



## FORMAL OBJECTION Fenham Hall Drive 16.08.2012

### Introduction

We have previously commented on the Fenham Hall Drive proposal. This was based upon our feelings that the scheme had not followed the *Hierarchy of Provision* guidelines set by the Department for Transport. Although we have received a response outlining why the council thinks they have followed the guidelines, we still feel much more could and should have been done at the early stages (data and option selection phase) and, moreover, that the proposed scheme does not offer good value for money in the long run.

The main reason for both of our concerns is that two separate forms of cycle infrastructure have been proposed, where only one should be necessary. In previous responses we've pointed out that safety, route clarity and continuity are vital components for functional cycle infrastructure.

- The problem with the on road **cycle lanes** is that they still do not offer enough safety for people to feel comfortable using them. This is due to a number of different issues, such as the cycle lanes being cut up by bus stops and car parking, and the speed limit of the road with the traffic levels. Anecdotal evidence suggests that parents are currently not allowing their children to cycle on the road here.
- Also the proposed **shared-use pavement** raises concerns of its own. Only one section of the pavement has been widened for the increase in users of the pavement, which is likely to lead to conflict between pedestrians and bike users, both modes which should in fact be encouraged and supported. It is the traffic, its volume and speed, that must be addressed, and not at the expense of walking and cycling.

As usual, we'd welcome the sharing of traffic data for the proposal, an option report and a road safety audit.

Until we've been satisfied that all options have been given fair and due consideration, we feel we have no other choice but to register this objection.

Please acknowledge receipt of this communication.

**On the following pages we attempt to outline what could be done at Fenham Hall Drive.**



## Option - walk and cycle safe

You might notice that the stance in this objection is not dissimilar to the comment we provided for Brighton Grove. As for Brighton Grove we do not believe that options have been considered, or given the due consideration they deserve.

We would therefore like to offer an alternative solution, that we feel would better meet the needs of a city with a sustainable transport agenda, hence better meet the needs of all cyclists and pedestrians: this would be to provide a continuous, segregated cycle path which could be provided on one side of the road and be made two-way.

This should not be confused with a shared-use pavement, as there should be clear delineation between the pedestrian space and the cycling space, to help minimise conflicts between cyclists and pedestrians.

To make room for this, the existing on road cycle lanes could be removed, along with central hatchings, filter lane and turning pockets.

If more space is still required, speed limits could be reduced, to allow for narrower carriageway lanes. The scheme can be extended to also serve Sacred Heart School. With the space available on this road, on street parking could still be provided as required for the allotments.

In Pan 1 – 3 below, we have drawn up a rough plan to show where the route could go, including Sacred Heart School. Yellow sections marking crossing points that should be developed in more detail and in consultation with all interest groups. The junctions should be redesigned, to ensure that pedestrians and cyclists, can proceed on their journey, without being inconvenienced at every junction.

We would like draw your attention to a recent online article describing how this can be done at minor junctions using DfT approved road designs, at signal controlled junctions, the time that pedestrians and cyclist have to wit can be kept as low as possible:

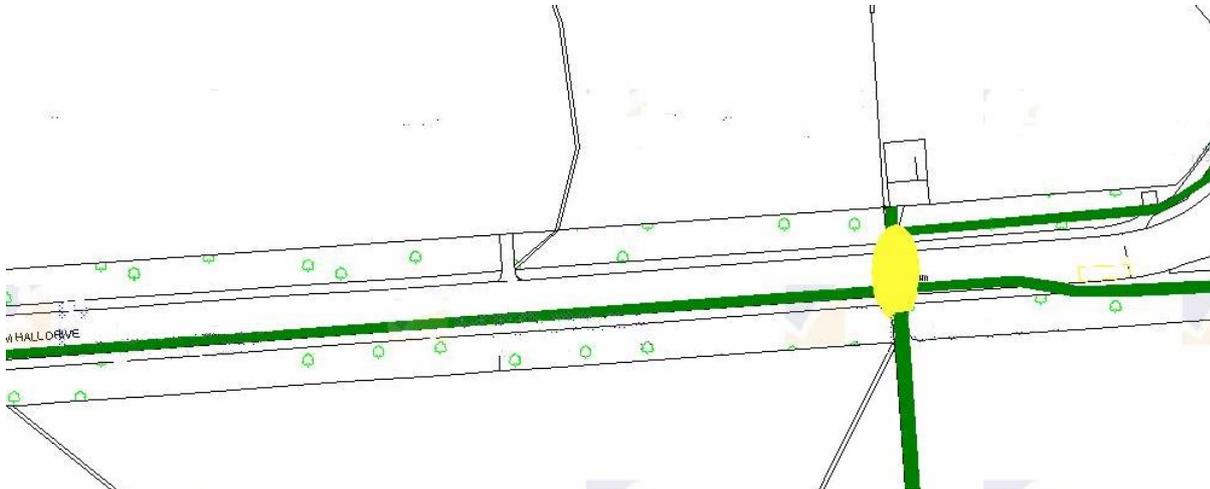
<http://aseasyasridingabike.wordpress.com/2012/07/11/priority-of-cycle-tracks-across-side-roads/>

The pages following the alignment plans list photographic examples of how we would envisage Fenham Hall Drive street environment. You may have noticed that we've given examples of countries and cities that are in the process of developing a cycling culture (within the UK, as well as abroad).

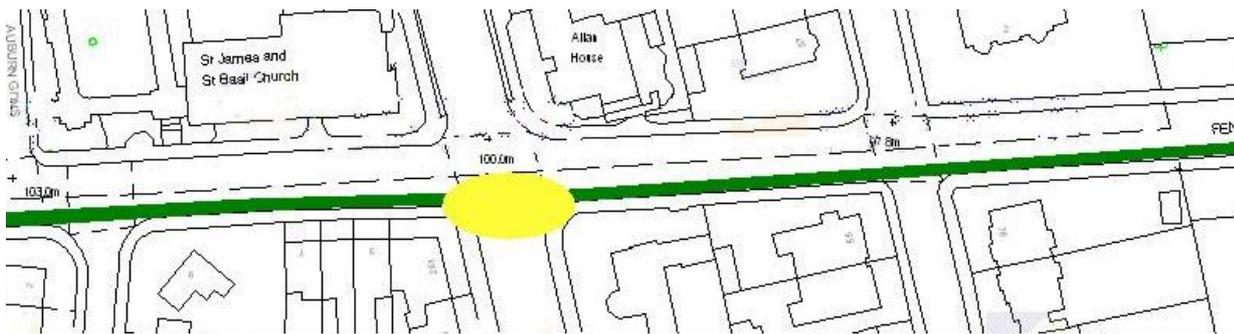
There are, of course, plenty of examples available from cities in the Netherlands, Denmark and Germany where are culture of cycling already exists.

We hope you find these inspiring.

# Newcastle Cycling Campaign



Plan 1 – Proposed alignment of Fenham Hall Drive route



Plan 2 - Proposed alignment of Fenham Hall Drive route (cont)



Plan 3 – Proposed alignment of Fenham Hall Drive route (cont)



## Example 1

Recently in Brighton & Hove, a scheme similar to what we are suggesting here was implemented. One of the aims of this scheme was to help children to cycle to school safely.



Photo 1 – Brighton and Hove, UK

An article from *The Lo Fidelity Cycle Club* (<http://lofidelitybicycleclub.wordpress.com/2012/06/20/old-shoreham-road/>) outlines it.

An article on *road.cc* (<http://road.cc/content/news/60149-new-hove-cycle-path-will-help-children-cycle-safely-school>) talks about this safe route to school.

Photos 1 above shows some inspiring images of this development courtesy of *Low Fidelity Cycling Club*.

Source: *The Lo Fidelity Cycle Club*



## Example 2

In Newcastle one section of the Great North Road has a cycle path that is similar to what is being proposed here, which stretches between Forsyth Road and Clayton Road, see Photo 2 below.

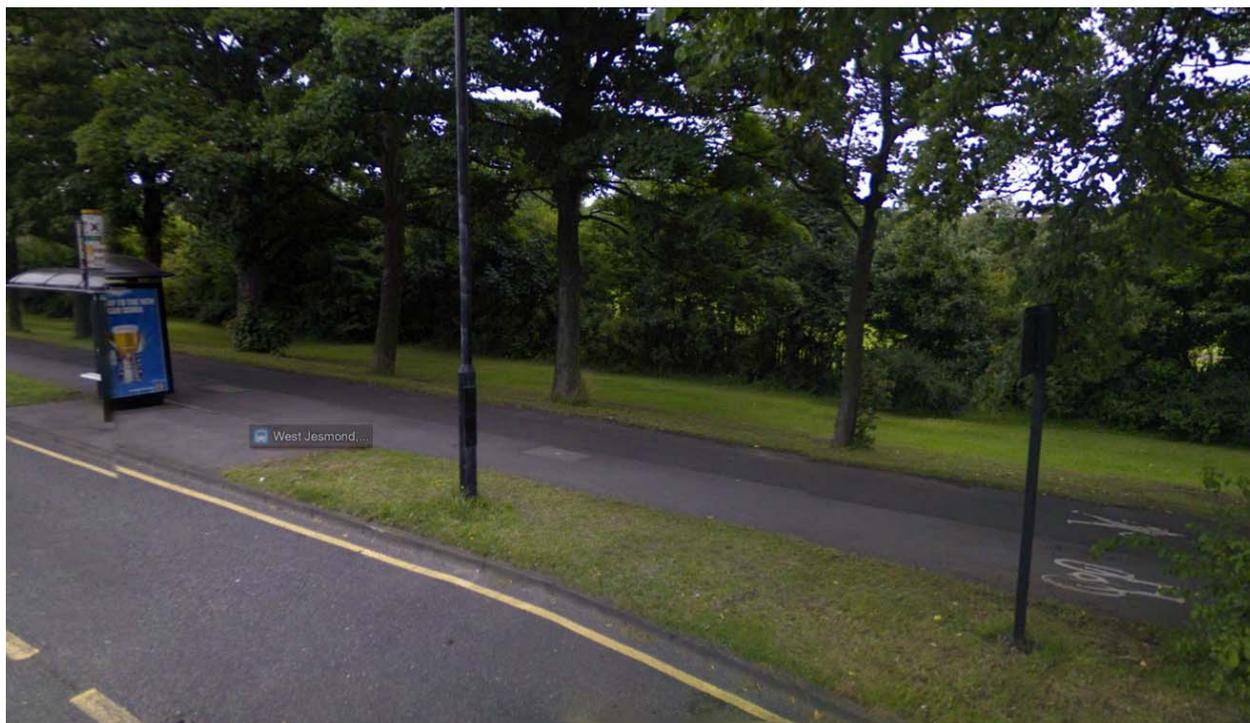


Photo 2 – local example, Great North Road

Source: Image from Google Maps



## Example 3



Photo 3 - Glasgow

“The crossing of side-roads has been done pretty much exactly right: the priority is clear, and if the markings weren’t enough, the contrasting colour should be. It’s not quite 100% perfect: as the coloured surface shows, there is still a rather generous sweeping curve for vehicles turning left onto the minor road to race across the tracks. But it’s plenty enough to make it one of the best examples of on-street cycle tracks in the UK.”

Source (photo and text): <http://waronthemotorist.wordpress.com/2012/01/15/return-to-glasgow-again/>



## Example 4



Photo 4 - USA

Example from United States showing simple inexpensive upstands as protection from motorised traffic. Please note that this could also be designed as a two-way cycle track.

Source: NACTO Urban Bikeway Design Guide.



## Example 5



Photo 5 - Spain

Example from a Spanish city with upstands and mini humps.

Source: private contributor.