

Cambridge Cycling Campaign

Newsletter

£1 - free to members



Number 29 April-May 2000

Grand Arcade: the plans have improved

Mind the bollard

Millennium Festival of Cycling: book early

101 numbers to ring for a pothole

Partnerships galore

My Way by David Green

Speed Review reviewed

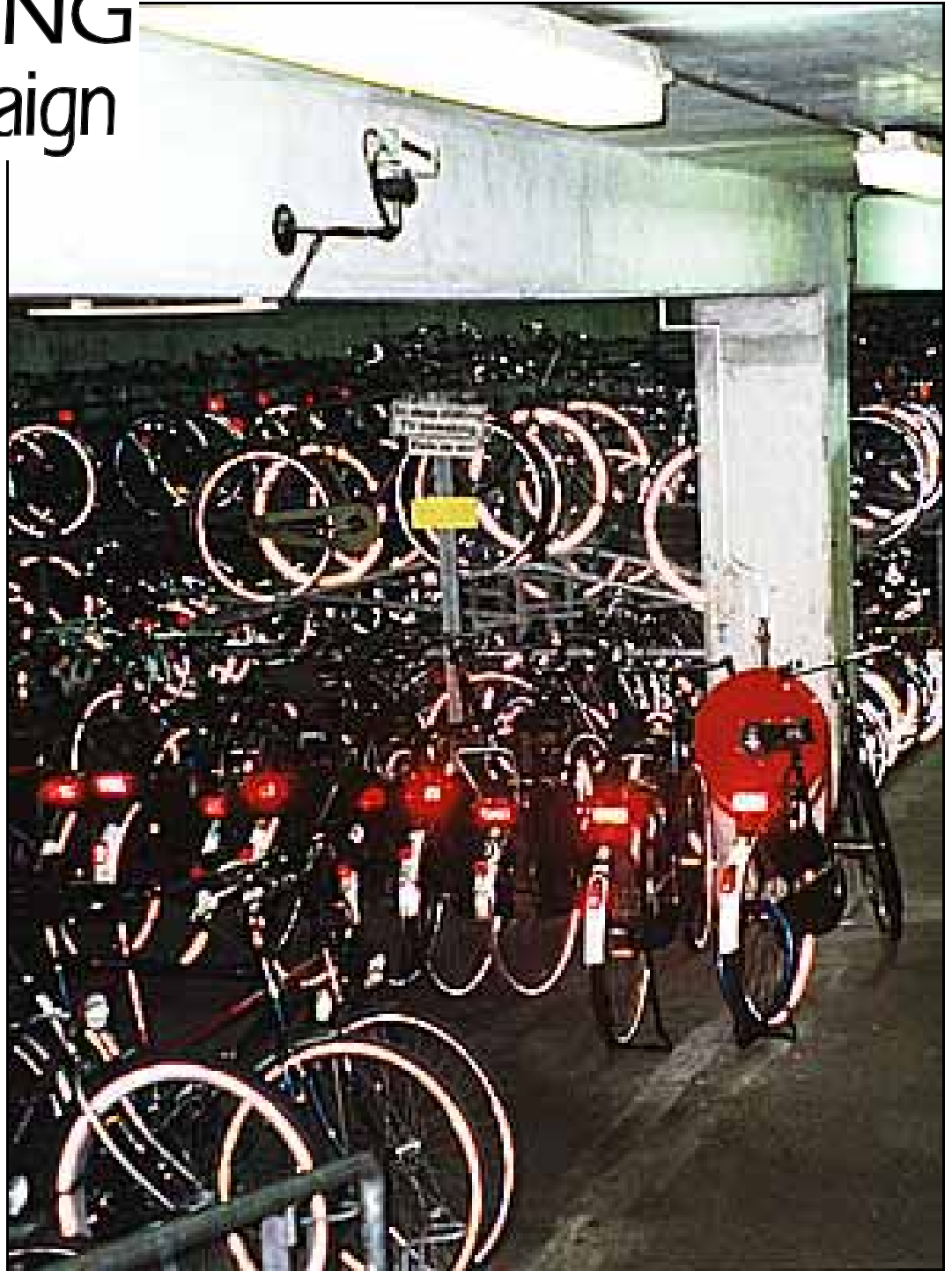
Hills Road cycleways approved

Cycle parking is standard – the city's planning rules

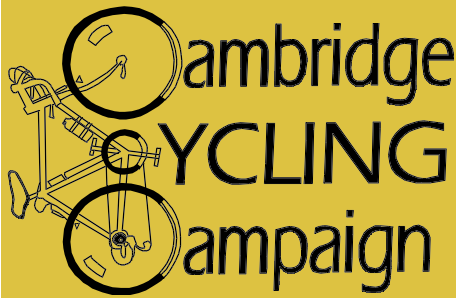
Safer Cycling Scheme

First in a new bike maintenance series

'Streets for People' in Petersfield



Cambridge might soon have a cycle store like this one at the railway station in Groningen, the Netherlands, if the Grand Arcade development goes ahead – see page 2



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.

Our regular stall on Saturdays outside the Guildhall is the public face of the campaign; 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

Press Officer – post vacant

Co-ordinator – Clare Macrae
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E-mail ✉ camcycle@pobox.co.uk

If it's the first time you've seen this Newsletter...

... it may be because it is being distributed as part of a 'Cambridge Sustainable City' initiative.

Cambridge Cycling Campaign has been granted money to enable us both to improve the newsletter and to distribute it to new locations and organisations in the local area, for a period of one year. The objective is to enable us to spread information about the environmental and health benefits of cycling for those living and working in the city.

Under the scheme this *Newsletter* will be distributed to secondary schools, tertiary colleges, and public libraries in the area. It will also go to many major employers in the city. We hope the *Newsletter* will be displayed for all to read in these places. For those who don't currently cycle, we hope the information it contains will encourage some to start, and for those who stick with your cars, we hope it will enable you to see the benefits of having more cyclists and fewer cars in the city and its environs. For those who already cycle, please feel proud of the bit you are doing to help save the planet. Remember, due to the health benefits of exercise, regular cyclists have a greater life expectancy than non-cyclists. There's also safety in numbers, making Cambridge a safer place in which to cycle.

What on earth is a Sustainable City?

At the Rio Earth Summit in 1992, world leaders drew up a plan to protect the global environment in the present century and called it 'Agenda 21'. Local Agenda 21 is a part of this global plan, and 'Sustainable City' grants are part of Cambridge's contribution. Cambridge Local Agenda 21 Strategy has five sustainability objectives:

- Increasing social equity: a fairer society
- Participation: a chance for everyone to have their say
- Improving our living space
- Maintaining our surroundings and health
- Conserving natural resources

Cycling and this newsletter play a part in all these.

Jim Chisholm

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Grant aided by



Grand Arcade improvements

We've reported before on proposals to rebuild a sizeable area in the City Centre, including Robert Sayle and the Lion Yard car park. We objected to the original proposals on the grounds that the proposed cycle parking provision was grossly inadequate, and opportunities to improve cycle access and safety in the area were being missed.

The developers have recently submitted revised plans, and there have been some major changes. From a cycling perspective, the biggest and most welcome addition is an underground cycle park. This facility will include a small cycle shop, and space for several hundred bikes. The exact number of bike spaces isn't clear. One letter says 'space for up to 600 bikes', the plans show 428 spaces, and we suspect there may not actually be room for even that many.

However, it will be a significant addition, and a great benefit to cyclists needing long-term parking, such as staff working

'The biggest and most welcome addition is an underground cycle park'

in the City Centre. There will be bicycle and pedestrian entrances from Corn Exchange Street.

The City Council hopes that this facility will be a flagship within the UK. The Cycling Campaign has been publicly credited with providing the impetus for the



The proposed contraflow cycle lane on Corn Exchange Street would join up with the car park exit lane

cycle park's inclusion, and I think we should be proud of this success.

A contraflow cycle lane is now proposed on part of Corn Exchange Street. By joining up with the car park exit lanes, this will legalise cycling from the Market Square to Downing Street. We very much welcome this proposal, too. However, in

our original objection, we also asked for two-way cycling to be allowed on Wheeler Street and Bene't Street, and we will be repeating this request. Otherwise, the Corn Exchange contraflow lane will mainly be of use to City Council staff leaving the Guildhall, instead of opening up access from west and north Cambridge.

We will send in a response on this new consultation, welcoming the cycle park and the contraflow lane, but also commenting on access to and running of the cycle park, and the disappearance of proposals to improve short-term cycle parking, as well as the loss of roughly 75 cycle spaces currently available.

By the time you read this, the consultation on revised plans will be over, ready for the City Council's Planning Committee to make a decision on the planning application in April.

Clare Macrae

Stop Press

April's monthly Open Meeting is **cancelled** because John Grimshaw's talk clashes with it. See page 9 for details.

Contents

- 2 If it's the first time you've seen this Newsletter...
Grand Arcade improvements
- 3 Hazards ahead!
- 4 Campaign Diary
- 5 Millennium Festival of Cycling (MFC) – Campaign and CTC events in June
- 6 Bumpy ride – reporting potholes and other problems
- 7 Partnerships galore
About this newsletter
- 8 My Way by David Green
- 9 Cycling Shorts: Hardwick Cycling Campaign, England's Cycling Country 2000/2002, John Grimshaw talk, CamBUC leaves the depot, Music for 111 Bicycles, Park and Ride charges
- 10 Moving (too) fast – national Speed Review, and another car ad promoting speed is banned
- 11 Hills Road – cycleways approved
Try a bike... with a difference
- 12 Cycle parking is standard – the city's planning rules
- 13 Cambridgeshire County Council's Safer Cycling Scheme
- 14 Making life easier... (6) Adjust your brakes. First in a series by David Green
- 15 'Streets for People' in Petersfield
Other organisations (contact details)
- 16 Your streets this month

Hazards ahead!

The devil is in the detail with cycle provision. We are worried about two seemingly small details in recent changes that may pose serious problems for cyclists.



Cattlegrids are much better than pinch stiles, but take care to cross them at right angles, and don't brake or turn on them – they are very slippery when wet. This one is being installed on Trumpington Road.

A rising bollard has recently been installed near the Senate House, to allow City Centre buses to pass. This bollard differs from the ones in Bridge Street and Emmanuel Road, as there is no by-pass for cyclists in one direction. We already know of one elderly cyclist who was seriously injured when cycling over one of the Bridge Street bollards. I am concerned that a cyclist following a bus might find a bollard rising.

Elsewhere in Cambridge, several new cattle grids are being installed. We greatly welcome these, as they improve convenience, lessen journey times, reduce conflict with pedestrians, and open up new routes to cyclists with tricycles, child seats, wide panniers and child or luggage trailers.

However, we are rather worried about the positioning of three of the new cattle grids: two on Fen Causeway and one on Trumpington Road. They are very close to the road and at an

acute angle to it. Many cyclists entering or leaving the commons will have to make a sharp turn, part of which will inevitably be on the grid. The smoothness of the galvanised tubes provides little friction, and cycles crossing in anything other than a straight line are liable, we fear, to fall. We have written to the City Council to express these concerns, whilst stressing the importance of the cattle grid programme. The reply said that officers are aware that cyclists need to approach cattle grids with caution, and they try to design them to make this possible. However, as virtually all Commons accesses are located adjacent to relatively narrow pavements, it is usually impossible to achieve a straight approach from the pavement side, unless major changes are made.

Clare Macrae



Kings Parade – near the Senate House. Take care to avoid the rising bollard when cycling through here, especially if you are following a City Centre Shuttle Bus – you won't see the bollard until you're upon it.

Campaign Diary

April

- Tue 4 12–8 pm Exhibition of proposals for the **Milton Cycle Bridge**, at Milton Community Centre, Coles Road.
- Tue 4 7.30 pm Talk by **John Grimshaw**, founder of **Sustrans**, in the Small Hall at the Guildhall. Our normal **open meeting** is cancelled for this month.
- Sat 8 2 pm Launch of *Cambridge Area Bus Users' Campaign (CamBUC)* at the Friends' Meeting House, Jesus Lane. ☎ 527028 or 245533 ✉ cambuc@bigfoot.com.
- Sun 9 2 pm **Leisurely ride**. Meet at Brookside, near Lensfield Road. A countryside ride at a gentle pace. Includes a tea shop or café stop. We are usually back in Cambridge by 6 pm.
- Wed 12 7.30 pm **Millennium Festival of Cycling subgroup** meeting, Flat 4, Chamberlin Court, Westfield Lane, Cambridge.
- Thurs 13 8.30 am *Newsletter 29* review meeting, Tatties café.
- Sat 15 **CCN conference** in Cheltenham.
- Mon 17 8.30 pm Pub **social** at the Zebra, Maid's Causeway.

May

- Tue 2 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 pm.)
- Sat 6 **Newsletter 30** deadline. Copy to Mark Irving ✉ irving@home.cam.net.uk
- Tue 9 **Bicycle Maintenance evening class** starts at Coleridge Community College. To get a course information sheet, details of costs, or to enrol, please contact the Community Education Office, Coleridge Community College, Radegund Road, Cambridge CB1 3RJ ☎ 712340 or 712341. For other questions about the course, contact David Green ✉ david.green@smallworld.co.uk or ☎ 449304.
- Wed 10 7 pm **Millennium Festival of Cycling subgroup** meeting, 100 Thoday Street, Cambridge.
- Sun 14 2 pm **Leisurely ride** (see 9 April for details).
- Mon 15 8.30 pm Pub **social** at the Zebra, Maid's Causeway.
- Sat 27 to Mon 29 **Encyclopedia Show**, Knavesmire Exhibition Centre, York Racecourse. Britain's first cycle try-out show: folding bikes, city bikes, child-carrying attachments, tourers, recumbents, special needs cycles, tandems, MTBs, family multicycles, electric-assist bikes. ☎ (01904) 654654 ✉ www.bikeculture.com.
- Wed 24 7.30 pm **Newsletter 30** envelope stuffing, 8 Thirleby Close. Help always welcome.
- Sun 28 2 pm **Leisurely ride** (see 9 April for details).
- Wed 31 7.30 pm **Millennium Festival of Cycling subgroup** meeting, 100 Thoday Street, Cambridge.

June

- Sun 4 **Cambridge Wheel** sponsored bike ride in aid of Action Research. Choice of 28 or 43 mile circular routes. ☎ (01473) 219499 ✉ camwheel@actionr14.freeserve.co.uk.
- Tue 6 7.30 pm **Open Meeting**, Friends' Meeting House, Jesus Lane. (See 2 May for description).
- Sun 11 2 pm **Leisurely ride** (see 9 April for details).
- Wed 14 7.30 pm **Millennium Festival of Cycling subgroup** meeting, 100 Thoday Street, Cambridge.
- Sat 17 to Sun 25 **MILLENNIUM FESTIVAL OF CYCLING**. See the article opposite for details.
- Mon 19 8.30 pm Pub **social** at the Zebra, Maid's Causeway.

HOWES CYCLES

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Millennium Festival of Cycling (MFC)

This year the National Bike Week will be a big event, and is renamed the *Millennium Festival of Cycling*. (For full details, see <http://www.cyclingfestival.org.uk>.) Locally, the Cambridge Cycling Campaign is working with the CTC Cambridge District Association to provide a great mix of events, with something for everyone. Unless stated otherwise, details of all Cambridge Cycling Campaign events are available from Clare or Simon. For CTC events, contact Mike.

In 1997 we organised **cycle awards** for the best (Golden Bell) and worst (Chocolate Chain) aspects of cycling in Cambridge. These generated much interest, so we will do them again this year, concentrating on what has happened for cyclists in Cambridge during the past three years. We will put ballot papers in the *Cambridge Evening News*, and Hobbs' Pavilion will be the collection point.

In the weeks before the Festival we would like to publish articles promoting cycling in **the Cambridge Evening News**. So far, titles include *Three Simple Ways to Make Cycling a Pleasure*, *Mountain Biking for Softies* and *Commuting in Cambridge: Surviving and Enjoying it*. Ideas for other articles are very welcome: please contact Mike Stapleton or Simon Nuttall.

A **banner** will hang across Guildhall Street (between the Guildhall and the River Island clothes shop). This will say *Millennium Festival of Cycling* and give the dates, the Web address and the Campaign phone number.

This year, as in previous years, we will invite local tourist attractions to offer discounts to people who **arrive by bike** throughout the week. As letters to potential attractions will be

sent out earlier than last year, we expect to have even more places to visit.

CTC cycling legend Donnex Claydon has taken some great photos over seventy years of cycling. He has agreed to provide a **photo exhibition** in Cambridge Central Library throughout the Millennium Festival of Cycling. To accompany Donnex's photos, we need some cycle-related posters to put up on the (hessian covered) walls. If you can help, please let either Mike or Simon know.

As part of the Sustrans **Longest Ride** programme, local cyclists will be able to ride routes passing through National Trust properties which converge on Midsummer's Common from four start points: Bury St. Edmunds (via through Anglesey Abbey), March (via Wicken Fen), Braintree (via Hatfield Forest) and Huntingdon (via Houghton Mill).

The **Welney Bird Reserve** will probably be one of the *Arrive by Bike* destinations, so the CTC are planning a trip to take advantage of the fact! Further details will be available nearer the event on the CTC Cambridge DA calendar. Bring your binoculars!

We need lots of helpers for these events. Please get in touch with one of us if you can help with any part of the Festival.

article – Myra Van Inwegen ☎ 423473 ✉ mvi20@cl.cam.ac.uk

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

Clare Macrae ☎ 336024 (day) 501050 (early eve) ✉

macrae@ccdc.cam.ac.uk

or Mike Stapleton ☎ (01763) 261241 ✉ m.stapleton@talk21.com

MFC (provisional) events diary: June 17-25

Sat 17	Dr. Bike (possibly a joint CCC/CTC event). 10am to 3pm in Guildhall Street.
Sat 17 to Sun 25	Exhibition of Donnex Claydon's cycling photos in the Guildhall.
Sun 18	CTC 100-mile rides and the usual short afternoon ride.
Mon 19	CTC ride to the Shuttleworth Collection.
Tues 20	Free Cyclist's Breakfast at Hobbs' Pavilion. A chance to hobnob with fellow cyclists while eating breakfast. We need volunteers to help out: if you can help, please contact Clare Macrae.
Tues 20	CTC Retired Persons ride Burwash Manor/Wheatsheaf Harlton. CTC Pensioner's Lunch.
Wed 21	CTC Dawn Ride to watch the sun rise over Wandlebury on the longest day of the year.
Wed 21	Sustrans' <i>Longest Ride</i> local rides let you celebrate the official opening of the first 5000 miles of National Cycle Network (details of which are available on the Sustrans Website http://www.ridethenet.co.uk). Details of the local Longest Ride routes are described above.
Wed 21	Public Meeting/Discussion on the theme of 'Past, Present and Future Cycling'.
Thurs 22	CTC ride to Welney Bird Reserve (likely to be one of the Arrive by Bike locations). See below for details.
There 22	CTC Evening Mountain Bike Ride.
Fri 23	Millennium Festival of Cycling Dinner. We will celebrate cycling with a grand dinner, and we will present the Cycle Awards.
Fri 23 to Sun 25	CTC York Rally. This year the rally promises to be bigger and better than ever, with an extra day for celebrations. Full details are at http://www.ctc.org.uk/events.html .
Sat 24	Midsummer Night's Dream event. A bike-related film show.
Sat 24	CTC ride to Houghton Mill.

Bumpy ride

Over the years we have tried various ways of raising the problems that poor surfaces cause for cyclists. In June 1997 we even got front-page coverage in the *Cambridge Evening News* for a National Bike Week pothole golf event.

We've finally decided to grasp the nettle, and produce our own postcards to simplify reporting of maintenance-related problems

We've tried publicising the various council phone numbers for reporting problems. But the trouble is that there are so many numbers to call. You need to know which Council should deal with the specific area and then which department to talk to within that Council. The County Council sub-contracts road maintenance to the City Council – under a so-called 'agency agreement'. However, I recently discovered that the boundary of the agency agreement doesn't even coincide with the City boundary, so problems in Fulbourn, for example, are repaired by the City Council.

Even once you know which council to call, it's not unusual to phone one council to report a problem, only to be told to phone the other one, and then in turn be told to phone the number you first thought of!

Back in November 1998 we wrote to the County Council, asking them to extend the Freephone number which is currently used for reporting of lighting faults, to include road maintenance and street sign problems. We cited a similar scheme in Edinburgh, called Clarence, as a good example. No joy.

We've tried reporting specific problem areas, such as the dreadful surface on Regent Terrace. The reply here was that a scoring system is used to decide priorities, and this didn't score enough points to be resurfaced. (We haven't received an answer to our request for information about the scoring system.)

We've also tried various ways of raising the suggestion of pre-printed postcards, to simplify the process of reporting problems. But this idea has not been met with any enthusiasm by the Council officers we have spoken to in the past, to say the least.

So, how *is* your average Cambridgeshire cyclist (or pedestrian, for that matter) supposed to know how to report a bone-juddering problem? Well, we've finally decided to grasp the nettle, and produce our own postcards to simplify reporting of maintenance-related problems. We've met two officers from the City Council's maintenance department to review the design, and to make sure that it contains exactly the information they need.

If you are reading the printed version of this *Newsletter*, you should have found some postcards inserted. You can also find a

copy on our web site – for you to print yourself – and copies can also be collected from our Saturday stall.

There are actually two designs of card. One half is for posting reports to the City Council. The other is for keeping a record of any problems reported by phone.

It's *just* possible that these postcards might eventually become redundant, for two reasons.

Firstly, councils all over the country are conducting a time-consuming process called 'Best Value Review'. This looks at existing services from a standpoint of 'best value', rather than 'cheapness'. We've heard several mentions in Cambridgeshire recently of a desire to improve 'customer care' and similar phrases, all driven by the Best Value Review. Apparently it's a bit of a waste of staff time to have people answering misdirected queries, not to mention the frustration it can cause to Joe and Joanna Public. There seems to be a distinct possibility that a centralised system might be created for reporting problems in Cambridgeshire, though no timescales have been publicised.

Secondly, a recent County Council press release announced that the council has received a lump sum windfall of a few hundred thousand pounds for road maintenance. Since 1996, there has been a policy of 'minimum maintenance' on certain county roads (lightly trafficked rural roads and urban culs de sacs). With recent increases in funding, that policy has now been reversed.

Please, if you think that a road maintenance problem is causing a problem or hazard, do report it! That's the only way things are going to get fixed.

Clare Macrae



Not so much a pothole as a crater

Reporting various problems

Road and pavement maintenance:

Cambridge (and Fulbourn!) ☎ 458260

South of Cambridge ☎ 833717

North of Cambridge ☎ (01353) 667826

(report exact location using, for example, house or lamp-post number)

Postcard for reporting problems: http://www.ccdc.cam.ac.uk/camcycle/campaigning/pothole_postcard.pdf

Street lighting and traffic signal faults:

Cambridgeshire ☎ 0800 253529

✉ Street.Lighting@transportation.camcnty.gov.uk
(report post number, streetname and town/village)

Police and traffic wardens:

☎ 358966

Postcard for reporting illegal parking: http://www.ccdc.cam.ac.uk/camcycle/campaigning/car_parking_postcard.pdf

Partnerships galore

Readers could be forgiven for thinking that we spend most of our time looking at designs of road junctions and traffic management schemes. Whilst this is an important part of our work, there's a lot more besides. We are involved in a growing number of partnerships, working to promote cycling in various ways. Here's an update on some of them.

Cycle Friendly Employers and Travel for Work

The *Cycle Friendly Employers* scheme was launched in 1996, with joint funding from central and local government to encourage local businesses to promote cycling. The scheme has grown and broadened to become two separate but related schemes – *Travel for Work* and *Cycle Friendly Employers*.

We have been involved from the outset, and David Earl was until recently the chair of the steering group.

A second project officer has recently been appointed. Sarah Goretzki will take up her post in mid April.

The *Travel for Work* scheme has organised three surveys of staff travel patterns. The results of the January 1999 survey have just been published, and it is hoped that the October 1999 will be published soon.

Through these schemes, we have also helped launch Cambridge's Adult Cycle Training scheme. Work is in progress to generate better publicity, in the form of a colour leaflet, to promote the cycle training scheme, which is open to all in the Cambridge area.

Cycle Friendly Employers: www.cfe.org.uk

Cycle Crime Task Group

Launched in August 1999, this partnership involves representatives from Cambridgeshire Constabulary, the City Council, University of Cambridge security, Anglia Polytechnic Security and ourselves.

Work is underway to try to find locations for additional cycle parking in the city centre, and to identify 'hot spots' of cycle theft throughout the city. Members of the group are also looking at how secure various designs of cycle lock actually are.

Health for Cambridgeshire

Cambridgeshire Health Authority's recent *Health Improvement Programme* identified two topics that affect cycling.

Firstly, the 'Health for Cambridgeshire' partnership has identified the need to reduce 'pedal cycle accidents.' What is important about this work is that the aim is to simultaneously promote cycling as a healthy form of transport. The partnership has already done work to try and clarify the existing casualty figures, which are currently difficult to compare because different agencies use different geographical boundaries.

The plan is to revamp the annual 'Cyclists Beware, Beware Cyclists' campaign in time for this October. I attended a meeting about this on 17 March – sadly just missing the deadline for this *Newsletter*, so I hope to report back on this next time.

Health Improvement Programme:
www.nwanglia.anglox.nhs.uk/himp

CHUMMS

CHUMMS is the 'Cambridge to Huntingdon Multi-Modal Study'. This is looking at all the transport options along the corridor around the A14.

This is not strictly a partnership, but it's topical, nevertheless. A steering group has been formed, which includes a representative of STEER (the umbrella organisation of eastern region environment and transport groups, including ourselves). The steering group will consult several organisations on a wider Technical Consultative Group. Cambridge Cycling Campaign, the CTC and Sustrans will all be members of this group.

If you haven't received a copy of the first CHUMMS newsletter, with questionnaire, you can get one from the consultants on (01707) 280102, or by e-mailing judy_howlett@mouchel.com. Don't be put off by the deadline of 15 March – we have been assured that comments will be welcome for some time to come.

GO-East information on CHUMMS: www.go-east.gov.uk

Clare Macrae

Other organisations

We are affiliated to, or members of:

- Cambridge Council for Voluntary Service
- Cambridge Road Safety Advisory Council
- CTC (Cyclists' Touring Club)
- Cycle Campaign Network
- Road Danger Reduction Forum
- STEER (Sustainable Transport and Environment for the Eastern Region)

We have representatives on:

- Cambridge City Centre Management Consultative Forum
- Cambridgeshire Sustainable Transport Forum (the organisation formerly known as Cambridgeshire Transport Forum!)
- Cycle Liaison Group
- Cambridgeshire Transport Forum

And we have supported the work of:

- Slower Speeds Initiative
- Sustrans

About this newsletter

We always need ideas for articles, comments about what we publish, and offers to write for us or to help.

Letters to the Editor are always welcome.

Small Ads are free to Campaign members if on cycling subjects, or 10p/word otherwise.

We are pleased to carry display advertisements – they help pay for our printing costs. Please contact the Editor or any Campaign officer for more information.

My Way

I use this route for commuting into Cambridge every day. Despite featuring three hazardous roundabouts, and some tricky road layouts, I enjoy its challenges. Journey time is a reliable 20 minutes even at the busiest times.

Turning left into Queen Edith's Way [A], I never use the shared-use footpath. If I did, I'd never be able to make the progress I can using the road, and I'd be too busy avoiding pedestrians, emerging cars and side turnings. Before the stream of cars overtaking me logjams at Mowbray Road roundabout, I'm poised at the crown of the road, and keep moving by carefully overtaking the queue.

This roundabout [B] demands full attention and decision. The blind corner makes traffic from the right difficult to see. Its small radius reduces signalling time to a minimum. A gap! I'm away onto the roundabout, wondering whether there's any black ice, beaming



B

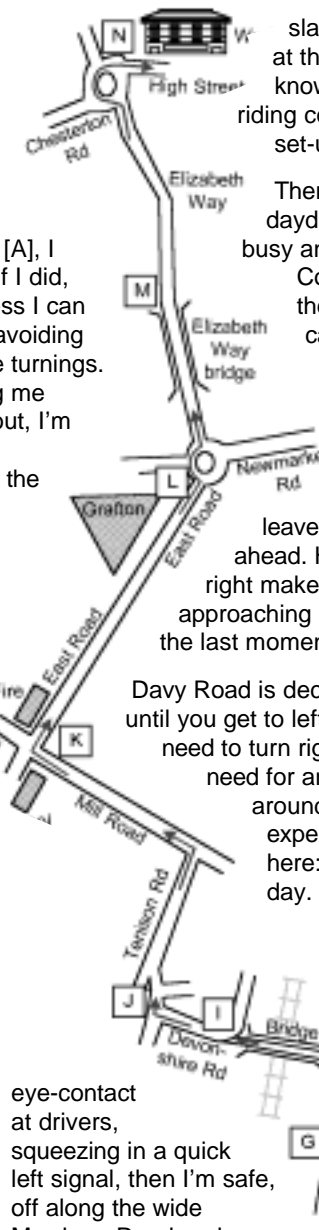


C

straight ahead, maybe without stopping if a suitable gap appears, then off along Perne Road. The wide cycle lane again allows me to safely undertake the queue at the Radegund Road roundabout [E], where I'm beginning to notice more riders crossing heading for the cycle bridge. On some mornings, I have to avoid cars actually



E



slaves, I find myself marvelling at their tenacity. Pity they'll never know how much easier their riding could have been with a well set-up bike.

There isn't much time to daydream here though. I'm too busy anticipating kamikaze Coleridge students and dodging the congestion of school-run cars in yellow zigzag zones dropping kids off.

Surprisingly, at Coleridge Road cross-roads [F] right-indicating cars are usually very considerate and leave a gap for cyclists to filter ahead. Here, a good view to left and right makes crossing easy unless an approaching driver leaves signalling until the last moment.

Davy Road is deceptively wide and peaceful until you get to left turn at the end [G] where I need to turn right into Rustat Road. John Forester would love this right turn! The need for anticipation, clear signals, confident positioning and traffic spotting around two blind bends make this a truly satisfying challenge to the experienced rider. However, other riders appear oblivious to the risks here: no signals or look behind are typical mistakes that I witness every day.

From Rustat Road, a sharp and narrow left turn [H] takes me up onto the cycle



F



H

eye-contact at drivers, squeezing in a quick left signal, then I'm safe, off along the wide Mowbray Road cycle lane [C].

Although it's the busy ring road, here the lack of parked cars and the wide tree-lined road make this stretch a real pleasure. At the Cherry Hinton Road roundabout [D], by dominating the left-turn lane I'm in perfect position to go



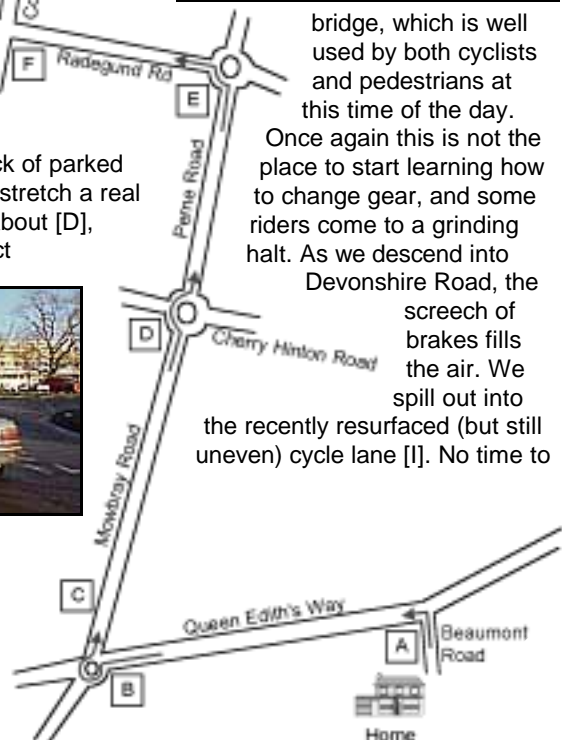
D

Turning left up Radegund Road it's obvious I'm on a cycle route: clusters of cyclists stretch ahead of me. Slipping into a lower gear (42x14) and catching any heel-pedalers, saddle-droopers and hard-gear

bridge, which is well used by both cyclists and pedestrians at this time of the day.

Once again this is not the place to start learning how to change gear, and some riders come to a grinding halt. As we descend into

Devonshire Road, the screech of brakes fills the air. We spill out into the recently resurfaced (but still uneven) cycle lane [I]. No time to



relax; I signal and move out into the middle of the road ready for a right turn ahead, but not too far out because oncoming traffic can't pass cars parked outside the Youth Hostel without crossing onto our side of the road. It's amazing how many cyclists I see trying to turn right in front of left-turning traffic here [J]. The bike lane persuaded them to keep left, and then the Advance Stop Line encouraged them to turn right!

Tenison Road is relatively easy provided I keep well out to help impatient following drivers make up their minds not to bother to overtake me before we reach Mill Road. Turning left into Mill Road, I'm keeping pace with the traffic and getting ready for the swimming pool junction, where I'll turn right into East Road [K]. As we approach, I'm well out into the road and judging whether to filter forward between the two stationary queues, or whether to stop centrally in the right hand lane. Before the lights go green, there's often time to ponder why so many people on bikes feel it's OK to ignore the traffic lights, parking themselves either in the junction or on the pedestrian crossing.

East Road keeps me awake! Two pedestrian crossings, heavy traffic, parked brewery lorries and buses turning left by the Cinema require good pace, observation and positioning. By the Grafton centre multi-storey car park entrance I'm travelling in the left lane and have ignored the impractical cycle lane completely. Instead, I'm looking ahead, concentrating on the penultimate challenge of the journey: Newmarket Road roundabout. Suddenly, East Road has grown a left-turn lane and, although that's where I need to end up, I'm judging how long I can delay before moving there. Move too soon, and I'll get cut up by overtaking cars who want to turn left. Delay too long, and cars undertake me. I wait, then give a big left arm signal and move to my ideal middle-of-left-lane position [L]. Great! Now I'm ready to move onto the roundabout and head off into the new bus/bike lane across Elizabeth Bridge.

This bus/bike lane has done a lot to improve traffic flow right along Elizabeth Way. At the end of the bridge [M], the original white road markings still encourage traffic in the outside lane to move unnecessarily to the left, towards me. No big problems as we flow towards my final test, the big roundabout at Chesterton High Street. Again, I need to keep looking behind to judge when to move into the middle feeder lane onto this beast. I'm extra careful because here three feeder lanes become two! Keeping alert for impatient racers following me, I try to dominate the right hand lane and signal left early enough for the cars waiting ahead [N]. I can hear a car growling behind, but he has to wait. Safely into High Street, and I've arrived.

Another stimulating traffic jamming session under my belt!

David Green



Cycling Shorts

Hardwick Cycling Campaign has published the results of its residents survey. They had 82 replies. The average number of adults owning bikes per household was 1.7. The average number of children owning bikes per household was 1.5. 87% percent of people said the traffic put them off cycling. 95% of people said that they would cycle more if there was 'appropriate safe cycle provision for Hardwick.' www.smitha.demon.co.uk/hardwick/hcc/questres.html

The East of England Tourist Board has produced a new edition of their **England's Cycling Country** brochure, promoting cycling in our region. They will launch a new series of Cycling Discovery maps in April. Each map will cost £1.50 and will detail a route of between 20 and 30 miles, with information about places to visit and refreshment stops. ☎ (01473) 822933

John Grimshaw, founder and director of Sustrans, the charity building the National Cycle Network, will be speaking in Cambridge 7.30 pm Tuesday 4 April in the Small Hall at the Guildhall.

CamBUC, the Cambridge Area Bus Users' Campaign, will be launched on Saturday 8 April, at 2pm, at the Friends' Meeting House, Jesus Lane. The main aim is to work for better public transport in the area, particularly transport that will be a genuine alternative to the car. Members are also interested in improving integration of public transport with other modes of transport, including cycling. We hope to hear more about CamBUC in a future *Newsletter*. ☎ 527028 or 245533 ✉ cambuc@bigfoot.com.

This year's opening of the Christmas decorations in Cambridge on Sunday 19 November will include a rather interesting cycling twist. It will include a performance of music written by **Maurizio Kagel for 111 Bicycles**. The performers all ride in a convoy, in two and threes, but at equal and close distance behind each other, hooting, ringing, and whistling as they go past the director. The organiser, Gillian Perkins, is looking for 111 volunteers to take part. There will be an essential rehearsal from 10:00 to 12:00 near the Market Square, and the performance is from 12:30 to 1:30. ☎ 350544 ✉ cammusic@enterprise.net

Last year many groups promoting sustainable transport objected to the retaining of day-time car-parking at **Clifton Road car park**, when Babraham Road Park and Ride site opened – thereby increasing the supply of car-parking spaces and generating more motorised journeys. Still, at least there was a charge for using this car park – £2 up to four hours, £4 for longer. There is now a proposal to **halve these charges** – making all-day parking available for £2.00 close to the city centre.

From the minutes of Environment and Transport Committee, 27 January: 'Whilst members could not agree additional funds from the Council's limited budget [for an **annual pedestrian crossings budget**], the principle of extending the joint cycleways budget to include facilities for pedestrians was supported. This also followed from the Council's policy to encourage walking and cycling and guidance from DETR in the Local Transport Plan Letter emphasising the benefits of improved walking and cycling facilities.' Ahhh – so that's what 'integrated transport' means: split the limited budget over more modes!

Clare Macrae

Moving (too) fast

Another ad banned

The Advertising Standards Authority has told us that they have upheld another of our complaints against car adverts emphasising speed. Their Council, however, did not uphold one other, after an initial recommendation that it should.

The advert that bit the dust was for Jaguar. Once again it used the device of showing the car against a blurred background to suggest speed. In this case it went one further: in case the visual cue was not strong enough, its headline said 'Suddenly weekends are a blur again'. The car was shown on the wrong side of the road on a blind corner. Oh what fun to tear around the countryside at the weekend, and who cares who else might get in the way.

Advertisers see performance as a selling point, so while individual adverts can be censored, they will continue to push the limits of acceptability. Unfortunately we are only picking up occasional adverts in the mainstream press, and there is a whole culture of macho car magazines out there which exist to promote this kind of irresponsibility.

Speed review

The Government finally announced the results of its road safety and speed reviews at the beginning of March. The road safety review is strong on targets, especially with regard to child road safety, but weak on the means to deliver those targets. We'll look at the more general road safety document more next time, and look more at the speed review here.

In three words, I think the speed review concludes 'business as usual'. That's not to say there is no good news in there, as there are many effective measures in the current approaches to speed management. However, from a campaigners' point of view, the ability to reduce speeds and therefore intimidation and casualties has not really been delivered.

Urban and rural speed limits were two particular areas we were looking for change. The review puts all the onus on any speed reduction on local authorities and rules out speed limit reductions nationally. It says of urban environments 'it is not appropriate to lower the 30 mph limit on all the urban roads to which it applies'. It then goes on to say 'there is a very good case for lower speeds in some places, such as residential areas where the most vulnerable road users are. We should encourage local authorities to reduce vehicle speeds to 20 mph where this would be appropriate for road safety and urban regeneration.'

That's good news. But then it is spoiled with: 'self enforcing 20 mph zones are currently the only effective method of achieving this.' What this means is that 20 mph zones have to be accompanied by lots of traffic calming. And what that means is that speed reductions will be painfully slow because traffic calming is expensive, and cyclists will continually be faced with bizarre obstacles which actually make life worse.

In villages, they advocate 'working towards 30 mph being the norm for villages'. This could be done with legislation centrally, but no, it would be done over many years.

There are some interesting words about designating 'country lanes' where speed limits could be specifically reduced, again with supporting (and presumably expensive) road design changes. I imagine they have in mind experiments like those in north Norfolk and Guernsey which attempt to say that some roads aren't just there for cars.

'On some High Streets ... with mixed traffic and diverse use,' they say, 'speeds around 20 mph would be in line with government policies.' So maybe there's hope for Mill Road yet.

All of these, however, depend on the local authority being both enthusiastic and rich enough to push measures through. While Cambridgeshire has done significant work in enforcement, especially with speed cameras, it is decidedly unenthusiastic about speed reduction in rural areas and villages. Its current speed policy says that speed limits can't be reduced in rural areas because it would mean drivers couldn't get from one place to another so quickly. Cambridgeshire has peanuts to spend on urban traffic calming and home zones. Consider that Hull has fifty 20 mph zones, while Cambridge has one.

The document is somewhat stronger on enforcement, much of it technologically driven. Increased penalties are mentioned especially for worst offenders. Speed cameras and speed responsive signs are advocated, and at last revenue from these can be ploughed back into financing them.

However, it says that 'speed cameras should be used only where there would be road safety benefits.' Open to interpretation

perhaps, but I read this as 'put them where there is a problem'. Since speeding is ubiquitous, there is a problem everywhere, but their use as a means of changing driver culture and behaviour is not being recognised. Speed limiters that recognise the speed limit are specifically mentioned. Perhaps this is strongest light at the end of this particular tunnel.

The irony of all this is that the document accepts all the arguments and problems of high speeds, and speeding: 'Too many people take a cavalier attitude to speed. Yet speed is a contributory factor in about one third of all collisions. Every year excessive and inappropriate speed helps to kill around 1,200 people and to injure over 100,000 more. It is by far the biggest single contributor to casualties on our roads.'

In terms of doing something about it, I would describe it as pathetic. It devolves the responsibility to local authorities, few of which have the money, and many which don't have the will, to follow through on it.

David Earl



Speed camera in Huntindon Road. Victoria Avenue will get one of five new cameras just announced by the County Council. The others are in Trumpington High Street, Willingham, Whittlesey and Huntingdon. Recycling fines makes cameras more viable, but according to the speed review, not as a widespread tool for changing driver behaviour.

Hills Road - cycleways approved

On 24 January, councillors at the Cambridge Environment and Transport Area Joint Committee voted to approve plans to build cycle tracks in Hills Road and Babraham Road:

- A dual use footway/cycleway along the west side of Hills Road between Worts Causeway and the Addenbrooke's roundabout, subject to negotiations with Addenbrooke's.
- A segregated dual use footway/cycleway along the west side of Hills Road between Purbeck Road and Long Road

In addition, councillors voted:

- To consult with frontagers on the provision of a dual use footway/cycleway along the west side of Hills Road between the Addenbrooke's roundabout and Long Road.
- To recommend to the South Cambridgeshire Area Joint Committee the provision of an unsegregated dual use cycleway between the Park and Ride site entrance and Hinton Way, Great Shelford.

More continuous

There is already a unsegregated dual use footway/cycleway on the east side of Babraham Road between Hinton Way and Worts Causeway. The combined effect of these schemes will therefore be to provide a continuous off-road cycle route between Hinton Way (about a mile south of Addenbrooke's) and Purbeck Road (just north of Homerton College).

However, cyclists will have to cross the road twice: at the Park and Ride site (using a new crossing) and at Worts Causeway (using the existing pelican). Cyclists will also have to cross the Addenbrooke's entrance (no help is proposed here) and Long Road (using the existing pedestrian signals).

Cyclists using the cycleway may have to endure some long waits: we have been told that because of the signal phasing at the Long Road junction, cyclists using the cycleway will have to wait longer to cross Long Road than they would if they had stayed on the road.

An improvement

Overall, this scheme is a considerable improvement on the council's original proposals. These would have provided a number of isolated sections of cycleway, and we criticised them



One of the first signs of spring - a row of identical hire bikes outside a foreign language school on Regent Terrace. We hope to publish an article by Maree Richards (see page 13) about their safety on our roads, next Newsletter.

as being a poor use of funds. The more continuous route now approved will be popular with many cyclists. However we believe that the quality is still inadequate, with too many awkward road crossings, and it will be significantly less convenient and slower than the road. Let us be clear: cyclists are entitled to far better cycle provision than this.

Hills Road already has cycle lanes on both sides between the Addenbrooke's roundabout and Cherry Hinton Road. County Council officers have reassured us that the council has no plans to remove them, and they accept that many cyclists will continue to find the road faster and more convenient.

We have reminded the council that these cycle lanes have a very worn and uneven surface, especially southbound. However, the cycleways budget cannot be spent on cycleway maintenance, and since the council's maintenance budget is so small, we may have to wait a long time for any improvement.

Nigel Deakin

Try a bike... with a difference

The publishers of *Encyclopedia* and *Bike Culture Quarterly* are running their own cycle show on 27, 28 and 29 May. It will be in the Knavesmire Exhibition Centre at York Racecourse.

Two things should make this show stand out: it is a 'try out' show – and it is 'for folders, city bikes, child-carrying attachments, tourers, recumbents, special needs cycles, tandems, mountain bikes, family multicycles and electric-assist bikes'. Given the wide



range of cycling alternatives covered in *Encyclopedia* each year, this ought to be a fascinating event.

Entry costs £7 for adults, £3.50 for children, and £11 for a family – but the organisers have kindly offered a £3 discount for Cambridge Cycling Campaign members, upon production of a current membership card!

For more information, ☎ (01904) 654654, or see www.bikeculture.com.

Our own Try a Bike event in 1998 Clare Macrae

'£3 discount for Cambridge Cycling Campaign members'

Cycle parking is standard

We're all familiar with the problem. You get on your bike, ride to somewhere in the city, and then have to spend ages hunting for somewhere sensible to leave your bike.

In theory, you should never have this problem when visiting places that were built recently, because for several years Cambridge City Council has operated a set of cycle parking standards that required virtually all new developments to provide a specified amount of cycle parking.

These aren't just guidelines – they have been officially adopted by the City Council and incorporated into the Local Plan. This means that the council can refuse planning applications which don't provide enough cycle parking. There's a summary of what developers *have* to provide in the box.

It's difficult to judge just what these figures mean in practice (what is the area of a typical shop?). But in general, these standards add up to a lot of cycle parking, with far greater numbers of spaces than we're used to in Cambridge.

However, the standards are only any good if the planning department remembers to enforce them. Which means we must continue to monitor planning applications, submitting objections where the standards appear to be being ignored or subverted.

Two problems - location and quality

The main problem with the council's standards is that they don't say anything about where the cycle parking should be positioned. Some developers therefore place some of the cycle stands near the entrance and then hide the remainder away in some obscure location.

At the proposed supermarket redevelopment on the Beehive Centre, only 48 of the 261 cycle spaces will be near the supermarket – the others will be scattered around the rest of the site, far from where most of the demand will be. The standards should be changed to prevent them being subverted so blatantly.

The other problem we need to watch out for is inappropriate cycle parking. The standards require cycle parking to be 'secure'. It 'must make provision for immobilisation of cycles, for example by means of cycle racks to which the frame of the cycle can be locked, garage space or cycle stores'.

This suggests to us that developers *must* provide 'Sheffield' hoops, or something just as good. However, not every developer may interpret the standards this way, and we need to watch out for this.

South Cambridgeshire

These standards apply to Cambridge City only. However, South Cambridgeshire has very similar cycle parking standards, though they generally don't cover houses and flats. They also don't require any particular design of cycle parking. However they are quite good for such a rural area.

Cycle Parking Subgroup

If you'd like to help us campaign for better cycle parking, both at new developments and existing ones, join the Cycle Parking Subgroup. After a period of inactivity, this is being re-launched this month. If you'd like to join please contact Oliver Merrington on 01223 354600 or oliverm@talk21.com

Type of development and number of secure cycle parking spaces required

C1

Hotels and Guest Houses: 1 per 2 employees working at the same time

C2 – Residential Institutions

Hostels (not student hostels): 'On merit'

Residential care accommodation: 1 per 2 staff members

Hospitals: 'Provision will be judged on the circumstances of each particular case'

Residential School, College or Training Centre (not student hostels): 1 per student

C3 – Residential

Dwellings with one bedroom: 1 per dwelling

Dwellings with two or more bedrooms: 2 per dwelling

Student Residential Accommodation: 1 per bedspace

Houses in Multiple Occupation: 1 per unit

A1 – Shops

Small shops with a sales area of 1400 m² or less: 1 per 25 m²

Convenience superstores and retail warehouses: 1 per 25 m²

Gross Floor Area (GFA)

A2

Financial and Professional Services: 1 per 25 m² GFA

A3 – Food and drink

Public Houses: 1 per 1.5 m² of bar area

Restaurants, dining rooms and cafes: 1 per 10 m² of dining area

Hot food take away: 'These will be treated on their own merits'

B1 – Business

Offices, research and development and light industrial: 1 per 30 m² of GFA

B2 and B8

General Industrial and Storage and Distribution: 1 per 40 m² of GFA

D1 – Non-residential institutions

Clinics and Surgeries: 2 for each consulting room

Educational Institutions (excluding residential): Spaces for 60% of pupils aged over 12 and for 30% of pupils aged 5–12 years

University faculty buildings: Spaces for 100% of students using the building at any one time, plus space for every 2 members of staff

Churches and places of assembly: 1 per 7.5 m² of public floor space

Auditoria, museums, exhibition venues: On merit

D2 – Assembly and Leisure

Cinemas: 1 per 3 cinema seats

Sports/recreational facilities and swimming baths: 1 for every 25 m² of net floor area and for every 15 seats provided for spectators

The codes (e.g. A1) are the official classifications that planners use to categorise each type of development. You'll often see them quoted in planning applications.

Cambridgeshire County Council's Safer Cycling Scheme

When I discovered recently that Cambridgeshire County Council schools cycle training is unusual in that they have always included an element of on-road training, I asked Road Safety Officer Maree Richards to tell us a bit more about the scheme. (My memories of cycle proficiency lessons in Bedfordshire are entirely playground-based. It's good to hear that the Cambridgeshire scheme includes some real-world training.)

Clare Macrae

I am sure many of you will remember doing your *Cycling Proficiency* at school and receiving your badge and certificate. I certainly remember clearly the summer of 1976 when I borrowed my friend's bike so that I could do the cycle training course. Who would have thought that 13 years later I would be working at the desk next to the man who had trained me!

Cambridgeshire County Council's Road Safety Section has been organising and managing 'on road' child cycle training since the early 1970s. Initially, Road Safety Officers and police officers did all the training but, for the last ten years, a team of volunteer instructors has delivered the training.

Organised via the schools, each school is responsible for finding its own Instructor. We provide support, advice and fliers. Volunteer Instructors attend a one-day training course organised and run by the Road Safety Section. They are then monitored and supported during their first course with children before receiving a certificate to say that they are qualified. Road Safety Section staff continue to support and monitor all Instructors on a regular basis. Annual Cycle Instructor meetings are held to share information and ideas.

At present we have around 400 committed and dedicated



Volunteer instructor Pete Terry, with children from Bottisham Primary school

Instructors training over 4000 children in Cambridgeshire every year. Without these Instructors the scheme would not be as successful as it is. At schools with Instructors, the *Cambridgeshire Safer Cycling Scheme*, as it is known today, is open to all children aged 10 years old or over. (This age limit is for insurance purposes.)

This 'on road' course provides five hours of training at road junctions near the school, usually one hour per day during school times, but this schedule can be adjusted to match the particular needs of the Instructor and of the school.

'Around 400 committed and dedicated Instructors train over 4000 children every year'



Maree Richards, Road Safety Officer at Cambridgeshire County Council

The Cambridgeshire Safer Cycling Scheme teaches children basic cycling skills including starting, stopping, turning left and right from main and side roads and overtaking parked vehicles. The course aims to encourage and develop safer cycling habits for life, to develop positive attitudes towards road use and to increase each pupil's knowledge and understanding of the road and traffic environment. We also hope they enjoy and have fun on the course, thus we are encouraging cycling. Continuous assessment is used throughout the course to assess each individual child's ability and attitude to road use.

As well as the practical side, during the course children do homework that we hope helps to get their parents involved. The children also get support materials which include the *Highway Code for Young Road Users* which, I can assure you, is far more exciting than the adult version!

At the end of the course the child is told either that they have successfully completed the course (they get a badge and a certificate) or that they need to do some more training (they get a certificate to say they have taken part in the course). Letters go home to the parents to explain the outcome, and saying that they need to encourage their child to cycle regularly in order to continue developing skills and confidence.

We are always on the look out for potential new Instructors, so if you have some spare time and are looking for something really worthwhile and rewarding, look no further: give us a call.

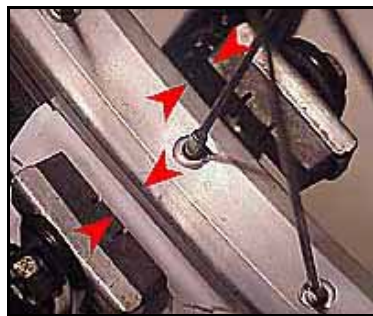
Maree Richards ☎ (01223) 717385
✉ maree.richards@transportation.camcnty.gov.uk



Making life easier... (6)

Adjust your brakes

Poor stopping power does not always mean that you need new brake blocks. One simple and effective adjustment you can do without any tools is to keep your brake blocks nice and close to the sides of your wheels. Most brakes incorporate cable *adjusters* which let you do this. Here are some tips on using them.



If you notice that your brakes do not stop you as well as they used to, the cause might be excessive space between the brake blocks and the wheel. It's normal for these gaps to increase as the rubber brake blocks wear away. Over time, you will have to pull the brake levers harder and further to achieve good

stopping power.

Most brakes have some sort of adjusters which allow you to get your brake blocks closer to the wheel again, so you get more braking power. Each brake typically has one or two of these adjusters – the more adjusters you have, the more slack you can easily take out of the system. This photo shows a typical 'barrel' adjuster on a brake. Notice the small locknut (arrowed). When the adjuster is fully screwed in (as shown here), the brake blocks are furthest away from



the wheel.



Whilst you are making adjustments, squeezing the brake blocks up against the wheel takes tension off the adjuster, making it easy to turn. Some people prefer to use a *third hand* tool to hold the brake blocks against the rim. I find

that my own fingers and thumbs are more convenient.



Adjusters ought to unscrew easily by hand. If the adjuster will not budge, carefully apply a little oil or spray lubricant (like WD-40) to its screw thread and retry. Unscrewing the adjuster a few turns usually takes sufficient slack out of the cable. Do not worry if the lockring moves with the adjuster as shown here: this is normal.

Many brake levers also have cable adjusters. They are adjusted by



unscrewing in exactly the same way. If you have adjusters at the brake and at the brake lever ends of each brake, there is no reason why you cannot use both adjusters to take slack out of the system. Never unscrew an adjuster so

that it completely unscrews from its housing. Always leave at least two full turns engaged.

Aim to get your brake blocks as close as you can to the wheel without them touching when the wheel turns. If your wheel has significant sideways wobble, you will not be able to adjust your brake blocks so close to the wheel. (This is one good reason to get any buckled wheels trued.)




Finally, screw down the adjuster locknut so that it is finger tight. This prevents the adjuster from accidentally moving out of position, which would let your brakes go slack again.

David Green

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'Streets for People' in Petersfield

Residents have a say on how to beat jams

By CHRISTINE PEARCE

RESIDENTS spoke out on traffic problems affecting their area at a special meeting.

A local needs survey conducted by Petersfield Area Community Trust (PACT) last year showed traffic was one of the biggest concerns of those living and working in the Petersfield and Riverside areas of Cambridge.

The Streets for People Project, which is run by PACT, aims to find ways of improving the streets in the area and held a road out on Saturday to find out what residents think about the situation.

Shayne Mitchell, from Streets for People, said: "This was not a consultation exercise where people were presented with a set of ideas and asked to comment but a real opportunity for them to put forward ideas about what they would like to see happen."

"Everyone had a great time identifying problems in their street and working together with their neighbours to suggest possible solutions. Participants from other towns in Britain and Europe have been keen to make suggestions about what they would like to see happen."



John Collins... Shayne Mitchell, left, shows all Streets for People initiatives and Victoria Paul shows all PACT jobs when residents in listening at plans for solving traffic problems.

lower speed limits and planting trees and bushes. They also had an opportunity and how these ideas would improve using large-scale maps. The suggestions which emerged from the meeting will be collected in a report and sent back to residents so they can identify problems and see which ones they would like to take forward. Anyone interested in taking part should contact Shayne Mitchell on 01223 561266.

'What a welcome piece of paper that dropped through the mat – normally they get thrown out straight away!' This was the response of one Petersfield resident to the leaflet distributed in the St Matthew's area earlier this year about 'Streets for People.'

'Streets for People' is an initiative of PACT (Petersfield Area Community Trust). It is supported by Cambridge Cycling Campaign; local Campaign members have been involved since its inception last year, when the Campaign's Road Danger Reduction subgroup approached PACT to see if they would be interested in working together.

Other organisations

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

Addenbrooke's Bicycle User Group
Colin Carr, ☎ 216726 ☎ 216862 ✉ cc232@hermes.cam.ac.uk

Cambridge City Council ☎ 457000
(Direct line for reporting potholes, trenches and similar problems in Cambridge ☎ 458260)

Cambridge Area Bus Users' Campaign (CamBUC)
c/o Cambridge Friends of the Earth, 1a Felton Street,
Cambridge CB1 2EE
☎ 527028 or 245533 ☎ 527028 ✉ cambuc@bigfoot.com

Cambridge Friends of the Earth
1a Felton Street Cambridge, CB1 2EE
☎ 517509 ✉ camfoe@telinco.co.uk
<http://www.telinco.co.uk/camfoe/index.htm>

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

Cycle-Friendly Employers and Travel for Work schemes
David Meiklejohn, 9 Portugal Place, Cambridge CB5 8AF
☎ 712429 ✉ David@cfe.org.uk
<http://www.cfe.org.uk/>

CTC (Cyclists' Touring Club) Cambridge District Association
Sue Taylor, Secretary ☎ 563414
<http://www.cam.net.uk/home/irving/ctcinfo.html>

The Slower Speeds Initiative
PO Box 746, Norwich NR2 3LJ
<http://www.speed-campaign-info.fsnet.co.uk/>

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

South Cambridgeshire District Council ☎ 443000

Team Cambridge
A club for all forms of cycle racing.
Graeme Osler ☎ 441920 ✉ graeme@teamcambridge.freeserve.co.uk
<http://www.teamcambridge.freeserve.co.uk/>

Traffic wardens, Parkside police station ☎ 358966

Transport 2000 Cambridgeshire and West Suffolk
Simon Norton, Co-ordinator ☎ 312654 ✉ S.Norton@dpmms.cam.ac.uk
<http://www.msunion.org/t2000/>

The aim is to give people the opportunity to say what they would like to see in order to make their streets child-friendly, safer, quieter and more pleasant. Last year the PACT Local Needs Survey showed that traffic was one of the biggest concerns of Petersfield residents.

Two highly successful 'Streets for People' events were held in St Matthew's Church Hall in January and February. We heard about what has been done in other towns in Britain and Europe to make streets nicer places to live in. Ideas for how this can be achieved include lower speed limits and planting trees and bushes.

We then had a chance to do 'hands-on' planning ourselves, marking up large-scale maps with the features we would like to see. Everyone had a great time, identifying problems in their street and working together with their neighbours to suggest possible solutions. One participant said that it was the best public meeting she had ever been to and that she was amazed at the creativity and imagination shown.

Petersfield is also much used by cyclists. One cyclist told us that the most dangerous part of his entire journey from north Cambridge to the London School of Economics, by bike and train, is crossing Mill Road.

If you live in Petersfield, between Mill Road and the river, and haven't returned your comments form, there's still time. If you have lost the form, let us know what the problems are in your street and what changes you would like to see. Please send it to

John Collins, 158 New Street ☎ 562364
Shayne Mitchell, 128 Gwydir Street ☎ 313541
Paula Watson, 9 Bray, St Matthew's Street ☎ 323057
or email PACT at ✉ aaa349@home.cam.net.uk

We are now collating all the ideas and material. If you would like to know more, please contact any of the above people.

Shayne Mitchell

Your streets this month

Help us by sending your comments to the person named at the end of each item, as well as to us.

The Bad News....

Expect to see many more parked cars in **Regent Terrace**, the narrow road without a pavement that runs along the side of Parker's Piece. Parking on the single yellow line here had previously only been allowed before 8.30 am and after 6.30 pm. These hours have now been extended, despite our objection, to allow parking until 9 am and from 5 pm.

This means that parking is now allowed on this very narrow but very busy cycle and pedestrian route when it is at its busiest. Apparently the idea is to compensate motorists, especially hotel guests, for the increased restrictions on parking in nearby Regent Street. We don't accept this argument. In our view, parking should be reduced, not increased – especially near the junction with the cycle track at the east end.



Regent Terrace: More parking means you should take extra care at peak periods.

We have six months (until 24 July) to submit a further objection to the temporary traffic order. So if you feel that Regent Terrace has been made more congested and hazardous by this change (and it may take several weeks before motorists discover the new hours), write to Richard Preston.



Addresses

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

Malcolm Mugridge, Assistant Engineer Accident Investigation, Mailbox ET1018, Environment and Transport, Cambridgeshire County Council, Castle Court, Shire Hall, Cambridge CB3 0AP.

Malcolm Whitham, Assistant Engineer, Traffic Signals & Systems. Mailbox ET1016, Environment and Transport, Cambridgeshire County Council, Castle Court, Shire Hall, Cambridge CB3 0AP.

...and the Good News

Councillors have approved plans for a series of dual use footway/cycleways along **Hills Road** between Wort's Causeway and Purbeck Road. See article on page 11. Comments to Richard Preston.



Hills Road – an unofficial cycle entrance to Addenbrooke's

The complex signal phasing at the **Milton Road–Science Park** junction has been changed to reduce the danger of drivers accidentally going through the junction when cyclists were using the nearby **cycle crossing**. We wrote to the County Council about this last June. A beneficial side effect of the change will be to reduce the time that cyclists will have to wait in the middle of Milton Road, since the two halves of the crossing will now operate at different points in the signal cycle. Comments to Malcolm Whitham.

County Council officers have held a workshop to discuss ideas for improving safety at the **Elizabeth Way/Chesterton Road** roundabout. This consultation is at an early stage so there are no definite proposals yet. Possible changes include reducing the road width around the roundabout, remodelling its approaches to reduce traffic speeds, and the provision of some arrangement of shared-use cycleways around the junction. Comments to Malcolm Mugridge.



Cars line up for the Elizabeth Way–Chesterton Road roundabout racetrack

The Campaign Diary has moved to page 4

STOP PRESS

April's Open Meeting is cancelled so that Campaign members can attend a talk by John Grimshaw, founder of Sustrans. See page 9.