



Cambridge CYCLING Campaign

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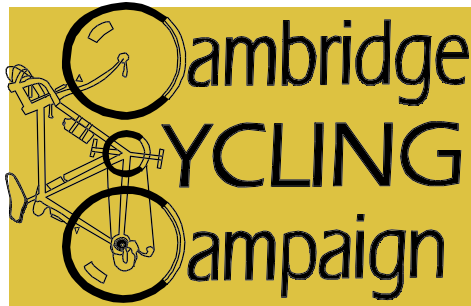
Local Transport Plans

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Newsletter

80p - free to members



If you like what you see in this newsletter, you can add your voice to those of our other 550 members, and join the Campaign.

Membership costs are low: £6 individual, £3 unwaged, £10 household. For this, you get six newsletters a year, discounts at a large number of bike shops, and optional third-party liability insurance. Get in touch if you want to hear more.

Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club but an organisation lobbying and campaigning for the rights of cyclists, and promoting cycling in and around Cambridge.

Come to our regular stall on Saturdays outside the Guildhall. This is the public face of the campaign and volunteers are always welcome to help. And don't forget our meetings, open to all, on the first Tuesday of each month, 7.30 for 8.00 pm at the Friends' Meeting House, Jesus Lane, Cambridge.

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Chancellor gives cyclists 12p!

OK, so it's 12p a mile, but no one's going to get rich...

One of the less publicised aspects of Gordon Brown's recent Budget was that it actually mentioned cycling. We think this is probably the first time this has happened.

The Budget contained a number of extremely tentative steps to support the Government's Integrated Transport policy. The most widely discussed is, of course, the increased tax on petrol, and the media has clearly decided this is a Bad Thing. It was also no surprise.

A longstanding principle of the tax system is that the journey to work is a personal one, not part of someone's business activities. This means that employers who pay for or subsidise some aspect of travel to or from work are making a payment in kind, an addition to salary, which is therefore liable to tax. The Treasury does not break this precedent lightly, though company cars have always had a hidden subsidy for those who can use them for personal journeys including to and from work.

The three tax changes directly related to bicycles are (from this April):

- If the employer provides a bike (or 'cycling safety equipment') for the journey to and from work, then it will not be liable for tax. It is not clear to me whether the employer would actually have to hand over a gleaming new bike, or whether money changing hands for the purpose would qualify. Company cars are often changed every two or three years, so taking this view with cycles suggests that taking part of your salary in the form of a good bike could save a higher-rate tax payer, say, £100 a year. Perhaps a more realistic figure for most people is £30 or so, though.
- A more generous allowance for using a bike for business travel (*not* travelling to and from work). Previously this has been set by individual agreements with the Inland Revenue, typically at a bit over 6p per mile, though a few employers have paid a much higher rate, comparable with a car allowance, without any tax being charged. The new rate is now specifically authorised at 12p per mile. If your employer pays less than this, you can claim tax relief on the rest. (If you don't get expenses, that's worth 2.76p per mile to a basic-rate taxpayer.)
- As well as the mileage allowance, people using their own bikes for business travel will be able to offset a proportion of the cost of the bike against tax. Since one of the biggest factors in the CTC's estimate of the running cost of a bike – 14p/mile – is depreciation, it seems likely that these two allowances combined now exceed this. However, the amounts are never likely to be large. Unless your business involves being on the bike most of the time (like a courier, for example), it seems unlikely this would amount to more than a few pounds a week, and a few pence for most people.

Even though the amounts are not large, the principle has been established. When doing jury service recently, I was able to claim £6 for using my bike – enough to pay my Cycling Campaign membership!

The Budget also exempted workplace cycle parking from tax, in advance of the possible introduction of charges envisaged by the Integrated Transport White Paper. Realistically, workplace parking taxes on cars will be the really big change that will both promote alternatives and fund them. And this hasn't yet been legislated for.

More generally in the Budget, employers can now provide bus services, either themselves or by a general subsidy to the operator, without making employees liable for tax, but they can't directly subsidise fares for employees. Nor will back-up travel arrangements (such as employer-paid taxi fares) to cover for breakdowns in a car-sharing arrangement or occasional late-night journeys be liable for tax. Apparently season ticket loans are already exempt from tax.

David Earl



The cover picture shows the new mini cattle grid at the end of Riverside.

National Bike Week 1999 – targeting non-cyclists

Last year we organised ten events for NBW, and got very wet in about five of them. Unfortunately the weather seemed to hit the Free Breakfast the hardest, during which Dave Earl and I gave a spirited live interview to BBC Radio Cambridgeshire under their broly. We achieved our two main aims of the week: publicity (and hence new members) and fun (especially looking back on it on video). The strain of arranging so many events including having to be on call to give live interviews takes its toll and all involved wanted a little break from bikes afterwards!

Looking back, many of the events we ran last year were very popular with cyclists, consistent with our membership drive. This year we want more people to become cyclists. So how do you get the Great British Public onto a bike seat again for the first time since they left school? How do you persuade them that cycling is going to be better for them than sitting inside their cars, listening to traffic reports? These questions have been the principal focus of the NBW planning groups over the past few months, and so thorny are they that we've seen active membership of this subgroup dwindle from a peak of six down to two.

Our plans for the week in '99 include the very popular free cyclists' breakfast and Dr Bike clinic. This year the big new event will be Bike Buddies. Government policy is to urge more people onto bikes, but if you haven't ridden in a while the process of getting a bike can be daunting. Bike buddies will be volunteers from the Campaign (you?) who are willing to spend time during NBW talking to, guiding and advising new cyclists. The process will begin with a Start Cycling Day, which will be an expanded Dr Bike event, with help desk offering route planning and friendly faces to talk about choosing a bike.

We hope to use mainstream advertising to plug the event, specifically to attract non-cyclists. However this costs real money which we are now seeking to raise. There are plenty of opportunities for volunteers here! Visit the Campaign's NBW web site or telephone Simon for specific details and timetable.

National Bike Week is 12–20 June this year, and is nationally co-ordinated by the CTC (Cyclists' Touring Club) and supported by the British Heart Foundation (BHF) in a new two-year partnership.

Simon Nuttall ☎ 412006

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Cycle-Friendly Research

A new research project examining 'Workplace Cycling Cultures, Modal Shift and Bicycle Design' will begin at Anglia Polytechnic University in May. The two-year study will focus in-depth on six Cambridge workplaces, two of them in the Cycle-Friendly Employers' Scheme and two in Travel for Work, with the aim of learning how individual and organisational objectives and practices work together in building sustainable workplace 'cycling cultures' – and comparing the transport cultures across the two schemes and with non-scheme workplaces. The project has been awarded a £96,000 grant under the government's Inland Surface Transport Programme, although half this figure in fact represents the staff time committed by participating employers.

The project will be carried out at the Science and Technology Studies Unit by Campaign members Paul Rosen and David Skinner. It draws on their previous research into organisational change and especially on Paul's work on the bicycle industry, cycling culture and transport policy and planning. The project will result in policy recommendations and a national symposium on workplace transport cultures. It is also expected to lead to the development of new utility bicycle designs, through the involvement of Dawes Cycles – perhaps Campaign members will eventually be able to ride a 'Cambridge Commuter' bike!

Paul Rosen

Saturday Stall

The Campaign's Saturday Stall outside the Guildhall 10 am – 2 pm has moved to a new position, at the corner of the Guildhall nearest to Guildhall Street. We're now back in action after a break, whilst our City Council permit was being renewed. I'm always keen to hear from members who would occasionally like to help out on the Stall for an hour on a Saturday. Please let me know if you'd like to get involved.

Sarah Elsegood ☎ 366152 ✉ sae22@hermes.cam.ac.uk



Road works galore

Junction capacity still Rules OK

A combination of the big Hills Road bus priority scheme, which is changing many junctions in the south of the city, and various safety budget funded rearrangements, have recently made it seem as if there are road works nearly everywhere you go. In nearly all the junction changes, advanced stop lines for cyclists are the norm. However it is also now common practice not to provide any way for cyclists to get to them. We had extended correspondence with the County Council engineer responsible for the Madingley Road–Lady Margaret Road signals (now operating) about this. The latest example is at the junction of Carlton Way and Gilbert Road in south Arbury.

The traffic signals at this junction are going to be replaced, pedestrian crossings incorporated and advanced stop lines installed. But even though there is a cycle lane (of sorts) on Gilbert Road, it will still continue to stop well short of the junction so that there is still room for two lanes of traffic, and not lead into the box for cyclists at the front. This is despite the fact that Gilbert Road has right turn filters in both directions, so right turning traffic does not hold up straight ahead traffic.

In theory the Local Transport Plan (see *Local Transport Plans – more of the same*) should be promoting traffic reduction in Cambridge, and reallocation of road space is part of that. Removing the requirement to have multiple lanes at traffic lights, to the detriment of cyclists (and pedestrians), is one of the key tests for us of whether they are serious about reducing traffic dominance in the city away from the centre.

Central restrictions approved

Since we last reported on them, we have compiled a response about the plans for Emmanuel Road and neighbouring streets, and the decision to proceed with the scheme has been taken by a council committee. (By the way, apologies for the misprint on the cover last time: Emmanuel Street should have read Emmanuel Road.)

The key to the plan is to install rising bollards in Emmanuel Road, limiting through movements in that quarter of the City. Supporting this will be bus lanes on Four Lamps roundabout, a new mini-roundabout at Drummer Street, new traffic lights and cycle facilities at Clarendon Road, and a ban on left turns out of Downing Street for private cars.

While continuing to support the initiative, about half of our response was about the impact on cyclists of extra traffic in other streets. We asked, for example, for cycle lanes on Chesterton Road and Victoria Avenue, and for consideration to be given to limiting traffic in Maids Causeway. We looked at problems in East Road, Gonville Place and Regent Street.

The Council agreed to look further at Maids Causeway, largely because of residents' concerns. We are also expecting to meet officers to look at some of the other but more minor things that could be done for cyclists in the whole area.

Work is to start soon with a view to co-ordinating the restriction with the opening of the new Park and Ride service at Babraham Road in the autumn.

Murkett's Corner

Among the junction changes completed since we last reported, Murkett's Corner at the top of Castle Hill is now emblazoned with red surfacing. The new central cycle lane on the Huntingdon Road approach is there largely because of our promotion of it, as are several of the advanced stop lines that were not previously planned. The original plan here was simply to incorporate pedestrian crossings. It is interesting to compare our suggestion with what has finally been implemented. The triangular marking at the start is a bit of a peculiarity.

The continuation of the cycle lane part way down Castle Hill is also a welcome late addition. We have asked if this can now be joined up with the lane at the bottom of the hill. Fortunately, the sewer works on Castle Hill have also finished, but left behind them a trail of pock-marks.



Murkett's Corner: before, the Campaign's suggestion, and now.

Park and Ride

As we mentioned above, the County Council's intention is to open Babraham Road Park and Ride, operating along Hills Road, in the autumn.

We were appalled to learn that the City Council has decided to keep open the Cattle Market site, currently used for Park and Ride, when the new park comes into operation, at least until any development happens here. The Council is saying 16 months, but it could be years. They have thrown away the first opportunity to displace car parking with Park and Ride, and instead succeeded in very expensively providing extra car parking while not reducing the traffic. Why? Because they can make money out of the car park.

Environmental groups have been getting very edgy about the sustainability and effectiveness of Park and Ride recently, and if this is the Council's attitude, then they can expect support for the concept to evaporate. Already a wide variety of local transport campaign groups have agreed that Park and Ride needs to change – see the article on the Local Transport Plan.

There are also a few points which we have been following up on the changes along Hills Road arising from Park and Ride.

Firstly, we were concerned that banning the right turn from Hills Road into the private road to the station would lengthen journeys for some cyclists, so we formally objected to this. The decision has been deferred to the summer for now.

Secondly, we suggested and supported lowering the speed limit south of Addenbrooke's, and this has been adopted.

The junction by Addenbrooke's is to be a roundabout with signals. The alternative plan would have had a road going across the middle. We thought the latter would have been preferable, but didn't have very strong feelings about it. At least the mature trees on the island will stay with the reconstruction, and the new arrangement will still be a big improvement for cyclists, as well as giving buses priority.

Elsewhere, construction is also still in progress. Motorists are busy ignoring the newly painted advanced stop lines at Long Road and Queen Edith's Way. They don't yet have cycle logos on them, but if you manage to get past the traffic, there is often nowhere to wait when you get to the front. We hope this will improve on completion.

Devonshire Road

Several members have been worried by a new lay-by which has appeared in Devonshire Road at the foot of the Carter Bridge. It is very narrow and abuts right onto the cycle lane immediately after the turn off the bridge. During construction the cycle lane was blocked.

Apparently it is there as a condition of planning permission for the new housing on the old Ridgeon's site, to replace the spaces



On Devonshire Road. Where do you go if someone opens a car door in your path?

lost at the new entrance. As such, there is not much we can do about it directly. We tried objecting to the Traffic Order, but we are now persuaded that this would not help because all it would do is make the bay for residents only. Residents' parking would lead to fewer vehicle movements than general parking.

What the lay-by has done is focus our attention on some of the problems in the road in general. It is still extensively used by rat-running cars at peak times. It was extremely busy on the morning we took the photograph (perhaps made worse by road works in Tenison Road and Station Road).

Access to the station from the bridge is awkward. And the island at the bottom of the bridge is arranged such that most cyclists go up the down ramp rather than make the sharp turns and lose their momentum. The cycle lane leading from the bridge puts you in the wrong place to turn right at Tenison Road – which is what most cyclists do.

So we are now wondering whether we have a hook on which to hang promoting a closure or partial closure at Devonshire Road. This was wanted by residents when the route was first opened, and we think there may be some desire still, because of the new housing and associated traffic.

Fulbourn

The shared-use path from Cherry Hinton to Fulbourn was completed at the end of last year (see *Newsletters 19 and 21*). Judging by the tyre marks, it is well used. I find its fussy features frustrating and remain worried about the lack of complementary traffic management features, especially at the junctions of Hinton Road and Fulbourn Hospital. Proposed office development at the Hospital limited the original plan to help the cycle path across the entrance, but may yet provide the opportunity to improve matters.



Unfortunately motorists seem quite incapable of not hitting this island in Fulbourn, and also generally unwilling to give way as they are in theory obliged to. This has led to numerous collisions. In one incident an elderly pedestrian crossing at the island ended up in Addenbrooke's after being hit by a car. Several cyclists have complained to us that vehicles won't give way to them in the gap, leading to some hairy near misses.

In the one place where traffic management was installed, it has proved to be a disaster. This is an island at the Fulbourn end, where traffic is restricted to one way at a time.

As a result, the island is going to be reinforced by a second central island with very narrow traffic lanes. This will involve taking a bite out of the already narrow cycle path. My hope is that the new gap will be so narrow that there is no possibility of cars overtaking cyclists who stay on the road at the island. But my fear, based on my recent experience in Harston where a dozen or so islands have been installed, is that motorists will do anything to get past in such narrow spaces.

Also in Fulbourn, we reported a long time ago that money had been extracted from Tesco as a result of the development of their new store, to build an alternative to Fulbourn Old Drift. Well, nearly two years on, this is completely stalled, and the money remains unspent. Given the new route development, we have written to the County Council suggesting that this money would now be better spent enhancing Fulbourn Road – a cycle lane to get past peak time queuing traffic, and an island to help cyclists using the new path cross the road at the City end.

David Earl

Rogues gallery

Parking on cycle lanes and paths is something we've highlighted before. But it is something that keeps on happening. You all know it happens all the time. But every now and again we come across some particularly blatant examples which deserve a photo.

David Earl



Perhaps the worst example to date was when travellers set up caravans blocking the cycle track just east of the Park & Ride site on Newmarket Road. The Council has since moved them on.



Tim Brinton Motors on the corner of Cherry Hinton Road and Hills Road appear to be systematic offenders. Here, they left room for neither cyclists nor pedestrians to get through. And here, the owner of this people-wagon said it wasn't her fault - the garage had left it there.



It's not all bad! The removal company here deserves top marks for consideration towards cyclists when it left the cycle lane clear on Chesterton Road.

Small Ads

Free to members of the Campaign, on cycling subjects. 10p per word for non-members or for non-cycling subjects. For free ads, please be as brief as if you were paying for them.

Services

Man & Van for rubbish clearance or moving large objects. For smaller loads I have a cycle trailer. Simon ☎ 412006

For Sale

Holdsworth 22" blue 'Special Edition' 15-speed touring bike – drop handlebars, rear rack, mudguards – needs some attention. £50 or nearest offer. Miranda ☎ 357035

Gent's Gazelle roadster, fully equipped Dutch bike with top quality components. Hardly used. Reason for sale: 24-inch frame too large. £375. Chris ☎ (01237) 423482

Gas cooker – £50 or best offer. Mark ☎ 882378

Wanted

Rhode Gear Limo or equivalent top-quality child seat. Lorraine ☎ 882378

Cycling the Blue Ridge Parkway

I'm tentatively thinking about an expedition in October to cycle the Blue Ridge Parkway, a journey of 550 miles over a couple of weeks through hilly terrain in West Virginia and North Carolina. Is anyone interested in joining me? The Parkway is a road set aside from the main network, with a low speed limit and no heavy traffic. I'm told it's excellent for cycling. Spectacular views across the Appalachians, Shenandoah and Great Smoky Mountains national parks. Dave Earl ☎ 504095.

My Way

Here's the first in a new series about members' regular routes. We thought it would be very fitting to ask our very first member, Karen Lipscomb, to get the ball rolling.

Clare

When Clare asked me to write an article about my 3½ mile cycle ride into work, I said let me think about it. Now I've left it too late to do anything other than write a short article!

I cycle from Cherry Hinton into the centre of Cambridge each morning at about 7.40 am, normally taking about 15 minutes, which is possibly five minutes longer than a car at the same time of the morning. I leave the house, rain or shine, and cycle firstly past the old quarry, more commonly known as the tins. It is a pleasure to cycle past the quarry from Cherry Hinton to the end of Mill Road; I meet the same people, at the same time, each morning and we nod and smile at each other in passing. I always think of this act of nodding and smiling as being typically 'Cambridge' – just the right amount of friendliness without overdoing it. If it's a frosty morning with a clear blue sky then as you cycle over the railway bridge you can see the houses reflected in the water (name?), which always makes this part of my cycle ride seem very rural. Occasionally, you see one or two fishermen and I often wonder whether there are actually any fish in there or if it's just a peaceful place to sit with a fishing rod early in the morning.

At the end of Mill Road there's a short burst of traffic reality, with a set of traffic lights to lead you across into the streets parallel to Mill Road, which are fairly quiet even at peak traffic times. On through a double set of cycle barriers, which are a minor irritation and then there's another set of lights with very quick response time, a real find in Cambridge for cyclists. The next part of the ride involves the occasional encounter with a car wanting to come out of Greville Road, a cycle path to a road junction and then onto the cycle bridge. The bridge is fine in winter but far too hot in the summer! Another set of lights, shared with cars with a portion for cyclists, and a quick skirt round the back streets to Hills Road. This can be a long wait unless a pedestrian is kind enough to use the lights and stop the cars for a few seconds. Down Coronation Street, turn left and up Union Road into work. For the most part a good cycle ride, almost completely traffic free and in fair weather very enjoyable.



This car had obviously been in a crash. And where would it be safe to abandon it? Push it into a cycle lane, of course!



New Highway Code

A new edition of *The Highway Code* has just been published. Nigel Deakin reports on what caught his attention.

The last edition of the Highway Code came out in 1993. The new edition continues a trend established in earlier editions, which is to emphasise the need for motorists to drive slowly and carefully and to take account of the needs of vulnerable road users.

This is most clearly demonstrated by the back cover. The table of car stopping distances that used to grace this page has been moved inside. Instead, this 'prime site' is used to give a shocking list of statistics:

DID YOU KNOW THAT:

- you have a 1 in 200 chance of being killed in a road accident
- every day, on average, 10 people are killed and around 120 are seriously injured in road accidents
- about half of all accidental deaths of children are due to road accidents
- pedestrians and cyclists account for 1 in 3 of those killed in road accidents
- 1 in 5 drivers involved in an accident in which someone is injured is aged under 25

I hope that everybody who buys a copy of the Highway Code reads this and thinks about it.

Rules for Drivers

The section on 'rules for drivers' includes several new rules, all encouraging motorists to drive more slowly:

Adapt your driving to the appropriate type and condition of road... in particular do not treat speed limits as a target. It is often not appropriate or safe to drive at the maximum limit. (Rule 124)

The speed limit is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Driving at speeds too fast for the road and traffic conditions can be dangerous. You should always reduce your speed when... sharing the road with pedestrians and cyclists, particularly children, and motorcyclists. (Rule 104)

Narrow residential streets. You should drive slowly and carefully on streets where there are likely to be pedestrians, cyclists and parked cars... (Rule 130)

Every road on Cambridge is used by cyclists and pedestrians. Most roads in Cambridge contain parked cars. Many residential streets in Cambridge are narrow. The Highway Code is therefore clearly telling motorists that 30 mph is too fast for any road in Cambridge. This is remarkable, and represents something of a landmark in the rules of the road.

Rules for Cyclists

You should wear a cycle helmet which conforms to current regulations... light-coloured or fluorescent clothing... in daylight and poor light, [and] reflective clothing and/or accessories... in the dark. (Rule 45).

The wording on helmets isn't new, though the 1993 edition did not use the words 'you should'.

However the wording on reflective and fluorescent clothing is certainly stronger than in 1993. That edition simply stated that such clothing helped other road users see you. It did not instruct cyclists to wear it.

Does this matter? The Highway Code is not in itself the law, but as it says on the back cover, failure to obey it may be taken into account by the courts when determining liability after an accident.

At night your cycle... MUST... be fitted with... amber pedal reflectors, if manufactured after 1/10/85. (Rule 46)


This reflects changes to the law since 1993.

Flashing lights... may help you to be seen but MUST NOT be used alone. (Rule 46)

Flashing LED lights have become hugely popular in the past few years. This new rule confirms that the law does not consider them to be adequate. However it also suggests that not only are flashing lights legal to use but that they may be a good thing.

When cycling use cycle routes when practicable. They can make your journey safer. (Rule 47)

This rule represents a major victory for the consultation process and for the cycling lobby. The draft version, which was published just over a year ago, declared that cyclists should 'always use cycle tracks'. Many cycling organisations, including the Cambridge Cycling Campaign, objected to this because it denied cyclists the right to choose to stay on the road. It appears that our objections were accepted.



Franchised Cycle Shops

Action Bikes - Cambridge
29 - 33 Hills Road
Cambridge CB2 1NW

Tel: 01223 304321
Fax: 01223 300302

Best Value Best Service Best Advice

Injuries and compensation

Peter Lawrence explains how his persistence led to a reasonable compensation settlement after a collision.

Last June I was knocked off my bike by the careless opening of a car door, a dangerous and much under-reported accident. I was injured and had to go to Addenbrooke's to be checked over and released with bandages. Most of my physical injuries healed up in a couple of weeks, but I suffered for months from persistent headaches due to a neck injury. Psychological damage will not go away so easily. Cycling will never again be so enjoyable for now the feeling of constant threat and danger is with me whenever I share a road with cars.

The incident occurred right in front of a policeman who helped me and became a valuable witness. The driver was prosecuted and fined a paltry amount (£125) for the offence.

I thought I might be able to get compensation from the driver's insurance company. (Note that I believe the insurance company may still pay compensation even if the police decide not to prosecute the driver.) Other cyclists who are injured by car drivers may not always realise that they may get compensated, so I thought it might be useful to explain how I succeeded.

I went to my solicitor who said I might get compensation but pointed out I should not use him for what was a small claim (my injuries not being too serious or permanent) as his fees would take a large bite out of any payment. I therefore wrote to the driver's insurance company who were very helpful, seeking medical reports from the hospital and my GP, for which they paid. They did not wish to settle until my headaches had gone,

so the process was extended for about 6 months. When I reported I felt OK again, they sought a final report from my GP.

At this point I noticed my house insurance gave free legal advice so I rang their helpline and spoke to a solicitor there, telling him the history and detailing my injuries. He said I should expect about £2,000, but that the sum would not be offered immediately. The insurance company would make me a lower offer, and I should begin negotiation.

The insurance company wrote offering me £1,350 including about £100 expenses (private physiotherapy and replacement trousers). I wrote back saying that I had been advised that £2,000 would be a more appropriate figure. They responded with an offer of £1,750 plus expenses. I said I would accept it, but went on to request that, as we both knew the figure was somewhat arbitrary, they make a final settlement halfway between the £2,000 I had been advised was fair and the £1,750 they had offered. They came back with an offer of £2,000 including expenses.

I hope this story will encourage other injured cyclists to claim compensation for injuries they suffer. Not only will they get some money, but they will also, through the effect on insurance companies, put pressure on car drivers to be more careful. I do not know whether car drivers who burden their insurance companies in this way lose their no claims bonus, but I hope they do.

Peter Lawrence

Peter has very kindly donated part of the compensation he has received to the Cycling Campaign to put towards our work.

Doing Business by Bike

Rene and Ali Shortland started their window cleaning business when they lived in Cambridge, and found that towing their 6 m ladder around by bike was surprisingly easy. They cover the area between Trumpington Road, Glisson Road, Mill Road and Devonshire Road. With the bikes, they don't have to worry about daytime residents' parking restrictions, which simplifies life.

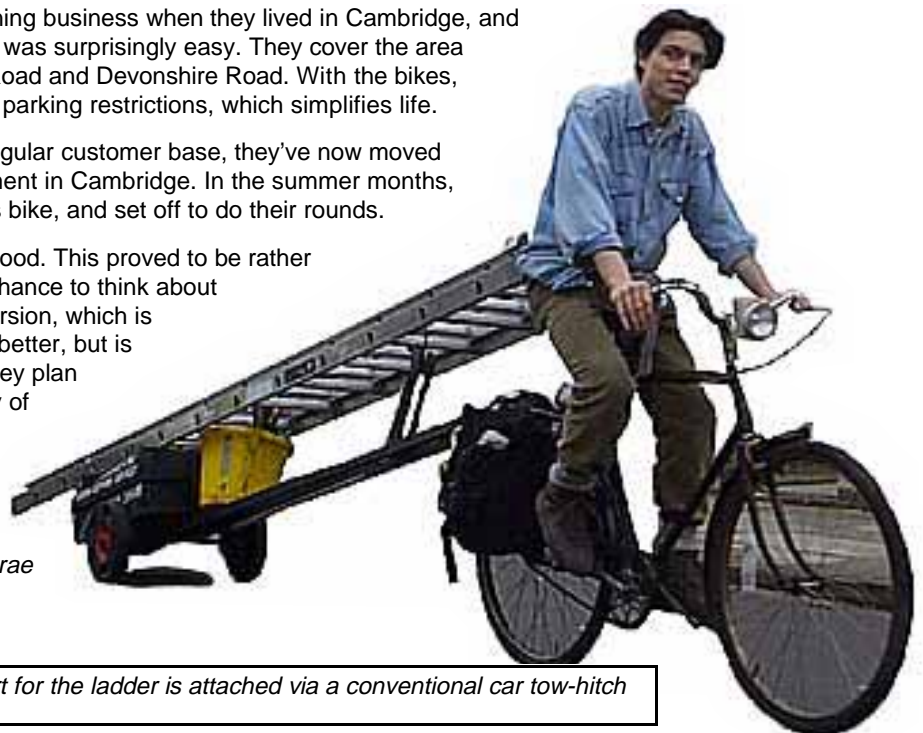
Since establishing the business, and building a regular customer base, they've now moved out of Cambridge. But they still store their equipment in Cambridge. In the summer months, they cycle into town, hitch the ladder up to Rene's bike, and set off to do their rounds.

The first hitch that Rene designed was made of wood. This proved to be rather flexible, but the bike was stolen before he had a chance to think about replacing the hitch. I photographed the second version, which is attached by a standard car tow-hitch. This works better, but is still rather heavy, as are the wooden supports. They plan to design a third version eventually, made entirely of aluminium.

Rene and Ali now have an established set of customers, but always welcome more. They can be contacted on (01223) 872715.

Clare Macrae

We're always keen to hear about unusual bikes around Cambridge, and of businesses run by bike. If you know of any, do tell us.



The support for the ladder is attached via a conventional car tow-hitch

The Chisholm Trail: the outer reaches

Last year *Newsletter 17* carried an article describing the section from Newmarket Road to Hills Road of my proposed cross-Cambridge cycle route. This article describes the proposed sections north from Newmarket Road to the Science Park, CRC and villages north and also south from Hills Road to Long Road Sixth Form College, Addenbrooke's Hospital and villages south.

First an aside: why the Chisholm Trail? I blame the editor. I called it a Cycle SuperHighway, but there is a film called the Chisholm Trail with John Wayne and that is what Mark called my suggested route. The original Chisholm Trail, a route of about 1,000 miles, was used to move cattle safely north from grazing grounds in Texas.

I hope that the Cambridge Chisholm Trail can move cyclists safely across Cambridge (but not to slaughter in Chicago)! The name will do until someone suggests a better one.

North: Newmarket Road to the River Cam

A route either side of the railway is possible. To the east there is the old Leper Chapel and Barnwell Junction where the abandoned line to Lode and Burwell starts. A route initially slightly away from the railway on this side would give good access for people in the Abbey district of the city. On the west there is a scrap yard and derelict land at the back of the Mercer's Row industrial units. Either route would then cross open meadows to reach the river but, being next to the railway, which is on a low embankment, should not be intrusive.

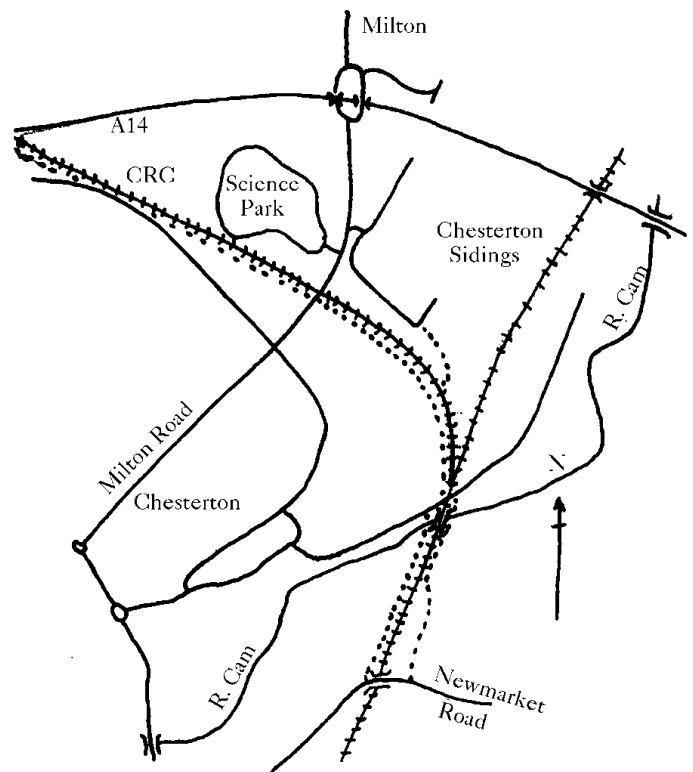
The River Cam

A bridge here would seem to be an expensive item as it would need a span of some 30 metres to clear both river and towpath. In fact, if it can be attached to the existing railway bridge, each 'span' need be only around 3 metres. As the existing structure takes dynamic loads of engines and wagons weighing around 50



Could a 3.5 m cycle- and foot-bridge be cantilevered to the side of the Stourbridge Common railway bridge?

tons each, a lightweight bridge of some 3.5 metres width should not be an impossibility. There are precedents: the Charing Cross railway bridge over the Thames in London has a similar footbridge attached.



River Cam to Milton Road

There is an existing route from Fen Road via Long Reach Drive and Nuffield Road but it is not direct nor can some of it be safely cycled at more than 10 kph. A new route to the rear of Moss Bank, or down Moss Bank itself, and then following the St Ives line (leaving room for a single line to be reinstated) would be much more suitable. Links to the Cambridge Commercial Park off Cowley Road, and the development of offices opposite the Science Park (Cambridge Business Park) could then also easily be created. If developments at Chesterton Sidings were to start then this could be a source of 'section 106' funding for all routes in this zone and possibly the Cam bridge.

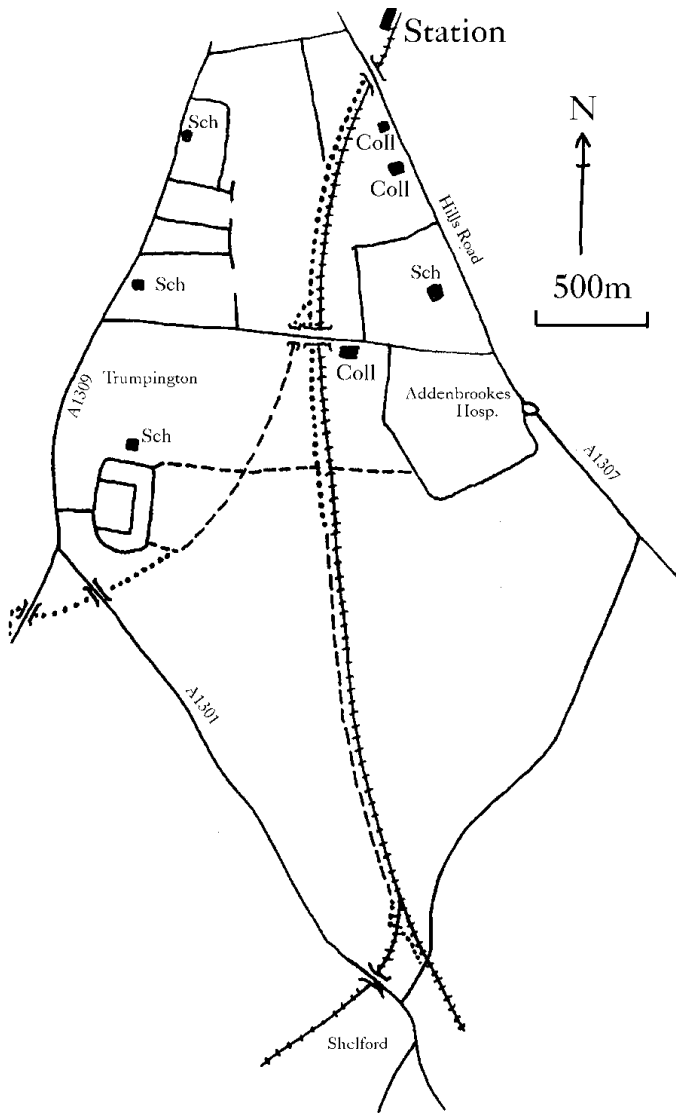
North of Milton Road

Sharing the old St Ives line would give excellent links to the Science Park (if you can get through the fence!) and Cambridge Regional College. This would also enable a route to Histon and Impington that avoided a crossing of the A14. Although not part of my suggested route, the proposed cycle bridge over the A14 to Milton would add extra value to the Chisholm Trail route, as would the Chisholm Trail to the A14 bridge.

If the Cam bridge were built, these section in North Cambridge would connect commercial and residential areas (e.g. Marshall's to Kings Hedges, and Science Park to Abbey Ward) for cyclists, perhaps replacing the difficult and long car trips otherwise required.

South: Hills Road to Long Road

On the west, space is already reserved in the City plan for a segregated rapid transit route, and I would suggest this would also provide the most direct route to Long Road for the cycleway. This strip, adjacent to the University Press site, is currently derelict Railtrack land and is the first sight of



South of Long Road towards Shelford

To the east of the main line, the area around Long Road Sixth Form College and the proposed new Addenbrooke's station will present problems because of limited space. This is an important area as it could provide a lot of users. To the west is an easier



A route crossing four tracks would not be popular with railway authorities, but better alternatives exist.

route south, as for much of the way to Shelford there is already a track. Access to the camping and caravan site off Shelford Road and (for users on foot) the permissive paths to Nine Wells via the route of Hobson's Conduit under the railway would provide added value to the route.

At the Shelford end, a footpath crosses the railway at 'Shepreth Junction' and joins Granham's Road. This crossing is of four tracks as the route has just divided and is, I feel, unsatisfactory. A separate crossing of just the King's Cross lines and an approach to Granham's Road reached through the grounds of the County Council Trading Standards office would be much



This track runs for much of the way from Shelford to Addenbrooke's Hospital.

Cambridge for visitors arriving by train. Why shouldn't we have some pleasant landscaping and a 'Welcome to Cambridge' sign similar to that at York? Connections could be made to City House (still empty!), the University Press, and Brooklands Avenue Government Offices. There may be alternative routes through the soon to be redeveloped Government Offices site, but these should be in addition to, not instead of, the direct route. The route can then go past Clare College sports ground to the spare arch under Long Road next to the main railway line. Links could also be made to the existing Hobson's Conduit (foot)path, Porson Road and Bentley Road.

A route to the East would initially be more difficult unless the Homerton Street area is redeveloped, but could then pass through the end of Homerton College grounds, the playing fields beyond, and under the other spare arch at Long Road.

South of Long Road towards Trumpington and the A10

This could follow the line of the old Bedford railway line, part of which is already a permissive path. This diverts slightly north of Long Road to go through the separate bridge under the road and then curves past the path to Paget Road and on to the path to Forster Road. Ideally the route could then go under the Shelford Road (with access) and Hauxton Road in the existing cutting, giving access to Plant Breeding International and the A10. This section is the proposed route of the bus-way to the Trumpington Park and Ride site, and although there were twin tracks there may be little room in the cutting for both bikes and buses.

safer. The widening of the existing footpath to the west of the line with permission for cycling would bring the route as far as Shelford Station.

This southern section is in an area under review for cycle routes by both the County and Sustrans.

Remember, much of this route is over private land. Even where tracks are shown this does not mean the public have access. Some marked sections are rights of way or permissive paths, but most of the route is still private.

Jim Chisholm

Consultations galore

It's been a busy two months. We've been working feverishly on responses to two important consultation processes, both with significant long-term effects. We had scarcely recovered from two Crime and Disorder Act consultations when it was time to knuckle down to the Cambridgeshire Transport Plan. A key theme of all of these was the ticking boxes saying which of a pre-ordained list of items was important, or most important, to us. We had more to say than that, especially as we were disappointed by the choices of categories to a greater or lesser extent.

Douglas de Lacey raises some valid concerns about the nature of such consultations in this issue's *Letters* page. Leading questions are a way of getting the answers one wants. They

indicate that a strategy is already well developed, rather than genuinely seeking opinions. Huntingdonshire had a tick box for prioritising driving offences, and got a high response for it. South Cambridgeshire didn't prompt people and they didn't. We don't believe this is because views of the districts' residents are so much at odds with each other.

Central Government is certainly increasing local authority workloads by mandating consultations such as these on a variety of topics. Our hopes of the councils coming to groups like us and inviting genuine participation have not borne fruit, so we will be working with other organisations to seek closer co-operation, at least with the county council, in future.

Clare Macrae

Crime and Disorder Act

Local consultation following the Crime and Disorder Act suggests that cycle theft is being taken very seriously indeed in Cambridge, but enforcement of traffic law is not seen as a priority.

This new act places a duty upon the police and local authorities to carry out a local audit of crime and disorder, consult local organisations and individuals for their views on local priorities, and then formulate a shared crime reduction strategy. The Police Authority, Probation Committee and Health Authority also participated.

The local consultation process

For Cambridgeshire, there were separate consultation processes for each district council. Each document stressed the importance of partnership working, gave an overview of current levels of crime and disorder in the district covered, and listed emerging priority areas.

Of the four initially available, only Huntingdonshire included driver behaviour – speeding, dangerous driving, drink-driving.

Cycle theft was included in the Cambridge City list, as it is the City's most commonly recorded offence. The City Council distributed their questionnaire in one of the free papers. When we noticed this, we sent a copy to Campaign members within the City. Thank you to all who expressed their views.

We sent responses to the City and to South Cambridgeshire, and asked for our general comments to be passed on to the other three districts.

Road traffic law, speeding and general driver behaviour

We were very disappointed that this issue was not included in either of the local consultation documents we responded to. We said it should be the number one priority area in the local Crime and Disorder Audits, because more people commit, and suffer from, these crimes and offences on a daily basis than any other listed in the consultation document. Astonishingly, almost 1 person in 2 will be hospitalised as a result of a road crash in the course of their life.

We drew on the experience of drink-driving campaigns and legislation to make suggestions for tackling the issue. We also

asked for greater emphasis to be placed on enforcing motor vehicle parking restrictions, especially where offences cause a hazard to others, or limit the effectiveness of public transport:

Cycle Theft

We were pleased that this was included as a potential priority for Cambridge. However, we were worried that the Audit placed *all* the onus upon cyclists to avoid having bikes stolen, and didn't give any impression that criminals would actually be caught.

We said that the scale of the current cycle theft problem (22% of all crime in Cambridge City in 1997) was so great that a bold approach would be required to make a real impact. We offered numerous suggestions.

What happens next?

Local Crime Reduction Strategies must be published by 1 April this year. They will identify local priority areas, from which multi-agency groups will be set up to identify strategies to tackle individual issues. We have heard that it is unlikely that driver crime will be included in the Cambridge City report, though there's little doubt that cycle theft will be included.

In three years, the process will be repeated. We hope that council departments (including road safety), the health authority, and the police will join us next time in pressing for driver behaviour to be included. In the meantime, our hopes rest with national initiatives, such as the national review of speed policy.

One thing's for sure, though. We have every reason to expect a serious drop in cycle theft in Cambridge.

Clare Macrae



This little-known Grippa stand was installed at Madingley Road Park and Ride site when it was opened

Local Transport Plans - more of the same

Last year's Transport White Paper has led to a change in the way councils apply to central government for transport funding. Future funding bids must now define a five-year strategy, allowing councils to plan further ahead and making more ambitious projects possible. However, because of the short time scale, and the large amount of work involved, the first 'Local Transport Plans', to be submitted in July 1999, will be provisional (albeit still covering five years). These will be followed in July 2000 by submission of a statutory plan.

The guidance

We were optimistic when we saw the Government's draft guidance in November last year:

Local authorities will need actively to involve local people... at an early stage in drawing up their Plans. This wider participation will be a key factor in raising travel awareness...

A genuinely inclusive approach will be vital ... to deliver the change in travel patterns required...

*We will be looking for authorities to adhere to the following principles for effective participation: **early involvement**; **interactive** (effective participation requires a **two way dialogue**); **inclusive** (involving all local interest groups); **continuous**; **open**; and with **effective feedback** to participants.*

Cycle theft statistics

In researching our Crime and Disorder response, I discovered a pleasing trend.

Cambridgeshire theft of pedal cycles

	1995-1996	1996-1997	1997-1998
Detected	436	441	606
Reported	7,414	6,448	6,197
% Detected	5.9%	6.8%	9.8%

All three sets cover the same area. 'Detected' means 'someone has been charged with the offence', not necessarily convicted. Because of this, bikes which are returned by someone other than the offender are not included in detection statistics.

I doubt we'll ever truly understand these trends, but if cycle theft is to be tackled, we will need to understand at least some of the factors, to ensure that actions are effective and well-targeted.

Anatomy of cycle parking

Officers at Parkside are already promoting an alternative brand of cycle parking – the Grippa – to try to reduce levels of cycle theft in the City. The manufacturers say that Grippas offer improved security. We have been told that they are rather complex, and can be subject to vandalism. There is already a single Grippa stand in Cambridge, at Madingley Road Park and Ride. On the one hand, we are aware of the national popularity of Sheffield stands, which are simple, cheap and easy to use. On the other hand, we don't want to seem churlish, and discourage potential improvements. After consulting a number of cycle-parking experts and council officers around the country, our view is that we would be happy to trial alternative parking. But we must reiterate our request for the bulk of new cycle parking to be Sheffield stands, please.

Cambridgeshire's consultation

Cambridgeshire County Council's consultation took the form of a four-page leaflet, and questionnaire, which listed the Council's current activities, divided mainly by current budget categories. Readers were asked to divide up a notional £10 budget in £1 chunks, and indicate their level of support for road-user-charging, workplace parking charges, and various possible targets for reducing traffic levels or traffic growth.

The County Council invited individuals to fill in the questionnaire, by placing it on their web site. We took the opportunity to send copies to all our members. Thank you to all who responded.

The Campaign's response

Promoting cycling. We said we were concerned that the council doesn't seem to appreciate the extent to which cycling can contribute to traffic reduction. Cycling is a very cost-effective means of reducing traffic, but only the Cycle Friendly Employers scheme really promotes this locally. We asked for cyclists to be considered as customers. Considerable time and money is

directed at discovering what motorists want from Park and Ride. We asked for the same to be done to give cyclists – in the jargon – a higher 'level of service'.

We said that levels of cycling could be increased greatly, by dealing with places where cyclists feel vulnerable, such as big roundabouts, and by opening up new corridors to cycling.

Safety. We said that safety needs a re-think locally. Cycling seems



to be perceived as just a safety problem, and there is rarely any suggestion that changes should be made to improve convenience as a way to encourage cycling. (The recent cattle grids are a welcome exception to this.) We asked for more speed reduction and enforcement, for consideration of home zones, for more cycle-friendly traffic calming, reduction in pollution, and safer routes to schools.

Integration. We asked the council to integrate its thinking across departments, and budgets, for example by treating geographical areas. This is in contrast to the recent experience of following the Newmarket Road bus measures with a separate cycle study.

Park and Ride. We said that the supply of central parking needed to be reduced for Park and Ride to begin to achieve traffic reduction. We feel very strongly that Park and Ride is not the whole answer, and needs reviewing. At considerable expense, it provides car-owners with a subsidised bus service for a short part of their journey. The present system does nothing to reduce car journeys outside the urban area or to promote wider use of buses. Indeed, it may encourage journeys by car which would otherwise have been made entirely on public

transport. We asked for more, smaller and dispersed sites, which would also improve bus services to non-car drivers.

Our full report is available on our Web site, and on the Saturday stall.

Cambridgeshire Transport Forum

We asked the County for a meeting of local transport groups and council officers to discuss the Local Transport Plan. When they declined, saying that Councillors had already decided that such meetings would be held in April or May, we decided to organise our own meeting instead.

On Local Transport Day (Saturday 6 March), representatives of Cambridge Cycling Campaign, Cambridge Friends of the Earth, Cambridgeshire CPRE, CTC (Cyclists' Touring Club), Fen Line Users Association, Railway Development Society and Transport 2000 met. We exchanged ideas, found much common ground, and decided to form a new umbrella organisation, the *Cambridgeshire Transport Forum*. We have begun by asking the County Council to set up an *Integrated Transport Round Table*, involving local interest groups, senior County Councillors and Officers, to foster greater participation in the Local Transport Plan process. We'll have more news of the Forum, and hopefully also of the Round Table, another time.

The decision-making process

The County Council's Environment and Transport Committee met on 18 March to consider a draft Contents page for the Cambridgeshire Transport Plan. (Remember that we were told that groups such as ourselves would not be involved until April or May – too late to have a significant effect on the Plan.)

The impression we got from the Officers' report to committee was one of 'business as usual'. We were disappointed to find that essentially none of the effort we put into making constructive input was reflected. We know that other groups also made wide-ranging responses. Councillors could be forgiven for thinking, from this report, that all groups did was to fill in the questionnaire.

Worse still, the draft Contents page placed cycling under the heading 'Cycling and Walking' at the end of the Public Transport section! We asked the committee to recognise that walking and cycling were in fact different, and not forms of public transport. We understand that they did so. Thank you.

Clare Macrae



South Cambridgeshire Local Plan

South Cambridgeshire District Council has published the latest version of its Local Plan for public consultation. When it is formally adopted, this will become the planning 'blueprint' for the rural area around Cambridge.

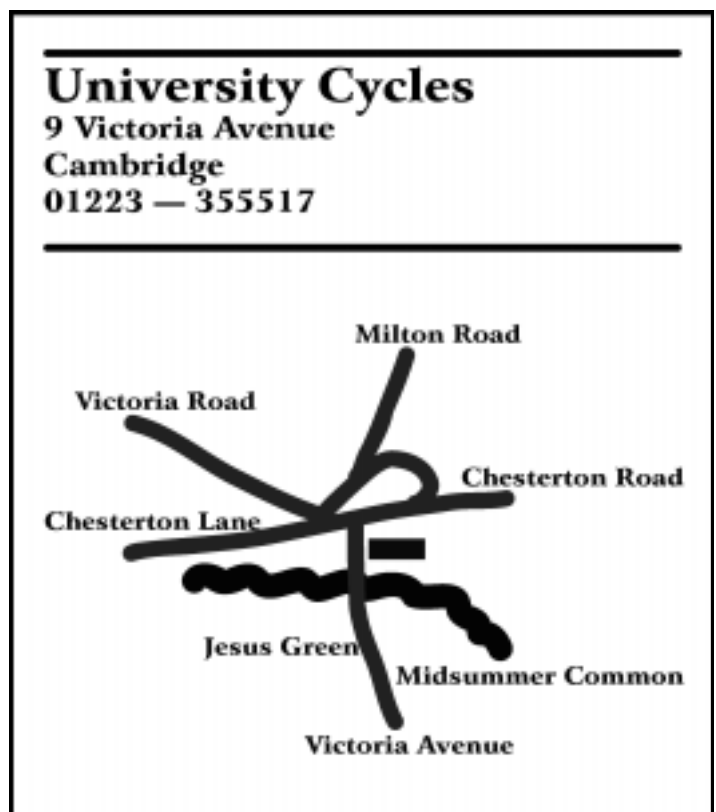
The plan contains a number of policies related to cycling. In particular, it states that the council will seek 'adequate facilities' for cyclists in new developments, by providing for 'safe and convenient' access by cycle as part of the development. This is a welcome, if unexceptional, policy – past versions of the plan have said much the same – though it is good to see the council use the word 'convenient.'

It also states that the council will seek 'the adequate provision of cycle parking' in new developments. The council already has a set of cycle parking standards for such developments. The plan says that cycle parking is particularly important at 'employment, shopping, education, health and other community facilities' and at 'transport interchanges such as bus and railway stations and park and ride car parks'. It adds that such cycle parking should always be secure (which we hope means Sheffield racks!) and ideally protected from the weather.

The plan also says that 'it is important that the needs of cyclists are taken into account in the design of all new roads' and mentions improvements to the 'cycleway network'. We were worried, however, by a section that reads 'it is the District Council's view that, given the speed of motor traffic on many rural roads, the dual-use path or segregated track is safer and gives greater confidence to many cyclists than on-carriageway cycle lanes'. The Campaign believes that this is jumping to conclusions, and that off-road provision isn't always the best way to cater for cyclists. Sometimes it is, but in many places, particularly within villages, a better solution is to reduce the speed and volume of motor traffic, or to allocate road space to

cyclists on the carriageway. We have therefore submitted an objection to this section, asking the council to keep an open mind and to consider every scheme on its individual merits.

Nigel Deakin



How to become a Safer Cycling Instructor

One of the most frequently asked questions which I have heard on the Campaign stall is from an anxious parent inquiring whether cycling proficiency still exists, and how they could find out about it. I now know that 'Safer Cycling Courses', as they are called in Cambridgeshire, are organised through the schools, and are considered so important to a child's education that they are held in school hours.

Milton Road School recently appealed for volunteers to be trained as Safer Cycling Instructors, so that the year 6 children could all be offered the course. The one day training scheme run by Maree Richards and Sarah Truluck of the County Council is much easier to attend than the former five-day course. This may account for the record 48 instructors they were able to train so far this year, and will hopefully allow an improvement on the 30% of year 6 children who did the Safer Cycling course last year in Cambridgeshire.

Maree and Sarah presented the course between them, and were easily as entertaining as Mel and Sue from television's 'Light Lunch'. They explained the aims of the Safer Cycling Scheme and described the practicalities of setting up a Course at a school, with the aid of a very clear and comprehensive training manual. Children must be at least 10 years of age to enrol on a course, and they must be able to control their bicycle and maintain balance while giving arm signals. Their ability to do this is assessed in the first hour, which takes place in the playground. The remaining four hours take place at a reasonably quiet T-junction, where the children learn the correct procedures for turning left and right, both onto and off the 'main road'. An important part of the course is getting the children to think about traffic and the hazards they must look out for. Each

child is provided with an information pack and a homework book for this purpose, but luckily the instructors are given the answers!

A video called 'Biking It' is used in the first lesson to show the children the lane positions they should use for the turns, and the correct timing for hand signals. We were also shown a video of a playground session, with Sarah playing the part of the child, to give us an idea of how to assess competence.

We then all donned our high visibility tabards with 'instructor' across the back, and ventured onto the road, to the amusement of passers-by. Sarah again acted as guinea pig, and showed us the four turns at a T-junction. This was a useful exercise for selection of a T-junction with the right amount of traffic for training – just enough to make the children be aware of traffic, without their being intimidated.

I thoroughly enjoyed my training day, and learned a great deal. I am looking forward to teaching my first course, and I hope that I can start a few children safely along the way to a lifetime of enjoyable pedalling.

If you are interested in training to be a Safer Cycling instructor, enquire at your local junior school or contact:

Maree Richards or Sarah Truluck, Road Safety Officer
(Education)
Cambridgeshire County Council
Road Safety
Castle Court
Shire Hall
Cambridge
CB3 0AP

Paul Tonks

Letters

Consult the community

Top marks to the Cambridge Cycling Campaign for circulating to its members details of the Crime and Disorder Act (CDA) consultations and the Local Transport Plan. The CDA requires various agencies **and the community** to develop strategies for reducing crime and disorder (details from <http://www.homeoffice.gov.uk/cdact/cdaint4.htm>), yet apart from one other hint (via Neighbourhood Watch) this member of the community would otherwise not have been aware at all of the consultation.

It is a pity that one cannot be as unstinting in praise for the way in which these consultations have occurred in this county. Both suffer from two major flaws which appear to have the effect of vitiating the whole process.

The first is that respondents are given no chance to grade the items they choose. In all the CDA response forms we were asked simply to tick 3 priorities. The person who finds 4 aspects equally crucial, or who feels that one is significantly more important than others, has no way to indicate this. And since the only way of assessing the results can be to 'count heads', it is virtually impossible for any issues specified in the 'Other priorities (please specify)' option to get into the subsequent discussions.

More serious is the fact highlighted by the Campaign: that the criminal activity probably most likely to affect the average family

was entirely absent from the questionnaires. There is no reference to road traffic law enforcement, despite the fact that speeding, driving under the influence of drink or drugs, and general negligence, claim lives and cause grave damage every day. It may be, as a colleague suggested, that one reason for this is the difficulty of achieving a prosecution: the Crown Prosecution Service is notoriously resistant and sentencing is generally derisory. But if community consultation is to count for anything, surely it should be possible for us to press for a change in this aspect of official culture, and for safer streets as a result.

Dr Douglas de Lacey

Obstruction, or just unloading?

Travelling south along Hills Road recently, just past the Cherry Hinton Road junction, an articulated delivery transporter carrying several new cars overtook me and parked in the cycle lane beside a garage and car sales showroom, blocking my passage. I stopped and pointed out to the driver that that practice wasn't allowed. He refused to budge and said he was quite within his rights to unload for ten minutes – he wasn't even on a yellow line either.

What exactly is the law on this point?

Richard Fusniak

Cattle grid ups and downs

For donkey's years, people have cycled from Chesterton to the City along the river. It's pleasant, direct and away from traffic. Cambridge City Council was persuaded to allocate £10,000 to small improvements for cycling this year, in addition to its main cycling budget which essentially only pays for part of one big scheme annually.

Following our welcome for the cattle grids installed elsewhere a few years back, most of this budget has been spent this year on more cattle grids at three sites on the river corridor. Cyclists have been continually frustrated by gates and 'pram arms' or 'pinch stiles', especially when carrying children or when using bikes with a large basket. In some places, these are installed only to bring cyclists to a near-halt (for example in Romsey between Coleridge Road and Marmora Road), but on the commons, there really are animals that need to be kept in. Does anyone remember the animals escaping from the commons through the pinch stiles because they were 'too thin'?



New cattle grids in use under Victoria Road and at the foot of the Green Dragon bridge.

The cattle grids cost around £2,000 each. They have been installed under the Victoria Avenue bridge, at the Stourbridge Common end of Riverside and at the Green Dragon bridge at Stourbridge Common.

However, the Green Dragon bridge grid has not been without controversy, and there have been suggestions that barriers might be re-installed. The cattle grid, and the removal of the gate at the Water Lane end of the bridge, means that cyclists are arguably more likely to cycle right over the bridge, and therefore possibly inconvenience pedestrians. Of course, many cyclists have been cycling over here for years anyway, and the bridge, though not ideal, is significantly wider than most of the shared facilities that the Council is so keen to promote.

David Earl

The scale of general mayhem on British roads. In (very) round figures, each year:

3,000	dead
30,000	seriously hurt
300,000	slightly hurt
4 million	insurance claims

These are of course just the officially reported 'accidents.' A survey by Autoglass revealed regular drivers admitting to 50 'blunders' every week.

From Road Danger Reduction Conference workshop 'Changing the Law'

HOWES CYCLES /

WHY SHOP WITH US ?

BECAUSE WE ARE IN TOWN

BECAUSE WE HAVE A GREAT RANGE OF PRODUCTS

BECAUSE WE HAVE THE BEST WORKSHOP AROUND OFFERING HIGH QUALITY REPAIRS AND SERVICING

BECAUSE ON TOP OF ALL THIS

ON PRODUCTION OF YOUR CURRENT MEMBERSHIP CARD

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Road Danger and safer roads

Slim attended a Road Danger Reduction conference in Leicester on 16 February.

With the platform now graced by the Road Safety Minister himself, the Road Danger Reduction Forum has certainly made progress since the small band of transport planners and road safety officers initiated it about four years ago. Whether 'transport radicals are now the new Establishment', as one speaker claimed, may still be open to question – at least in Cambridge.

Certainly, many in authority are now talking in much more encouraging language. Roads and Safety Minister Lord Whitty spoke enthusiastically of an Integrated Transport Policy which 'must include safety benefits to cyclists and pedestrians', while Inspector Manning, chair of the Association of Chief Police Officers' Traffic Committee, strongly favoured 'joined-up road safety'.

and Disorder consultation. On the other hand, a recent report by HM Inspector of Constabulary stressed that road policing had been neglected, and strongly recommended a reversal of the trend.

Health

Until now there has been little official recognition of the impact of planning and transport policies on the nation's health, in particular how the car-less suffer social exclusion leading to a poor diet and lifestyle (the disbenefits to the car-bound population are different and attract more attention). Indeed, the first draft of last year's Transport White Paper failed to mention the word 'health'. The NHS's traditionally weak stance on public health matters partly explains this. Now that the full costs accruing to the Health Service are being appreciated, things are

**On current trends, the WHO predicts the leading causes of death in 5-10 years' time:
1. Heart Disease 2. Road Crashes 3. AIDS**

Sadly, joined-up integration is not yet what characterises the sum of the various official policy initiatives. While local transport authorities are being instructed even now to produce their first provisional five-year plans, the DETR's Road Safety Strategy, already delayed, will not be finalised until later this year, to coincide with its (separately commissioned) Speed Management Review, nor will the Home Office's National Road Policing Strategy, which may or may not be influenced by the Crime and Disorder public consultation, just completed. The revision of the Highway Code (see article) might have benefited by waiting on all the above, and hopefully the National Cycling Strategy will not get lost and forgotten in all the excitement.

Speed reduction

The more tangible good news, as assured by the Minister:

- Speed camera fines are to be retained, at least in part, by the operators, i.e. make them self-financing, once the DETR has overcome an alleged popular 'fear' that it be seen as a revenue-gathering operation (which it is now, the revenue going to the Exchequer).
- The regulations governing 20 mph limits will be relaxed 'soon'. Such speed limits are, apparently, very popular where canvassed. One survey showed 90% in favour where applied around schools. In response to lobbying by the London Cycling Campaign, all the candidates for the new Mayor of London have promised 20 mph zones. In various European cities, meanwhile, the equivalent 30 km/h seems set to become the urban standard (or 'default') speed.

Policing

It is now acknowledged that police resources devoted to road traffic (6–7%) are, on average, less than half that committed in the 1980s (12–15%). One reason, as suspected, is 'performance'-driven strategy objectives which tend to concentrate on what is easily measurable. While alcohol and velocity certainly are, bad driving is not – in the sense of securing convictions.

Here it is doubly regrettable that motoring crime is not included in the six priorities for attention as presented to us in the Crime

changing: expect more from the forthcoming Ministerial Conference on Environment and Health.

Slim

What is Road Danger Reduction?

The Road Danger reduction approach to achieving safer roads seeks to reduce the danger **at source**. This calls for a recognition that the principal source of danger on the road is motor vehicles.

Traditional approaches to road safety have taken casualty reduction as a measure of achievement.

The Road Danger Reduction Forum has a vision of:

- All road users being able to travel where they choose with a minimum of threat from other road users
- All road users taking full responsibility for the effects their transport choices have on others
- An environmentally sustainable transport system which provides equity and accessibility for all road users, permitting no disadvantage for those who choose not to own a car.

Encouraging walking and cycling presents something of a dilemma in road safety circles. Perceived danger is one factor which deters people from the attractions of walking and cycling. Ironically, it is this avoidance of danger which has achieved some measure of casualty reduction.

If a road safety strategy concentrates less on casualty reduction, and more on achieving an ethos of genuine road safety, it begins to develop meaningful links and share common aims with transport policy and health issues.

Danger and risk levels need to be minimised for all road users by reducing motorised traffic and speeds, achieving a greater awareness of the risks imposed on others by driving behaviour, and giving full consideration to the needs of pedestrians and cyclists at all stages of transport planning, in order to decrease perceived danger for these benign road users.

David Earl

Cycling Shorts

Campaign member David Green will be running more **Bicycle Maintenance evening classes** at Coleridge Community College this April. This hands-on course covers routine tasks such as fixing punctures, adjusting gears and brakes, and chain lubrication, as well as less frequent overhaul jobs such as removing freewheels, adjusting headsets and bottom brackets, stripping hub bearings, and truing wheels. The course is on Tuesday evenings, from 7.30 to 9.30 pm starting 20 April. For more information, call Coleridge Community College on 712340 or 712341.

The **City Centre Management Team** has published their glossy Management Plan for 1999 to 2001, and some of our suggestions for inclusion of cycling after the first draft have been incorporated. For example, the section formerly known as 'pedestrianisation' has become 'pedestrians and cyclists', and work on this will now include an update on cycle parking needs and strategy. The performance monitoring will include counts of cycle parking and, one hopes, levels of cycle usage. And better still, planning of the counts has started already.

Don't forget the eagerly-awaited **Josie Dew reading** at Waterstone's, at 6:30 pm on Thursday 22 April. Tickets are £2 in advance, or £3 on the day.

We're organising a bonus country bike ride to Anglesey Abbey on Sunday 16 May, to support the City Council's **Environment Week**. It leaves at the earlier time of 1 pm. See the Diary for details.

Thank you to **Newnham College JCR** for the recent donation to Cycling Campaign funds – a very welcome bonus.

Work has started on Phase 2 of the **Peterborough Millennium Green Wheel** – a network of cycleways, footpaths and bridleways which will circle the city, with spokes to the centre. The Grand Opening of phase 2 will be held on 5 September. The project, managed by Peterborough Environment City Trust, is due for completion on September 2000. Half the money is being provided by the National Lottery's Millennium Commission, and the other half is coming from sponsorship and donations.

Bristol: Project Bike produces an excellent free glossy 16-side magazine, called **Cycling Matters**, which is packed with hints and tips on cycling. 10,000 copies are produced quarterly and distributed free. It includes coverage of the brilliantly-named **Take a Stand** initiative, where small businesses are urged to claim up to two free Sheffield stands each, for installation on private property. Great stuff.

I've just discovered that the **Suffolk Cycling Strategy**, of August 1997, is on the Web. It covers four areas: Transport, Planning, Leisure and, crucially, Promotion: <http://www.suffolkcc.gov.uk/central/cycling/>

Overheard at a recent local meeting of transport professionals: 'local councils don't seem to realise that cyclists are continuous in both space and time.' This was in reference to proposals for cycle routes which require cyclists to **levitate** through a tricky section, for example, or **teleport** to the other side of a road or section of shops.

Clare Macrae

Trinity Science Park

We were very pleased to discover that during the widening of the Science Park entrance, a reservoir for cyclists leaving the park has been created, and that it also has an approach lane, to help cyclists turning right towards town. Thank you!

Bidwells and Trinity College have applied to install **two Zebra crossings on roads within the Science Park**, to help staff from some companies cross from one site to another during the working day. The County's recommendation was to refuse permission, because not enough people would use the crossings, and not enough people were being injured there. We can of course understand the need for spending criteria to ensure the Council prioritises its own spending. But what was



Science park access

alarming here was that the recommendation was instead to install central refuges, to slow motor vehicles. We don't have any problem with slowing cars down, but central refuges would pinch the many cyclists travelling around the Science Park, much as we have seen in Milton High Street. We wrote to the committee explaining our concerns about cyclists potentially being squeezed. The decision has been deferred, for now, as local councillors asked to be consulted first. There's a broad issue at stake here. Nationally, there does seem to be a fairly clear understanding about what makes the difference between cycle-friendly and cycle-unfriendly traffic calming, but we are concerned that it's not being translated into reality locally.

A new business, Corporate Cycles, has set up a **cycle fleet service for the Science Park**. From £15 a month, companies can rent a fully-maintained bike in a variety of styles. Their literature contains a 'White Paper' with some fairly inspirational stuff about the pleasure, health benefits and convenience of cycling (OK, so this company has a product to sell, but I'd love to see our local councils extolling the virtues of this mode of transport so convincingly). Anything which helps local businesses support cycling is to be encouraged. They also say they offer a truly No Hassle service, with supplies of bike maps and regular updates from the Cambridge Cycling Campaign. It's nice to know that we are a unique selling feature – though they haven't responded to my several enquiries about these updates yet! For more information, see

www.corporatecycles.responses.com, or call 505246.

Clare Macrae

Map subgroup

It now looks as if our plans to produce a cycle map of Cambridge may at last come to fruition.

We have now had confirmation that Cambridgeshire County Council is willing to provide funding for a map. It will be produced by local company Adhoc Publishing, using cycle route and other information supplied by the Campaign. The map will be given away free, paid for by the council and by advertising. It will also be published on the Internet.

We handed over a detailed draft of the map to Adhoc in February. In addition to giving them a map of cycle routes we've also written a number of short articles to appear on the back of the map. These include a section entitled *Why Cycle?*, tips on safer cycling, a list of local bike shops, and suggestions for rides into the countryside.

Adhoc hope to produce a first production draft of the map (for us to review) by about the beginning of April. If all goes to plan the map will be launched in May.

Nigel Deakin



CTC Cambridge DA has provided this bench beside Brookside, the spot where 75 years of cycle 'runs' have started.

RoCoCO

In April, a few residents of Romsey Town will be able to join RoCoCO, a community car sharing scheme. These exist elsewhere in Europe but this is the first for our area. RoCoCO will hire out cars to its members for much shorter times than possible with normal car hire – typically by the hour. It's primarily sold as saving money for people who, at present, own a car (or a second car) which they use only a few times a week. It is supported by the council as one means to reduce car parking in Romsey. Car sharing, if it works, should also be good for traffic, pollution, health and parking problems. RoCoCO members are likely to drive less (since it will cost them a few pounds for even a very short car journey) and take the bus, walk or cycle where they can. They'll use their shared cars for such tasks as taking the double bass to rehearsals on Wednesday evenings, rather than to pop round for a take-away.

Anything which gets a few cars off the streets of Romsey has to be good for cyclists.

Contact Phil Anderson p.anderson@bas.ac.uk ☎ 572553 evenings for more information.

Mark Irving

Sponsored rides

Indulge in your favourite pastime and help fund medical research

Sunday 23 May sees the third running of the Cambridge Wheel, a sponsored bike ride in aid of Action Research, one of Britain's leading medical research charities. Last year, some 240 riders took part, making it a very enjoyable social occasion, raising around £4,500.

The ride starts and finishes at the Wilberforce Road Sports Pavilion and offers a choice of routes. The 25-mile route consists of a circuit to the south of Cambridge, whilst the 50-mile route encircles the city. The routes are predominately rural, are common for the first 20 miles or so, and incorporate some improvements for 1999 suggested by the Cambridge Cycling Campaign. First-aid facilities, radio cover, a mobile cycle repair facility and complimentary drinks will be provided.

Riders raising specified sums for Action Research will earn incentives, and all riders sending in at least £10 in sponsorship will be entered into a free draw for a mountain bike. A Challenge Shield is offered to the company or organisation raising the most sponsorship money. In 1998, a team from the Cambridge Cycling Campaign came second, just losing out to a team from Videojet at Bar Hill.

Entry to the ride costs £10, which includes an Action Research T-shirt. An entry form is enclosed with this newsletter. The organisers are also looking for marshals for various key junctions around the course. If you would be prepared to help with the marshalling, please get in touch.

Alan Tuffnell ☎ (01767) 641327

Cambridge Green Party Sponsored Bike Ride

Sunday 18 April 1999 10.30 am–4.30 pm

In order to highlight sustainable methods of living, and to raise some money towards the European Parliamentary elections in June, Cambridge Green Party is holding a sponsored bike ride around the windmills of the area. Cycling from Cherry Hinton Hall Park around the eight windmills of Fulbourn, Little Wilbraham, Swaffham Prior (x2), Burwell, Soham (x2) and Wicken, individuals are invited to raise sponsor money for the Green Party.

At the same time, a parallel event of circuits at Cherry Hinton Hall Park will be undertaken by people who wish to have a more relaxed day. An information stall, refreshments and marshal's base will be present in the Hall's grounds throughout the day.

If you would like further information or a sponsor form, please contact the organiser, Jo Snaith, 8 Knights Way, Milton CB4 6DE, or Cambridge Green Party ☎ 504593 GreenParty@a.swallow.easynet.co.uk

Adam Swallow

Campaign Diary

April

- Tue 6 7.30 pm **Open Meeting**, Friends' Meeting House, Jesus Lane. (Tea and coffee, a chance to chat, and for us to introduce ourselves to new members for the first half-hour. The meeting itself starts at 8.)
- Thu 8 8.30 am *Newsletter 23* editorial review meeting, at Tatties
- Fri 9 – Sun 11 **Bike 99**, Hall 4, NEC, Birmingham – with new family cycling area. ☎ (01369) 708008
- Sun 11 2.00 pm **Leisurely ride**. Meet at Brookside, near Lensfield Road. A windmill ride to Swaffham Prior. A countryside ride, using bridleways and quiet roads, at a gentle pace. Bring lights. We'll be back in Cambridge by 6 pm
- Tue 13 – Thu 16 **Velo-City** conference, in Graz (Austria) and Maribor (Slovenia)
- Wed 14 7.00 pm **National Bike Week** planning, 100 Thoday Street (see page 3)
- Sun 18 **Green Party sponsored** windmill bike ride. See article for details
- Mon 19 8.30 pm Pub **social**. We'll be at the Zebra on Maid's Causeway
- Thu 22 6.30 pm **Josie Dew's** slide presentation at Waterstone's in Bridge Street
- Sat 24 – Sun 25 **National Cycle Campaigning Conference**, Newcastle upon Tyne
- Sun 25 2 pm **Leisurely Ride**. Going to Whittlesford, Newton and Haslingfield. Meet at Brookside, near Lensfield Road. (See 11 April for description)

May

- Mon 3 12.00 pm **Reach Fair**. Traditional village-green fair, opened by the Mayor of Cambridge, with events for all the family, including Patchwork Circus – well worth a ride to see
- Tue 4 7.30 pm **Open Meeting**, Friends' Meeting House, Jesus Lane (see 6 April for description)
- Wed 5 7.00 pm **National Bike Week** planning, 100 Thoday Street (see page 3)
- Fri 7 *Newsletter 24* deadline- Please send copy to Mark Irving (irving@home.cam.net.uk).
- Sun 9 2.00 pm **Leisurely Ride**. Riding to Saffron Walden, and returning by train from Audley End. There'll be time to look round Saffron Walden for those who wish to do so. (Please bring a Railcard if you have one.) Meet at Brookside, near Lensfield Road.
- Sun 16 1.00 pm Special Leisurely Ride for **Environment Week**. Ride to Swaffham Prior windmill (we hope to see it in operation), followed by tea at Anglesey Abbey. Meet at Brookside, near Lensfield Road
- Mon 17 8.30 pm Pub **social**. We'll be at the Zebra on Maid's Causeway
- Fri 21 7.30 pm *Newsletter 24* envelope stuffing, 8 Thirleby Close – volunteers welcomed!
- Sat 22 10.00 am **Police cycle auction**, at Parkside police station. Viewing starts at 9.00 am ☎ (01354) 688197.
- Sun 23 **Cambridge Wheel** sponsored ride, in aid of Action Research (no afternoon leisurely ride). See article for details.

June

- Tue 1 7.30 pm **Open Meeting**, Friends' Meeting House, Jesus Lane (see 6 April for description)
- Sat 5 – Sun 13 **Green Transport Week**. ☎ (01932) 828882 or <http://www.eta.co.uk>
- Sun 6 **Peterborough Environment Week Cycle Ride**, organised by the Peterborough Environment City Trust and Peterborough Lions Club. Rides of 5½, 15 and 24 miles on the Peterborough Millennium Green Wheel. David Leary ☎ (01733) 234343.
- Tue 8 **International Car Free Day**
- Sat 12 – Sun 20 **National Bike Week 1999**. See article on page 3
- Sun 13 2.00 pm **Leisurely Ride**. Meet at Brookside, near Lensfield Road. (See 11 April for description)
- Mon 21 8.30 pm Pub **social**. We'll be at the Zebra on Maid's Causeway
- Sun 27 2.00 pm **Leisurely Ride**. Meet at Brookside, near Lensfield Road. (See 11 April for description)

Discounts for members

Ben Hayward Cycles
69 Trumpington Street
Cambridge
☎ 352294

Ben Hayward Cycles
Laundress Lane

Cambridge
☎ 301118

Bishop's Cycles
51 Station Road
Histon
☎ 518855

Cambridge Recycles
Cambridge Railway
Station

Cambridge Recycles
61 Newnham Road
Cambridge CB3 9EN
☎ 506035

Chris's Bikes
2 Thornton Way
Girton
☎ 276004

Cycle-Logical
171 Mill Road

Cambridge
☎ 576545

D.TEK
Little Thetford
Near Ely
Cams. CB6 1BR
☎ 01353 648177

Geoff's Bike Hire
65 Devonshire Road
Cambridge
☎ 365629

Howes Cycles
104 Regent Street
Cambridge
☎ 350350

Kingsway Cycles
8 City Road
Cambridge
☎ 355852

King Street Cycles
82 King Street

Cambridge
☎ 367275

Mike's Bikes
26–28 Mill Road
Cambridge
☎ 312591

University Cycles
9 Victoria Avenue
Cambridge
☎ 355517