

From Gerry Rose // 13-07-2017

Question regarding **safety concerns** of the Milton Road 'Final Concept'

This Question relates to Appendix E (cross-section diagrams) of the Final Concept report from WSP, dated 05/07/2017. Specifically, the cross-section diagrams: 2012-SK-050-054 (the two diagrams labelled "Gilbert Rd Approach"):

Diagram (I)

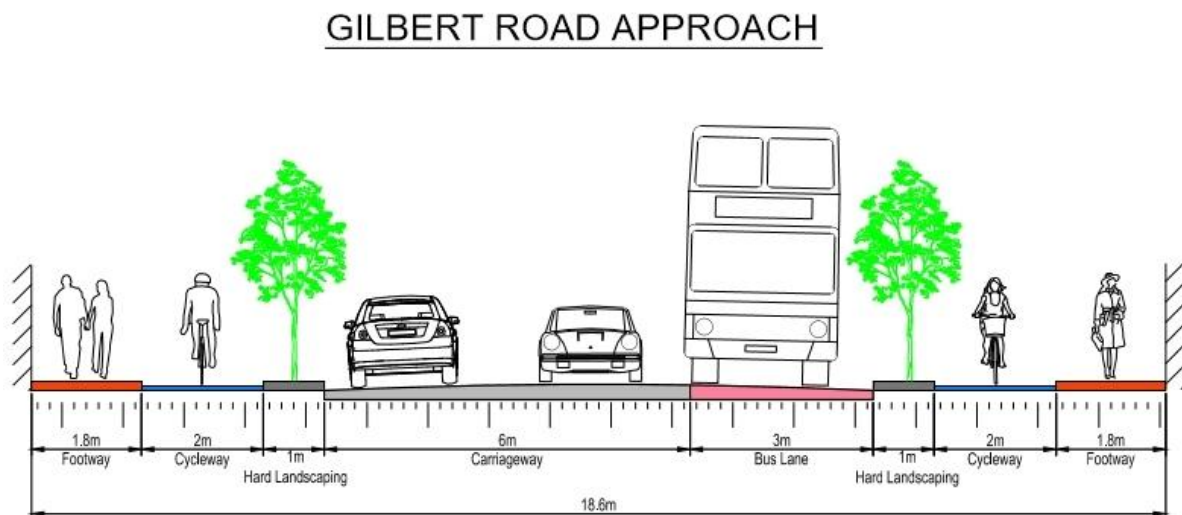
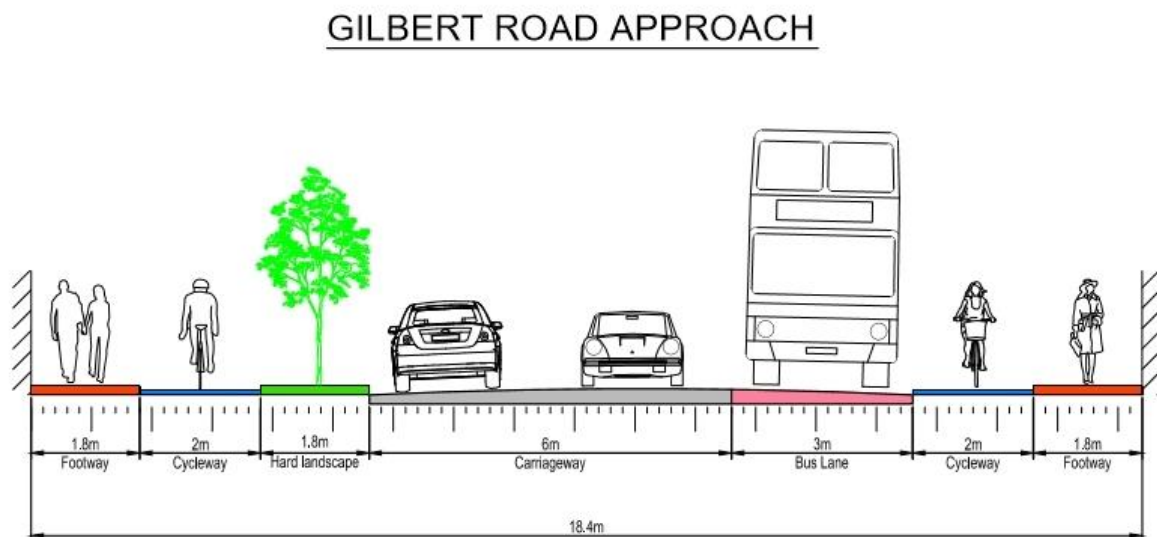


Diagram (II)



Note: these specific diagrams are chosen because they illustrate the safety point being made by the question. Other cross-sections published exhibit the same issues.

Preamble: It seems that there is insufficient space to meet everyone's requirements. There is a trade-off between commuter convenience, pedestrian and cyclist safety, and environmental beauty. In all of these, it is generally agreed that **safety must come first**.

From Diagrams (I) and (II) it is clearly evident that if one adds in the vehicle wing mirrors, then 3m-wide lanes would **not be wide enough** to support 3 vehicles of bus-width passing alongside each other. To avoid an accident there is a danger in Diagram (II) of a bus veering into the cycle lane (easily mounting the verb) and fatally injuring a cyclist, or forcing a cyclist to veer into the pedestrian walkway and injuring a pedestrian.



Observation: A tree/verge barrier as in Diagram (I) separating traffic from stylists **is essential for the safety** of both cyclists and pedestrians.

QUESTION: What measures are being prioritised to ensure the safety of cyclists and pedestrians?

If it is decided that the road-space is inadequate to support 3 motorised lanes, will the design team either:

- **REMOVE** the bus lane from the design;
- OR
- **RESTRICT THE WIDTH** of vehicles using Milton Road, effectively banning use by wide lorries.