

The following questions are addressed to the members of the Executive Board.

Agenda Item 10 - Milton Road

The 'Final Concept' design is based upon a Paramics model of Milton Road that doesn't consider walking and cycling traffic.

Camcycle are worried about this omission because observations by volunteers have counted in just a single hour over 700 people walking and cycling along Milton Road. And we know that other upcoming Partnership projects are depending upon Milton Road to be a safe and welcoming gateway into the city, including schemes such as Cross City Cycling, and some of the Greenways.

The justification by the officers is that the model is valid because they assume people walking and cycling will be segregated from the carriageway.

However, there are several problems with the 'Final Concept' design that could challenge this assumption.

- It is not yet clear that the junction designs will provide respectable signal timings for the segregated cycleways where they must cross flows of car traffic. If not, many people cycling will take their chances in the carriageway rather than being needlessly delayed.
- The extremely long bus lanes used in the 'Final Concept' design narrow the verges and leave little or no space for safe bus stops, loading bays, or decently sized trees in many sections of the road.
- At bus stops, bus passengers would be forced to directly board from and alight into the cycleway.
- In other places, parked cars and delivery vans will block the cycleway and footway, as we see happening on Green End Road, for example. The police don't have the resources to constantly chase this problem and the van drivers need to have somewhere safe to unload.

Blocked cycleways will leave people no other choice but to ride in the carriageway, mixed with cars and buses, breaking the segregation assumption of the model.

Then the Paramics modelling results that underlie 'Final Concept' will be completely invalid. We don't want that to happen. We want the cycleways to succeed and the model's assumption of segregation to hold true.

Therefore we ask the Executive Board: will you instruct the officers to protect the segregation assumption of the model by (a) ensuring respectable signal timings for cycling crossings of carriageways, and (b) reasonably scaling back the lengths of the bus lanes in order to provide safe bus stops, places for loading bays, and sufficient space for trees to grow? With these changes, the integrity of the cycleways and footways is maintained.

Agenda Item 13 - Cross City Cycling

Camcycle believe that the proposal to permit car parking in the cycle lane on Green End Road is dangerous and ruins the entire purpose of the scheme in the first place. We request that the Executive Board please reject the proposed traffic-regulation order and instead restore double-yellow lines to the entire cycle lane. In the case of the businesses that believe they will need car parking directly outside their premises, we note that the planning application currently filed for the property offers an opportunity to resolve this issue: through the creation of a segregated cycleway next to the footway, in a manner that puts parking spaces for cars between the cycleway and the carriageway. We ask the Executive Board: will you support this resolution to create both a safe, protected cycleway and parking availability for the businesses?