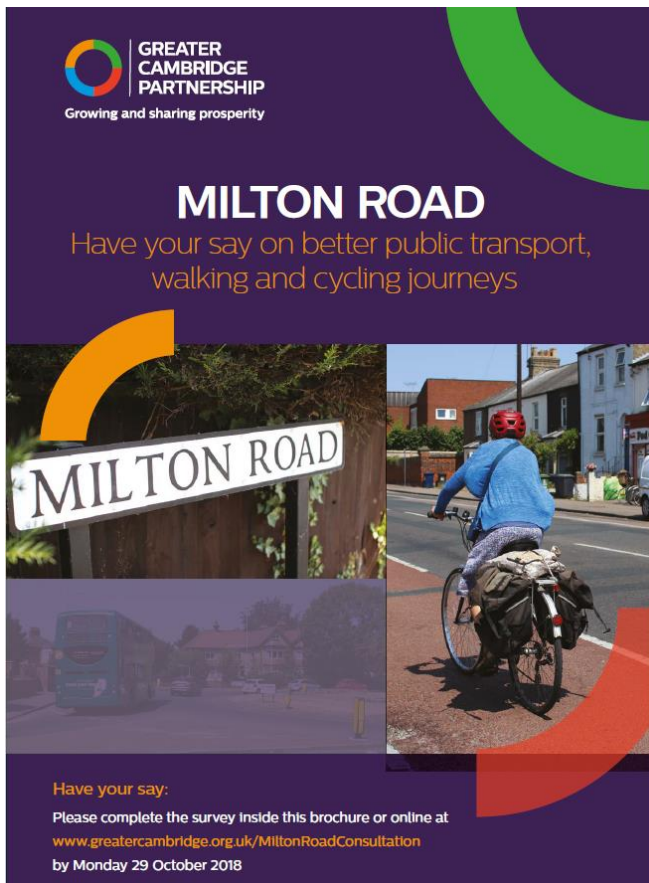


## Confused by the brochure and questionnaire?



## Our guide to some of the issues . . .

The diagrams in the brochure are very small scale, and dimensions are not shown – here is our abbreviated guide.

### Question 1 divided into 29 sub-questions:

Our view is that the majority of these items can be supported with the exception of nos 11, 12 and 18

### Question 2 – comments on above:

**Item 11** - we strongly oppose the new outbound bus lane because it takes away the space that could have been used for a safe, protected bidirectional cycleway and better verges between Highworth Ave and Ascham Road.

**Item 12** - we feel obliged to oppose the Elizabeth Way roundabout redesign because of the very narrow and unsafe shared-use pinch-points for people walking and cycling. These problems could be fixed by reallocating some space from the overly-wide carriageway and segregating the cycleway from the footway.

Also we question whether the traffic signals would need to be in operation outside peak-hours.

**Item 18** - we believe that the inbound bus lane approaching Arbury Road junction is too long and that space would be better used for improved verges and footways.

**Items 2, 3, 9, 10, 13, 14, 16, 17, 20, 21, 24, 25, 28** floating (or bypass) bus-stops

We support these and their locations, but we do not support shared-use access – the path should be marked with zebra stripes to indicate priority for pedestrians crossing the cycleway.

Although we have seen some bad examples of this type of bus-stop we believe that, properly implemented, they offer the best solution for passengers and road users.

### Question 3:

We support the design of the new segregated cycleways and Copenhagen-style priority crossings.

### Question 4:

We **strongly support** the proposed concept for tree planting along Milton Road.

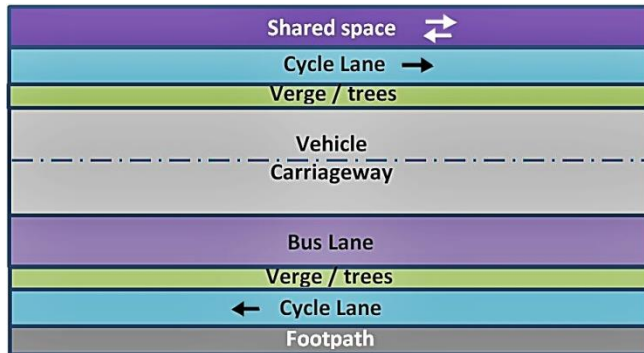
### Question 5:

We believe that the pavements should be pedestrian only and that cycleways should always be segregated from footways. Not only would a shared-use pavement be unsafe and intimidating for vulnerable pedestrians, it would also encourage people to cycle in

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close proximity to the many driveways on the north-west side of Milton Road leading to an increased risk of collision with vehicles exiting from driveways.

## *This is what is proposed in the brochure*



If the 1.4 km path on the north-west side is designated as shared-space it will mean that cyclists will have multiple choices within the law for their journey – the segregated cycle lanes, the shared-space path or the vehicle carriageways. By contrast, the choice for pedestrians and vulnerable users is bleak – either negotiate the shared-use path on one side of the road or cross over to the footpath on the far side.

In the section from the roundabout to Ascham Road it is expected that the pedestrian footpath would be up to 3m wide – enough space for children to use at the beginning and end of the school day.

### **Question 6:**

We strongly support the implementation of a Traffic Regulation Order to prevent parking on grass verges.

### **Question 7:**

We support the provision of time-limited parking provision for trades vehicles loading and unloading.

### **Question 8:**

We believe there should be a crossing near Westbrook Drive (Option 4A) to cater for people using the nearby bus stop.

### **Question 9:**

We believe there should be crossings at **both** Downham's Lane (Option 19A) and Fraser Road (Option 19B). This is to help people cross the road and access bus stops, the unidirectional cycleway on the other side of the road, and to help bring together the community that is severed by busy traffic on Milton Road.

### **Question 10: Equality Act 2010**

- The proposed shared-use pavements are dangerous and intimidating for the elderly, vision and hearing impaired, and people with other disabilities who are walking or using a mobility device. We oppose shared-use pavements. Cycleways should always be separate from footways.
- Segregated footways and cycleways are much safer, easier to navigate and comfortable for all users. Where a footway crossing of the cycleway is needed, such as at bus stops, then Zebra markings should be used to indicate pedestrian priority.
- Additional controlled crossings of Milton Road will help all people to be able to cross the road safely, regardless of age or ability.

*The last opportunity to discuss informally with GCP officers is Tuesday 23<sup>rd</sup> October 5.00-8.00pm at St Georges Church, Chesterfield Road, Chesterton.*

*The deadline for submission of the questionnaire has been extended from 29<sup>th</sup> October to 5<sup>th</sup> November.*

*An online version is available here <https://consultcamb.s.uk/engagementhq.com/milton-road>*