhat interchangeable, although Stakeholder Workshop 3 Option 2 Eddington junction requires some additional land, which may affect how this can be adapted into Stakeholder Workshop 3 Option 1. |

JJ Thomson and Madingley Rise

| Ref | Comment | No. of related comments | Design Response |
|-----|---|-------------------------|--|
| 29 | Comment against allocating carriageway space for verge. | 1 | Feedback from previous workshops has favoured the green space. The additional green space looks to use hatched areas of the carriageway and therefore areas that are not trafficked. |

Option 2 Comments

General

| Ref | Comment | No. of related comments | Design Response |
|-----|---|-------------------------|--|
| 30 | Comments supporting the use of bi-directional cycling on the north side of Madingley Road. | 3 | Bi-directional cycleway will be integrated into Stakeholder Workshop 3 Option 2 ahead of Public Consultation. |
| 31 | Comment favouring option 2 and 30mph speed limit. | 2 | N/A |
| 32 | Comments preferring Option 2 ditch relocation for the widths gained at Churchill College. | 4 | N/A |
| 33 | Comments favouring landscape proposals | 4 | Landscaping is only indicative, however further proposals will be made in future design stages which will show more detail. |
| 34 | Comment suggesting that full segregation should be consistent throughout the scheme. | 1 | Full segregation has been applied where possible, but due to the changing constraints, junctions and accesses, it is necessary to be flexible with the cycleway provision. |
| 35 | Section A-A was marked as 2.5m cycleway | 1 | Cycleway width in this location is constrained by the level difference. Widths will be reviewed as part of future design stages in this location. |
| 36 | Comment questioning what would be planted in the verge on Section B-B. | 1 | Landscaping details to be confirmed in future design stages. |
| 37 | Comment favouring Option 2 at Churchill College, and Lansdowne Road due to junction layout. | 1 | N/A |

| Ref | Comment | No. of related comments | Design Response |
|------------|--|--------------------------------|---|
| 38 | Comment favouring straight crossings rather than offset islands due to the difficulty negotiating on a bicycle. | 1 | Straight crossings over islands have been shown, although this will need to be modelled to ensure that this arrangement does not cause any significant issues to general traffic. |
| 39 | Comment stating that cycleway next to junctions is ok. | 1 | Cycleways have been proposed next to junctions in Stakeholder Workshop 3 Option 1 due to the visibility concerns. Due to proposed carriageway realignment and land take, Stakeholder Workshop 3 Option 2 proposed pedestrian and cyclist priority set back from the junction. |
| 40 | Comment questioning requirement for bus stop by Storey's Way. | 1 | All existing bus stops have been included as part of the proposals. |
| 41 | Comment suggesting that the Observatory access has cyclist/pedestrian priority already. | | No change to the priority is proposed, however segregation will continue over this access, with a waiting area for exiting vehicles. |
| 42 | Comment about the Importance of verges being wide and planted correctly. | 1 | Verges will be as wide as possible after the width for footways and cycleways have been provided. Planting for the verges is to be confirmed at later design stage once landscaping proposals have been produced. |
| 43 | Sections marked – 30 Degree forgiving kerb '½ batter' could be a good option instead of large block kerb to allow flexibility for cyclists to cross. | 1 | This is to be considered during future design stages where segregating the footway and cycleway, to provide a clear separation. |
| 44 | Marked with Planning ref 17/0172/FUL | 1 | New access for No. 34-36 Madingley road to be include in future design stages. |

Eddington Junction

| Ref | Comment | No. of related comments | Design Response |
|------------|---|--------------------------------|--|
| 45 | Comment about providing access for on-road cyclists to crossings. | 1 | On-road cyclists will be able to access the crossings by joining the cycleway before the junction. |
| 46 | Comment in favour of this junction layout. | 2 | N/A |

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| 47 | Comment about the impact on traffic of this junction layout. | 2 | Traffic modelling will be required to analyse how this junction affects traffic, and it is likely that some changes to the original design will be required. |
| 48 | Comment mentioning examples in UK - Waltham Forest Leas Bridge/Argall Way & Gilbert Road/Histon/Milton Kings Hedges/Milton | 1 | Examples have been noted. The design will be amended for the public consultation to reflect key features of these design to ensure feasibility of Eddington Junction. |
| 49 | Comment regarding the length that pedestrians will have to walk on the north east quadrant of the junction. | 1 | The proposed junction does not suggest that pedestrians will have to walk any further than existing. Crossings not proposed to be offset and will therefore reduce the distance for pedestrians. |

JJ Thomson and Madingley Rise

| Ref | Comment | No. of related comments | Design Response |
|------------|--|--------------------------------|--|
| 50 | Comments suggesting more cycle crossings on the outside of the roundabout to create a 'Dutch Style' arrangement. | 2 | Crossings on the outside of the roundabout could potentially negatively affect traffic over a single crossing in the centre. Removal of the centre crossing would mean that there would no longer be a crossing on the desire line. |
| 51 | Comment suggesting extra green areas would cause more queuing traffic. | 1 | Traffic queues will require modelling for the junction. |
| 52 | Comment about sharp corners for cyclists leading to toucan crossing in the centre of the roundabout. | 1 | Cycleway is wide and unlikely to cause an issue for turning cyclists. However, corners will be further designed in future design stages. |
| 53 | Comment mentioning Consented 17/1799/FUL Bi directional cycleway East side of JJ Thomson Av, please include. | 1 | Proposals will be amended for Public Consultation to enable tie-in to the JJ Thomson proposed cycleway and footway provisions. |
| 54 | Comment in favour of the junction layout. | 2 | N/A |
| 55 | Bi directional cycleway marked across the junction, using the middle crossing. | 1 | Bi-direction crossing could be utilised in the Bi-directional option. However, in Stakeholder Workshop 3 Option 2, this layout would have connectivity problems if a crossing cyclist wanted to travel west rather than into Madingley rise or in an east direction. |

Storey's Way

| Ref | Comment | No. of related comments | Design Response |
|-----|--|-------------------------|---|
| 56 | Comment stating that cycle priority is needed across the junction. | 1 | Cycle priority across the junction was included on both Stakeholder Workshop 3 options due to previous workshop feedback. |
| 57 | Comment suggesting that the removed right turn lane is useful. | 1 | Right turn lane removal was favoured in previous workshops. Traffic modelling will be required to assess the impact of its removal. |
| 58 | Comment preferring Option 1 layout for this junction. | 1 | N/A |

Lansdowne Road

| Ref | Comment | No. of related comments | Design Response |
|-----|--|-------------------------|--|
| 59 | Cycleway marked at the front of the junction due to visibility concerns. | 1 | Stakeholder Workshop 3 Option 2 features a realigned carriageway to allow a betterment to visibility over the current arrangement. This has also allowed the cycleway to be set back to allow a vehicle to wait between the carriageway and cycleway when entering Madingley Road. Visibility will be fully checked in future design stages. |