 Cambridge
CYCLING
Campaign

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Newsletter

80p - free to members

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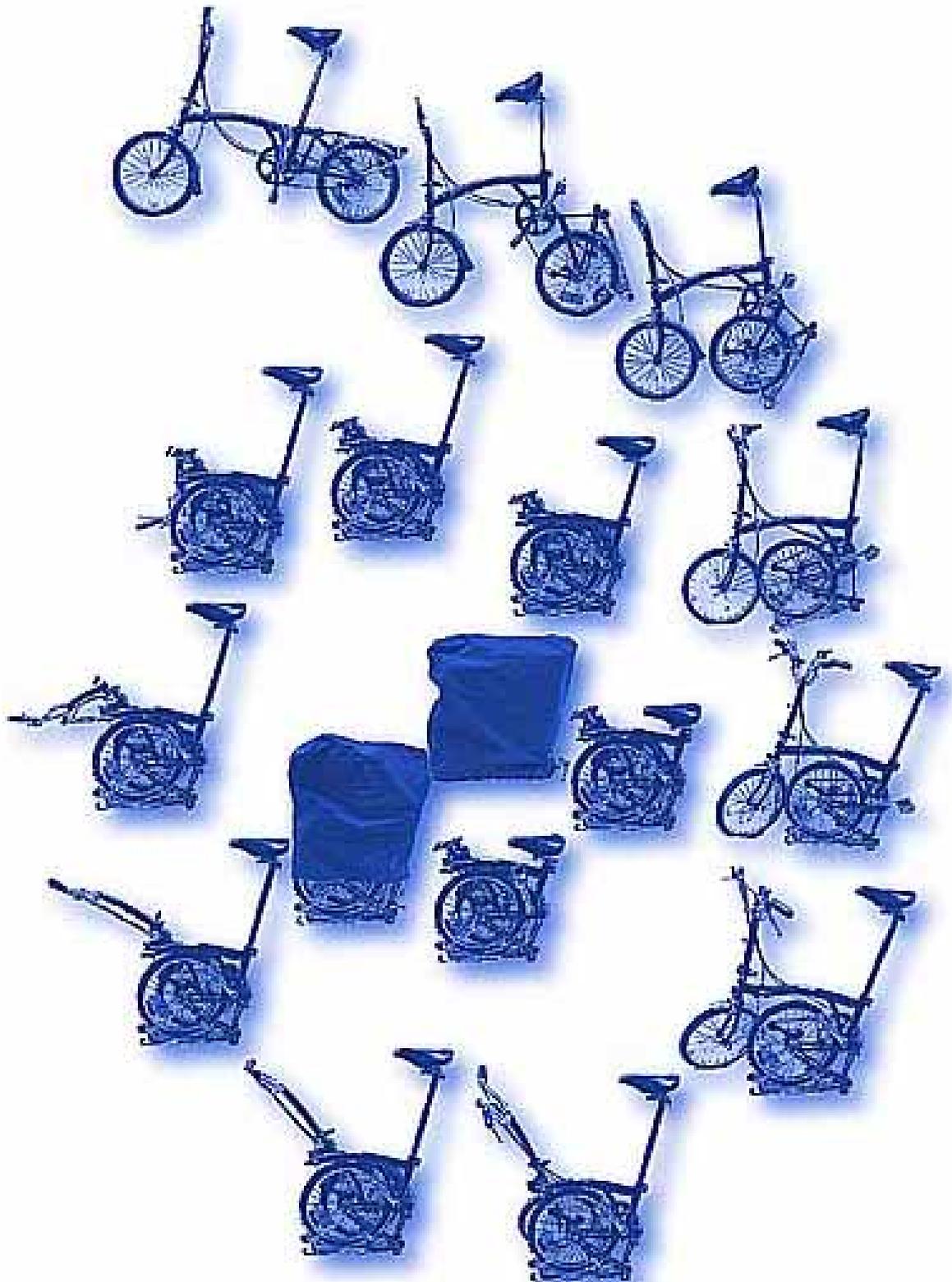
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If you like what you see in this newsletter, you can add your voice to those of our other 590 members, and join the Campaign.

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.

Elected Officers

Co-ordinator – Clare Macrae
☎h 501050 ☎w 336024

Membership Secretary
Liaison Officer – David Earl ☎ 504095

Stall Officer –
Sarah Elsegood ☎ 366152

Newsletter Editor –
Mark Irving ☎ 882378

Officer Without Portfolio –
Nigel Deakin ☎ 311073

Treasurer
Press Officer – posts vacant

Contacting the Campaign

Cambridge Cycling Campaign
PO Box 204
Cambridge CB4 3FN

Telephone David Earl ☎ 504095

<http://www.ccdc.cam.ac.uk/camcycle>

E-mail ✉ camcycle@pobox.co.uk

National Bike Week: 12–20 June

National Bike Week is fast approaching, and we have a variety of events lined up.

Saturday 12 June: Start Cycling Fair, 10 am until mid-afternoon, Market Square, Cambridge. We will have activities aimed at helping cyclists start commuting:

- **Dr Bike** will do a 29-point safety check on your bike, pointing out any potential problem.
- Our regular **stall** will be there, and route planners at the stall will help with choosing a route for people who would like to cycle to work, but who are not sure of the best way to get there.

Dr Bike will need some 'nurses' to help out, and we will need route planners. If you can help with this, please contact Lisa Woodburn (✉ jameswoodburn@talk21.com or ☎ 245566).



Cyclists' Breakfast 1998

Sunday 13 June: Leisurely ride to Willer's Mill Wildlife Park, where you will get £1 off the price of admission. Willer's Mill is one of the many venues around East Anglia offering a discount if you come by bike. Distance about 20–25 miles. Meet at 2 pm at the Lensfield Road end of Brookside, near the bench.

Wednesday 16 June: Cyclists' Breakfast, 8–9 am, courtesy of Hobbs Pavilion restaurant. This is 'Bike to Work Day' and if you can persuade your friends to try cycling, they too can get a free breakfast. We will need helpers for this. If you have some time that morning, please contact Clare (☎ 501050, ✉ macrae@ccdc.cam.ac.uk).

Sunday 20 June: Train-assisted all-day leisurely ride in Norfolk. We plan to catch the 10.53 train

from Cambridge to King's Lynn and then cycle 30 miles or so of the Sustrans Hull to Fakenham cycle route, which forms part of the National Cycle Network. The route will be via Sandringham, Castle Rising, Dersingham, Ingoldisthorpe, Snettisham and Sedgeford. There will be an option to visit the Caley Mill Lavender Distillery at Heacham, and we might get to the coast! Return trains are hourly from King's Lynn 17.40 to 21.40 arriving in Cambridge at 26 minutes past the hour. It should be an enjoyable day out. Please bring lights and perhaps a packed lunch. Meet at Cambridge railway station in time to buy tickets and catch the 10.53. Don't forget to bring a railcard if you have one.



During the whole week various attractions around Cambridge will be offering free or reduced entry to anyone arriving by bike. Full details are on our National Bike Week pages at <http://www.ccdc.cam.ac.uk/camcycle/nbw-1999/>

Myra Van Inwegen and Sarah Elsegood

Now we are 4!

To celebrate both our fourth birthday and the opening of some brand new cycle stands the Magog Down, we'll be having a birthday picnic on Sunday 6 June, leaving from Brookside at 11 am, to arrive for the opening at noon. It's a pot-luck, so please bring some food or drink to share.

We asked Campaign member Kathleen Foreman to describe the Magog Down.

Clare Macrae

Magog Downland - A1307 south of Cambridge

'Why not buy it?' – it was a farmer's field next to the A1307 and opposite Wandlebury. The suggestion was made by Colin Davison, the vicar of Stapleford, and Christopher South, known to listeners of Radio Cambridgeshire.

Buy it we did, 'we' being a group of people who formed the Magog Trust.

Ten years later, and debts of over £350,000 paid off, you are invited to visit the Magog Down, as the field has become known, and share the open spaces with views over Cambridge to the north, and five counties (so they say) to the south.

Over 200,000 trees have been planted and are flourishing and walks criss-cross the meadowland; skylarks sing and year

by year more wild flowers are becoming re-established on the chalky soil.

We would especially like cyclists to visit on Sunday 6 June at midday, when our first three cycle stands officially come into use, and will be opened by Anne Campbell, MP. Bring a picnic with you and share in the views from Little Trees Hill.

Magog Downland is about one and a half miles south of Addenbrooke's Hospital, with the entrance off Haverhill Road leading from the A1307. Your cycle trip could continue along the A1307 to Babraham, through the village and return to Cambridge via Sawston, Stapleford and the Shelfords, or alternatively by walking through Wandlebury, the Roman Road can be accessed. Cycling can be quite rough along it but you can then go either towards Linton or back via Fulbourn to Cambridge.

We would like to welcome as many cyclists as possible on the 6 June to the site, but cycling on the Downland itself is not allowed. Only a few bikes can be securely left at the moment, but hopefully our fund-raising will allow more stands to be erected in the future.

Please contact me for further information about The Magog Trust.

Kathleen Foreman ☎ 842486

✉ foreman@ccdc.cam.ac.uk

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Campaign News

Farewell to Simon

Our erstwhile Treasurer and National Bike Week co-ordinator, Simon Nuttall, recently headed off to Guyana in the Caribbean, to work for a charity setting up Internet cafés. We would like to thank Simon very much indeed for all his work and cheerfulness for the Campaign over the years. We'll miss you, Simon!

Membership Update

Since we reached our self-imposed target of 500 members last year, we haven't filled valuable newsletter space with membership updates. But as we're approaching our fourth birthday, I thought another update would be worthwhile.

By 1 May this year, we had reached the grand total of 589 members. As the chart shows, we've continued our steady growth, and had a curious spurt in January.

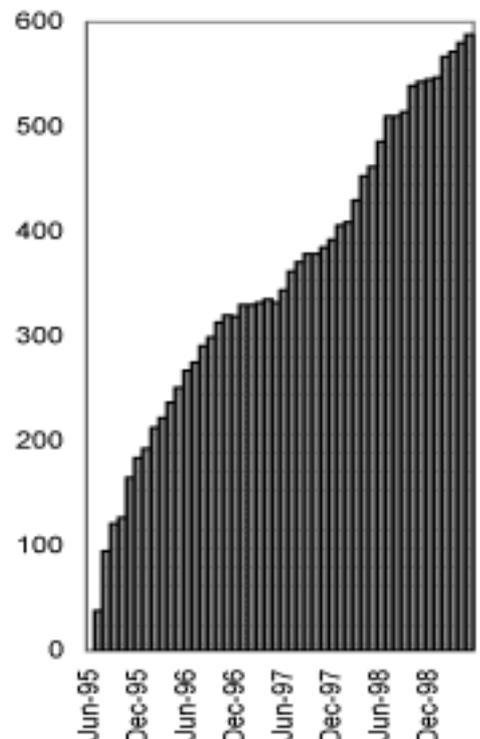
Of these 589,

- 328 (56%) are household members, and
- 2 are group members.

Some other statistics:

- 196 (33%) people have taken out third-party insurance
- almost a quarter of our members read the *Newsletter* on the Internet
- nearly 60% of our members have their newsletters hand-delivered
- We know the e-mail addresses of 42% of our members, allowing us to send occasional news messages and announcements.

Clare Macrae



Red, amber, green

There's often a flurry of road works in the period leading up to the end of March. This is because this is the end of the Councils' financial year, a deadline by which money has to be spent. Projects which were a gleam in the planners' eyes the previous year go to the various design and consultation stages and through the relevant committees and finally make it onto the ground.

Hills Road and Babraham Road

You will know from previous *Newsletters*, or if you frequent the south of the city, that Hills Road has been a focus for changes over the last few months. Some junction redesigns in preparation for bus priority associated with the new Babraham Road Park and Ride site, also under construction, are now complete. Others aspects of the scheme are still to come. For example, an outbound cycle lane starting near the Catholic Church should help cyclists get past queuing traffic.

At the Long Road and Station Road junctions, red surfacing has now been done on some of the areas for cycles.



On Hills Road at Long Road. The cycle lane now leaves you where left-turning cars box you in. It can be hard to reach the 'ahead only' lane.

However, at Long Road, despite one of the aims of the scheme as a whole being to 'improve safety for pedal cyclists' (County Council committee papers), the position for northbound cyclists has been made considerably harder. Here, the original cycle

lane now leads you, with a short gap, into an advanced stop line. The trouble is that the place you end up is in a left-turn only lane. Hardly any cyclists want to turn left here, and yet you have to get into the middle of the two streams of traffic to go straight on, quite contrary to what the markings on the road direct you to do.



At Station Road. For some reason the red area here does not cover the cycle lane, which is where all the cyclists seem to stop

This was the first criticism we made of the original plans in our response to the scheme before construction. Nevertheless, it went ahead. It is clear that what has been implemented lives up to our fears. A group of researchers who commute to the Addenbrooke's site, and are therefore regular users, felt compelled to contact the *Evening News* about how vulnerable the junction now made them feel, and we followed this up with a more general letter to the paper, which was printed along with some very helpful photographs.

At Station Road things have improved a little with the introduction of advanced stop lines, but with the increasingly common lack of means to reach all but one of them. However, there are still two independently signalled left-turn only lanes; these make the junction more unpleasant for cyclists than necessary.

The station area

While the development of a leisure development on the Cattle Market site makes slow progress through the planning system, other changes in the station area have started to be mooted. All of these have the potential to provide better conditions for cyclists in time in this critically important area. All of them also have the potential to attract lots more traffic without any improvement for cyclists.

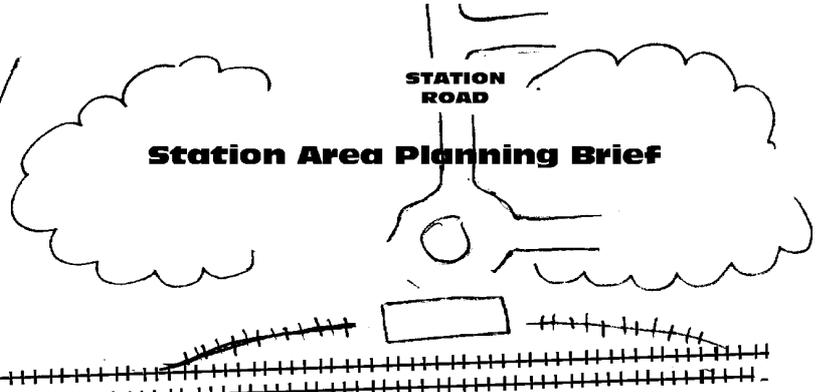
Transport in the area has just been considered holistically in a joint initiative between the City and County Councils, the so-called Southern Corridor Area Transport Plan. This is exactly the kind of geographically-based study that we are keen to see, bringing together all the transport issues in an area – a true example of integration. This is in contrast to, for example, looking at what changes need to be done to support Park and Ride and tacking on other modes in the process. While we had many detailed comments, the study was making all the right noises and was a refreshing read. It was just a shame the process was rather hurried.

The immediate surroundings of the Station will be the subject of a so-called 'planning brief' very soon. This sets a policy framework for the way in which a large area should be developed, so that planning applications can be considered in context rather than one at a time. This is made more urgent by development plans being brought forward for the area.

The City Council asked what we thought should be in such a planning brief. This is a very welcome move – so often consultations are of the form ‘what do you think about this plan we have written’. We discussed the cycle parking needs at the station, access from Hills Road, and through to



Devonshire Road and onto the Carter Bridge. And, of course, we also emphasised the links to the Chisholm Trail, the rail corridor route we are promoting.



In a surprise move, the developers of City House, the never-occupied and always controversial office block at Hills Road bridge, want to knock it down and rebuild it. The amount of office space would be revised upwards and the amount of car parking downwards. However, what interests us is the new scope for the development to provide money to improve cycle access in the area, particularly to the station. On the other hand, we are also concerned that traffic emerging onto Hills Road bridge when the building is finally occupied would be a hazard. Therefore we have objected to the planning application.



Private road (owned by Railtrack) closed by bollards.

We can expect to see a hotel and new housing in the area, together with some major change to car parking arrangements at the Station.

The owners of the private road between Hills Road and Station Road have just blocked it for through travel by cars with a row of bollards, and added more posts to prevent taxis parking in the Station Road end. This road provides the access to several businesses in the area, and its status may be important for the City's planning brief.

In the longer term, we are also going to see development proposals in the Government Offices site, accessed off Brooklands Avenue, but next to these offices, and also on the other side of the railway, in the so-called Homerton Triangle.

Of immediate interest in the area is that the promised demolition of the advertising billboards, behind which the new Station cycle



The new cycle parking for the station, now without the barricade of advertising hoardings. It's now far less isolated and should be safer (for both cycle and rider) and more pleasant.



City House

parking was installed, has now happened. We are told that there will be a rotating billboard on a pole, so WAGN will not lose its advertising revenue, while at the same time significantly improving the cycle parking arrangements. Thank you, WAGN!

Brooks Road and Perne Road at Mill Road

The old mini-roundabout which was a particular problem for cyclists at the out-of-town end of Mill Road has now gone, and has been replaced by signals. (This end of Mill Road is actually called Brookside).

The junction is undoubtedly an improvement overall. However, a regrettable piece of design means that cycling from Brooks

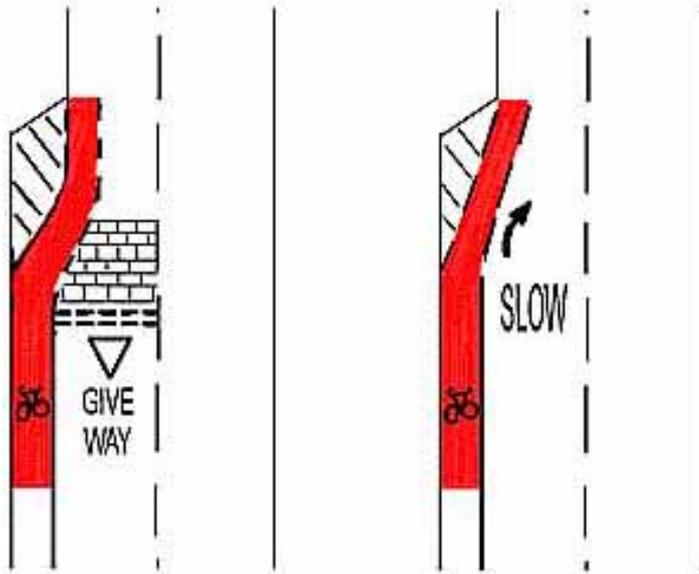
Road into Perne Road (that is, straight on as if from Sainsbury's to Addenbrooke's) has been made worse. You can see from the picture that if you don't make it into the advanced stop box before the lights change to green, you get squeezed by the now moving traffic, as there is nowhere for you to go.

We have written to the County Council about this flaw. This is particularly sad to see when the reason to change the junction was because of its poor cyclist casualty record.

Emmanuel Road

The second stage of the Core traffic scheme, the closure of Emmanuel Road to private cars and consequential changes, is moving forwards. It has passed through the relevant committees, and details are now being resolved.

The scheme itself is a very positive move, and should make the central area a much easier place to cycle in. This is partly because there are quite a number of explicit measures to help cyclists, but mostly because the amount of traffic should be vastly reduced. Some of the proposals were outlined in *Newsletter 22*.



Two ways to improve convenience and safety for cyclists where Parker Street narrows abruptly

Between writing this and you receiving it, there will have been a further consultation exhibition on the final details. After walking around the area with Richard Preston, the officer in charge of the scheme, we are hopeful that some of the other details we suggested will be incorporated, such as protection at the sudden road narrowing in Parker Street.

However, there is a reluctance to spend much money on reducing the impact on cyclists on the roads which will take the brunt of the displaced traffic. The Council's Area Committee, which decided on the scheme, did ask that the side effects on Maid's Causeway were addressed sooner rather than later, though we are expecting proposals here to be modest. We are hopeful that we will see improvements where cyclists are currently 'pinched' at the pelican crossings on Maid's Causeway.



This new cycle lane, on Brooks Road, pushes you into the path of moving motor traffic



A few small changes to the on-street parking arrangements in East Road, and turns into Dover Street, should help a little along there. We will have to wait to let you know next time whether any other suggestions on affected streets have been taken up.

Elizabeth Way

Elizabeth Way will probably take more traffic as a result of the core scheme. Nevertheless, we were surprised to receive a letter from the County Council suggesting that a bus-and-cycle

lane should replace one of the northbound (towards Chesterton) lanes on the Elizabeth Way bridge and a little beyond.

This hadn't been mentioned before in the context of impact of the core scheme. It seems to be an admirable proposal from the cyclist's point of view. The surprise, however, is because only one bus service is routed along there – the outbound Park and Ride service to Cowley Road.

We have written welcoming it, and asking that the new lane be joined up properly with existing cycle lanes along Elizabeth Way. We also suggested that the wider section of this road nearer to



Elizabeth Way. The new bus, cycle and taxi lane should end near where this existing cycle lane starts.

the Chesterton Road roundabout should be improved for cyclists.

King's Parade

The water works are nearly finished. The 'streetscape' work, to widen pavements, ban most motor traffic and make the cycle access and bollards at the Trinity Street end permanent, should start on 5 July. See *Newsletter 20* for more details.

The work is going to take most of the rest of the year, moving down the street in sections. By Christmas we should see a much improved street, giving this most famous of settings a softer look, improving lighting, and providing some freedom from the turning traffic that is such a problem at the present dead end.

David Earl

Cycle training scheme launched

Several years ago, Cambridge Cycling Campaign ran a two-day adult cycle training course, in conjunction with the Cycle Friendly Employers Scheme.

In June we will launch a brand new cycle training scheme for Cambridge. It is aimed specifically at adults, to complement the County Council's existing schools-based programme. It will offer two distinct types of training – one-to-one individual sessions (rather like driving lessons) and group sessions (aimed primarily at companies). A partnership of Cambridge City Council, Cambridge Cycling Campaign, Cambridgeshire County Council

and the Cycle Friendly Employers Scheme is running the project.

Staff from York, on whose established scheme the Cambridge one is largely based, will themselves train the trainers. Importantly, the Cambridge trainers will be paid an hourly rate for their time, and trainees will in turn pay a contribution to the running costs of the scheme. For more information, please contact David Meiklejohn ☎ 475136
✉ david.meiklejohn@exchange.chh.anglox.nhs.uk.

Clare Macrae



Granite setts being laid in Green Street (left) and the finished result (right). The new surface is part of a lot of work done recently to try to make Green Street more attractive. This road is a useful link for cycling across the centre of town from east to west. What do you think of this road surface? We'll pass your comments on to Cambridge City Council.



Grand Arcade

A planning application is expected any day for the Grand Arcade. This is a big redevelopment of the whole area bounded by St Andrew's Street, Downing Street, Corn Exchange Street and Lion Yard. It will provide a new home for Robert Sayle and also many other new shops, restaurants and leisure facilities.

The very welcome rejection of the retail park planned by Sainsbury's between Arbury and the A14 on the city's outskirts means that the focus can swing back to shopping development in the heart of the city, where it is much more accessible by bike and public transport. The transport arrangements for the shopping centre will be critical, as the planned development does not increase the amount of public car parking in the City Centre. On the other hand, neither does it decrease car parking. Nevertheless, there is some nervousness among the developers and prospective tenants about the prospect of lots more shops without lots more parking.

While the architecture and style are going to be important to everyone, it is the opportunity, impact and role of cyclists in the plan that must interest the Campaign.

The intention is to have the new Robert Sayle store on the Downing Street–St Andrew's Street corner, with an internal covered street pattern linking with a central hub reached from St Andrew's Street, Corn Exchange Street and Lion Yard. It comes as no surprise that none of the enclosed area is likely to be accessible by bike. It is intended, though, that the new ways through should have more of a street feel about them than is typical of shopping malls, and should not be closed except perhaps at the dead of night.

Cycle parking is obviously a big concern for us, and what we have heard so far leads us to believe that it will be inadequate.

The developers might provide for only 150 spaces, and not all of those would actually be related to the site. We think this site needs hundreds more. There seems to be an implicit assumption that if you're on a bike, you can't be important as a shopper. As all Campaign members know, this is completely wrong.

If 'sustainable modes' of transport are the key to the new development, then it does seem important to us that it should be as accessible by bike as possible. The inner ring road presents something of a barrier to this at the moment.

While the development – assuming it goes ahead – is going to have a long-term impact on travel and shopping patterns in the City, the alternative prospect of development on the northern fringe is much more alarming. An environmental viewpoint says that not reducing Lion Yard car park below its current 970 spaces is a lost opportunity, but the developers think it is daring not to extend it. And while an environmental view questions the ever increasing demands for more shopping space, Robert Sayle's lease does expire before long, so their future needs to be decided.

We also need to consider the chaos that will be caused by the building works, which will last more than four years. There will be lots of heavy construction traffic. The car park will be halved in size over some of that time, so serious alternatives will have to be worked out. Park and Ride will have to play a big part in this, as will Queen Anne Terrace car park, but major relaxation of on-street parking has also been mooted, a prospect which frightens me enormously.

David Earl

Bedtime Reading

Every March the County Council's Environment and Transport Department produces four very informative reports. Two of the reports look back over 'accident' and traffic levels for the previous year, and the other two look forward to the next year, setting out the department's aims and objectives.

In 1998 one cyclist was killed in the county. This is the lowest since current records began over 20 years ago. (The worst year was 1990 when 13 cyclists were killed.)

We read in many places that the County Council is keen to promote cycling, and this is very welcome. However, there's one

Much better to say 'Cycling in Cambridgeshire is at least twice as safe as cycling in the rest of Britain.'

I should begin by saying that the very existence of these documents, and the fact they are publicly available, is to be welcomed. Last year's reports were made available on the County's web site, which was a great help. There are over 270 pages – too much to cover in detail here – but I thought a summary would be useful.

Traffic Monitoring Report 1998

This report details traffic levels throughout the county during the last year. The section perhaps of most interest to Cambridge cyclists is the so-called River Cam Screenline. This counts the number of movements across the river in the City, in a 12-hour period on a single day in March (in school term but not University term).

There were 118,700 vehicle movements, of which 20,746 (17%) were 'pedal cycles' and 24,682 (21%) were pedestrians. This represents approximately 150,000 people movements, based upon the County's (perhaps slightly generous) assumption that there are between 7 and 11 people per bus, on average. This means that approximately 13% to 14% of people crossing the river in Cambridge do so by bike, and 16% to 17% do so by foot.

It's hard to compare figures between years, as they depend on the weather on the day of the count.

Road Accidents 1998

This contains information distilled from police records. For example, in 1998 there were 2580 reported injury accidents in Cambridgeshire, resulting in 3563 casualties including 52 fatalities and 502 serious injuries. (As these are the numbers reported to the police, I would be interested to learn of any studies of hospital figures to find the local level of under-reporting.)



Cambridge Evening News, 16 March 1999. How many people have been put off cycling for good by this?

headline statistic that is quoted frequently in council documents, and elsewhere, that serves only to *discourage* cycling:

The casualty rate per head of population for pedal cyclists is more than twice the national average.

This statistic is highly misleading, because levels of cycling in Cambridgeshire are *many times* the national average. There are no comparable figures (counting miles and journeys in the same way) for the amount of cycling locally and nationally. Depending on which survey results you look at, the casualty rate *per cycle journey* here may be anywhere between two and five times less than the national average. Much better to say 'cycling in Cambridgeshire is at least twice as safe as cycling in the rest of Britain.' I wish I understood the reason for the repeated emphasis of this statistic. It's clear from text later on in the report that the authors are aware of the true picture. So is there some advantage to the Council in presenting cycling as hazardous? It's certainly not consistent with the Council's stated aim of encouraging cycling, however good the intention.

Network Management Plan 1999

This sets the Environment and Transport department's objectives and targets for March 1999 to March 2000, and reviews progress for the previous year. There are two objectives which we particularly welcome:

- Maximise the benefit of any investment in the highway to pedestrians, cyclists, bus users and the disabled.
- Improve the quality of the facilities available to pedestrians, cyclists and bus and rail passengers to encourage the use of more sustainable modes of transport.

We look forward to seeing how these are put into practice.

Road Safety Plan Annual Review

This covers a much broader area than just the Road Safety Department.

There is a lot of good emphasis on the need to encourage 'responsible road user behaviour'. (It's a shame that this wasn't joined-up with the recent Crime and Disorder Audit.) However, very loud alarm bells rung when I read:

Although in the long term promoting public transport, cycling and walking may have safety benefits, the Council must balance the environmental and other safety benefits

of this with the possible risks to more vulnerable road users, who for the foreseeable future must share the roads with heavy levels of traffic.

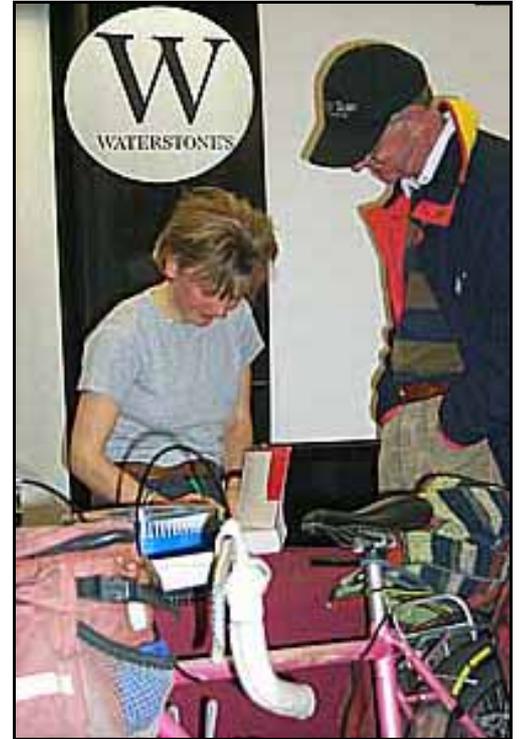
This sentence conflicts directly with the Integrated Transport White Paper, Local Transport Plan Guidance, the National Cycling Strategy and continental experience. We would prefer to see a move towards reducing levels of danger on the roads, and measuring cycle and pedestrian injury rates, as promoted by the Road Danger Reduction Forum.

The Council will be investigating whether the risk of lorries killing or injuring cyclists and pedestrians can be reduced. The National Cycling Forum has already done some work on this, in conjunction with RoSPA and others, resulting in a leaflet entitled *Cyclists and Lorries*. I've also noticed some very impressive stickers on the backs of lorries, to discourage cyclists from moving alongside long vehicles. Hopefully the experience of these initiatives will prove useful locally.

There will also be research into contraflow-cycling on one-way streets, into the effect of red surfacing at T-junctions, and into the implications of Cycle Audit and Cycle Review – all very welcome.

Clare Macrae

Josie Dew signing copies of her new book, A Ride in the Neon Sun, after her entertaining introduction to cycling in Japan. This was at Waterstone's bookshop in April.



A14 goes to Westminster

Politicians don't like to admit to U-turns. It's very un-sexy: journalists tend to pounce whenever they can, so no chance of a grown-ups' debate or airing of policy options in an intelligent way for public consumption. Which means that once a course is selected, it's very difficult to change, even if they know it won't produce the desired effect. So – let's whisper it quietly – 'we can't go on building more and more roads to solve the problem of traffic congestion, because more roads, create more traffic, and what's more, we have the evidence to prove it'.

'Yes, but what's this gotta do with Cambridgeshire transport?' Well, there was this Government which had been in power for absolutely ages, they were getting loads of stick about traffic congestion; something had to be done – marginal constituencies and all that – so they bowed to the road lobby; and in the early nineties – that's the 1990s – they launched a major roads programme called 'Roads to Prosperity' committing an extra £12 billion construction programme, only to finally realise just a few years later that this was not the answer, indeed it was – hush – part of the problem. Oops! So, it was scaled down – a bit; a few cancellations; a few temporary postponements; call for more studies – you know the sort of thing! Cambridgeshire and the A14 would have to muddle along. Meanwhile, local authorities were being directed to consider the traffic implications of new developments, to resist the growth of out of town shopping centres, etc., and where possible to ensure major traffic generating developments were located on public transport corridors.

In May 1997 the incoming new Labour administration (or should that be new New Labour administration?) promised that transport and traffic congestion would be high on its agenda. It would introduce an Integrated Transport Strategy linking all the elements of transport policy. NICE! So the Trunk Roads Review, announced last autumn, deferred a decision on the A14, and instead called for – wait for it – a new study. Therefore no brownie points from the vociferous GUAM. (GUAM? Give Us A Motorway.) The reasoning behind this was that they wanted to introduce their Integrated Transport Plan – something that the environmental lobby had been calling for since the seventies

(that's the 1970s although it feels like the 1870s). It just so happens that this particular stretch of A14 has an unused railway parallel to it, which, if reinstated, would provide part of the solution. The reopening of the Cambridge–St Ives railway was very close to being given the go ahead, when the rail privatisation programme began and the project was consequently lost.

So, where are we now? Well, the Highways Agency (HA) now has a clear remit to ensure that best use is being made of the existing road network; there is little spending priority for new roads. They also have to play their part in developing the Integrated Transport Plan with other players – Railtrack plc, public transport operators, local authorities, etc. To this end they have, as part of their A14 Route Management Strategy, consulted with 'stakeholders.' A series of possible solutions was proposed and these are now being evaluated. Some of the proposed solutions fall entirely within the responsibilities of the HA, and it is on these that most progress has been made so far. It is still far from clear how the, multi-agency or partnership, proposals made will be progressed by the HA and with what degree of urgency. This will, we believe, be the true test of whether an Integrated Transport Strategy really does exist in a practical way, and whether it can pull together the policies and solutions that are urgently needed.

After an intensive three month campaign, which included significant exposure in every issue, the Cambridge Evening News secured 10,000 signatures calling for something to be done. This has helped put the Multi-Modal Study high on the agenda in Westminster. Mr Andrew Lansley MP (South Cambridgeshire) secured an Adjournment debate in the House of Commons on 16 December last year. (the Hansard record is available on <http://relay1.hancom.parliament.uk>) We should hear in the next few weeks when the Multi-Modal Study will start – it will probably take 18 months. If you have a contribution to make (and why not – GUAM certainly will) now is the time to start planning, researching and developing your ideas for submission.

Anonymous

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The Transport Plan

We introduced you to the County's Local Transport Plan in *Newsletter 23* and in the leaflets that we circulated. The process has now moved on a little.

This year a 'provisional plan' is being prepared, leading to a five year plan being submitted next year. The Department of Environment, Transport and the Regions has just issued its final guidance to Local Authorities for this year's plan. It acknowledges the pressures this year's tight schedule causes. The guidance also sets out what it expects to see as a minimum in the plans and what it thinks would be a good plan, for each of the topics it covers. Of course, things like maintenance, road safety and so on all affect cyclists – and there's some good stuff in those sections – but here I concentrate on the County's plans specifically for cycling.

The County Council is now expecting to consult much more widely on its five year plan starting in the autumn. We have been told that this year's plan will be used as a basis for that consultation, a starting point, and that there will be attempts to reach a wider public in the process. For example, a wider population of cyclists would be surveyed, a very welcome move if it is done right. We could usefully make some suggestions about what the Council might like to ask.

In the meantime, we have now been able to meet the County Council to discuss our response to this year's plan. We were

Strategy to encourage cycling expected of a Local Transport Plan (DETR, April 1999)

Minimum requirements

- A discrete strategy for encouraging cycling
- Establishes an unambiguous target that contributes to the national targets for increasing cycle use
- Evidence that cyclists have been given a high priority
- Ensures that encouraging cycling is part of all transport policies, including road safety strategies
- Evidence of interaction with local planning authority to ensure that land use and development planning allows and encourages people to cycle
- Reviews the road network, to establish where improvements to assist cyclists are needed
- Assess the of quality of existing cycle networks, with improvements as necessary
- Implements measures to improve safety of cyclists and reduce conflicts with other traffic, including pedestrians
- Evidence of partnerships with other local organisations to promote cycling, including health and education sectors

One big point of controversy is likely to be the extent to which traffic reduction targets are adopted

pleased to hear, among other things, that it was accepted that more effort needed to go into marketing and promotion of alternatives to the car beyond Park and Ride.

One big point of controversy is likely to be the extent to which traffic reduction targets are adopted. The clear thrust of the County's leaflet earlier in the year was that it might only be possible to set targets on growth outside Cambridge, and to stay at current levels in the City. However, we are now being told that targets might instead be couched in terms of 'modal split' – limiting percentages of car users – which means traffic in the City might not even be capped, despite the strong support for this in the consultations.

Taxing business car parking spaces is the other big area where the Council is expecting to get lots of flak and to be politically sensitive. However, they can expect to get broad support for this from us and other 'sustainable transport' groups. Handled correctly, this is at the same time going to be a disincentive to drive and a major source of funds for the alternatives, including provision for cyclists.

David Earl

Characteristics of a Good LTP

- Adopts a formal order in which planners consider the needs of different user types, placing cyclists near the top
- Partnerships for action with health, education, commercial and voluntary bodies
- Plans for improvement of physical provision to be based on methodical application of Cycle Review guidelines
- Cycle Audit of all road and traffic schemes
- Aims to improve interchanges, and increase opportunities for combined cycle and public transport journeys
- Encourages cycling through Travelwise, Green Commuter Plans, Local Agenda 21 and School Transport Plans
- Minimises conflict between pedestrians and cyclists

Cycle Parking and Park and Ride Sites

Cycling Shorts

One Campaign member recently investigated the cycle lockers at Newmarket Road Park and Ride site, and was told that there was a waiting list for them. This prompted me to find out more about the provision of cycle parking at each of the Cambridge sites.

Site	Cycle lockers	Sheffield stands	Locker waiting list	Car spaces
Clifton Road	0	24 (48 spaces)		210
Cowley Road	0	5 (10 spaces)		520
Madingley Road	18	19 (38 spaces)	12	931
Newmarket Road	24	0	3	529

Cycle parking at Cambridge park and ride sites

Notes: Madingley Road's cycle stands are all under cover. There is also one Grippa stand at this site. Clifton Road will soon be replaced by the new Babraham Road site, with 500 car spaces. Clifton Road's Sheffield stands are at The Junction. The locker waiting list figures are for 5 May 1999.

At Madingley Road, one of the security guards says that only four of the lockers are used regularly, even though the keys to all 18 are taken. This means that another 14 people had good intentions, and paid their £5 key deposit, but now don't use their locker. Meanwhile, 12 people are on the waiting list.

I do know that the councils are aware of this, and are considering how to resolve the problem. My suggestion would be to introduce a small charge for the lockers at Madingley Road, so that the facility is properly valued. WAGN have proved the concept, with their £2-per-week Premier Parking stands at Cambridge station. They have shown that enough regular users are willing to pay a small amount per week for the convenience of a guaranteed space and the increased security, and so WAGN are about to triple the number of these stands at the station.

Lockers give improved security over Sheffield stands, and have the added

convenience that items such as panniers, waterproofs and lights can safely be left with the bike. Most of those who cycle from Park and Ride sites will be leaving bikes overnight, so the peace of mind lockers provide will probably make the difference between them using the site, or not.

When we asked whether lockers would be installed at the new Babraham Road site, we were told that the expense of architect-designed lockers could not be justified, and that the green-belt area was too environmentally sensitive to for off-the-shelf lockers. I understand that the Madingley Road lockers cost around £2,000 each.

What's a shame about this is that it looks like future locker provision has been ruled out, largely on the basis that expensive architect-designed provision was made earlier – rather than looking for better alternatives.

Clare Macrae

Chris Lloyd of Chris's Bikes is still mobile. On Tuesday and Friday mornings from 8.30 am to 12.30 pm he'll be outside the Trinity Centre on the **Science Park**, with a **mobile cycle repair, hire and accessory service**.

Harston-based company (and member of the Cycle-Friendly Employer Scheme) **Scientific Generics** has said it is prepared to offer salary increases worth several thousand pounds a year for staff who use buses or bikes to get to the site. The company said it would introduce the payments if it received permission to go ahead with a £5M project to increase its laboratory and office space at Harston.

Cambridgeshire County Council has begun the long process of reviewing and updating the **Structure Plan**. The process will be chaired by Councillor John Reynolds – a familiar name, because he has been leading the Evening News' campaign to widen the A14. The first ten months will be spent refining the strategic options. Consultation will begin in February 2000, with final adoption scheduled for December 2002. We have said before that we would like to see two-way participation locally, rather than consultation on a pre-defined list. It will be interesting to see how much involvement of interest groups is planned in advance of February 2000. In the meantime, though, the 1995 Structure Plan has been made available on the County's web site: www.camcnty.gov.uk/sub/structure/title.htm.

The **Ordnance Survey's Explorer series** of 1:25,000 leisure maps has now reached as far north as Cambridge. These are more detailed than the 1:50,000 (pink) Landranger maps, and so make use of both sides of each sheet. The new maps are recognisable by their orange covers, and cost £5.50. No prizes for spotting that Girton College has been renamed Girton University. The sheets of interest locally are: Cambridge (Number 209), Newmarket & Haverhill (210), Bury St Edmunds & Stowmarket (211), and Huntingdon & St Ives (225).

It is a shame that when Scientific Generics is trying to encourage cycling, the road past their site in Harston has been made much less cycle friendly with a dozen or so central islands

Sustrans have Graham Elliott as Eastern Region manager of **Ride The Net** – their





headline week of Millennium cycling events in June 2000.

Anyone noticed the sudden increase in 'investigative' TV programmes which take a family of two adults + two children + two cars, and then subtract two cars, and say 'go on then, see how you manage'? Followed shortly afterwards by 'Ahah – we knew it wasn't going to work!' I don't suppose it would make very exciting viewing to see people gradually making less use of the second car, or occasionally going by bike when the weather's nice, or occasionally hiring a car for longer journeys, or using a bus when it was convenient. I confidently predict there'll be a few more such quality productions before the Millennium's out. Meanwhile, *On Your Bike* magazine was recently looking for a family of non-cyclists to receive good-quality bikes, cycle-clothing and advice, to take part in a low-pressure, year-long trial to see how they got on gradually trying out bikes. That's the way to do it.

Speaking of *On Your Bike* magazine, they've launched their web site, www.onyourbike.com, with some very helpful sample articles containing advice on diverse subjects such as bike-buying, avoiding sore bums, and learning to cycle from scratch.

Another Web site well-worth a visit is **Workbike** – www.workbike.org – which aims to be the definitive source of information on carrying loads by human power, all over the world. Here you'll find definitive lists of operators and manufacturers of load-carrying bikes, trikes, quads, taxis and trailers.

There's **votes in bikes**. Publicity from Labour Party candidate Rob Horne included a carefully-worded statement that Labour is 'reviewing the cycle lanes on Gilbert Road to see if one side of the road can be made enforceable so that it is safe for cyclists to use.' Please do let us know if you spotted any transport-related comments in any election flyers from successful candidates in your area.

Stop Press: we've just discovered that the Liberal Democrats are also promising to look at Gilbert Road.

Clare Macrae

Crime and Disorder Audit update

Cambridge City Council and the four district councils have now published their Crime and Disorder Reduction Strategies (see *Newsletter 23*). As we expected, cycle crime (mainly cycle theft) was included in the Cambridge City strategy, but driver behaviour was not. The chosen overriding objective for cycle crime is 'To work with owners and suppliers of cycles to reduce the level of cycle crime in Cambridge City.'

There are two short-term objectives:

- To establish a working group which will set up and monitor projects to address areas where cycle crime is concentrated;
- To reduce cycle crime across the City by 5%–10% by April 2002.

And four longer-term ones:

- To reduce the instances of theft of cycles and reduce the fear of cycle crime;
- To encourage greater social awareness of the responsibilities of cycle owners and users to enhance road and pedestrian safety;
- To divert young offenders away from cycle crime;

- To improve the security of cycle parking areas within the City.

I did wonder whether the target of 5%–10% was a little unambitious, given that we know that numbers of cycles stolen have dropped in recent years anyway. But the Strategy places much emphasis on the need for further research before proceeding, and I think this is wise. It's entirely possible that the recent drop in cycle thefts could be due, for example, to a drop in cycle usage. More information is indeed needed.

The Strategy lists ideas for several projects which look quite promising, although there isn't much said about actually catching cycle thieves.

Working groups for each priority area will be set up during the next six months. I understand that Cambridgeshire Constabulary will be taking the lead on the Cycle Crime working group, which certainly seems logical. We very much hope to be closely involved in this. It's an exciting opportunity to make a real difference for cyclists in the city. Please do tell us of any suggestions you may have for reducing cycle theft, so that we can sure that as many ideas as possible are considered.

Clare Macrae



This metal cover was slippery when wet for a long time. It was recently given a non-slip surface. At least one of our members is grateful for this small change every time it rains. Could cattle grids used by cyclists be given a similar treatment?

Letters

Toddler transport

We need help. We are currently car bound – having two youngsters of one year and nearly three. We both have bicycles and already have a rear seat which we can use on both bikes. Ideally we'd like a front seat that we could also transfer between the two bikes. We had hoped that the Hamax seat would do the trick, but unfortunately the smaller of our bikes is a 19" inch frame and the Hamax bracket will not fit it.

We have looked at trailers but the cost and lack of storage space for it put us off. We are also not very keen on the saddle-type of seat as we know of accidents involving these.

Do any Campaign members know of a solution to our problems?

Caroline Newman and Mark Webb



Caroline Newman with half the solution

☎ 841354 ✉ newmanc@msexc.addenbrookes.anglox.nhs.uk

Road Fund Licence

This letter's genuine. We often get comments on the Stall like this, but this time someone felt strongly enough to write.

You clearly have plenty to say for yourself so how about reminding me what the current road fund licence is for a bicycle?

mmmm thought so

...as George Washington could have said 'No Representation without Taxation'

The Snowball Family

Dear unidentified member of the Snowball family,

You did pay your pavement walking licence last year, didn't you? No? I am afraid you do not understand how the taxation system works.

1. Cycle provision (what little there is) is paid for out of local authority funds. These come from Council Tax, and government grants which are in turn funded from general taxation: income

tax, VAT and so on. Cyclists pay these taxes just like everyone else. Small amounts of funding are also sometimes obtained from developers in mitigation for the extra traffic their developments bring. Sustrans has also obtained some lottery funding for leisure cycling.

2. A car licence is not a means of paying for roads. It is a tax on a luxury item. It is also part (a small part) of general taxation. The tax disc never paid for roads, other than by adding to the general taxation pool, any more than the tax on alcohol subsidises pubs.

3. In any case, taxes on vehicles do not cover the full cost of roads and traffic and the damage they do. Therefore, everyone, including cyclists, subsidises motorists out of general taxation.

4. In the significant numbers in our area, cyclists help to reduce traffic congestion. Each cyclist is one fewer car in front of you in the traffic jam.

Around £800 of the tax I pay each year funds schools. I do not have any children. I have no problem with this use of funds, because education benefits society in general, and of course because it has benefited me in the past. I am sorry you do not take a similar attitude with respect to cycling, even though my cycling benefits you directly in terms of less pollution and less congestion.

David Earl

PS I think George Washington was wrong in any case!

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Further Afield

A Bristol initiative, Project Bike, has launched an extremely impressive quarterly magazine, **Cycling Matters**. 10,000 copies are being distributed free to people living in the Bristol and Bath area.



Issue 1 of Cycling Matters

Edinburgh is planning **20 mph zones around all the city's 100 primary schools**. The proposals have been agreed by the City Council's Transportation Committee and are awaiting final approval by the Scottish Office.

In November 1997, the City of **Hull** installed its **50th 20 mph speed zone**. Sixteen months on, the programme has proved to be a huge and dramatic success.

Oxford city councillors have given the go-ahead for the city's first **car-free housing development**. More than 80 two-bedroomed flats will be built with just 13 car-parking spaces.

If you're going to Cornwall or South Devon for the solar eclipse, you might want to buy the **Sustrans Eclipse Pack** – two National Cycle Network Maps at a discount, and an information sheet, for £9.99. ☎ (0117) 929 0888.

From The Sunday Telegraph, on 18 April 1999: 'You're nicked, Chief.' The Deputy Chief Constable of Norfolk, John Bligh, whose force is conducting a **high-profile anti-speeding campaign**, will appear in court after he was caught speeding on the A11 near Norwich.

Clare Macrae

Cycling for good causes

Readers of the Cambridge Evening News may be amazed at the number of sponsored cycle rides throughout the year. We know of three organised ones coming up.

- Sun 6 June – Peterborough Environment Week Cycle Ride, organised by the Peterborough Environment City Trust and Peterborough Lions Club. Rides of 5.5, 15 and 24 miles on the Peterborough Millennium Green Wheel. David Leary ☎ (01733) 234343.
- Sun 20 June – Suffolk Premier Cycle Ride. For more information, send a stamped addressed envelope to Suffolk Premier Cycle Ride, c/o 82 Hatfield Road, Ipswich IP3 9AG
- Sun 25 July – London to Cambridge sponsored bike ride, around 65 miles, this year in aid of Breakthrough Breast Cancer. Well worth going along to Midsummer Common to see the finishers and enjoy the atmosphere, if you're not joining the ride. Bike Events ☎ (01225) 480130.

Clare Macrae

UNIVERSITY CYCLES

Buy an inner tube in June
and receive a puncture repair kit for free

9 Victoria Avenue
Cambridge
01223 - 355517



Iranian town bans women cyclists

A seaside resort in northern Iran has prohibited women from cycling, saying it is an affront to Islamic morality, the Kayhan newspaper said yesterday. The district governor of Ramsar, on the Caspian coast, said women would be prosecuted even if they were covered from head to toe as required by the country's Islamic laws, the paper said. 'Women cyclists cannot protect their chastity even if they are fully covered, so they should avoid this altogether,' the governor said.

Guardian, Monday 3 May 1999, page 12

At first, I was a mildly outraged, followed by thinking 'probably not the worst they have to put up with'. However, after further thought I am intrigued and impressed.

How precisely does a woman go about losing her chastity while cycling? After a lot of thought, I cannot think of a vaguely safe method of attempting this. I wonder if any experts on women cyclists might be able to explain this, or are Iranian women far more adventurous than I have formerly imagined.

Ian Miller

Enforcement?

Over some years I have encountered severe problems with vehicles obstructing a cycle lane on my daily journey from Stapleford to the city centre. I have written to both police and local authority on several occasions but rarely have I seen any enforcement (see *To Bang or not to Bang* in *Newsletter 9*). I have failed to get a satisfactory response from letters to the police and I know from I am not alone in finding this lack of response a problem. I have even encountered an officer in a police car who said no offence was being committed!

not his patch, he had seen the incident report, and decided to follow it up. He said he would visit and warn the motorist I reported and would also attempt to monitor the cycle lane. He has given fixed penalty tickets to cars parked in the Shelford section of this lane.

The following day, I photographed twelve cars using the cycle lane in ten minutes, some of them travelling for some 200 m down the lane. There is clearly still either widespread ignorance or contempt amongst

'...You MUST NOT drive or park in a cycle lane marked by a solid white line...'

Although offences have reduced over the years, on all days when queues exist drivers can be seen using the cycle lane. On occasions when vehicles in the cycle lane are stalled by the adjacent queue I may politely say to drivers 'Excuse me, but you are obstructing a cycle lane and that is an offence.' Recently a driver's response was to move so as to obstruct totally my passage, so I noted his number and reported him to Parkside police station.

I was told that no action could be taken unless I could give the name an address of another witness, although another cyclist, who resorted to cycling down the pavement, was also going to report the driver. I did obtain an incident number, and I gather this in itself is an achievement.

I thought I had lost yet another battle, but later that evening I had a visit from an officer who restored my damaged faith. He cycles into Cambridge and although the city is

motorists of cycle lane law and rule 119 of the new Highway Code (95 in the previous version) in particular **'...You MUST NOT drive or park in a cycle lane marked by a solid white line...'**

What's the moral?

Complain. Although the system may not be sympathetic to complaints from cyclists, some officers are. If enough individuals report infringements, the system will have to take some action. The Campaign may make some progress with persuading the police to treat complaints such as mine seriously, but this is more likely if we all report locations where there is constant abuse of regulations.

I feel the best police action at some of these locations would be a day or two of warnings followed by fixed penalty tickets. Only by this action will motorists start to respect the space that has been allocated to cyclists to make their journeys safer.

Jim Chisholm

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 cars in ten minutes use the cycle lane in Shelford Road, Trumpington (08:30-08:40 Friday 5 March 1999).



Discounts are available for members at

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

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<http://www.garner.demon.co.uk>
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Near Ely
Cams. CB6 1BR
☎ 01353 648177

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65 Devonshire Road
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☎ 365629

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104 Regent Street
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☎ 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

The Bike Chain
c/o YHA Adventure Shops
6-7 Bridge Street
Cambridge
☎ 353956

University Cycles
9 Victoria Avenue
Cambridge
☎ 355517



Hear, hear!

I hope I'm not being overly optimistic in feeling that the work of organisations such as RoadPeace, the Road Danger Reduction Forum, the Slower Speeds Initiative and many others, seems to be having a positive effect in the media. We have finally seen an acknowledgement, recently, that car 'safety' should not just mean the effect on occupants, but should also consider the impact on pedestrians and cyclists.

We were particularly pleased to see this article by PC Vic Smith recently in the Cambridge Evening News. We couldn't agree more.

Clare Macrae

Roadwise

WVB casualty reduction officer VIC SMITH of Cambridgeshire Police



Responsibility for road safety rests with the driver

Negligence is no 'accident'

I AM often asked why I am so adamant about the non-use of the word "accident" when talking about vehicle collisions or crashes - especially as the word has been in existence almost as long as the motor vehicle itself.

The answer is very simple:

I fully acknowledge the findings of organisations such as CRUSE, Road Peace and the many other groups which support and help the families of those killed in road traffic collisions.

These organisations have been saying for some considerable time now, that when a person is killed, or for that matter injured, on our roads and others are left behind to pick up the pieces and try

to restore some form of normality into their lives again, they find it very difficult accepting that what happened to the person they love and care about was as a result of an "accident".

If I reach across a table to pick up the salt or pepper pot and, in doing so, knock over a glass of water, that is an accident, or if I turn quickly in a doorway and catch my coat pocket on the door handle, tearing the material, that, too, is an accident.

If I drive my car along a road and fail to stop in time to avoid a pedestrian who steps out in front of

me, because I am travelling too fast for the prevailing conditions, or I drive around a bend too quickly, causing me to drift into the opposing lane and resulting in a collision with another vehicle... by absolutely no stretch of the imagination can these two incidents be defined as accidents.

They are quite clearly the end result of blatant negligence and disregard of all of the rules and advice given and freely available to all road users.

Unfortunately, by the constant use of the word "accident" we will continue to give those who put other people's lives at risk an easy way out, by allowing them to excuse the consequences of their actions: "It wasn't my fault and anyway it was an accident".

I know change is always a slow process, but if one thing should change and change without delay, this is it. We must all stop minimising the true level of our personal responsibility when using our roads and when we do get it wrong, for what ever reason, we must be prepared to take the consequences, because we have the power to prevent it happening in the first place, by simply taking care.

Very rarely, if ever, do true 'accidents' occur on our roads.



*Before (left)
In Occupation Road, new parking arrangements have halved the width of the shared-use pavement. This is part of a cycle bypass for the Elizabeth Way-East Road-Newmarket Road roundabout. We don't know whether the reason was to plant trees, or to improve car parking.*



After (right)

Three bikes in a train

The late seventies and early eighties were golden times for taking bikes by train, though like all nostalgia, the reality wasn't always as good as the memory. There is still some good news in our area: WAGN and Anglia Railways carry bikes willingly, for example.

However, heading to points North and West is harder (only one or two bikes per train allowed, you must book and it costs £3 each way). Taking a party with bikes is hard in any direction. That's why three of us took Bromptons to York on our excursion last October.

The Brompton is an ingenious folding bike, one of a modern generation of folders. They're a common sight now on commuter trains to London. I've had a Brompton since the early days. But the other two that went to York were borrowed, so it was interesting to see the reaction of riders new to them.

In theory, the Brompton is very much like an ordinary bike when unfolded. However, I've always felt that it is harder work cycling on one, and I think the others confirmed my feelings. That's because it has such very small wheels. I guess it is also because I'm used to riding a well-maintained 21-gear machine daily, whereas the Brompton has only five gears and mine doesn't get used all that much.

I also feel somewhat more vulnerable, because it is so small – and perhaps because I don't have a mirror on it. Partly, though, it was a matter of getting used to a different riding position and technique. After a weekend's riding, we were all much happier on them. I certainly find mine very useful for occasions such as this.

Portability is what they're all about. Folding and unfolding is easy enough once you get the hang of it. I can fold or unfold mine in under 15 seconds. It takes six moves.



Three Bromptons take a tea-break in the buffet of York station

The back wheel and stays are hinged just behind the pedals, and the rider's weight keeps the pieces together. The back wheel flicks under the bike so it ends up sitting squat on the carrier. This was one difficulty for the newcomers.

Then you undo a clamp and swing the front wheel and handlebars alongside. It looks like the front wheel ought to turn around, but in fact it doesn't. Then the handlebars unclamp and fold down. The seat post unclamps and descends into the bike. This also locks the parts together – unless, like one of our borrowed machines, a couple of the brackets are a bit bent. The chain is inside, which avoids oiliness.

Finally, the protruding pedal can be folded up too on some models. The whole lot can be put in a bag, and it fits between the seat-backs of an InterCity 125, though on our outward journey the train was packed, so finding room for what is only the size of a suitcase was a challenge.

Carrying the bike folded is quite hard unless you are strong. The Brompton weighs about the same as a conventional bike, say 15 kg. Though it has some castors on the carrier, they aren't really suitable to run on. In fact, the easiest way to move it is nearly always to unfold and wheel it, though that's not always practical inside buildings. Carrying it up steps is also an interesting experience.

So as one more tool to avoid the need for a car, it's great. It does take some getting used to. Bromptons aren't cheap, either. The basic bike is around £400, but each accessory (like the folding pedal, or five gears instead of three) is extra. The Cambridge dealer is H Drake's on Hills Road.

They certainly attract interest. Especially if, like Simon, you carry one folded, on a trailer, towed behind a recumbent Bike-E! I was once thrown out of a Cambridge pub for bringing my Brompton inside, but usually the novelty factor wins through.

David Earl

Right-handed, right-peddalled?

Picture the scene: I'm biking along the cycle track near the M11–Barton Road junction one early evening in July, doing about 15 mph. I pass two or three cyclists, and now there's one coming the other way. So I move slightly more to the left, to leave room for him to pass, and my alertness level subsides to normal. But the oncoming cyclist moves too – to his right. Uh?

I move further to the left. I'm about six inches from the edge now. He moves further my way too. What's going on? Closing fast, brakes on, veer off the track onto the grass and come to a muddy stop.

It's instilled into us from a very early age that we keep to the left on the roads. Why is it that so many cyclists try to pass on the right when freed from the constraint of a road with cars? As a rule, if you keep your ground, the oncoming cyclists will veer to the correct side of you at the last minute, but just occasionally they don't.

I'm not talking about foreigners here. These are Cambridge people. What is it that makes them do it? Is there some innate

urge that wants us to keep right, not left? Is it that like left-handers in past times, the conventional keep-to-the-left rule is forced on us against our natural tendencies?

Am I imagining it? I don't think so – even as a disciplined cyclist I find myself wanting to pass on the right sometimes and have to stop myself doing so.

Some years ago I nearly crashed into someone on the cycle track alongside Perne Road. Since I was forced to a stop, I asked why the cyclist was on the wrong side. 'Well, that's what the arrows tell me to do.' 'What arrows?' It turned out this particular cyclist thought the Give Way triangle painted on my side of the road was actually an arrow telling them to use the right-hand side when looked at from the other direction. Duh!

Am I alone in meeting cyclists on the wrong side who don't seem aware they shouldn't pass that side? Having been forced to a halt at least three times and off the road twice, I'm getting paranoid about it.

David Earl

Tale of a stolen tricycle

One Saturday evening last December, local youths decided that they would like to joyride on a ladies' Pashley tricycle. They did not consider the value of the tricycle to the owners: this had been their main means of commuting with two young children. The thieves also did not anticipate the determination of the owners to retrieve the trike and the speed at which newspaper articles and local adverts would publicise the crime. This rapid response was principally down to the fact that Clare Macrae had on file a picture of the trike, fully laden. She delivered the story to the Cambridge Evening News within hours of being contacted. Posters informed residents in the area of the theft and within a couple of days the trike was recovered. Unfortunately the vandals had wrecked the machine and it was a write-off. So many accessories had been removed it was beyond belief that anyone could be bothered to undo that many nuts, bolts, screws etc. Not to mention that the beloved machine spent



several days in the Cam before it was extracted with the aid of grappling hooks. Essentially everything that could be bent had been: from eye witnesses we understand that at least four youths had been riding on it at a time. Why?

We would like to thank Clare for her incredible help in this matter and other friends within Cambridge for their response; they knew the value of one old eccentric machine. It came very close to being replaced with a gleaming new 3-speed Pashley. However, we are now the owners of a bicycle trailer. We hope in time to report to the Campaign what percentage of the cycle routes within the city is accessible to this 0.66 m wide environmentally friendly machine that we initially

judged to be the ultimate means of carrying two small children.

Serena, Martyn, Adam & Alec Smith

Cycling Campaign Subgroups

☎ Telephone number – area code (01223) if omitted ☎ fax
✉ e-mail address

Chisholm Trail – Promoting a major new cycle route across Cambridge. Jim Chisholm ☎ 841954
✉ Jim.Chisholm@ucs.cam.ac.uk

Cycle Parking – Working to improve cycle parking provision throughout Cambridge. Contact Clare ☎ 336024
✉ macrae@ccdc.cam.ac.uk

Maps – Producing a map for Cambridge cyclists. Nigel Deakin ☎ 311073 ✉ npd@dial.pipex.com

National Bike Week – Planning events for 12 – 20 June. Contact Clare ☎ 336024 ✉ macrae@ccdc.cam.ac.uk

Newsletter – Co-ordinating this, the Campaign's newsletter. Editor, Mark Irving ☎ 882378
✉ Mark<irving@home.cam.net.uk>

Road Danger Reduction – To look at the many issues affecting cyclists' safety. This group needs a co-ordinator.

Science Park Access – Contact Clare ☎ 336024
✉ macrae@ccdc.cam.ac.uk

Trailer Loan Scheme – Contact Clare ☎ 336024
✉ macrae@ccdc.cam.ac.uk

Other organisations - contacts

Addenbrooke's Bicycle User Group
Colin Carr ☎ 216726 ✉ cc232@hermes.cam.ac.uk

Cambridge City Council (including Highways Department for potholes in the City) ☎ 457000

Cambridge Friends of the Earth
St Michael's Church Hall, Trinity Street, Cambridge CB2 1SU.
☎ 517509

Cambridgeshire County Council ☎ 717111 (Road Safety ☎ 717385; potholes south of Cambridge ☎ 833717; potholes north of Cambridge ☎ (01353) 667826)

CTC (Cyclists' Touring Club), Cambridge District Association.
Sue Taylor, Secretary ☎ 563414

Cycle Friendly Employers scheme
David Meiklejohn ☎ 475136
✉ david.meiklejohn@exchange.chh.anglox.nhs.uk

Parkside police station and traffic wardens ☎ 358966. Cycle squad: PC Marcia Bate and PC Tony Kennedy.

South Cambridgeshire District Council ☎ 443000

Sustrans – Nigel Brigham, The Environment & Energy Centre, 33a Westgate, Peterborough PE1 1PZ
☎ (01733) 319981 ✉ (01733) 346902

Travel for Work scheme
Teresa Broadstock ☎ 475131
✉ Teresa.Broadstock@chh.anglox.nhs.uk

The Slower Speeds Initiative
PO Box 746, Norwich NR2 3LJ

Transport 2000 Cambridgeshire and West Suffolk
Simon Norton, Co-ordinator, ☎ 312654
✉ S.Norton@dpmms.cam.ac.uk



Campaign Diary

June

- Tue 1 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 3 8.30 am *Newsletter 24* review meeting, at Tatties
- Thu 3 8.00 pm **Grange Road Traffic Calming**. A meeting to discuss what we want to say to the City and County Councils. At 17 Cockroft Place (off Clarkson Road). For more information, call Nigel ☎ 311073
- Sat 5 – Sun 13 **Green Transport Week**. ☎ (01932) 828882 or <http://www.eta.co.uk>
- Sat 5 **Railway Development Society** sponsored bike ride between Huntingdon and Cambridge to promote reopening of the St Ives railway – contact Clara Zilahi, 31 Wimbotsham Rd, Downham Market PE38 9PE
- Sun 6 11 am Cycling Campaign 4th Birthday Pot-Luck Picnic. Meet at Brookside, near Lensfield Road, for a ride to Magog Down, for the opening of their brand new cycle stands. Please bring some food to share.
- 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**

National Bike Week: 12-20 June 1999

- Sat 12 – Sun 20 **Arrive by Bike!** Throughout National Bike Week, a number of East Anglian tourist attractions will be offering free or reduced entry to people arriving by bike
- Sat 12 9.30 am **Dr Bike and Route planning service**. Venue to be confirmed, but probably by the Guildhall. Finish about 4.30 pm
- Sun 13 2.00 pm **Leisurely Ride to Willer's Mill** animal sanctuary, Shepreth. Meet at Brookside, near Lensfield Road. A countryside ride, using bridleways and quiet roads, at a gentle pace. We'll be back in Cambridge by 6 pm
- Wed 16 8.00 am **National Bike to Work Day – free cyclists' breakfast** thanks to **Hobbs Pavilion Restaurant** on Parker's Piece. Finishes at 9.00 am or when supplies run out
- Sun 20 10.45 am **Leisurely ride** in Norfolk. Meet beforehand in Cambridge railway station, catch the train to King's Lynn and try out part of the **Sustrans National Cycle Network**.
- Mon 21 8.30 pm **Pub social**. We'll be at the Zebra on Maid's Causeway
- Tue 22 8 pm **Safety on the Roads** sub-group meeting, at 9 Bray, St Matthew's Street
- Sun 27 2.00 pm **Leisurely Ride**. Meet at Brookside, near Lensfield Road. (See 13 June for description)



July

- 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.)
- Fri 9 midnight *Newsletter 25* deadline. The editor gets very annoyed when articles are late.
- Sun 11 2.00 pm **Leisurely Ride**. Meet at Brookside, near Lensfield Road. (See 13 June for description)
- Mon 19 8.30 pm **Pub social**. We'll be at the Zebra on Maid's Causeway
- Sun 25 **London to Cambridge sponsored bike ride** in aid of Breakthrough Breast Cancer. For information, call Bike Events ☎ (01225) 480130
- Wed 28 7.30 pm *Newsletter 25* envelope stuffing, 8 Thirleby Close – volunteers welcome (full training will be provided)
- Sat 31 10.00 am **Police cycle auction** at Parkside police station. Viewing from 9.00 am. For information ☎ (01354) 688197

August

- Tue 3 7.30 pm **Open Meeting**, Friends' Meeting House, Jesus Lane (see 1 June for description)
- Sun 8 2.00 pm **Leisurely Ride**. Meet at Brookside, near Lensfield Road. (See 13 June for description)
- Mon 16 8.30 pm **Pub social**. We'll be at the Zebra on Maid's Causeway
- Sun 22 2.00 pm **Leisurely Ride**. Meet at Brookside, near Lensfield Road. (See 13 June for description)
- Sat 28–Mon 30 **Mildenhall Cycling Rally**. The UK's second largest annual cycle rally – and it's only 25 miles from Cambridge! For more information, see <http://www.mrally.freeserve.co.uk> or e-mail info@mrally.freeserve.co.uk