



Bike Week 2002

The biggest yet

Silver Street, Regent Street and Downing Street

Have your say

Station area

What needs to be considered

Fulbourn Old Drift

Welcome new plans

The things people say

'Why don't you use the cycle path?'

Carrying small babies



This way, that way, both ways

Opening up more one-way streets to two-way cycling – see page 3



If you like what you see in this newsletter, add your voice to those of our 700 members by joining 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 you will be supporting our work. 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 for lobbying and campaigning for the rights of cyclists, and for 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

Co-ordinator – David Dyer

Liaison Officer – Clare Macrae

Membership Secretary – Dave Earl

Newsletter Editor – Mark Irving

Treasurer – Simon Nuttall

Stall Officer – Paul Tonks ☎ 07870 441257

Press Officer – Sam Davies

Officers without portfolio

Jim Chisholm, Nigel Deakin, Richard Taylor, Lisa Woodburn and Wookey

(Non-Committee) Secretary & Webmaster

Martin Lucas-Smith

Contacting the Campaign

Cambridge Cycling Campaign
PO Box 204
Cambridge CB4 3FN

Telephone and fax ☎ (01223) 690718

Web www.camcycle.org.uk

E-mail ✉ contact@camcycle.org.uk

This newsletter is printed on recycled paper by Victoire Press, Bar Hill.



Bike Week 15–23 June 2002

It's going to be our biggest and (weather permitting) best Bike Week yet, with on average one event per day. As usual the week is geared up to getting your bike into shape first at the Dr Bike event and then giving you plenty of (extra) reasons to use it during the week.



Commuters enjoy a Bike2Work Breakfast at last year's Bike Week.

These events are all designed to show how practical and enjoyable cycling can be and we hope there is something for everyone here. The week is organised by a dedicated team of volunteers and we need ever increasing numbers of volunteers to help promote the events and make sure they run smoothly. This year we are grateful to several organisations who have helped to sponsor the event and they are listed on the leaflet. There are plenty of opportunities for more helpers to join us, so don't hesitate to contact us – call ☎ (01223) 690718 and leave your contact details on our answer phone.

The Bicycle Art Competition closing date was 25 May, and entries are featured at the Bike Week preview exhibition at the Central Library from 28 May to 6 June.

Dr Bike is famously one of our most popular events. It's hard work for the bike doctors who perform detailed 29 point safety checks on bikes. Most of the bikes we get to see are in good condition, only needing

adjustments to make them safe, and fit the rider. We don't fix your bike, but we can tell you what it needs to make it better. Some of the bikes, though, haven't seen a drop of oil in years, and could do with brake realignment and some air in the tyres. It often doesn't cost much to have your bike restored to good working order and the discount sheet we hand out with your diagnosis is a passport to pedalling perfection.

A children's festival is happening on Jesus Green on the same day as Dr Bike. We're giving you a good reason to avoid the

No June monthly meeting

The June monthly meeting falls on Tuesday 4 June, which is one of the Jubilee Bank Holidays, and so our usual meeting venue is unavailable. The April open meeting decided that we would use the occasion to inaugurate the new Jubilee Cycleway, along the river towards Fen Ditton. If you would like to join us, meet at the Friends' Meeting House on Jesus Lane at 6 pm. Feel free to bring a picnic.

The meeting on 2 July will consider problems for cyclists on King Street and Hobson Street, and how the SuperCam guided bus proposals would affect these streets for cyclists.

Clare Macrae



congestion getting to the event by organising three rides to it. Starting from Fen Ditton, the Golden Hind and Cherry Hinton, experienced cyclists will lead you along the quieter cycle routes to Jesus Green. Please note that all bikes should be in safe working order for you to join in.

We expect the Cycle Try-out show to be our most popular event this year. So often you may have dreamed of owning a different type of bicycle, but, with some of the price tags, have been reluctant to take the plunge. At this event you can try as many bikes as you want – it’s as much about having fun as exploring new dimensions of bicycles. Hosted by the Company of Cyclists, over 30

cycles will be available for you to try out on Parker’s Piece between 10 am and 4 pm.

There will also be transport bikes provided by www.dutchbike.co.uk, quality city bikes by Drakes Cycles and a variety of bikes for small children.

The full list of events is listed in the Campaign Diary on page 19, and they are all free to enter (except the film show).

Hope to see you at the events!

Simon Nuttall

In your copy of this Newsletter are a poster and several Bike Week leaflets. Please hand these out to friends and put them up in prominent places.

Contents

- 2 Bike Week 15–23 June 2002
- 3 This way, that way, both ways
- 4 Where’s the edge?
- 5 Fulbourn Old Drift
- 6 Plans for Cambridge station area
- 7 Fiasco on the Tins
- 8 Small is beautiful
Tactile surfaces
- 9 New bridge for Riverside?
New crossings
- 10 Proposals for Silver Street, Regent Street and Downing Street
- 11 Mitcham’s Corner proposals
- 12 Free cycle parking in Park Street Car Park
- 13 Achieving cycle-friendly infrastructure
Spot the cycle path, number 8
- 14 Cycling shorts
- 15 Carrying small babies
- 16 The things people say, number 2
- 17 Nuisance parking
Wouldn’t it be nice if...
- 18 Letters
Small ads
- 19 Campaign Diary
- 20 Your streets this month



This way, that way, both ways

Our aspirations to open up more one-way streets to cycles in both directions took a big step forward in April when councillors agreed to make the experimental one-way relaxations in Burleigh Street, Bene’t Street and Hope Street permanent. They also approved moving



to the next stage of considering, in conjunction with the Campaign, more streets for two-way use by cyclists.

This is an excellent outcome. Establishing practical policies like this is a significant achievement and has more effect than consultations on any individual scheme or junction.

Officers had actually recommended that Hope Street not be approved. However, there was a good response from residents supporting it, and Councillor Smart, who represents Romsey, said the same thing. So councillors approved all three, but will look again at Hope Street in another year.



Sheffield: We thought this way of signing was more effective than ‘No Motor Vehicles’ signs. But officers told the committee that they were ‘concerned that this type of signing is as likely to be abused as prohibition of motor vehicle signs. Such signs would require special authorisation from DTLR’ (did Sheffield really get special approval?).



The conventional way of allowing cyclists past No Entry signs, now to be used at Bene’t Street. This example is at St Barnabas Road.

The authors of the report to councillors were concerned about motorists driving the wrong way, especially in Hope Street. We share this concern. On the whole, drivers respect No Entry signs much more than the low-flying motorcycle sign. The Department of Transport seems adamant that it won't allow 'Except Cyclists' underneath No Entry signs. We have seen other arrangements elsewhere (as in the picture). There is certainly a need for a better way to sign these streets that doesn't involve expensive and space-limited islands.

In Bene't Street, the blocked end will be rearranged to make a proper entrance for cyclists complete with island. This will make the position clearer for everyone and will mean the No Entry signs can be reinstated. It is the conventional treatment for such locations where there is space, and already used extensively in Cambridge. We advocated properly marked out entrances in all such schemes, even if there was only width to use white lines.

Burleigh Street will also be rearranged slightly when a very welcome toucan (cycle and pedestrian) crossing to replace the pelican crossing is installed there soon.

For the future, we went back to our original list when we wrote our response for the committee. The streets included this time were not our first choices.

- Kingston Street, off Mill Road, is an obvious choice.
- Panton Street and Union Road (between Lensfield Road and Hills Road) were not considered last time because of a theoretical area-wide traffic scheme that was on the cards. That proved to be a damp squib: changes are now planned only in Bateman Street.
- Some of the narrower streets in Romsey are inconvenient for residents especially (cyclists travelling through the area can pick and choose which streets to use).

Several of you provided additional suggestions:

- Mawson Road (near Tenison Road).
- Corn Exchange Street and Wheeler Street (depends very much on the Silver Street



No Entry Except Cyclists is not an authorised sign. Well, only sometimes – two local examples.

scheme and the Grand Arcade shopping development).

- Green Street (City Centre).
- Mercers Row and Garlic Row (off Newmarket Road near the railway bridge).

We will follow these up with the County Council in the near future.

David Earl

Where's the edge?



The cycle track alongside Babraham Road between the Park & Ride site and Addenbrooke's was supposed to include integral reflective edge markings. These were agreed at our request during consultation, but just forgotten about during construction. Now, a couple of years on, we still don't have any edge markings on this unlit path.



In the meantime, a reconstructed path alongside the first stretch of Hauxton Road after leaving the M11 roundabout towards Cambridge has had a bright white line painted along the edge. When we repeatedly asked for this arrangement on Fulbourn Road several years ago, the County Council was adamant in refusing, despite the difficulty for cyclists in seeing the edge in the dark. We were told that motorists might mistake the line for one along the edge of the road and hit the kerb. So just what has changed in the meantime?



Instead, the cycle track alongside Fulbourn Road was laid with a miserable bit of glued-on shingle along the edge which reduced the useful width from just about OK to narrow, and leaves the path permanently covered in little bits of gravel – just what the cyclist needs!

Please can we have some bright white lines everywhere like this?

Fulbourn Old Drift

Thanks are in order to the County Council for the much-improved plans for a link between Fulbourn and Yarrow Road (alongside Fulbourn Tesco). As we reported in *Newsletter 40*, the new link will allow the railway crossing behind Fulbourn Hospital – a location with a sad record of patient suicides – to be closed.



Way back, the plans were for a narrow path squeezed in and not properly surfaced.

The revised plans have a decent surfaced path between 2.3 m and 2.5 m wide – significantly wider than most cycle tracks (even though we might quibble that it is still less than much similar continental construction). We were still worried about the end points, though.

Now, after some persistence by former Campaign committee member Martyn Smith, the plans have incorporated many of the changes we requested at the ends. These further revisions are a welcome recognition that trailers are more widely used now. The kerbs will be lowered and the double bollards at the Yarrow Road end reduced to one (which is to stop cars using it).

Crossing Yarrow Road

Reducing the speed limit from 40 mph on Yarrow Road was not accepted, but some very helpful measurements have shown that in fact traffic here hardly ever breaks the speed limit, and is largely well below it. A clear crossing point will be marked across

Yarrow Road, and linked to the nearby end of Fulbourn Old Drift by conversion of a short stretch of shared-use across the level crossing at Yarrow Road on both sides. (Therefore you will be able to cross where you do now if you feel the slight bend in the road makes it harder to see).

The stopped-up end of Fulbourn Old Drift will be improved, so cyclists don't have to weave around a chicane on the pavement. Ideally this would mean making a direct cut through the closed off end, but safety concerns in the County Council have vetoed this, apparently.

The path will also be linked to an existing pedestrian crossing nearer the main entrance to Tesco.

At the other end the cycle track will have priority over the rear entrance to the hospital.

Despite the obvious need, access to and from the Tesco store itself and also to the grounds of the new office development at Capital Park is still uncertain: it depends on the good will of the private companies concerned.

Fulbourn Road

Traffic queues build up every morning on Fulbourn Road from Yarrow Road (and even beyond) to the traffic lights at the Robin Hood pub in Cherry Hinton. We have tried several times to find a way to get a cycle lane installed along this stretch to help bypass the queue. Motorists wait haphazardly against the kerb or out in the road at the moment, so it is hard to get past on either side.



Fulbourn Road: A cycle lane would help cyclists pass haphazardly queuing peak-time traffic.

While there hasn't been any objection in principle to this lane, we've found it hard to get it put on any list for funding. We were hopeful at one time that this could be paid for out of the money from Tesco that is now going into the Fulbourn Old Drift scheme. It could have come out of the small works budget (see separate article), but hasn't so far.

However, a planning application has been made for 44 houses on Headington Drive, just off Fulbourn Road near the Robin Hood. This could make it even busier there at peak times. We have therefore objected to the estate unless the developer pays for the cycle lane. This strategy has worked elsewhere (we obtained a link between Rustat Road and Clifton Road in this way). If the development goes ahead at all, we are therefore hopeful that the small amount needed will be a condition of approval.

David Earl



The end of Fulbourn Old Drift was stopped up when the Cherry Hinton bypass was built a dozen years ago. A few years ago a metal barrier was installed because of residents' complaints about motorbikes. Since then, cyclists have had to weave round this chicane and cycle on the pavement to rejoin the road. Now we are hopeful that a better cycle gap will be created.

Plans for Cambridge station area

As reported in *Newsletter 41*, the City Council have appointed consultants to draw up a new Planning Brief for the station area.

A new Planning Brief is needed to take account of:

- Greater commitment by government to the promotion of cycling.
- Plans for increased rail traffic from Cambridge and for the building of an island platform accessible from the station and from Rustat Road.
- The expected availability of the Rank Hovis mill site for redevelopment.
- Plans for a guided busway from Trumpington to the station and on into town via Station Road.

To encourage more people to cycle to the station, cycle parking and other cycle facilities should be greatly improved

I was asked to write a letter to the consultants on the Campaign's behalf. The letter, published in full on our website (www.camcycle.org.uk/campaigning/issues/station), says:

- Cyclists need much improved access routes to the station.
- Cyclists need much improved modern cycle parking and cycle facilities near to the station entrance.



Artist's impression of a suggested ramp leading from the existing cycle bridge into the station area.

Access routes

There is substantial suppressed demand for cycling to the station and the Planning Brief should provide for at least twice the present number of cycle movements after redevelopment.

We propose:

Station Road: traffic calming with cycle bypasses (and no build-outs) together with the removal of all on-road car parking.

Hills Road: a new cycle route into the station via the Rank Hovis entrance at the junction with Brooklands Avenue.

The cycle bridge linking Devonshire Road with Rustat Road: build an additional ramp from the western abutment of the cycle bridge directly into the station area.

A new direct route from **Devonshire Road** into the station area.

Route from the south alongside the railway line: the SuperCAM guided bus proposals envisage a new route into the station area via an underpass through the northern abutment of Hills Road bridge. In the SuperCAM proposals pedestrian and cycle access through this subway is presented as one option. In our opinion it is not an option: it is a necessity. The Campaign has actively promoted this route for many years as part of what has come to be known as the Chisholm Trail. It would provide off-road pedestrian and cycle routes from large local

developments as well as Trumpington and Addenbrooke's. It would also provide a way through to the station for those travelling north over Hills Road bridge who would loop round into the underpass via the bridge entrance to Unex House.



The covered cycle park at Groningen.

Route from the north alongside the railway line (western side): the strip of Railtrack land along the station side of the railway line between the station and Mill Road should be developed as a cycle and pedestrian way forming part of the Chisholm Trail to give access to the station from the area beyond Mill Road via the unused railway arch under Mill Road bridge.

Route from the **Cattle Market Site:** the developers of the Cattle Market Site have proposed a pedestrian bridge across the railway to provide access to the station from their development. This bridge should be designed to carry cycle as well as pedestrian traffic.

Bridge (or tunnel) from Rustat Road to the proposed island platform and on into the present station: Because of the unusually large numbers of cycles carried on trains to and from Cambridge, this bridge or tunnel should provide separate pathways for pedestrians and cyclists.

Route from the North alongside the railway line (eastern side): planning applications for housing development on the Leica site off Rustat Road reserve a strip of land alongside the railway line for an access route. This should be developed as a new cycle and pedestrian route via the other spare arch under Mill Road bridge. It should connect with Clifton and Davy Roads and with the proposed link to the island platform.

Cycle parking and cycle facilities

To encourage more people to cycle to the station, cycle parking and other cycle facilities at the station should be greatly improved and modernised and the present severe shortage of cycle parking spaces should be remedied by providing a total of 2300 spaces.

Cycle Parking Centre: 800 spaces should be provided in a covered, staffed cycle parking in an attractively designed Cycle Centre immediately adjacent to the station entrance and comparable to the staffed parking that is available at many Continental stations including Münster, Groningen and Amsterdam. At Cambridge, provision could be above ground or it could be largely underground but with an attractive above-ground entrance structure comparable in grandeur to the Münster one. That Cambridge’s local authorities consider cycling to be valuable and praiseworthy should be demonstrated architecturally by the provision of high-quality buildings and facilities. Supervised parking space in the Centre should cost users no more than about 30p per day.

As at present, the cycle stands closest to the station entrance should be reserved for cyclists with disabilities. The Centre should also provide cycle hire and repair facilities.

Free cycle parking on main site: 1000 free cycle parking spaces should be provided close to the station entrance. Cycle parking should be closer to the station entrance than car parking.

Free cycle parking east of the railway line: 500 spaces will be needed on the eastern side of the railway line at the entrance to the new link to the island platform.

Cycle parking for new developments in the station area: because of the need to restrict traffic generation, little or no car parking should be permitted for all new commercial and residential development in the station area. The Brief should specify increased quantity and quality of cycle parking provision for each new development.

In conclusion we stress that in our opinion the previous plans for the station area allocated too much space for commercial and residential development in the area immediately adjacent to the station. Insufficient space was allocated to the transport interchange function of the site and, in particular, to the space requirements of cyclists, bus passengers and pedestrians now and in future years.

James Woodburn

Fiasco on the Tins

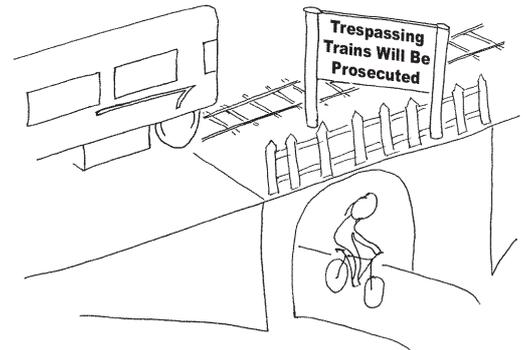
Construction is well underway on the old cement works site off Coldham’s Lane that we most recently reported on in *Newsletter 32* back in October 2000. If you use the path known as the Tins along the back of the site, you’ll know what a good job the developers have done in providing a temporary alternative while they rebuild what should also be an excellent route to replace the old path.

What a shame therefore that the nasty blind corners and hump over the railway bridge at the city end of the site lets the whole route down.

We tried to get this improved both indirectly, as part of the planning gain from the development, and directly from the County Council and Railtrack, with no success.

How much more disappointing, though, has been the attitude the County Council and Railtrack have chosen to take on this. Rather than look at how the bridge might be improved, in response to our letter, the County Council wrote to Railtrack telling them that cycling wasn’t really allowed there anyway. This is despite:

- Constant use by cyclists for decades (acknowledged in the County Council’s letter),



- Formal signposting as a cycle route by the City Council.
- City Council insistence that the route be upgraded for better cycling by the developers of the cement works site as part of the planning consent.

Railtrack then took the councilspeak completely literally and wrote back to us saying we are trespassing by cycling over the bridge: ‘Railtrack agrees with Mr Richards’ view that cycling across the bridge is an act of trespass, as the bridge is not dedicated to the public save as a footpath. I would be grateful if you could brief members of your campaign of this.’

‘Railtrack agrees with Mr Richards’ view that cycling across the bridge is an act of trespass, as the bridge is not dedicated to the public save as a footpath. I would be grateful if you could brief members of your campaign of this’

Obviously the writer has completely failed to grasp that hundreds of people (and not just members of Cambridge Cycling Campaign, obviously) cycle over the bridge every day. Is he proposing suing us all? Is he proposing suing the City Council for putting up signs suggesting they should? Should we expect to see ‘Cyclist Dismount’ signs any day now?

So, there, we’ve passed on the message. I’m certain as can be that you’ll all now be good little people and get off and walk over the bridge (and don’t step on the cracks or the bears will get you).

David Earl



The Tins: A cycle route, except for 3 metres in the middle.

Small is beautiful

There are often relatively small things that can be done to help cyclists, but which don't warrant setting up a separate process to deal with. For this reason, the City Council has a small works budget that it can spend on most things, within reason and cost, which benefit cyclists. This is now being augmented with some County Council money as well, so there will be £15,000 in the pot for next year.

So where should it be spent? Is there a gap that needs widening, a short stretch of cycle lane that needs completing, a kerb that needs lowering, or a shop that needs a cycle stand or two installing outside? If you live in the City of Cambridge and there is something in your neighbourhood that could usefully be done, please let us know, or contact either Clare Rankin or John Isherwood at the City Council.

private or public sector, can bid for a share of this £2 million fund. The aim of the first bidding round is to raise the profile of cycling and create a greater awareness amongst the public of increases in cycling opportunities. Projects that are particularly noticeable, are expected to lead to an increase in cycling, and that could be set up quickly will have a greater chance of being awarded funds.



Funding coming soon to a pram-arm near you?

To give you an idea of scale, the budget would be enough to fund five or six small cattle grids, 30 or so dropped kerbs. But it would probably use up all the money to install one simple signal controlled crossing, so that's probably beyond the scope of this particular fund.

National funding

In March, the Government announced a Cycling Projects Fund. More-or-less anyone,

Again, these are likely to be smaller projects, in the thousands or small tens of thousands of pounds range.

As examples, the Government suggests:

- Cycling parking at stations, town centres and other public places.
- Provision of connections from roads, cycle tracks and cycleways into schools, colleges and workplaces.
- Start-up costs for cycle training schemes.
- Cycle trailer loan schemes with a School Travel Plan.

David Earl

Tactile surfaces

In *Newsletter 41* I reported that there had been a series of spills, probably into double figures, caused by the white line that segregates the sections of the shared use path in Shelford Road, Trumpington. The County Council is apparently refusing claims for compensation over these incidents, which I believe include a broken nose. As yet the Council has taken no steps to rectify the problem.

Tactile surfaces are required under law to help blind and partially sighted pedestrians detect the edges of footways. They include 'Pimple' and 'Corduroy' slabs as well as the 'Central Delineator Strip.' This white line is required under the *Traffic Signs Regulations and General Directions* (Statutory Instrument 1519 of 1994). The details of this are given in Chapter 5 of the DTLR publication 'Guidance on the Use of Tactile Paving Surfaces' (<http://www.mobility-unit.dtlr.gov.uk/tactile/10.htm>).

Although it could be deemed to be an offence to cross this line, as cycling is not permitted on the 'footpath', none of this cycle path is as wide as the recommended minimum of 2.0 m. At one point it is under 1.2 m, so clearly when passing a cyclist one or other is likely to be forced over the line.

This white line is a serious danger to all those who are forced to cross it

There are also often occasions when cars park across the cycle section.

We have done measurements of the profile of this line and believe it falls outside the defined specification. The specification is for a trapezoidal profile with a slope not exceeding 20 mm in 50 mm and with a maximum edge upstand of 6 mm. There are



The shape of a national standard central delineator strip (top) and of the sub-standard raised white stripe as measured beside Shelford Road (bottom). The steep edges can be dangerous in wet weather.

many points where this upstand is exceeded and several where the height reaches over 12 mm within 20 mm of the line edge.

The result of this sharp upstand is that when the surface is wet a cycle tyre may refuse to climb the edge and simply slide along resulting in a fall for the rider.

We believe the Council should not install sub-standard facilities, fail to correct reported defects, and then refuse to pay compensation. In its current state this line is a serious danger for all who are forced to cross it, especially in wet weather.

Jim Chisholm

New bridge for Riverside?

The County Council recently held an initial consultation meeting to present ideas for the location and design of a planned new cycle-and-pedestrian bridge across the river from Chesterton to Riverside.

The bridge, to be paid for mostly by contributions from developers, would lie somewhere between the existing Elizabeth Way and Green Dragon bridges. We were pleased to discover that Council officers stressed that this was an early consultation, and nothing was yet cast in stone.

The location preferred by many at the meeting was along a line that would be especially convenient for those coming south along Arbury Road and Union Lane.

The design of the ramps down to Riverside will be a challenge, because Riverside is so narrow, and the gradient down the ramps must not be too steep. There was much discussion about whether Riverside itself, or the new Tesco development (and thereby a route through to Cheddar's Lane and Newmarket Road) was the more important

direction. Views were quite polarised, depending on people's personal experience.

Many people I have spoken to since the exhibition have said 'the City Centre itself is

by far the most important destination for Cambridge cycle trips, and so the ramp(s) should allow for relatively direct travel to the City Centre.'

It will be difficult to design ramps that satisfy both local residents' desire to get to Tesco (which is quite a significant height above Riverside) and the desire to get cyclists down on to Riverside to get in to town. If a decision needs to be made about which is the priority, I hope it would be backed up by substantial surveys of potential users, however hard that might be to do.

There was, however, real consensus on the need to make the bridge wide enough. The general view was that the design of the cycle and pedestrian bridge near the station worked well, and that the new bridge should be at least as wide, with a similar separation of pedestrians and bikes.

Clare Macrae



The new bridge would be somewhere between the Elizabeth Way and Green Dragon bridges.

UNIVERSITY CYCLES

9 Victoria Avenue
Cambridge
01223 - 355517

New crossings

Several new signalled crossings have been installed in the east of the city in the last couple of months. This one, in Cherry Hinton near the Robin Hood pub, not yet commissioned when we photographed it, is a significant aid for cyclists using the shared-use path heading towards town or the long-standing link path through from Cherry Hinton. It is at the point where the shared-use ends and cyclists must cross the road.

What a pity, therefore, that the crossing is not a 'toucan', and therefore it is an offence for cyclists to cycle across it. Also, it has been positioned exactly at the point where out-bound cyclists join the path, leading to conflict with any pedestrians waiting to cross. You can even still see the old markings on the road underneath the new ones.

Another new crossing in Cherry Hinton High Street further adds to the bizarre cycling facilities in that area, the new markings leading cyclists briefly between pedestrian safety barriers and then right across the pedestrian waiting area.

Proposals for Silver Street, Regent Street and Downing Street

I hope you will remember the public exhibitions of the Silver Street and Regent Street proposals we mentioned in the last *Newsletter*. You should also find a County Council leaflet enclosed with this newsletter. We do hope you'll respond to the consultations. The Silver Street changes are supposed to be mainly for the benefit of cyclists.

If the now amalgamated changes in Regent Street go ahead, they should benefit both cyclists and buses. Most private traffic would be prevented from entering Regent Street at the Catholic Church. As we speculated, traffic flow in Park Terrace would be reversed (to maintain access to Regent Street for people who need it), but cycles would be allowed both ways (which they aren't at present).

But is the cost worth it? The much narrower Tennis Court Road would take most of the traffic leaving Lion Yard car park, and a section of the contra-flow lane on Downing Street would be lost. In doing that, without some clever engineering, a serious conflict might be introduced between cyclists heading towards Pembroke Street and car park traffic turning left across their path into Tennis Court Road.

On Regent Street, car parking and aggressive bus driving are the two main problems we perceive at present. Might closing Regent Street increase bus speeds and actually make buses a bigger problem?

Regent Street could turn into a parking nightmare if it is no longer regarded as a through road.

With Silver Street, both 'preferred options' offer closure during the middle of the day, and option B also makes the street one-way inbound for cars in the mornings and outbound only in the evenings. But there is little relief for cyclists at the times when it is busiest and,

therefore, most needed. There is minimal room to widen the pavement where pedestrians desperately need more space.

By not making complete closure a preferred option, the possibilities of arranging the street to better suit pedestrians and cycles is very limited. The plans do not currently propose traffic lights at the Pembroke Street-Trumpington Street-King's Parade junctions, where getting out on a bike is terribly hard. This is apparently a 'detail', which could be considered, but for us it is an essential aspect of living with any scheme.

It is possible that the part-time closure options may lead to a complete closure in the distant future.

On the other hand, traffic lights are definitely proposed at the Lensfield Road-Trumpington Street mini-roundabouts. While, like motorists, confident cyclists may regard this as an inconvenience, the poor casualty record here is a compelling reason to change.

There are many other details that could swing the balance, making the scheme one to support. But if we don't sound entirely enthusiastic, it's because we aren't. I am not convinced that there is much strong enthusiasm in the Environment and Transport Department either. We aren't opposed to the scheme, but view it more neutrally - 'swings and roundabouts.' The benefits for cyclists are mostly at times when they are least needed.

Only the 'tidal flow' option adds peak-time benefits for cyclists, and then in the wrong

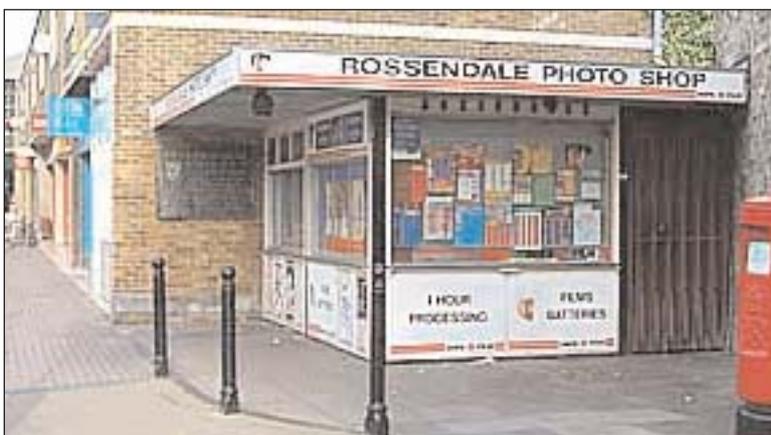


Park Terrace proposal: One-way reversed for cars but two-way for cyclists.



Downing Street: Without clever engineering, traffic leaving Lion Yard car park might end up turning left across what is currently the contraflow lane, but the Regent Street end would be much quieter.

Cycle-friendly shopping



Is this kiosk at the end of Fitzroy Street the cyclists' equivalent of a drive-through? Very convenient if you want to pick up a newspaper or a bag of sweets and can't be bothered with all that faffing around locking up your bike.

If we don't sound entirely enthusiastic, it's because we aren't

direction – but displaced extra traffic on the ring road would adversely affect cyclists there. This option would also be hard to do – lots of signs and barriers or lights or some such would be needed.

(In *Newsletter 41*, I overlooked the simplest option for cyclists in tidal flow: simply don't mark out the carriageway at all, leaving it like a one-way street where cyclists are allowed in both directions. The unusual feature is just that the direction reverses).

David Earl

Whatever you think of the scheme, it's important to tell the Council. Numbers count. Your response counts – literally. The Campaign's response on its own is only one among many.

The proposal is supposed to be mainly for the benefit of cyclists and pedestrians. As a campaign, we aren't expressing a preference for either suggested option in Silver Street, or whether reduced traffic on Regent Street is worth the cost in turning Tennis Court Road into an extremely busy road.

Your opinions are, of course, your own. But we recommend that you tell the Council that:

- The aims of this scheme – to help cyclists and pedestrians – won't be properly achieved by either of the preferred options, because they don't address the peak times when help is most needed.
- A complete closure of Silver Street to motor vehicles is needed.
- Whatever option is chosen, there should be a restriction on large vehicles using Silver Street.
- Options A or B do not remove peak traffic from Trumpington Street, so crossing or turning at Pembroke Street and Mill Lane and into King's Parade will still be very difficult on a bike. Options A or B are only acceptable if traffic lights are provided at these junctions.
- Widening and increasing capacity with extra lanes along the inner ring road would adversely affect cyclists, especially if long-established and well-used facilities to help them are to be removed.
- If the Regent Street part of the scheme were to go ahead, allowing traffic to turn left from Downing Street into Tennis Court Road, it is only acceptable if conflicts with straight-on cyclists are completely avoided in the design.
- On-street car parking needs to be removed from Regent Street for any restriction to have a useful effect.

Mitcham's Corner proposals

The County Council has proposed a major scheme to reduce casualties and improve conditions for cyclists at Mitcham's Corner, the busy junction where five roads meet at the north end of Victoria Avenue. Traffic signals will be introduced at each approach to the junction, and a network of pavement cycleways and toucan crossings will enable many cycle movements to be performed without the need to make long diversions around the gyratory.

The result will be to transform this area for cyclists. Many cyclists already ride across the existing zebra crossings and pavements when travelling between Victoria Avenue and Milton Road. This is to be made legal, with the pavements designated as cycleways and the zebras converted to signalled toucan crossings. In addition, new

pavement cycleways will be introduced eastbound along Chesterton Road and westbound along Victoria Road, allowing cyclists to travel against the flow of one-way traffic. New toucans will link these new cycleways to the road network at each end.

Based on an initial viewing of the plans, we will be saying to the County Council:

- The whole junction needs a fundamental rethink. But provided they are an interim measure before more major redesign, these plans will offer real improvements for many cyclists.
- A short north-south link road in front of the Lloyds bank branch in the middle of the junction breaks the two new stretches of

pavement cycleways. Cyclists crossing this road will have difficulties seeing cars approaching from behind Staples. Closing this short piece of road, to make the two cycle routes continuous, would solve this problem.

- Any computer-modelling of the timings for the new traffic signals must include cycle journeys, in order to avoid the sorts of severe delays for cyclists that have been observed after recent changes on the Trumpington Road corridor. (The modelling done so far does not include cyclists at all!)

Clare Macrae



This link road in front of the Lloyds bank needs closing.

Free cycle parking in Park Street Car Park

It is often hard to find a secure place to park your bike in the city centre. It's not news to readers of this newsletter that every cycle parking space and every railing in the central Cambridge is occupied from dawn to dusk by bicycles of all shapes and sizes and in varying states of decay. The familiar pattern is that you often have to move someone else's bike out of the way to squeeze your bike in so that you can

attach the D-lock to a solid object. Failing that many give up and just lean the bike against the wall, lock it to itself and hope for the best.

It is the first large secured cycle park in a city centre in the UK

Police in Cambridge

receive around 40 reports of stolen bikes each week. A quarter of these are bikes that were locked to themselves.

Situated in Level A of Park Street Car Park, a unique public facility in Britain has been created – a free city-centre cycle park. It's not the first city centre cycle park – that's in Leicester. It's not the biggest covered cycle park – that's at York station, but it is the first large secured cycle park in a city centre in the UK. A total of 271 cycle parking spaces are available, replacing the four cycle spaces and 24 car parking spaces that were there before.

Park Street Cycle Park is an ambitious step in the plan to reduce the level of reported cycle theft in Cambridge. It is ambitious not only in terms of the number of cycle parking spaces it offers, but also in the style of cycle parking provided.

During the planning of the cycle park many businesses and cyclists in the area were surveyed about their cycle parking experiences. There was a great deal of interest, but on the other hand most people said they were used to parking right outside the place they want to be. Most, though, said they would use this facility and be prepared to pay around £3 per week to use a cycle locker. What convinced me that the idea would work was the experience in Leicester, where a similar facility which charges £1 per day for supervised cycle parking is consistently full up.

The cycle park has been open for a month now. Uptake of the facility has been very slow so far, but it hasn't had its major launch event yet. In fact the only way that most people know about it is if they follow the Cycle Park signs on their way into the city from Magdalene Bridge and Jesus Green.

If you haven't tried the cycle park yet, I urge you to give it a go. It's not until you've

actually tried the cycle park that you discover the benefits it may offer you. It is particularly convenient for the large number of cyclists who

commute to the city centre from the direction of Jesus Green.

271 cycle parking spaces are provided. Of these the majority are cycle racks and they are free to use. The cycle racks were chosen in consultation with the Campaign, are well spaced and provide good support for a wide range of bicycle frame shapes and many points to secure the frame of the bike. There

are special racks for bikes with trailers and tandems.

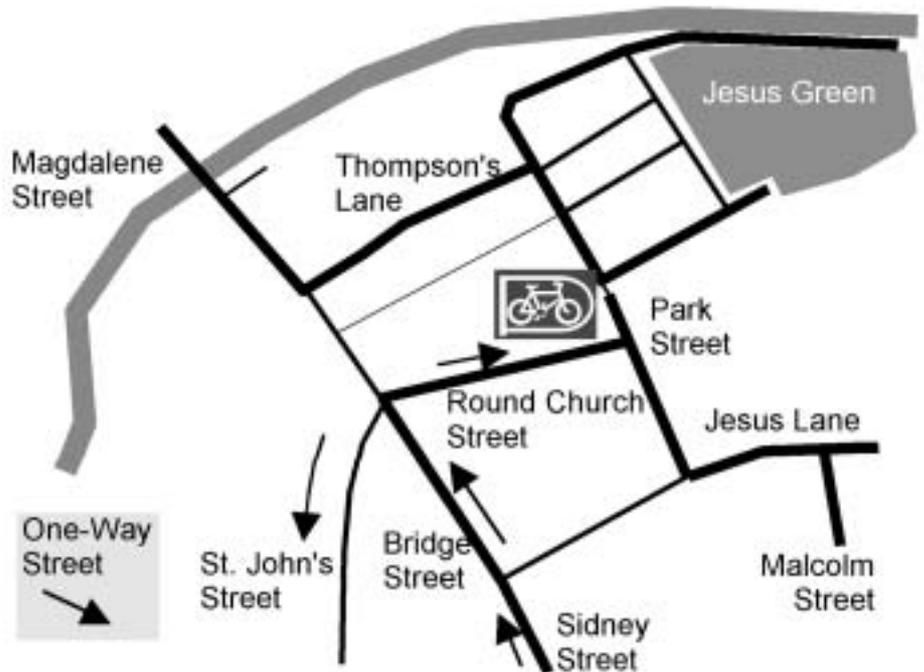
In addition to the free racks, cycle lockers can be hired for £10 per month. These provide the ultimate cycle security, eliminating the threat of sabotage and vandalism to your bike.

The cycle park is protected by CCTV, and anyone entering there has the potential to be picked up by three different CCTV cameras. There is a 24-hour security presence and a help point.

On top of all the security features, the cycle park is indoors and open 24 hours a day, seven days a week, so it's the ideal place to keep your bike away from the weathering effects of both sun and rain.

To get to the cycle park follow the routes shown on the map. The entrance is from Park Street: the signposts guide you there. There are pedestrian exits through Jordan's Yard to Bridge Street, or via the stairs or ramp to Park Street.

Simon Nuttall



Routes to Park Street Cycle Park.

Achieving cycle-friendly infrastructure

The Institute of Urban Planning at the University of Nottingham recently organised a conference along with the CTC and the Department of Transport Local Government and the Regions. It will be repeated in June. Perhaps our own County Council might like to put the event in their diary.

Cycle-Friendly Infrastructure is the publication that tried to bring some quality to cycle provision. Achieving that quality, as we know only too well in Cambridge, is an elusive goal.

The National Cycling Forum – the body responsible for furthering the National Cycling Strategy – recognises the poor quality of so much of the infrastructure being built in the name of cycling all across the country, and the counter-productive effect that has. That’s why this conference, aimed mostly at transport professionals, was organised. I attended, both to hear the speakers and to help in one of the afternoon workshop sessions.

Keynote speaker was Steve Norris MP, former Conservative transport minister, promoter of the Strategy, and recently appointed Chair of the National Cycling Forum. He was keen to stress that he’s not a ‘cycling czar’: the national Cycling Forum isn’t an umbrella organisation wanting to vacuum up all the activity going on, but is one building block in a bigger picture.

Norris described Integrated Transport as ‘the only game in town’, but said that there were gaping holes in transport professionals’ understanding of ‘modal shift’. True Tory that he is, he was keen to emphasise that it’s not a moral crusade, but simply provision of an opportunity for people to do short journeys by means other than the car, otherwise our cities ‘can’t move’.

He said that meeting the national targets (quadrupling cycling by 2012) would only bring us to where Germany was in 1996. There were, for him, three contingent steps:

- Making cycling safe. In this he was much more forward thinking than our present transport leaders, wanting a more radical approach to legal protection of cyclists ‘akin to pedestrians on a zebra crossing’ and was keen to re-examine the motorist’s love affair with speed, and the relationship between different road users. But his emphasis was on physical segregated infrastructure.

- Parking. Lack of somewhere secure at the journey’s end is a huge deterrent. Norris cited the ‘pathetic’ and ‘rudimentary’ provision at nearly all the London rail termini.

- Workplace facilities, where his emphasis was again on infrastructure.

Norris also posed the question we keep debating: ‘is inadequate cycling provision worse than no cycling provision at all?’ He was scathing about the quality of what is being provided at the moment, and in effect gave an emphatic ‘yes’ to his own question.

Norris was scathing about the quality of cycling provision, and in effect gave an emphatic ‘yes’ to his own question ‘is inadequate cycling provision worse than no cycling provision at all?’



The general view among the planners seemed to be that central islands were such a useful solution to so many of their problems that essentially cyclists have to put up with them. But then they do not cycle through Harston every day.

The rest of the morning was more technical, peppered with comments like there not being enough local authority staff who knew what they were doing when providing for cyclists, and those that there are being a lowly paid bunch with little directed training or mentoring. How is design guidance being monitored and applied? Why do we still build new residential streets to a standard 7.3 m (24’) carriageway, when 8 m (26’) would be much more cycle friendly?

I was putting a cyclist’s point of view in the workshop I helped with, about central islands and build-outs. The general view among the planners seemed to be that central islands were such a useful solution to so many of their problems that essentially cyclists have to put up with them. But then they do not cycle through Harston every day.

David Earl

Spot the cycle path, number 8

‘Paranoid safety culture’ strikes again!

Last year we showed you the absurd double Give Way markings across a cycle path on Newmarket Road where the super dangerous road being crossed led to a locked gate onto a field.

Now, in the recent reconstruction of the cycle path on Hauxton Road, about half way between the M11 and the car entrance to the new Trumpington Park & Ride site, there’s another one. There are Give Way lines across a track to nowhere: another locked gate into a field. Even the owners emphasise that the entrance is not in use.



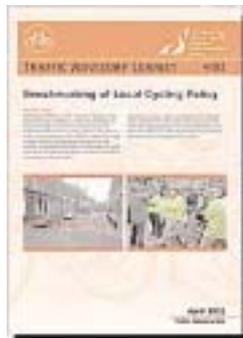
Cycling shorts

Campaign members are invited to join our **members' email discussion list**, which tends to average around two to four messages per day. You can opt to read messages by e-mail, on the web, or in the form of a daily digest. To subscribe, send a message to:

camcycle-subscribe@yahoogroups.com or see www.camcycle.org.uk/membership/discussion.html for more information.

Cambridge City Council is about to start consulting on the **'Cambridge Walking and Cycling Strategy and Action Plan'**. A copy of the public consultation document should be distributed with each printed copy of this *Newsletter*. More information is available from Clare Rankin on ☎ (01223) 457108.

A six-page report on the CTC's **'Benchmarking of Local Cycling Policy'** project has been published. The Benchmarking process involves up to 10 local



authorities in peer-review of cycling policies and provision. Cambridgeshire County Council was one of the first authorities to be involved in the process. The report (known as 'Traffic Advisory Leaflet 4/02') is available from: www.nationalcyclingstrategy.org.uk/html/traffic_advisory_leaflets.html

According to quarterly traffic statistics released by the Department of Transport, Local Government and the Regions, **'pedal cycle traffic' fell by four per cent** between 2000 and 2001 (comparing figures for the first 3 months of 2000 with the first three months of 2001). Car traffic levels rose by about three per cent, according to the same comparison. That rise partly reflects the impact of the foot and mouth disease on traffic early in 2001. Even so, it is estimated that the underlying rate of growth in

motor traffic continues to be about 1% to 1.5% per year.

In Newnham, the **'cattle creep' tunnel under Fen Causeway** has been done up and surfaced – it's intended mainly for pedestrians but cyclists can use it, although the slopes to and from the towpath are unsurfaced.

Anglia Railways has completed the installation of secure cycle parking and storage facilities at all its stations which was achieved through £75,000 of RPP funding from the Strategic Rail Authority. Over 520 cycle parking spaces have been installed – four at each station. Anglia have done much to encourage cycling to stations, with a leaflet detailing its cycling facilities with details about taking bikes onto the train, how to book, and fares. A guide titled *Around the Bittern Track* details nine cycle routes around the Norwich to Sheringham Bittern Line using a variety of quiet roads and lanes.

HOWES CYCLES

WHY SHOP WITH US ?

BECAUSE WE ARE IN TOWN

BECAUSE WE HAVE A GREAT RANGE OF PRODUCTS

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

BECAUSE ON TOP OF ALL THIS

ON PRODUCTION OF YOUR CURRENT MEMBERSHIP CARD

WE WILL GIVE YOU A 10% DISCOUNT

104 REGENT STREET
CAMBRIDGE
CB2 1DP

TEL. 01223 350350
FAX. 01223 460883



Fen Causeway: New surface in the 'cattle creep' tunnel.



Tennis Court Road: The cycle lane is obstructed by large vehicles.

The guide costs £1.00 or is free when booking a bike onto an Anglia Railways train.

There are now footbridges across the ditches on **Grantchester Meadows**, creating a riverside path; this is of interest to cyclists only in that it will take pedestrians off the cycle route to Grantchester.

The **Jubilee Cycleway**, Cambridge’s first Sustrans route, is not yet completed. As cattle are to return to the commons, gates (which we believe are temporary) have been installed prior to the completion of the permanent cattle grids and parallel gates for pedestrians.

Construction work for a new building on **Tennis Court Road** has resulted in a temporary footway which narrows the road. Initially the arrangement narrowed the road such that large vehicles were forced into the contra-flow cycle lane. Following complaints to the City Council and the contractors, the arrangements have been revised. Apparently, relevant permissions were agreed with the City Council. We would have hoped the needs of cyclists would have been more carefully considered before allowing such a situation.

Clare Macrae, Tim Burford, Jim Chisholm



The Jubilee Cycleway: Not yet complete.

Carrying small babies

One question for new parents who prefer to keep on cycling is how to carry a small baby on a bike. The problem is that, until they are about nine months old, babies cannot sit up in a conventional bike seat. Here is our experience.

Lorraine and I bought a child trailer (designed for one or two children nine months upwards) and fixed into it a second-hand car baby seat. This carried Seán from when he was about five months old, when we bought it, until he was about 12 months old. It carried Joseph from about two weeks old until Beth was born, when he (age 16 months) had to move to a bike seat – on the other parent’s bike whenever practical – because he cannot yet be taught not to poke and pull Beth.



The Burley Cub.

There is a neater adapter designed to carry babies (birth to 10 months) in most child trailers. We got ours from Kevin Dunseath at *D.TEK* (in Little Thetford, near Ely). This adapter is much narrower and rather lighter than the old car seat we used to use, and it means that Seán and Beth can ride in the trailer together. It costs about £55 but Kevin sometimes has a second-hand one (he fits a new fleecy cover) for less. It’s worked very well, although the trailer is rather bulky. If you are certain you’ll stop at one child, get a single-seater trailer and look for a model which converts to a three-wheel stroller. Our two-seater has a kit to add a nose wheel, and it is then a lovely big pushchair – but it won’t fit through shop doorways. If you even just might have two or more children, get a two-seater: they can carry lots of shopping as well, there’s a good selection of models around, and apparently they are easier to sell on when out-grown.

Our trailer is a *Burley Cub*. It fits most bicycles, is quite tough and well made. I think it cost about £300. There are cheaper models around, and somewhat more expensive ones. Good second-hand trailers like ours cost about £200 from a shop, possibly a bit less directly from a previous owner. It folds, but not to a very small package. Although the nylon cover ‘eats up’ new fittings and one critical seam used to leak in heavy rain, the rest of the trailer has given no problems in more than three

years of daily use. All child trailers are hard to park and lock securely. Most have poor provision for the back light: we fitted an LED lamp which could replace one of the reflectors.

I’ve seen tiny babies carried in a sling-type carrier across mother’s front on (upright roadster) bicycles occasionally. It doesn’t look very good, but we never tried it.

There was a vintage cycle sidecar, beautifully made from plywood and a light steel frame, at the CTC Birthday Rides a few years ago. I think it was a family heirloom, not available even second-hand, but if you have suitable skills and time, or know someone who does, it might be possible to get a copy made. (It had a 10-day-old baby in it, appearing very contented.)

Finally, there is, or was three years ago when we were looking for our trailer, a Dutch product called the *Babybike*. This holds the baby in a detachable carrier similar to a car baby seat, but with its own rain cover and suspension, fixed over a rear cycle rack. It was horribly expensive (£400 or so if I remember rightly) so we didn’t do any more than read the brochure.

In Cambridge, H Drake on Hills Road has a selection of trailers and the staff are helpful. D.TEK is a bit far away but stocks more weird brands and second-hand stuff.

Mark Irving

The things people say, number 2

The Council spends thousands of pounds of my money on cycle paths. Why don't you damn well use them?

That's a question that is often asked in more or less abusive terms to the people on our Campaign stall. It illustrates one of the problems of installation of poor quality



Trumpington: Better quality cycle paths attract more users. But look at how uncomfortable this first stretch is – dip and dive across three consecutive driveways. If I want to turn right at Long Road it is no use to me at all.



Stapleford Bridge: Cyclists heading away from Cambridge would have to cross the road twice at difficult points to use the narrow, bumpy, overgrown, flood-prone path which bypasses the road bridge.

facilities. Unfortunately it isn't just the kind of resentment that shows through the question, it's the all too real hazard it generates.

Take a recent example where a motorist overtook me at speed in the narrow gap approaching a central island in Harston. When he pulled into his driveway a few yards further up the road, he made it plain to me that he thought I was 'fair game' if I wasn't riding on the pavement (which happened to have a blue sign, but is in no other way suitable for cycling).

A letter we received last month is typical – asking the same question at the milder-mannered end of the scale.

Can you tell me if there are any plans to mount sign posts directing cyclists to use the cycle paths/ways provided for them? I have seen several 'near misses' on the Trumpington Road and on the Stapleford Bridge. The problems were so unnecessary because thousands of pounds have been spent providing cyclists with paths along both routes, but cyclists are still using the roadway.

I am a motorist who drives in Cambridge during the day because of the work I do. I want to be cyclist friendly, but when I see a bike going over the Stapleford Bridge, holding up traffic that has just come out of a 30 zone, I feel like shouting out 'don't you know there is a cycle path'. In one week I saw six cyclists on that road, and two almost caused head on collisions because cars were overtaking them on the brow.

I'm sure that it is ignorance of the existence of the path, what other reason could it be?

What does this tell us? Does this motorist think that it should be compulsory to use cycle facilities, whatever their quality? I think so. Quite clearly there is resentment that money is wasted on cyclists. But the staggering suggestion that it is the cyclists using a bridge that are at fault simply by being there, rather than the motorist who overtakes in an unsafe location, is really deeply offensive. It is not an uncommon attitude among motorists, however, in places where there is a cycle facility nearby. Does the phrase 'I want to be cyclist friendly,

but...' imply a threat of withdrawal of 'friendliness' when a cyclist doesn't use the path?

Perhaps the point which bothers me most is the attitude to safety. Clearly the writer thinks that a cyclist's only motivation in choosing where to cycle is their safety. This reflects the message that has been drummed into people over the last ten years: that cycling is **not safe**. (Rail travel is pretty risky too, but driving is, however, safe).



It is a pervasive message, which is reinforced by misguided advertising, construction of highly visible cycle paths and helmet wearing. It is a reflection of our risk averse world, yet people who say they won't cycle for safety reasons will often do much more risky things in other walks of life. The small additional risk of cycling is seen in absolute terms – cycling is not safe, driving is – often from a position of no experience. This is used as an excuse not to cycle, when the real reasons are things like comfort and laziness. But if someone does try cycling from this starting point, setting out with expectations of terror and nervousness must surely confirm their prejudices.

Our writer lives not far from the M11. Motorways are statistically many times safer than rural and urban roads. The Government has spent hundreds of millions of pounds of our money building the thing. Why doesn't she use it? What possible reason could there be?

David Earl



It is not this cyclist's fault if a car overtakes him on the brow of the hill and hits a car coming the other way.

Nuisance parking

Does your locked bike obstruct others?

I ask this question knowing that sometimes I'm guilty. Now that there are more secure spaces for leaving your bike in the city centre, has it changed where you park your bike? As cyclists we expect motorists to be responsible, and not to leave their vehicles where they obstruct the passage of other road users such as cyclists. Have you thought whether your locked bike might obstruct a pedestrian with mobility difficulties, or a parent with child in a pram or push chair? Blind people can also be put in danger by carelessly parked bikes – see 'Blind People and Cyclists' in *Newsletter 20* (October 1998). Following the opening of the secure cycle parking area in Park Street, some cyclists have declared that they do not use it as there are railings and street furniture nearer their destination.

In the city and on University sites there are a number of locations, including hand rails, where locked bikes regularly cause obstruction to vulnerable pedestrians, to buggies and wheelchairs. Cyclists have responsibilities as well as rights. How far should you be expected to walk to your destination from your parked bike? When I did a parked bike count in the City Centre several years ago, most of the official and secure locations were occupied before 09:00 (by those working all day in the area?), leaving no such spaces for those on quick shopping trips to the city.



Bikes locked to the 'handrail' on slope to building on Tennis Court Road.

Perhaps the Park Street facility (see article on page 12) and then the Grand Arcade with its 500 or more new secure spaces will change our habits, and when long-term parking we'll be willing to walk a couple of minutes to our destination, and leave pavements and paths clearer.

Jim Chisholm

Wouldn't it be nice if...

... there could be lockers available in the City Centre.

When cyclists talk about lockers they usually mean boxes where cycles can be locked in safely. But I'm talking about ordinary luggage lockers here. You know, the kind you see at swimming pools or used to find at railway stations.

Luggage lockers would be an excellent way to help people avoid using cars for shopping trips. Lion Yard car parkers already have the luxury of leaving their spare tyre and road atlas in the car. They can come back to it every now and again to dump the armfuls

of Top Shop couture and M&S all-year-round strawberries they accumulate.

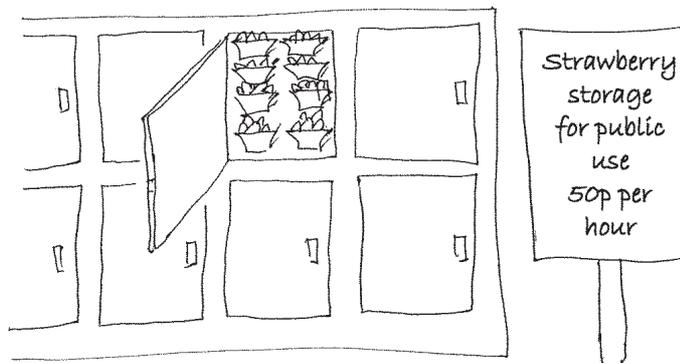
But we cyclists need to take our cagoules and lights with us because they are such precious objects that people want to steal them all the time. The one time you buy something unusually large is the day someone steals the bungee off your carrier that you forgot to take with you.

Bus passengers would also benefit. I sometimes wonder if the only reason bus-users have children is so they can have a buggy to wheel round to put their shopping under. A wheelie bag is oh so definitely un-cool these days.

The pessimist tendency will inevitably look for reasons why it can't be done. Someone might sleep in them. Terrorists may put bombs in them. But the IRA is much less aggressive these days. And does Bin Laden really want to blow up the Cambridge Woolworth's? Perhaps don't put them right next to McDonald's though.

But let's be optimists for a change and look for ways it could be done. Save my aching arms and pannier strap marks across my hands. Maybe (ha!) they could even be free.

David Earl



Letters

Milton village – comments

As a regular user of the route through Milton from Cottenham to the Science Park, I have seen the gradual deterioration of the red tarmac in Cambridge Road.

It is not just the red tarmac that is deteriorating. The white lines marking the northbound cycle lane are wearing out as well. The main reason for this is plain to see: vehicles are weaving in and out of the cycle lane or straddling it as they avoid speeding traffic approaching from the opposite direction. Many of these 'cycle lane drivers' are themselves speeding too.

It is noticeable that there are no centre markings along Cambridge Road. Vehicles parked in the cycle lane are also a common hazard. I have experienced a number of near misses from passing vehicles, including a bus, whilst cycling northbound in the 'safe' cycle lane.

The road narrows approaching the pedestrian crossing outside the shops in the High Street and here, the cycle lane ends – just where it is needed most! There is not enough room on the crossing for two vehicles and a cyclist to pass, but that does not stop drivers attempting to overtake cyclists at that point.

For cycling to be safer in Cambridge Road, speed-reducing measures need to be implemented.

Stuart Robbins, Cottenham

Convenient bike lights

In *Newsletter 41* Nicholas Coni bemoans the 'startup/shutdown' overhead of cycling – clothing, helmet, lights, (un)locking etc., especially in winter. He has a point of course, but I think he is making things harder for himself than necessary, and don't forget that you never have to scrape the ice off the front of your bike for 10 minutes before setting off.

Lights are probably the biggest annoyance. The best way to solve this is simply to eschew the strange modern idea that to avoid theft you should make things really easy to steal and always carry them around with you. Simply fix your lights and battery securely and permanently to the bike and preferably make them look as odd and undesirable as possible (gaffer tape is very handy in this regard). My partner's lights have been attached for some four years now with

no problems, even though these are very ordinary Ever Ready double 'D' cell lights in the usual clips. Having lights built in to the vehicle, just like your car, is a major improvement to your cycling life. Top them up once every week or three with a charger in the bike shed. Unfortunately most manufacturers tend to prefer easy-steal lights for some reason – look for fittings that can be bolted, taped or tie-wrapped permanently in place, and separate battery packs. Making your own is best, but commercial kit can also be pressed into service.

I get round the helmet problem by simply not using one, being of the opinion that they are too much faff and entirely unnecessary if not plunging down steep stony hills.

Having waterproofs that live permanently in your pannier finishes off the ensemble leaving you only with the locking/unlocking part, which in fact I don't do at home or at work, so only have to worry about when going into town. Your mileage will vary on this one – it depends where you leave your bike whether this particular optimisation makes sense for you.



Waterproofs live permanently in the pannier.

Yes, some of these things mean you might occasionally suffer inconvenience such as theft or damage, but you have to weigh this against the significant convenience saving on hundreds if not thousands of occasions of bike use. I certainly would never go back to carrying easy-steal lights around for example.

I agree with Mr Coni that switching to GMT in winter is a stupid idea that should be scrapped, by the way, but permanent lights is a much more general solution to this particular problem.

Wookey

Fulbourn Old Drift

If the railway crossing at Fulbourn is closed there is a danger that a safe, pleasant and quiet route will be destroyed. I enjoy cycling and walking from Cherry Hinton, on the path beside the railway, over Yarrow Road, along Fulbourn Old Drift and on to Fulbourn, using the existing crossing over the cycle track. I do not want to cycle anywhere near to a hypermarket car park.

Diana FitzGerald

The completely traffic-free new path runs alongside Tesco's car park on its own land, not through it. More news on page 5.

Small ads

www.camcycle.org.uk/newsletters/smalladverts.html

For sale

Claud Butler Majestic 25" frame and other parts, in need of attention. Free to a good home (but a donation to the Cycling Campaign wouldn't go amiss) ☎ 07977 500014

Adult tricycle with two children's seats (suitable for up to age 5) and front basket. Pashley 'Picador' model £180. Kathy ☎ (01638) 743556

Peugeot racing frame circa 1987. 58 cm (23") centre-to-top, '531 Professional' frame, 531 forks, rear dropouts 126 mm Simplex, adjusters. Shimano 600 headset fitted, needs bottom bracket. Down tube shifter bosses, bottle bosses, dark grey metallic finish (fair condition) with chrome forks and rear ends (average). Includes Peugeot seat pin. £30 ono David Green ☎ (01223) 449304

📧 <http://web.onetel.net.uk/~davidwgreen/>

Carlton 'Continental' club frame circa 1975. 64.5 cm (25.5") centre-to-top, 531 frame and forks, rear dropouts 126 mm. Needs headset and bottom bracket. Braze-on cable stops etc.; metallic blue finish (needs respray). £20 ono; contact David Green (see above)

Britax Romer 'Jockey' child bike seat. Good condition, purple, red rear reflector, for child up to 22 kg. Adjustable footrests and foot straps, multi-colour padded seat cushion, 4-way safety harness, quick-release seat removal from bike. Clamp for bike included. £20 ono; contact David Green (see above)

Top-tube child seat, fits to gents or ladies frames, has foot rests and back rest. £10; contact David Green (see above)

Wanted

Front forks to go with 1963 Claud Butler touring frame, Reynolds 531 tubing.
Bill Roberts : 📧 bill_roberts_email.com
☎ 07939 533801

Campaign Diary

www.camcycle.org.uk/events

June 2002

- Tue 4 **No regular open meeting**, because we are unable to book the Friends' Meeting House on the bank holiday.
- Tue 4 6 pm **Picnic ride along Jubilee Cycleway**. Meet at the Friends' Meeting House, Jesus Lane, and join us for a ride beside the river, on the new Jubilee Cycleway, towards Ditton Meadows. Please feel free to bring a picnic.
- Wed 5 7 pm **Bike Week 2002** planning meeting, at 8 Thirleby Close. Please get in touch if you might be able to help! ☎ (01223) 500902.
- Sun 9 1 pm **Leisurely Ride**. A countryside ride, at a gentle pace. We'll be back in Cambridge around 4.30 pm.
- Fri 14 8.30 am **Newsletter 42** review and **Newsletter 43** planning meeting, over breakfast in Tatties café.

Sat 15 – Sun 23 Bike Week

- Mon 17 7 pm Join us for a **social gathering at CB2** café 5–7 Norfolk Street.
- Sun 30 Sponsored **Family Fun Cycle Ride** in aid of the Arthur Rank Hospice charity – choose from 10, 18, 30 or 50 miles starting and finishing at Bottisham Primary School. Prizes of mountain bikes for under-18s and adults who raise the most sponsorship. The Fundraising Team, Arthur Rank House, 351 Mill Road, Cambridge CB1 3DF ☎ 723115 📠 723111

July 2002

- Tue 2 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.) King Street, Hobson Street and SuperCam will be discussed at the meeting.
- Sat 6 **Newsletter 43** deadline. Please send copy to Mark Irving.
- Sat 6 10 am **Police cycle auction** at the 29th Cambridge Scout Headquarters, Stanesfield Road, off Barnwell Road, Cambridge. Viewing from 9 am. ☎ (01354) 688197 for information.
- Sun 14 1 pm **Leisurely Ride**. A countryside ride, at a gentle pace. We'll be back in Cambridge around 4.30 pm.
- Mon 15 7 pm Join us for a **social gathering at CB2** café 5–7 Norfolk Street.
- Wed 24 7.30 pm **Newsletter 43 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!
- Sun 28 Bike Events **London to Cambridge** sponsored bike ride.

August 2002

- Tue 6 7.30 pm **Monthly open meeting**, Friends' Meeting House, Jesus Lane. See description for 2 July.
- Sun 11 1 pm **Leisurely Ride**. A countryside ride, at a gentle pace. We'll be back in Cambridge around 4.30 pm.
- Mon 19 7 pm Join us for a **social gathering at CB2** café 5–7 Norfolk Street.

Further ahead

- Sun 8 September **St Ives Bike Ride**. 25 mile sponsored ride taking a circular route through the Cambridgeshire Fens and travelling up the meridian line. Starts and ends at the Dolphin Hotel, St Ives. British Heart Foundation, 14 Fitzhardinge St, London W1H 6DH
- Sun 29 September **The Cambridge Wheel** sponsored ride. 28 or 44 miles; start and end in Cambridge; in aid of Action Research.
- Sat 5 October Police **cycle auction**. For details see 6 July.

Bike Week 15–23 June

- Sat 15 12 noon **Three Rides to the Children's Festival**, each to be led by experienced cyclists, ending up at the Children's Festival on Jesus Green. Children must be accompanied by an adult. Start from the playground in Dudley Road, Fen Ditton; or outside the Golden Hind pub on Milton Road; or on Cherry Hinton High Street on the corner of Chelwood Road. For route details contact Clare Rankin ☎ (01223) 457108.
- Sat 15 10–3 **Dr Bike and cycle security etching**. Guildhall Street (near the Petty Cury corner of Market Square). A free 29-point safety check; you will receive a voucher for discounted repair at many local bike shops. Police are offering security coding of cycles.
- Sun 16 10–4 **Cycle Try-out Show** on Parker's Piece. This is your chance to try a huge range of pedal-powered practical transport solutions. There's the flashy chopper-style Phat Bikes, four-seaters, bikes for carrying goods and many bikes for small children to play on. Stalls and refreshments nearby.
- Mon 17 5 pm **ET – the Extra Terrestrial – Cycle Home** at the Arts Picture House, St Andrew's Street. Box Office ☎ (01223) 504444. Cycling escapism as ET flees the scientists.
- Wed 19 8–9 am **Free Bike2Work breakfast** outside Hobbs Pavilion Restaurant, on Parker's Piece. Enjoy toast or a croissant and a coffee with your fellow two wheeled commuters. (Supported by Cambridgeshire TravelWise.)
- Thu 20 6 pm **Picnic Ride**, leaving Hobbs Pavilion, Parker's Piece for a gentle ride to Grantchester Meadows. Bring a picnic; back by 9 pm.
- Sun 23 10 am **Countryside Cycle Ride** starting from Hobbs Pavilion, Parker's Piece. This all-day ride through the countryside will be taken at a leisurely pace. Bring a picnic lunch and water.



Your streets this month

Proposed

A major scheme has been proposed to reduce casualties and improve conditions for cyclists at **Mitcham's Corner**, the busy junction where five roads meet at the north end of Victoria Avenue. See article on page 11 for details.

Councillors have also approved for consultation a whole series of measures to reduce motor traffic in the southern half of the City Centre. The proposals include closing **Silver Street** to motor vehicles during the middle of the day, possibly in conjunction with a tidal flow system at other times, and restricting access to **Regent Street**. Less welcome measures to increase the traffic capacity of the ring road, especially by building an extra traffic lane in **Gonville Place**, have also been proposed. See article on page 10.



Gonville Place: Extra traffic lane proposed.

junction with Elizabeth Way, which is likely to happen towards the end of the works which are due to be completed by mid-August.

Construction of the Jubilee Cycleway across **Stourbridge Common** and **Ditton Meadows** continues to progress, albeit extremely slowly. See article on page 15.

Completed

Bidwells, the company that manages Cambridge Science Park, has written to us to announce that a new cycle route from **King's Hedges Road to the Science Park** is now open. Unfortunately it is rather narrow, requires cyclists to give way twice to cross side roads, is poorly integrated with the road network at each end and is closed with a locked gate at 7.30 pm each weekday evening and all day at weekends. We have asked for a meeting to discuss possible improvements.

Contractors working in **Trumpington Road** have corrected a number of minor blunders on the new cycleway there. A number of 'cyclists dismount' signs that had been incorrectly installed at toucan crossings have now been removed, and some bumpy kerbs have now been made flush.

Decided

The experiment in which cyclists were exempted from the one-way restrictions in **Bene't Street**, **Hope Street** and at the far end of **Burleigh Street** is to be made permanent. Council officers have also accepted our request for a segregated entry point for cyclists to be provided at the King's Parade end of Bene't Street, where a footway build-out reduces the road to a single lane. Re-introduction of no-entry signs will not only help cyclists, but also reduce motorist violations here. See article on page 3.

Under Construction

Work has started on a £270,000 traffic-calming scheme in the **Chesterton High Street** area. This involves the construction of a series of raised tables and junction remodelling at both Church Street junctions. It will, unfortunately, also include narrowing the High Street between Chapel Street and Church Street (east). As part of the scheme, **St Andrew's Road** will be closed to vehicles at its



Traffic calming under construction in Chesterton High Street.

Other organisations

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
www.cambridge.gov.uk

Cambridge Area Bus Users' Campaign (CamBUC)

c/o Cambridge Friends of the Earth (see below)
☎ 527028 or 245533 📠 527028
✉ cambuc@bigfoot.com
www.cambuc.org.uk

Cambridge Friends of the Earth

1a Felton Street Cambridge, CB1 2EE.
☎ 517509 ✉ camfoe@telinco.co.uk
www.telinco.co.uk/camfoe

Cambridgeshire County Council

☎ 717111
Road Safety ☎ 717385
Potholes south of Cambridge ☎ 833717
Potholes north of Cambridge ☎ (01353) 667826
www.cambridgeshire.gov.uk

Cycle-Friendly Employers and Travel for Work schemes

Bill Park Weir ☎ (01223) 712429
✉ Bill.ParkWeir@cambridgeshire.gov.uk
www.cfe.org.uk
www.tfw.org.uk

CTC (Cyclists' Touring Club)

Cambridge District Association
E P L Rowell, Secretary ☎ 01954 210692
✉ secretary@ctc-cambridge.org.uk
www.ctc-cambridge.org.uk

The Slower Speeds Initiative

PO Box 746, Norwich NR2 3LJ
www.slower-speeds.org.uk

Sustrans

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

South Cambridgeshire District Council

☎ 443000

STEER (Sustainable Transport for the East of England Region) www.steer-tar.org.uk

Team Cambridge

A club for all forms of cycle racing.
Graeme Osler ☎ 441920
✉ graeme@cam-cs.demon.co.uk
www.team-cambridge.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://t2000cam.cjb.net>