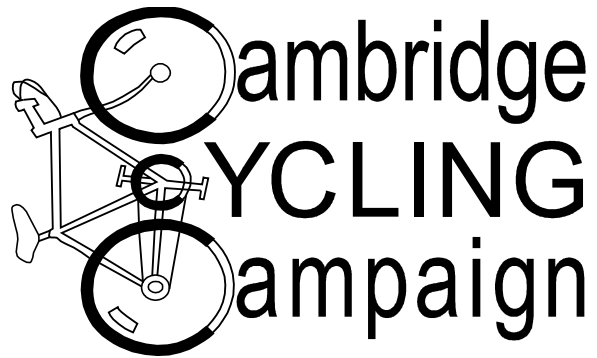


November 8, 2013

Our ref: MF13001

Transport Delivery Team
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Cambridge Cycling Campaign

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Dear Sir/Madam,

Safety improvements Radegund Road Roundabout

Cambridge Cycling Campaign works for better, safer and more cycling in and around Cambridge and has over 1,100 members. We scrutinise planning applications and proposals for changes to the road network to assess whether they will facilitate safer cycling and encourage more people to cycle. Our response to proposals is based on such assessment.

We have looked very carefully at the proposals to change the layout of the roundabout at the junction of Radegund Road, Birdwood Road and Perne Road, and are particularly grateful to have been able to discuss them with Mike Davies and Alasdair Massie. Having done so, **we will only be able to support the proposals if the details are got right**, as explained later.

While some of our members are disappointed that a fully-fledged 'Dutch' roundabout with segregated cycle lanes has not been proposed, we have been reassured that the proposals change the geometry of the roundabout to a design that meets Dutch (CROW 25) standards. We strongly share the view of the Cycling Team and other officers that this that this will be an opportunity to demonstrate that roundabouts built to Dutch geometry will work in the UK, that the traffic will not grind to a halt, lorries will not get wedged and they will perform safely and efficiently. This will make it easier to get improvements at junctions like the Sainsbury's roundabout where there is both the space and the need to put in a segregated path around the perimeter. We are very keen to see a scheme brought forward that applies the comprehensive Dutch model, at an appropriate location as soon as circumstances permit.

So we welcome the changes to Dutch geometry and believe that the scheme *will* offer significant benefits to cyclists coming from all directions, particularly by slowing down motor traffic entering the roundabout.

With the lanes leading to and from the roundabout being 4m or 5m wide we recognise there should be sufficient space for cyclists to be able to pass stationary traffic.

We also welcome the removal of most parking from the eastern end of Radegund Road and from the roundabout, and the extension of 1.5m wide cycle lanes on Radegund Road. However, we do wonder whether it is really necessary to retain the existing off-road parking bay and why advisory, rather than mandatory, cycle lanes are being proposed.

Nevertheless, we have considerable reservations about the off-road path, as we do not favour unsegregated shared-use provision. We believe that it is generally preferable to separate cyclists and pedestrians to avoid conflict between them, and that unsegregated shared-use paths create confusion regarding footway cycling. But we recognise that even with the changes to the roundabout some cyclists will find the road too intimidating and will prefer to be off the road. We also understand that in the earlier consultation there were requests for off-road provision and that the local schools support this.

It was explained that segregated shared-use paths would be more costly, as the Disability Discrimination Act requires tactile paving wherever pedestrians and vehicles (including bikes) meet, and that they might exacerbate the tendency of some motorists to think that cyclists should not be on the road. It was suggested that while cycling will be legally allowed on the off-road path it is not necessary for it to be marked with cycle logos.

However, as with most schemes, **it is vital to get the details right**. In particular,

- on-road cycle lanes must not deflect cyclists off the road, as cyclists have the right to remain on the road;
- we require that the existing cycle lane markings should continue beyond the start of the off-road provision towards the roundabout;
- there need to be good lengths of flush kerbs so that cyclists do not have to turn sharply to get on and off the off-road paths;
- flush kerbs must be properly flush;
- the points where off-road paths rejoin the carriageway must be carefully chosen to minimise risks from vehicles leaving the roundabout;
- the crossing islands must not be reduced in size but need to be as designed: at least 3m at the narrow part of the taper – ample for a bike + tag along or a bakfiets;
- any temptation to make the entry lanes less radial and more tangential must be resisted as this would tend to increase entry speeds, which is undesirable.

We would be keen to work with the County Council on the detail of these and other possible improvements to the scheme. These could include the marking of the off-road route and whether cycle logos should be painted on the shared-use sections of pavement.

We will only be able to support the proposals if the above details are got right. If they are, the benefits of the amended scheme will be to:

- slow down motor traffic, particularly on Perne Road;
- extend cycle lanes on Radegund Road;
- make crossing all four roads easier by providing traffic islands, in addition to the existing pedestrian crossings;
- restrict car parking on the roundabout and at the eastern end of Radegund Road;
- provide more space off the road that children and less confident cyclists can use;
- demonstrate that 'Dutch' geometry will work at roundabouts in the UK;
- set the scene for a comprehensive Dutch roundabout at an appropriate location.

We hope that were further funding to become available, more improvements to cycling provision in the Radegund Road/Birdwood Road/Perne Road area could be made. Some of us see this scheme as a phase one, with the prospect of a phase two, which would improve it further, if the County Council obtained greater DfT funding.

We recognise the difficulties that the County has in delivering schemes to get more people cycling when DfT funding is, as at present, inconsistent and insufficient.

Yours faithfully,

Monica Frisch

Cambridge Cycling Campaign