

**Gonville Place petition
Photo montage**

16th October 2006

We believe that full-scale remedial work is needed to make this crossing usable again. Minor, piecemeal changes will not fix this crossing. We ask Councillors to make a firm commitment to changes as we outline in our petition.

Gonville Place: now half the width



Gonville Place – half the space, automatic detection loops removed, lack of clear signals, bollards and poles everywhere.

Queen's Road crossing – a model solution

This crossing was changed a few years ago, a change which we warmly welcomed. After involvement by the Campaign, the design was improved to what is presently there now. A crossing like this would almost be a model design for Gonville Place.



Queen's Road: Pedestrians and cyclists are informally separated. Barriers are few. Bikes are detected automatically. Signals are visible opposite. Everyone can cross easily without running into each other.

Bollards everywhere



The crossing is crowded even before anyone starts to use it! And why put a bollard next to a fence?

Traffic signals

On the Parker's Piece side, this pole has been moved so it is now right in the middle of where cyclists would expect to ride. Hence everyone uses the cyclepath in the opposite direction, which is also where walkers naturally expect to be.



Pole in the middle of the path, so everyone goes to the right, resulting in conflict.

Inability to leave the main road

The only real problem with the old crossing was that cyclists on the main road couldn't get off the road onto the crossing. This is the one thing that hasn't been addressed!



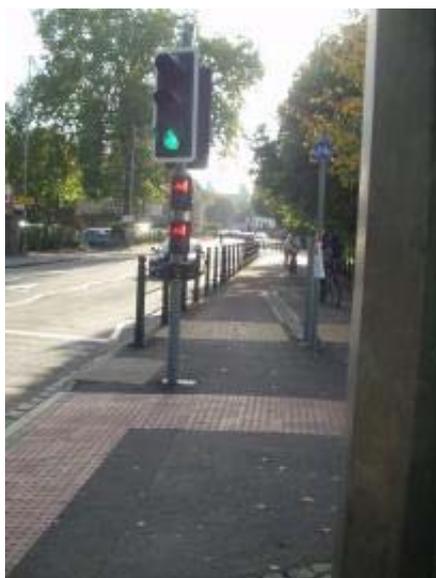
The girl is waiting in the middle of a three-lane highway to turn off the road.

There is no dropped kerb front of where the middle bicycle is, and the bollards to the right make reaching the crossing difficult anyway.

Confusion for motorists

Traffic signals confusing to motorists – red and green both visible at once.

These lights are equally useless for pedestrians, who expect to look at the opposite side, not to their right.



In the Netherlands

In the Netherlands, cycling is designed according to the requirements of: convenience, directness and speed. Safety comes automatically as a result.



Our petition

Our petition was drafted, printed and handed all in under a week.

We obtained 500 signatures with very little effort.

These people want to see proper changes to the crossing made, urgently – not in 12 months' time.

