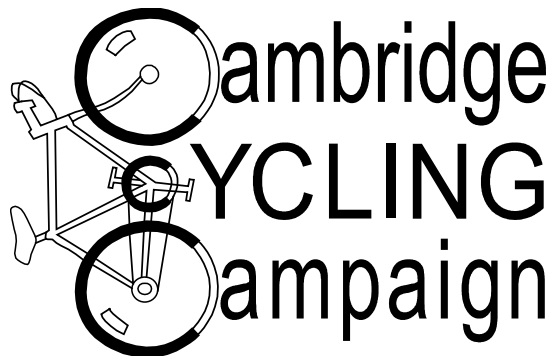


May 18, 2005

Our ref: NC05003

Your ref:

Susan Mills  
Environment & Transport Department  
Cambridgeshire County Council  
Castle Court, Shire Hall  
Castle Hill  
Cambridge CB3 0AP



### Cambridge Cycling Campaign

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& Transport Area Committee

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Dear Susan Mills

#### **Royal Cambridge hotel mini roundabouts, 'accident' reduction**

Thank you for your latest set of plans 17th March 2005. Our comments below are a similar, if slightly amended version of our last letter. We appreciate your work in trying to reduce the number of cyclist collisions while not being able to install traffic lights.

First of all, for the record, we must state that the best way to reduce collisions at this junction is to replace the mini roundabouts with a light-controlled junction. In general we agree with the points made in the safety audit, in particular rejecting the cycle lanes, and we offer our thanks for sending this without our having to request it.

We are also disappointed that the potential for cyclists to avoid this junction by creating a cycle route through Panton Street has not been included. This could be achieved by making Panton Street contra-flow for cycles or preferably a false one way street between Lensfield Road and Pemberton Terrace. This would require the loss of only three car parking places and would join up well with the new shared-use path outside the botanical gardens.

Whilst we appreciate that there are (in our view unjustified) Councillor concerns about allowing cyclists to use Panton Street, we feel strongly that an Officer lead on this matter is necessary. This is particularly so given the highly limited measures which are so far proposed to make this extremely troublesome junction easier for cyclists, as a result of Councillor refusal of lights. Allowing cyclists to be exempted from one-way streets is a matter of national policy and works generally without problems elsewhere in Cambridge.

It seems that in 80% of the crashes involving cyclists car drivers entering the roundabout fail to give way to a cycle already on the roundabout. Measures should concentrate on decreasing the approach speeds and increasing visibility of and at the roundabouts. Providing alternative routes may also be useful.

Below we have put items that are most likely to increase safety first.

**We would like to see ramps or raised tables** at the approaches to the roundabouts to reduce approach speeds. Similar measures have been carried out elsewhere in Cambridge, particularly Drummer Street and Magdalene Street (see photographs below).



**We support the decreasing of the corner radius on the Trumpington Road approach**, reducing left hand turning vehicle speeds while widening the narrow shared use pavement. If the path is widened here we believe removing the dropped kerb is not so important.

**Trumpington Street exit from the roundabout - We support the cycle lane and island** provided the width of the lane can be the national recommended with standard of 1.5m. This could be achieved decreasing the width of the central island by 0.3m to the minimum suggested width of 2m. We believe this, along with a ramped table could be a 'gateway' feature at the start of the new 20mph zone. Given the fact there is not a severe shortage of space here, we feel it is totally unacceptable for Officers to be proposing a cycle lane of 1.2m width, and an incredible proposal given the need to improve cycle priority here.

**We support the widening of the central island on Lensfield Road.**

**We support better line markings**, specifically the addition of double dashed give way lines with give way triangles.

**We welcome the increased the size of the rotational arrows so these are visible to drivers in the inside lanes.**

**We support the realigning of give way lines on the exits from the central sections** between the roundabouts. This will give increased visibility from the inside lanes, particularly when a large vehicle is in the outside lane.

**We welcome the road resurfacing**, particularly of the Lensfield Road roundabout - cyclists have enough to concentrate on when using this roundabout without having to be distracted by the bad road surface. We believe the surface is particularly slippery in the wet as the tarmac between the stones has worn away, leaving just the slippery stones.

*We believe that the rest of the issues below are not very relevant to reducing casualties.*

**We are strongly against cycle lanes on the approaches to the roundabouts** as we don't believe this would have a significant effect on any crashes we see in the accident data. We note that the safety audit agrees with this. We also agree with the safety audit concerns

about drivers not knowing which lane a cyclist using the cycle lane will end up in after the roundabout which could introduce an new accident problem.

**Trumpington Road & Trumpington Street approaches -We support leaving the lanes as they are.** We initially supported the reduction in lanes from 3 to 2 (with the left hand lane being straight as well as left turn and no central cycle lanes) but have changed our opinion.

There is a difficult choice here. With two lanes cycles do not have to change lanes on the approach, which can be difficult. However we were concerned that non-confident cyclists wouldn't pull into the centre of the (widened) lane and take ownership of it. We are concerned that this could lead to a motor vehicle overtaking and then turning left or a cycle approaching on the left-hand side of a left-turning vehicle.

Our deviation from our usual 'no left hand turn only lanes' policy is because we believe that the risk of accidents at the junction would outweigh the difficulty of the current arrangement. This is particularly the case because at both roundabouts there are a large number of left-turning motor vehicles and the current narrow lanes facilitate cyclists to take ownership of the lanes. Our approach is in line with the arguments presented in the safety audit.

**Trumpington Street cycle & motor vehicle parking - we would only not object to the vehicle/cycle parking if this did not make conditions worse for cyclists on the road, specifically**

- If there is motor vehicle parking there should be a 1m safety buffer zone to protect cycles from opening car doors (as mentioned in the safety audit).
- The road width should remain 4m or above so that motor vehicles can overtake cycles with enough room (this should be achievable by replacing the hatching with a centre line and starting the hatching further towards the roundabout).
- The amount of cycle parking is increased. At present every wall, shop front & lamp post is littered with cycles, doubling to 6 stands would be a reasonable start.
- The design does not encourage an increase in long term parking ie. we would support loading bays, but not additional pay and display

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Richard Taylor