

LRAG News Update – 16 May 2023

Another week has gone by, with no further news of future meetings to discuss the establishment of a new Surrey CC engagement plan with the public. The timing of the next meeting of the Sustainable Travel Reference Group (STRG) is heavily dependent on the completion by Surrey CC of revised designs and traffic management.

Cycling Safety

An interesting analysis of how best to integrate cyclists and motorists at roundabouts has appeared, [A view from the cycle path: The best roundabout design for cyclists](#). This came from a review undertaken 9 years ago of solutions in The Netherlands, and was part of an article about the Cambridge Dutch-style roundabout at Fendon Road: [More collisions at UK's first Dutch-style roundabout | road.cc](#). Both articles are available, along with much more useful background, on the LRAG Website [LONDON ROAD ACTION GROUP](#), but many of the pictures and videos in the articles indicate the amount of space necessary to achieve optimum solutions.

Statistical Claims

In several of the recent media outputs about Fendon Road there was a statement, in defence of the number of accidents, about the percentage of cycle users: “... *the council said the number of cyclists using the roundabout had increased by almost 50% since 2017 to 11.4% of all traffic users in 2022.*” Just to make it clear, Fendon Road roundabout is not on an arterial route, but is on a primary route between the M11 and the east of Cambridge, including the airport and Addenbrooke’s hospital.

Cambridgeshire County Council publish excellent traffic data, based on their monitoring points ... but the nearest one is half a mile away from the Fendon Road roundabout, and not on a route through the roundabout. The next closest is 0.8 miles away, with a junction in between. However, both are only to monitor cycle and pedestrian usage and do not measure vehicular traffic.

If the 11.4% figure came from a different accurate source, it means that, on a daily weekday average, for every cyclist there are 9 cars passing through the roundabout. Figures from both Cambridge monitoring points give combined daily cyclist numbers in the area of around 4500 cyclists, though it cannot be inferred that all or any pass through Fendon Road roundabout.

Presently, London Road measures a daily average of 260 cyclists, with the potential of a 50-78% increase after the installation of cycle lanes. Surrey CC figures published from a survey in May 2021 indicate that London Road alone, without traffic from Parkway and Boxgrove Road, exhibits an average of just over 19000 daily vehicle journeys. These figures currently represent 73 vehicles per cyclist, though with improved cycling facilities that could come down to as few as 41 vehicles per cyclist. Can a conclusion be drawn that the risk factor to cyclists at a modified Boxgrove roundabout is somewhere between 4½ to 8 times more than at Cambridge?

So, is the 11.4% share for cyclists relevant to our situation? Almost certainly not, but it might get quoted as an aspiration in the future. Beware of percentages, and always relate them to absolute figures.

You can prove virtually anything by a misuse of statistics (the old adage of the value of a lamppost for a drunk – he only uses it for support, not illumination)!