

Happening quickly...

This scheme is being pushed through very quickly. The Council wants to finalise plans this year and is asking for opinions during November 2002.

It decided to install a bus lane without any consultation at all. The fait accompli now just offers the public two bad options to decide between.

You need to act immediately.



Cambridge Cycling Campaign. PO Box 204, Cambridge CB4 3FN
01223 690718 www.camcycle.org.uk contact@camcycle.org.uk

Please object to both the County Council's bus lane options by...

completing the cards produced by Cambridge Cycling Campaign

filling in the County Council's consultation leaflets making it clear that neither option is acceptable

contacting your councillor directly

Each response counts



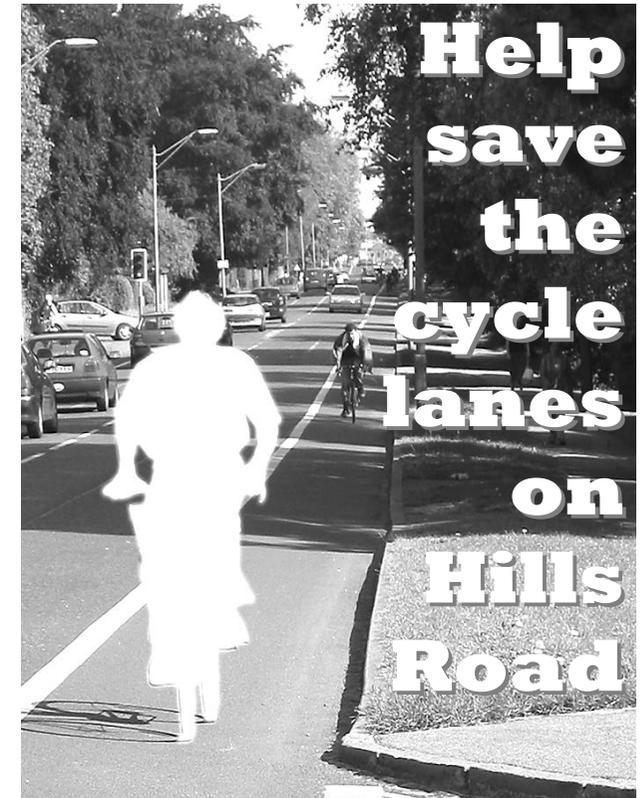
A proposed bus lane would squeeze cyclists in with the traffic or push them off the road.

Cyclists would be faced with abuse and intimidation, and by queuing traffic, in narrowed traffic lanes, or have to use inadequate pavement cycleways.

Pedestrians would face many more and much faster bikes on the pavement, maybe on both sides of the road.

Residents would have greater problems getting out of driveways.

Car and bus drivers would be frustrated by not having enough room to overtake cyclists safely and queuing behind turning vehicles.



Please object to *both* of the County Council's bus lane options.

What is the County Council proposing?

The plan is to introduce a bus lane on Hills Road in the outbound direction between Cavendish Avenue and Long Road, a length of about a third of a mile. Two alternatives are proposed. Both involve the removal of the existing dedicated cycle lanes and dividing the road into an outbound bus lane, an outbound traffic lane, and an inbound traffic lane.

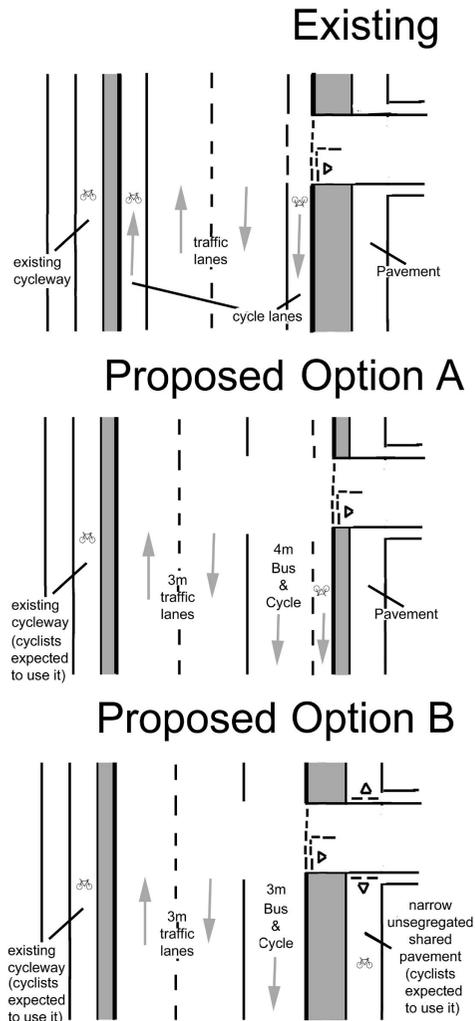
Option A would introduce a 4 metre wide bus lane with narrow inbound and outbound traffic lanes. This would require road widening, generally at the expense of grass verges. This would be similar to the arrangement in Trumpington Road.

Option B would form a narrower bus lane, again with narrow traffic lanes. The result would be similar to the arrangement in Milton Road.

Narrow traffic lanes create problems for cyclists

Inbound: abuse and intimidation. A 3 m traffic lane is too narrow to allow a car, let alone a bus or lorry, to overtake a bicycle without getting in the way of oncoming traffic. This means that Hills Road inbound would be extremely unpleasant to cycle along, with impatient drivers harassing cyclists from behind and shouting 'get onto the cycle path' as they force their way past. This is what happens now, every day, on both Milton Road and Trumpington Road. Abuse. Intimidation. Even physical assault.

Outbound: squeeze in with buses or get off the road. If the 4 m bus lane option is chosen then a very narrow advisory cycle lane about 1.2 m wide would be marked inside it. This offers some protection against speeding buses and taxis, but not much: experience in Trumpington Road



and Elizabeth Way shows that this is not wide enough to prevent being overtaken by a bus being a scary experience.

If the 3 m bus lane option is chosen then the Council would expect cyclists to move onto the pavement, converted to a primitive shared path. Cyclists will inevitably be expected to give way at each of the several side roads the path crosses.

But can't cyclists use the pavement instead? What about pedestrians?

Inbound: congested and hazardous. At present cyclists have a welcome choice of a newly-constructed pavement cycleway or the dedicated on-road lane, which the County Council now proposes to remove. Most cyclists currently choose to use the on-road lane. It has less congestion, easier overtaking, better visibility and priority over side turnings. On the pavement cycleway, there is often conflict, uncertainty and lack of visibility at driveways and entrances. In spite of these problems, some cyclists prefer it. But if all cyclists are pressurised to use it, it will become congested and hazardous. Pedestrians would suffer too, especially the many hundreds of people who daily cross the path to use the many buildings alongside. School children will be especially vulnerable.

Outbound: narrow and punctuated with turnings. Option B suggests that the high volume of cyclists using Hills Road could use a narrow bus lane or a narrow unsegregated pavement. We expect that

'The Milton Road Effect'

We know what will happen because it has happened before. In Milton Road, the inbound bus lane has left an extremely narrow outbound traffic lane. Cyclists who use it complain repeatedly that they are harassed by impatient drivers. This includes travelling far too close behind, and in some cases actually nudging cycles with their vehicles, abusive shouting, gesturing and blowing horns and overtaking deliberately far too close even when there is no traffic approaching.

This harassment is so common that it has become known as the 'Milton Road effect'. As a result many cyclists have unwillingly transferred to the pavement, joining those who would rather put up with the narrow path, the need to break the law by cycling in the pedestrian part to pass other cyclists safely, the obstructions such as wandering pedestrians, wheelie bins and road detritus, and the repeated interruptions at side roads.

option A would lead to an increase in illegal pavement cycling by people who feel extremely intimidated by buses and taxis using the same lane. Either arrangement would lead to cyclist-pedestrian conflicts and further pressure on the inbound side where cyclists moving both ways need to use the pedestrian space simply to pass each other safely.

As cyclists are forcibly displaced by buses and unreasonable driver behaviour, so pedestrians will have their space unfairly taken over by cyclists.