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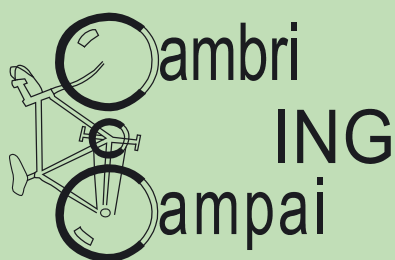
CAMBRIDGE CYCLING CAMPAIGN

Newsletter 113 • April - May 2014



Huntingdon Road + Hills Road Plans

- Floating bus stops
- An alternative view
- Chisholm trail
- University cycle parking



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Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club, but a voluntary organisation promoting cycling for public benefit and representing the concerns of cyclists in and around Cambridge.

Registered charity number 1138098

Our meetings, open to all, are on the first Tuesday of each month, 7.30pm for 8.00pm until 10.00pm at the Friends' Meeting House, Jesus Lane, Cambridge.

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Contacting the Campaign

Cambridge Cycling Campaign
Llandaff Chambers, 2 Regent Street
Cambridge CB2 1AX

(01223) 690718

www.camcycle.org.uk

contact@camcycle.org.uk

Twitter: @camcycle

Facebook: CambridgeCyclingCampaign

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JH

Co-ordinator's comment

I have been spending a lot of time over the last couple of months discussing the Hills Road and Huntingdon Road traffic schemes.

I have attended the city area committee meetings, our own monthly meeting and stakeholder meetings, where county council officers have presented the plans. I've attended a number of internal Campaign discussions, as well as contributing to the online discussions.

We have had a lot of lively discussion on issues such as whether 2.1m lanes are wide enough for overtaking, how to make right-hand turns from a fully segregated lane, how to highlight priority at side roads. It is clear that there is room for improvement in the detail, and the Campaign has spent a lot of time debating these issues.

That should not detract from the principles of the schemes. Dedicated space for cycling, separate from motor traffic and pedestrians, is the goal. The significance of the schemes is in wide acceptance of the need for protected space, to start to build a network that is suitable for everyone to cycle, from 5 to 95. While the final design is key to the success of implementation, there will be further iterations of design, if demand for the principle is clear.

There has also been discussion outside the Campaign, particularly focusing on the island bus stops. This has been a little surprising to those of us who spend a lot of time looking at cycle infrastructure abroad, where such bus stops are a common, decades-old solution to the problem of bicycle and bus interaction. To many people they appear a new idea, but I am sure that once it no longer looks like a novel experiment they will become an important feature. There is no reason that something that works in Denmark and the Netherlands and Brighton and London should not work in Cambridge as well. This will also be a welcome solution to the problem of the existing bus stops on Hills Road which have passengers leaving the bus directly into a cycle lane.

In the past couple of years we have been campaigning more strongly for more ambitious cycling infrastructure. Priority over side roads, island bus stops and dedicated space for cycling are signs that the county are upping their game on cycling projects

The consultations close on 7 April, so if you have not done so already, please do respond.

Hester Wells

Links to the consultations

<http://www.cambridgeshire.gov.uk/transport/projects/cambridge/hills-road.htm>

<http://www.cambridgeshire.gov.uk/transport/projects/cambridge/huntingdon-road.htm>

<https://www.youtube.com/watch?v=zAi6SGG37v4> County council video of proposals

See also page 3 opposite top.

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Hills Road and Huntingdon Road

Cambridge Cycling Campaign strongly welcomes the county council's proposals for changes on Hills Road and Huntingdon Road. These schemes represent a clear step-change in thinking about how to get more people cycling, easily and safely, in Cambridge.

Cambridge has some good off-road and quiet routes for cycling, if you know where to find them. So far, major roads have been a glaring omission in the city's cycle network. Such important and direct routes need to be available to all those who cycle, or would like to cycle, including the young, the old, and the less confident.



Hills Road at Luard Road - Photo montage looking south and plan of proposal for Option 1, segregated cycle lanes.

We believe the proposals will bring the following benefits to users:

- Cycle routes suitable for everyone. Separated cycle infrastructure gives freedom and mobility to young and old, away from motor traffic.
- Reduction of bus and cycle conflict. People on bikes do not have buses pulling in front of them to reach a stop. Buses do not have to constantly overtake people on bikes. Removing such manoeuvres makes cycling and bus driving easier.
- Continuous bus and cycle routes. Buses do not need to wait for a gap to pull in to and out of bus stops. People on bikes do not need to wait at side roads when travelling straight on.
- Keeping the pavement for pedestrians. Cycling on shared-use paths, such as those on Hills Road, causes conflict and is especially disconcerting for those with mobility, hearing or sight problems. The proposals will provide separate safe spaces for both cyclists and pedestrians, removing any need to cycle amongst pedestrians.

- Bus passengers do not have to exit directly onto cycle paths, as occurs on Hills Road at present. The proposed islands will provide a safe space to leave and join the bus which is not in the cycle lane.
- New cycle journeys from people who drive. The city is heavily congested, with some people who would like to cycle feeling unable to do so among heavy motor traffic. More cycled journeys on segregated lanes means the road is clear for those journeys which have to be made by car.

We are still discussing the details of our response to the consultation, and there are certainly areas that we think need careful attention. The consultation asks which of three options to pursue, and we are considering all of them.

We view the proposals in the context of necessary future changes to large junctions on these roads, and to a future outbound lane on Huntingdon Road.

We want travelling by bike to be safe and convenient for everyone, and the proposals for Hills Road and Huntingdon Road are an important step towards that goal.

Hester Wells

NOTE: consultations close on 7 April 2014.

This issue is being discussed online at <http://www.cyclescape.org/threads/808> and <http://camcycle.cyclescape.org/threads/1298>.

Stop Press: City Deal announced

When Cambridgeshire County Council agreed to *The Transport Strategy for Cambridge and County* and the associated action plan, it was clear that without an agreed City Deal we risked an 'Inaction Plan'.

However, the Chancellor's Budget statement on 19 March has now confirmed the City Deal which brings £500m of transport investment to Cambridge.

One of the first items proposed for delivery is:

Chisholm Trail Links 2016/17 (City Deal 15a) 'A strategic cycle route that will extend along the rail corridor from Cambridge Station in the south of the city through to the Cambridge Science Park Station.'

Also included is:

City centre cycle capacity improvements 2015/16 to 2018/19 (City Deal 15c) 'Measures to improve capacity for cycle movements in the city centre, including a new cycle parking facility or extension of one or both of existing cycle parks'.

We plan to report more fully on these and other recently confirmed schemes in the next Newsletter.

Jim Chisholm

Floating bus stops

Not something for the Fens or Somerset Levels, but something to much reduce conflicts and stress for both bus drivers and those on cycles.

I had cycled to work before I came to Cambridge in 1985, but those trips were on rural roads with no buses. Now cycling from Stapleford to Trumpington I had new skills to learn. There were seven bus stops on that stretch, many on a 40mph section.

As I cycled home I could normally hear a bus approaching from the rear. The engine note would give some idea of what might happen next as I approached a stop. If the note fell I could be reasonably sure the bus would slow behind me, but that pedalling that bit harder would help the driver. If it was constant, the bus probably would not stop. If the note rose it might mean the driver was 'racing' me to the stop. This might not be an aggressive move, as he might have ample time. In the 1980s most of the bus drivers were local, and many would be cycling to work at the depot in Hills Road (had it gone by then?). Such drivers would have understood the judgement required, although errors might occur, and would be compounded if the passenger rang the bell for a stop very late.

In the morning slightly different conflicts occurred. I would see someone waiting at a stop as the bus passed me. Would this solitary passenger have the right change ready, or a pass, or would they have to delve into some remote pocket or handbag, only to offer a large note to the poor driver? Should I relax from pedalling and coast as the bus restarted, or should I pedal hard and pass the bus before it did?

This was relatively easy for all as there was only one regular bus service and not thousands of cycles each day.

Now, the main radials into Cambridge are a different matter, as we have hundreds of buses and thousands on cycles each day. Many bus drivers will never have ridden a bike, and many cycles are ridden by those not skilled or experienced enough to cope with heavy traffic. Even for those with skills and experience heavy traffic is unpleasant.

Hence many on bikes revert to footway riding, coming into conflict with pedestrians. Even the faster and confident riders who remain on the road can easily be cut-up by the bus driver weaving through the stream to set down or pick up passengers.

Where better segregation such as Mandatory Cycle Lanes exist, the conflicts can be worse as each feels rights have to be asserted – buses may enter an MCL to access a marked bus stop.

So what of the future?

'Floating' or 'island' bus stops have existed for many years in countries where fully-segregated cycle routes are common. With these, the cycle route passes inside the bus stop, usually with an 'island' to permit easy boarding and alighting, and sometimes this island even includes the bus shelter. The bus driver has no worries about the cycles, and those on cycles have no worries about the buses. This seems like a win-win situation and it is, but only if we forget the bus passengers!



An example from Glasgow, but risk of advertising hoarding obscuring view of waiting passengers.

Some of the early designs in the UK seem not only to forget the bus passengers but also those on bikes! There may be a sharp turn and narrowing in the cycle route to the rear of the island or the island may not exist, with passenger stepping directly from the bus into the path of cycles.

Of course, this is exactly what happens when a shared-use path goes past a bus stop, and I have seen some very near misses on Trumpington Road. It is such conflicts that alarm some bus passengers, especially those with poor hearing or sight or with young children.

We now have proposals for floating bus stops on both Hills Road and Huntingdon Road. These do have islands but limited space means that the bus shelters will be to the rear of the footway. The island should be large enough for anyone alighting to get their bearings, or for a pushchair or wheelchair to be clear of the bus without fouling the cycle lane. It should also be clear to anyone approaching in the cycle lane whether large numbers disgorging from the bus will overflow the island. Remember also that cycles should only be approaching from one direction. To provide space, any cycle lane will have to narrow, and it should be clear that overtaking another cycle on that short stretch should be discouraged. The cycle lane will need to rise to the level of the footway at the point where passengers should cross to or from the island.

Those on foot clearly have concerns that they are being disadvantaged, but if island bus stops mean far fewer cycles on footways as these are no longer designated for cycling, then illegal footway cycling diminishes, and if the islands are well-designed, even those on foot should see they gain.

Have I convinced you that this is a win for those on foot, on cycles, and on buses (both passengers and drivers)?

Jim Chisholm



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Coldham's Common

Cambridge Cycling Campaign recently responded to the city council's consultation on Coldham's Common.

This is already part of an important route for cycling, connecting north-east Cambridge and the science parks, Abbey and Fen Ditton, to the railway station and Addenbrooke's. The Chisholm Trail, which is now part of the county council's transport strategy, will make this an even more important link, as will the Wing development on Marshall's land, north of Newmarket Road. The alternatives, such as Newmarket Road itself, are very hostile environments for cycling.

We responded in order to emphasise the importance of the paved path in particular as a through route for cycling. We noted that this use brings advantages, by raising awareness of the Common and its facilities, and increasing the sense of security that comes with a well-used space. In addition to increased safety by avoiding main roads and associated health issues of air quality, many people cycling appreciate a daily dose of green open space as an opportunity to relax and enjoy their journey, if only briefly.

We suggested careful widening of the path to reduce conflicts between those on cycles and on foot, and to reduce the damage to adjacent grass, as has recently been suggested for

Jesus Green. We would also welcome a paved track east-west across the Common to connect to and from Barnwell Road to open up a new route. More paving than this would be inappropriate, so that more natural walking routes can remain for leisure and dog-walking.

In support of our response, the Campaign undertook a couple of surveys of path users between 8.00am and 9.30am on 14 January and 21 February this year. On 14 January there were 149 cycle journeys and 33 walking journeys. On 21 February, during half term, there were 85 cycle journeys and 25 walked journeys. It was suggested that both days were unusually quiet as the Green Dragon bridge, which would connect people to the Science Park, was closed for maintenance.

The cycle network in Cambridge enables residents and visitors to reach open spaces such as Coldham's Common without the use of motor vehicles. Appropriate improvements to this network would increase accessibility, enabling all aspects of such green areas to be enjoyed, without the pollution caused by motor vehicles.

Hester Wells



The two-way, shared-use tarmac path over Coldham's Common is 63" / 1.60m narrow, though the grass is making inroads. The edges are breaking up, which makes overtaking impossible and avoiding oncoming traffic dangerous.



Cambridge Cycling Campaign's stall bike at Coldham's Common. Campaigners (shown) counted four times as many cyclists as walkers during the morning rush.



Location of Coldham's Common.



Picture taken on Coldham's Common near the railway lines during school holidays.

Milton Road/Gilbert Road (1) more space for cyclists



Cyclists travelling through the junction from Gilbert Road southbound into Milton Road.

Cambridgeshire County Council has been consulting on a redesign for the Milton Road/Gilbert Road junction in West Chesterton. The scheme proposes removing the extra lanes to turn from Milton Road into Gilbert Road to make space for advanced stop boxes and approach lanes on Milton Road. In principle this is what was done on the three main junctions on Gilbert Road itself, when the new-style inlaid red cycle lanes were introduced in 2011.

The budget for this proposal is a minimalist £20,000, provided by a developer. To put the budget into perspective, a Toucan crossing costs about £45,000, the Catholic Church junction 'upgrade' cost £900,000 and the budget for hybrid cycle lanes on Hills Road between Cherry Hinton Road and Long Road is £1.2 million (see article 'Hills Road and Huntingdon Road' on page 3). In other words: £20,000 isn't quite enough to move a traffic light and a refuge.

Nevertheless, the Campaign has decided to support the proposal, as we welcome the reallocation of road space from a second car lane to a cycle lane where there is currently no provision to help cyclists get into a safe position for going straight on (northbound) or for turning right (southbound). We have also asked for these approach lanes to be 2 metres wide - which is the nationally recommended width. The changes will also give greater continuity for those using the popular cycle lanes on Gilbert Road. We have asked for the same method and identical material to the Gilbert Road cycle lanes to be used and according to an initial response from the council the idea is to mirror what is on Gilbert Road.

The Campaign welcomes the removal of the railings from the edge of the footway. Railings block potential escape routes for cyclists when they are cut up by motor traffic which is overtaking too closely or negligently turning across cyclists on their near side. Entire countries function without such railings and in the UK they are out of fashion, with London leading the removal effort. But several local residents seem to oppose the removal of railings, valuing these as crash barriers, which they are not.



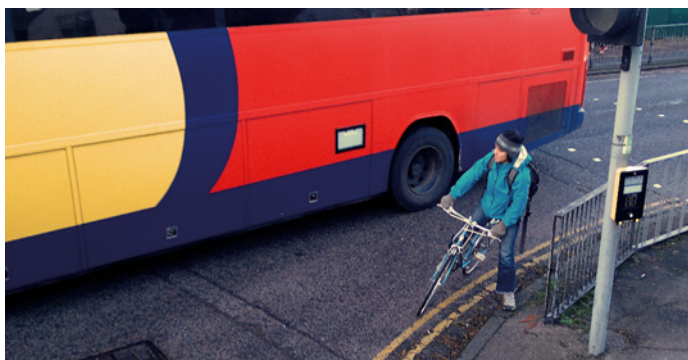
The scheme proposes removing the extra lanes to turn from Milton Road into Gilbert Road to make space for approach lanes leading to advanced stop boxes on Milton Road.

Pavement cycling

The campaign held a stall event at this junction during the morning rush hour from 7.30 to 9.00am. We counted pedestrian and bicycle traffic and talked to many people who saw our big logo and stopped to talk to us about various issues at the junction. We were approached by many passers-by. A concern repeatedly voiced was pavement cycling at this junction and on Gilbert Road. The peak flow we counted was 254 cyclists southbound, 72% on the road but 28% on the footway where cycling is prohibited.

Wider aims for improving this junction

The current hostile junction arrangement is forcing many riders to make illegal use of the footway. If this problem is to be solved then it must be both safe and convenient to remain on the road through this junction. While we recognise that this



A coach turning north-east from Gilbert Road into Milton Road cutting up a cyclist. She wisely stops and doesn't get thrown against dangerous railings.



With the construction of the redmac cycle lanes in 2011 the second lanes were removed from Gilbert Road at its three main junctions to create space for cyclists.

can't be achieved with £20k, we think the best way to do this would be to provide a segregated cycleway that continues through the junction for southbound cyclists.

We have run into the brick wall of the apparently untouchable throughput capacity for motor vehicles at many junctions where we are campaigning for a re-allocation of car space for cycling. We hope that the road space re-allocation here will lead to similar solutions elsewhere.

Junctions and roundabouts

This proposal doesn't aim at Dutch standards, which would require serious investment and a lot of lobbying and campaigning from cyclists. There are very many junctions in need of big money improvements: On Milton Road, for example, or the junction with Arbury Road or with Green End Road, the Elizabeth Way roundabouts, many junctions on Perne Road and Mowbray Road and Trumpington Road, to name just a few old ones, or the Addenbrooke's Road roundabouts which are relatively recent failures. One could say that by supporting the Milton Road/Gilbert Road junction proposal we are grabbing the low-hanging fruit. But we need more people and time to improve the many more difficult and dangerous junctions, to get cycle infrastructure that parents will feel comfortable in letting their ten-year-old tackle alone, which at the same time is fast and convenient for commuter cyclists.

Some short video clips of the junction during the morning rush can be seen at <http://iitm.be/OdoOTH> (case sensitive URL).

Klaas Brümman

(2) another view

The UK is currently 41 years behind the Netherlands for cycling. Despite years of campaigning along the lines of 'What do we want? "Gradual change"; When do we want it? "In due course" ' the gap is widening. I think Cambridge Cycling Campaign should not have supported this scheme because it is just the sort of incremental improvement that is not getting us anywhere fast.

David Hembrow notes that in the time Cambridge Cycling Campaign has existed the Dutch have managed to transform their streetscape and build showcase-quality facilities. He suggests that time is not the barrier to transforming the UK, low ambition is.¹

The consultation on the Cambridgeshire Transport Strategy showed that 75% of those responding wanted more road space given to buses and to people walking and cycling. Meanwhile, the Cycle City Ambition Fund has provided more than a million pounds to rebuild Hills Road as three networks – walk, cycle, drive – where people on cycles are segregated from motor traffic and from those walking. The Hills Road scheme is intended to be a model for other cities to follow and a model for future schemes in Cambridgeshire.

Cycling is a normal thing to do in Cambridge *despite* the infrastructure and not *because* of it. Furthermore, it may be that the modal share for cycles has levelled off. We need to do something different to increase it, and this is the aim of the Cycle City Ambition projects in Cambridge.

So if segregated cycle tracks are the model, large pots of money can be made available and there is public support for reallocating road space, why is the Campaign supporting such a *low-ambition* scheme for the Gilbert Road/Milton Road junction that does not have segregated cycle tracks or traffic signal phases for cycles?

Yes, but the county is only offering £20,000 to build this scheme, yet £100,000 has been offered towards the A14 work. Meanwhile the city has found £1,000,000 to improve three shopping areas. If £20,000 is not enough to do this properly then come back when the politicians will fund the work needed.

The proposals for the Gilbert Road/Milton Road junction are basically paint and advanced stop lines that will not change the perception of safety, will not prevent cars turning left across cycles going straight on, nor will it stop cars cutting in at the lights as they travel south. Schemes like this were ripped out in the Netherlands decades ago because they are ineffective or dangerous. We are wasting campaigning and volunteer time researching and discussing schemes like this when we should be campaigning for schemes we can be proud of.

Where is the ambition in removing some railings and putting paint on the road? Where has this approach actually increased cycling, reduced congestion, improved air quality and transformed the streetscape to a place for people rather than a conduit for motor traffic? The best so-called cycle schemes can do all these things; that's the exciting thing about cycle campaigning: it is not about getting ASLs and cycle stands outside shops, it is about changing our towns, cities and streets into liveable places.

No more low-ambition gradual change, it is time to demand more.

Richard Jennings

¹ www.aviewfromthecyclepath.com/search/label/we%20are%20On%20years%20behind

Chisholm Trail: a vision revised

Definition:- Chisholm Trail A strategic cycle route that will extend along the rail corridor from Cambridge Station in the south of the city through to the Cambridge Science Park Station.
(From Stop Press on page 3)

I first wrote in the Cycling Campaign newsletter about the opportunities for a high-quality cycling and walking route through Cambridge in 1998, although the idea of such a route had been in my mind longer. I had moved to Cambridge in 1985, and as well as cycling around Cambridge I had also gazed out of train windows, and hence seen the possibilities.

Now, over 15 years later, with the first serious plans for some central sections being processed by county council officers, and some others expressing concerns over standards, I think it is time to review the situation.

When I first wrote, I thought that the most difficult sections would be getting under Hills Road and over the Cam adjacent to the railway bridge. And I did not think that we would have some excellent cycle routes on the fringes of Cambridge. The Cambridge Guided Bus route has enabled such fringe routes, as well as a route under the Hills Road bridge, and the Cycling Campaign worked hard with others such as Sustrans, at the public enquiry and later, to ensure good quality provision on those sections. Progress is even being made towards lighting the fringe routes, although there are flooding issues the Dutch would never tolerate. It is also clear that a cycle/foot bridge over the Cam on Ditton Meadows, near to the railway bridge, should soon be provided, and it may become the busiest cycle bridge over the Cam!

So what has happened to the 'easy bits' in the middle?

Everything seems easy until you look at the details, but that should not dilute the vision. There is still the opportunity to create a route on both sides of the railway through much of central Cambridge, bringing easier access on foot or cycle to many facilities.

Crucial to this is using arches not occupied by railway tracks on both sides of Mill Road and Coldham's Lane bridges. Both these roads are busy with motor traffic, and crossing them on foot or by cycle is risky or slow or both. Grade separation, by use of these arches, opens the routes for easier cycling and walking for a wider range of ages and abilities, as well as saving journey time.

Also crucial is using the planning system to 'protect' and enhance the route, both by restricting obstructive development, and by improving access along the route. This should further improve the permeability for cycling and walking, by linking residences, businesses, colleges, and open space.

In the longer term I still believe we can achieve such a route, and only on one section have I given up the long-term aspiration. For that one section the proposal was to use Coldham's Lane and the ungated level crossing over the Newmarket line. In the past 15 years, with some good reason,



This 'spare' bit of Network Rail land could give easy access to arches beneath Coldham's Lane bridge.

Network Rail has become hyper-cautious over the safety of such crossings, and we also have the prospect of a more frequent train service on that line. A route over Coldham's Common is the only alternative, and a sensitive approach will be needed here.



This underbridge on Coldham's Common will remain an issue unless very large sums of money are available.

So what about those fiddles and wiggles that appear on initial plans?

If we want to cross from one side of the railway to the other we need to use an existing bridge or level crossing. At a bridge there is clearly a need to rise some five metres, which would mean two ramps each of about one hundred metres or use of an existing road. Just think about the length of the cycle bridge at the station. If such a diversion eliminates a busy road crossing, on average it may save, say a minute, especially if



Locations of points mentioned in the article

Chisholm Trail: continued from page 9

traffic lights are involved, which is equivalent to cycling about 300 metres. Many trips would be expected to cross the railway only once, with some not at all, once the full vision is realised.

crucial is using the planning system to 'protect' and enhance the route, both by restricting obstructive development, and by improving access along the route.

For a number of reasons the new Cam foot and cycle bridge is most likely to be on the downstream, or northern side, of the existing railway bridge, hence the level crossing at Fen Road is a special case. If you stand and watch here at a busy time, the existing conflicts are obvious. Queues of pedestrians, cycles and cars build up when the crossing is shut; then, when the gates open the conflicts are clear, as the crossing is narrow, and it is motor vehicles that dominate. Adding to this the numbers who might use the new Cam bridge would create even more chaos, and Network Rail would be likely to veto proposals that might make such a crossing less safe. In the long term there are obvious solutions here, but we all want a bridge in the short term. A link from the bridge, leading only to the Cam towpath, should solve that problem. With care it could also offer those residents of Fen Road on foot or cycle an alternative to the level crossing. Yes, such a route is probably 300 metres longer than the direct route, but won't it be just as fast as waiting at the barriers, especially when we have more trains and they stop at the new station?



A triangle of land on the Fen Road side of the river would make a good landing spot for the new bridge.

Network Rail

Part of the land on the west side and much of the land on the east required for a good route is in the hands of Network Rail. Only an extremely small amount is obviously part of an operational railway, even allowing for the clearance of fences etc. from rail lines and OHLE (OverHead Line Equipment). Twenty years ago many would have expected carriage storage and cleaning facilities to move to Chesterton sidings, leaving

space for housing and access. Kaleidoscope, much of CB1 development and the Clifton Road industrial estate were all originally railway lands. Now the land at Chesterton sidings has increased in value, meaning a move is less likely, which leaves a couple of pinch points where co-operation from Network Rail is needed. The maintenance facilities adjacent to Coldham's Lane are far from modern and have poor access, so we may hope that changes will occur there. It also seems that various rail organisations are not familiar with 'systems' thinking. Like retailers, rail authorities seem to think customers who drive are more valuable, and hence huge sums are spent double-decking car parking or defending existing car parking capacity, when improving access for those on foot or bike might well be an easier way of increasing custom.

Enough of the route, more of the vision

My original article had a sub-heading: 'super cycleway'. I'd like to retract that phrase... I don't see this as primarily for 15mph+ riders going from one side of Cambridge to the other, but as a linear park, connecting to the surrounding streets with, where possible, green open space. The fast and confident riders might still stick to main roads, although I think many would have an equally quick, and far more pleasant trip, at a slower pace on the new route. More typical users are likely to be walking or riding a ten- to fifteen-minute trip that is free from cars on the road or parked on the footway. Walking or cycling with children to the school, park or a common would be more pleasant, with trips to the station or shops being shorter. The route must be suitable for an unaccompanied twelve-year-old. It certainly must not be a three-metre strip of tarmac with blind bends hemmed in by high palisade fencing, that can be so intimidating in terms of personal safety.



A route from Ditton Walk will be needed to construct the new Chesterton bridge over the Cam. Would not a route adjacent to the railway embankment also make a good final access route?

Economics counts

Just as with sea and river defences, we need to show that spending is economically justified, and that the same money spent elsewhere would not produce greater savings. To do this at a basic level we need to add several components:

- **User benefits** in terms of savings in time and money. This covers say a reduced cycle time from Kings Hedges to Addenbrooke's, or from Trumpington Meadows to the Science Park. It also covers the savings of someone who converts from driving to cycling.
- **Non-user benefits.** If one hundred drivers leave their cars at home and start to cycle, not only do they save money, but congestion is reduced so other drivers and bus passengers also save time and money. One hundred fewer peak hour cars peak on Milton Road would reduce the queue by around half a mile, and save all remaining users some five minutes of time. Reducing congestion even means a bus company can run more services with the same number of buses. Some costing systems ignore such sums, but in many major schemes these savings outweigh those of users. An early documented case was the construction of the London Underground's Victoria line.
- **Health benefits.** There is an increasing recognition of the benefits of exercise. Cambridge residents are far more likely to cycle than those in Milton Keynes, and have far lower levels of obesity. More convenient cycle routes could further improve the health of Cambridge and South Cambridgeshire residents. In addition, air pollution caused by motor vehicles is now realised to cause significant increases in health problems, especially for those living, working, walking or cycling near to congested roads, so reducing congestion has health benefits for all.

The recent Riverside Bridge has double the predicted number of users, so it is clear that existing cycle traffic prediction methods are inadequate. If even just small numbers using that bridge previously drove, the overall economic benefits will significantly larger than predicted. It could be that the 'non-user' benefits for the Chisholm Trail will far exceed the 'user' benefits. Much recent work has shown that the returns from 'small schemes' are far greater than that from mega-projects such as the A14 upgrade.

Walking or cycling with children to the school, park or a common would be more pleasant, with trips to the station or shops being shorter.

Finally

Staged openings will occur, and the use of these early sections should demonstrate the value of having a high-quality route. The proposed river bridge will bring pressure to advance other sections, with the section under Mill Road giving a similar boost. With those two links in place, the benefits of the '2020' vision will be obvious. Perhaps by that date we may have a route on both sides of the rail corridor for much of the distance between Hills Road and at least Coldham's Lane?

Jim Chisholm



The route from Sleaford Street to the Beehive site would not be difficult to improve.

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Plans for cycle lanes on the southern part of Histon Road rejected

As you may have read in the local news, plans to clear parking from the southern end of Histon Road 'have been sent back to the drawing board following a backlash from traders and residents'.

Plans to improve the flow of cyclists and buses between Victoria Road and Gilbert Road by imposing a parking and a loading ban on weekdays between 7.30am and 6.30pm were going to be funded from the Better Bus Area Fund. Keeping traffic moving becomes more pressing with an increased frequency of buses, and with further increases in traffic from the very large Darwin Green development and another 400 dwellings at Orchard Park.

The Deputy Leader of the county council, Cllr Mac McGuire (Highways and Community Infrastructure) said a balance had to be struck between buses and cyclists using a 'key radial route' and the parking needs of businesses. The consultation showed 151 responses opposed and 136 in favour, a balance similar to the Gilbert Road consultation in 2010. This also presents a reminder that we can't assume that a proposal out for consultation and given a positive officer recommendation will actually go ahead.



Histon Road looking south near Linden Close.

As a 'bus-fund' scheme it was not designed by the 'cycling' group in the transport department but by the 'bus' group. Despite the reallocation of road space we didn't warm to the scheme all that much owing to shortcomings also highlighted in the Campaign's response to the consultation. I quote:

- 'We strongly object to advisory cycle lanes that are only 1.3m wide.'
- 'We strongly request that at the pedestrian crossing the cycle lanes are continued in red tarmac all the way through the crossing to encourage cars not to violate the safe space required for people on bicycles.'
- 'Gilbert Road has shown that the removal of the centre line has reduced traffic speeds along this section of road. We cannot see any reasons why this same logic cannot be applied to Histon Road... Given the narrowness of the roadway, the removal of the centre line will also stop cars from only keeping within their lane when overtaking people on bicycles.'

- 'The proposed scheme appears to show that red tarmac surfacing is only used at a limited number of traffic junctions. This coloured surfacing should however be used at all possible conflict points...'
- 'This scheme provides an excellent opportunity to reduce the fear of cycling at the critical Gilbert Road, Warwick Road, Histon Road junction, especially in light of the school located near by, yet does not propose any significant changes at this time.'

The proposed scheme also suggested that parking for residents' cars to be provided outside peak traffic times. However, we observed that during peak times car traffic moves slowly, and with the parking restriction speeds would increase exactly at the time when better segregation of fast-moving vehicles and vulnerable road users is most needed.



Histon Road looking south to Huntingdon Road.

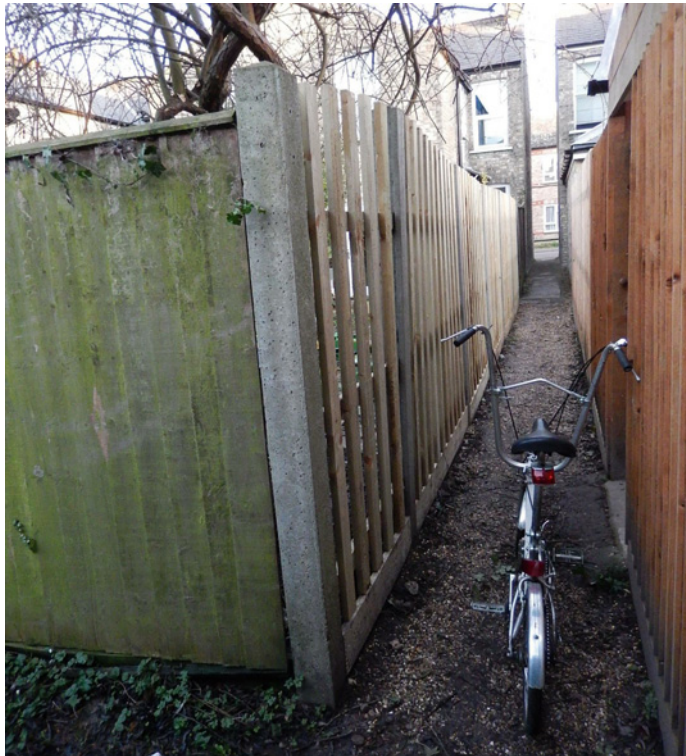
Those opposed to the removal of on-street car storage ran a very lively campaign, emailing the county councillors every week with reasons why parking shouldn't be removed and claiming that parking wasn't the source of conflict or of accidents. They summed it all up in another email the day before Cabinet refused the proposal.

From our end it would have needed an active campaign like that for Gilbert Road, inviting councillors to a 'fact-finding ride' during the morning rush, which could have been very effective in highlighting that the car-storage space is needed for cyclists. Note that the reason given for the rejection, that Better Bus Area Fund resources would be being diverted for what appeared to be the benefit of cyclists, will allow the council to bring a revised and hopefully improved scheme back. Several officers who travel by bus or bike through the area in question on their way to Shire Hall are well aware of the problems. This makes it likely that a revised project, possibly with S106 funding from the large developments in the north and northwest of Cambridge, will be brought back in future. However, the scheme needs to be higher quality if it is to motivate cyclists to respond with enthusiasm.

Klaas Brümman

Bicycle street

In recent newsletters I've reported on our efforts to introduce cycle parking on Thoday Street. I'm now pleased to report a positive development and some interesting statistics.



It's a struggle to park bikes in back gardens down these narrow, muddy and dark alleyways.

When I last wrote I was struggling to keep up momentum in the project following the lukewarm consultation response to the two-week cycle parking trial that was held in September 2013 (see *Newsletter 111*). That had yielded only a brief results summary which showed 16 for and 14 against the initiative. Those figures had not inspired much enthusiasm among councillors for taking this project further.

After discussing the matter with fellow members in the on-line Cyclescape forum, we planned a carefully worded question for February's Cambridge City Council East Area Committee (EAC) meeting. This successfully re-opened the debate, and was followed up by visits to the street by two local councillors. I took the opportunity to show them the narrow back alleyways which make for an inconvenient option for parking bikes in the gardens. The political party of the county councillor for the area undertook a thorough survey of residents by organising a 'knock and drop' posting of questionnaires for the whole the street – which has about 190 addresses.

The results read out at the EAC showed: 112 responses, 61% in favour, 36% against. There were many other details but the key statistic that persuaded the councillors to support the project was that almost half the motorists were in favour of the scheme.

The outcome of the EAC decision is that the County Council are going to proceed to formally advertise a Traffic Regulation Order (TRO) to introduce two blocks of cycle parking outside the same houses in Thoday Street that were in September's trial. The TRO defines what changes will be made to the

highway and gives a deadline by which representations should be made.

I was impressed by the statistic that 85% of respondents owned bikes. But it doesn't feel like a bicycle street because it is choked with cars parked on pavements on both sides of the road. The bikes are in front rooms, hallways and back gardens and relatively few are visible in the street – looking out of place, leaning against lampposts or attached to drainpipes. The cycle parking will raise the status of bikes, make them a lot more convenient to use and therefore they will be used more – as the results of the initial experiment revealed. One immediate neighbour has already bought a cargo bike for transporting their toddler twins – and the imminent arrival of the bike racks was a factor in their decision.

The racks will require the removal of two car parking spaces, and it was this issue that most exercised councillors in their deliberations. They have not made this decision lightly. It is a move away from allocating all the available space for parking cars towards a fairer use of the space that accommodates bikes in the transport options for this street.

For now we are looking forward to the implementation of the racks and have submitted comments on the detailed design. The lead councillor on this matter has stated in a public meeting that he is willing to consider more such installations and in the longer term they could become part of the city council's parking policy.

Simon Nuttall

The logo for Ben Hayward Cycles features a silhouette of a person holding a bicycle high above their head against a background of a sunset or sunrise sky. The text 'Ben Hayward CYCLES' is overlaid on the image, with 'Ben Hayward' in a smaller font and 'CYCLES' in a larger, bold font. Below the logo, the tagline 'committed to the bicycle - the ultimate vehicle' is written.

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Science Park station access

Spring is here! Soon the birds will be nesting and, in advance of that, machines are clearing the vegetation from the old railway so the Busway can be extended to the new Science Park railway station in the north east of Cambridge. Although planning permission has been granted and work is underway, access to the station is still under discussion. This is either a good thing as it means there is time to improve it, or it is a bad thing that permission was granted without a convenient way for people to get to the station.

Permission was granted with a host of conditions, including: 'The development shall not be occupied until details of the footways/cycle ways have been submitted to and approved in writing by the Local Planning Authority and have been implemented including a route to a minimum width of 2.5 metres along Cowley Road'.

There is not even room for a 2.5m shared-use path within the existing highway on Cowley Road let alone a segregated path (you can see more about our measurements on Cyclescape thread 1167).

A cycle and walking route on the north side of Cowley Road would have five sets of 'Give Way' markings within 400 metres and have a very hazardous crossing of the junction where Cowley Road turns north. The road is busy with buses going to Stagecoach's depot, tipper lorries to the aggregates terminal, and with refuse trucks. Of the six people on cycles who were

killed in London during autumn 2013, five died as a result of collisions with a bus or lorry. It is clear that keeping cycles and lorries apart is what we must do.

This junction is a particular concern since most traffic is turning while people heading to and from the station are going straight on. Despite a proposed change of priority this will be a risky junction, especially in poor light and when people are rushing to work or to catch a train. People heading east would be in the blind spot of turning lorries, exactly where we are told not to be! It is difficult to see how a route along Cowley Road can be made safe and convenient.

Ian Manning, the county councillor for this area, has published some options for access along Cowley Road. One proposal is to keep the pavement for pedestrians, with a number of improvements, and use a former access road that runs parallel to Cowley Road for cycles. The access road is approximately 4m wide with no crossings between Milton Road and the future railway station car park. It was built for lorries and appears to have solid foundations and a tarmac surface that is better than many cycle tracks. The road is currently owned by Network Rail but I cannot see it having any use once it is cut off by the station car park – it is not wide enough to build on.

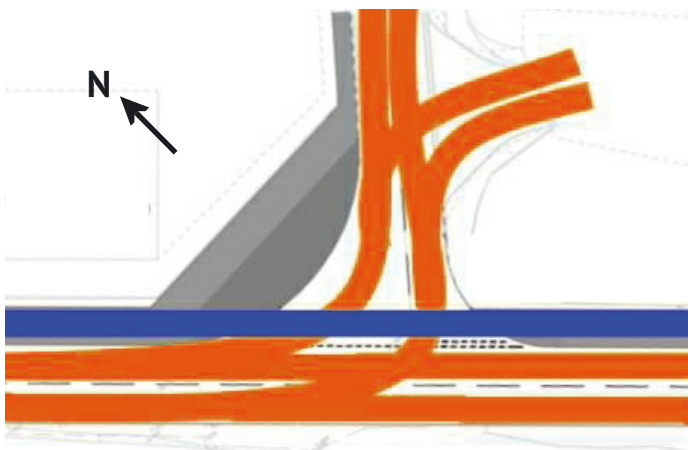
This access road would provide a near-ideal route from Milton Road to the station. As the north side of Cowley Road is developed, small bridges can be built over the drain that separates Cowley Road from the access road.

The railway station opening has now been set back to 2016, so there is still time to design and build convenient and safe routes for people walking and cycling. We need to make it clear to the county council that a 2.5m shared-use path is neither of these things.

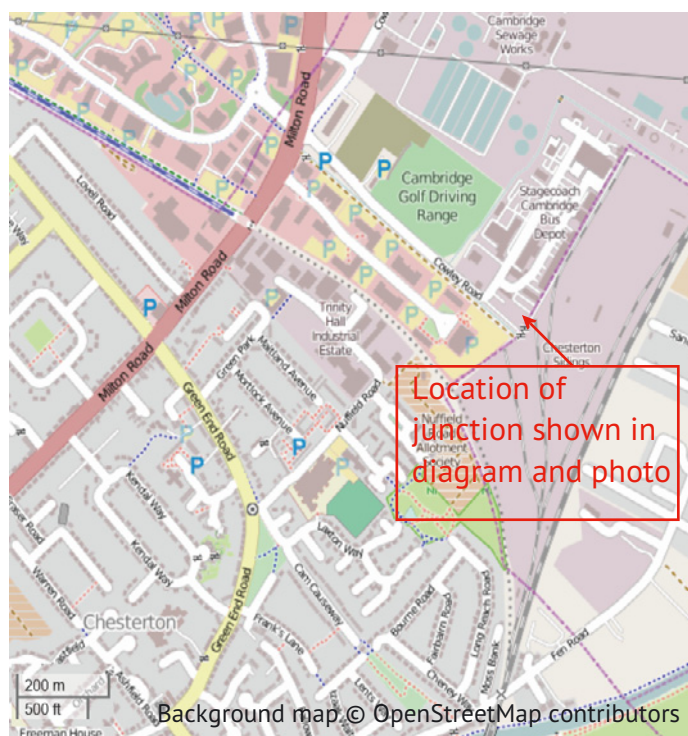
Richard Jennings



A lorry turning left on Cowley Road with cyclist on proposed cycle route.



Proposed junction layout with lorry and bus flows in orange and cycle and pedestrian flow in blue.



*Background map © OpenStreetMap contributors
Location Map which includes both Cowley Road and Nuffield Road.*

Nuffield Road update

Walkers, cyclists and drivers of cars, vans and lorries agree

Three residents' associations from East Chesterton and Cambridge Cycling Campaign are campaigning to improve Nuffield Road and Green End Road. The aim is to get the council to build the first 300m of the Busway extension from Milton Road up to Nuffield Close. As at Orchard Park it is going to be an unguided roadway. Goods vehicles and car traffic from the commercial and trading estate would then have a more direct route to Milton Road, the A10 and A14. This would reduce traffic, especially heavy commercial vehicles passing the Medical Centre, Shirley School and Green End Road. For this, the future busway junction across Milton Road, which under current plans would see a slow, two-stage crossing for pedestrians and cyclists moving from the cyclebahn southeast to northwest (crossing the Busway and Milton Road), would need to be upgraded into a highway junction, giving cyclists also the option to cross with traffic in one stage.

While clearing the area of the old railway track, the hedge at the end of Nuffield Close has been removed, showing how Nuffield Close, which we propose as the entrance to the trading estate, backs right onto the Busway. This has been very helpful when explaining the proposal to the businesses in the area, as people can see the proposed route through an area that previously had been hidden from law-abiding citizens.

Many households and businesses have now received the 'Improve Nuffield and Green End Road' flyer, which was reproduced in *Newsletter 112* and the response has been even better than expected. As this Newsletter went to press the petition had received over 350 signatures and counting. It has been great to experience enthusiastic support from a wide demographic, local residents, business owners, residents' associations, parents, and pedestrians, cyclists, car, van and lorry drivers. But we are up against a big political barrier: the 300m road section will disrupt the extension of the world's longest guided busway, no longer becoming the world's 'longest guided busway', and upgrading the junction will be costly. Cutting-off motorised through traffic north of the proposed cycle and pedestrian access to the Science Park station would avoid cyclists having to make a potentially dangerous manoeuvre across the paths of left turning lorries. We therefore need all support. Please add your name to the petition at <http://iitm.be/ChestertonTrafficReduction> (case sensitive URL).

Klaas Brümman



The Milton Road Busway junction as seen from the future unguided extension.



A large hedge has been removed here, making it obvious that Nuffield Close, backing right onto the future busway, allows for a spacious entrance into the trading estate.



View from the future busway extension towards Ridgeon's exit.



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Better bike wheeling channels

Of course it would have been difficult to make the gutters on the new footbridge at Cambridge station worse, but it does seem that action is now happening to improve the wheeling channels.

The gutters installed on the footbridge some two years ago were not the expected channel section, but an 'L' section that was almost totally unusable. Most people carried their bikes or queued for the small lift.

Since then lots of trains have gone under that bridge, and more now stop at the new island platforms; while contractual issues have made improvements difficult, recently there has been action.

A channel section with an anti-slip mesh insert has now been bolted to the 'L' section. This currently starts at 'ground' level, removing one of the issues with the previous arrangement.



Improved wheeling channel on footbridge at Cambridge station.

Life is never easy, and the requirements to help the disabled, the need to avoid trip hazards, and the facilities for an ideal gutter for those with cycles clearly conflict.

I met with an Asset Manager for Greater Anglia and a contractor making the changes one day in March, and we looked at some of the remaining issues with the gutter, and discussed possible tweaks.

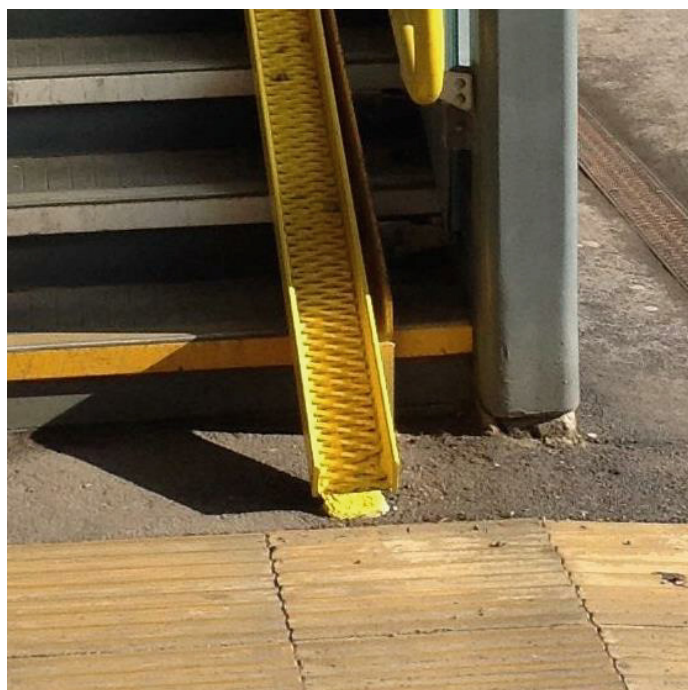
It is not possible to move the gutter out any further or have a larger lead-in at the bottom as both would be perceived as a trip hazard, but the required lower handrail does cause problems. When I used the gutter my pedal tended to jam on the brackets that hold that lower rail. I saw one person whose

pedals jammed on each bracket in turn. To avoid this, the pedal on the inside needs to be low or the bike tilted over further than appears necessary. Of course if you have a 'fixie' the pedals will rotate, but even my pedals tend to rotate intermittently.

Any bike needs to be tilted at an angle, but I deliberately took my bike with a stuffed pannier. To avoid contact with that lower handrail the tilt angle had to be so large that it was difficult to push, and I took up the space of at least two people. Of course I was just being awkward, as I could, at that quiet time, have used the other channel. At busy times or for those with two full panniers (say cycle tourists), it might still be necessary to queue for the lift.

So what tweaks are possible?

- The brackets that hold the lower handrail could be modified to reduce the risk of a pedal strike, but they would still need to meet disability requirements by permitting a good and continuous grip.
- The old section could be removed thus lowering the new gutter by a few millimetres.
- The gutter could be tilted so that a bike would be normal for a typical push.
- The handrails could be extended to reduce the trip hazard created by the start of the gutter.



These changes do not come cheap, as works take place in the wee small hours when no trains run and most sane people are tucked up in bed.

Mistakes have been made here, and early consultations would have spotted many of these issues. Given the conflicting requirements, nothing will permit an ideal cycle gutter, but Cambridge would be a good place to user test a design that could be replicated elsewhere. Let others learn from mistakes here, rather than replicate failed designs.

Jim Chisholm

Parkside resurfaced



The shared-use pavement along Parkside from the corner at Park Terrace has been resurfaced and features clear new 'cycle' symbols. The marking of the diagonal route from Clarendon Street has also been redone. We await the blue 'shared route for pedal cycles and pedestrians only' signs. The work was done in February, shortly after we had written to the county council expressing concern that the paint indicating that this is a shared-use path had worn away and that the blue cycle route signs were not put back when the lamp posts were replaced. Our members had reported that they had been sworn at by pedestrians who think cyclists should not be there. It transpired from the reply from Patrick Joyce, the county Cycling Officer, that the work was already scheduled. He wrote: 'Thanks for your letter regarding the section of shared path opposite Parkside school. The path in this area is scheduled for resurfacing as part of a wider project. I had in fact already looked at the very area you mention and can confirm that the works will tackle the points you raise which will include clear unambiguous signing and lining.'

Monica Frisch



Before - looking south.



After - looking south.



After - looking north.

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Whence is that goodly fragrance flowing?

I'd been wondering for some years now, as I cycled across Midsummer Common in the summer, where the lovely smell was coming from as I cycled past the houses on North Terrace and then as I approached the crossing over Maids Causeway. I finally worked out that it seemed to be coming from a couple of trees on the Common. So one day last summer I remembered my tree book, and from its description of 'groups of small, scented, yellow, five-petalled flowers in July, hanging on long stalks', together with the leaf shape, concluded they must be common limes.

There is one near the corner of North Terrace and Brunswick Terrace, and another near the crossing. More encouragingly for my future commutes, several of the new trees planted a couple of years back also seem to be common limes, so the lovely experience of this fragrance can only improve in years to come.

I don't think any car drivers will have had the pleasure of noticing this lovely perfume, nor had the opportunity to stop and see what plant is associated with it. Now summer is nearly here, a reminder that you too have an advantage and can hopefully find something new and pleasing, whether an attractive plant or a singing bird.

Heather Coleman



Midsummer Common - a young lime tree.



Midsummer Common - lime tree blossom.

Picture of the month



Construction work on the busway and cyclebahn extension between Milton Road and the Science Park Station has started. Picture taken at the end of Nuffield Close.

<http://cycle.st/p57230>

Tenison Road

The continuing intense development of the station area is resulting in increasing transport demands on the surrounding streets – and in particular on this 'rat run' between Mill and Station Roads. Half a million pounds have been allocated to make the best of it – but if no one comes forward to lead on a strategic vision the opportunity for a step change in the streetscape will be lost.

Plans for the area were originally put together by architects Hamilton-Baillie Associates. Their 'Poynton Regenerated' scheme in Cheshire transformed a busy cross-roads and high street. Pedestrians previously imprisoned behind barriers on narrow footways, waiting for their turn to scuttle across the road between parked cars, were set free. The total domination of motor traffic was removed. It worked by de-emphasising the boundary between people and vehicles and removing street clutter. Arguments about its merits continue but these sorts of ideas are finding a home in the future of urban street design.

The architect's plans for Tenison Road look like watercolour paintings. Gone are the line markings – no double yellows, no zigzags, no white lines. The road rises to the same level as the footway at junctions and zebra-crossings. Traffic signals are removed, the road surface is the same colour as a sanded wooden floor. It all looks really inspiring. But that was five years ago, the people involved have changed and the architectural practice is no longer closely associated with the project.



Tenison Road - artist's impression.

I represented the Campaign at a meeting of local residents with the county Highways Officer on a cold and wet morning at the end of January. We discussed the proposals as we walked from the junction of Lyndewode Road/St Barnabas Road to Mill Road. The county councillor did not attend and that said a lot. It was a rather unsatisfactory experience because with no one to defend the radical thinking behind the merits of the shared-space proposals, they all got washed away.

Should we keep the traffic signals at the intersection of Tenison, Lyndewode and St Barnabas roads? The radical ideas advocates say get rid of them – because green lights give motorists a licence to kill anyone who dares to cross when it is not their turn. The counter arguments say they should be enhanced – because currently there's no help for pedestrians at these lights. Pleas for such facilities to

cater for the young and old are hard to resist. The timings at these lights are very favourable for cyclists riding between Lyndewode Road and Devonshire Road because that is an important cycle route between the city and south-east Cambridge. So I argued that we'd like to keep it that way.

Two members of the South Petersfield Residents Association presented the scheme at the Campaign's well-attended February monthly open meeting. There was a great degree of scepticism about so-called 'shared-space' in Tenison Road. Most of the points made suggested that cyclists should not be forced to share limited space with motor vehicles, and there was concern that the current proposals would do exactly that. To me, the overwhelming point was that without the presence of a design champion the shared-space ambitions for the project would be lost. That point formed the opening line of the Campaign's feedback about the proposals to the highway authority.

The contrast between the original watercolours and the highway engineers' scaled plans is stark. The fine details in the latter are perfectly suited to help with implementation and costing but they are highly technical and don't help people to visualise the changes and the potential of the project. I should think that if the original vision has any hope of surviving it will need urgent backing up by the sort of material of the quality we've seen recently in the proposals for Huntingdon Road.



Tenison Road.

The scheme will soon be reaching the public consultation phase. My expectations have shrunk to it containing just a bunch of relatively minor alterations, which is a shame. I hope that something will happen to re-ignite interest in the project because a successful scheme implemented here could help increase acceptance of the 20mph limit and have a follow-on impact for the streets of Petersfield and Romsey.

Simon Nuttall



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University site cycle parking improvements

The University of Cambridge is currently undertaking a major refurbishment of a key building on one of its sites in central Cambridge. The multi-million pound refurbishment of the 1960s Arup Building on the New Museums site (off Downing Street) will see it housing the Cambridge Conservation Initiative and an extended Zoology Museum, and is the first stage of a wider plan for the site as a whole.

The new cycle parking is a very significant improvement, with cycles parked securely and conveniently.

During the works, hundreds of new secure cycle parking-spaces have been provided. We have been impressed by the University's response to the problem.

By way of background, the New Museums site has long been something of a disaster zone for cycle-parking provision. Bikes have been parked wherever space could be found – however insecure. What little cycle parking there was was generally insecure, being old-fashioned stands such as wheelbenders. Indeed, almost nothing had changed since a consultant's report almost 10 years ago audited the site and proposed changes to provide new cycle parking.



Bikes parked anywhere and everywhere, before the start of the works.

Last year the university submitted a planning application for the Arup refurbishment. The proposed level of cycle parking was insufficient, triggering a formal objection from us. In our objection, we took the opportunity to point out that changes to this building provide an opportunity to sort out the cycle parking around the rest of the site, by providing temporary cycle parking spaces during the works that could be converted to more permanent cycle parking afterwards.

The Estate Management department was quick to follow up our objection, and a meeting was soon arranged, with an on-site walkaround shortly after. Together we quickly identified pockets of space around the site that were already being used informally for leaving bikes, as well as areas which could have a car-parking space or two reallocated (that would anyway be hard to access with the works taking place).

A plan was drawn up, and we were sufficiently reassured to enable us to withdraw our objection, removing the last



Temporary double-decker cycle parking, with the Arup Building refurbishment in the background.



Two car parking spaces replaced by temporary parking for 30 bikes, all securely parked.

remaining barrier in the planning system for the university to receive approval for the site.

The new cycle parking has now been installed, and it is clearly making a significant difference to those who cycle in. Unused wasted spaces and a few former car parking spaces now contain 'toast-rack' cycle parking, and high-capacity double-decker racks have been provided. Spaces are also planned on the nearby Downing Site near the Downing Street pedestrian entrance.

We'd like to congratulate Estate Management on their quick and effective work to install this cycle parking.

We'd like to congratulate the university Estate Management for their quick and effective work in installing this cycle parking. We think this bodes well for future changes around the site, and we look forward to working with them to help advise on what can be achieved as the masterplan takes shape.

Martin Lucas-Smith

Superficial roadworks

On 3 February local councillors in Newnham were told that starting the next Monday, 10 February, the county council would be resurfacing Newnham Road and Barton Road from the Fen Causeway roundabout all the way to the city limit, with one-way traffic permitted in to the city centre, and outbound traffic diverted via Trumpington, between 9.30am and 3.30pm daily. This was clearly a pretty major, and totally unnecessary, project – while many roads in Cambridge which carry heavy bus traffic are falling apart, this route sees one bus an hour each way if we're lucky and was in perfectly good condition.

City councillor Rod Cantrill agreed with me that it was unnecessary, and said the very short notice was annoying – and it turned out that since the start of January he and I had both been reporting what I thought was the most scandalously unrepaired of the city's potholes, the one outside John Lewis at the St Andrew's Street traffic lights, in which the sensor wires for the lights were being torn up by every passing bus.



(www.cyclestreets.net/location/56276).

On 26 January I saw that a derisory spadeful of tarmac had been thrown into this pothole.



(www.cyclestreets.net/location/56481).

Not surprisingly, this is already being torn up by the buses.



(www.cyclestreets.net/location/56955).

Since 12 December I've also been trying to get the trench fixed which confronts cyclists turning left onto Station Road.



(www.cyclestreets.net/location/57042)

and since 15 January the three potholes in a row on West Road.



(www.cyclestreets.net/location/57032)

– again, with no result.

There are plenty of other potholes around Cambridge, none of which is being repaired at the moment, and yet it seems that the Highways Department has the money to resurface main roads at will. I can't help feeling that the county council wants to be seen to be spending money by people from surrounding villages driving in to park at the Grand Arcade, but has no interest in

fixing roads for people who actually live here. Or alternatively, that the Highways Department is running a make-work scheme for itself and its contractors, with no effective political oversight.

Meanwhile the roadworks on Newnham and Barton Roads have caused long tailbacks from Trumpington Road across Fen Causeway – especially when they were still in place at 4.45pm, instead of ending at 3.30pm as promised. Signage has been totally car-oriented, with nothing to tell cyclists coming out of Newnham Croft that they could still use the cycleway on the north side of Barton Road to head west, even though drivers could only go straight ahead on to Newnham Road.



((www.cyclestreets.net/location/56738),

(www.cyclestreets.net/location/56788).

And did anyone know or care that the Sheep's Green pedestrian/cycle bridge was closed for rebuilding at the same time, adding to problems for cyclists?

Mac McGuire, Deputy Leader of the county council (with responsibility for Highways and Community Infrastructure), has not responded to my emails. As I said to him, if you want to apply a little strategic thought to the resurfacing programme, just look at the roads which have heavy bus traffic, especially approaching stops and junctions, and fix the obvious damage there.

Tim Burford

Life as an Outspoken cycle courier

Cycling is frequently mentioned and discussed in the media. Questions around safety, etiquette and battles between motorists and cyclists are filling the news feeds. Cycle couriers are often cited as some of the worst culprits for flouting traffic laws, and tales of red-light running are commonplace on the streets of London and New York where couriers weave in and out of traffic, risking their lives and angering motorists, pedestrians and cyclists alike.

We are here to find out about a new breed of cycle courier and to find out why they think they have the best job in the world. Outspoken Delivery have been operating in Cambridge for over seven years and pride themselves on producing fit, friendly and impeccably-trained road cyclists. So what is it like on the streets of Cambridge as an Outspoken cycle courier?



Gail

Profile

Gail Smith, courier for 6 months.

Fuel: Coffee, porridge or eggs first thing, snacks and fruit, enough biscuits to sink a small battleship, and whatever Outspoken's lovely food-based customers treat her to.

Average miles a day: 50.

Average speed: 15mph (claims she can hit 25mph!)

Likes: Cycling around Cambridge on a bright sunny day, best place to be is on a bike!

Dislikes: Wet, cold and wind combined mean a tough day of cycling.

Strangest item ever delivered: Heart valves from an organ donor rushed to Addenbrooke's main theatres.

View on Cambridge traffic: Gail like all our couriers is Bikeability-trained. As long as you cycle confidently and sensibly, stick to the rules of the road, are courteous and communicate with other road users, it is very rare you encounter any problems, and you more often than not get a thumbs up from a bus or taxi driver.

Average day

8.15 A local TNT lorry arrives with the day's load of consignments from the Wellingborough depot; Gail starts by helping with the unloading and sorting of these parcels.

8.30 Check the bike over, wrap up warm and head off to pick a bikeload of mail and documents to deliver before 9.30am to places like the city council, KPMG and local law firms. It is always satisfying to cruise past the morning traffic on a bike. Then it is down Cherry Hinton Road to pick up 15 or so packages from national courier APC for their 'Last Mile' delivery later that day.

9.45 Next it is the newspaper run to an elderly couple living near Addenbrooke's along with any collections from the hospital.

10.15 Back to the office for tea and Hobbit-style 'Second Breakfast,' but not before delivering tasty Fitzbillies cakes to local café, Hot Numbers (she might be lucky and get a Chelsea bun for her labours).

10.40 Up to the Science Park to pick up antibodies from international reagent supplier Abcam. On the way she might pick up sushi or sandwiches for various hungry companies. She delivers packages all round the Science Park area and takes items back to the depot for sorting.

12.45 After a tasty lunch she is off again to Histon on her speedy racer to do regular sub-contracted work for TNT. Then back on a freight bike and to the city council to sort and deliver their internal mail to departments throughout the Guildhall.

16.00 To finish her day, Gail collects cakes from local baker Afternoon Tease for the Folk Museum and finally heads to Sainsbury's to pick up all their unwanted food, a complimentary job for local charity Foodcycle.

Finally home for a hot meal and a shower. A great day's cycling, happy in the knowledge that it has been a healthy day for her and helped to clear some of Cambridge's traffic off the roads.

This is just one of Outspoken's many couriers traversing the city (and in and out of London) throughout the day delivering anything from local magazines to cheese, cakes, laptops and much much more.

So, we asked her why be a cycle courier? Gail: 'I feel great and get loads of exercise (not to mention I can eat what I want). I get to meet all kinds of different people and see the city in all seasons and occasions from a unique perspective. Plus, of course, I just love riding my bike.'

Outspoken endeavour to be the best advocates for good cycling and to build positive relationships with all road users. In the last year the Outspoken team of cycle couriers cycled over 58,000 miles doing deliveries, which equates to over 1,000 gallons of fuel and 14 tonnes of CO₂ saved per year.

Mark Nash

Campaign Diary

Monthly meetings

The Campaign's monthly general meeting is held in the Friends' Meeting House, Jesus Lane on the first Tuesday of each month. Business starts at 8.00pm, with tea and coffee from 7.30pm, and a chance to chat, and for us to introduce ourselves to new members. The agenda includes opportunities to discuss current issues and planning matters. Sometimes there is a speaker.

Next meetings: Tuesday 6 May: Hustings meeting for local and European elections, with representatives of parties fielding candidates, Tuesday 3 June

Social gathering

Monday 21 April. Join us for a social gathering at CB2 café, 5-7 Norfolk Street - from 7pm.

#CamRideHome

#CamRideHome rides start at 6pm from outside The Mill pub on Mill Lane on the last Friday of each month. They tour part of the city at a steady pace, returning to the pub for a drink an hour later. Led by Ben Hayward Cycles. Next rides: Friday 25 April, Friday 30 May

Newsletter dates

There are several opportunities for members to help with the Newsletter. One is by writing articles, taking photos and providing other illustrations. There is advice about this and style guidelines on our website

www.camcycle.org.uk/newsletters/guidelines.html

Copy deadline for Newsletter 114, June-July 2014: Sunday 4 May 2014

Volunteers are also needed to help put Newsletters into envelopes and then to deliver them. If you might be able to assist, please contact Lisa Woodburn (via contact@camcycle.org.uk) who co-ordinates this. Stuffing of the Newsletter is usually on the first Tuesday or Wednesday of the month in which the Newsletter appears.

Newsletter meetings: These are held every two months, shortly after the Newsletter has appeared, to discuss the most recent issue and plan the next one. They are held at 5.30pm in Grads Café on the 3rd floor of the University Centre. The next one is likely to be on Monday 7 April.

Cambridge Cycling Campaign reserves the right to decline to promote events or activities where helmets or high-visibility clothing are required or implied.

City and County Council committees

Campaign members may be interested in attending **Planning Committee** and **Area Committee** meetings, which often include cycling and walking issues. **Development Control Forum** and **Joint Development Control Committee** meetings, which determine the Planning Applications relating to the major housing development proposals for the Cambridge sub-region, are also open to the public. The **Development Plan Scrutiny Sub-committee** meetings also often cover walking/cycling/transport issues.

Information on dates and venues is on www.cambridge.gov.uk/democracy/ and minutes of meetings are also available. Agendas are usually online there about a week in advance. Please check the website in case meetings have been cancelled or times or venues changed.

Development Control Forum: usually on a Wednesday at 10.00am in Committee Room 1 & 2 – Guildhall. Next meetings: 9 April, 14 May

Development Plan Scrutiny Sub-committee: usually on a Tuesday at 4.30pm in Room 1 & 2 – Guildhall. Next meeting: 29 April

East Area Committee: usually a Tuesday at 7.00 pm in the Meeting Room - Cherry Trees Day Centre. Next meetings: 10 April, 19 June

Joint Development Control – Cambridge Fringes - Development Control Forum: usually a Wednesday at 10.00am in Committee Room 1 & 2 – Guildhall. Next meeting: 23 April

Joint Development Control Committee – Cambridge Fringes: usually a Wednesday at 10.30am in Committee Room 1 & 2 – Guildhall. Next meetings: 16 April, 7 May

North Area Committee: usually a Thursday at 6.30pm. Next meeting: 8 May (Buchan Street Neighbourhood Centre, 6 Buchan Street, Cambridge CB4 2XF)

Planning Committee: usually a Wednesday at 9.30am in Committee Room 1 & 2 – Guildhall. Next meetings: 2 April, 30 April, 4 June

South Area Committee: usually a Monday at 7.00pm. Next meetings: 23 April (Alison Shrubsole Room - Homerton College Hills Road Cambridge CB2 8PH)

West Central Area Committee: usually a Thursday at 7.00pm. Next meetings: 24 April (venue to be confirmed)

Members Cycling and Pedestrian Steering Group: Next meeting: Wednesday, 23rd April, 4.30 pm (provisional)

Cycle rides

Do you cycle around Cambridge and fancy going a bit further? If so, why not come for a ride with CTC Cambridge? We hold up to six rides a week in the countryside around Cambridge, and know all the prettiest and quietest routes. Our rides are sociable, non-competitive and moderately-paced, and always

include refreshment stops. Non-CTC members are welcome to come and try us out. See our calendar of rides at www.ctccambridge.org.uk for full details. All rides are graded to give an indication of speed and distance so you should be able to find a ride which suits you. If you're unsure, our twice-monthly Saturday morning rides are a great way to start.

Nigel Deakin

Le REACH RIDE

BANK HOLIDAY MONDAY 5TH MAY 2014



All the fun of the
800 year old fair, Maypole,
rides, beer and food
tents, entertainment and
meeting fellow cyclists.

Assemble in front
of the Guildhall,
Market Square,
Cambridge from
9am for 10am
departure.



Cambridgeshire
County Council

