

Cambridge Cycling Campaign £1 - free to members

Newsletter



Number 37 August–September 2001

**2001
Festival of
Cycling**

**Radegund
Road again**

**Tyre
pressures**

**Two cycle
bridges**



**New cycle lanes and parking don't mix:
County Council ignores national guidance and
Cycling Campaign on Trumpington Road (page 4)**



If you like what you see in this newsletter, you can add your voice to those of our other 650 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.

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Germany trip - new destination

We've decided to change the destination of this year's Cambridge Cycling Campaign fact-finding trip to Germany. We will now be visiting the city of Münster in the flat and park-like north-west. This historic city styles itself as the 'cycling capital of Germany'; here are a few 'facts' I discovered. One of the aims of our visit will be to judge whether things are as good as they seem!

- There are half a million bikes in a city of 280 000 inhabitants
- On average every citizen spends 15 minutes on a bike per day
- Cyclists account for 40% of overall city traffic
- There are 255 km of special cycle tracks
- At big crossings cyclists have their own traffic lights and stop areas
- A parking area near the main station can take 3300 bikes
- 6000 jobs in Münster depend on the production, trade and repair of bikes
- One third of the tourists in Münster are cyclists
- The Münsterland (the area around Münster) has 4000 km of signposted routes for cyclists

About eight members have expressed an interest in coming along. If you haven't already done so then it's not too late. The trip will take place over the weekend of 1 September. We plan to travel out by plane and train on Friday afternoon and stay two nights in a hotel. We hope to spend Saturday exploring the city on bikes with the help of local cyclists; on Sunday there should be time to go for a leisurely ride in the Münsterland countryside before returning home to Cambridge. If you are interested in coming along (there's still no need to commit yourself at this stage) then please contact Nigel Deakin on 311073.

Nigel Deakin

Bridges

Cambridge is to get a third bridge for cyclists, at Coldham's Lane, but construction of the second, across the A14 at Milton, has been delayed.

As we hinted in *Newsletter 34*, the railway bridge at Coldham's Lane is to have a cycle and footbridge built alongside it. To make this possible, the City Council has been accumulating a pot of money from developers seeking planning permission for nearby construction, principally Asda at the Beehive Centre, and at Coral Park across the road.

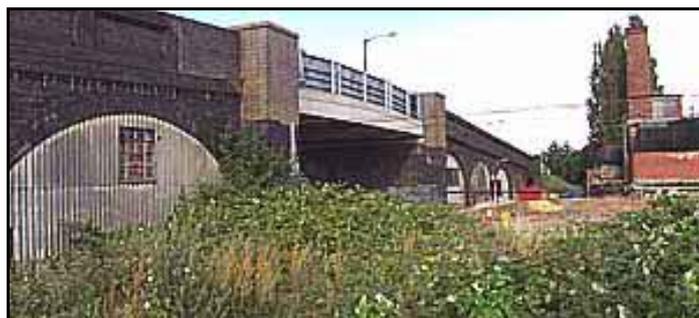
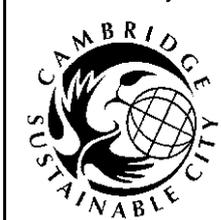
Not only will this make a safer alternative route for cyclists and walkers, but it will also provide a way of avoiding the peak-time queues that build up on the bridge and its



A south elevation of the proposed Coldham's Lane bridge

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The plan is to build the cycle bridge out from this side of the road bridge

approaches. Queues on Saturdays have not been so great with the Beehive partly closed, but when Asda opens we can expect a huge increase. The Tesco supermarket to be built off Newmarket Road can only add to the congestion.



Coldham's Lane Bridge is a major barrier to cycling in the area

importantly, it won't be as wide, as space is limited. The minima being suggested are 1.75 m each for pedestrians and cyclists. This compares with 2.7 m and 1.8 m on the bridge at the station. Given that one side will have a barrier, 2 m would be better.

The ramps will be about 1 in 20 (5%), no steeper than the bridge at the station.

What do we think?

Unlike the approaches, the design of the bridge itself seems to have been pretty much completed without *any* consultation. Some of our members have already said that difficulties with the approaches might have made a different site more appropriate, but we weren't given the opportunity to say that. Personally, I think a bridge at Coldham's Lane is long overdue and will be welcomed by the large number of cyclists who use the route.

The Council has arranged consultation in July about the approaches to the bridge. There are two clear problems to be solved. Firstly, how can it be made safe and convenient for cyclists heading away from town? People coming from New Street or Newmarket Road will be on the wrong side of the road. This will be a serious problem which will become worse when a fourth arm is added to the roundabout at the foot of the bridge to service the Coral Park development. There will clearly have to be some infrastructure to support this.

Secondly, what about the other obstacles in the area, notably the rest of Coldham's Lane and the roundabout near Sainsbury's at Brooks Road? The long approach lanes to the new junction at Cromwell Road show that traffic could be persuaded to keep in line if the lanes were extended. But the roundabout at Brooks Road near Sainsbury's at one end, and the junction with Newmarket Road at the other, are the biggest deterrents. The new bridge will make addressing these a higher priority. Improving routes via the Beehive and New Street may be one solution.

Millennium Bug holds up A14 bridge

The other bridge being built for cyclists and pedestrians is across the A14 at Milton. Construction was due to start in October (some preliminary work has already been done), with completion in July next year. However, it has now been put back to January with an October 2002 opening. Apparently this is because the European Union has decided that oscillation tests must be carried out on all new pedestrian bridges. No prizes for guessing why: no one wants a repeat of the embarrassment of the Millennium bridge across the Thames.

Some concerns were expressed at our most recent General Meeting that the approaches to the new bridge should be accessible to trailers and tricycles. This arose from the difficulties people have at the ends of the station bridge. Of course the same applies to the new bridge on Coldham's Lane, and we will pass on these concerns.

David Earl

It has been a long time in coming. Friends of the Earth proposed such a bridge way back in the mid eighties. At the time it was costed at a quarter of a million pounds. Now it is going to cost £1.1 million. However, if things go to plan, it might be built quite quickly, with construction starting in November and opening next April – though that seems highly optimistic.

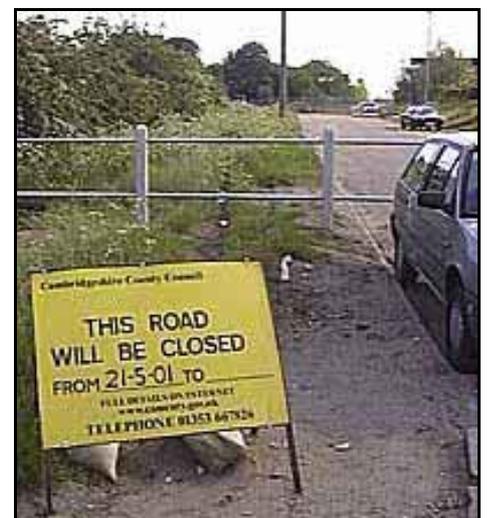
The new bridge will go on the side of the railway bridge nearest to the Beehive Centre. There isn't much choice because of the warehousing on the other side. Inevitably we will compare it to the bridge at the station. It won't be as fancy or aselegant as that one and, more



Some of the obstacles the new bridge will have to avoid

Contents

- 2 Germany trip – new destination Bridges
- 4 Blatant disregard for standards in Trumpington Road
- 6 More on Radegund Road
- 7 City Council appoints Cycling and Walking Officer
- 8 Network Management Plan 2001 Breathe in on Mowbray Road Letters: A lorry may move left at any moment, and the road to Fulbourn
- 9 Spot the cycle lane number 5
- 10 2001 Festival of Cycling: what we did
- 11 Cambridge Wheel 2001
- 12 Making life easier... (12) Tyre pressure Small ad
- 13 Red, amber, green: working group on traffic signals Third-party insurance to increase
- 14 Good driving is no accident: new initiative by the County Council
- 15 Campaign Diary
- 16 How the system works: local government is reorganised
- 17 Cycling Shorts: problems with our post, Ride the Green Wheel, bus priority measures in Madingley Road, Safe Cycle Hire Trader Scheme, School Travel Plan Co-ordinator and a Disability Multisport Day
- 18 Your Streets This Month
- 20 Smooth, wide and temporary: a re-routed path



Though construction of the bridge at Milton has been delayed, the old road leading to the site is now closed off in preparation

Blatant disregard for standards in Trumpington Road

What is one of the lessons of defensive cycling that a good cyclist learns? Answer: don't cycle past a parked car closer than the width of a door. Doing so risks the driver opening their door into your path, with serious consequences if you collide with it or are pushed off into traffic alongside. Around thirty such crashes occur each year in Cambridgeshire.

So what does the County Council do in Trumpington Road? Answer: install narrow cycle lanes immediately alongside long lines of heavily used car parking. What message does this send to cyclists? This is a safe place for cycling and where you should cycle. What message does it send to moving drivers? That's where cyclists should be; they have no business being in my lane.

The County Council argues that the red cycle lanes will make parked drivers more aware of the presence of cyclists. Perhaps it might, though when taking photographs there was precious little evidence of motorists looking before opening doors.

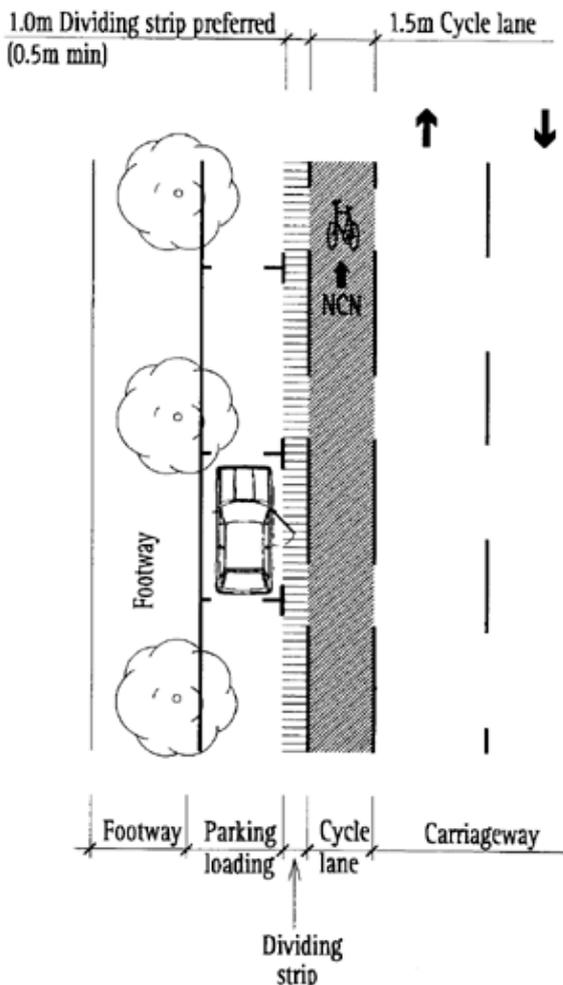
Unpleasant though it is, experienced cyclists will put up with the abuse and intimidation from motorists who think they should not be riding so far out.

Our main concern is for cyclists who aren't aware of the danger. We fear this new lane will give an entirely false sense of security. It may even encourage some cyclists to use the road rather than the shared path alongside (which is being reconstructed as well), but in the wrong place on the road, as directed by the lane, putting them at greater risk without them realising it.

All the cycling design manuals say that cycle lanes should not be constructed like this. *Cycle Friendly Infrastructure*, the Sustrans *National Cycle Network Guidelines*, and *Cycle Audit*



Cyclists aware of the danger ride on or over the line



Sustrans design guide says 'a dividing strip is necessary between parked vehicles and the lane'

and Review all demand a 'buffer zone' – a coloured or hatched area – between the parking and any cycle lane. Sustrans is unequivocal, stating: *A dividing strip is necessary between the parked vehicles and the cycle lane to protect cyclists from opening doors. This is most critical when there is a high turnover of parking.* It recommends a 1 m wide divider alongside a 1.5 m wide cycle lane.

It is astonishing how many cycle facilities in Cambridge are built to standards way below the national guidance. Virtually nothing is built at 'preferred' standard here. Nearly everything is constructed at or below the specified minima. It seems that the County Council is intent on treating minimum standards as the maximum to be aspired to. In some cases this can mean the situation is worse than if there was no facility, and Trumpington Road is a bad example of such a case.

We wrote a polite and measured letter to the County Council in March, long before construction, once we saw this was what was planned. We pointed out the hazard and the guidance. We didn't think more was necessary – surely it was an obvious flaw

and it would be changed. But they completely ignored us, not even bothering to acknowledge our letter.

So why didn't they add a buffer zone? 'No room', says the County Council, 'and a lane is better than no lane'. We disagree.

Of course, there is an easy way to solve the problem: remove the parking on one side. However, parking in Cambridge is treated as a holy cow, sacrosanct. Cyclists are put at risk here because removing parking loses votes. The irony is that this



Cyclists not aware of the problem do what they are told: ride within the lane

'It seems the County Council is intent on treating minimum standards as the maximum to be aspired to'



Here is an example from Hull where a proper 'buffer zone' has been provided

scheme is being put in as part of the changes to support the Park and Ride now under construction near the M11 junction. The Government says of Park and Ride in its recent policy guidance: *Schemes should not be designed to increase significantly the total public parking stock available in a town.* Yet this is exactly what has been going on in Cambridge.



Construction on the Park and Ride site is well under way

In the meantime, whatever else is done, this pair of lanes must go. The County Council has a safety

audit system for changes on the road. If these lanes pass that process, any confidence we might have in it will be completely undermined. If a cyclist is hurt here, they would have a strong case against the County Council.

Related changes

Elsewhere on Trumpington Road, other parts of the scheme are proceeding. With the exception of the lanes by the Botanic Garden, the construction so far looks reasonable. Additional or wider lanes protect cyclists better from the narrowings at pelican crossings.

The shared path on the left heading into town is to be reconstructed to a much higher standard (though still below national guidance for a two-way path). There will be out-bound bus lanes on parts of Trumpington Road.

Construction on the Park and Ride site is well underway after preliminary archaeological trials.

David Earl

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More on Radegund Road

The article by Lisa and James Woodburn on Radegund Road in the last newsletter generated quite a storm. We should have pointed out at the beginning that this was their personal opinion, and hadn't been discussed collectively, although Lisa did indeed go to the meeting representing the Campaign. Because the article was written by two authors, some people took 'we' and 'our' to mean that the Cycling Campaign was advocating shared-use pavements in that road rather than the authors. We apologise for not making that clear.

The reason for the heat, however, was that, irrespective of whose opinions they were, lots of people thought the suggestions were examples of what not to do in Radegund Road.

Tony Raven said: I've just received the latest newsletter and, although it's not a road that I use, I am very disappointed to see the Cycling Campaign recommending a segregated on-pavement cycle path as the 'most important' solution. It's very well documented that such facilities are more dangerous than road cycling, especially when, as noted, 'there are a few road junctions along Radegund and Davy Roads which the on-



Exit from the shops at the Perne Road end

pavement cycling lanes would have to cross'. Across the page Nicholas Reckert's letter amply illustrated the additional dangers to cyclists of conditioning motorists to believe that cyclists are not on the road.

David Green said: As a daily user of Radegund Road, I am puzzled by the Campaign's recommendation for pavement cycle paths. The main problem with this road is the speed of motor traffic. If suitable speed reducing 'bumps' are implemented, this problem disappears. As well as the danger to cyclists of conditioning people to believe that cyclists are not (and should not be) on the road, a careful look at the space available beside the footpaths (on the existing grass verges) along the road shows clearly how little space there is to build sufficient wide pavement cycle paths without moving many obstructions like trees and lamp posts. For this reason alone, I doubt the authorities will give much credence to the cycle path recommendation.

Kevin Bushell said: Last Saturday I had a good look at Radegund Road. I'm puzzled by proposals to build any cycle route on the path, it seems wholly inappropriate given the footways that adjoin the road. The primary objective for this road must be to reduce the maximum speed of people travelling along it. This may be most easily achieved by introducing a 20 mph zone, perhaps supplemented by small-scale traffic calming measures which do not alter road width.

Kevin went on to say: If the editor allows an article based on personal opinion (rather than on Campaign policy), then I expect

to see a parallel article representing alternative opinions given equal print space.

Well, here we are. Jonathan and Vicky Larmour turned their suggestions into an article. For the record, these are also their personal opinions, and not necessarily the views of the Campaign.

Radegund Road revisited

Following on from the article by James and Lisa Woodburn about Radegund Road in the last Newsletter, we would like to make some alternative suggestions as to how traffic problems there could be improved.

First, some of our observations about the key problems in Radegund Road:

- At school drop-off/pick-up hours the area around the school entrance is a nightmare: parents in cars stopping in inappropriate places; children running around; cars whose drivers are distracted by their young passengers; and many young children weaving around on bikes. The road is also busy with rush hour traffic (being next to the ring road), and it is often used as a rat-run to avoid queues.
- Lane discipline is very poor, probably due to the lack of a centre white line. We have personally had near misses with oncoming cars whose drivers simply do not realise how much they are infringing on the other side of the road and how intimidating this is to oncoming cyclists.
- Speeding is common, possibly due to the perception that Radegund Road is very wide.
- There is an exit from the shops at the bottom of Radegund Road (Ring Road end) where drivers pull out without paying much attention. Additionally, there are often cars and vans parked around the exit from the shops. This means that drivers leaving the shops have difficulty seeing traffic coming down Radegund Road, or coming off the roundabout. There are already double yellow lines on one side of this junction but they are not well respected by shop visitors.

Our suggestions for improving the situation in Radegund Road would be the following, in order of priority:

- Adding central road markings to demarcate the two lanes
- Properly enforced double yellow lines around the exit from the shops at the Perne Road end, with 'no loading' restrictions
- Proper give way markings at the egress from the shops

We are ambivalent as to whether speed cushions would be helpful and would prefer first to try the addition of a central white line to help the road 'feel' less wide open. Flat-topped speed humps can remain an option for later.

We specifically do not agree with two of the Woodburns' suggestions: shared use (on-pavement) cycle paths, and traffic lights at the Davy Road junction.

We feel that on-road cycle lanes would be pointless due to the number of cars parked on the road, and the amount of setting down and picking up activity outside the school. For example, Gilbert Road has cycle lanes, but they are largely ignored by people parking cars, and they make the road more dangerous by encouraging poorer cyclists to weave in and out of the main traffic flow as they return to the cycle lane between parked cars.

However, we agree with the Campaign's general position that on-pavement shared use cycle paths should be avoided whenever possible. Such paths make side junctions in particular very cycle-unfriendly, and many car drivers get irate at cyclists who prefer not to use the paths, as happens on Milton Road northbound.

In addition, shared use cycle paths inconvenience pedestrians who must take care to stay on 'their' half of the pavement or risk

'there is a risk that facilities may be provided that do not address the real problems of the area, just so that it can be claimed that something was done'

a collision. On Radegund Road in particular, mixing cyclists with primary school children (who certainly do not behave predictably) on the pavement seems like a recipe for disaster.

We therefore feel that no on-pavement cycle paths or on road cycle lanes should be added on Radegund Road.

At the junction with Coleridge Road, we feel that traffic lights would be an unhelpful addition. After the Cattle Market redevelopment, the main flow of motor vehicles is likely to remain straight along Coleridge Road, whereas bicycles are more likely to be using Davy Road (to/from the cycle bridge over the railway, and access to the Cattle Market/The Junction via Clifton Road industrial estate) and Radegund Road (to get to the school and college). Since traffic lights would inevitably be set to default to green on Coleridge Road, cyclists would be kept waiting at Radegund Road and Davy Road, especially since induction loops in the road are notoriously bad at detecting

waiting cyclists. We find the cross-roads, even at peak times, not to be hugely busy. Cyclists never have to wait long to cross Coleridge Road.

We are glad that the Council is thinking of the needs of cyclists when considering the present and future use of Radegund Road.



The junction of Davy Road and Coleridge Road

However, there is a risk that facilities may be provided that do not address the real problems of the area, just so that it can be claimed that something was done. A bigger risk is if those facilities put cyclists and pedestrians in conflict with each other and with car drivers.

Jonathan and Vicky Larmour

Footnote: At its meeting on July 2, the Cambridge Environment & Transport Area Committee decided that there should be further consultation on traffic calming measures in Radegund Road. Previously, officers had envisaged minor accident remedial measures in Coleridge Road, but feedback was that Radegund Road was more important.

The Cycling Campaign has not made any formal submission about the road. When Lisa Woodburn attended the meeting at Coleridge School on 4 April on behalf of the Campaign, she was, of course, well aware of the wide range of opinions on cycle lanes among Campaign members and so, notwithstanding her personal opinions, did not suggest either on-road or off-road cycle lanes for Radegund Road.



City Council appoints Cycling and Walking Officer

My name is Clare Rankin and I have just started as the Walking and Cycling Promotion and Development Officer for Cambridge City Council. I have only been in post for two weeks and so have been busy meeting people and wading through a rather large pile of policy documents. However, I am very keen to get started in (to quote my job description) 'promoting cycling and walking as healthy and environmentally friendly methods of transport within the City'.

Part of my role will be to develop a cycling and walking strategy for the city as well as reviewing current policies and promoting best practice. I hope to become a useful conduit for groups such as the Cambridge Cycling Campaign to ensure that their views are considered and as a contact person for information – I may not know all the answers but I will endeavour to find the person who does.

I am based at the Guildhall and can be contacted there.

Clare Rankin ☎ (01223) 457108 ✉ clare.rankin@cambridge.gov.uk

David Meiklejohn has moved on from his post as co-ordinator of the Travel for Work partnership, of which the Cycling Campaign is a member, returning to his native Australia. A new co-ordinator has been appointed. Bill Park Weir will start in the post, based at Shire Hall, around the time you receive this newsletter. More next time.

Network Management Plan 2001

Cambridgeshire County Council's *Network Management Plan 2001* runs to some 150 pages but is available on the web. Although it covers many areas, here I highlight just a few.

Capital Programme

This year's capital expenditure totals nearly £20 million. Of this, some £5 million is on Park and Ride and nearly £3 million on bridges. I feel strongly that bridge work should be funded almost entirely from taxes on Heavy Goods Vehicles, as most of this spending is to allow the unrestricted use of 40 tonne lorries.

Cycling schemes get less than one million, although some cycle improvements get carried on the back of other schemes. Appendix C of part II gives more details of individual projects and time scales for capital works, although there appear to be anomalies between this and the summary tables.

Maintenance Standards for Cycleways

I've written in a previous *Newsletter* about 'flush kerbs' and it is clear that supervision of maintenance contractors for cycle routes is still inadequate. I've recently reported two locations where 'upstands' at recently constructed oblique cycle crossings are much in excess of the stated maximum of 3 mm. (Part IV section 5, paragraph 5.7 actually gives 0.3 mm and has done so since 1998 but enquiries some time ago revealed that it should be 10 times larger!)

Other items are also worth a mention:

- Pot holes with an area greater than 0.1 m² in shared-use paths or in cycle-paths which are greater than 25 mm in depth, or those greater than 20 mm in on-road cycle lanes should be repaired with 24 hours of being reported – ☎ (01223) 458260
- Clearance beneath trees and signs should be at least 2.7 metres.
- Road gully gratings in cycle-lanes shall be of the 'flat' type and laid within 10 mm of the road surface. 'Ironwork' will be reset when level difference exceeds 20 mm.
- After hedge cutting beside cycle paths, up to two sweeps of the path will be funded by the highway authority. Those people who have on more than one occasion had punctures on the Sawston to Stapleford shared-use path after the thorn hedge has been flail cut please note.

20 mph limits

Previously, 20 mph limits have only been introduced 'subject to DETR approval, in conjunction with traffic calming'. This year there are large changes. From now, no approval from the Department of Transport, Local Government and the Regions is needed and they only need to be 'self enforcing' (i.e. 85% of traffic must be below 25 mph) after the introduction of the scheme. This means, I believe, that no speed humps or other 'hard' measures are required, greatly reducing the cost and time needed to implement such schemes. It could also make such schemes much more cycle friendly. It is suggested that such measures can form part of 'Safe Routes to Schools' or 'Cycle routes.' Perhaps now is the time to press for many 20 mph zones. Local roads that should not form part of through routes could then be safe enough for cyclists without the need for specific lanes or 'shared-use' paths. [See part IV, section 3.17]

My only question is then, 'What should we do about cyclists who exceed the 20 mph (32 km/h) limit?'

Jim Chisholm

Breathe in



Mowbray Road (which runs between the Cherry Hinton Road roundabout by Budgens to the Queen Edith's Way roundabout near Addenbrooke's) was resurfaced in early July. When the markings were reinstated, the contractors mistakenly replaced the already very narrow cycle lanes with absurdly tiny ones. 2 km of lanes only 67 cm wide were created. They should have been reinstated at their luxurious prior width of 80 cm by the time you read this. Many of us think narrow lanes are more hazardous than no lane at all, and offer no advantage where there is no serious traffic queuing, as on this road

Letters

A lorry may move left at any moment

With reference to the article, in *Newsletter 36*, 'Safer Cycling Promoter'. It is not only when long vehicles are turning left that it is dangerous to cycle up their left side.

Take the very busy Gonville Place, with many kinds of road users. Picture a cyclist travelling towards the Catholic Church junction. Ahead of them is a coach, or long vehicle, moving slowly in the same direction. The cyclist decides to pass the

coach, through the narrow gap by the vehicle's near side, i.e. the left side.

The driver hears a fire engine's siren and pulls over nearer the kerb. The cyclist cannot move out of the way. There is a metal railing barring his way onto the path...

A potentially lethal situation.

Diana Fitzgerald

Letters, continued

The road to Fulbourn

Nicholas Reckert suggested in the last Newsletter that it was wise to use the shared use cycle path along Cambridge Road, the main road to Fulbourn past Capital Park, on the old Fulbourn Hospital site.

I use the road after dark, because I've had one of my nastiest near-misses on that very path. I met a cyclist coming the other way. She or he was riding an unlit, dark coloured bicycle without reflectors, wearing dark clothing, and going at a fair speed on a wet evening. We were about five feet apart, with a relative speed of 20–25 mph, before I could see. This other cyclist could presumably see me (my bike has lights) but I don't like to depend on luck – that I'd left enough space to pass – and then entirely on someone else's judgement.

Since then, after dark there, I use the road or go through the hospital site. On the road, I can see anything about to overtake in my mirror, to pull well in if appropriate, and any more unlit cyclists are either on the path or on the other side of the road.

That straight stretch of road could do with a 50 mph speed limit (rather than the 60 limit it has now). The Hinton Road junction has a bad accident record, and there's such a short stretch of 'fast' road between the hospital's 40 mph section and the traffic calming on Windmill Hill and Fulbourn's 30 mph limit that there's no point in driving terribly fast.

Mark Irving

As you no doubt understood, I don't want to challenge anyone's right to cycle on the road (and when heading into Cambridge, I always leave the cycle-path at the Capital Park exit). But not all cyclists are as road-aware as [Mark]; some are not car-drivers, and when they're on a brightly-lit bike, riding assertively and generally in control of things, I believe they can get a mistaken sense of invulnerability. They should try driving behind themselves in a car (if you see what I mean) in the rain and the dark. Each to their own – I'll stick to the path (with my lights) and wish your [editor] safe riding on the road!

The route through the hospital grounds is great, and I manage to suppress any qualms about whether it's permitted. And when is the Tesco shortcut going to appear, which will give a nice back route into Fulbourn?

Nicholas Reckert

Nick's views are not unusual, but they display some implicit assumptions about cyclists and drivers which I feel need to be countered.

He talks of drivers 'held up' by cyclists. Are these same drivers not held up by thousands of other drivers every day in queues? Are those other drivers 'stretching a point of principle too far' by using the road? Of course not; there is a double standard here. We all have an equal right to get where we are going, and in fact the cyclist has a huge moral advantage over the car driver as their travel mode is several thousand times more sustainable.

Would the drivers prefer those really-quiete-easy-to-overtake cyclists to all be driving to work? – I think not.

To suggest that it would be 'better' for the cyclist to be on the shared-use path, rather than the road, again assumes implicit superiority of the driver. It may be better for the driver if the cyclist is on the shared-use path, but it's not better for the cyclist, and it's not better for any pedestrians. Why should the driver's desires win out? It like telling other drivers to drive down

some B roads in order to clear space on the motorway. You can see why those told to go down the B roads would not see why they should. A cyclist will choose the best route for their journey, just as will a driver. Being on the road is safer and more convenient for the cyclist, just as it is for the driver. Unless you really do think that drivers are 'better' than cyclists or have more rights to get where they are going, then there is absolutely no justification for suggesting that the cyclist should use the shared-use rather than the road.

One of the most insidious aspects of segregated cycle-facilities is that the more you put in, the more people think that they are a necessary precondition to cycling. Slowly you breed a generation of cyclists that dare not use the road, incorrectly believing it to be more dangerous, and then they will be happy to collude with drivers who want to be rid of 'pesky cyclists' and accept curtailment of their right to use the road. Thus we make ourselves what has been described as a 'bicycle bantustan.'

The cyclist has thus become a second-class citizen, forever forced to give way to motor traffic at every side road. This wouldn't be so bad if it was actually safer to use segregated tracks than roads, but it has been shown over and over again that it isn't, so we get slower journeys, more hassle and increased likelihood of death and injury. For what? So that drivers never have to wait for a safe place to overtake a cyclist? An astonishingly poor deal in anyone's book. Think very carefully before even starting down this road. It is already happening.

Wooley

Spot the cycle lane number 5



We are tempted to ask 'why?' when confronted by nonsense like this. No one who rides on the cycle path diverts onto the road as the markings suggest

2001 Festival of Cycling

This year's Cambridge Festival of Cycling turned out to be our biggest ever. Normally, the small group of organisers feel quite worn out by the end of the week, so we decided to do less this year, that is until Clare had the brainwave of calling in the Company of Cyclists and getting the local authorities to make a contribution from their budget for promoting sustainable transport.

A new member of the group contributed a stunning poster that



Eliza Hembrow tackles the Micro Bike. Could these be the new scooter craze? – No!

was widely circulated around the city and used as the basis for features in Adhoc. With additional help from the safer cycling promoter at the County Council, news of the festival spread far and wide.

Despite cold and wet weather, business at our first event, Dr Bike, was brisk: over 50 bikes were given free safety checks, and police security coded a similar number.

The cycle try-out show stands out as our biggest festival event to date. One hundred and sixty people came to try the 40 different bikes at the back of Addenbrooke's. There was even an appearance from Olympic gold medal cyclist Chris Boardman, there to promote cycle security marking. He was seen riding a Mike Burrows recumbent and a photo of him and his son riding a 4-seater appeared in the local newspaper.

The 16 of us who went to see the Arts Picture House presentation of *A boy, A girl and a bike* had a real treat. A motorist's head is turned by a girl (Honor Blackman) on a bike and although he pursues her, in the end he falls in love with



Four-seater quadracycle at the try-out show

cycling. I enjoyed spotting the subtle placement advertising for BSA.

After the film, three of us caught up with the ride to Wandlebury



Thirty of us enjoyed a picnic beside the Roman Road at Copley Hill, just past Wandlebury

and were delighted to find a group of 30 picnicking in the meadows. We had a strong turnout for the free cyclists' breakfast again and we welcome very much the support of the



Soham Downfield Mill. We had the chance to explore the inside of this mill, which was working until recently

new restaurateur at Hobbs Pavilion, Jamil Akhtar. He ensured we had an excellent breakfast of toast, croissant, juice, tea and coffee. Thanks too for the continuing support of Cambridge-shire County Council Travelwise who subsidised the

breakfast.



Breakfast at Hobbs Pavilion Restaurant

After five events in five days there was a break before our final event on one of the sunniest days of the year so far. This year's all-day leisurely ride was our largest participation event of the Festival. Led by Sarah Elsegood – a keen windmill enthusiast –

46 cyclists set off from Parker's Piece for Fulbourn, Little Wilbraham, Swaffham Prior, Burwell, Soham Downfield and Wicken windmills. At Soham there was an opportunity to look around the mill and meet the miller, Andrew Kite. We received a warm welcome at Wicken corn mill from mill restorer David



Chris Boardman tries out a recumbent tricycle – and likes it

Pierce and saw the sails turning. Morning tea was taken at Anglesey Abbey and we had picnics at Burwell and Wicken. Dr Bike was on hand to mend any punctures, and we all had an enjoyable day's cycling.

Although the organisers are yet to meet to review the week, I thought we had a great time and thanks to all our volunteers and sponsors who contributed marvellously to the smooth running of the events. I dare say we'll be doing more next year!

Simon Nuttall

Cambridge Wheel 2001

This year the sponsored Cambridge Wheel bike ride, normally held in the spring, will be on Sunday 30 September. The circular ride offers a choice of two attractive rural routes, one of approximately 28 miles and the other 44 miles. They both start and finish at the Wilberforce Road Sports Pavilion in Cambridge. The longer route was extensively revised last year by taking into account suggestions made by the Cambridge Cycling Campaign. This proved so popular that it is being retained for 2001. The routes will be signed and there will be full support and emergency services, including complimentary refreshment stops.

The ride is in aid of Action Research, one of Britain's leading medical research charities, which has currently committed

around one million pounds to medical research in Cambridge, part of a total commitment of £14 million. The entry fee is £10 if paid in advance and £15 if paid on the day, both include an Action Research T-shirt. For an entry form, telephone or fax (01728) 604883 or AREvents1@aol.com.

There will be at least two very interesting participants: the Fumar Flyer is an extraordinary 24-seater bicycle that plans to complete the shorter course, as does Conrad Evans, who is 27 years old and has cerebral palsy and epilepsy. Conrad has already tricycled from Lands End to John O'Groats and across America. He is leaving the UK in March 2002 to cycle the coastline of Australia in aid of Action Research.

Alan Tuffnell

Making life easier... (12) Tyre pressure

Most of the bicycles people bring ride to maintenance classes or to Dr Bike sessions have poorly inflated tyres. Over 100 years since John Dunlop first fitted pneumatic tyres to a bike, you might expect that everyone would have realised that riding on soft tyres is hard work but—no! Mr Dunlop would turn in his grave to see the widespread misuse his wonderful invention is put to. Here's a review of the facts, plus an easy way to gauge correct tyre pressure.

First a bit of theory. Pneumatic tyres are designed to cushion you from the uneven road surface. They do this by 'squashing' a bit where the tyre rests on the ground, so matching their shape to the bumps instead of the wheel (and rider!) bumping up and down. The bigger the area of rubber in contact with the ground, the more grip (or *traction*) you have to keep you upright and moving; but the more a tyre squashes onto the road the more pedalling power it uses up. Now, the trick is to get enough air into the tyre for sufficient cushioning effect and traction, while reducing *rolling resistance* to a minimum.

Highly-inflated tyres roll along very easily and, for most riders on the road, nice firm tyres are preferable. Riding on a relatively smooth surface, your weight squashes a small (but adequate) area of rubber onto the ground which provides enough traction. Pressure should be high but not excessive: extremely high pressure may cause tyres to blow off the rim (not recommended), and it is bad at absorbing road bumps, making the ride very harsh and tiring. Also, on rough surfaces, highly-inflated tyres will bounce on each little bump and, when a tyre is slightly airborne like this, traction is zero. Keep the tyres nice and firm (using the method below). In general, the more load a tyre carries the higher its optimal pressure will be. Rear tyres carry more of your weight, so they should always be inflated about 10% more than the front tyre.



[A] Soft tyres are liable to 'snakebite' punctures when pinched by a kerb or pothole

Under-inflated tyres have many disadvantages. Low tyre pressure puts too much rubber in contact with the ground, increasing rolling resistance. In short, you work harder and go slower. When cornering, soft tyres can 'squirm' and deform so that they will not track properly. So, if you find riding slow, hard work, notice that your tyres are noisy or that cornering feels 'strange', simply raising tyre pressure is often the

answer. Softer tyres do soak up minor bumps quite well, but if you hit a bigger rock or ride over a pothole, insufficient air pressure allows the tyre to 'bottom out' against the metal rim of the wheel. This often traps the inner tube causing 'pinch-flats' [A]. Another less-obvious but detrimental effect caused by soft tyres is excessive flexing of inner tube and tyre side walls. A tell-tale sign of long-term under-inflation is gritty, black powder all over a punctured inner tube, where the tube has literally flexed itself to bits. Usually, numerous tiny weak spots leave you no alternative but to buy a new inner tube. You might find that the tyre side walls are also nearly worn out.

A quick word on tyre pressures for off-road riding. Off-road (or 'mountain bike') tyres are wider than road tyres, giving a bigger contact area, more traction (and increased rolling resistance).

Deep knobbly tread patterns are designed to dig into soft surfaces to increase traction further. It is generally best to keep MTB tyres well inflated to minimise rolling resistance and to avoid squirm in the corners; tyre width and tread pattern still ensure that you have enough traction. If you take your road-tyres onto rough ground, slightly lowering your tyre pressure will give better traction. But don't take this too far or you risk getting pinch flats.

Simple squeeze test

How do you judge the right pressure? Simply squeeze the *sides* of the tyre together with finger and thumb. A correctly inflated tyre will feel very firm and you will not be able to deform it much [B], whereas an under-inflated tyre will be easy to deform [C]. This sounds a bit simplistic but it's a quick method which works, and you'll always have the right tool with you!

Some people prefer to check tyre pressure with a pressure gauge. Most tyres have recommended inflation pressure rating marked on the sidewall in PSI (pounds per square inch), BAR (atmospheres) or kPa (kilopascals). Providing you have an accurate gauge, you can inflate tyres to an exact pressure. Remember, though, that rated pressures are only approximate: they generally feel excessively hard to me. I tend to stop pumping when I can't squeeze the sidewalls in at all, even if it is below rated pressure.

A correctly inflated tyre, then, provides just enough 'cushion' to soak up the bumps without allowing too much rubber on the ground, or too much tyre flexing. Ride well-inflated tyres and you can forget pinch flats, smile knowingly as you zoom past less well-inflated cyclists, and never have to replace a tyre or tube due to premature disintegration!

David Green



[B] Correctly inflated tyre can't be easily squeezed in



[C] Under-inflated tyre squeezes in easily

Small Ads

Free to members, on cycling subjects.

Wanted

Someone with a Nexus-equipped bike. David Green, who contributes bicycle maintenance articles to these newsletters, is keen to write an article about removing and fitting Nexus rear wheels. If you would be happy for him to do some 'research' on your bike as the basis for an article, please contact him 📞 (01223) 211322 ✉ davidwgreen@onetel.net.uk.

Red, amber, green

We are proposing to set up a working group to look at how traffic signals help and hinder cyclists. We will consider whether there are changes that could be made to specific junctions, or junctions in general, that could increase safety, reduce delays and remove discrimination against cyclists.



A junction in Groningen, Netherlands. Here cycles get to go in all four directions at once while all the rest of the traffic is stopped.



Hills Road: cyclists only get half the straight on time that motorists do.

For example, while the cycle lights at the junction of Hills Road with Brooklands Avenue make it easier to use the junction, it is a common cause of complaint that cyclists get only half the straight-on time that cars are allowed.

Also, we might want to consider whether cyclists can be exempted from the need to stop on some left turns (as is commonly the case in other countries), or along the straight-on arm of the 'T' in a T-junction with lights.

And what about cyclist eye-level lights?

The outcome of the working group will be another in our series of position papers. Whilst there will inevitably be some overlap with our report on Advanced Stop Lines, this time we will be concentrating on other aspects of traffic signals.

If you would like to help, we are arranging a first meeting of the group on Thursday 16 August. This will be at 8 pm at Nigel Deakin's house, 35 Ainsworth Street. If you can't make that but have thoughts you would like to contribute, please get in touch.



Aarhus, Denmark: like most European countries, cyclists have their own lights which are easier to see.

David Earl

Third-party insurance to increase

We regret that we will soon have to raise rates for our optional third party insurance to £3.50 per person. Third party insurance covers the holder from claims made against them in the event of damage to others which is held to be the cyclist's fault in a crash.

The CTC, through which we offer the insurance, increased rates by 50% without notice last year. This was made worse because we collect money from you during the year but then pay a lump sum to the CTC annually. We have been absorbing the increase until now, but we can't continue to do that. We have looked for

alternatives, but we are not large enough to be able to find a suitable policy.

Nevertheless, we hope you agree that this is really still quite a small premium for peace of mind. It is also useful to deflect one of the petty gripes motorists sometimes make of cyclists: 'cyclists don't have to have insurance but we do.'

If you don't already have third-party insurance and would like to take it, please just ask, or add the payment to your Cycling Campaign membership renewal.

David Earl

Good driving is no accident

Cambridgeshire County Council has produced a booklet for motorists. It tells them 'how to stay crash free.' They say that sponsorship will enable them to make the guide – *Good driving is no accident* – very widely available.

We haven't seen a copy of it yet, so I can't tell you what it says about not crashing into cyclists. We may be able to review it next time. However, it seems to me that there is a fundamental problem with this, and indeed most kinds of driver education. That is, the people you most need to reach with the material are the people who are least likely to read it. People who are receptive to a road safety message are usually those who are most likely to behave responsibly and carefully. This applies as much to cyclists, of course, as it does to motorists.

So just how can the principles of defensive and non-aggressive road use be transmitted?

A couple of recent examples are interesting. First, there is the message being sent by a recent TV and magazine advertising campaign. This shows graphically and quite horrifically the difference driving at 35 mph instead of 30 mph makes.

This is a really important message because many motorists are in denial about this. For many, speeding means 10 mph or more over the speed limit, and up to that it is common for people to consider that it doesn't matter; the law doesn't apply to them.

Focusing on children specifically (191 children were killed in crashes, of which 107 were pedestrians, and 5,011 were severely injured in 2000), the advertising campaign is designed to give one simple message in 30 seconds. It takes 21 feet more to stop at 35 mph, and that can make the difference between hitting someone, and not.

Dramatic and ubiquitous though it is, I still have doubts about its effectiveness. I am inclined to think that many motorists, especially the ones who need to heed the message most, will remain in denial, refuse to believe the message, or simply not care.

Health and safety

Many crashes happen while driving on business – in company cars, vans and so on. While professional drivers receive training (though from the number of complaints we get about incidents with bus drivers, it is hard to believe it sometimes), people for whom driving is only incidental to their job typically do not.

Though Health and Safety legislation covers many hazardous aspects of people's jobs, incidental driving has not been one of them. However, it looks like this is likely to change. New legislation on Occupational Road Risk is likely to require training.

In anticipation of this, Cambridgeshire County Council, the County's largest employer, is to introduce a course. From July, employees who regularly use their vehicles on council business will be required to take part in a short defensive driver training course. Cyclists and motorcyclists as well as scooter users will also be required to go on a similar training and assessment scheme.



Will motorists remain in denial about the difference 5 mph makes after seeing the ads?

Steve Merrett, Road Safety Officer at the County Council said: 'As an employer, Cambridgeshire County Council accepts the responsibility for maintaining the health, safety and welfare at work of its employees and others. Likewise, employees have a legal obligation to take care of their own safety and that of their colleagues and members of the public.'

'This is a natural extension of our Health and Safety policies and includes risk assessment, driver training and a monitoring system to make sure the policy is being kept and that problems are addressed. We hope other businesses will follow our lead in introducing a similar system.'

Managers will check to make sure staff comply with the new policy, which includes making sure drivers have proper documentation for their vehicle and themselves. Staff must also make sure their vehicle is roadworthy as well as reporting any accidents or endorsements on their licences. Anyone involved in an accident will be interviewed to assess whether further training is needed.

This seems to me to be a particularly effective method of reaching those who most need road user education. The application of Health and Safety legislation to driving is long overdue.

David Earl

Campaign Diary

August 2001

- Sun 5 9.30 am and 12 am: **Disability Multisport Day** at Hills Road Tennis Centre. A City Council event to promote cycling with disabilities, including adapted bikes. Help and bikes needed. Contact Genevieve Ahl ☎ 457535 ✉ genevieve.ahl@cambridge.gov.uk
- Tue 7 7.30 pm **Monthly open meeting**, Friends' Meeting House, Jesus Lane, at the Park Street junction. (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.)
- Sun 12 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. Don't be confused by the longer CTC afternoon ride, which sets off at the same time
- Tue 14 7.30 pm **Working Group on Cycle Parking**. Oliver Merrington's house, 3 Bentinck Street
- Thu 16 8 pm **Working Group on Traffic Signals**. To consider how traffic signals help and hinder cyclists and what changes could be made to particular junctions, or in general, that could help increase safety, reduce delays and remove discrimination against cyclists. Nigel Deakin's house, 35 Ainsworth Street
- Mon 20 7 pm Join us for a **social gathering at CB2** café 5–7 Norfolk Street
- 25–27 **Mildenhall Cycling Rally**. Cycling events, entertainment and trade show. Details from 7 Jellicoe Place, Thetford, Norfolk IP24 2JU (SAE) or www.mildenhallrally.org.uk
- Fri 31–2 Sept Fact-finding **trip to Germany** (see article)

September

- Sun 2 10 am **Peterborough Green Wheel Ride**. Starts at Peterborough Cathedral Square. Sponsored ride for teams. 20 miles solving cryptic clues around the Peterborough Green Wheel in aid of Lifesaver Appeal, National Kidney Research Fund and Lions International. Details from Narissa Frost ☎ (01733) 704669
- Tue 4 7.30 pm Monthly **open meeting**, Friends' Meeting House, Jesus Lane. See 7 August for details
- Sat 8 *Newsletter 38* deadline. Please send copy to Mark Irving
- Sun 9 2 pm **Leisurely Ride**. Meet at Brookside, near Lensfield Road. See 12 August for description
- Mon 17 7 pm Join us for a **social gathering at CB2** café 5–7 Norfolk Street
- Tue 18 **Bicycle Maintenance evening class** – five weekly sessions. To check course dates, fees, get more information or enrol, call the Community Education Office ☎ (01223) 712340 or 712341. Questions about course content ✉ david.green@smallworld.co.uk
- 17–21 **VeloCity 2001 Conference** in Edinburgh and Glasgow. For details, see <http://www.velo-city2001.org/>
- Tue 25 7.30 pm **Working Group on Cycle Parking**. Oliver Merrington's house, 3 Bentinck Street
- Wed 26 7.30 pm **Newsletter 38 Envelope Stuffing** at the Baby Milk Action offices, 23 St Andrews Street (between the Robert Sayle main and computer shop entrances, entrance next to Lunch Aid). Help very much welcomed!
- Sat 29 The first annual **conference of the Slower Speeds Initiative** – to be held in Birmingham. Further details ✉ info@slower-speeds.org.uk
- Sun 30 **The Cambridge Wheel**. A choice of 25 or 43 miles through the Cambridgeshire countryside, in aid of Action Research ☎ (01767) 641327

October

- Tue 2 7.30 pm Monthly **open meeting**, Friends' Meeting House, Jesus Lane. See 7 August for details
- Sat 6 Police **cycle auction** at the Scout Hut, Stanesfield Road, Whitehill Estate, Cambridge ☎ (01354) 688197
- Sun 14 2 pm **Leisurely Ride**. Meet at Brookside, near Lensfield Road. See 12 August for description
- Mon 15 7 pm Join us for a **social gathering at CB2** café 5–7 Norfolk Street
- Tue 30 **Bicycle Maintenance improvers** evening class – five weekly sessions. For contact details see 18 September



How the system works

Did you notice that there was an election in June? No, not that one: the other one, the one for Cambridgeshire County Council. For us cyclists, the County Council probably has more influence than most organisations. Yet, the City Council is probably more prominent among city residents and, for many, it's just 'the Council' that does things. There's an intricate web of power and control that affects our lives, in general and as cyclists. To be effective, we need to understand how The System works. That's what this article is about.

And the system is changing, at all levels.

National Government sets the scene, of course, constrained by European Union directives. In practice that means the newly reformulated *Department of Transport, Local Government and the Regions* (DLTR). Environment has been hived off the former department. The Home Office also influences our world through the police and enforcement. The head of the new DLTR is Stephen Byers, MP for North Tyneside. Famously, he was recently derided in the tabloids for not being able to drive. Good for him, I say. Reporting to him is Minister for Transport John Spellar, MP for Warley near Birmingham.

The DLTR allocates money. Money lubricates the system, and much more of it has been promised to local government, and to our County Council in particular, as part of the ten-year transport plan. This is decided partly through the regional office in Bedford.

The County Council is responsible for transport issues and traffic management in our area. The election did not markedly change the political makeup of the council: it is still Conservative controlled. This is not surprising, since predominantly Labour Peterborough, unlike Cambridge, is no longer part of the county and governs itself, leaving a largely rural county. There is a County Council election only every four years. (Cambridge City Council rotates a third of its members at elections every year in the three years between).

Cabinetted

While control has not changed, the way the County is administered has. The Government said it had to change and

offered three choices. The County opted for 'cabinet' style administration, like the Government. Cambridge City Council is to change in much the same way in due course. This means the committees that used to make decisions have been abolished. A single 'cabinet member' for each subject has replaced them. They are supposed to be held to account by 'scrutiny committees', though how these will work in practice remains to be seen. The leader of the County Council is Keith Walters, councillor for Sawtry.



Stephen Byers, Secretary of State for Transport, Local Government and the Regions, who doesn't drive. But does he ride a bike?

Environment and Transport cabinet member is Shona Johnstone, who represents Over and chaired the Environment and Transport Committee before its abolition. Much as Government has shadow ministers, so there will also be party spokespeople. For Environment and Transport, Terry Bear, Liberal Democrat councillor for Linton takes over from Donald Adey who lost his Ely seat in the election. Labour spokesperson is Colin Shaw who represents Cambridge's Abbey ward, and takes over from David Kelleway who did not stand for re-election in Fulbourn.

Despite these changes, the committee which takes many of the day-to-day traffic management decisions for our area remains in existence. The *Cambridge Environment and Transport Area Committee* is a joint committee of the City and County Councils. Like the City Council, it is Liberal Democrat controlled, but it has to operate in the policy framework set for it by the County Council.

Council Officers – permanent employees – also have a lot of influence. At the County Council, the Environment and Transport Department is headed by Brian Smith. In theory, councillors (now, specifically, cabinet members) are supposed to set the policy and take decisions. In practice, however, most of the decision making is rubber stamping work done and proposed by the transport professionals.

Trees-worth of consultations

Sometimes this is informed by consultation. We are deluged with consultations, more than we can handle much of the time. Often, small points we make will be incorporated. But the larger the scheme or policy, the more we have to make a fuss for anything to come of what we say. For some reason we still do not understand, schemes that come about through payments from developers are usually not circulated for comment, sometimes with dreadful results. Generally, the less well-formed a proposal is, the more likely what we say will carry some weight.

To complicate matters further, the County Council employs the City Council as its 'agents' within Cambridge (and for historical reasons Fulbourn and Histon). This means that some of the work that is the responsibility of the County is actually done by City engineers. This includes some of the consultations, so despite the County responsibility for transport, we often end up

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talking to people in the City Council. As a result, knowing who the right person to speak to can be tricky sometimes.

Of course, transport departments aren't the only influence on us. Planning is also a big factor. This is also a shared responsibility between the City and County Councils. The County's role here is more strategic. It sets the framework for development in the County through the so-called Structure Plan. Actually, a cynic might say the Government tells it what to do and it just follows orders.

The City and the other district councils then decide on the nature of development in their areas. This is the Local Plan. It is reviewed every few years, and that process is just starting now. Again, however, much of the content is pre-determined by what the County Council says in the Structure Plan.

Development control is the third strand. The City Council is in charge of this in Cambridge, and South Cambridgeshire District

Council around it. This is how planning applications for big and small schemes alike are decided. These can have big effects on cycling in several ways. Firstly, of course, a development can change traffic patterns. Also, however, the Council has powers to negotiate payments from developers to reduce the impact of the new construction. These can fund road improvements among other things. Planning conditions can also be imposed – for example that a development will provide cycle parking to a certain standard.

So, it is a complicated system. Yet within it, the changes that make us scream with frustration and occasionally joy are concentrated in not very many people. So if one of these officers or councillors has a particular prejudice about how things should be done, it can make a really big difference to how we get around our city and surrounding area.

David Earl

Cycling Shorts

We are still having trouble with **mail deliveries** to our FREEPOST and PO Box addresses. So we apologise again if you get a second membership renewal reminder when you have already responded to the first one.

There is to be another **Ride the Green Wheel** event in Peterborough on 2 September. Teams or individuals can solve cryptic clues along the 20 mile route starting at 10 am by the Cathedral. Details from Narissa Frost on 01733 704669 or events@nkrf.org.uk. Not to be confused with the **Cambridge Green Wheel** ride (see separate article).

Proposals are afoot for **bus priority measures in Madingley Road**. We will have more details next time, but the idea is to let buses and bikes bypass the queues of traffic down Madingley Hill and past the M11 junction.



Madingley Road at the M11 – it may be possible to bypass the lights soon.

Last year, the **Safe Cycle Hire Trader Scheme** was launched by Trading Standards to promote a code of practice for cycle hirers and, later in the year, it is to be expanded county-wide. The scheme, which so far has six participating businesses, will be more widely promoted locally after the first trader audit has been conducted. Safe Cycle Hire Traders agree to fair, safe and honest trading. They must ensure that:

- Cycles are safe and legal to use.
- Cycles and accessories are checked between each use, cleaned and kept in good working order.
- An effective system of hire and maintenance is in operation.

- A lock and safe means of carrying luggage is provided.
- The use of cycle helmets is encouraged.
- Cycles are suitable for their purpose and the description is accurate.
- The correct size of cycle is given and will be adjusted to fit.



The School Run: surely there are better ways

- Advice will be given on how to use the cycle, where to ride and cycling safety.

Cambridgeshire County Council has appointed a **School Travel Plan Co-ordinator** to work with schools to reduce the impact of the school-run and to encourage parents and children to use alternatives to the car. The County Council headed a partnership project which won Government funding of £90,000 over three years to reduce traffic generated by the school run. Hannah Moore, a former geography teacher, has now started work as the School Travel Plan Co-ordinator and will initially concentrate on Cambridge.

Cambridge City Sports Development Team have organised a **Disability Multisport Day** on Sunday 5 August at Hills Road Sports and Tennis Centre. They are looking for interested cyclists to take part and bring along a variety of bikes for people to 'come and try' e.g. tandems, tricycles, adapted bikes, hand-cranked cycles, co-pilots or side by sides. Children's activities will take place from 9.30–11.30 am and adults' activities 12.00–3.00 pm. If you are available and would like to be involved, please contact Genevieve Ahl ☎ (01223) 457535.

David Earl

Your streets this month

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

Under construction

Construction of a bus priority scheme has started on **Trumpington Road**. As part of this scheme, several lengths of mandatory cycle lane have been introduced. In general these are of a good standard; of adequate width and with a red surface. The exception is the outbound lane on the approach to Trumpington that is too narrow.

In addition, lengths of narrow advisory cycle lane have been introduced past the parking bays near the Botanic Gardens. These bring cyclists much too close to parked cars with danger from opening doors. We have asked, in vain, for them to be either widened or removed. See article in this issue. Comments to **Richard Preston**.

Major works are currently under construction at the **Chesterton Road–Elizabeth Way Roundabout** in an attempt to slow traffic and reduce the number of collisions, especially those involving cyclists. All four approaches to this fast and intimidating roundabout are being realigned and reduced to two lanes. Hatching is also being introduced around the central island to cut down the number of lanes around the roundabout. For cyclists there will be segregated by-pass lanes on three of the approaches that lead, rather controversially, into cycle lanes around the periphery of the roundabout. Direction markings on



Cycle bypass at the Chesterton Road–Elizabeth Way roundabout

the roundabout approaches will, we hope, make it clear to all road-users that cyclists going straight-ahead and right should use the main traffic lanes, not these bypasses. We will be watching this scheme closely to see whether it works in practice. Comments to **Malcolm Mugridge**.

In addition, a **Toucan Cycle Crossing** is being constructed across **Elizabeth Way** just south of the roundabout at a point where it is currently almost impossible to cross. This will allow east-west cyclists to avoid the roundabout altogether, though it is likely to be most convenient for those heading westbound. The value of this crossing, especially at off-peak times, will also depend on just how long cyclists have to wait for the lights to change. Pity about the new chicanes on each side of this crossing. Comments to **Malcolm Mugridge**.

UNIVERSITY CYCLES

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Addresses for comments

Richard Preston, Team Leader (Cambridge projects), Mailbox ET1018, Cambridgeshire County Council, Castle Court, Shire Hall, Cambridge CB3 0AP.

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John Clough, Senior Project Engineer, Cambridgeshire County Council, Castle Court, Shire Hall, Cambridge CB3 0AP.

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Pity about the new chicanes on each side of this Toucan crossing on Elizabeth Way

An accident remedial scheme is also under construction at the **Cherry Hinton Road–Perne Road Roundabout**. The size of the central island is being increased and the number of approach lanes reduced. There will also be segregated by-pass lanes for cyclists turning left from Cherry Hinton Road in each direction and cycle lanes on some of the roundabout approaches. Unlike at Chesterton Road (see above) there is no ambiguity about the



The Cherry Hinton Road–Perne Road–Mowbray Road roundabout is being altered to reduce its accident rate

purpose of these bypass lanes: they are clearly for left-turners only. In addition the three pelican crossings near the junction are being converted to toucans to allow some cycle movements to be performed using pavement cycleways. Comments to **Chris Creed**.

Future plans

Cambridgeshire County Council has approved the construction of a cycle- and foot-bridge beside the existing road bridge over the railway on **Coldham's Lane**. See article in this issue. Comments to **John Clough**.

Improvements for cyclists have been proposed for **Newmarket Road**. The biggest change is the removal of the eastbound U-turn and westbound right turn lanes at the railway bridge that will allow the construction of a two-way segregated cycle track between Swann's Road and Ditton Walk. Together with the conversion of the Ditton Road pelican to a toucan, this should considerably improve the various cycle routes between Coldham's Common, Riverside and Ditton Walk. In addition, a

straight-ahead central cycle approach lane will be provided at the Wadloes Road roundabout. We will be watching this carefully, since cyclists using a roundabout should generally occupy a traffic lane rather than trying to ride between them. The existing straight-ahead central cycle approach lane to the Ditton Lane junction will be widened. This is very welcome but it is a pity that an advanced stop line has not been proposed as well. Further lengths of pavement will also be converted to poor-quality pavement cycleways on the north side between Wadloes Road and Ditton Lane and between Ditton Lane and Marshall's. Comments to **John Isherwood**.



Newmarket Road. Removing the eastbound U-turn and westbound right turn lanes at the railway bridge will allow the construction of a two-way segregated cycle track between Swann's Road and Ditton Walk



The Fair Street crossing of Maid's Causeway. Cycle lanes will help a bit here.

Additional lengths of cycle lane are to be provided in **Maid's Causeway**. We are pleased to see plans for cycle lanes on the approaches to the buildouts at Fair Street and Napier Street, which we have requested many times. Additional cycle lanes – probably rather narrow – are also proposed for a number of other sections of this road. Comments to **Richard Preston**.

Thanks to Nicola, Douglas and Paul for helping with some of the photography in this issue of the Newsletter



Your streets this month – continued from pages 18-19

Smooth, wide and temporary



Major development on the old cement works site off Coldham's Lane is about to start. In preparation, this diversion to the Tins path is being constructed around the site. This temporary path has been built to a very high standard for width and smoothness, much better than the existing path, and much better than many permanent paths around Cambridge. It is not intended to last, so does not have permanent foundations. It's worth a ride, just to look at the railway industrial archaeology it cuts through at one end.

East Road will also see a number of changes intended to help cyclists. At the city end, the cycle lane by the fire station (where the road narrows) will be straightened and surfaced in red. At the Dover Street – Broad Street junction, advisory cycle lanes will be marked across the side roads, also in red. The existing, rather narrow, cycle lanes between Norfolk Street and St



East Road. At the Grafton Centre exit, this outbound cycle lane will be remodelled to give cyclists priority over vehicles leaving the car park

Matthew's Street will also be given a red surface. Advanced stops with approach lanes are to be provided at the St Matthew's Street signals. At the Grafton Centre exit, the outbound cycle lane will be remodelled to give cyclists priority over vehicles leaving the car park – a very welcome change indeed. Comments to **Richard Preston**.

The **Norfolk Street–Burleigh Street** pelican crossing is at last to be converted to a toucan crossing. This is also a very welcome and long overdue development on a very busy cycle route – though we have not seen any detailed plans yet. A right-turn lane will also be marked on East Road for cyclists turning right into Norfolk Street. The closure of Norfolk Street to



The Norfolk Street–Burleigh Street pelican crossing is at last to be converted to a toucan crossing

motor vehicles is being considered though it appears more likely that traffic calming (raised tables) will be introduced instead. Comments to **Richard Preston**.



Tennis Court Road: there are plans to make this end of it one way for motor vehicles

Parking on **East Road** outside the take-aways opposite Anglia Polytechnic University will be banned between 7 am and 7 pm, with a ban on stopping (Urban Clearway) from 7–10 am and 4–10 pm. Comments to **Richard Preston**.

Plans have been announced to reduce the congestion caused by traffic queuing to enter Lion Yard and various other city centre car parks. At busy times (mainly Saturday afternoons) the car park will be closed when full and traffic directed to other car parks. Although cyclists using **Trumpington Street** and **Pembroke Street** have long had to contend with queues of cars it is only now, when Park and Ride buses are due to use this route, that the County Council has decided to do anything about it. In addition, the city end of **Tennis Court Road** is to be made one-way outbound for motor vehicles (it will remain two-way for cycles). This will be of particular benefit to cyclists as it will eliminate the inconvenience and danger caused by vehicles emerging from Tennis Court Road blocking the Pembroke Street contraflow lane. Comments to **Richard Preston**.