



## Riverside

Four cycle and footbridge options

## Bradwell's Court

Redevelopment plans

## Traffic speed

Report criticises government policy

## Shelford Road

Our action on illegal use of cycle lanes

## Traffic lights

Negotiation by bike

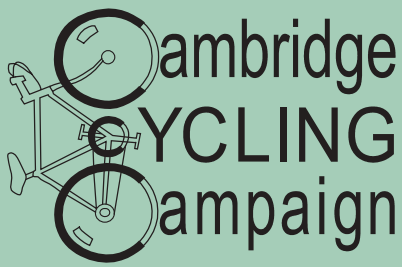
## Dear Father Christmas

Gift ideas for cyclists



## Hills Road bus lane proposals

Both proposals involve the removal of the existing cycle lanes – see page 2



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

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# Hills Road bus lane proposals

We reported in *Newsletter 43* on the County Council's proposal to install a bus lane on a stretch of Hills Road. The plan is to introduce a bus lane on Hills Road in the outbound direction between Cavendish Avenue and Long Road, a length of about a third of a mile. Two alternatives are proposed. Both involve the removal of the existing dedicated cycle lanes and dividing the road into an outbound bus lane, an outbound traffic lane, and an inbound traffic lane.

**Option A** would introduce a 4 m wide bus lane with narrow inbound and outbound traffic lanes. This would require road widening, generally at the expense of the grass verges. The resulting arrangement would be similar to Trumpington Road.

**Option B** would provide a narrower bus lane, again with narrow traffic lanes. The result would be similar to the arrangement in Milton Road. The pavement on the outbound side would be widened slightly and resurfaced to create a 2 m wide path shared between cyclists and pedestrians.

## Timing buses

Following many hours of observation of buses and bikes on this stretch of Hills Road, we decided to time bus journeys in two evening rush hours early in November. From 4:30 pm to 6:00 pm, with synchronised clocks, we noted the time that each bus passed points at the start and end of the proposed bus lane. We then made various calculations based on the journey times. The full timings are available on our website.

## Bus journey times

The County Council said in June this year (Papers for Cabinet, Agenda Item No. 3, Paragraph 4.2) that 'over a two-hour peak (minimum in term time)' in the afternoon and early evening, 'it can take between 10–15 minutes for buses to travel the half-mile leading up to the Long Road junction.'

In our timings, on the first day (Monday 4 November) the longest bus journey was 5 minutes 37 seconds. On the second day (Wednesday 6 November), the longest was 4 minutes 32 seconds. Out of a total of 68 outbound buses, only five took more than 5 minutes, and none took more than 6 minutes. The average bus journey time during this peak period was only 2 minutes 26 seconds.

Even with a bus lane, it is very unlikely that this average time could be reduced by much more than a minute; at an average speed of 20 mph, buses would travel the length of the proposed bus lane in about 1½ minutes (according to the County Council). We are, of course, not saying that there are never serious delays on this section of Hills Road. What we are saying is that serious delays here are not typical even during the peak time in school term and in November, one of the busiest times of the year. At other times of day, and even in peak times for most of the year, the typical time that buses will save by using the proposed bus lane will be negligible – ranging from nothing at all to well under a minute.

## Gaps between buses

Our bus survey revealed that bus passengers are being significantly delayed by a factor which the proposed bus lane will not alleviate at all. This is the problem of bus bunching.

## Annual General Meeting

This year's AGM will be on Tuesday 3 December, at 7.30 pm for 8 pm (ending 9.30 pm) at the Friends' Meeting House on Jesus Lane. Because this newsletter will be distributed so close to the AGM date, we wrote to all members giving advance notice of the meeting and inviting nominations and motions.

We are pleased to announce that Brian Smith, Director of Environment and Transport at Cambridgeshire County Council, will be our guest speaker at the AGM. He will be speaking about the cycling aspects of his department's work, including Safer Routes to Schools. Patrick Joyce, who is the Cycling Project Officer, will also be present.

*Clare Macrae*



Anglia Polytechnic University: 160 car parking spaces to go. See page 4.

We calculated the times between successive buses on two services, C1 and 99. Both of these are supposed to run every 10 minutes at this time of day.

Gaps between arrival times of successive buses on the outbound C1 service (Arbury to Fulbourn), between 4:30 pm and 6 pm at Cavendish Avenue	
Date	Gaps between arrival times (minutes:seconds)
Monday 4 November	0:40, 25:26, 1:44, 1:56, 15:09, 1:33, 15:45, 0:40
Wednesday 6 November	7:52, 3:34, 15:38, 39:50, 0:24, 0:04, 32:37, 2:21

In other words, on the Monday, two C1 buses arrived 40 seconds apart, and then there wasn't another one for over 25 minutes. On the Wednesday, there wasn't a C1 bus for nearly 40 minutes, and then three of them arrived in under a minute. In fact, these three buses chased each other: while one was picking up passengers, one of the other two would catch up and overtake, and then wait at the next stop picking up passengers. The third bus was almost empty.

Gaps between arrival times of successive buses on the outbound 99 service (Park & Ride), between 4:30 pm and 6 pm at Cavendish Avenue	
Date	Gaps between arrival times (minutes:seconds)
Monday 4 November	12:55, 5:27, 4:29, 13:22, 9:57, 7:30, 8:22 (with no 99 between 17:33:28 and 6 pm, when we stopped timing)
Wednesday 6 November	9:44, 15:12, 4:30, 10:28, 7:25, 21:12, 18:58, 8:07

There are ways of tackling this issue. Buying bus tickets from on-street machines before boarding, as is commonplace in most of Europe, would help. If more people were able to pay for tickets in advance, the first bus would spend less time at a bus stop loading passengers, thereby reducing the delay to the first bus, in turn reducing the amount by which the bus behind would catch up. We are not alone in saying this. An independent report on bus provision in Cambridge (Steer Davies Gleave, December 2001) says: 'Improved Ticketing Procedures: the most significant short/medium term measure to reduce vehicle dwell times in the hub.' Better control of departure times from Drummer Street might also help.

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## Newsletter Web conversion – help needed

We are looking for a volunteer to help get this newsletter online every other month. Our previous two volunteers are now working even harder on other aspects of the newsletter and website.

The job, which needs about 4–6 hours work once every other month, involves converting and splitting up the HTML produced by the QuarkXPress original into XHTML 1.0 format suitable for the campaign's website.

Your work would be very much appreciated: according to our website statistics report, which is produced daily\*, the newsletter pages are the most popular area of the site, accounting for just over 70% of traffic, with each article having had around 100–1000 hits since the new site was launched 12 months ago. We get hits from all over the world in addition to the many local members, councillors, council officers and citizens who use the site.

If you may be able to help, please contact me via the Campaign's usual contact channels (such as e-mail to [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk)).

*Martin Lucas-Smith, Cambridge Cycling Campaign webmaster*

\* [www.camcycle.org.uk/about/website/statistics/](http://www.camcycle.org.uk/about/website/statistics/)



**Other measures to speed up buses**

There are many other measures which could and should be taken to speed up buses on this route:

Yellow cross-hatching on the road surface at the Long Road–Hills Road junction, at places on the Addenbrooke’s roundabout and at the junction with Worts’ Causeway would also help.

More generally reduction of on-street car parking and better enforcement of waiting and loading regulations all along these and other bus routes would benefit both public transport and cyclists.

Most important of all, reduction of off-street parking provision in the city would reduce private vehicle movements and much improve conditions for buses and cycles. The Anglia Polytechnic University has just announced a highly commendable move in this direction. Its rebuilding programme will remove 160 car parking spaces.

**Counting bikes**

On Thursday 7 November, we had volunteers on Hills Road from 7 am to 7 pm. Some counted bikes, using a mechanical counter, and others handed out leaflets to cyclists.

The peak flow in a whole hour was 277 – that is about one every 12 seconds.

1375 of these cyclists were on the road, and 431 were on the existing pavement cycleway. That means over three quarters of cyclists are currently voting with their wheels and choosing to ride on the road in the cycle lanes rather than to use the pavement cycleway.

If the council’s proposals go ahead, many of these cyclists will feel compelled to use the cycleway. This will mean many faster cyclists on the pavement, more congestion and conflict with pedestrians and the loss of priority at side-roads. Those cyclists who choose to stay on the road will suffer the same problems that we know already happen on Milton Road (see box.)

**Hills Road cycle counts, Thursday 7 November 2002**

Time	On the pavement cycle path (both inbound and outbound)	On the road cycle lanes (both inbound and outbound)
07:00 - 08:00	22	77
08:00 - 09:00	54	190
09:00 - 10:00	41	236
10:00 - 11:00	19	100
11:00 - 12:00	27	69
12:00 - 13:00	24	75
13:00 - 14:00	20	77
14:00 - 15:00	22	61
15:00 - 16:00	31	70
16:00 - 17:00	33	116
17:00 - 18:00	82	160
18:00 - 19:00	56	144
<b>Total</b>	<b>431</b>	<b>1375</b>

**The proposed changes will improve bus speeds only slightly, and only for a short period in the rush hour at certain times of the year.**

**Minor improvements – major problems**

Cambridge Cycling Campaign recognises the importance of public transport in reducing traffic levels in Cambridge. But the proposed bus lane will improve bus speeds only slightly, and only for a short period in the rush hour at certain times of the year. We believe it is unacceptable to achieve such minor improvements for buses by making conditions much worse for *all* cyclists and pedestrians, 24 hours a day and *all* year.

We do not have a major traffic congestion problem on this section of Hills Road. Such difficulty as does exist should be tackled by other measures. Creating a bus lane will make matters worse for cyclists and pedestrians and is a disproportionate and inappropriate response. We should be proud of the provision for cyclists and pedestrians in Hills Road; it is better than almost anywhere else in Cambridge and encourages thousands of people to walk and to cycle to Addenbrooke’s Hospital and to the schools in the area. We should be publicising and celebrating this provision and certainly not abolishing it.

Thank you to the many concerned Campaign members who have helped us with surveying, leafleting and deliveries.

*Clare Macrae*

**‘The Milton Road Effect’**

We know what will happen because it has happened before.

In Milton Road, the inbound bus lane has left an extremely narrow outbound traffic lane. Cyclists who use it complain repeatedly that they are harassed by impatient drivers. This includes travelling far too close behind, and in some cases actually nudging cycles with their vehicles, abusive shouting, gesturing and blowing horns and overtaking deliberately far too close even when there is no traffic approaching.

This harassment is so common that it has become known as the ‘Milton Road effect.’ As a result many cyclists have unwillingly transferred to the pavement, where they have to put up with the narrow path, the need to break the law by cycling in the pedestrian part to pass other cyclists safely, the obstructions such as wandering pedestrians, wheelie bins and road detritus, and the repeated interruptions at side roads.



**Have your say**

**The deadline for responses to the County Council’s consultation on these proposals is Monday 2 December.**

You may have received a copy of the County Council’s survey form through your letterbox.

There is also an online survey form on the County Council’s website [www.cambridgeshire.gov.uk/sub/eandt/highways/cambridge/hillsroad/](http://www.cambridgeshire.gov.uk/sub/eandt/highways/cambridge/hillsroad/)

You can find more information on our website [www.camcycle.org.uk/campaigning/issues/hillsroad/](http://www.camcycle.org.uk/campaigning/issues/hillsroad/) or from us.

# Four bridge options for Riverside

Public consultation is currently taking place on proposals for a new cycle and footbridge over the River Cam, adjacent to Riverside.

The County Council has proposed four options, and has asked cyclists and local residents for their views on which is the best. Local residents over a wide area will already have received a copy of the consultation leaflet and a questionnaire, and we have sent copies to all our members to ensure that all those who might use the new bridge have an opportunity to give their views.



You can also find the questionnaire online at [www.cambridgeshire.gov.uk/sub/eandt/highways/cambridge/cycbridge](http://www.cambridgeshire.gov.uk/sub/eandt/highways/cambridge/cycbridge).

Any of the four options would be of great benefit to cyclists. For the first time, we will actually have a cycle/pedestrian bridge over the river on which we are not expected to dismount and push our bikes across. We feel, however, that 'Option 4' stands out as clearly the best.

## Where will cyclists want to go?

In comparing the options, you need to judge where cyclists using the new bridge will actually want to go.

We feel that a bridge in this area will largely be used by cyclists travelling between the City Centre and Chesterton or King's Hedges. Many of them currently use the Cutter Ferry footbridge or Elizabeth Way and they will probably find the new bridge an attractive alternative.

Cyclists heading from Chesterton and King's Hedges to East Barnwell will probably find all four options take them too far out of their way, and they will probably continue to use the Green Dragon footbridge.

It is also likely that some cyclists using the new bridge will want to use the new cycle route through Tesco. Although we criticised this route in *Newsletter 44* as being poorly designed and obstructed by chicanes, it is nevertheless likely to grow in importance, offering, in the future, a route not only to the

supermarket itself but also through the new retail developments on the opposite side of Newmarket Road to Coldham's Lane and Romsey.

## The Options – and our views

**Option 1** is the most southerly of the four proposals. This leaves Logan's Way on the north bank and curves east across the river landing on Riverside.

*Our view:* This option points the wrong way for cyclists heading to and from the City Centre, who we believe will form the large majority of the cyclists using this bridge.

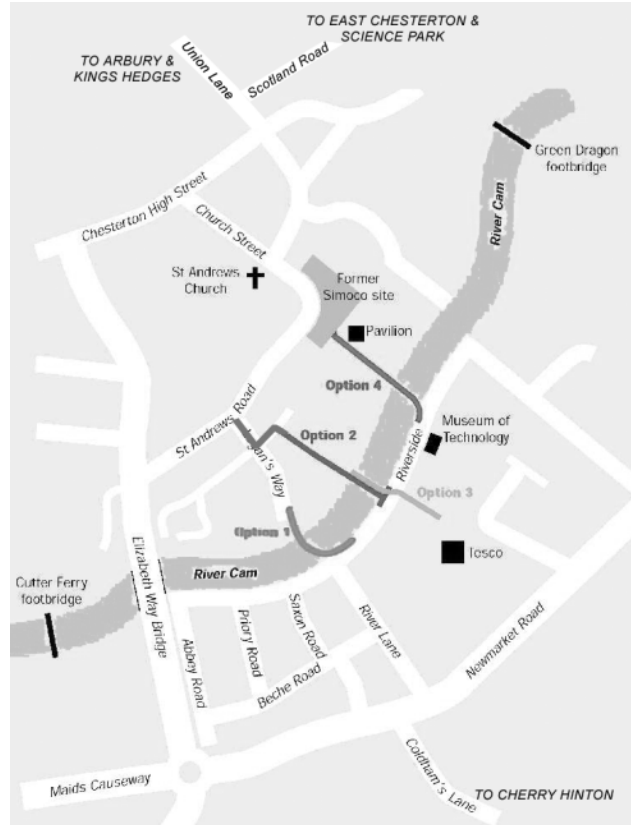
**Option 2** is located slightly further east. This is a square crossing of the river, the bridge splitting on the south side to both east and west along Riverside.

*Our view:* This is good for cyclists heading in both directions on Riverside, as well as providing a reasonably direct route into Tesco. However the link to St Andrew's Road is less convenient, with cyclists having to make a diversion via Logan's Way.

**Option 3** crosses at the same place as Option 2, but spans both the Cam and Riverside at high level, landing part way up the ramp to Tesco. Cyclists who don't want to go to Tesco will need to turn around and follow a cycleway back down to Riverside. It also suffers the same inconvenient access to St Andrew's Road as Option 2.

*Our view:* This provides convenient access into Tesco at the expense of a much less convenient route for the majority of cyclists who will want to get onto Riverside towards the City Centre.

**Option 4** comes off the bend on St Andrew's Road between the two former Simoco buildings, past the pavilion and



crosses the Cam opposite the Museum of Technology curving west to land on the northern side of Riverside.

*Our view:* This seems to offer the simplest and most direct route for cyclists heading from Chesterton and King's Hedges towards the City Centre. It also offers a simple and direct route for cyclists heading towards Tesco. It is also the only option likely to be useful for some routes to and from East Barnwell. This is our preferred option.

Whichever option is chosen, the bridge would benefit from restrictions on motor vehicles on Riverside around the bridge landing ramp, especially if that ramp is one-way so some cyclists will need to do U-turns. There is no need for motorised through traffic along here, and the environment would be much nicer without it.

## Give your views!

Whichever option you prefer, please do invest the time to tell the County Council your views on this and other aspects of the design of the bridge. Fill in their questionnaire and return it by 2 December 2002.

# Plans for Bradwell's Court

The present buildings in Bradwell's Court, which lies between St Andrew's Street and Drummer Street, were put up around 1960. Before that access from St Andrew's Street to Christ's Pieces was down Christ's Lane, which was then a pleasant lane used by both pedestrians and cyclists but which is now a blocked-off service area for Christ's College kitchens and for some of the shops. Bradwell's Court is now to be redeveloped.

A draft planning brief has been compiled to include 'shopping, arts/entertainment space with housing or student residential above.' It is also envisaged that Christ's Lane will be reopened, but for pedestrian access only with cycling excluded. No provision for on-site cycle parking within Bradwell's Court is made except for workers and residents. This unsatisfactory draft planning brief has just been accepted by the City Council.

Representatives of the Cycling Campaign attended a consultation meeting about the development in March 2001 and at that time stressed the need for sufficient cycle parking for all who use and visit the site. We also suggested that if Christ's Lane were to be reopened, it should be wide enough to provide a dedicated cycle lane as well as pedestrian access.

In September this year we submitted detailed comments on the draft planning brief. We again commented that, given the present Council policies encouraging cycling, Christ's Lane should be wider than proposed in order to provide a segregated cycle way

to Christ's Pieces. We also suggested that Milton's Walk – the path along the edge of Christ's Pieces next to the wall of Christ's College – and the path along the edge of Christ's Pieces which runs parallel to King Street to Short Street should be converted to dual cycle and pedestrian use. We suggested that this proposed new route would offer an extremely attractive peaceful ride through gardens and woodland from the city centre out to eastern and northern Cambridge. It would allow cyclists to avoid King Street/Hobson Street and Emmanuel Street, both of which will become even more congested if the articulated bus scheme is brought into operation. The proposed route would connect neatly with cycle routes over Midsummer Common and with the Jubilee Way (Sustrans Route 51) out to the Newmarket Road Park and Ride, to Bottisham and beyond. Our proposals were strongly supported by Sustrans.

Again we stressed the need for sufficient cycle parking. We said that we found it difficult to imagine how space could be



*Milton Walk by Christs Pieces: A way through by bike would have been good. We reviewed the plans for this route in Newsletter 42.*

found for much-needed additional cycle parking on St Andrew's Street and proposed that a minimum of 250 high-quality cycle parking spaces should be provided on site at basement level, with good ramped access down from the St Andrew's Street frontage. This would be additional to the cycle parking provided for workers and residents.

We suggested that a priority for cyclists in this area is a clearly marked red outbound (contraflow) cycle lane along a widened St Andrew's Street which would need to be well integrated with clearly marked access routes for cycles into Christ's Lane and the proposed on-site cycle parking area.

Our proposals appear to have been comprehensively rejected by the relevant City Council committees. As far as we are aware, the only amendment to the draft planning brief on any of these points is the inclusion of the words: 'amend wording to be more explicit about numbers and location of cycle parking.' We consider it deeply depressing that the needs of cyclists have, yet again, been largely ignored and the Council's own stated policy of encouraging cycling has been negated.

*Lisa Woodburn*

## Ancient road route re-routed

The new cycle path between Fulbourn Old Drift and Yarrow Road, through supermarket, hospital and railway land, should be open by the time you read this. It forms a section of the Cherry Hinton–Fulbourn cycle route and avoids the need to cross the railway at a bridleway crossing where cyclists currently have to dismount and pass through two swing gates. That crossing will now be closed for safety reasons. The new route, which also offers improved access to Tesco, is constructed to a good standard except for a short section where the path is only 2 m wide alongside a wall (limited by the railway on the other, but narrower than originally anticipated). This width constriction is exacerbated by an unexpected bollard placed in the narrowest section. While access into the city side of Fulbourn Old Drift has been improved a little by some dropped kerbs and a widened gap through a chicane barrier, there still is no way to drop down onto the road properly at the other side, as we had expected. It also appears that a planned link to a nearby pelican crossing will not now go ahead.



*A chicane at the Cherry Hinton side of Fulbourn Old Drift has been widened, but there is still no dropped kerb on the other side.*

# Government too slow, traffic too fast

In June 2002 a House Of Commons select committee produced a long report (*Road Traffic Speed*) which was very critical of Government policy and action, or rather lack of it, in this field. Last month the Government produced its response\* which in itself runs to some 30 pages. One section made specific reference to cycling, so I reproduce it here with additional comments.

**Select Committee recommendation (e):** *There are serious indirect health effects of inappropriate traffic speed. Fast moving traffic plays a part in discouraging physical activity by inhibiting walking and cycling in urban and rural areas. We recommend an increase in the number of dedicated cycle routes. Moreover vehicles travelling at speed are noisy, sever communities and undermine urban regeneration.*

**Government response:** *We are committed to the Ten Year Plan target of trebling the number of journeys made by bicycle by 2010. ... Improved facilities for cyclists, including dedicated cycle routes, will certainly encourage more people to cycle. We recognise that a key component of making cycling more popular is to make it safer and more pleasant activity.*

*The prime responsibility for giving more people the opportunity to cycle rests with the individual local highway authorities. That is why we have required authorities to include a local cycling strategy as part of their Local Transport Plans. Strategies should highlight any gaps in the existing infrastructure, and map out a process for improving the conditions for cyclists, including the construction of cycle paths and routes ...*

*We certainly hope to see more dedicated cycle routes provided by local traffic authorities, along with other features such as improved cycle parking at key destinations, cycle lanes, advanced stop lines, toucan crossings, cycle-friendly road layouts, and better junction arrangements. Together with wider traffic management measures to ensure that vehicle speeds and flows are matched to the mix of users on each road, these can help all provide a safer and more convenient journey for cyclists.*



'Vehicles travelling at speed sever communities'

My response is that it is good to see that trebling cycling is still a committed target. Three cities, Oxford, York and Cambridge, already have high levels of cycling, and trebling cycling in these areas would probably not be practicable. But, unless very significant increases occur in those places, national targets will be much harder to achieve. In fact, the Local Transport Plan target for Cambridgeshire is a mere 33% increase, and that is an absolute rather than a relative

figure: significant population growth would probably dilute that target as a percentage of all trips.

It would be nice to see a local cycling strategy that covered all of the items mentioned above.

The last paragraph of the Government's response looks almost like something out of our 'manifesto for cycling'.

Jim Chisholm

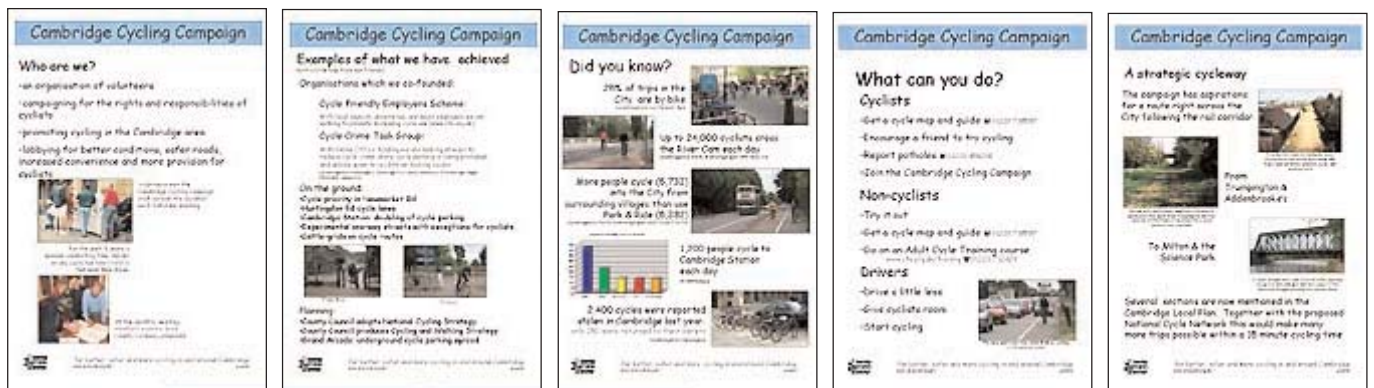
\* [www.roads.dft.gov.uk/roadsafety/rtspeed/pdf/cm5621.pdf](http://www.roads.dft.gov.uk/roadsafety/rtspeed/pdf/cm5621.pdf)

## Best before

For last year's Bike Week we produced a set of posters (A1 size) that were displayed in the Central Library and the Guildhall. They were used again this year. If anyone knows of a location where they could be displayed for, say, a week, please contact the

Campaign. To see better what they look like, go to the PDF version at: [www.camcycle.org.uk/events/bikeweek/2002/posters.pdf](http://www.camcycle.org.uk/events/bikeweek/2002/posters.pdf) (size: 800k). These posters will become dated so we should try to make best use of them before next year.

Jim Chisholm



# Shelford Road leaflet action

In *Newsletter 43* we said that we hoped to organise a media event over the illegal use of cycle lanes (including bus lanes). We chose the two weeks before half term as University terms would have started, and later it would be too dark and cold.

We had already taken some counts and photographs, and had received advice that we should not deliberately obstruct the lane. Apparently you can even be prosecuted for obstruction if you deliberately prevent a car from driving the wrong way down a one way street!

After some discussion at a monthly meeting and deliberation by the committee, a leaflet and press release were agreed and people coerced into helping. The objective was simply to give to each motorist using the bus and cycle lane a leaflet explaining that their actions were illegal.

On Tuesday 15 October we issued a press release headlined 'Do Motorists know their

Highway Code?' which informed the media of our proposed action that Thursday. Then I promptly panicked as I mislaid my mobile phone quoted for contact!

Our objective was not really just to give leaflets to some 250 drivers, but much more importantly, to raise awareness through the press of the general principle of abuse of such lanes, and the problems this creates for cyclists throughout Cambridge.

I did find my phone, and the media did seem interested, so leaflets were printed, posters made and fluorescent jackets found. Q103 and BBC Radio Cambridgeshire interviewed me early on the morning.

To be effective we needed a day when queues were long, tempting drivers to abuse the lane. We struck lucky, and a steady stream of motorists were given the leaflet. Both Anglia TV and *Cambridge Evening News* gave us sympathetic coverage.

What about the motorists? Many pleaded ignorance of the law, some admitted they knew it was illegal but saw others using the lane. A few were aggressive, including someone who said 'I'm a Doctor, I've got to get to work.' I thought it was aggressive driving that meant some people never got to work?

There have been a number of follow up letters in the *Cambridge Evening News*, and Cambridgeshire County Council has announced that an island is to be built at the end of the bus lane to reduce the risk of left turners abusing the bus and cycle lanes.

Was it worth the trouble? I think it definitely was, and if we had more active members to support such things, I'd be happy to try and find more such opportunities.

Thanks must go to those members who came and handed out the leaflets.

*Jim Chisholm*

# Newmarket Road roundabout

*Newsletter 44* contained a report about the new central cycle lane on Newmarket Road on the approach to the roundabout at Barnwell Road. We said that the new lane started 'too close to the roundabout, forcing cyclists to make a sharp right fork across the traffic', suggesting that it should have started further back.

City Council Engineer John Isherwood has since been in touch to explain why this was done. He told us that 'the reason that the straight ahead / right-turn branch of the cycle lane starts at the point illustrated is obvious from your lower photo – the presence of a central island. The cycle lane is located as close to the island as possible whilst still retaining a minimum 3.0 m wide traffic lane for straight-ahead and right-turning motor traffic'.

Mr Isherwood also said that our comment concerning the angle of the lane '...forcing cyclists to make a sharp fork across the

traffic...' was very misleading. 'The only motor vehicles which would conflict with this manoeuvre,' he said, 'would be the very limited number making a left turn; the majority of motor traffic is now confined to the extreme right-hand lane. The purpose of remarking the left-hand traffic lane from left-turn and straight ahead to left-turn only was specifically to reduce the chance of conflict with cyclists.'

The Cycling Campaign was consulted during the early stages of this scheme. We expressed support in principle to the then proposed central cycle lane. We said it was an interesting idea, which would certainly be an improvement on the old cycle lane which placed cyclists in completely the wrong place to go ahead. We asked that it be regarded as an experimental arrangement to be closely monitored upon completion. We are assured that this monitoring will take place.

*Clare Macrae*



*Newmarket Road: Approaching Barnwell Road roundabout.*



# City Centre cycle ban survey

In October 2001 the Cambridge Environment and Transport Area Joint Committee resolved that:

*there should be a comprehensive review of cycling access in the city centre, with a view to minimising cycling restrictions whilst maximising pedestrian and cycling safety.*

See *Newsletter 39* for the background.

This review is now taking place, in the form of a survey about the current cycle restrictions.

The County Council has commissioned The Bostock Marketing Group, an independent market research agency, to carry out street interviews during November. Early in October we met with the County Council to discuss a draft of the questionnaire to be used in these interviews, and the principles behind them.

Our main points were:

- The proposed start time of 9 am would miss out a significant number of regular users; we asked for the survey to start at 8 am instead. (We're pleased to say that the Council has agreed to the 8 am start.)
- The original proposal did not include surveying cyclists who were riding their bikes. Again, this would miss out a significant number of regular users (i.e. all cyclists using the city centre before the cycling ban started). We asked for some



*Use of the City Centre by bikes to be researched by independent company.*

mechanism to be found to encourage cyclists to stop and give their views. (The Council has since said that many of the cyclists who have already been surveyed were either in the process of parking their bikes, wheeling them, or were waiting at the traffic lights in Malcolm Street, so

- plenty of cyclists have been included.)
- We asked that the survey should not be conducted whilst the present road works in the

city were being done. To do so would substantially affect the results, as route patterns have been demonstrably different during the road works. (The Council has said that the current road works did not have enough impact to delay the survey, but the final report would mention this as background. As someone who is currently avoiding the City Centre specifically because of the road works, I am very disappointed by the effect this will have on the survey results.)

- We asked for the inclusion of a question on whether Trinity St and St John's Street should be made two way, to gauge the strength of demand for such a route. (This point was not accepted, due to safety concerns.)

We made a number of other requests to clarify the wording of questions, and we were glad to see that these have all been incorporated into the final survey. The results will be reported to the Cambridge Environment and Transport Area Joint Committee next January.

*Clare Macrae*

## HOWES CYCLES

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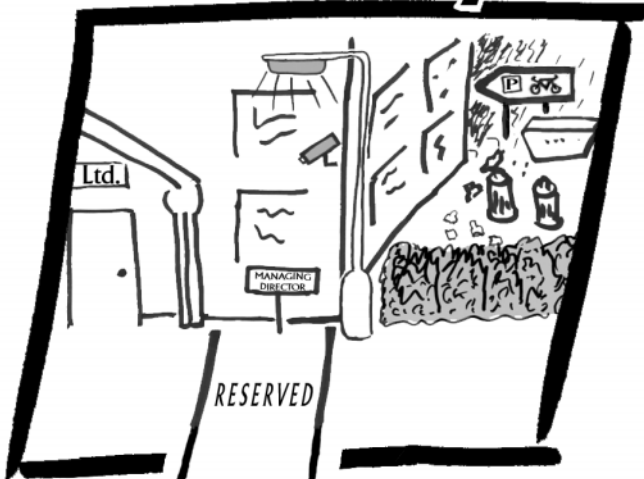
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## Commentary...



# Station progress at last?

Early this year the Cycling Campaign was represented at a ‘Stakeholders’ workshop on the Station Area. The occasion was organised by consultants appointed by Cambridge City Council, who had prepared a planning brief for the site. Before you read this, a public exhibition of the proposals will have been held, and we hope to include a leaflet on the proposals with this *Newsletter*.

The City Council will be considering these proposals at a planning meeting, probably in January, which, if adopted, will form guidelines for any future planning applications in the area.

Over a number of years the Cycling Campaign has been concerned that the potential for improved access for pedestrians and cyclists, along with the opportunity for vastly improved cycle

parking, is likely to be lost to the short-term commercial gain of office and shop development. It seems our fears may be realised.

It also appears that the proposed ‘Design Framework’, as it is called on the leaflet, takes little account of items in the Cambridgeshire Local Transport Plan. The LTP annual progress report, Appendix 4 ‘Cambridgeshire Rail Strategy’, gives high priority to additional platforms for Cambridge, yet although developments opposite the station (the Leica site) include areas reserved for future access to the station, there is no such provision in the published design framework.

I think we should be more than disappointed at the lack of progress. We may have to work hard to prevent commercial interests

barring the way to significantly improved cycling access and parking.

We also need to try and get short term improvements **now**. We’ve been promised ‘jam tomorrow’ for too long.

If you are a user of the railway station, however infrequently, please support our actions: lobby your Councillors for improvements, both short term and long term.

Our vision was explained in a letter following the workshops earlier this year and is available at: [www.camcycle.org.uk/campaigning/issues/station/NA02003Station.pdf](http://www.camcycle.org.uk/campaigning/issues/station/NA02003Station.pdf)

*Jim Chisholm*




*There is potential for vastly improved cycle parking.*



*The Leica site off Rustat Road is already being redeveloped.*

# UNIVERSITY CYCLES

9 Victoria Avenue  
Cambridge  
01223 - 355517



# Cycling shorts

**Anglia Railways** has been named 'Best Train Operator' in this year's CycleMark awards, which recognise success in integrating bike and trail travel. Anglia's fifth CycleMark award particularly recognised the company's new web site for cyclists ([www.anglia-railways.com/cycle](http://www.anglia-railways.com/cycle)), its installation of 578 extra cycle parking spaces across its 47 stations, and its ongoing promotion of cycle/rail facilities. Details of the other winners are on the Strategic Rail Authority web site: [www.sra.gov.uk](http://www.sra.gov.uk).

Next year's **Bike Week** will run from 14 to 22 June in England, Northern Ireland, Scotland and Wales. The Bike2Work promotion will again run for the whole week (optionally raising funds for Cancer Research UK). For more information, follow [www.bikeweek.org.uk](http://www.bikeweek.org.uk) or contact Nick Harvey, Bike Week Co-ordinator [nick@bikeweek.org.uk](mailto:nick@bikeweek.org.uk) ☎ (01243) 543888.

The junction of **Cow Lane, Pierce Lane and Hinton Road** in Fulbourn has been hastily rebuilt to avoid an oblique Give Way. It includes a cycle bypass around a new island, but a rather ill-lit and narrow one.

After the **storms in October**, some cycle routes blocked by debris were not cleared for a while. This is because no-one reported the obstructions to Cambridgeshire County Council. The council cannot afford to inspect the roads and cycle paths; they rely on road and path users (us) to report problems such as pot-holes, failed lights or fallen trees. To report specific potholes, poor surfaces or overgrown foliage, within Cambridge, Fulbourn and Histon,



Cow Lane, Fulbourn.

☎ Terry Radford at the City Council (01223) 458260, use the County Council's reporting form on the Web, or print out (or request) and send our Pothole Postcard. For failed lights note the street and lamp number and try ☎ 0800 253529 [Street.Lighting@transportation.camcnty.gov.uk](mailto:Street.Lighting@transportation.camcnty.gov.uk).

The Advertising Standards Authority has upheld a complaint by Cambridge Cycling Campaign about an advertisement for a **GPS device to warn drivers of speed cameras**. The ASA considered the claim that 'Road Angel has been specifically designed to rapidly provide you with the critical information to enhance the safety of your journey' exaggerated the benefit of using the device. The ASA

Code's Motoring section says: Advertisers should not portray speed in a way that might encourage motorists to drive irresponsibly or break the law (48.3). Safety Claims should not exaggerate the benefit to consumers. Advertisers should not make absolute claims about safety unless they hold evidence to support them (48.8). See [www.asa.org.uk](http://www.asa.org.uk).

## Grafton safety



*This exit from the Grafton Centre's main car park in East Road was made much narrower recently, without any consultation, despite the fact that it forms part of a cycle route around the north side of the Grafton Centre and an important alternative to the bike ban in nearby Burleigh Street. This point on the route has always been difficult, with city-bound cyclists having to cross a stream of cars leaving the car park, but has now been made almost impossible to use safely. The no-entry sign in the background says 'access for cycles only', confirming that this remains, at least in theory, an official two-way cycle route. Cambridge City Council, the organisation responsible for multi-storey car-parks in Cambridge, declined to comment.*

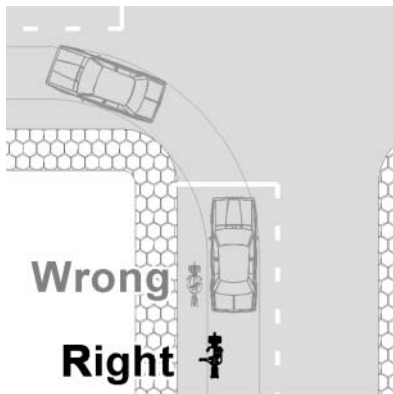


*The same location in April 1999, showing that there used to be enough width for a bike and a car to pass.*

# So how do you tackle traffic lights?

Cambridge junctions with traffic lights come in all shapes and sizes and, apart from roundabouts (including roundabouts with traffic lights), create the most significant obstacle for the less experienced cyclist. Many a cyclist will dismount to negotiate a junction on foot rather than execute a right turn with motor traffic.

There are some simple rules which I use in these situations. They will help you, and make your intentions clearer to other road users, especially motorists. Most of my cycling is done at peak traffic time in and around Cambridge, and much of the advice I give here assumes a good knowledge of your surroundings.



Never stop alongside the first vehicle in the queue where it could turn left.

first vehicle is already indicating left as I arrive, I always try and position myself so that he can see me in his mirrors, and not in some blind spot waiting to be squashed. I've often had a friendly wave from a left turning driver who's recently passed me when she realises I've deliberately positioned myself to

be seen and is reassured that I'm waiting for her to turn left.

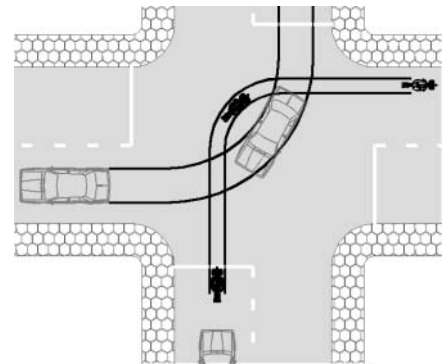
Turning left on red is not allowed unless a filter is provided (unlike the equivalent rule in the USA).

Unfortunately, I gather it is not legal to have a left turn filter for cyclists only unless an island separates them from other traffic.

### Turning right: correct position is vital

When turning right it is important to position yourself on the right so as to discourage drivers from overtaking you. I keep a good look out to the rear when approaching the junction, then really stick my arm out when a suitable gap appears in the traffic, before moving across to the centre of the road. This means you can arrive at the Stop line well positioned, even when the lights are green. If the lights turn red it's important to remember that braking with only one hand on the handlebars can cause a tumble and is to be avoided, so you'll have to stop signalling for those few seconds while braking. When you are actually in the junction, keep signalling as long as you feel stable. If there are opposing right turners I always try and 'hook' them. The *Highway Code* (section 157 describes this as 'right side to right side') says this is generally the safest method as it gives a clearer view (for, and of you). Even on simple light-controlled junctions you'll get right turning drivers who don't understand hooking and will cut across in front of you. Usually you can see over the top of them but might not be visible to traffic coming towards you, so beware.

I get worried when I see timid cyclists who stop on the left near the lights, try and pick a



If there is right-turning traffic opposite, try to cross its path like this, so that you can see and be seen better.

gap in the following traffic, and then cross both following and opposing traffic in a single manoeuvre – perhaps they would be better crossing as pedestrians?

### Green does not always mean Go

Finally remember what the *Highway Code* says about green lights: 'GREEN means you may go on **if** (my emphasis) the way is clear. Take special care if you intend to turn left or right and give way to pedestrians who are crossing.'

Cyclists stranded at junctions often suffer from motorists who believe a green light gives them the right to proceed, whoever may be in their way.

Why not cross as a pedestrian? It may seem surprising but, although pedestrians feel safe crossing at lights, collisions are not infrequent, and standing with a cycle in a central refuge designed for just pedestrians often leaves the bike obstructing the carriageway. Pedestrians, too, suffer from road users, including cyclists, who haven't read, understood, and remembered the paragraph in the *Highway Code* about green lights quoted above.

Next time: how I deal with more complex junctions, including cycle approach lanes and advanced stop lines. If you really want to explore more advanced cycling techniques don't wait for my few amateur words, but get a copy of *Cyclecraft*. Last time I checked, Heffers had copies in stock.

Jim Chisholm

# Dear Father Christmas

*or perhaps you are Father Christmas*

As this is our December issue, we recently asked our 'camcycle' e-mail list for ideas for cycling-related Christmas presents. If you are at a loss as to what to buy the cyclist you love, or if you think you've already got everything, and don't know what to ask for, perhaps this list will help.

The most common suggestions were tools. A 'track pump' came high on the list. I've had a track pump for several years. It stays in the garage, and no member of my family has any excuse for soft tyres

because it makes inflation so easy. The Topeak *Joe Blow* pump at around £30 is a good model, but prices start as low as £15. A 'multi tool' is another very useful tool to carry with you, enabling minor adjustments, even if it always seems to be other people's bikes you are using it on! I would not advise buying cheap tools; you can mistreat good quality tools and they'll survive.

Some books were suggested, including *Cyclecraft* written by John Franklin (Stationery Office Books ISBN: 0 11 702051 6). This is an excellent book which should be essential reading matter for any serious cyclist. We reviewed it in *Newsletter 15* ([www.camcycle.org.uk/newsletters/15/article25.html](http://www.camcycle.org.uk/newsletters/15/article25.html)).

High on the list was a cycle computer. Some models are a bit like toys, and I've known them have a short life. Others can monitor (and even record) everything! A cycle computer can be an encouragement to someone new to cycling, of whatever age, as it gives them a good idea of how far they've ridden.

Spare lamp bulbs, or new rechargeable batteries were suggested. I very much like the suggestion of an LED head torch (such as the Petzl one for £25 or so) for emergency roadside repairs. Having had to hold a bike light in my mouth whilst doing emergency repairs to mudguard in the dark, this may well be on my own list – Jane, are you reading this?



There were many suggestions for clothing to keep you warm and protected in the winter, including Gore-Tex hats and ski mittens. I'll suggest a thin Balaclava helmet that will fit under a cycle helmet for freezing cold days.

For wet commutes, a pair of Altura 'City Shield' overshoes are a good idea (go to [www.edinburgh-bicycle.co.uk/catalogue](http://www.edinburgh-bicycle.co.uk/catalogue) and enter *City Shield* into the 'search' box). These have Velcro rear closure and plenty of room to fit over normal shoes.

I now have a Vaude 'Cambridge' cycle pannier/briefcase. I used to lose bits of paperwork amongst wet waterproofs in my old pannier. With the several sections and pockets provided in the 'Cambridge', I'm managing to keep any paperwork I carry to and from work better organised. In addition, its diagonal fixing means that even though it's quite large, my heels don't bang into it when pedalling. The old pannier remains: it gets used for waterproofs and things like fruit and veg from the market.

Finally, how about a gift enrolment on a bike maintenance course at Coleridge Community College (tel 01223 712340)?

*Jim Chisholm*

## Travel for Work changes

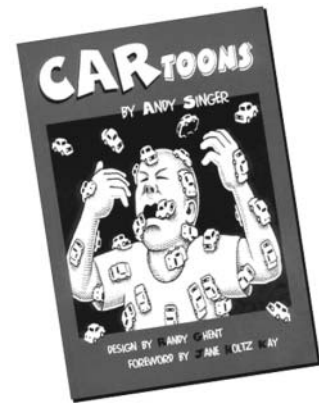
In November Bill Park Weir became the third Travel for Work post-holder to head 'down-under' to Australia. We wish Bill and his family well, and thank him for his hard work in strengthening the scheme.

Mark Webb will be taking over from Bill as the Travel for Work Development Manager. Mark has a background in health service management and in teaching. His present job portfolio encompasses running an organic garden design business, being a house husband, community composting and teaching. Mark has also cycled from London to Cairo!

*Clare Macrae*

# CAR toons

This short book, published by Car Busters Press, mostly comprises cartoon drawings with pointed text that makes for very enjoyable reading. You may have already seen some of Andy Singer's work, as much of it can be used freely for the purposes of fighting cars and highways. *CAR toons* is packed with useful facts and many historical quotations. These concern the perceptions and misperceptions of the automobile age and how, for many, the car has proved to be the bane of our lives. With visual humour the author has captured the essence of needless high dependency on cars as well as many of the brutal side effects, including drive-by shootings, urban sprawl, the myth of technology bringing utopia and ecological damage.



Although some comic strips shown are, perhaps, more appropriate for North America, the message of universal mobility is still the same. This point is pressed home with chapter headings such as carnage, incarcerated and cartels. The book ends, nevertheless, on a positive note, attempting to address issues of land use, energy consumption and the lure of both mass transit and personal mobility (by walking or cycling). There is a good summary on what has been achieved to date in the so-called 'car wars' as well as an excellent resource directory for obtaining more information on being an activist in the movement for sustainable transport. If you enjoyed the text in this short book, or want something a bit more elaborate, then I also recommend *Asphalt Nation* (by Jane Holtz Kay) which gives a thorough overview of the car and its various effects.

*CAR toons* by Andy Singer, 98 pages, £4.00 from [www.carbusters.org](http://www.carbusters.org) was reviewed by James Warren, a Lecturer in Technology at the Open University.

# Letters

## A route spoiled

You published a letter from me about Fulbourn Old Drift (*Newsletter 42*). Your reply suggests that I did not make it clear that my point was about amenity, rather than car/cycle territory.

My point is that the slamming of car doors at the hypermarket car park will spoil this route. Isn't cycling in Cambridge noisy? Often it is. This route – as it stands – is relatively quiet. There is also the number of suicides at the railway crossing. I do not want any more lives to be lost. I do believe 'better cycling' means provision so you can ride through surroundings that are pleasant and peaceful.

*Diana FitzGerald*

See picture on page 6.

## Alarm lock is useful

I agree with Dave Earl that the motion alarm in the lock reviewed in *Newsletter 43* ('Bike alarm') is flawed, but I still find the lock a convenient and useful addition to my bike. Apart from the possibility of accidentally tripping the motion alarm at any stage after the lock is engaged (which strikes me as a real design fault), it seems, to me, a sturdy deterrent.

*Douglas de Lacey*

*The alarm lock tested now seems to have got rain water in it, which causes the alarm to go off randomly even when it is not armed – Dave.*

## Terrifying change to Grafton cycle route

When they started the road works near the Grafton Centre (in June or so), I was very pleased that there would be more space for cycles to cross the exit of the car park. A few months later, I discover these changes weren't for bicycles (I should have guessed, really!) but to create a second lane for cars to enter the car park.

Now, coming from the back of the Grafton Centre towards East Road is really dangerous (as the way is narrower than ever) but the opposite (against the flow of traffic leaving the car park) is nearly suicide! In theory, it seems this is still a cycle lane (the big sign says 'Access for cyclists only' and there is a small blue sign).

*François Guillier*

See picture on page 11.

## More lights please

Rob Turner's interview in *Newsletter 43's* Cycling Shorts was puzzling. He said 'Supplying lights with cycles would be counterproductive, leading to more poorly lit bikes'. Why? Among the cheaper lights available now are some excellent LEDs which pass German standards, and which are therefore legal here. And, at worst, are not *any* lights better than none at all? Could you get Rob to expand on his logic? The 1998 consultation decided 'There was also found to be insufficient justification for mandatory fitment of lights to all cycles as many are never used after dark and, if they are, they are already covered by existing legislation.' ([www.roads.dft.gov.uk/consult/pedbicreg/ria.htm](http://www.roads.dft.gov.uk/consult/pedbicreg/ria.htm).) I wonder how many ordinary people would find that adequate? Is the Cycling Campaign entitled to respond to the Consultation?

*Douglas de Lacey*

# Cycling projects fund

In September 2002, the Department for Transport announced funding for 138 new cycling projects across the country.

Over £60 000 was awarded to the following projects in Cambridgeshire, all which improve cycle parking:

- WAGN Ltd: improved access for cyclists and additional cycle parking for cyclists at Cambridge Station, £16 500.
- Cambridgeshire County Council: funding for secure covered park and ride cycle storage at five park and ride stations in the county, £26 250.
- Great North Eastern Railways: cycle parking with CCTV at Peterborough Station, £7 125.
- Huntingdonshire District Council: funding for good quality cycle parking at key locations in the town centre, £16 750.

Sadly, a bid for funding to expand Cambridge's Adult Cycle Training scheme was unsuccessful. It is hoped that a revised bid will be placed for the next round of funding.

*Clare Macrae*

## Seven go to Norwich

It was raining. We could have stayed in the pub all afternoon, but we didn't. Matthew Williams of Norwich Cycling Campaign (NCC) was desperate to show us The Bollard.



After lunch, fifteen riders set out on Route 1 of the National Cycle Network, passing the oldest surviving public concrete urinal, an obstacle course of 60s and 70s urban planning and another obstacle course of 80s and 90s cycling facilities.

The trail brought us to the low wooden post obstructing the cycle path that has come to symbolise the difficulties faced by NCC. Although clearly not a cycling city on par with Cambridge, levels of cycling in Norwich are well above the national average and deserve a higher level of provision than we experienced.



We hope to reciprocate the warm hospitality when NCC are invited to visit Cambridge in the New Year. We enjoyed using the new, direct Anglia Railways route which made the journey so easy. Thanks to NCC for showing us the cycling routes of their city, and for the loan of four cycles for the trip.

The next leisurely ride is to Haslingfield on 8 December.

## Adult cycle trainers needed

Are you a competent cyclist willing to train adults to improve their cycling skills? Travel for Work run the scheme with accredited trainers for the public and local employees, usually on a one-to-one basis and on-road in and around Cambridge. You would need to attend a day's training course locally to become an accredited trainer before you could be offered training sessions on a casual basis by Travel For Work. There is payment for training you undertake and you would be expected to provide a minimum of 6 sessions per year. All training is monitored and both trainees and trainers enjoy the experience.

If you would like to become a trainer or know someone who would like to, please contact Lindsey Rushmore, Travel For Work Projects Officer, ☎ (01223) 712455 or e-mail [lindsey.rushmore@cambridgeshire.gov.uk](mailto:lindsey.rushmore@cambridgeshire.gov.uk) for details.

## 'Cycle Recycle' for sale

Hire, sales and repair. Norwich Cycling Campaign is selling its trading arm, Cycle Recycle. Please telephone 07812 904652 or email [info@norwichcycling.fsnet.co.uk](mailto:info@norwichcycling.fsnet.co.uk) for an information pack.

## Small ads

[www.camcycle.org.uk/newsletters/smalladverts.html](http://www.camcycle.org.uk/newsletters/smalladverts.html)

Free to members, on cycling subjects.

### For Sale

Thule 3 bicycle carrier. Attaches to tow bar of any car. Fully lockable. £25. ☎ (01223) 710536

Pashley adult tricycle. Yellow, large shopping basket on rear, 3-speed hub gears, hub and calliper brakes on front wheel. £180.

✉ [agordon@ntlworld.com](mailto:agordon@ntlworld.com) ☎ (01223) 763666 (office) or (01223) 503260 (home)

### Wanted

21/22" 5/10 speed men's racing style bike. Any condition. Price range – up to £45. ☎ Mark (01223) 528936 ✉ [m\\_wildsmith@hotmail.com](mailto:m_wildsmith@hotmail.com)

## Campaign Diary

[www.camcycle.org.uk/events](http://www.camcycle.org.uk/events)

### December 2002

- Tue 3 7.30 pm **Annual General 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 proper starts at 8 pm.) Our **guest speaker**, Brian Smith, Director of Environment & Transport at Cambridgeshire County Council, will be speaking on the subject of *Safer Routes to Schools*; Patrick Joyce, who is the Cycling Project Officer, will also be present.
- Wed 4 5–7 pm Free **cycle security coding** at Cambridge Station Cycles, next to the Railway Station. The security code is a deterrent to theft and enables bikes to be traced nationally.
- Sun 8 1 pm **Leisurely Ride**. A countryside ride, at a gentle pace. Meet at Hobbs Pavilion on Parker's Piece. Back in Cambridge around 4.30 pm.
- Mon 16 7 pm Join us for a **social gathering and Christmas party** at CB2 café 5–7 Norfolk Street.
- Sat 28 10–4 Free **cycle security coding** at Park Street Cycle Park. The security code is a deterrent to theft and enables bikes to be traced nationally.

### January 2003

- Fri 3 8.30 am *Newsletter 45* review meeting, over breakfast at Tatties café.
- Tue 7 7.30 pm **Campaign general meeting**. Friends' Meeting House, Jesus Lane, at the Park Street junction. See 3 December for description.
- Sat 11 *Newsletter 46* copy deadline. Please send copy to the editor.
- Sun 12 1 pm **Leisurely Ride**. A countryside ride, at a gentle pace. See 8 December for description.
- Sat 18 10 am Local authority **auction of unclaimed** found cycles to be held at the 29th Cambridge Scout Headquarters, Stanesfield Road, off Barnwell Road, Cambridge. Viewing from 9 am. Contact 01354 688197 for more information. Please note: although you may find a bargain, you have no rights if the cycle is faulty. If you are new to cycling or know little about cycles, we recommend purchasing from a reputable cycle shop or dealer elsewhere in the city.
- Mon 20 7 pm Join us for a **social gathering at CB2** café 5–7 Norfolk Street.
- Sat 25 10–4 Free **cycle security coding** at Park Street Cycle Park. See 28 December.
- Wed 29 7.30 pm *Newsletter 46* **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!

### February 2003

- Tue 4 7.30 pm **Campaign general meeting**. Friends' Meeting House, Jesus Lane, at the Park Street junction. See 3 December for description.
- Wed 5 5–7 pm Free **cycle security coding** at Cambridge Station Cycles, next to the railway station. See 28 December.
- Sun 9 1 pm **Leisurely Ride**. A countryside ride, at a gentle pace. Meet at Hobbs Pavilion on Parker's Piece. Back in Cambridge around 4.30 pm.
- Mon 17 7 pm Join us for a **social gathering at CB2** café 5–7 Norfolk Street.
- Thu 20 7.30 pm **Cycle Parking subgroup** meeting at 8 Thirleby Close.
- Sat 22 10–4 Free **cycle security coding** at Park Street Cycle Park. See 28 December.

### Further ahead

- June 14–22 National Bike Week 2003.

### Addresses for comments (see page 16)

**Bob Menzies**, Cambridge Network Manager, Cambridgeshire County Council, Cambridgeshire County Council, Castle Court, Shire Hall, Cambridge CB3 0AP (Milton Road Bus Lane).

**Peter Studdert**, Director of Planning, Cambridge City Council, The Guildhall, Cambridge CB2 3LQ (Newmarket Road/Harvest Way development)

**Patrick Joyce**, Mailbox ET 1017 Cambridgeshire County Council, Shire Hall, Castle Hill, Cambridge CB3 0AP. (Riverside Cycle Bridge)

**Chris Creed**, Assistant Engineer, Cambridgeshire County Council, Mailbox ET1018, Cambridgeshire County Council, Castle Court, Shire Hall, Cambridge CB3 0AP. (Mitcham's Corner).

**Richard Preston**, Cambridge Projects Manager, Cambridgeshire County Council, Mailbox ET1018, Cambridgeshire County Council, Castle Court, Shire Hall, Cambridge CB3 0AP (Silver Street and Ring Road).

# Your streets this month

## More bus lane blues

Formal consultation has now begun on the County Council’s proposal to remove the cycle lanes from a long section of **Hills Road** (between Cavendish Avenue and Long Road) and to use the road space to introduce an outbound bus lane. We have prepared a leaflet explaining why both the proposed alternatives will make conditions worse for both cyclists and pedestrians, and a response card that people can use to indicate their objection. Hundreds of these cards and leaflets are being distributed to passing cyclists and local residents. See the campaigning update on page 2 and contact us if you can help.

Over ten years ago, cycle lanes were removed from a long section of **Milton Road** to make room for a bus lane. Now, the County Council proposes removing the cycle lanes that still survive between Woodhead Drive and King’s Hedges Road to allow the existing bus lane to be extended. Pavement cycleways will be provided instead. Comments to Bob Menzies.

The cycle lane on **Newmarket Road** inbound between Coldham’s Lane and the Abbey Street crossing is under threat by plans to widen the road and introduce a bus lane as part of a large housing and office development between the south side of the road and Harvest Way. Objections to Peter Studdert.

## Mitcham’s Corner backtrack

Councillors have approved a revised safety scheme for Mitcham’s Corner. The scheme is greatly reduced from the original proposals, with fewer traffic signals and fewer pavement cycleways. As a result, only south–north and west–south cycle

movements would get off-road facilities. A particular disappointment is that cyclists following Chesterton Road eastbound will still have to take a long and circuitous route via the one-way system. Nevertheless, the scheme is still a significant improvement over the present layout, with cyclists at last being able to take the direct route north from Victoria Avenue to Milton Road using a series of pavement cycleways linked by toucan crossings. The introduction of traffic signals on some approaches to the gyratory should also reduce the need for on-road cyclists to cope with merging streams of traffic. Even this limited scheme remains in doubt – the final scheme will be decided by councillors in January. Comments to Chris Creed.

## Silver Street and Ring Road

The part-time closure of **Silver Street** (10 am to 4 pm and midnight to 6 am) has been approved by councillors, subject to one final round of consultation. Rising bollards will be installed in the wide section between the bridge and Queen’s Road. Cycles, buses and taxis will be allowed through at all times. The main decision remaining is whether to allow two-way traffic or ‘tidal’ flow through the closure point during the periods when the bollards are not in operation. Whichever option is finally chosen, two-way traffic will continue to be permitted at all times on either side of the closure point, and no streetscape changes are proposed for the narrow section east of the bridge. Comments to Richard Preston.

Measures have been approved to increase traffic capacity on the Ring Road, supposedly to compensate for the forthcoming restrictions in Silver Street, and subject to one final round of consultation.

are worried that cyclists will be squeezed in the narrowed lanes, that the extended left-turn-only lane into Hills Road will make it more difficult for cyclists heading straight-ahead towards Lensfield Road, and that it will be more difficult for cyclists to make right-turns into, say, Gresham Road or the YMCA.

To increase traffic capacity on the Ring Road, new lane markings will also be introduced at the roundabouts on **Madingley Road** and **Newnham Road** to create two-lane approaches.



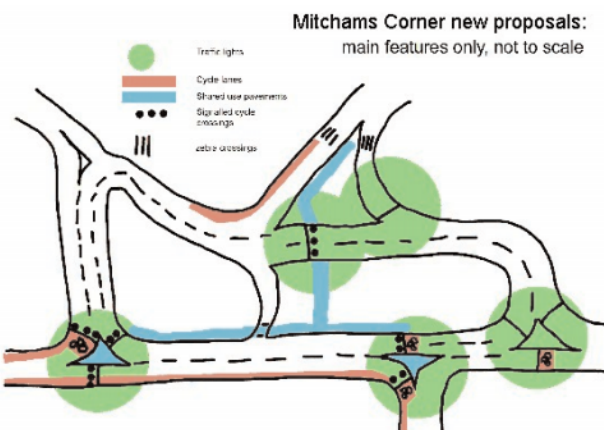
*Gonville Place: Islands to be removed to create an extra lane.*

## New crossings

There is some good news on the Ring Road, however: The pelican crossing where **Garret Hostel Lane/Burrell’s Walk** crosses **Queen’s Road** will at last be converted to a toucan cycle crossing, thereby legalising the actions of the thousands of cyclists who ride across every day. The awkward sharp turns on each side are to be removed and a wide crossing area provided to allow both cyclists and pedestrians to cross in a straight line. Separate crossing points will be provided for cyclists and pedestrians to help reduce conflict at this vital crossing.

The County Council is asking for views on where the proposed **Riverside Cycle/Pedestrian Bridge** should be sited. Four alternatives are proposed. See article on page 5. Comments to Patrick Joyce.

**Addresses for comments – see page 15**



The biggest change will be on **Gonville Place**, the busy road that runs along the edge of Parker’s Piece. Almost all of the central islands will be removed to create an extra lane for traffic heading west. The new central lane will be 3 metres wide, narrower than usual, to give more space in the outer lanes that tend to be used by cyclists. Nevertheless, we