

September 25, 2006

Our ref: C 06 028
Your ref:

Helen Green
Environment & Community Services
Cambridgeshire County Council
Castle Court, Shire Hall
Castle Hill
Cambridge CB3 0AP



Cambridge Cycling Campaign

P.O. Box 204, Cambridge CB4 3FN
01223 690718 (phone & fax)
contact@camcycle.org.uk
www.camcycle.org.uk

Dear Helen,

Milton Road Improvements, Phase 1. Elizabeth Way – Arbury Road/Union Lane

Many thanks for consulting us on this. We understand that the deadline is 25th September, however we can only apologise that we were unable to meet the suggested date of 22nd September, due to much internal discussion on these proposals. We hope the above points can be considered nonetheless.

Our main concern is on the proposal to increase the road to two lanes at the roundabout.

1. We have mixed views on the desirability of two lanes at the approach onto the roundabout, with the left-hand one dedicated to turning left into Elizabeth Way. This has long been an ambiguous junction. Many vehicles turn left without indicating, to the confusion of drivers in Elizabeth Way who want to move onto the roundabout but are unsure what the vehicles from Milton Road will do. Our concern is to find a way of stopping, or at least dissuading, left turning motorists from 'carving up' cyclists, particularly those who want to go straight ahead.

We would like to report our findings on roundabouts in the Netherlands, which we recently visited. There, provision for cyclists at roundabouts worked extremely well (in the few cases where roundabouts existed). We would urge you to take a look at the following photograph, and to consider such an arrangement for future consultations. The cost of such a roundabout would pale into insignificance with, for instance, the £3m being spent on junction works nearby in Cambridge. Notice in the photograph the wide cycle lane, and the careful use of heightened separators between junction arms:

<http://www.camcycle.org.uk/events/visits/netherlands/060817b.jpg> .

See also the following from York:

<http://www.york.gov.uk/roads/excellence/magicroundabout.html> .

We also offer the following comments, using the order set out in the consultation leaflet.

2. Currently there is a shared use path along most of the length of Milton Road. This extends both South West from Highworth Avenue and North East from Arbury Road. The

section of Milton Road involved in this consultation is a gap in this facility that should be closed by construction of a good quality link between the two existing sections of shared use path.

3. We urge that advanced stop lines for cyclists be provided at Union Lane/Arbury Road junction without waiting for possible refurbishment of the signals.
4. We agree that the bus stop (south side) is too close to the junction and waiting buses block the traffic. We agree that it be moved to the proposed position.
5. We urge that the 'narrow bus stop layby' be sufficiently wide to allow buses to move into so that when stationary will not project into the carriageway. This would prevent cyclists having to move to the right and into the path of the following vehicle traffic.
6. We agree that there be a red surfaced cycle lane across the entrance to Oak Tree Avenue.
7. If the roundabout is to be made into two lanes, we agree that there be a red surfaced cycle lane on the approach to the roundabout and that it be divided into left and straight-on cycle lanes.
8. We urge that the red surfaced lanes continue to the give-way white line.
9. Currently there is an advisory cycle lane on the exit from the roundabout into Milton Road (North). We are concerned that this appears to be lost – it is not shown on the plan. We urge that it be retained to encourage vehicle drivers to keep farther out from the kerb and thus avoid squeezing cyclists. Could the hatching here also be removed?
10. We note that a parking bay will provide 3 spaces. We urge that the bay be deep enough to allow vehicles to be parked well away from the carriageway, to avoid opening doors hitting passing cyclists. If this cannot be achieved, then the cycle lane should be removed.
11. We urge that a hatched area be provided between the layby and the carriageway to prevent vehicles parking on it and allow space for drivers to enter and exit their vehicles without impinging on the carriageway.
12. We agree that the present bus stop outside the Co-op is not satisfactory and approve of it being re-sited to outside the Dental Surgery and Pharmacy.
13. We approve of the red surfacing lane to highlight the presence of cyclists outside the shops and that it will split into the ahead and left turn lane.
14. We urge that the red surfacing continue up to the traffic lights. This would deter vehicles changing lanes (i.e. from ahead to left hand) in front of cyclists – as happens at present.

Lastly, we hope the County will take the opportunity while making changes in the area to provide improved levels of cycle parking. As you may be aware, cycle theft accounts for a staggering 10% of reported crime in Cambridge, and every opportunity such as this should be taken to provide good, secure cycle parking. Clearly, making changes in an area provides a good opportunity to do so. We hope this will automatically be considered in future consultations.

Yours sincerely,
on behalf of the Milton Road Subgroup of Cambridge Cycling Campaign,

Martin Lucas-Smith
Co-ordinator