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Bad news for cyclists on Milton Road

Proposals to improve bus journey times but make Milton Road much worse for cyclists – 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.

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Bad news for cyclists on Milton Road

In February and March, Cambridgeshire County Council consulted on a set of proposals which are intended to improve bus journey times, and which would make Milton Road *much* worse for cyclists. The schemes are:

- A new (outbound) bus lane between Woodhead Drive and Kings Hedges Road (see last *Newsletter*)
- For outbound motorists, a new dedicated left-turn lane at the A14 interchange.
- For inbound motorists, a second right-turn lane to enter the Science Park

It is deeply ironic that these proposals are made just as construction starts on a £2 million bridge over the A14, to encourage cycling between Milton and Cambridge.

We reproduce here our consultation response in full.



As well as replacing cycle lanes with a bus lane, the Milton Road proposal includes a dedicated car lane to get from the Science Park to the A14, which it seems to us would lead to increased car use and therefore to be contrary to Council policies.

Dear Mr Frost,

Milton Road proposed bus lane and junction work

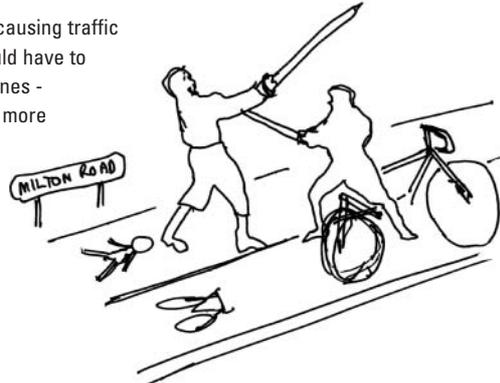
Cambridge Cycling Campaign strongly objects to both the proposed new bus lane and to the proposed dedicated left turn lane at the A14 interchange.

Proposed new bus lane on Milton Road

We object to the bus lane proposals because:

1. We object to the removal of the mandatory (on-road) cycle lane on the east side of Milton Road. Mandatory cycle lanes are an important part of the provision for cyclists on Milton Road. Many cyclists prefer to cycle on the carriageway, as they are perfectly entitled to do, in part because of the problems that driveways and side-roads cause for cyclists using pavement cycleways. Even if pavement cycleways are given greater priority over side roads than they are at present, problems will remain because of poor visibility at driveways, and obstruction of side-road crossing places by motor vehicles waiting to join the Milton Road traffic.
2. The narrow resulting inbound lane, on the opposite side of the road from the proposed bus-lane, would cause serious problems for the hundreds of cyclists that use this section daily. When there is outbound queuing traffic, inbound motorists will try to squeeze past, too close to cyclists. We know this will happen, as it already happens regularly to cyclists who use the narrow north-bound lane opposite the existing stretch of bus lane on Milton Road. It happens so often that Cambridge cyclists have christened this problem "the Milton Road effect".
3. The consultation leaflet for this proposal contained no data on the extent of delays to buses in this area. The agenda papers for the Cambridge Environment and Transport Area Joint Committee meeting of 4 November 2002 said only 'In both the morning and evening peak buses can be delayed for up to 7 minutes while queuing northbound on this section of Milton Road.' Cambridge Cycling Campaign does not believe that it is acceptable to plan to spend £300 000, and cause severe inconvenience and intimidation to hundreds of cyclists all day every day, on the basis of such inadequate information as "up to 7 minutes". What little data we were eventually provided with, after repeated requests, was old, incomplete and probably invalid, as much of it involved GPS timings done in cars that seemed to be queuing alongside the existing stretches of bus lane.
4. Insufficient information about the segregated 'duel [sic] pedestrian/cycle footway.' The consultation leaflet went to considerably greater lengths to assure readers of the trees' survival than it did to provide any concrete data on the expected widths of the cycle and pedestrian sections of shared use. We think this renders the results of the consultation useless.
5. Removal of the island at the pedestrian crossing just north of Kendal Way: This crossing is very well used by many cyclists and pedestrians. The central island allows people to cross in two stages, very

often not needing to press the button and wait, causing traffic to stop. Without the island, people crossing would have to wait for a simultaneous gap in all three traffic lanes - resulting in longer waits for those crossing, and more delays to traffic because of increased use of the signals. (The consultation leaflet appeared to state that this crossing would remain the same.)



'Duel pedestrian/cycle footway'

Proposed changes – Science Park to A14 Milton Interchange

We object to these proposals because:

- 6. The consultation gave no predictions of levels of traffic growth as a consequence of building the additional left-turn lane at the Milton interchange. Whilst a left-turn lane might give a short-term benefit to journey times, it would encourage more journeys, resulting in an eventual net increase in car-based congestion, which buses and cyclists would have to suffer for years to come. Spending £800,000 or more, trying to 'build ourselves out of traffic problems' simply does not work.
- 7. The consultation gave no consideration as to the extent to which the sheer volume of traffic leaving the Science Park and Cowley Road is the cause of problems for buses on Milton Road. Simple, and much cheaper, measures such as adjusting traffic light timings to give a fairer balance between Milton Road and these large edge-of-town traffic generators could have a much more significant, and longer term, beneficial effect on bus journey times.
- 8. The dedicated left-turn lane will cause real problems for cyclists heading from this area to Impington and Histon. For them, a route via the very welcome new cycle and pedestrian bridge at Milton would represent a considerable detour. It would also necessarily involve negotiating the bridge over the A10 at Butt Lane, which is very awkward to manoeuvre through, and impassable to bikes with trailers.

If these proposals were to go ahead, and we strongly believe that they should not, there must be:

- 9. a guarantee that no construction can start on the left-turn lane before the opening of the Milton cycle bridge
- 10. major improvements to the bridge at Butt Lane over the A10, so that it is safely and conveniently passable by bikes with child and shopping trailers, tandems etc.
- 11. a design which draws motorists' attention to the presence of cyclists (where they are perfectly entitled to be) on the approach to the roundabout. For example, this could be either a (large) central refuge between the new lane and the existing slip road to allow cyclists to cross in two stages by going up the new lane and off on to a jug handle, or alternatively a cycle lane between the new lane and the old left hand lane, extending to the roundabout, and a sharp start to the new left lane, rather than have a long drawn out gradual start. Clear signposting indicating the presence of cyclists will also be essential. There must be full consultation with cycling organisations on the detailed design of this layout.

Other means of tackling the problem

Cambridge Cycling Campaign's view is that improving public transport must play a part in solving Cambridge traffic problems, but extra road space for buses should be obtained by removing road space from other motor vehicles and not by forcing cyclists off the road.

We believe that there are two big issues that need to be tackled.

Firstly, bus performance needs to be improved by installing on-street ticket machines and simplifying fares. This would, we believe, reduce bus delays more cheaply and more effectively than building bus lanes. The statistical data collected by the council to justify both sets of proposals on Milton Road are unconvincing.

Secondly, it must be understood that a major cause of traffic congestion along Milton Road is the number of private cars emerging from the Science Park during the evening peak. (A similar problem exists on Hills Road at the Addenbrooke's Hospital exit.) We urgently need measures to reduce this number and to support those who minimise their impact on the city's traffic congestion by walking, cycling and using public transport.

The solution to Cambridge's transport problems is not to reduce the number of cyclists, or to discourage cycling, but to reduce the number of private cars at peak times. Ill-thought out bus priority measures, and increases in road capacity, will do nothing to achieve such a reduction.

Yours sincerely,

on behalf of Cambridge Cycling Campaign,

Clare Macrae

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Bike Week is 14–22 June 2003

Please put the dates in your diary. Planning meetings will be taking place in the meantime and full details of all events will be announced in the next *Newsletter*. By then, Bike Week will be only a couple of weeks away. Please contact the Campaign if you can help either with the planning or – and we will really need you then – during the actual week.

We should have some fun.

Lisa Woodburn

Design Guide

The Campaign, in its many dealings with the County and City Councils, has long argued for the creation of a Design Guide, outlining standards and, to some extent, policy for provision for cyclists. The County Council has at last produced a first draft, which is a very welcome step. (Their Guide will also be used by the City Council.)



have been corrected during the consultation phase; other times not.

We were very happy, therefore, to see that the first draft of the Design Guide generally seems of a good standard, although there are a few omissions. The biggest danger, however, is that this first draft, which is about 170 pages long, has been written by consultants rather than by council officers and so may not bear great similarity to any finalised version. We will do all we can to push it in the right direction.

Our main criticism of the draft we have seen is that it 'feels' disorganised. Very different types of provision – such as on-road and shared-use – have been mixed together and spread across various chapters.

We have strongly suggested that the Guide should be reorganised so that the initial chapters are presented in a way which mirrors the hierarchy of provision set out in the national guide, *Cycle-friendly Infrastructure*. This says that, if providing for

cyclists, the following list should be worked through in order, starting with the first; if that is not possible, then the second, and so on:

- Traffic reduction
- Traffic calming
- Junction management and traffic management
- Redistribution of the carriageway
- Cycle lanes and [then] cycle tracks

Starting the Guide with a series of chapters covering these distinct topics would help clarify the sort of direction that traffic engineers should be moving in when thinking about how to provide for cyclists.

We met a few council officers to discuss the Guide, and followed this up with a list of specific suggestions. At this stage, we are not considering the detail of the document, as this will necessarily follow later. We have not yet heard back what the next stage will be in the Guide's production.

Let us hope the next draft is even better: organised and not watered down.

Martin Lucas-Smith

Any such guide is clearly of very high strategic importance, because a good design guide could raise the standard of provision across the County and the City, whereas a deficient one could hinder it, leaving Cambridge Cycling Campaign the task of constantly complaining, which would be unfortunate.

As we have made clear to council officers, we would like to be in a position actively to welcome schemes – and indeed the Guide itself – rather than continually criticising in the many cases where this is necessary. We have often seen the same problems arising, time and again, which is one good reason for a standards manual in the form of the Design Guide. Sometimes these problems

The T(h)ins

The Tins Path is a useful and very popular cycle route from Mill Road to Cherry Hinton which runs through the site of a former cement works off Coldham's Lane. Some two years ago, negotiations with the developers of the cement works site resulted in plans for a high quality 3 m path to be paid for under a Section 106 agreement. Unfortunately the legal status of this path, as footpath rather than bridleway, resulted in a letter from Railtrack stating that it was 'an act of trespass' to cycle over the rail bridge on this route. (*Newsletter 42*, 'Fiasco on the Tins' June 2002.) We hope that, with help from Sustrans, it may be possible to resolve this issue.

Now, at the eleventh hour, a planning application proposes to narrow the several hundred metres of route past the new development to 1.75 m (the original 3 m is the minimum recommended in the

Government publication *Cycle-friendly Infrastructure*). Rather puzzlingly, information from the developers suggested that this was requested by the 'development control' department at the City Council. An email



The new path, intended to go across this building site, would be much narrower than the temporary alternative if plans are downgraded.

reply from the Council uses the phrases 'constrained by vegetation' and 'it will be important that the standard is consistent with the network throughout the City and be of a specification for the authority to adopt'.

Given that the application covers the section of the path through the redeveloped site, at present resembling a soggy desert, we can see no reason for 'vegetation' being an issue, neither can we see why substandard paths elsewhere should be used as a reason for constructing a narrow path here.

We have written to object in the strongest terms to this planning application, and to query the City Council's instruction to reduce a 3 m path to 1.75 m.

Jim Chisholm

Bikes and buses

An assortment of (bike-related!) bus news...

We have recently discovered that, for **cycling-related complaints about Stagecoach buses**, the person to contact is Alan Woods ☎ (01223) 423578
 ✉ Alan.Woods@stagecoachbus.com.

It is essential that you:

- Provide some **positive identification of the vehicle**, either the vehicle number (5 digits painted on various parts of the bodywork front, side or rear) or the complete registration number. Be careful because a licence plate beginning AE51 could be any of around forty vehicles in Cambridge.
- Provide **exact location, time, service number**, and if possible a description of the driver (male, female, white, black, old, young, hair colour etc). These all help to identify the driver so that they know who to interview.
- **Make certain it is a Stagecoach bus.** (Blue ones could be Whippet or Huntingdon and District. Red ones could be City Centre sightseeing buses.)

We will soon be holding a meeting with **PC Paul Stubbings, who is Cambridgeshire Constabulary's Casualty Reduction Officer.**

This meeting arose from discussions about the hazards that some bus drivers cause for cyclists. We will be raising a number of specific issues relating to driver training:

- Some bus drivers (and a few police officers) are not aware that there are some Cambridge streets which, while one-way for motor vehicles, are two-way for bikes (e.g. St Andrew's Street, Sidney Street).
- Incidents where cyclists have been forced off the road at Magdalene Street by bus drivers abusing the give-way system in the narrow section.
- The need to give cyclists plenty of space on the road.

Over the years a number of Campaign members have suggested that bus driver training should include a day of cycling around Cambridge.

Please get in touch with the Campaign if there are any other issues you would like us to raise with PC Stubbings.



Complaints copied to the Cycling Campaign show that some bus drivers don't know that cyclists are allowed to use some streets in both directions where buses can't, and won't give way to bikes when they are supposed to.

Finally, we occasionally get asked what happened to the **"Think Cycling" stickers that appeared on the back of Cambridge buses in 2001**. These were designed to discourage cyclists from going down the left side of large vehicles that might be turning left. (See *Newsletter 39*, December 2001).

Well, in a rather ironic stroke of timing, just after these stickers were attached to local buses, about 40 new Stagecoach buses arrived in Cambridge – without stickers. It's sad that all this work (and the hours we spent discussing the various sticker designs) all went to waste.

Clare Macrae

Cambridgeshire Local Transport Plan to be rewritten

Plans such as Cambridgeshire's Local Transport Plan (LTP), which was produced in 2000, should have a life of five years (with minor revisions), and they must give details of spending plans and have targets. These plans are used by the Government to decide on the funding that will be made available: local authorities must produce progress reports against them and, if targets are not met, monies may be withheld. One advantage of the five year life was supposed to be that longer-term strategic projects would be easier to manage than year-to-year funding schemes.

Cambridgeshire is rewriting its LTP some two years early. This is partly due to changes in major developments and to the Cambridgeshire Structure Plan. We understand that there will be revisions to the Cycling and Walking Strategies.

Unfortunately, the extremely tight timescales could restrict the consultation process. We are also concerned that the new plan will last for seven years, a measure which is designed to ensure that Cambridgeshire will be 'in step' with other authorities at the end (in 2011).

What are the time scales?

Consultation starts in early May 2003, after the local elections, and will last for a couple of months. Leaflets should come through every door. Analysis of the returns, and incorporation of any changes, will need to be completed by early July in time for submission to the Government.

What does this mean?

We will not be able to give our members, and others who read our *Newsletters*, as much information or advice as we would

like. This is because we haven't yet seen a draft of the LTP and, by the time you read *Newsletter 48* in June, it will all be all over bar changes to the final draft (which has to be with Government by 31 July 2003).

So what will we do?

We will put information and advice up on our website as soon as we have it, and if we really need to consult members we will arrange a separate mailing.

And what can you do?

Do not put leaflets in the bin, but read, digest, and comment on them. It could be the results of members returning questionnaires that tips the balance of the LTP in favour of sustainable modes of transport.

Jim Chisholm

Priority over side roads

A subgroup of interested members has started the process of creating a new position paper provisionally called *Priority over side roads* which will describe best and worst practice. This will cover our views on how best to cater for cyclists when crossing side roads, whether on segregated off-road cycle tracks, pavement-area tracks such as shared-use paths, or on-road cycle lanes.

Our position papers (which are available on request or from our website at www.camcycle.org.uk/campaigning/papers/) are



Getting rid of this kind of arrangement is long overdue.

an attempt to summarise the views of the Campaign in an accessible and concise format, so that we don't have to keep repeating ourselves in consultations to which we respond – that's the theory, at least! Interestingly, the draft of the County Council's new Design Guide (described on page 4) mentions our position papers in its appendix of items used in the drafting process, which is encouraging.

As well as dovetailing with general issues about how best to provide for cyclists, the paper will also discuss types of provision for cyclists not as yet used in Cambridge but which are common on the Continent, such as partially-segregated 'hybrid' cycle lanes, which are on-road but segregated from other traffic by some sort of physical dividing line which then disappears at crossings. We will be investigating whether such provision might be

applicable to Cambridge and what the pros and cons of this might be.

Two meetings of the subgroup have been held, and more will be held in the coming months, following the production of a draft in late April. Meetings will be listed on our website, or contact us if you'd like to be notified of the next date.

The following position papers are also in the pipeline:

- Obstructions
- Exceptions at traffic lights
- Traffic calming
- Responsible, legal cycling.

Again, input or help from members would be extremely welcome. Please do come along to any subgroup meetings if you're interested.

Martin Lucas-Smith

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Position paper on responsible, legal cycling

At the last two monthly meetings we discussed the creation of a new policy paper setting out the Campaign's 'official' view on responsible, legal cycling.

It was felt important that the Campaign should be seen to be advocating responsible, legal cycling, both in a policy statement and through the various initiatives we have been involved in such as the Adult Cycle Training project, Dr Bike events, and so on. The paper also discusses some of the reasons for the level of illegal cycling in Cambridge (while not excusing it) and some of the ways these could be addressed.

The paper is now in the final stages of drafting, and will be presented to the 1 April monthly meeting for ratification. (This meeting is at the usual time and place: 7.30 pm for 8 pm, at the Friends' Meeting House, Jesus Lane.)

Once complete, the paper will be available on our website (see www.camcycle.org.uk/campaigning/papers/) or on request via our normal contact details. We will also make copies available on the stall and distribute them to Councillors, Council officers and others.

Martin Lucas-Smith

Cycle parking standards review

Cambridge City Council recently produced a consultation document on proposed changes to their Parking Standards – for both bikes and cars. This is an important document, as it sets out what developers are required to do in order to get planning permission.



A new policy needs to improve the description of spacing needed between stands

You can find a summary of the current regulations on our web site at www.camcycle.org.uk/resources/cycleparking.

In the past, our main concern has been the very patchy enforcement of standards, rather than the standards themselves (see *Cattle Market site*). In our consultation response, therefore, we explicitly asked for a meeting to find out how planning applications are checked against the standards, and how the planning department checks that cycle parking to the required standard is actually installed.

We welcomed the document, and also asked for:

- more emphasis on the importance of locating cycle parking near to entrances
- improvements in the description of spacing needed between stands
- greater emphasis on the importance of good support for the bike and a place to lock the bike frame to the stand
- an explicit statement that concrete slots and V-grip (wheel-bender) designs are unacceptable, and
- a short leaflet to be produced for developers, as a practical guide on installing cycle parking.

Clare Macrae

Asda get the humps



Cyclists face a new danger when visiting Asda and the other stores on the Beehive Centre. No fewer than three of these sharp plastic speed ramps have been installed close together on the access road off Coldham's Lane. There are no gaps at the edge for cyclists. These humps are so severe and poorly designed that they are likely to throw off an unwary cyclist – especially one laden with heavy shopping.

Despite being so dangerous that they would be illegal on a public road, these primitive devices continue to be used on private roads such as this because they are so cheap.



After a discussion at the March monthly meeting, four members visited the site to look at its problems. We will be writing to the Beehive Centre management and to Asda with a list of practical suggestions which would improve the environment for cyclists considerably.

Cattle Market site

Development on the old Cattle Market site is beginning to take shape with Cheffins' saleroom in full operation and the first block of flats bordering Cherry Hinton Road now occupied. The flats are numbered from 19 to 35 and at the back there are 30 cycle parking spaces – six in the underground car park and 24 under shelter outside the back doors of the flats. However, it is sad that the cycle racks consist of wheel-bending butterfly grips fixed to the wall. I really thought these were a thing of the past as they do not meet local authority standards. They are detrimental to bicycle wheels and are insecure as there is no way of fixing the frame to an immovable object. Cycle parking at Cheffins is inadequate with only four Sheffield racks at the side. Let's hope things turn out better in the rest of the development.

Lisa Woodburn



Area Transport Plans

Any new development of significant size has a major effect on its surroundings, and calls for modifications to the infrastructure. These could be a new school, other social provision, or improved transport. Under Section 106 agreements, local authorities negotiate financial contributions from the developer towards the cost of these changes. Negotiations can be protracted, leaving local people uncertain of the likely effects on their environment. The problem is compounded where more than one development is proposed for an area.

To simplify negotiations and to clarify the position for potential developers, the County Council has formulated 'Area Transport Plans'. They are based on a 'trip generation' methodology and the land uses that have been approved in the Local Plan. The journeys (trips) stimulated by different types of development, such as housing, offices, warehouses, and leisure facilities, have been well researched nationally over a number of years, so predictions can be quite accurate, although estimating the 'modal split' (especially in Cambridge) may be more difficult. From this data, the transport infrastructure required to support new developments can be costed and a 'contribution per trip generated' calculated. When formally adopted, such plans can give developers a clear expectation of their obligations, as well as giving legal weight to securing contributions. Another benefit of these plans, I'm told, is that they tend to produce greater Section 106 revenue than if each development were considered in isolation.

The Cambridge area already had 'Area Transport Plans' for the south and the east, and now two new ones, for the north and the west, are about to be adopted as 'Supplementary Planning Guidance.'

I believe 'Area Transport Plans' are a recent innovation, and Cambridgeshire has been one of the pioneers. Our Area Transport Plans aim:

- not to increase car traffic in the area, particularly during the peak hours
- to increase the proportion of journeys made by bus, cycle and on foot



The Western Corridor Area Transport plan might see the Coton path improved, among many other developments.

- to manage the transport network efficiently, and minimise delays to public transport users, pedestrians and cyclists, and
- to minimise the environmental and economic impact of transport.

These aims are supported by the Government's *Planning Policy Guidance Note on Transport* (commonly known as PPG13), which was last revised in March 2001.

The big weakness I have noticed is that these are 'corridor plans' concentrating on radial journeys, with little provision for 'sustainable modes' of travelling transversely across the areas. Proposed changes in the planning laws may well make such schemes more common. We review some of the items in the Western and Northern Corridor Area Transport Plans below, as consultation on these has just finished.

Unfortunately it will be some time before we see all of the cycle schemes listed in these plans, but we are ready to press for them to be properly planned and executed.

Western Corridor Area Transport Plan

This area covers that part of the city from a line between Histon and Huntingdon Roads,

west of Queen's Road and west of the River Cam, the proposed north-west and West Cambridge University expansions, as well as the parishes of Girton, Madingley, Coton, Barton, and Grantchester. Expansion of housing may occur on both sides of Huntingdon Road as well as off Barton Road.

Around 24 000 extra daily trips could be generated if all sites in this area are developed, and a contribution from developers of around £170 per daily trip will be required.

The plan provides for bus subsidies of £1 million over five years, a similar sum for bus priority, and cyclists will get nearly £900 000 for improvements to existing routes, including the Coton path and route to the City Centre. Also in the list is a Barton Road to Huntingdon Road cycle route at £750 000, and we'll be very interested to know what is proposed here.

In our response to the consultation we asked about possible cycle routes using 'accommodation' bridges over and under the M11, A14 and A428 as we believe these could provide valuable routes for leisure and commuting through a difficult area.

Northern Corridor Area Transport Plan

This covers the area from the Cam to a line between Histon Road and Huntingdon Road, going out to encompass the parishes of Milton, Histon and Impington. It includes the proposed 'Northern Fringe' developments, both at Chesterton Sidings and south of the A14 near the Histon junction. It also includes land to the west of Histon Road that may be considered for development.

Around 21 000 extra daily trips could be created, and a developer's contribution of around £400 per daily trip will be required.

The plan proposes that:

- buses will get a subsidy of around £3.5 million over five years, as well as £1.5 million for bus priority and a contribution to 'real-time information'
- a number of traffic calming schemes costing £500 000 that should benefit cyclists

Brooklands Avenue update

- cyclists get some £2 million in total for Histon Interchange, Kings Hedges Road to Riverside, and Histon Road to Trumpington Road as well as upgrading existing cycle and pedestrian links to the city centre. There is also £1.2 million for a cycle and pedestrian bridge at Chesterton Sidings, but without a bridge over the Cam I don't see where such a structure gets you.

Major infrastructure developments such as the guided busway, Chesterton Station/Interchange and the 'Outer Ring' Park and Ride sites (rural interchanges) may also be funded in part by contributions, but this would be on top of the £400 per trip.

We will be asking for further details of all the schemes that affect cyclists.

My main criticism is that we have some five miles of the Cam from Elizabeth Way to Clayhithe without a single cyclable crossing. People living in the new housing off Newmarket Road who work in the Science Park will, of course, just drive, yet they are less than two miles apart as the crow flies.

Jim Chisholm

Cycling research

Former Cycling Campaign member Paul Rosen, now at the Science & Technology Studies Unit at the University of York, has published a review of research on cycling. The review's objective was to determine how well the research base has been supporting national priorities to increase cycling since the publication in 1996 of the *National Cycling Strategy* (NCS). Rosen's review advises the Department for Transport to adopt a strategic research programme for cycling, covering the full range of research priorities identified in the NCS.

More information, including a searchable database of all the projects that were identified in the review, is available at this web address:

www.york.ac.uk/org/satsu/Projects/whitehall.

Clare Macrae

On 27 January, Brooklands Avenue was turned into a one-way thoroughfare for a gas main to be replaced. The work is expected to last for 16 weeks.

The local authority traffic engineers have confirmed to us that the one-way restriction does not apply to the shared-use pavements on both sides of the road from Trumpington Road as far as Clarendon Road,

100 m short of the junction with Hills Road. These remain two-way for cyclists, although the pavement on the south side of the avenue is partially blocked and may well become fully blocked as the work proceeds.

Sadly very little consideration has been given to the fact that Brooklands Avenue is a major cycle route. There are no on-site notices at all to indicate that the pavements remain open for two-way cycling. The prominent one-way notices suggest, quite wrongly, that all contra-flow cycling is prohibited. The public notice announcing the scheme in the *Cambridge Evening News* made no mention of the continued availability of two-way pavement cycling. Nor did it mention Bateman Street as the obvious diversionary route for on-road cycling. It is remarkable that in a city where 25% of people cycle to



Brooklands Avenue: Cycling is still allowed in both directions on the pavement despite the road closure.

work so little attention is still given to the needs of cyclists.

The temporary creation of a coned-off inbound cycle lane over Hills Road railway bridge has indicated what an advantage it would be to have on-road cycle lanes in both directions over the bridge where cyclists are so often dangerously squeezed by traffic. Since Hills Road is single lane for most of its length, how about converting the bridge to a single traffic lane and a mandatory cycle lane in each direction? Surely this is the

kind of action which the government-backed National Cycling Strategy requires local authorities to adopt.

James Woodburn



The temporary creation of a coned-off inbound cycle lane over Hills Road railway bridge has shown what an advantage it would be to have on-road cycle lanes over the bridge.

Shorts

Kudos to the Tower Hamlets Wheelers and Redbridge London Cycling Campaign: For as long as the Central Line is closed, they will be running their 'Central Line Bicycle Bus'. Leaflets have been handed out to Tube users, listing the timetable of a cycling convoy, to encourage people to try cycling instead.

www.towerhamletswheelers.org.uk

Local elections will take place on 1 May for one third of Cambridge City Council's seats. The following May, it is expected that

local ward boundaries will change, and there will be an election for the whole Council.

The BBC reported some research which found that German women who cycle regularly appear to be at **reduced risk of developing breast cancer**. Just three hours of moderate cycling exercise a week was linked to a 34% reduction in risk. Exercise is already known to benefit older women, but this is one of the first studies to find a link for the under-45s.

Newmarket Road

New bus lane

Parking is to be banned on the north side of Newmarket Road between River Lane and the entrance to Tesco to allow the inside lane to be designated as a bus and cycle lane. It is a pleasant change to see a proposal for a bus lane which removes road space from cars rather than from cyclists. A bus lane here is probably good news as it will help cyclists get through the traffic congestion that routinely occurs along this section.



Newmarket Road: an extension of the bus lane may help cyclists here, where car parking currently forms a virtual third lane and cyclists are squeezed alongside the parked cars.

Railway bridge route finished

The long saga of Newmarket Road railway bridge has at last come to an end, with the completion of work to widen the pavement cycleway on the north side. Nearby, cattle grids have been constructed at the entrance to Coldham's Common and the pelican crossing here has been converted to a toucan and aligned properly with the path. Together, these very welcome improvements mean that cyclists from Coldham's Common and Ditton Walk have a significantly easier journey down to the river.



The crossing from Coldham's Common is vastly improved, whilst the right turn from Ditton Walk, though still more awkward than we would like, is much easier than before because of the widened path. For cyclists riding along Newmarket Road itself, the outbound cycle lane has been retained,



Newmarket Road at the railway bridge: huge improvements here as works are completed. Apart from the narrow section over the bridge, where councillors refused to remove a right turn lane to make room, this new facility looks very good indeed.

whilst in the other direction the inbound cycle lane has been reinstated, five years after it was obliterated as part of the bus lane scheme.

Strategy Day: report

In January, the Committee held a Strategy Day to consider the Campaign's direction, its strengths and weaknesses, and areas where problems commonly occur. Several practical areas for improvement have been identified.

Firstly, as mentioned elsewhere in this *Newsletter*, we plan to create a series of position papers outlining the Campaign's views. These should help to reduce the time we take in responding to consultations. Work on these has begun, starting with papers on responsible, legal cycling and on priority at side roads.

Secondly, we need to take a more active role in welcoming changes that are of benefit to cyclists. In addition to improving relations with the Council – praise is always worthwhile, it should help to guide them in the direction we wish them to go. It should also help to counteract some of the more populist responses to consultations that appear in the letters pages of the local press.

Thirdly, we need to be more active in using the media to publicise the work and views of the Campaign, and to give it a more up-beat image. We will write a paper that poses the question 'why provide for cyclists?' to help inform policy-makers.

In future, we need to initiate further positive new proposals rather than simply respond to consultations. For several years the Campaign has promoted the idea of the Chisholm Trail, a major new route running roughly along the railway line. We need to pursue other, similarly inspirational, schemes.

We also hope to improve attendance at monthly meetings by having speakers, both

Commentary...



local and national, presenting a range of interesting topics.

A variety of other areas has been identified, and the Committee will endeavour to keep you informed through these pages. Notes from the Strategy Day are available to members on request.

Martin Lucas-Smith

Milton cycle bridge news

A progress report on the eagerly-awaited cycle and pedestrian bridge over the A14: reproduced from the Milton Village website www.miltonvillage.org.uk.

There was a fascinating meeting of the bridge working group in February where Mowlem explained their proposals for building the bridge. Work will start with the the southern approach ramp. While that is being built, they will construct the bridge 'Meccano' fashion (the parts having been pre-fabricated somewhere in the North and delivered by truck) on the old A10 road between the Tesco roundabout and the A14. Work on-site should start in May or June. There will be some night-time lane closures on the A14 over the summer.

The planned opening date is December 2003 or, more likely, early in 2004. Although nothing will happen on-site for a couple of

months yet, Mowlem have promised to do a presentation at Milton's annual Parish Meeting on 28 April, at which they will explain how the construction will work. That meeting is open to anyone living or working in the parish (which includes most of the Science Park).

On the weekend of 13–14 September the A14 will be closed completely (from Friday night) and then the bridge will slowly be moved into place using four transporters each with six axles and four wheels per axle! The northern approach ramp will then be added to complete the job.



The main span for the Milton cycle bridge should be lowered into place along the line of the old Milton Road on September 13th and 14th, when the A14 will be closed for the weekend.

Bike lighting consultation

The government is currently consulting on proposals to relax the laws on cycle lighting.

The consultation quotes research which concluded that 'flashing lamps neither improve pedal cycle conspicuity nor impair it.' But it adds that constraints such as battery life must be considered.

The proposal is to amend the law to:

- Amend the definition of 'British Standard mark' to enable pedal cycles to use LED lamps as their only front or rear lighting.
- Permit flashing front and rear position lamps on cycles as optional lamps, in addition to steady lamps required by the regulations.
- Permit steady amber or white lamps to be mounted in the pedals and wheels of pedal cycles and their trailers and sidecars, to provide cyclists with additional options to improve their conspicuity.

In other words, the proposal is to de-criminalise the use of flashing LEDs, when used in conjunction with non-flashing lights, but not to go as far as allowing them to be used in place of steady lights.

The deadline for comments is 13 April.

Clare Macrae
www.roads.dft.gov.uk/consult/lighting

UNIVERSITY CYCLES

9 Victoria Avenue
Cambridge
01223 - 355517



Crash!

Following advice in earlier *Newsletters* about what to do if you are injured in a cycle accident, here are some further suggestions.

Firstly let's get things in perspective.

Evidence suggests that you are ten times more likely to extend your life by cycling than to shorten it, and that the state of health of a typical regular cyclist will be similar to a typical non-cyclist ten years younger. Also, statistics suggest that as a cyclist you are far less likely to be involved in a crash in Cambridge than if you cycle in other cities in the UK (except perhaps York).

When should incidents with motorists be reported to the police?

If a motor vehicle is involved in an incident where anyone other than the driver is injured, the incident must, by law, be reported to the police. This must be done within 24 hours and a valid certificate of insurance produced, or an offence has been committed by the driver of the motor vehicle. This is the case even where the cyclist is at fault. It is not good enough to exchange addresses or, as one case I know of, to exchange money. The police have to record the details on a STATS19 form, and it is this information which is used to create the statistics of 'Road Accidents' that are so often quoted.

What should you do?

This may sound like a cheat, but I believe much of the following is sound advice. Long ago I had a friend who was involved in 'on the spot' accident research. He was often the first on the scene of an accident and he followed up details long after the event, not to apportion blame, but to look at causes and effects. **He unofficially advised all who were involved in an accident where injury might have occurred, to say that they were injured and not to admit blame.**

Shock, with its attendant 'fight or flight' reaction, will often cover symptoms. You may only discover serious bruising later, and a strain or sprain that passes unnoticed at the time, may have long-term consequences. If the accident involves a motor vehicle, it is the responsibility of the motorist to report the incident. It is always

possible to say later that you are OK, but it is difficult to back track 12 hours later when you realise how badly bruised you are.

But I'm not convinced about his advice on blame; I think **saying 'Sorry' when you know you have made a mistake can reduce stress**, and often results in a forgive-and-forget attitude by the other party.

If the driver is reluctant to report the incident or to give you their details, note their registration number and try to get the name and address of an independent witness. Getting these details can be difficult: after one incident of aggressive driving, I tried to write down the vehicle number (I always try

to carry pencil and paper), but my hand shook so much, I could not read the number later. Report these details to the police, make sure you get an incident number, and follow it up to see what has happened.

If you are involved in an incident with another cyclist or a pedestrian, there appears to be no obligation for the police to record it even if serious injury results. All the rules relate to 'motor vehicles'.

Finally, remember that just as they say for driving, a good cyclist can often avoid an accident that would have been someone else's fault.

Jim Chisholm

2001 Census

Here are some useful local snippets from the recently-published census data.

- In Cambridge in 2001, 25.91% of workers between the ages of 16 and 74 travelled to work by bicycle. This was by far the highest proportion in England and Wales.
- Oxford was the next highest, at 14.86%, then York at 12.04%, with the Isles of Scilly, Kingston upon Hull and Gosport close behind.
- In South Cambridgeshire the cycling figure was 6.75% (still well above average).
- In Cambridge, 41.2% of workers travelled to work by car. This is the lowest percentage in the East, and is 356 out of 376 nationally.
- However, the figure for the county as a whole was 65%, greater than the England and Wales average of 61.5%.



Nearly 26% of journeys to work in Cambridge were by bicycle according to the 2001 Census.

Just imagine what Cambridge traffic congestion would be like if we had 10% cycling and 57% using the car! More information from:

www.statistics.gov.uk/census2001/profiles/12ub.asp

Clare Macrae and Jim Chisholm

A few figures from the Travel to Work section.

% who travel to work by	Walk	Cycle	Car	Bus
England & Wales	10.01	2.76	61.48	7.40
East of England	9.06	3.88	64.72	3.90
Cambridge	13.99	25.91	41.16	5.18
South Cambridgeshire	5.77	6.75	67.50	4.01
Norwich	22.70	8.75	50.02	8.42

Pram arms on the Fort St George footbridge

What a shock – cycling home, tired after a day at work, I reached the Fort St George footbridge and found, to my dismay, that barriers had been put up and I could no longer cross it.

This bridge leads from Midsummer Common (next to the Fort St George pub) over to Pretoria Road on the other side of the river. It is a crucial route between the north of the city – Chesterton, West Chesterton, Arbury etc. – and the city centre, the Grafton Centre, or Jesus Green for Quayside and beyond.

I, and thousands of other people, use it all the time. Living in West

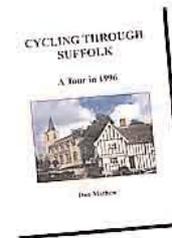


Reinstalled barriers on the bridge by the Fort St George pub make it impossible for some sizes of bike to use the bridge. The gap is far too small to allow Ann's basket through.

And why should bikes with a basket on the front be penalised? I carry shopping in my bike basket so I'm helping to keeping the city centre vibrant, the market profitable, all without increasing the parking and congestion problems. I don't want to be forced into a car to do everything. Surely the council should be supporting this choice. Do they want to be sued when a cyclist forced onto the roads is involved in an accident?

Ann Fiddes

Cycling Through Suffolk



Don Mathew, well known to cycling organisations throughout the UK, has recently published **Cycling Through Suffolk**, an account of a memorable summer

in 1996 spent touring by bike through the county. Although not intended to be a comprehensive tour of Suffolk, it does provide fascinating insights into Suffolk past and nearly-present, with a postscript six years on. Well worth reading for its charming descriptions and illustrations, or if you're thinking of cycling further afield than our own back yard.

Cycling Through Suffolk, written and published by Don Mathew, ISBN 0-9543261-0-5, is available from the author at 38 Reeve Street, Lowestoft, NR32 1UF at £4.75 including post and packing. donm@sustrans.org.uk

Clare Macrae



The Fort St George Bridge. When are we going to see a comprehensive programme to make all the river bridges accessible to cyclists?

The narrowest point on this bridge is 2.35 m wide, yet the County Council is forcing everyone to squeeze through two gaps less than 50 cm wide. (The narrowest gap is only 40 cm wide.) This is particularly ironic as these river bridges are the very locations where the Council surveys the number of cycle journeys twice a year.

Chesterton and working off Brooklands Avenue, I find it an essential route, but the pram arms now form an impassable barrier.

'Pram arms' are triangular metal bars that are fixed to posts – apparently to stop cows escaping from the common – though why they need three sets on this and other bridges is a mystery! And why do they need them all over the city? Cutter Ferry bridge (the next footbridge along towards Elizabeth Way) suffers from exactly the same problem. If both bridges are impassable, cyclists will have to use Elizabeth Way, Victoria Avenue and Mitcham's Corner. None of these is particularly appealing or safe. And of course these routes are longer – a significant factor if you are your own source of power.

Many people must be affected by these pram arms on the river bridges: slightly disabled people with tricycles, people with trailers, mothers with prams, people who are too nervous to negotiate Mitcham's Corner and, of course, people wanting a direct route to the De Freville area and other places north of the river.



Hills Road bus lane proposal



Previous bus times on Hills Road measured more than the proposed lane would affect – right up to Long Road traffic lights.

Nothing much has happened since we reported last time that a decision on the much-criticised Hills Road bus lane proposal would be taken in April by the Cambridge Environment and Transport Area Joint Committee.

We have since been told that the decision will be delayed still further, to beyond the local elections on 1 May, as it has become such a politically sensitive decision!

There has been much heated correspondence in the letters column of the *Cambridge Evening News*, including a recent statement that 'Further discussion has taken

place with the Cambridge Cycle [sic] Campaign and officers have been working with them to find solutions to their concerns.' Would that this were really true. We did meet the County Council once, as reported last time. We received assurances that the County would repeat its bus timings, this time to the end of the proposed bus lane rather than to the traffic lights. For these new measurements to be valid, it is vital that they are not done whilst the current one-way system on Brooklands Avenue is in effect.

Clare Macrae

Discounts for members

The shops listed below will give a discount to members of Cambridge Cycling Campaign. Most will give a 10% discount on accessories and clothing. A few give some discount on new bicycles and on repairs. Before making any purchase it would be sensible to establish what discount can be offered. It would also be sensible to compare prices of the same item in different shops as you may find that at some shops that item costs more than 10% less than at others.

Always show your membership card and establish that you are seeking a discount before making the purchase and not after the transaction has been entered into the till.

Some shops may refuse a discount on payments made by some credit cards.

Geoff Muench has given up his business 'Geoff's Bike Hire' in Devonshire Road. We are sure that many visitors to Cambridge (and particularly to the the nearby Youth Hostel) will sadly miss hiring his bicycles. We wish Geoff well for the future. He has been a member of the Campaign for many years (and still is) and was always most helpful to the Campaign, displaying our leaflets in his shop and even lending us a trailer for our Grand Bike Ride a few years ago.

Small ads

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

For Sale

Dawes Synthesis LX 501 hybrid (mountain/road) gents bicycle. Olive green 19" frame, Reynolds 501 tubing, Shimano 24-speed LX groupset with Gripshift changers, gel saddle, pump, pannier carrier, bar ends, bottle & cage. Excellent condition. Stuart ☎ (01954) 250961 Evenings ✉ stuart-robbins@supanet.com

56 cm **Trek frame** US Postal colours with black carbon fork, in good condition £300. **Zippp 404 carbon wheels** good condition one year old £450. Chris Taylor ✉ tallyclaire@yahoo.co.uk

Wanted

Road frame & forks 22_"–23_" 531 or equivalent. Paintwork not important but must not be bent or dented. Also to be cheap (£25?) for a project to use components in the spares box. Phil.E.Russell ☎ (01223) 841724.

Ben Hayward Cycles
69 Trumpington Street
Cambridge
☎ (01223) 352294
✉ www.benhaywardcycles.com

Ben Hayward Cycles
Laundress Lane
Cambridge
☎ (01223) 301118

Bishop's Cycles
51 Station Road
Histon
☎ (01223) 518855

Cambridge Cycles
61 Newnham Road
Cambridge
☎ (01223) 506035

Chris's Bikes
2 Thornton Way
Girton
Cambridge
☎ (01223) 276004

Cycle-Logical
171 Mill Road
Cambridge
☎ (01223) 576545

D.Tek
Little Thetford
Near Ely
Cambridgeshire
CB6 1BR
☎ (01353) 648 177

Howes Cycles
104 Regent Street
Cambridge
☎ (01223) 350350

Cambridge Station Cycles
Station Building
Station Road
Cambridge
CB1 2JW
☎ (01223) 307125
✉ www.stationcycles.co.uk or
charliewarboys@hotmail.com

Mike's Bikes
26–28 Mill Road
Cambridge
☎ (01223) 312591

The Bikeman
Market stall
Cambridge Market Square
(Monday–Thursday 8 am–6 pm)
☎ 07850 814186
✉ www.thebikeman.co.uk

Townsend's
72 Chesterton Road
Cambridge
☎ (01223) 315845

University Cycles
9 Victoria Avenue
Cambridge
☎ (01223) 355517

Letter

Radegund Road

Regarding the item in *Newsletter 46*, I've recently had the joy of cycling along Radegund Road with my daughter in the cycle trailer. I never did understand what was wrong with it before: a nice wide road, no real conflicts, slow traffic.

Now it's an obstacle course. We have to weave round the cars, and line the bike and trailer up for what is not the widest of gaps. Alternatively you have to go really slowly over the sleeping policeman thing, whilst standing up for your right of way to the oncoming traffic.



Once the cycle lanes get their share of dirt, muck and broken glass the 'stare down car' approach will be the only real alternative. I suspect I will now go via Cherry Hinton Road and Coleridge Road, rather than via Birdwood Road, just to avoid it.

Daniel Dignam

Campaign Diary

www.camcycle.org.uk/events

April 2003

- Tue 1 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 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.
- Fri 11 8.30 am **Newsletter review and planning meeting**, over breakfast at Tatties café.
- 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 10–2 Free **cycle security coding** at Park Street Cycle Park. The security code is a deterrent to theft and enables bikes to be traced nationally.
- 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.

May 2003

- Tue 6 7.30 pm **Campaign general meeting**. Friends' Meeting House, Jesus Lane, at the Park Street junction. See 1 April for description.
- Wed 7 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 10 *Newsletter 48* copy deadline. Please send articles to the Editor.
- Sun 11 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 19 7 pm Join us for a **social gathering** at CB2 café 5–7 Norfolk Street.
- Wed 28 7.30 pm **Newsletter 48 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 31 10–2 Free **cycle security coding** at Park Street Cycle Park. The security code is a deterrent to theft and enables bikes to be traced nationally.

June 2003

- Tue 3 7.30 pm **Campaign general meeting**. Friends' Meeting House, Jesus Lane, at the Park Street junction. See 1 April for description.
- 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 5 pm.
- Sat 14–Sun 22 **National Bike Week 2003**. More details in the next *Newsletter*, and see the article on page 3.

Further ahead

- 19–26 July **Bike Culture Week 2003** in the Cotswolds at Rendcomb College. See www.companyofcyclists.com/bikeculture.htm for details.
- Sun 27 July **London to Cambridge bike ride**. This event is organised by Bike Events (not the Campaign). See www.bike-events.com for details.
- Sun 10 August **Cycle for life**. A national series of 18 events to raise money for research into cancers that affect men. Further details are on the CRUK website at www.cancerresearchuk.org/cycle ☐ cycleforlife@cancer.org.uk ☎ 0870 161 1010
- 23–25 August **Mildenhall Cycling Rally**: cycling events, entertainment and trade show. Details online at www.mildenhallrally.org.uk
- 26–28 September International Cycle Show **Cycle 2003** at the Business Design Centre in London.

Your streets this month

New route to the west

The Highways Agency is proposing a major road scheme for the **A428 west of Cambridge**. Four and a half miles of completely new dual carriageway are to be built parallel to the existing road between Hardwick and Caxton Common. The new road will have junctions at Hardwick, where there is an existing roundabout, and at Cambourne, where a big junction has already been built, and will end at the existing Caxton Gibbet roundabout. Almost the entire length of the existing road will remain for the use of local traffic (including cyclists) to and from Highfields, Childerley, Bourn, Knapwell and Elsworth. This very busy route is currently something of a no-go area for cyclists and the construction of the new road will open up the existing road as a route for cyclists for the first time in decades. In addition, residents of Cambourne will for the first time have a direct cycleable route towards Cambridge. Comments to the **Highways Agency**.

The new road is likely to bring extra traffic onto the A1303 past the American Cemetery and onto Madingley Road. An off-road cycle path alongside the A1303 between Hardwick and the city boundary is currently under construction.

Other proposals

The Area Joint Committee will soon take a decision on the County Council's proposal to remove the cycle lanes from a 250 m length of **Milton Road** between Woodhead Drive and King's Hedges Road to make room for an outbound bus lane. There is no credible evidence to justify this. See the campaigning update on page 2.

To reduce the number of accidents involving cyclists, an accident remedial scheme is proposed for the **roundabout at Mowbray Road, Queen Edith's Way and Fendon Road**. The roundabout will be raised slightly and made more conspicuous, and each of the three approach roads will have a central traffic island with 'keep left' bollards installed.

Cycle lanes are proposed for **Coldham's Lane** between the Brooks Road roundabout and the signals at Cromwell Road. The intention is to make the road appear narrower to drivers and so reduce vehicle speeds rather than to improve conditions for cyclists. Indeed cycle lanes may actually make conditions worse if they are not wide enough, especially as they would run alongside parking bays on each side. We would rather see something done about the fast and intimidating Sainsbury's roundabout instead. We are currently discussing this with Cambridge City Council. Comments to **Jon Finney**.



Cycle lanes along Coldham's Lane? The parking bays alongside make this a less than satisfactory proposal. We view attempts to use cyclists as traffic calming with caution.



Hertford Street and its neighbours may get pinch points to slow traffic. But is there really a problem here in the first place?



Visibility at the Mowbray Road roundabout has always been a problem, especially heading west along Queen Edith's Way.

A traffic calming scheme is proposed for the **Alpha Road** area, consisting mainly of raised tables at junctions and a total of eight 'pinch points' on Magrath Avenue, Hertford Street and Alpha Road. We have objected to the pinch points on the grounds that they will cause difficulties for cyclists. Comments to **John Isherwood**.

Cambridgeshire County Council has chosen the location of a new cycle/pedestrian **bridge from Riverside to Chesterton**, following a period of consultation. The four options were described in *Newsletter 45*. The council selected **Option 4**, the most easterly of the options proposed and the one which we felt helped the most cyclists.

A bus and cycle lane outbound on **Newmarket Road** from River Lane to Tesco is planned. This one looks like good news; see article on page 10.

Under construction

Construction has started on an accident remedial scheme for Mitcham's Corner, involving an assortment of traffic signals and a rather limited set of pavement cycleways. For more details see *Newsletter 45*.

Finished at last

Newmarket Road railway bridge has been much improved; see page 10.

Addresses for comments

Highways Agency, Heron House, 49-53 Goldington Road, Bedford MK40 3LL
 ✉ frances.roberts@highways.gsi.gov.uk, by 31 March 2003. (A428)

Jon Finney, Cambridge City Council, The Guildhall, Cambridge CB2 3LQ
 ✉ jon.finney@cambridge.gov.uk (Coldham's Lane)

John Isherwood, Senior Engineer, Cambridge City Council, The Guildhall, Cambridge CB2 3LQ
 ✉ john.isherwood@cambridge.gov.uk (Alpha Road area, Newmarket Road railway bridge)