

APPENDIX B: SCHEME OPTIONS FOR MAKING CYCLING IMPROVEMENTS IN GILBERT ROAD, CAMBRIDGE

Discussed with Stakeholders Oct/Nov-09			Assessed by Consultant Dec-09		Public Consultation Jan-10		Recommended to Cabinet Feb-10	
	comments	taken forward?	comments	taken forward?	comments	taken forward?	comments	taken forward?
OPTIONS FOR CYCLE LANES								
MANDATORY CYCLE LANES	1.5m wide cycle lanes in which no waiting would be allowed - enforced by the Police. Verge parking would be permitted.	YES	Parking on verges likely to increase so may have to consider hardening verges. Enforcement likely to be an issue so some cars will remain in cycle lane.	YES	The public raised concerns about allowing verge parking. Advisory lane with parking restrictions likely to be more effective in keeping lane free of parked cars.	NO		
ADVISORY CYCLE LANES with no waiting at any time and peak time loading ban	1.7m wide cycle lanes in which no waiting would be allowed, shown by double yellow lines - enforced by the Local Authority. Verge parking would not be permitted.	YES	Wider cycle lanes may reduce vehicle speeds. No parking would be available. With LA enforcement the cycle lanes should remain unobstructed.	YES	Recognised by cyclists as the preferred provision. 2/3rds of residents opposed to losing on road parking.	YES	Reported that this provides the best option for cyclists and thus likely to free up the footway for pedestrians.	DEFERRED TO PDG
ADVISORY OR MANDATORY CYCLE LANES with peak time only no waiting and loading ban	Cycle lanes in which no waiting or loading would be allowed during peak times only - enforced by the Police. Surveys reveal that cycle lanes are in use throughout the day so this would not fully cater for safe cycling	NO						
HYBRID' CYCLE LANES	2m wide raised cycle lanes. Insufficient width in verge available due to trees and BT poles.	NO						
CENTRAL CYCLE LANES	3m wide central cycle lane. Such a proposal would place cyclists in a safe position if heading towards Micham's Corner.	YES	Parking restrictions would be needed. This form of provision is new and so less confident cyclists could remain on the footway or vehicular lanes.	NO				
SHARED USE FOOT/CYCLE PATH	Attractive as an option for less confident cyclists. Potential conflict with pedestrians.	YES	Significant numbers of cyclists likely to remain on road. To provide sufficient width, trees would have to be felled and areas of verge lost. If a sub standard width is provided then there would be too much pedestrian-cyclists conflict	NO				
ON ROAD CYCLE LANE ONE SIDE/ SHARED USE PATH THE OTHER	Conflict with cyclists would remain on one side.	NO						
OPTIONS FOR TRAFFIC REDUCTION								
POINT CLOSURE	Fixed or rising bollards to reduce traffic levels. Would cause re-routing of traffic onto Histon Rd/Victoria Rd/Milton Rd.	NO						
OPTIONS FOR SPEED REDUCTION								
SAFETY CAMERAS	Due to number of accidents would not meet criteria.	NO						
RAISED TABLES	Have worked well on other schemes which are bus routes.	YES	Considered to be the most appropriate and bus and cycle friendly.		The public were divided on traffic calming measures, though they are strongly supported by local members.		Reported that these measures would be most appropriate in terms of calming options.	
ROUND TOP HUMPS	Generally out of favour, not bus friendly.	NO						
SPEED CUSHIONS	Bus and cycle friendly, though parking restrictions are necessary.	YES	Considered appropriate and cycle and bus friendly.		The public were divided on traffic calming measures, though they are strongly supported by local members.		Reported that these measures would be most appropriate in terms of calming options.	
20MPH LIMITS	Existing speeds are too high to deploy a 20mph limit. If traffic calmed first, then later could become a 20mph.	NO						
INTERACTIVE SIGNS	Unreliable. Difficult to site the signs in a tree lined scenario.	NO						

REMOVAL OF ROAD MARKINGS	Likely to have a minimal effect on speed reduction. Even less protection for cyclists than the existing advisory lane with parked cars.	NO
BUILD OUTS/GIVE WAYS	Visually detrimental to the streetscene. Would casue delays for buses.	NO
SPEEDWATCH	Would be beneficial in supporting other measures, but alone would not be effective enough.	NO