



Cambridge

CYCLING Newsle

ttampaigh





If you like what you see in this newsletter, you can add your voice to those of our other 600 members, and join the Campaign.

Membership costs are low: £7.50 individual, £3.50 unwaged, £12 household. For this, you get six newsletters a year, discounts at a large number of bike shops, and optional third-party liability insurance. Please 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.

Visit us at our stall in Cambridge market square, outside the Guildhall on Saturday mornings. This is an important contact point for us, and volunteers are always welcome to help. Join us at our regular meetings, on the first Tuesday of each month, 7.30 for 8.00 pm at the Friends' Meeting House, Jesus Lane, Cambridge.

Elected Officers

Press Officer – post vacant

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

Treasurer – Simon Nuttall ☎ 500902

Membership Secretary
 Liaison Officer – David Earl ☎ 504095

Stall Officer –
 Sarah Elsegood ☎ 366152

Newsletter Editor –
 Mark Irving ☎ 882378

Officer Without Portfolio –
 Nigel Deakin ☎ 311073

Contacting the Campaign

Cambridge Cycling Campaign
 PO Box 204
 Cambridge CB4 3FN

Telephone David Earl ☎ 504095

Fax ☎ 0870 063 3150

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

E-mail ✉ camcycle@pobox.co.uk

The Millennium Festival of Cycling

This grand (literally!) sounding title is the name given to this year's National Bike Week (NBW). It will be a week in June when cycling will be promoted nationally by a series of high profile events: Sustrans will be celebrating the opening of the first sections of their 5,000-mile National Cycle Network under the banner of 'Ride the Net', CTC (Cyclists' Touring Club) (who normally organise NBW) will hold a three-day rally in York, and MPs will have their own bike rides in the national assembly cities of Westminster, Edinburgh and Cardiff.

What is the point of it all?

They say that you never forget how to ride a bike. Well that may be true, but I think that too many people who drive forget to ride a bike ever again. Nationally promoted cycling events can prompt people to dig their bike out of the garage, fix that puncture and get riding. Mass participation events demonstrate that cyclists are numerous enough to contribute to traffic reduction and so deserve adequate provision on the road network.



Members of the Cycling Campaign have been accused of being 'fast cyclists' or 'atypical cyclists' – comments directed at watering down our lobbying power. That is not my experience and the wonderful media coverage of members of all ages and sizes enjoying the Free Breakfast at Hobbs Pavilion over the past few years goes a long way to rebutting that.

What will be going on in Cambridge?

Well that's largely up to you, dear members! Each year since its inception the Campaign has organised a packed series of events during National Bike Week in early June. In the past these have included 'Cycling City Cinema', 'Bike to Work Day', 'Free Breakfast for Cyclists', 'Children's Art Competition' and the popular 'Doctor Bike'. These events have all been conceived, organised, promoted and implemented through the efforts of members like you.

What's involved?

The Campaign can draw on the experience of four years of organising NBW. This enables us to arrange our regular events relatively smoothly. However we are keen to bring fresh events to NBW every year and fresh ideas come best when there are new faces involved in the planning. The events are planned through a series of informal and friendly meetings held monthly until June.



The link between Fitzroy Street and New Square. See 'Your streets this month' on the back cover for the story.

How can I help?

The next meeting will be held at 100 Thoday Street, Cambridge from 7.30 pm on Wednesday 9 February – call Simon ☎ 500902 for more details.

More information

The Millennium Festival of Cycling is 17–25 June 2000

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

Simon Nuttall ☎ 500902 ✉ simon.nuttall@bigfoot.com

The Rat and Parrot

'I must be the first to be thrown out of this new pub'

Some of you may be aware that a new pub has been constructed in the former offices of Januarys on Downing Street. On the day in early December when the Rat and Parrot first opened, I was thrown out at nine in the morning! This is something of a record: although I am over 50 and have never been thrown out of a pub before, I must be the first to be thrown out of this new pub. Why?

Those of you who regularly use Downing Street will be aware that, for several months, the very busy contraflow cycle lane has regularly been obstructed by vehicles delivering materials to this building site. Complaints to the City Council and to the police produced some action over these problems: some barriers were put up and builders' vans were instructed to park in Downing Place. I also discovered that a condition of the planning consent was that all deliveries must be completed by 7.30 am. Unfortunately, this condition only applied after the establishment first opened for business.

So at 8.30 am on that first morning when a brewer's lorry was obstructing the contraflow lane I wished to use, I decided to pay a visit. Perhaps I was a little angry, and probably the newly recruited Manageress had been told nothing of the planning conditions by her bosses, but the result was that I was asked to leave, and not given an opportunity to explain my case. I rang the City Planning Department to explain the situation and I believe a visit was made.

The following day yet another vehicle was obstructing the cycle lane, and so I made another call to the City Council. I believe I was not the only one to complain to the Council and, in fact, many employees at the Guildhall who cycle must have had similar experiences to me.

Following a visit to the Rat and Parrot by the City's Planning Enforcement Officer, Sue Finlayson, a *breach of conditions* notice was served on 13 December and the pub was given the statutory 28 days to comply. I was puzzled as to why they had 28 days to comply but, clearly, in most cases of failure to comply with conditions an immediate change could be difficult.

Unlike an *enforcement* notice, with a breach of conditions notice there is no right of appeal if conditions are still broken after the 28 days. It is an offence liable to a fine of up to £1,000 and this fine could be repeated for each subsequent offence!

If you are a regular or occasional user of Downing Street and witness a 'breach of conditions', the City Planning Department would like to hear from you. The contact details are:

Sue Finlayson, Planning
Enforcement Officer, Cambridge
City Council, The Guildhall,
Cambridge CB2 3JQ
☎ Cambridge (01223) 457163 or
✉ susan.finlayson@cambridge.gov.uk

Please tell Sue the date, time and vehicle involved as well as your contact details.

I have seen no blatant abuse so far (13 January), but I have heard from people who pass before 8 that it is not always clear at 7.30. Planning controls may be an effective way of preventing obstruction. Perhaps some faint praise is due to the Rat and Parrot, and perhaps the City planners should use these powers more widely.

Let's hope that sense prevails and that the Rat and Parrot will abide by the agreed planning conditions in future.
Jim Chisholm

Contents

- 2 The Millennium Festival of Cycling
- 3 The Rat and Parrot
- 4 Flush out dropped kerbs
Safe Streets Coalition
- 6 Around the city: Hills Road, the Beehive Centre, Regent Street and the railway station
- 7 Saturday Stall
Cycles to be forced off Grange Road
- 8 Cycling into a new century:
Girton College Bicycle Club,
1894-1923
- 10 Transport Plan: this year's settlement, and consultation for the next
- 11 Planning matters: Park and Cycle at West Cambridge, and Marshall's Millennium Cycle Route
Letters: parking and the Cycle Route Map
- 12 My Way: Douglas de Lacey rides from Girton
- 14 West Cambridge
Cycling Shorts: Safer Cycling Instructors, fax number, Hardwick Cycling Campaign, Cambridgeshire road crime in the news
Cycle parking
Car parking update
- 15 Cycling Campaign Subgroups
Cyclist without helmet not negligent
Addresses for 'Your streets this month'
- 16 Your streets this month
Campaign Diary



This was a common sight at 8.30 am in the first week of opening

Flush out dropped kerbs

Whilst living near Reading I knew of someone who had an accident cycling to work due to a poorly designed cycle facility, specifically a dropped kerb. He later sued the local council. I mentioned the incident to Cambridgeshire County Council when they put in a similar dropped kerb on a route in Stapleford in the early 80s, and the County's Network Management Plan now has a standard for such facilities:

'Dropped kerbs across a cycleway should be flush (3.0 mm high) with carriageway or access, particularly where cyclists will cross obliquely.' (Network Management Plan 1999 Appendix D section 4.16 – the actual text says '0.3 mm' but I believe that must be an error as I have seen 3 mm quoted elsewhere.)

As the County Council is still constructing facilities which do not conform to this standard (such as at the entrance to the petrol station on the new Babraham Road path), I decided to contact the person involved in the accident in Reading to ask him what happened. Here is his account which we hope will help raise awareness of the dangers of using shared use or segregated paths that are incorrectly designed or constructed.

'Your recollection is right, in that on a damp morning in late November 1983 I came off my bike at a point where a cycle track began on the pavement along a straight section of A329 at Winnersh (where the M4 goes over). It does not take much geometric analysis to realise that inevitably in such circumstances one has to cross the kerb line at a shallow angle. I am not entirely sure what happened but I think my back wheel preferred to stay on the road and skidded along the kerb (which had been lowered but was still at least an inch proud). I cannot explain why I went over the handlebar rather than keeling off sideways unless my unconscious reaction slewed the bike round a bit. Being 1983 (before All Terrain Bikes) it was an ordinary touring/racing bike with drop handlebars and 26x1.25' wheels. No other person or vehicle was involved.

I was taken to hospital with shock symptoms and what turned out to be a broken jaw, having landed on my chin. I was operated on to repair the jaw on the same day, under general anaesthetic, and woke up in intensive care in case the anaesthetic made me vomit. In an attempt to keep the delicate broken bone (near the left hinge of the jaw) in place my upper teeth had been wired to my lower teeth, which rather hampered the progress of anything into or out of my mouth. Hence the need for intensive care. I was wired for over 5 weeks, but I managed to get them to unwire me in time for Christmas. In the mean time, thanks to one previously-missing front tooth, I was able to take liquids through a straw – all my food, even lamb chops, had to be liquidised. I took legal advice and was told that I should put in a claim for damages. As soon as I could, I complained to Berkshire CC (then responsible for highways in the county, now abolished). Within a few days, during which I was otherwise engaged and before I could get a photograph of the scene, the road repairers had been out. This, incidentally, far



This is a typical dropped kerb on Stapleford to Sawston route (white ruler is 24 mm x 300 mm) note also that vegetation has narrowed the path significantly and obscured its edge markings.

'I was taken to hospital with shock symptoms and what turned out to be a broken jaw'

from covering up the evidence, proved that Berkshire County Council were responsible for an unsafe state of road!

After nearly two years and some wrangling the claim was paid – dental costs of £1200 plus £3500 damages. I celebrated by buying my first mountain bike!

Another point that grieved me was that at the end of this shared-use cycle-track, they had constructed a nice little ramp about 18 inches wide down on to the road, so that an oblique kerb crossing was avoided. Why on earth hadn't they done that (in reverse) at the start of the track?'

Even though I am aware of the dangers, I have also had a fall joining a section of the Stapleford to Sawston cycle route when there were wet leaves. Luckily I was unhurt and, after making a complaint, the kerb was lowered.

So, if there is a poor quality dropped kerb on your regular route, be careful, especially in the wet and when there are fallen leaves. Measure the height and the normal crossing angle and, if they do not conform to the County's own standard, write and complain to the County Council. Perhaps you might save yourself or someone else from having to have all their food via a straw for five weeks.

Jim Chisholm

Safe Streets Coalition

In late November, Transport 2000 and Friends of the Earth, amongst others, put out an appeal for people to write letters via T2000 to Tony Blair. There had been concern that the *Slower Speeds Initiative* had stalled under pressure from the car lobby. I wrote a letter pointing out that speeds and volumes of traffic on

rural roads were restricting the freedom of many to move on foot or by bike.

It was arranged that letters would be handed over to the Prime Minister on Tuesday 21 December and, at the same time, the

Safe Streets Coalition would be launched. This is a coalition of over 20 charities who wish to highlight the deaths, danger, and restriction of freedom that excessive speed causes. The text of the launch document and a list of the charities concerned is reproduced below.

Much to my surprise, I received an email asking if I would be interested in coming to Downing Street as part of a small group who might be allowed through the security gates. So, on a bitterly cold morning, I found myself outside Downing Street with a group of around 60 people. In the end only those with children were allowed through, including most of a class from a London school whose classmate had been killed by a speeding car.

Those remaining outside included campaigners from Bristol, Oxford, many parts of London, and the founder of *RoadPeace*, John Stewart. We had much time to discuss our respective backgrounds, whilst seeing and hearing of progress from inside the gates: 'They are photographing the children in front of the Christmas tree...', 'They have let some people into No 10...', 'They have been in for 30 minutes.'

After the delegation left No 10 more filming was done, and then many of us retired to the café below the Methodist Central Hall adjacent to Parliament Square. Here we could talk to some of

'Over a thousand deaths per year, or a Paddington rail crash every ten days, caused by excessive speed'

those who went in to No 10, and warm ourselves with a welcome cup of coffee. I talked with Pauline Fielding from Cheshire whose 16-year-old son was killed by a speeding car. She said that Tony Blair seemed genuinely interested, and appeared shocked at the statistic of over a thousand deaths per year, or a Paddington rail crash every ten days, caused by excessive speed.

Was it worth it? Definitely. It was the lead story on the BBC children's program *Newsround* and bits appeared elsewhere. A couple of days later I was interviewed for BBC Radio Cambridgeshire, and an article appeared in the motoring section of the *Cambridge Evening News*. It's good to feel that the problems of excessive speed are reaching a wider audience.

Jim Chisholm

Launch statement

Every year, nearly 1200 people die in crashes in which speed is a major contributory factor. Nearly 14,000 are seriously injured. This is the equivalent of a Paddington train crash every ten days.

Speeding traffic on residential streets and country lanes also takes away the freedom to walk or cycle for children, older and disabled people. It blights many town and city centres and local high streets.

The organisations listed below are concerned at the impact of speeding traffic on communities and quality of life. We want better enforcement, and more investment measures to make roads safe. We are concerned both about the problem of excess speed (drivers who break the speed limit), and inappropriate speeds (driving too fast for the conditions). We call on the Government to take action in its Speed Policy Review to tackle the problems of road death and injury, and loss of freedom.

Together, our organisations represent the concerns of many millions of people. We note that:

One in 15 children will be injured in a road crash before their sixteenth birthday. Children from low-income families suffer greater exposure to traffic, which makes them four times more likely to die than children from higher income families. Children from some ethnic groups are also at greater risk.

Many of the older and disabled people represented by our organisations are unable to drive a car and are dependent on a safe pedestrian environment for their independent mobility. Every day, our members feel intimidated by speeding traffic that makes it dangerous to walk along rural roads or cross the street. We know of many cases like that of a blind person who was recently killed at a pedestrian crossing in Stamford, by a motorist who was driving too fast to stop.

Speeding traffic makes people feel it is too dangerous to walk or cycle. As a result, children are kept indoors or ferried everywhere by car, and older people may be isolated in their homes. This loss of independent mobility leads to loss of fitness and poor health. Many of the children ferried around by car today will consequently suffer from heart disease, obesity and

osteoporosis when they are older. 60% of older blind people do not get out alone and nearly half find loneliness a particular worry.

One of our organisations represents women who live in rural communities. In a recent survey, many of them told us they wanted to see lower speed limits in their villages. We know from experience in Suffolk that village speed limits of 30 mph can cut crashes by a fifth. Yet, in many villages elsewhere, speed limits of 40 mph, 50 mph, or 60 mph are the norm.

Another of us represents the families of people who have been killed in a road crash. They are families which have been torn apart by the loss of a loved one.

All of us are united in believing that the Government should act firmly to cut the number of casualties on our roads, and by a belief that action to cut speed is essential to achieve this. It has been suggested that motorists will object en bloc to efforts to reduce traffic speeds. Yet motorists are also parents, residents, pedestrians. It would be a tragedy if the perceived concerns of a minority of motorists influenced government policy in such a way as to allow over a thousand deaths from speed-related crashes every year. We call on the government not to allow this to happen.

Age Concern
Child Accident Prevention Trust
Children's Play Council
Children's Society
Civic Trust
Council for the Protection of Rural England
Cyclists' Touring Club
Help the Aged
Institute of Child Health
Joint Committee on the Mobility of Blind and Partially Sighted People
National Federation of Women's Institutes
National Heart Forum
Parliamentary Advisory Council for Transport Safety
Pedestrians' Association
RoadPeace
Royal National Institute for the Blind, Guide Dogs for the Blind Association,
and Joint Mobility Unit
Royal National Institute for Deaf People
Royal Society for the Prevention of Accidents
SCOPE
Sustrans
Transport 2000

Around the city

Despite the Christmas break there are four recent items of interest to report: plans for Hills Road, the Beehive Centre and Regent Street, and a further consultation on the railway station area.

Hills Road

An exhibition in December publicised proposals for a new shared-use path on the Homerton College side of Hills Road between Long Road and Purbeck Road (next to Hills Road Sixth Form College), and a return path from the new Park and Ride site at Babraham Road to Hills Road.

Two options were given for Hills Road: an unsegregated path or a largely segregated one. In both cases the existing cycle lanes would remain.

We think this scheme is a waste of money, but the decision to build cycle facilities as part of the bus scheme was made a couple of years ago. I am amazed, though, that the County



This is where the Hills Road path would start. The part that would not be included is already signposted as shared-use.

Council can still suggest unsegregated shared-use in a heavily used area. What are they thinking of? The unsegregated option is, as usual, too narrow and makes cyclists give way to cars at side roads.

And once again, the needs of the large number of people who make various 'interesting' manoeuvres to get into Addenbrooke's have been ignored.

Who to contact: Richard Preston at the County Council is dealing with this scheme.

Beehive Centre

An exhibition of plans to redevelop the Beehive Centre off Coldham's Lane was held before Christmas. This has two issues of interest for us: one a threat and the other an opportunity.

The plans, as displayed, appear to sever the existing York Street-Coldham's Lane link by plonking a bus station in the middle of it, and new cycle parking is placed at the wrong end of a long pedestrian walkway. Duh! We'll be contacting the City Council's planning department and the developers about this. Of course the present arrangement is not ideal: part of the path has severe barriers and *cyclists dismount* signs; the York Street end has bumpy kerbs; and the roundabout at Coldham's Lane is difficult.

But on the plus side, redevelopment of this site does open up possibilities for the Chisholm Trail alongside the railway.



A pedestrian square outside the station, possibly with a cycle store underground?

Who to contact: Cambridge City Council Planning Department.

Regent Street

Regent Street proved to be a bottleneck for the new Park and Ride service so a special committee meeting was convened to approve some experimental modifications: parking will be significantly limited; the signal stop line at the Catholic Church southbound will be moved; the northbound bus lane will be extended slightly; the build out at the pelican crossing by Howes cycle shop will be removed. Indeed by the time you read this they are likely to have been implemented.



These measures should be good news for cyclists in Regent Street, resulting in less conflict with buses and other vehicles and a less obstructed ride.

However, the committee decided that they would also consult on removing the one remaining bit of parking near Downing College and, in compensation, extend the

period for parking on Regent Terrace to include the peak times of cycle flow along this busy cycle route.

Who to contact: Richard Preston at the County Council.

Railway station area

We have reported on development plans for this area in the past but in late November, Railtrack, prompted by the City Council, held a consultation day to get some additional feedback from residents and interest groups. This was a rather useful meeting,

and allowed some of the wider aspirations for cycle parking and through routes (among them the Chisholm Trail) to be put directly to the people designing the scheme. In particular, the idea of a cycle store was well received, though that is no guarantee that it will actually happen. One excellent idea, I thought, was to site such a store *under* the main square outside the station.

David Earl

Saturday Stall

If you have never been along to the Campaign's Saturday stall, outside the Guildhall between 10.30 am and 1 pm, then why not pay us a visit and see what you're missing? We are there most Saturdays (unless it's pouring with rain) and new volunteers are always needed. We are a small team of around 15 regular volunteers who work in pairs on the stall covering three shifts of one hour each on Saturdays throughout the year – that's over 150 hours.

So why is the stall important and why would you want to give up an hour occasionally on a Saturday to help? I asked our volunteers and this is what they said:

'...you meet a very interesting selection of people!'

'I usually enjoy myself ... the questions that the public ask remind you why it's worth having a cycling campaign, and keep you up-to-date on the issues of the day on the road.'

'I enjoy working on the stall because it gives me a chance to meet ordinary Cambridge citizens and listen to their concerns regarding cycling.'

'The stall is very important to the Cambridge Cycling Campaign, since this is our public face. It is the only reason many people

know we exist, and having us there to talk to encourages many people to join.'

'Cambridge Cycling Campaign represents real people and the stall is a point of contact. It's fun to talk to other people on the stall and compare notes on lots of things – not just bikes. An hour passes very quickly!'

'I feel it is important that people know the Campaign exists – many who talk to us require specific information about cycling in Cambridge which we can usually supply – and we obtain new members this way.'

'I think it is an important duty to try to defuse the anger of some citizens, car drivers, motorcyclists and pedestrians who have some specific complaint against cyclists.'

'It's nice to meet the public and other Campaign members and talk about cycling issues.'

A £1 discount voucher towards Stall merchandise is included in this newsletter – hurry while stocks last!

Sarah Elsegood

Cycles to be forced off Grange Road

It looks as though City Council officers are pressing ahead with their plans to force hundreds of cyclists off Grange Road and onto the pavement, despite our objections.

The council's proposals were described in *Newsletter 26*, and we continue to be very worried about them. At about a dozen places along the length of Grange Road, wide buildouts will be installed to reduce traffic to a single lane, with give-way lines to show who has priority.

Northbound cyclists will benefit from a cycle lane, and the buildouts on the northbound side will have a gap on the left to allow cyclists to get past easily.

Southbound cyclists will get a very much worse deal. According to council officers, the provision of a northbound cycle lane makes the remaining carriageway too narrow for southbound motor vehicles to overtake cycles safely. However, rather than rethink the scheme, council officers have decided that southbound cyclists should ride on the pavement instead, and refused to provide any gaps to allow southbound cyclists to avoid the buildouts.

Minor improvements are planned for the existing shared-use pavement on the southbound side. However, there are no plans to widen the path, which is less than 2 m wide in places. This will be totally inadequate for carrying all southbound cyclists,

some northbound cyclists, and pedestrians as well, especially given that this part of Cambridge has some of the highest levels of cycle traffic in the country.

'Southbound cyclists will get a very much worse deal'

We have written to the City Council objecting to their proposal to make the carriageway so unpleasant for southbound cyclists. We said that we would rather lose the northbound cycle lane than see southbound cyclists forced onto the pavement. We have been careful to say that although we welcome the improvements to the shared-use pavement, we believe that it will be totally inadequate for the volume of traffic that the council expects to use it.

City and County Councillors will be considering this scheme at a joint committee meeting, probably in April. We will be writing to councillors ahead of this meeting, expressing our concern at one of the most cycle-unfriendly traffic schemes seen in Cambridge for many years.

Nigel Deakin

Cycling into a new century: Girton College Bicycle Club, 1894–1923

The *Girton Review* of March 1894 reports that, 'Bicycling has been the chief amusement of considerably more than half the College this term. From the early hours of the morning till dark at night, figures are seen riding round the woodlands and gravel tennis courts. There are five hired bicycles in use, and after passing an examination satisfactorily, permission may be obtained to ride in the country roads.'

August 1894

Girton College Bicycle Club is founded

'At a general meeting of College it was decided to form a bicycle club to be called the Girton College Bicycle Club with five elected officers. 50 members joined and 4 bicycles were hired. 2 of which were for the use of learners. The other two for use on the road. The first bicycle hired fell into the hands of several beginners, who learnt so eagerly that the owner was requested to fetch it back in an unrideable condition, the frame being broken in three places. As the owner intended to send out four quite new machines, he thought it would be more satisfactory for all parties

concerned if he gave lessons to the beginners in order to prevent breakages; so after giving the Club satisfactory credentials, he was engaged to teach all the beginners to ride. At the end of term the Club was found to be in a solvent condition – more than the members had dared to hope at the start'.

December 1894

'The Bicycle Club is still in existence and has not, as many prophesied, died a natural death. The number of members has fallen off considerably as there were so many among the year which has just gone down, but there are several new members, and we are expecting that more will follow in their footsteps. Four bicycles have been hired this term, one of which has been sub-let to the learners.'

March 1895

'Not much riding has been done this term, owing to the inclemency of the weather, and the consequent state of the roads, so that the two machines which we have hired have been very little used'.

January 1896

Cambridge's first Park and Walk site opened – the elegant way for young women to get into town

'The Club was divided into two divisions this term – the one consisting of members who use the Club bicycles, the other of those who have their own, and join at a reduced subscription. A shed was hired by the Club at the top of Castle Hill, where bicycles can be left by members riding into Cambridge. Two bicycles, one pneumatic and one cushion tyre were hired by the Club this term'.

March 1896

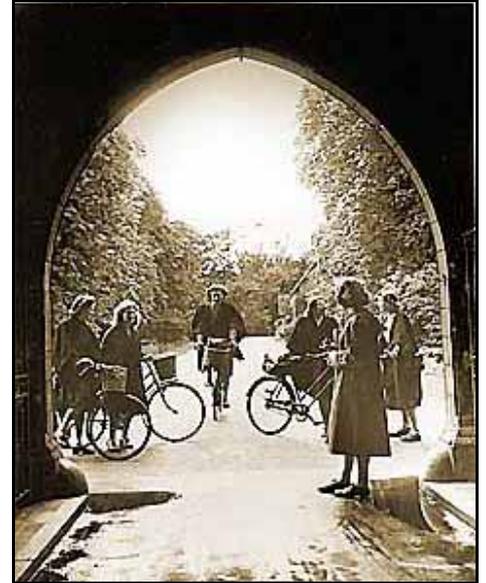
Plans to build secure bicycle parking within College grounds

'Two pneumatic bicycles were hired by the Club this term, and were kept temporarily in a shed at the farm buildings. At a meeting of members, it was decided to collect subscriptions for a shed to be built within the College grounds'.

August 1896

Girton's first bicycle shed opens, but subscriptions are increased to pay for boy

'It was found necessary that some arrangement should be made for housing the bicycles, as so many students had brought up machines of their own. The Executive Committee gave permission for a shed to be built behind the gymnasium, on condition that the Club should guarantee the repayment. The shed was ready by the beginning of term and has been found thoroughly satisfactory. During this term a boy has come daily, for an hour, to clean the bicycles. At a meeting of members, the following motions were proposed and passed:



HOWES CYCLES

WHY SHOP WITH US ?

BECAUSE WE ARE IN TOWN

BECAUSE WE HAVE A GREAT RANGE OF PRODUCTS

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

BECAUSE ON TOP OF ALL THIS

ON PRODUCTION OF YOUR CURRENT MEMBERSHIP CARD

WE WILL GIVE YOU A 10% DISCOUNT

104 HIGGINS STREET
CAMBRIDGE CB2 1LP

TELEPHONE 01223 350350
FAX 01223 460883

That the subscription of members belonging to division B (those with bicycles of their own) be raised from 1s 6d to 2s per term, in order to give some help towards clearing off the debt incurred by the building of the shed.

That at the direction of the officers any member may be called upon to pass the [cycling proficiency] test again’.

Bicycle shed is nearly full. Pulley device provided to assist with cleaning of machines

‘The shed, which the bicycle Club put up last vacation, answers its purpose most successfully. A great many students have brought up their own machines and the shed, which is a good big one, is already nearly full. The bicycles line three of the walls, there is also a row of stands down the centre and these too are all occupied by bicycles. There are two rows of pigeon holes on either side of the door, where cyclists may keep their dusters, etc. Outside the shed there is an apparatus for swinging the machines, and great facility is thus afforded for cleaning them’.

January 1897

Bicycle shed rearranged to make more efficient use of space

‘2 bicycles, both pneumatic have been hired by the Club this term. There are now 65 members in the Club, 38 of whom have bicycles of their own. The stands in the shed have been re-arranged, and by this means additional accommodation for 8 bicycles has been provided’.

January 1898

Bicycle shed debt paid, but more bicycle parking required

‘The Club has paid off the debt incurred in building the new shed, but more room is still required as the number of bicycles brought up increases each term’.

August 1898

Two-tiered membership

‘This term one bicycle only has been hired by the Club. The debt on the shed has now been cleared off, and it was therefore thought advisable to make some alterations to the rules. At a meeting, motions were passed to the effect that the Club should consist of 2 divisions:

Division A – members who use the bicycles provided by the Club, the cost of hiring being divided between the members of this division.

Division B – all members who use the premises of the Club, the subscription being 1/- per term.

The gymnasium has been handed over for the use of the Club [for bicycle parking]’.

January 1899

Additional bicycle parking planned. Cleaning boy’s hours cut from daily to weekly

‘Arrangements to be made with Glasscock, 18 Newnham Terrace for storing the bicycles of members during term time, [and] a boy [to] be engaged for cleaning the bicycles of members once a week’.

July 1899

Bicycle shed extension planned. Subscriptions increased to pay for it

‘It was decided to extend the present bicycle shed, as there was not sufficient accommodation for the number of bicycles. With the help of increased subscriptions and donations, the Club hopes to pay off the debt thus incurred.

August 1900

Cycling on Sundays permitted

‘Early in the term the rules of the Club were reconstructed. Students are now allowed to bicycle on Sundays’.

Lent Term 1901

Additional bicycle parking moves to Silver Street

‘Arrangements ...[to be] made for leaving bicycles at Lawrence’s, 16 Silver Street instead of Glasscock’s.’

October Term 1901

Additional bicycle parking provided at Castle Inn

‘After Christmas, bicycles should not be left in the yard at Castle End Post Office; and arrangements have since been made to use a part of the stable belonging to Castle Inn’.

Lent Term 1904

College permits three-some in the dark – but couples to be accompanied by a don

‘In consequence of courses of lectures held in Cambridge, which involved returning after dark, Miss Jones [The Mistress] consented to allow members to ride not less than three together after dark, unaccompanied by a don’.

Michaelmas Term 1923

Bicycle Club abolished

‘It was proposed that the bicycle Club be abolished and that a bicycle secretary be elected to carry on the duties, under the authority of the SRC. This was carried unanimously.’

November 1999

Cycle parking still insufficient

The bicycle sheds still have wooden ‘V’ grips for undergraduates’ bikes. Some bikes hang from the sheds’ rafters; others are locked to trees, fences and railings. The College plans to build and pay for yet another bike shed. The JCR (undergraduates’) Bike Representative organised a bike maintenance workshop for freshers.

*Sarah Elsegood
Text from the Girton
Review and the pictures are
copyright © The Mistress
and Fellows of Girton
College Cambridge*



Transport Plan

Towards the end of last year, several events were organised as part of the development of the Cambridgeshire Transport Plan, the key document for influencing cycling over the next five years.

At the end of November I attended the first meeting of the Cambridgeshire Transport Forum in Ely, an afternoon and evening get-together of over 100 people with a direct interest in transport issues and the Cambridgeshire Plan. In December there was a more detailed consultation meeting in Burwell on the Cycling and Walking Strategies that are a legal requirement of the Plan. At the same time, a Plan exhibition was travelling around the county. Also in December, the County received details of its funding allocation from central government for the first, provisional year of the Plan.

£8.1 million for transport

The Ely meeting was organised into groups, generally with common interests. With one exception, I would say that most groups were pushing in the direction of more sustainable transport options. Much of the ground covered has been gone over many times in different guises over the years. Alison Quant, Assistant Director in the Environment and Transport Department at Shire Hall, gave a very useful summary of the current position with up-to-date facts and figures.

In a sense, I thought the importance of the meeting was more in having been there than in what was actually said. It was clear, though, that there is a decided lack of enthusiasm in the controlling Conservative group of the County Council for traffic reduction (rather than reduced rate of growth) and for the workplace parking charges that would be needed, both to provide funding and to deter driving.

The Burwell meeting, on the other hand, was much more focused. The County already has a document labelled *Cycling Strategy*, but though it went through the committee process, it was never promoted or given any prominence. There is nothing approaching a walking strategy yet. After an introduction to the past and present, we again split into groups.

We were asked to produce one sentence which described the purpose of the strategy and then six key elements that should be included. Having done some preparation beforehand, it was no surprise that both the cycling-focused groups had the words *better, safer and more cycling* in their sentences, the Cycling Campaign's slug-line on its letters and publications. Of course, all of those can mean different things to different people – indeed that is one of the problems that both we and the County and City councils face in general. I spelled out what I meant by these terms in the input I gave (see Box).

My own six key elements were

- Road Danger Reduction (the culture of safety, enforcement, speed limits)
- Provision (the kind of things we have in our Manifesto; addressing corridors, vulnerable spots and barriers; the hierarchy of provision from *Cycle Friendly Infrastructure*; continuity)
- Security (parking, theft and personal security)
- Cycling environment (reallocation of road space; integration; convenience; comfort; holistic view of streets; hierarchy of user groups; traffic reduction; street design and streets for people)

- Customer focus ('level of service'; convenience; quality, standards and maintenance; marketing; promotion and promoter)
- Monitoring (targets; review; Cycle Audit; cycling officer's role)

The meeting then went on to have 15 minute discussions on six themes arising from these group sessions. These were:

- Customer focus – marketing and education
- Maintenance
- Cycling and Walking Environment, and especially 'Streets for People' (home zones, speed reduced zones and the like)
- Design issues
- Shared pedestrian and cycling space
- Integration with public transport, health and tourism.

We will, of course, let you know what comes out of the Strategy process. The previous strategy had some really good, laudable words in it but was let down because its policy targets took cycling out of context and measured success in terms of length of cycle path built. Let us hope that the more recent introduction of the *National Cycling Strategy*, documents like *Cycle Friendly Infrastructure* and *Cycle Audit and Cycle Review*, the integration aspects of the transport White Paper, the need for a walking strategy, and the Cycling Campaign's contributions to the process, result in the new Cycling Strategy dealing with the whole environment in which cyclists operate.

Who to contact: John Richards and Kevin Whiteside at the County Council are dealing with the Cycling and Walking Strategy.

This year

In the shorter term, the County Council has now received its funding allocation for this year. The final plan will be for five years, but this year is a trial run with funds awarded for April 2000 to March 2001.

It is clear that the Government has backed off somewhat on limiting road building – for example in Cambridgeshire the Fordham bypass (north of Newmarket) has been approved, as has a bypass for Baldock in Hertfordshire. From a cycling point of view, this may mean more favourable cycling conditions within the by-passed towns, at least initially, but poorer access between town and country. But ultimately the big worry is what it always has been – that building more roads just leads inexorably to more traffic.

In Cambridge the message seems to be 'business as usual' with funding allocated along much the same lines as before. There is a small increase in the cycling budget. There is £600,000 to 'explore how workplace parking charges might operate in an historic city.' County Councillor Shona Johnstone said: 'It means that whilst not committed to introducing workplace charging, all the issues – including the benefits and problems – will be closely examined by the County Council to see if there is any potential in the charging scheme to provide solutions to the city's congestion problems.' This, and money to prepare for the Fordham bypass, make up the increase over last year.

David Earl

The Cycling Campaign seeks better, safer and more cycling...

'Better' means

- a more cycle-friendly environment
- more convenient, comfortable, continuous
- less stressful, fussy
- quicker journeys

'Safer' means

- danger reduction: vehicle speeds and volumes

- use of a relative measure of casualties (per trip, per mile)

- engineering, enforcement, speed limits, encouragement, education

'More' means

- additional journeys by bike
- increased distance by bike
- more people using a bike
- National Cycling Strategy targets

Planning matters

The University of Cambridge has applied for planning permission for a **Park and Cycle** facility at its West Cambridge site off Madingley Road. There will be space for 291 cars and 440 bikes (including 12 secure covered cycle locker shelters). The idea is that University staff will leave bikes securely at the site overnight, drive in each day, and cycle to their place of work in the city centre.

Sustrans has now submitted its planning application for the **Marshall's Millennium Cycle Route** to link the Newmarket Road Park and Ride site to the riverside route into the city at Stourbridge Common, as mentioned in *Newsletter 25*.

Clare Macrae



The Marshall Millennium Cycleway would cross Ditton Meadows and then pass under the railway bridge

Letters

Parking

Is it my imagination, or is it very difficult to find anywhere secure to park a bike in the city centre these days? I used to think it was just Saturdays, but I have now had the same problem on weekday lunchtimes a couple of times too. I suspect it will become far worse in the run up to Christmas.

Does anyone know if the Council have any plans to add more cycle parking, or are even aware of the problem? To whom should I write?

I shall probably be doing my Christmas shopping over the Internet or take a trip down to London by train, it's far less hassle (and you get more choice). City Centre businesses take note: the lack of secure cycle parking is probably costing you useful revenue.

Donald Allwright

If in doubt about who to write to, try Brian Smith, Director of Environment and Transport at the County Council.



Parking for recycling bins and pedal cycles in a theft-prone quiet corner by the Corn Exchange

Cycle Route Map

I am sorry to say that I found the new Cambridge Cycle Routes map rather disappointing.

The map is beautifully produced, but it gives far too little hard information on the cycle routes themselves.

It does not indicate which side of the road a route is (and therefore which direction it goes), and it makes no mention of shared cycle/pedestrian paths or of safe crossing points.

Having been knocked off my bike last year I am more keen than ever to find the safest and most efficient route to work, but sadly this map is no help at all.

David Clarke

My Way

I live at the 'old' end of Girton, though not in a particularly old part: our little estate was built in 1930. I work mainly on the Sidgwick Site in Newnham, some four miles away. I would only take a car if I really could not cycle: even if I need to ferry equipment around the city it's generally easier to put the trailer on my (much modified) Raleigh Royale.



My Raleigh Royale has been upgraded in various ways. The trailer came from Chris's Bikes.

There's a little rear service lane from our property to the High Street which always makes a delightful start and end to the day's journey, especially when the dog roses and honeysuckle are in bloom. I then have a choice of ways: through the village along the main Cambridge Road, or down Woody Green to join the Huntingdon Road at the University Farm.



Our back lane: a bit bare in December but wonderful in the spring.

The quickest way to the Cambridge Road is down Duffet's Lane, a footpath from the High Street to Hicks Lane. While most direct, this can at times be knee high in nettles or have wildly overgrown hedges. I join the Cambridge Road at the allotments, giving me a chance to check that all is well with my own. Although a less interesting route, the sharp corner (double-white lined) just before



Duffet's Lane is reasonably well-trimmed at the moment.

Huntingdon Road can add its own spice, since this marks the first place where many motorists needlessly and dangerously, but routinely, overtake cyclists.



Hicks Lane corner. The allotments are behind the hedge.



Girton Corner: the white lining is consistently ignored.

The Woody Green route, though marginally longer, is more scenic. It passes Town End Close, our own parish Nature Reserve, goes over the A14 footbridge and onto the Huntingdon Road via University Farm fields. When I went out to take the pictures for this article, a cow in one of the fields had obviously calved only minutes before I arrived and I



Woody Green is a truly scenic route.



Town End Close is a small but flourishing nature reserve.



The best way to experience the A14 is definitely from afar.

was able to convey the good news to the Farm managers.



One of the pleasures of using country paths. This cow can only have calved minutes before I arrived.

In contrast the Huntingdon Road is fast but dull, and with a couple of danger points. There is almost always someone at the Q8 garage or Thornton Road junction either pulled out over the cycle path, or ready to pull in front of any cyclist



An unfortunately common occurrence on the Huntingdon Road.



The pinch point at Storey's Way, surely a piece of poor road design.

with, at best, a toot of the horn to assert the drivers' Divine Right of Precedence. Frequently there is also some vehicle parked in the cycleway. For a long while these included a large blue People Carrier on the school run. I once remonstrated with the driver, asking if she was aware she was breaking the law. Oh yes, she said, while asking me in the same breath (and not very politely) what it had to do with me. However, I believe the police have had a little word with her, for I haven't seen her there for a while.

Approaching Storey's Way, I try to note a break in the traffic in good time, give a clear signal and wait to be sure that the driver is going to let me across. Strangely, I cannot remember the last time this was a problem. When they don't perceive you as competing for 'their' piece of road motorists seem perfectly happy to

treat you as an equal, and I am always let through and often acknowledged with a cheery wave. But in Storey's Way, attitudes suddenly change. Though I can continue at my steady 20+, almost every motorist who follows me seems determined to overtake me before the next speed bump, and *emphatically* before the pinch point, but I do sometimes indulge in a slow shaking of the head as I sail past them at speed humps. Because there is no cycle escape at the pinch point cyclists are seriously inconvenienced and, at the least, I have to pull out into the alternate lane or use the pavement.

At Madingley Road I can sometimes move in to the left at the raised table, but this is one of the very few places where I am sometimes tempted to steal a few metres of pavement in order to keep out of the way of the motorists.

Left into Madingley Road, then, and right into Grange Road. Here the timing is critical. If I am later than 08:05, motorists' attitudes can appear to change bizarrely. It is not to be conceived that a mother dropping her child at St John's or King's School should be obliged to stay behind a cyclist doing a mere 22–25 mph. It will be very interesting to see what the proposed structural changes achieve: were they to include proper escapes for all the

build-outs I suspect they may considerably increase my feeling of safety.

I normally leave Grange Road at West Road and pedal past the numerous building-sites which currently constitute the Sidgwick Site. There is a good number of sturdy cycle stands on the site, but unfortunately none under cover, so one has to choose between security and shelter.

If my report suggests a daily dicing with death, that is unfair, but a cyclist on this route certainly needs full concentration. The return journey is generally less exciting and, if there is simply no break in the Huntingdon Road traffic, the pedestrian crossing at Girton College provides a very safe way across for the more timid.

Even in the dark my back lane is welcoming, and the day's exercise adds to the sense of the day's achievement.

Douglas de Lacey



The Madingley Way–Storey's Way corner. It would have been nice had the cycleway continued into Storey's Way for just a few yards.



Grange Road is due for major modifications in the coming months.



The new Divinity School is rapidly taking shape.

UNIVERSITY CYCLES

For friendly service, good value, and happy cycling...

9 Victoria Avenue
Cambridge
01223 - 355517



Home again! Turning into the grassy lane (though this picture was taken in the morning, not the evening.)

West Cambridge

After looking at the plans for cycle routes to Cambridge University's development site in West Cambridge, we have had a meeting with Hannah Reed, the consultants working on the University's behalf.

'The proposals look good...and they recognise...the high standard of route that will be required'

The plans, which are long-term with no clear dates in them, propose developing cycle routes along two corridors. Plans are furthest advanced for improving the existing route from the Coton Footpath to Adams Road, Burrell's Walk and Garret Hostel Lane. There are also more tentative plans for an entirely new route across open land. This would join Grange Road near the Rugby Ground and then use West Road and Queens' Green to reach Silver Street, which may in the distant future be closed to motor traffic.

In general, the proposals look good: they are suitably ambitious, and they recognise both the large numbers of cyclists that will use these routes and the high standard of route that will be required. They include converting the Burrell's Walk–Queen's Road pelican crossing into a proper cycle crossing, and introducing signals at the West Road–Queen's Road junction. This would allow cyclists to get between West Road and an improved path across Queen's Green to Silver Street.

We were much less impressed by the proposals for Madingley Road. Here, the University proposes installing traffic signals at the main entrance to the site (where the entrance to the Cavendish Laboratory is now). However, the plans include left-turn-only lanes in each direction, and there is no mention of advance stop lines or of cycle lanes. The consultants told us that 'most cyclists use the pavement anyway'. We will be able to refute this assertion following a traffic count we carried out last month, which showed that most cyclists on Madingley Road were using the main carriageway.

The West Cambridge subgroup has re-formed to respond to these proposals; for details see the contacts page.

Nigel Deakin

Cycling Shorts

The County Council is keen to find more volunteers to train to become **Safer Cycling Instructors**. The next full-day courses will be held in Cambridge on 23 March, and in Huntingdon on 27 March. For more information, contact Maree Richards, Road Safety Officer, on ☎ (01223) 717385.

Eagle-eyed readers might have noticed an addition to the Campaign's contact details. We now have a **fax number**: 0870 063 3150. Incidentally, we have also registered the web address **www.camcycle.org.uk**, although we plan to continue using our current address for now.

There is now a second cycling campaign in Cambridgeshire – the newly formed **Hardwick Cycling Campaign** who are lobbying for a new cycle facility to be provided between Hardwick and Cambridge. The road in from Madingley will be getting much busier with the growth of Cambourne and with the University of Cambridge's expansion at its West Cambridge site. The web address of the Hardwick Cycling Campaign is <http://www.smitha.demon.co.uk/hardwick/hcc/>

Media awareness of the scale of death and injury on Britain's roads continues to grow. On 9 December, the *Today* programme on Radio 4 reported that Cambridgeshire has one of the highest driver casualty rates in the country, and was one of the counties not to include driver behaviour in its **Crime and Disorder consultation** last year. Remember folks, you heard it first in the Cambridge Cycling Campaign *Newsletter!*

Clare Macrae

Cycle parking

In January we applied for a City Council grant to purchase **portable cycle-parking stands**, for use at public events. The proposal is a partnership. If successful, the City Council will provide the storage space, while Cambridge Cycling Campaign will help staff the stands at some larger events, and monitor their usage.

We have previously mentioned the **Grand Arcade** plans for the city centre and the inadequate quantity of cycle parking proposed. We heard recently that the developers are now revising the plans, to provide space for many more bikes, and possibly including a cycle shop. This is great news, and we will be keen to see, and comment on, these new plans at the earliest opportunity.

And, finally, thank you to **Sainsbury's** for providing the seven new Sheffield stands in front of their city centre store.

Clare Macrae

Car parking update

There has recently been some publicity for Cambridgeshire Constabulary's **recruitment drive** to employ more traffic wardens. A police personnel officer told me 'In recognition of the continuing problems caused by parking issues for people who live and work in Cambridge, Cambridgeshire Constabulary are currently undertaking a media campaign to recruit additional traffic wardens.'

In the meantime, several of our members have been corresponding, at some length, with various Cambridgeshire Constabulary officers on the subject. I think it would be fair to say that not everyone at Parkside quite agrees about the extent and severity of the problem. So we will be distributing copies of a newly-produced **postcard** to make it easy for cyclists to report obstructions to the police. Members will find copies enclosed in this Newsletter, and they can be collected from the Saturday Stall.

It's not just cyclists who are frustrated by illegal car parking; we've discovered that it's a big problem for buses too. We have been asked to provide copies of the postcard to the Park and Ride sites and will be delighted to do so!

Clare Macrae

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 Enumeration – Analysing cycle journeys in Cambridge. David Earl ☎ 504095 ✉ david.earl@softhome.net

Cycle Parking – Working to improve cycle parking provision throughout Cambridge. Oliver Merrington ☎ 354600
✉ ojm21@cam.ac.uk

Hills Road Corridor – Studying the route to Addenbrooke's. David Earl ☎ 504095 ✉ david.earl@softhome.net

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

Millennium Festival of Cycling – planning events for June. Simon Nuttall ☎ 500902 ✉ simon.nuttall@bigfoot.com

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

Safety on the Road – To look at the many issues affecting cyclists' safety. This new 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

West Cambridge – to respond to Cambridge University's development plans. Contact Richard Taylor ☎ 740989
✉ rmt23@eng.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
1a Felton Street, Cambridge, CB1 2EE ☎ 517509
✉ camfoe@telinco.co.uk

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 and Travel for Work schemes
David Meiklejohn, Cycling Promoter ☎ 712429
✉ David@cfe.org.uk Web <http://www.cfe.org.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

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

Transport 2000 Cambridgeshire and West Suffolk
Simon Norton, Co-ordinator, ☎ 312654

Cyclist without helmet not negligent

A British cyclist has won full damages following a road collision despite the driver's claim that the rider was negligent for wearing neither a helmet nor fluorescent clothing.

UK cyclists have often accepted reduced damages for fear of a judge supporting a claim of contributory negligence but, so far as is known, no UK court has yet given such a verdict.

Brian Williams' accident occurred on a minor country road in North Wales in July 1996 when he was 46 years old. The case came to trial in October 1999 but driver Jacqueline Ashley's lawyers backed down at the last moment, allowing the cyclist to receive 100% of damages claimed.

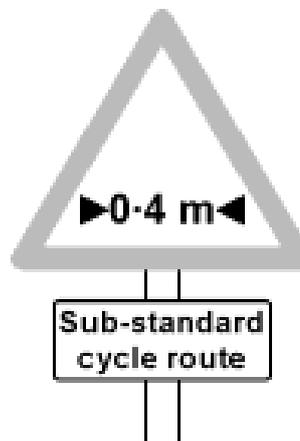
British cycle campaigner John Franklin says on his web site that remarks by the judge, His Honour Judge Rogers QC, sitting as a Deputy High Court Judge, suggest that 'if the case had come to trial, he may well have ruled in the cyclist's favour.'

The case is complex and is explained in full detail on John Franklin's web site. The following key features are worth noting:

- Ms Ashley's lawyers backed down despite having submitted a detailed report from the authoritative Royal Society for the Prevention of Accidents which said that in 1996 it was negligent not to wear a helmet when cycling, and that it was also negligent to wear inconspicuous clothing.
- Although Mr Williams had no recollection of the accident, an independent witness was able to dispute Ms Ashley's denial of careless driving, and her accusation that the claimant was himself negligent by riding too fast, with his head down and not looking where he was going.
- The site of the impact on the right side of the face would not have been protected by a helmet. Mr Williams' head injury was due to the right side of his face hitting the road, and a helmet would not have reduced his injuries.

*Will Bramhill, of the Bicycle News Agency
<http://www.bikenews.org>*

John Franklin was the speaker at our 1999 AGM. His web site is <http://ourworld.compuserve.com/homepages/quinze/digest/cydigest.htm>



Addresses for 'Your streets this month'

John Isherwood, Senior Engineer,
Cambridge City Council, The Guildhall, Cambridge CB2 3JQ,

Richard Preston, Team Leader (Cambridge Projects), Mailbox ET1028, Environment and Transport, Cambridgeshire County Council, Castle Court, Shire Hall, Castle Hill, Cambridge CB3 0AP.

Andy Thompson, Principal Planning Officer, Cambridge City Council, The Guildhall, Cambridge CB2 3JQ

Your streets this month

This is the first of a regular round-up of recent and prospective changes affecting cyclists. Please help us campaign against unwelcome changes by writing to the person listed at the end of each item. Full addresses are on page 15.

Trouble Ahead

The City Council is still discussing its plans for cycle-unfriendly traffic calming on **Grange Road** (see article in this issue). Write to John Isherwood and to your local county or city councillor.

The plans for installing traffic signals at the junctions of **Madingley Road** with the University sites of **West Cambridge** and **Madingley Rise** include left-turn-only

lanes in each direction, a manoeuvre that is notoriously difficult for cyclists (see article).

Trouble Now

Two new central islands have been installed in **Newmarket Road** and **Maid's Causeway**. The County Council tells us that they have provided a gap of at least 4 m on each side, to avoid creating pinch points for cyclists. Let us know if you have any problems here. The exits from the **Four Lamps** roundabout have also been narrowed. Some short lengths of narrow cycle lane have appeared, though these appear to do little for cyclists. Our requests for cycle lanes to help cyclists approach the long-standing pavement

buildouts near Napier and Fair Street have, however, been ignored. Write to Richard Preston.

The pedestrian link between the end of Fitzroy Street and New Square has been widened. This is good news for pedestrians but less so for cyclists since it cuts across the cycle route from Midsummer Common to Parker's Piece via **Fair Street** and **Clarendon Street**. The County Council tells us that this area is not a designated shared-use footway which suggests that it's probably illegal to ride across it. Our request for the link to be designated as shared-use (which would mean cyclists giving way to pedestrians) has been rejected, though we have been promised a review in the summer. Write to Richard Preston.

The resurfacing of **King's Parade** is finished at last, and a large expanse of uneven setts (cobblestones) has been unveiled near the Senate House. Whilst these aren't as bumpy as the ones in Green Street, we've written to the City Council saying that this road surface is inappropriate on such a busy cycle route and asking that it not be used in the forthcoming streetscaping of **Magdalene** and **Bridge Street**. Write about King's Parade and Green Street to Andy Thompson and about Magdalene and Bridge Street to Richard Preston.

The cycle track along the east side of **Babraham Road** still does not have reflective markings even though the County Council originally specified them. The County Council has now promised to install reflective studs.

Good News!

The island at the entrance to the contraflow lane in **Downing Street** has been moved slightly, making the gap for cyclists rather wider. This, in addition to the advanced stop line and approach lane for cyclists going the other way, has much improved the junction.

You can now legally turn right from **King Street** into **Short Street** towards Emmanuel Road.

The infamous pothole at the **Fair Street** cycle crossing has now been filled in. Thanks!

Fourteen additional cycle parking spaces