



Radegund Road

Traffic calming scheme just completed

AGM report

Your new committee

Hills Road

Campaign update

Silver Street

Core Scheme stage 3

Why cyclists won't stop

Energy expenditure and side road priority

Parking enforcement

By civilian staff



Welding on the last cycle logo to complete traffic calming in Radegund Road.

New cycle route reviewed

From Riverside to Newmarket Road, past Tesco – 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 – Martin Lucas-Smith

Liaison Officer – Clare Macrae

Membership Secretary – Dave Earl

Newsletter Editor – Mark Irving

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

(Non-Committee) Secretary

Vacant – see page 8

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Slalom City

Reviewed: the new cycle route between Riverside and Newmarket Road, beside Tesco.

Overview

The route joins Riverside to Newmarket Road, going round Tesco on both the left and right sides. It provides a useful link not only to Tesco, but from Chesterton and places north to Newmarket Road and places south.



(A) From Riverside.

The route is already well used, providing a way of avoiding some of the traffic and traffic lights on Newmarket Road. It is wider than usual (3.4 metres including the footpath) and well surfaced. Visibility is mostly good, ensuring both safety and a route that's usable above walking speed. It is let down, though, by a slalom course of barriers, three right-angle bends and poor integration with the roads at each end.

Following the route from Riverside to the T-junction

The start of the route at Riverside has a nice curve – provided you want to enter or leave the cycle route from or to town. From the other direction it requires quite a swing into the middle of the road to get round the bend. (A)

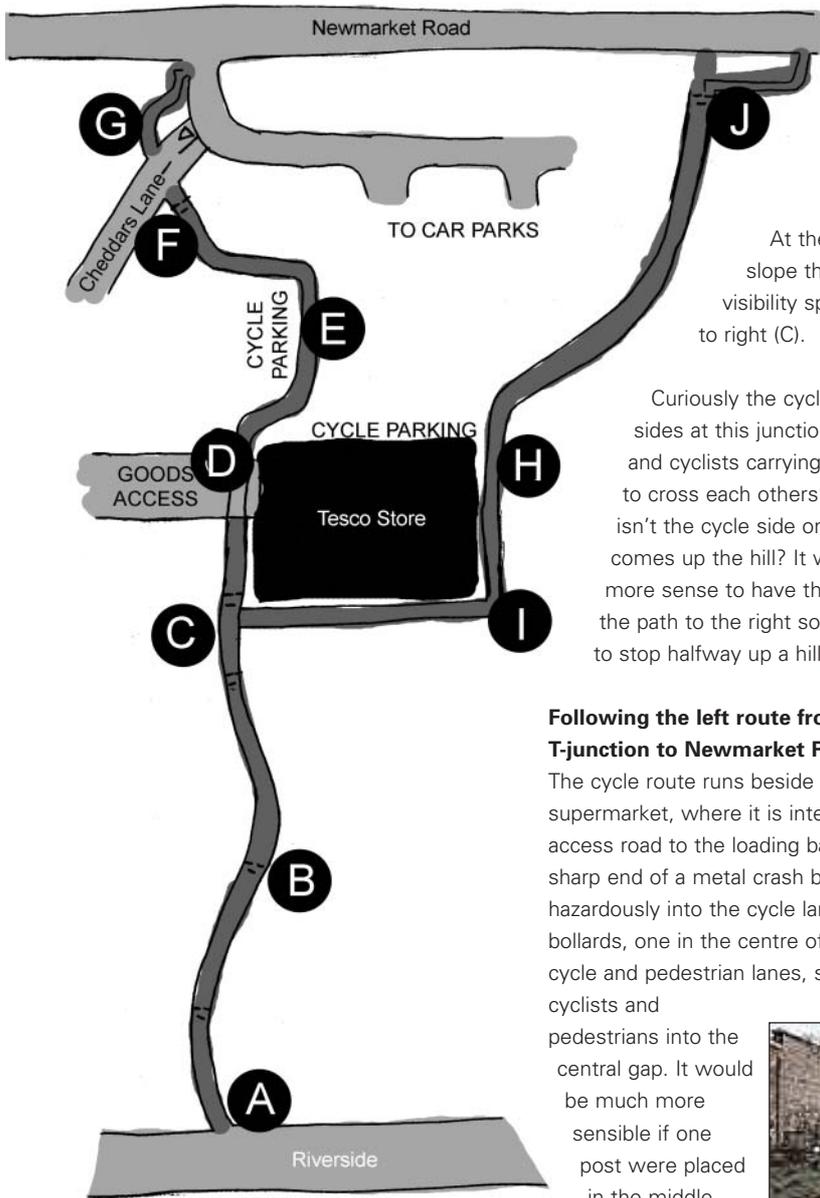
The road layout on Rustat Road at the junction with the cycle bridge could, we think, be replicated on Riverside as part of traffic calming.

You then approach what can only be described as a slalom course uphill, difficult with panniers, and a real challenge with a cycle trailer. (B) The barriers reduce the width to 0.85 m and introduce conflict between otherwise separated cycles and pedestrians. Most cyclists cycle through in a straight line starting on the cycle side and ending up on pedestrian side.

The cycle bridge over the railway line shows how it should be done keeping cyclists and pedestrians separate and safe without any need for such barriers. The small kerb and the difference in heights works well: people instinctively know the raised section is the 'pavement.' Pedestrians feel safe because even inconsiderate cyclists don't climb the kerb into the pedestrian section.



(B) Slalom course.



At the top of the slope there is a good visibility splay with corner to right (C).

Curiously the cycle lane swaps sides at this junction, so pedestrians and cyclists carrying straight on have to cross each others' paths. Why isn't the cycle side on the left as it comes up the hill? It would have made more sense to have the Give Way on the path to the right so you don't have to stop halfway up a hill.

Following the left route from the T-junction to Newmarket Road

The cycle route runs beside the supermarket, where it is interrupted by an access road to the loading bay. (D) Here the sharp end of a metal crash barrier protrudes hazardously into the cycle lane. The two bollards, one in the centre of each of the cycle and pedestrian lanes, send both cyclists and pedestrians into the central gap. It would be much more sensible if one post were placed in the middle, keeping both lanes clear and cycles and pedestrians separate.

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(C) Top of the slope.



The cycle bridge over the railway: Keeping cyclists and pedestrians separate without the need for barriers.



(D) Access road and protruding metal barrier.



(E) Cycle parking area with route alongside.

Lorries often partly obstruct the paths. The paths should be clearly marked across the road to prevent this happening. This could be achieved either by making the coloured tarmac continuous over the access road or with yellow hatching.

The route then skirts the cycle parking area. (E) Full marks for position, both here and, most importantly, right in front of the store. The racks are also good quality stainless steel. Their shape (designed to allow bikes with baskets and panniers) allows bikes to tip over, particularly when loading with shopping. We would prefer the more usual Sheffield racks, or a mixture of the two types. Perhaps the front row of racks was an afterthought: the roof is too short to cover both rows of racks and there is not enough space between the two rows to get a bike in

or out. It would be better to move these 18 cycle racks to the front of the store between the two sets of existing racks (next to parent and child parking). This would allow the remaining racks to be moved under the middle of the roof.

From the cycle parking the route joins Cheddar's Lane, but just when you have to look both left and behind to your right you have to navigate another set of barriers – why? (F)

On the other side of Cheddar's Lane there is another design



(F) Yet more barriers at Cheddar's Lane.



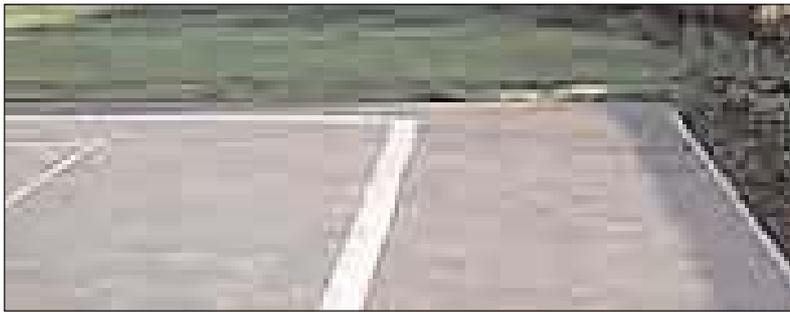
(G) Kink in the path (with artist's impression of a straightened route).



(H) Better design with good visibility.

fault. A kink in the path encourages cyclists to break the law by cycling in a straight line, cutting across the pedestrian side. Of course with a little more effort this could have been straightened, as illustrated. (G)

The route then drops down into an advanced stop line at the Newmarket Road traffic lights (though most cyclists turning left do so on the pavement before joining Newmarket Road). Provision for cyclists turning right here is poor. Leaving the cycle path and cycling perpendicular to the stationary traffic to get into the right-hand lane is dangerous. Cyclists cannot see either the vehicle or pedestrian traffic lights when moving from the kerb to the right hand lane. What if a cyclist has just left the path and enters the advance stop box as the lights change? Will the driver on the right be looking out for a cyclist or staring at the lights? There should be a way for cyclists to leave the path just after Cheddar's Lane and enter an on-road cycle lane leading to the advance stop line.



(I) Right-angle bend.

Following the right route from the T-junction

This is generally a good design, placing the cycle path on the side with better visibility and providing some sweeping corners. (H)

But, oh dear, another right-angle bend. Do designers really think people will waste hard pedalled energy to slow below walking pace to get round the sharp bend? Of course many riders cut the corner across the pedestrian side. (I)

The route ends a few yards short of Newmarket Road (J). Looking to the right there is a piece of red tarmac that runs down the pavement for 30 metres. This is OK for entering the site, but there is no provision for crossing Newmarket Road. Cyclists wanting to turn right would be better using the Cheddar’s Lane junction.

And does any cyclist use the red tarmac with the 90° bend? Of course not: practically everyone cycles straight across the forecourt.

Summary

This article may seem to be a negative list of whinges, but we are in truth very appreciative of this new route. It’s just a shame that a few points can spoil what is otherwise a well designed and constructed route which is proving to be popular.

Many of the details are well chosen. For example, the white line is both safe in contour and has slots for drainage (especially important in icy weather). Kerbs have been made flush with a concrete infill – if this wears well it may be a cheap way of making all of Cambridgeshire’s non-flush kerbs meet council specifications (step smaller than 3 mm).

However we feel that, as a matter of urgency, the sharp crash barrier that overhangs the cycle lane at the back of the loading bay and the slalom barriers that throw pedestrians and cyclists into conflict should be removed.



(J) No provision for crossing Newmarket Road, looking straight on.



(J) Looking to the right.

The County Council is working on a design guide for routes for cyclists. We hope that the guide will address all the above types of mistake. We would also like to see routes and traffic schemes on private land follow the same design rules, and receive equal public consultation, as those on public land.

Richard Taylor

Jubilee Cycleway update



Anyone who uses this route regularly will have seen two types of pedestrian gates at the bridges, both of which have been damaged by vandals. These have now been replaced with pram handles, which seem to be vandal proof, on the footpath parts.



The link between Ditton Meadows and Ronald Rolph Court (off Wadloes Road) was started a long time ago and we have now been assured that the work should be completed in the spring. This should include moving fences, trimming trees and building a small wall to widen the link to about 3 m – most of it being much narrower than this at present. Also in spring the City Council will review all the cycle signs in the city. This may improve the signs for the Jubilee Cycleway which will form part of Route 51 of the National Cycle Network.

Richard Taylor

Hills Road campaign

www.camcycle.org.uk/campaigning/issues/hillsroad/

We reported last time on the reasons for our objections to the County Council's proposals to install a bus lane at the expense of the cycle lanes on a stretch of Hills Road. Here is an update on our campaign to save the Hills Road cycle lanes.

Our campaigning

Early in November we wrote to all our members, and leafleted many houses in the Hills Road area, explaining the problems the scheme would cause for cyclists, pedestrians, and people whose driveways emerge onto Hills Road.

We were very pleased with the response. We received well over 400 replies. Quite a few responses included powerful personal letters explaining why people objected to the scheme. Many cited the fact that they used Milton Road regularly, and so were only too well aware of the problems the

proposed scheme would cause for cyclists on Hills Road.

At the end of November we presented the County Council with over 400 formal objections to the scheme. We also distributed a similar number of letters of objection to County Councillors throughout the city, and further afield.

Further data

Soon after the last Newsletter went to press, we received a copy of the County Council's bus timing data and cycle counts. We, in turn, supplied the County Council with our bus and cycle data.

We were, of course, keen to study the County data for their four days of surveys, to compare with our own two days' worth. However, our measurements timed bus journeys along the length of the proposed

bus lane. The County's data, on the other hand, included both the stretch between the end of the proposed bus lane and the Long Road junction (where buses would get no advantage from a bus lane) and the time that buses were waiting at the traffic lights. Thus, the County's timings over-emphasised the little benefit that a bus lane could give, even at the busiest times.

What's happened since?

A number of local councillors have publicly expressed their opposition to the scheme, including the local County Councillor, Geoffrey Heathcock. The *Cambridge Evening News* reported, 'Many Queen Edith's residents are against the county council's proposed scheme to put in a bus lane from Cavendish Avenue to Long Road. Cllr Heathcock said: "This is a scheme full of difficulties and will cost a significant amount of money for very debatable gain. I remain

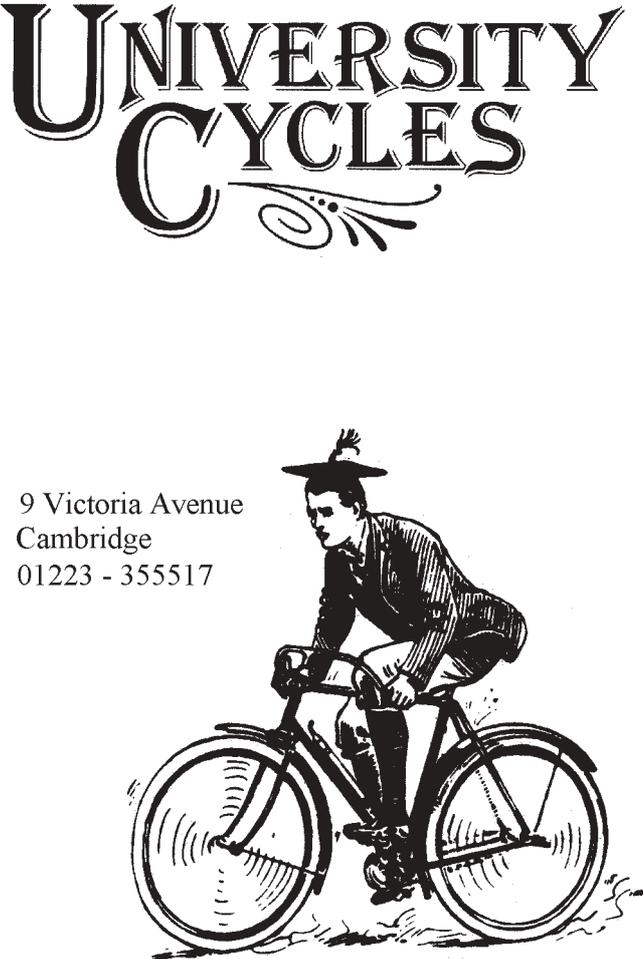
Fixing niggles

Are there any small annoyances you encounter in your cycling around Cambridge that you would like to see fixed? For example, maybe there's a bollard in the way of a cycle path, or perhaps a place where a flush kerb would make joining or leaving a path oh-so-much-easier?

Little improvements to niggles like this can make the world of difference on regular cycle journeys, and we're thinking of starting a *Newsletter* series about the process involved in getting them fixed.

So, next time you're frustrated, and think 'it doesn't need to be like this,' drop us a line, telling us what the problem is, and where, and we'll try to make some of them happen. We'll let you know in future newsletters how easy, or otherwise, it was to do. A cycling *Watchdog* or *Jim'll Fix It*, if you like.

Clare Macrae



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We presented the County Council with more than 400 individual objections to the Hills Road bus lane proposals (left), and over 100 letters to Cllr Heathcock (right).

unhappy with it and will write to the Area Traffic Committee at the close of the public consultation. This money can, and should, be better spent on other public transport priorities.”

The current situation is that the decision, which was going to be taken by the Area Joint Committee on 20 January, has now been deferred to 7 April. In December the County Council told us:

‘The original timetable was to bring back the results from consultation to the next meeting of the AJC in January. However, to allow enough time to explore the [Cycling] Campaign’s suggestions and to investigate any possible compromises which might make the scheme more acceptable to cyclists, [we] intend to defer any further consideration until the AJC meeting in April.’

Early in January we met County Council officers to discuss this issue and our sets of data. It is clear that the County Council’s aim, despite the weight of objections, is to proceed with the scheme.

What happens next?

The County Council will be repeating their bus timings during February. We have

received an assurance that this time they will time bus journeys along the length of the proposed bus lane (that is, not including the additional stretch to the Long Road lights, and not including the wait at the lights).

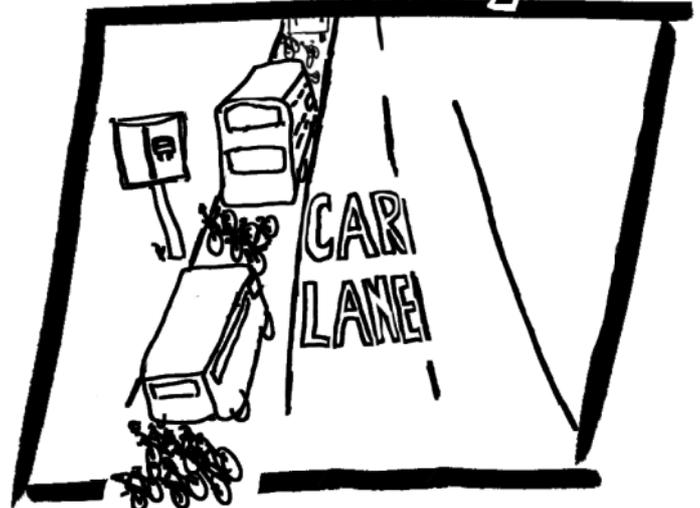
We have since learnt that Brooklands Avenue will be disrupted by gas works at this time, with a temporary one-way rule. We are very concerned that these works will have a knock-on effect for Hills Road, and may temporarily increase delays to buses, affecting any new data.

In the meantime, Campaign members in the Milton Road area have been telling us that the proposals for a new stretch of bus lane there will be at least as bad news for cyclists as the Hills Road proposals.

The irony of our having to invest significant amounts of effort simply to prevent conditions for cyclists (and, often, for pedestrians too) from deteriorating has not escaped us. We would much rather be spending our time working with local authorities to improve conditions for cyclists, instead of having to protect the *status quo*.

Clare Macrae

Commentary...



AGM Report: your new Committee

The seventh Cambridge Cycling Campaign AGM took place on Tuesday 3rd December, and was well attended. Our guest speaker, Brian Smith, Director of Environment and Transport at Cambridgeshire County Council, spoke on the theme of Safe(r) Routes To Schools and on a variety of other topics, some in response to questions from the floor, including:



The AGM was well attended.

- Hills Road
- Silver Street and the Core Scheme
- The role of the Campaign in the decision-making process.

The County Council's new Cycling Officer, Patrick Joyce, accompanied Brian Smith.

Brian Smith, Director of Environment and Transport at Cambridgeshire County Council, spoke on the theme of Safe(r) Routes To Schools

Elected officers

The talk was followed by the business of the AGM, including the election of the Committee, who will serve until November 2003 or thereabouts.

Thanks were given for the hard work of the outgoing Committee, in particular Simon Nuttall, who served as Treasurer of the Campaign for some five years. Simon has taken up the position of Walking and Cycling Development and Promotion Officer at the City Council and so has stepped down from the Committee. David Dyer, last year's Co-ordinator, has kindly taken the position of Treasurer. Martin Lucas-Smith was elected as Co-ordinator in place of David Dyer.

Minutes and notes from the talk are available to members via our usual contact details (see box on page 2) on request.

Secretary still needed!

The Committee is still very much in need of a Secretary, as the now vacant post was not filled at the AGM. This is to deal with things such as incoming post, helping keep track of deadlines, sending standard replies where appropriate, and ideally also attending and taking minutes at Committee and open meetings.

The post is voluntary – the Campaign isn't in a league where it can afford to pay salaries – but we can offer reasonable expenses for using your own computer, bike, and so on. And of course, we'll reimburse any direct costs and provide equipment such as a scanner if necessary. In return we are looking for a regular commitment to spending three or four hours a week making sure we are up to date.

As we propose to do most communication over the Internet, candidates must have access to a capable PC, with email and an Internet connection, and they must be comfortable using a word processor program. Campaigning experience is not necessary, but systematic, organised secretarial skills are.

Martin Lucas-Smith

New position papers

One of the aims of the new Committee is to produce a range of new position papers, to be presented in an accessible and attractive format, on subjects such as:

- Obstructions
- Exceptions at traffic lights
- Traffic calming
- Priority over side roads
- Continental-style 'hybrid' cycle lanes.

We feel these and others would be useful in addressing topics which arise time and time again in our consultation responses. We also hope to update some of our older position papers. These are on our website at www.camcycle.org.uk/campaigning/papers/ or available on request.

If you would be interested in helping draft these, or help with typesetting or taking photos for the finished papers, please do get in contact.

Martin Lucas-Smith

Core Scheme stage 3 consultation

We reported in the last *Newsletter* that, subject to final consultation, councillors had approved the part-time closure of Silver Street to non-authorized vehicles, as the third phase of a series of traffic management measures to improve the city centre environment. Cycle access would remain at all times.

- **Option A:** Between 6 am–10 am, and 4 pm–midnight, through traffic would be allowed through the closure point (between the bridge and Queen’s Road) in both directions
- **Option B:** Between 6 am–10 am, only eastbound traffic would be permitted through the closure point. Between 4 pm–midnight, only outbound traffic would be allowed through the closure point.

The scheme also involves twelve other measures along the inner ring road, including:

- upgrading the Queen’s Road–Garret Hostel Lane junction to a Toucan crossing, so that it is legal (and easy) to cycle across it, and
- converting the cycle crossing at Gresham Road–Gonville Place to a Toucan crossing.

The dates of the consultation process are now available. There will be public exhibitions of the two options, on the dates shown in the table below.



Silver Street.

Information is available on the County Council web site:

www.cambridgeshire.gov.uk/sub/consult

Date	Venue	Opening Times	Staff available
Wednesday 29 January	Cambridge Central Library, Lion Yard	12 noon–7 pm	Throughout
Thursday 30 January	Cambridge Central Library, Lion Yard	9 am–7 pm	12 noon–2 pm
Friday 31 January	Cambridge Central Library, Lion Yard	9 am–4 pm	11 am–4 pm
Monday 3 February	Diamond Room, Selwyn College (by Grange Road–Cranmer Road junction)	12 noon–8 pm	Throughout
Tuesday 4 February	Emmanuel United Reformed Church, Trumpington Road	12 noon–8 pm	Throughout

The consultation leaflet asks for your level of support separately for each individual measure. **The closing date for the consultation is Friday 7 March 2003.**

The Cambridge Environment and Transport Area Joint Committee will consider the consultation responses on Monday 7 April. It is likely that any measures approved then will be implemented this summer.

Clare Macrae

Campaign opinion

Though either option gives benefits for cyclists in Silver Street itself during the closure periods, the Cycling Campaign has serious concerns about the knock-on effects on cyclists elsewhere, especially on the inner ring road. The County Council has drawn back again from replacing the Fen Causeway–Trumpington Road–Lensfield Road mini-roundabouts with traffic signals. It now says it will review this six months after the Silver Street changes are installed. Also, despite repeated requests, nothing is included in the plans we have seen so far to help cyclists get out of Pembroke Street either crossing into Mill Lane or turning right towards King’s Parade and Silver Street.

So there is even less ‘jam today’ in this scheme than originally proposed, and it all relies on ‘jam tomorrow’, that just maybe one day the street will be closed completely, and maybe the mini-roundabouts will be replaced to reduce the cyclist casualty rate there. At the same



Crossing into Mill Lane.

time, traffic will increase on Newnham Road, Fen Causeway, Lensfield Road and Gonville Place, the last two especially well used by cyclists. It’s a tough call as to whether the change in Silver Street helps cyclists overall.

Why cyclists won't stop

We recently read this interesting article by Chris Juden, the CTC Technical Officer, in Pedal Press, the newsletter of the Merseyside Cycling Campaign. He has kindly enhanced it a bit for us to reproduce here. This article provides a powerful argument, based on energy expenditure, why cyclists should have priority at side roads.

When one rides a bike, one soon learns that stop-go cycling is whole lot harder work than to keep on rolling at a steady speed. However it's clear that the people who design British cycling facilities do not share this tacit knowledge – unlike in other countries! So I thought it might help if I investigated the engineering principles that discourage us from using the brakes and explained the wasted energy in simple terms of extra distance ridden.

Cycling versus walking

Everyone likes to keep moving, but cyclists have more reason than most for conserving their momentum. Riding a bike at a steady speed takes only about as much energy as to walk at one quarter that speed. Twelve mph cycling equates to 3 mph walking and these are typical speeds for purposeful cycling and walking. Each requires about 75 W of power from the 'human engine' and people are as happy to cycle four miles to work as they are to walk one mile. Each should take from 20 minutes up to half an hour, including stops, at a total energy expenditure of some 100 kJ.

Every time a cyclist or pedestrian stops, they lose kinetic energy and have to work harder upon starting off in order to accelerate and restore that kinetic energy. Kinetic energy is proportional to mass times speed squared, so to reach a steady cycling speed, four times that of walking, makes a 16-fold increase, plus a bit more (say 25%) for the extra mass of the bicycle, means that a cyclist has to expend about 20 times as much energy as a pedestrian in order to reach his normal journey speed. And because that speed is four times faster, that energy would have carried the cyclist 80 times further than the pedestrian, had neither been required to stop.

Each stop "costs" 100 metres

It is interesting to see just how far a cyclist could go, at a given speed, for the same amount of energy as may be required to reach that speed. This gives a direct measure of the energy cost of stopping. For typical cycling speeds, of 10 mph to 12 mph, on a middling kind of bicycle, it can be calculated that one stop-start is equivalent to cycling an additional 100 m. Compare this with the pedestrian, who can stop and start again with no more energy than it takes to make a couple of steps!



The cycle path ends at each side road.

This explains why cyclists, when riding on the footway, are extremely disinclined to give way at side roads. Compared to a pedestrian, it adds a considerable extra distance to their journey. Of course a cyclist's journey is likely to be four times as long, so any given stop doesn't add such a big percentage to it (we're back to 20 rather than 80 times the trouble caused to a pedestrian), but by the same token, this means the cyclist will cross four times as many side roads in the course of such a journey. It also explains why cyclists sometimes find it easier to take a longer route without so many junctions.

The faster they go...

This calculation is affected by assumptions about the type of bicycle used and the effort expended by the rider. Fast cyclists have good reason to be more averse to stopping, since an energetic rider on a racing bike (200 W, 22 mph) would find it easier to add 200 m onto his journey, rather than interrupt it. But even slow cyclists suffer significant penalties from stopping. For a leisurely rider on soggy tyres (40 W, 8 mph), each give-way costs at least 60 m; and since such a person would be unlikely to walk faster than 2 mph, the 80 to one comparison still holds true.

Just as a cyclist's higher speed and (slightly) greater mass inflate the energy demands of stopping and starting, compared to a pedestrian, it requires a *stupendous* amount of energy to accelerate a fast and heavy car. Even compared to the energy consumption of a moving car, the cost of its acceleration is huge. Whereas a cyclist feels this cost directly, even painfully in his legs, a motorist is hardly conscious of the energy expended when he presses the accelerator. (Pain arises but later, in the wallet, and is more readily attributed to the Chancellor of the Exchequer than driving behaviour!)

A cyclist caught in stop-start traffic becomes acutely aware of this difference in perception. The drivers will rush to close any gap that appears ahead of them – then brake – whereas the cyclist will try to conserve his energy and just keep rolling at a steady speed. If motorists were to follow suit, it might lend credence to their claims that fuel is expensive!

Extra work, extra time and balance

My simple equation of cycling distance to the energy cost of stopping, on the other hand, assumes that the cyclist brakes and accelerates very suddenly. If he were instead to cease pedalling some distance before the stop and let his kinetic energy decay naturally, and then accelerate very gradually, spreading the process over an appreciable distance, the cost of stopping would largely be absorbed in that distance. It would instead cost extra time. In practice there is a trade-off between extra time and extra distance or energy. The cyclist chooses

his own compromise, braking and accelerating hard if he is short of time, going easy if he is short of energy. In any event, the comparison with distance holds true, since that also gives a valid and convenient estimate of the additional time a journey may take if it involves a stop.

Here’s a nice riddle: what vehicle is easier to control when it’s moving than when it’s standing still? You know the answer. Bicycles are like the Sundance Kid – better when they move! Upon starting and stopping a bicyclist manages a complex transition between static and dynamic stability. With practice this can become automatic, but it is something which less experienced cyclists continue to find quite difficult – even risky.

The same for everyone

Some people assume that it’s only those speedy enthusiasts who won’t stop: that slower novices and children – the ones they really care about – simply will not mind. How wrong they are. All cyclists suffer a penalty that is roughly proportional to their speed and hence imposes an equal delay. And whilst all will try to avoid the inconvenience of dismounting, those for whom balance is still a challenge have the *greatest* incentive to keep on rolling. Children are especially disinclined to stop and have the very least regard for road markings.

The results of going against human nature are all too sadly predictable. Indeed this is not a peculiar cussedness of that easily discountable minority group: “cyclists”. Let *anyone* ride a bike; they immediately discover that compared to walking, stopping is a grievous waste of hard-earned momentum and an unpleasant disturbance of equilibrium. Regardless of sex, age, colour or creed, they’ll all just want to keep those two wheels rolling!

Well I hope you find that useful and are able to persuade the planners to make the cars stop instead – they can do it so easily!

Chris Juden, CTC Technical Officer

Saint Radegund is calmer



The traffic calming scheme on Radegund Road is now complete. It consists of a raised table and a series of narrowings where cars have to give way to oncoming traffic. Short lengths of cycle lane allow cyclists to by-pass these narrowings in both directions. Unfortunately these are much too short (as we repeatedly said during the consultation) allowing cars to park close to the narrowings, forcing cyclists to weave in and out.



Stop Press – Trinity Street

City and County Councillors on 20 January asked officers to produce a report on how two-way cycling could be enabled in Trinity Street, either part-time or all day. Councillors from the three different political parties present at the Cambridge Environment and Transport Area Joint Committee meeting spoke of the importance of not dismissing the request out of hand, but instead of working out *how* it could be done. More news next time.

Decriminalisation of parking enforcement

Some local authorities have started schemes, with Government approval, whereby civilian staff rather than police or traffic wardens enforce parking restrictions. This is known as DPE. Cambridge is one of the areas where DPE is under consideration, and it has the advantage, in a similar way to the 'safety camera' scheme, that the penalties collected can be used to fund the

scheme. This means that it becomes easier for a local authority to control the enforcement of such regulations, and more money should be available to pay those who do this valuable work. So what are the catches?

It is not exactly clear which regulations local authority employees will be able to enforce.

When first introduced in London, they could not enforce regulations against stopping in a bus lane, and despite some investigations, I'm unsure if at present they can enforce against stopping in cycle lanes. The Department for Transport proposes some amendments to the regulations, and the Campaign will be writing to ask that such issues are covered.

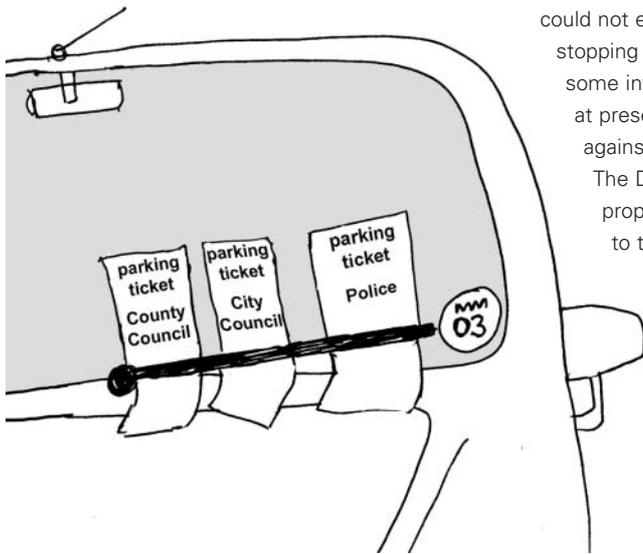
One of my pet hates is that of drivers who stop on 'zig-zag' lines adjacent to pedestrian/cycle

crossings. Such actions restrict the views both of those on the road and those crossing, and result in a number of accidents. For this reason there is an automatic 'endorsement' for such an offence. Civilian staff have no powers over such serious offences. In areas where DPE occurs it seems likely such offences will be less actively policed: so should this offence be downgraded so that enforcement is more likely, although restricted to modest fines?

What is known is that such staff, like Traffic Wardens, cannot enforce 'moving vehicle' regulations, so the issues of driving in bus and cycle lanes will not be covered. Bus lane enforcement cameras, both fixed and on buses, are used in London, where regulations differ. Can we ever hope that cameras will be used to enforce cycle lanes here?

Jim Chisholm

The DfT's proposals are on the Web at: www.local-transport.dft.gov.uk/consult/decrimpark/



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Bike Week 2003

www.camcycle.org.uk/events/bikeweek/

Last year's Bike Week seems a distant memory already. It was once again very enjoyable for all involved.

The organisation of Bike Week events is done at informal meetings held at roughly monthly intervals until June. The first meeting this year will discuss ideas for events. It's at 7 for 7.30 pm on Wednesday 12 February, at 100 Thoday Street. Please do come along if you want to get involved, or have any suggestions for new events. If you can't come, please do send your suggestions to the usual Campaign addresses.

Bike Week itself is 14–22 June 2003.

Fulbourn Old Drift

The cycle path alongside the railway line to replace Fulbourn Old Drift is now open. It is an important link, one of the few off-road paths constructed by the County Council, and has been many years in the making. The level crossing behind Fulbourn Hospital – the need to replace this being the reason for building the new path in the first place – is now closed.

Great care is needed at the half way point where the junction with the new cycle entrance to Tesco is right next to a blind corner.



The day after the last Newsletter went to the printers, the County Council apparently changed its mind, and has now installed a proper dropped kerb at Fulbourn Old Drift. It is still a great shame that this isn't a proper T-junction with the main road, rather than this contorted arrangement of shared-use, bollards, bends and chicanes. The other end of the path also suffers from a very inconveniently placed bollard. The reasoning there is to prevent people abandoning cars on the path.

Spot the cycle route, number 10



Got an emergency? Get to Casualty by bike! Signs near Addenbrooke's use standard 'hospital' symbols to indicate the way (not that you could miss it as they're right next to the hospital). Nothing wrong with them, but somehow putting directions to A&E on a cycle sign seems a strange juxtaposition.

Web watch

The County Council's 'Countryside and Recreation' pages now have a map of places to ride and walk in the County, as well as links to other useful information:

www.cambridgeshire.gov.uk/sub/cntryside/

In Confessions of a cycling officer, Howard Peel gives an account of his alarming experiences as the cycling officer at The East Riding of Yorkshire Council between August 1999 and July 2001.

www.thebikezone.org.uk/thebikezone/confessions/coaco.html

Clare Macrae

Small ads

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

Free to members, on cycling subjects.

For Sale

Town Bike: bomb proof **Raleigh Amazon** frame very well cared for with completely upgraded components (some very recent). Was used as a long distance tourer. Now needs some Tender Loving Care. Bargain £20 to Good Home. ☎ (01223) 710536 (twigs)

Pashley adult tricycle. Blue, handlebar basket, large shopping basket on rear, 3-speed hub gears, hub and calliper brakes on front wheel. Offers invited. Jenny Whitfield ☎ (01223) 293554 (H) ✉ jenny.whitfield@arm.com (W)

Wanted

Seeking the cycling book 'Daisy, Daisy' by Christian Miller, published 1980 by RKP. ☎ (01237) 423482 (eves.)

Reporting faults and problems

www.camcycle.org.uk/resources/problems

Road conditions and street furniture

- To report specific **potholes**, poor surfaces or overgrown foliage, within the City, Fulbourn and Histon:
 - Call Terry Radford at the City Council ☎ (01223) 458260
 - Use the County Council's reporting form www.camcnty.gov.uk/sub/eandt/highways/hwayform.htm
 - Print out and send our Pothole Postcard [40k] www.camcycle.org.uk/resources/problems/PotholePostcard.pdf
- Street/traffic lights:** report the town, street, and post number to:
 - The hotline ☎ 0800 253529
 - ✉ Street.Lighting@transportation.camcnty.gov.uk
 - See the County Council's website www.camcnty.gov.uk/sub/eandt/highways/slight.htm
- Broken Glass** on road or paths: Street Scene ☎ 01223 459286
- For **off-road areas** within the City such as the commons, call the City Council.
- For **general complaints** about lack of facilities or poor surface quality write (not phone) to Brian Smith, Director of Environment and Transport, Cambridgeshire County Council, Shire Hall, Castle Hill, Cambridge CB3 0AP.

Injuries

- Police** – Parkside, Cambridge ☎ 01223 358966. Make sure you ask for a log number, and report any problem/incident as soon as possible.
- See our **Injury/Collision Advice** web pages www.camcycle.org.uk/resources/advice/crash.html

Cycle parking

- For cycle parking, contact both City and County Councils.
- For cycle parking at the station, contact WAGN.
- You may be interested to find out more about Simon Nuttall's work with the Police to provide more cycle parking and reduce theft: www.cam.net.uk/home/aaa137/simon/bicycles/theft_reduction/

Poor driver behaviour

- For **parking in bike lanes** and similar, the Senior Traffic Warden ☎ 358966
- See also our Car parking postcard [20k] www.camcycle.org.uk/resources/problems/CarParkingPostcard.pdf

Taxis: Bad driving, etc.

- Contact the Transport Services Division: ☎ 01223 457888 or fax 01223 457889
- Taxi Licensing, Cambridge City Council, Mill Road Depot, Cambridge, CB1 2AZ

Abandoned Cars

- Cambridge City Council – Environment & Planning Department – Highways Section, Cambridge City Council, The Guildhall, Cambridge, CB2 3QJ
- ☎ Highways Inspector on 01223 458282

Buses

- Stagecoach Cambus (including Park & Ride): Chris Moderate, Operations Manager, Stagecoach Cambus, 100 Cowley Road, Cambridge, CB4 4DN
- Guide Friday Tour Buses: cambridge@guidefriday.com, or: The Manager, Guide Friday Tourism Centre, Cambridge Railway Station, Cambridge CB1 2JH, England

Campaign Diary www.camcycle.org.uk/events

February 2003

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|--------|---------|---|
| Tue 4 | 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 proper starts at 8 pm.) |
| Wed 5 | 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 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. |
| Wed 12 | 7 pm | Bike Week planning meeting, starting at 7.30 after tea and coffee. See article; contact Simon Nuttall ☎ 500902. |
| 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. The security code is a deterrent to theft and enables bikes to be traced nationally. |

March 2003

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|--------|---------|--|
| Tue 4 | 7.30 pm | Campaign general meeting . Friends' Meeting House, Jesus Lane, at the Park Street junction. See 4 February for description. |
| Wed 5 | 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. |
| Sat 8 | | <i>Copy deadline for Newsletter 47</i> . Articles to the Editor, Mark Irving. |
| 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. |
| Wed 26 | 7.30 pm | Newsletter 47 Envelope Stuffing at the Baby Milk Action offices, 23 St Andrews Street (between the Robert Sayle main and computer shop entrances, entrance next to Lunch Aid). Help very much welcomed! |
| Sat 29 | 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. |

April 2003

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|--------|---------|--|
| Tue 1 | 7.30 pm | Campaign general meeting . Friends' Meeting House, Jesus Lane, at the Park Street junction. See 4 February for description. |
| Wed 2 | 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 13 | 1 pm | Leisurely Ride . A countryside ride, at a gentle pace. Meet at Hobbs Pavilion on Parker's Piece. Back in Cambridge around 5 pm. |
| Mon 21 | 7 pm | Join us for a social gathering at CB2 café 5–7 Norfolk Street. |
| Sat 26 | 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. |

Further ahead

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| June 14–22 | National Bike Week 2003. |
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Your streets this month

Cycle lanes still under threat

The County Council has deferred making a decision on whether to remove the cycle lanes from a long section of **Hills Road** (between Cavendish Avenue and Long Road) to make space for an outbound bus lane. Originally the council's Area Joint Committee was due to consider the results of last autumn's consultation on 20 January. However, because of the strenuous opposition to this scheme by Cambridge Cycling Campaign, the decision has been deferred to 7 April. See the campaigning update on page 6.

Meanwhile on **Milton Road** the County Council is proposing to remove the cycle lanes from a 250 m section of Milton Road between Woodhead Drive and King's Hedges Road to make room for an outbound bus lane. The new bus lane will be a total of 325 m in length, and the existing inbound bus lane will be shortened by 50 m to make room for it.



Milton Road cycle lane may go.

We haven't yet seen detailed plans for the scheme, but it looks as if the big losers will be inbound cyclists, who will find themselves sharing a narrow lane with all other traffic, and will suffer the same intimidation from drivers wanting to overtake as outbound cyclists already suffer. Pavement cycleways will be provided in both sides of the road.

This was first reported in *Newsletter 45*. We said then that the new bus lane would be an extension to the existing bus lane, which was incorrect. In fact the new bus lane will be on the opposite side of the road to the existing bus lane. Our apologies for the error.

Cycle access still under threat

The informal cycle and pedestrian access route from Garry Drive to **Cambridge Science Park** is once again under threat. Last autumn, an application by management company Bidwells to erect a security fence and close the access was rejected by South

Cambridgeshire District Council. We have now learned that Bidwells are trying to get that decision overturned by making an appeal to the Secretary of State.

This access provides the most direct route to the Science Park from most of King's Hedges, and the original application to close it was opposed by Cambridge Cycling Campaign, Milton Parish Council and others.



A roadside cycle path to Hardwick is under construction.

Other news

Work has started on a new roadside cycle path from the edge of Cambridge to the village of **Hardwick**. The new path, which is about two miles in length, starts on Madingley Road just west of the M11 junction and runs to the edge of the village. Unfortunately cyclists will have to stop and give way at the junctions with the side roads that lead to Coton and to Comberton, as well as at a number of side entrances. Nevertheless the new route will be a welcome alternative to the A1303. The new route passes the American Cemetery, which will become much more accessible by cycle as a result.

Also under construction is a traffic calming scheme on **Norfolk Street** in the Petersfield Area, consisting mainly of raised tables to reduce vehicle speeds.

The Highways Agency has awarded the contract to build the long-awaited new **cycle bridge over the A14 to Milton** to John Mowlem and Co for £1.95M. The centre span should be lifted into place in September, and the bridge should open for traffic in December 2003 or spring 2004.

PROPOSED outbound bus lane
Cycle lanes would be removed
Woodhead Rd - Kings Hedges Rd
(plus a short section of
inbound bus lane from
Woodhead Drive - Fraser Rd)

