



Bike Week 2003

Only two weeks to go

Cycle Campaigning Conference

We report back

Cattle Market development

Cycle parking standards

Cycling Development Coordinator

An interview with Robert Marshall

All Abilities cycling

Responsible cycling



Queen's Road crossing at Burrell's Walk: soon to become a toucan cycle crossing.

The new Local Transport Plan

Cause for concern – 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 2002–2003

Co-ordinator – Martin Lucas-Smith

Liaison Officer – Clare Macrae

Membership Secretary – Dave Earl

Newsletter Editor – Mark Irving

Treasurer – David Dyer

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Two weeks to Bike Week (14–22 June)!

You will find our colourful poster showing details of Bike Week enclosed with your Newsletter. We hope that as many people as possible will put them up in their windows, at their workplace or in their local newsagents, grocery store, etc.

We have three fun events planned for cyclists. Two very different rides on the Sundays and your free Bike2Work breakfast on the Wednesday.

If you have friends or colleagues who are new to cycling or who would like to start, tell them about the free adult training sessions which are being organised by the Travel for Work Scheme and which will take place every day except Sunday 22 June. These will be from 1–2 pm at Hobbs Pavilion on Parker's Piece. Each session is tailored to individual needs. For example, you could learn how to position yourself in traffic, discover the best ways to get to work or where to go on leisure rides.

On Sunday 15 June at 2 pm our City Ride will leave from Hobbs Pavilion. This will be a tour through Cambridge by bicycle with a local specialist and lots of stories. Somewhere along the way you are bound to say 'Well, I've lived in Cambridge for N years, but I never knew that!'

On Wednesday 18 June, make sure you leave home a little early and have breakfast at Hobbs Pavilion from 8–9 am with your fellow cyclists. Enjoy croissants or toast, coffee or juice – but be sure to arrive while stocks last!

Finally, on Sunday 22 June, there will be a Sustrans pedalling picnic ride. We will leave from Hobbs Pavilion at 10.30 am to arrive at Anglesey Abbey for a picnic lunch – don't forget to bring your picnic. The route will be trailer-friendly and the leisurely pace will be suitable for all members of the family. It will also be a good opportunity for newly-trained cyclists to try out their skills. Anglesey Abbey and Lode Mill will be open, so if you want to visit rather than return to Cambridge with us, make sure we know that we have not lost you!

We look forward to seeing you.

Lisa Woodburn

If anyone could spare an hour on Tuesday morning (between 7.30 and 9.30) to hand out leaflets, please ring Lisa Woodburn on 245566.

Local Transport Plan?

In *Newsletter 47* we warned you that we were concerned over the procedures for producing a new Local Transport Plan (LTP) to cover a period of seven years.

Our fears are realised: Cambridgeshire County Council's last Annual Progress Report for the previous plan weighed nearly a kilogram, and contained much useful information. Disappointingly, only four sides of A4 (excluding cover and questionnaire) are given over to comments on the NEW plan.

We are told that the *Cycling and Walking Strategy* produced for the previous plan will be split into separate ones for cycling and walking, but we've yet to see even a draft of these.

A series of workshops for 'stakeholders' are being held, and I've already attended one aimed at voluntary groups (which included representatives of community transport groups and disability groups). Unbelievably, despite the fact that two of the four main aims of the plan are supposed to be 'Promoting Integrated and Sustainable Transport' and 'Creating a Transport System Accessible to All', we were given no information on how to reach the venue (outside Huntingdon) by public transport, nor was it easily accessible by wheelchairs! I believe I was the only person out of more than twenty to arrive without using a car.

Three committee members of the Cycling Campaign also attended a workshop on

cycling issues held at Shire Hall. They found the lack of detail, vision, and commitment worrying. At their meeting it was suggested that new strategic cycle routes (such as the ‘Chisholm Trail’) were needed to ensure that relative cycling levels were maintained. It is hard to see how it will be possible to incorporate the Campaign’s comments on any future published documents, such as the promised *Cycling Strategy*, into the final LTP given that it has to be with central government by 31 July.

By now everyone should have had received a copy of the LTP consultation document. If you haven’t already filled it in and returned it, please dig it out now, fill it in and return it before 7 June 2003. Remember that, of the five major (multi-million) schemes listed in the leaflet, three will principally benefit motorists.

Several ‘workshop’ participants asked for the list of schemes which will appear in the LTP to be published now. We will be writing to officers and Councillors to press for its availability.

Jim Chisholm

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Local traffic facts

The County Council has published its reports for last year, 2002. So far I’ve looked at two of them.

Traffic Monitoring Report 2002

The County issued a press release a short while ago trumpeting the reduction of motor vehicles in Cambridge, but of course that did not say they were not meeting their own targets for reduction of traffic.

The report itself says of the ‘Cam screen line’ count taken in May:

‘We are not quite hitting our target, although the 2002 [count] is the lowest recorded in 20 years’

Similarly motor traffic on the radial cordon is still over the target value of 170 000 vehicles per day, and this despite the fact that two of the largest Park and Ride sites are outside the cordon. Motor traffic entering Cambridge is still six percent higher than in 1992.

On cycle flows there has been little change, but I examined the report for details of the promised monitoring using automatic cycle counters. The 2000 Traffic Monitoring report stated:

‘Automatic cycle counting loops have been installed at eight sites in Cambridge. Information is being collected and will be reported in next years report’.

I’m aware that there have been problems with this equipment, but it is disappointing to find that two years later, within Cambridge it is only Barton Road (average daily flow 588) that is being reported.

Given that Local Transport Plans are partly funded by ‘public service agreements’ better cycle data would enable targets to be set, targets which if met can result in extra government money. Paradoxically, it is just such targets for increasing bus patronage which result in the narrowing of traffic lanes to provide bus lanes, that are making cycling more difficult in some sections of our city.

Another figure of interest is the significant increase in people entering or leaving the Cambridge railway station. The 2001 figure was probably affected by rail disruption, but at over 17 000, the 2002 figure is over 30% higher than in 1999. With these sort of increases it is of concern that the extra cycle racks, for which some government funding was available, have failed to materialise.

The full report can be found at www.cambridgeshire.gov.uk/sub/eandt/highways/tmr/

Joint Road Accident Report 2002

When two members of the committee met the Cambridgeshire Police’s Casualty Reduction Officer he made it clear that, contrary to national rules, within the County, officers should record injury accidents even if no motor vehicle is involved (see also ‘Crash’ in *Newsletter 47*). Unfortunately it is not clear if such accidents will appear in the main part of the above report, as it specifically deals with ‘STATS 19’ data; STATS 19 being the nationally agreed form for the collection of accident data by the police.

When looking at the new sections in the ‘2000’ report which deal with data from Accident and Emergency data from hospitals for ‘Land based transport accidents’ it was

clear that a very significant number of cyclists were arriving at hospital without the incidents being reported to the police. These anomalies still exist in this 2002 report.

If the data in this report is to be used to help reduce cycle casualties it is important that these inconsistencies are resolved.

Section 11 deals in some detail with fatal accidents that have occurred in recent years (1997–2001). Some items are reported in bold within this section and it is worth repeating a few:

- Some deaths occurred due to obstruction of the airway or asphyxiation. Simple first aid from bystanders would almost certainly have prevented death in these cases.
- The greatest scope for reducing road accident lies in stopping the accident in the first place.
- The total cost to society of these 329 road traffic related deaths in Cambridgeshire exceeds four hundred and fifty million pounds.

Full details of this report are at www.cambridgeshire.gov.uk/sub/eandt/roadacc/

Jim Chisholm

Cycle Campaigning conference

Every spring and autumn two national cycling organisations, the CTC (formerly the Cyclists' Touring Club) and the Cycle Campaign Network organise a one-day national conference for cycle campaigners. This year's spring conference was held in London early in May.

As the conference was organised by London Cycling Campaign, and several speakers were London-based, we naturally heard much about a range of cycling initiatives in the capital. Many of these have been made possible by one or both of **London Cycling Campaign** and **Transport for London (TfL)**, the integrated body responsible for the capital's transport system.

- The **Cycling Centre of Excellence (CCE)** is intended to provide resources and expertise to improve cycling in London. Its head is Rose Ades who was formerly a very active cycling campaigner: she described herself as a 'poacher turned gamekeeper'. CCE is working on its Cycling Action Plan, covering four key areas: cycling infrastructure, marketing and promotion, links with public transport, and 'shared benefits from other programmes'.
- **LCN+** – the 'improved' London Cycle Network. By 2008–09, the annual budget for LCN+ will be £29 million.
- Ken Livingstone talked about the cycling-related benefits of **Congestion Charging**. Cycling levels inside the congestion

charging zone are up by 16% since charging began.

- Two million free **London Cycle Guides** have been distributed in the last year. There are 19 guides, each with a bike map on one side covering a different part of London, and on the other side a map of the central area, and lots of other useful info to help get people cycling. I was impressed by the quality of initial research, and the detailed follow-up research that has been done to assess (and confirm) the usefulness of the maps in encouraging very many people to cycle more.
- 200,000 copies of a new book – **The Rough Guide to Cycling in London** – are available free of charge from many shops in London. This 90-odd page publication is packed with good information, and is not in the least bit patronising.
- **Metropolitan Police Cycling Units** – there are already 200 officers on bikes in 16 boroughs across London, with 70 more officers starting by the end of this year.
- **London Ambulance Service Cycle Response Unit** – these cycling medics



Gary MacGowan (left) receives Transport for London's National Cycling Award for its London Cycling Guides, from Phillip Darnton, president of the Bicycle Association.

often get to an incident before the ambulance, and in many cases are able to cancel the call, freeing up the ambulance for the next job.

- **All Ability Cycling Group** has been launched with the support of TfL to promote cycling as a form of transport for all (see separate article).

London Cycle Guides: available from Transport for London (020) 7222 1234 or www.tfl.gov.uk

Clare Macrae

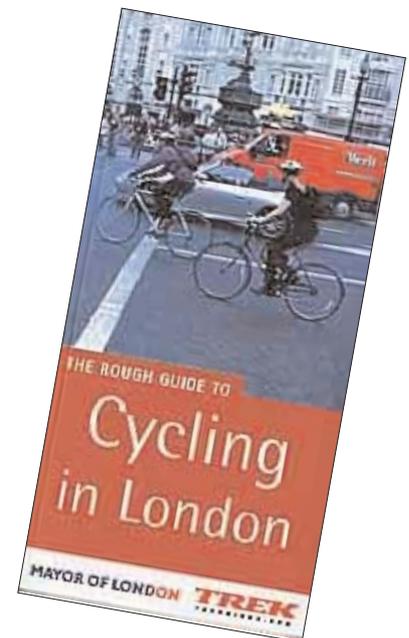
National Cycling Awards

The six winners of the 2003 National Cycling Awards were announced at the London conference:

- **GlaxoSmithKline**, for their comprehensive measures to promote cycling at GSK House, Brentford, including a 'Bike Miles' scheme, whereby for every day that staff arrive by bike, they get a £1 voucher for cycle equipment.
- **Gloucestershire County Council**, for the provision, since 1986, of advanced cycle training to secondary school children.
- **Runnymede Borough Council**, for their comprehensive provision of secure cycle

parking at schools, resulting in substantial increases in levels of cycling.

- **Southampton University**, for their imaginative and extensive package of measures to encourage cycling.
- **Transport for London**, for the high quality of the cycle maps produced jointly with London Cycling Campaign, and for the comprehensive mechanisms of promotion and distribution.
- **Hull City Council**, for its comprehensive approach to encouraging cycling, including its initiative and leadership in removing one lane in each direction from through motor traffic along two dual carriageways, to provide more space for cyclists.



Local cycle parking standards at the Cattle Market development

The Cattle Market site next to the junction of Cherry Hinton Road and Hills Road is in the process of redevelopment (see www.cambridgeleisure.com). Cheffins' new auction rooms and estate agency offices together with a block of flats have already been built. The steel framework for a vast new leisure building which is to house a 1700-seat multi-screen cinema and 28 bowling alleys is being erected. A row of six shops with flats above, a hotel and a multi-storey car park will follow.



Steel skeleton for the new leisure building which will house a 1700-seat cinema and 28 bowling alleys.

We have become concerned about provision for cycle parking in this development. Far less cycle parking is being provided than the amount required under the City Council's parking standards which, we understand, are mandatory. The standards clearly state that, unlike car parking spaces, the number of cycle parking spaces 'shall not be adjusted' (paragraph 5.10.1).

At present the plans indicate that 336 plus 48 potential future spaces are to be provided. We believe that this figure is well under half of the amount required by the Council's standards. The total to be provided for the entire site is insufficient even to meet the amount specified by the standards as required simply for the multi-screen cinema in the leisure building. 566 cycle parking spaces are needed for the cinema alone (paragraph 5.9.2: 'one space per three cinema seats').

that the total amount of cycle parking required by the standards for the development as a whole should be established and that it should be provided. We said that the best place for the additional cycle parking required would be as close as possible to the destinations of cyclists within the development. We asked that substantially more cycle parking should be provided close to each of the new buildings in the development but that any residue required to meet the standards should be provided in place of car parking on the ground floor of the multi-storey car park. For the safety of people using cycle parking in the car park, we asked that it should be well lit and protected by security cameras. The car park is to be built next to the Junction (which is itself to be rebuilt) and quite close to the leisure complex so it is probable that cycle parking there would be well used.

We stressed that it is particularly important that the City Council should enforce its own standards in the case of this development which will be very heavily used by young people in the evenings and at weekends when insufficient public transport is available. There are good cycle routes to this development from every part of the city.

We await the City Council's response.

James Woodburn

Recently a new planning application was advertised relating to modifications to the multi-storey car park. We submitted an objection to this application. We asked

Cycle Security Coding Events

Free Every month in 2003




Cambridge Station Cycles **Park Street Cycle Park**

First Wednesdays **Last Saturdays**

5pm-7pm **10am - 2pm**

7th May, 4th June, 2nd July, 6th August, 3rd September, 1st October, 5th November, 3rd December

26th April, 24th May, 28th June, 26th July, 30th August, 27th September, 25th October, 29th November, 27th December

How your bike will be marked...
Details of your bike will be taken down and your bike will be marked with a unique code number. The information will be held on a commercial database that can be used to trace bikes nationally.
Information hotline: Simon Nuttall, Cycle Theft Reduction, Parkside Police Station 01223 823478
Cycle security coding provided courtesy of WAGN Rail Ltd, and Cambridge Community Safety Partnership. Marking carried out by Cambridge Station Cycles and Cambridgeshire Constabulary.

How not to avoid Milton Road

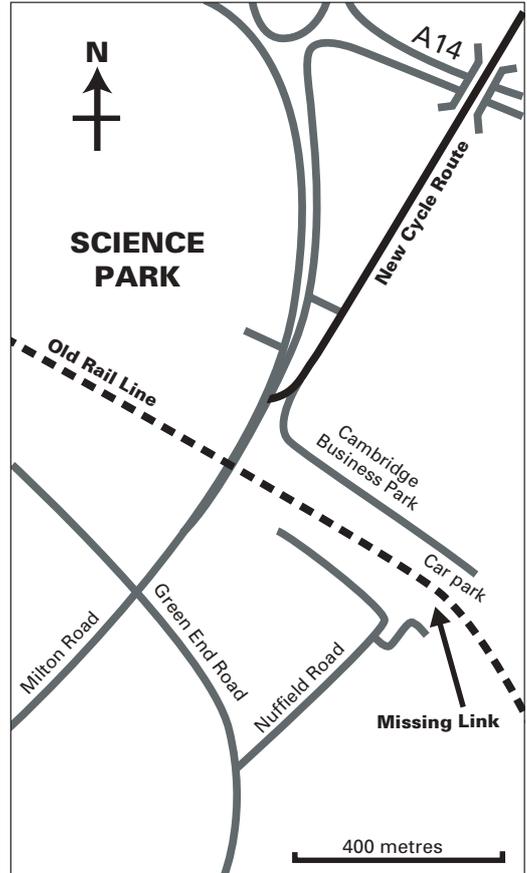
We've covered issues regarding the problematic section of shared use paths near the Golden Hind pub on Milton Road before (see *Newsletter 36* 'Milton Road bus stop cycle and pedestrian counts'). Some years ago I realised that the development of the Cambridge Business Park could give an opportunity to provide a link to Nuffield Road by crossing the disused St Ives railway line. This would give hundreds of cyclists an alternative route. With the imminent arrival of the A14 bridge and the consequent increase in cyclists in this area it seemed a good time to make some informal contacts to see if a temporary route could be arranged until the major developments proposed in this locality provided a more permanent solution.

All the parties I approached appeared very supportive, with the exception of one. We've crossed swords with Railtrack before, because there are two recognised and signposted cycle routes that cross active rail lines at locations where there is legally only a footpath. Having had an 'interest' in railways for 35 years, I'm well aware of the dangers caused by unauthorised access to rail lines, but hadn't expected the response I received to my query addressed to Railtrack's successor, Network Rail.

Such a route needs to cross over a 10 metre strip of the abandoned St Ives line, the only section which is not paved and easily accessible. No train has passed this way for some 15 years, and this section is now securely segregated from the main line (a 'real operational railway') by a high metal fence. Network Rail replied:

'Essentially you are asking whether we would support a new level crossing over the route. Our position is that we do not support the provision of new at-grade crossings of our infrastructure. Whilst I understand the reason for your comment about a 'real operational railway' there is no legal or regulatory basis for making such a distinction.'

Not being easily deflected, I contacted the Railway Inspectorate, now part of HSE. Their reply also shows the level of the bureaucratic problem. 'Although the railway in question is not in use, it is still a statutory railway in status. The Railway Inspectorate therefore does not currently support the installation of any new level crossing over this line.'



Have we hit the buffers? Do we really need to wait some two years until a 'Transport Works Act' formally changes the status of this line for a temporary crossing of this 10 metre strip to be allowed?

Jim Chisholm



View from Nuffield Road side, towards the Cambridge Business Park. Only the wooden fence, along the disused railway line, physically prevents access between the two sides.

The T(h)ins – an update

There have been a number of formal objections to the amended proposals for a cycle path a mere 1.75 m wide through the new developments off Coldham's Lane (see also *Newsletter 47*). We gather these proposals are now being reconsidered and, as formal objectors, we should be informed of any change. We are pressing for the whole length of this path to be improved to the 3.0 m width originally proposed.

Jim Chisholm

Shorts

Metrobikes, environmentally friendly cycle taxis, were launched in London at the end of April. They hope to emulate the success of their counterparts in Germany, where Velotaxi operate 80 pedal powered pedicabs in Berlin alone. The bikes can carry two passengers comfortably and they have hydraulic suspension. The average cost of a short journey in a Metrobike is around £3–£5 per person.

Volunteer helpers needed! Cycle Security Coding events are held on the last Saturday of each month from 10 am to 2 pm at Park Street Cycle Park and occasionally at other times and other locations. Fitting security kits is a simple job which takes only a few minutes to learn. If you would like to help please contact Simon Nuttall at Parkside Police Station ☎ (01223) 823478.

A new **Traffic Signs Regulations and General Directions 2002** came into force on 31 January. There are two changes that should especially benefit cyclists.

- Advanced stop lines are now fully enforceable. A motor vehicle crossing the first line when the signal is not showing green (unless it's gone to amber and stopping would cause a collision) will be deemed to have jumped the lights; the driver can be fined or have penalty points imposed.
- Also a cyclist using a road-side cycle track now has legal right of way for the first time over traffic leaving or entering a side road where give-way markings are placed on either side of the cycle track crossing the side road.

The new regulations are available at www.legislation.hmso.gov.uk/si/si2002/20023113.htm.

Transport Trends: 2002 edition shows that since 1980 there has been a 73% growth in road traffic. The price of petrol rose by 12%, bus fares by 31%, rail fares by 37% whilst the average disposable income rose 80%, making transport more affordable, especially cars. Walking has fallen by about a third, and distance cycled by about 14% (but see article 'National cycling statistics corrected'). www.transtat.dft.gov.uk/tables/2002/tt

Australian research shows **injury to be more likely when gardening** than when cycling. Researchers from the Central Queensland University in Rockhampton surveyed 1,337 people for a report on sport and recreation injuries. One in six respondents had required medical treatment in this period, with 5% of gardeners having suffered injury warranting attention compared to 3.9% of cyclists. (*Sydney Morning Herald*, 17 January 2003).

Construction work on an accident remedial scheme on **Mitcham's Corner** is nearing completion, with an assortment of traffic signals and a number of pavement cycleways. The new lights are expected to be switched on on 16 June. Since we last reported on this scheme we have discovered that cyclists heading east along Chesterton Road will be offered a pavement route after all, though it will run behind rather than in front of the houses at the eastern end. When the scheme is completed, cyclists heading from Victoria Avenue to Milton Road, from Chesterton Road west to Victoria Avenue and from Chesterton Road west to Chesterton Road east will have a pavement alternative to the long and circuitous road route. The northern

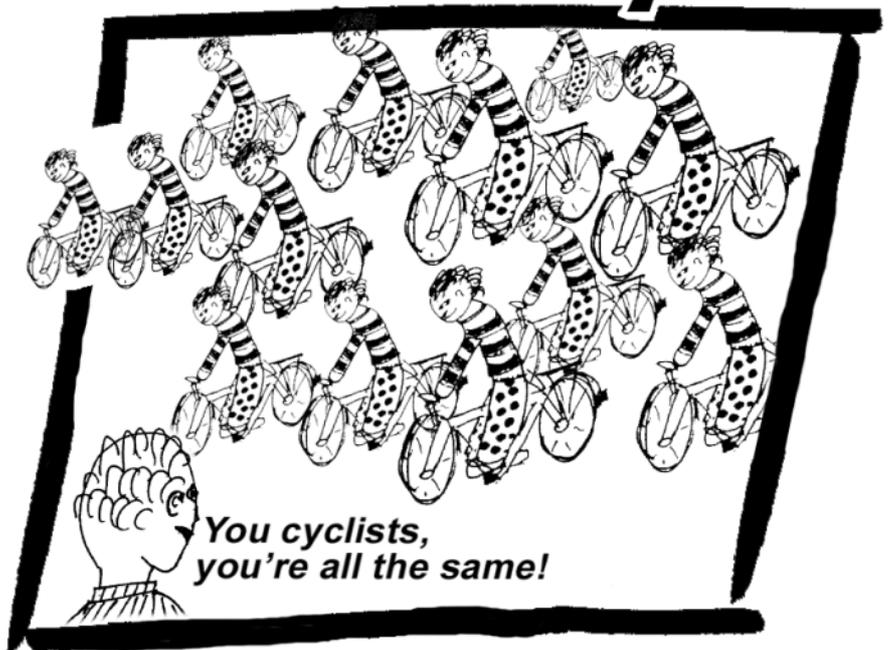
section of the gyratory should have been closed to all traffic (including cyclists) for construction work and a long-overdue resurfacing between 27 and 30 May by the time you read this.

Two traffic calming schemes

A traffic calming scheme for the **Alpha Road** area between Chesterton Road and Victoria Road has been approved following a period of consultation. This will introduce pinch points with speed cushions on Hertford Street, Alpha Road and Carlyle Road and raised tables at most of the junctions. We are concerned that the pinch points on Hertford Street and Alpha Road may cause cyclists heading uphill on these relatively steep streets to lose their momentum if a motorist coming the other way forces them to stop.

A traffic calming scheme has also been approved for the **Alex Wood Road** area in Arbury. It uses raised tables and mini-roundabouts to reduce traffic speed and removes parking to improve visibility. The absence of carriageway narrowing, pavement build-outs or central islands makes this a cycle-friendly scheme we can warmly support.

Commentary...



National cycling statistics corrected

Until last year, official figures showed cycle use in Great Britain declining by about 11% over the last decade. This is despite the efforts of the government, through its National Cycling Strategy, and others including, of course, Cambridge Cycling Campaign. In the latest national statistics *Traffic in Great Britain: 1st Quarter 2003* from the Department for Transport, some errors in the earlier estimates have been corrected. That 11% decline has been 'revised' to a 5.5% increase.

It is estimated that in 2002 some 4.4 billion kilometres were travelled in Britain on bicycles. (That's like a hundred thousand cyclists going round the world!) Cycle use has increased some 12% since its lowest point in 1998 with an increase of 4% last year. Of course we are still not likely to hit any of the targets for increasing cycle use given in the National Cycling Strategy, but at least there is good evidence that the decline in cycle use has been reversed. Now what we really want are some good measures of the amount of cycle kilometres travelled in the Cambridge area. Only then can we have a meaningful target for increasing cycle use as part of the Local Transport Plan.

Jim Chisholm

River Cam 'screen line' cycle count for 2002

These are the numbers of cyclists crossing the Cam, counted over one day in spring.

<u>Car-free bridge</u>	<u>Cyclists</u>	<u>Road bridge</u>	<u>Cyclists</u>
Coe Fen	449	Fen Causeway	1196
Mill Lane	799	Silver Street	2071
Garrett Hostel Lane	1720	Bridge Street	2918
Jesus Lock	1826	Victoria Avenue	1313
Fort St George	1525	Elizabeth Way	1831
Pye's footbridge	917	grand total	18344
Green Dragon	1779		
subtotal	9015		

For comparison, the 2001 total was 18103.

London to Cambridge sponsored ride

The well-known annual 50-mile bike ride from London to Cambridge to raise money for Breakthrough Breast Cancer is on 27 July this year. The organisers tell us it will be a fabulous day with an easy-going route winding through the Cambridgeshire countryside. The ride starts at Waltham Abbey in the River Lee Country Park and finishes at Midsummer Common in Cambridge. There are plenty of refreshment stops along the route and at the finish you can relax and soak up the festival atmosphere. Friends and family are welcome to join in cheering you on at the finishing line where they can enjoy the entertainment, music and refreshments. Marshals, first aid, mechanics and pick up vehicles will be on hand all the way. Around 4,000 cyclists raised £180,000 in 2002.

Breakthrough Breast Cancer is a charity committed to fighting breast cancer through research and awareness and has established the UK's first dedicated breast cancer research centre, in partnership with the Institute of Cancer Research. Breakthrough campaigns for policies that support breast cancer research and a pioneering approach to breast cancer services in the UK. For more information about the work of Breakthrough visit www.breakthrough.org.uk or call 020 7405 5111.

Ford Motor Company, sponsors of the bike ride for the fourth year running, have promised an additional £20 for every £100 raised in sponsorship money, up to £35,000.

UNIVERSITY CYCLES

9 Victoria Avenue
Cambridge
01223 - 355517



All Abilities Cycling

In March, London Cycling Campaign (LCC) launched its **All Abilities Cycling Group**. LCC believes that cycling is possible for people of all abilities and that people are generally unaware of specialised cycles. The group has been established to help publicise cycling and to show that anyone can do it.

LCC also publishes the **All Ability Cycling Guide**, with lots of information on people, places, clubs, trainers, holidays, specialist bikes and tandem suppliers – including contact details for over 50 organisations that can help people with disabilities to get the most out of cycling. The colour, A5 guide is 16 pages long; to order a copy, send your address and a cheque for £3.50 payable to London Cycling Campaign, to LCC, Unit 228, 30 Great Guildford Street, London SE1 0HS, and write All Ability Cycling Guide on the back of the cheque. The guide will be updated later this year with the support of Transport for London.

The Company of Cyclists also has a **Special Needs Cycling** fact sheet, with long lists of manufacturers, associations and contacts. To find the sheet, go to www.getcycling.com, and click on the 'All About Cycling' link.

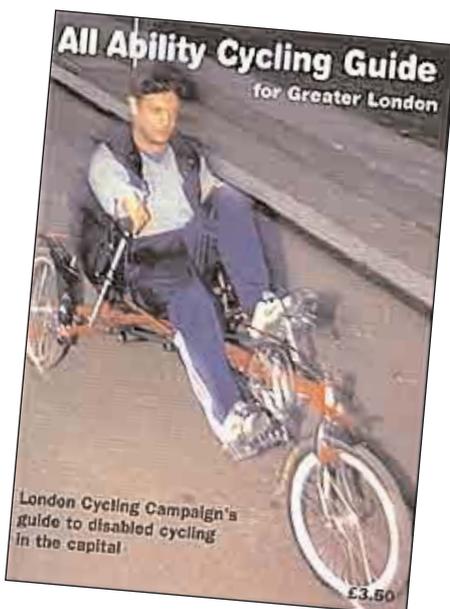
Locally, **D-Tek** in Little Thetford (near Ely) stock a wide variety of special needs bikes, including wheelchair tandems and hand-cranked machines, as well as recumbents in

many shapes and sizes. They also have a fleet of machines for hire and offer trial runs out into the countryside. They are experienced in adapting all sorts of bikes, offering 'cycling for those who won't say "can't"'. ☎ (01353) 648177.

Finally, if you know someone who would like to try out specially adapted cycles (or a variety of other sports, for that matter) closer to Cambridge, the City Council's Sports Development Service holds occasional **Disability Sports Festivals**. For information about future events, contact Genevieve Ahl on (01223) 457535.



Hand-cranked cycle at the Company of Cyclists' Special Needs Roadshow in Dundee



Promoting cycling

There is much going on behind the scenes at the moment to promote cycling for transport and fun.

Bike Week (14-22 June): Preparation is well underway, with the emphasis particularly on helping those wanting to start cycling – see elsewhere in this *Newsletter*.

Adult Cycle Training: We are pleased to see that Cambridge's Adult Cycle Training Scheme is being expanded, and new publicity materials are being produced.

Virtual Cycling Handbook: We are working with the Think Cycling project on a basic guide to starting cycling in Cambridge. The plan is to make it available by Bike Week.

Blue Cycle Signs: Simon Nuttall, at the City Council, is working on a project to replace Cambridge's network of blue cycle signs, with the hope of also producing an improved cycle map of the city.

Clare Macrae



Cambridge's cycle network signs – showing their age.

A voice from acronym land

Campaign officer Jim Chisholm interviewed Robert Marshall, a civil servant with regional responsibility for cycling issues.

JC: What is the exact title of your job?

RM: I'm called 'Cycling Development Coordinator – East' for the English Regions Cycling Development Team (ERCDT).

JC: When did you start?

RM: I started the post in October 2002, after working for 15 years as an officer in the Planning and Transportation Department of Norfolk County Council. I had a range of transportation planning jobs including Cycling Officer, Traffic Calming Engineer and Senior Engineer Traffic Strategies. I'm a chartered town planner, even though most of my career has been as an 'engineer' in local authorities. It's been to my advantage

since I don't tend to think in the engineer's way or seek comfort in standards and rules and regulations! You tend to question 'Why?' a lot more rather than accept what's been done (all too often, badly) in the past.

JC: I gather the main part of your job is to vet cycling-related sections of Local Transport Plans, and to ensure that actions contained are actually done. Is that a fair view?

RM: That's just part of my regional responsibilities, though it's been my main task since starting. I have to carry out preliminary assessments of all the Eastern Region Highway Authorities' Local Transport Plans and their subsequent Annual Progress Reports. There are ten such authorities in this region, so it's a huge task. We don't just do the cycling chapters – we have to look at all aspects of each LTP to see how far cycling is taken seriously and dealt with appropriately at a policy level. I have just completed them all, meeting our team target of getting all of England's Highway Authorities assessed by the end of March 2003. The results are being submitted to the Department for Transport (DfT) and to the Regional Offices.

We move on to doing some formal facilities audit work during April and May looking at local authority 'flagship' schemes (or what they think are their best projects). We will also be looking at a wide range of other 'cycle schemes' as well as new development, local safety schemes, station access and parking, amongst others. We have a rigorous audit pro-forma that should give some consistency of review. This will add more weight to the preliminary assessments and contribute to best practice and worst practice reports.

JC: Have you been given any teeth?

RM: Well, it's early days yet. We have a 'hot line' to the National Cycling Strategy Board and our top boss – Steven Norris and all the other highly placed individuals on the Board who are 'looking out' for cycling and for cyclists' interests. Our assessment work is also used by the Government

Office for each region. GOEast, the government office for the Eastern Region, have control of the finances, and it is on their say that our local authorities get a share of the transport funding grant. Local authorities are very sensitive about being marked down and about any risk to their funding settlement. ERCDT has only just started feeding into the process so we shall see what happens. I also refer specific issues to the DfT and to GOEast if I feel that they should be made aware of them – for example, the issue on Hills Road I copied to GOEast so that they are aware of the kind of stuff that concerns local cyclists. I like to think that this will influence the funding decisions made at the regional level.

JC: How big a part of your job is it to consider issues raised by local cycling activists?

RM: I do take up local issues, but I can't get involved in too many or I just wouldn't have time for my main responsibilities. I have a strategic remit for the whole of the Eastern Region; this is a big patch: Cambridgeshire, Norfolk, Suffolk, Essex, Bedfordshire and Hertfordshire. I have to limit my involvement in specific local issues, both in number and

extent. It is important though to highlight a number of issues and concerns from each county or main urban area since these are the real local issues – the nitty gritty of what actually happens out there on our streets. The cycling campaigners are always welcome to make me aware of specific issues and I will do my best to investigate some of them.

JC: Although much of your work is clearly with local councils, we in Cambridge are concerned that the police authorities do not appear to take law enforcement regarding motorists seriously enough. Is this an issue that has been raised more widely?

RM: Yes, enforcement is an important issue but the reality is that it is not a priority with our hard-pressed local constabularies. Part of my longer term role is to work with a wider range of 'stakeholders' – the police, health and education authorities are just a few of them. Again, this is at a more strategic level but we should be able to get the cycling issues and concerns in at a relatively high level within these organisations.

JC: In Cambridge quite a lot of children regularly cycle to school, but there are concerns that many schools will not allow children to cycle until they have taken their Cycle Proficiency Test at ten years old. Can we start them earlier?

RM: The ERCDT priority is to tackle child training. Recent survey work has revealed that fewer than 4% of school children get professional, on-road training. The rest, some 30% of kids, get a mixture of 'training' that is just not good enough or appropriate. A 'quick win' would be to get this appalling child bike training record put right. Ideally, all children should be professionally trained on a road environment – and importantly, this must be done at least a year earlier than most local authorities do it. Funding will be crucial, of course. ERCDT will be making very strong early recommendations to the DfT about what should be done. Part of the 'school run' problem is about the restrictions that too many schools themselves apply, making it more difficult for their pupils to bike to school. Many schools have taken the bike sheds out, or don't allow cycling to school until children have completed cycle

'We have a "hot line" to the National Cycling Strategy Board'

training. A year of cycling to school is lost by not providing training early enough. Once they get to secondary school the cycling culture is lost and it's unlikely that they will cycle as adults.

JC: In Cambridge we've had an Adult Cycling Training scheme for a number of years, but it is neither well funded nor well publicised. Are such schemes likely to receive better funding in the future?

RM: Our training survey also shows that only 25 adults per million of population get any adult cycle training! It is under-resourced of course, but I am aware that there is a limited take-up by the public for adult cycle training when it's been offered in the past in other areas. Maybe it's not well marketed or is dependent on the local level of cycling. I'm also aware that many campaign groups do good, voluntary work in training adults. There might be future opportunities through funding initiatives like the current Cycle Challenge Fund. We shall have to put adult training on the 'back-burner' until we get the kids some cycle training justice – that's our clear priority.

'Part of the "school run" problem is about the restrictions that too many schools themselves apply, making it more difficult for their pupils to bike to school'

JC: I gather you've spent a little time in Cambridgeshire. What was the best and the worst you saw?

RM: The best 'cycling schemes' in my view are simple 'point' or road closures. They are arguably even better if they allow buses through, as is starting to happen in parts of Cambridge city centre with the use of rising bollards. They are relatively cost-effective, reduce traffic at a stroke, and you (usually, unless the block-work fanatics have had their way!) get a decent surface and a direct route at the same time. Of course it's a battle with the politicians and the shopkeepers who think that sustainable transport conflicts with economic development and regeneration objectives; but once done, everybody soon gets used to the closures. If you'd listened

to them in the past Cambridge would have not got any of the restricted traffic areas that are now accepted and working well to create the central environment that is Cambridge today. Otherwise, cycling should generally take place on the roads in an environment where vehicle speeds are reduced, road space reallocated more equitably and real priority, not token if it doesn't affect vehicle capacity too much, is given to vulnerable road users.

'Bad schemes' – the link you highlighted in a previous newsletter as part of new development, off the new Jubilee Cycle Route, is riddled with 'bad practice.' It's symptomatic of there not being a proper cycle audit being undertaken and that the people who design these facilities don't actually cycle – I suspect.

Cambridge Cycling Campaign has invited Robert Marshall as speaker for July's open meeting.

A clear improvement for the cycle bridge

During the summer, various polycarbonate materials will be put on trial to find a replacement for the dirty green material that currently covers the cycle bridge over the railway. It is hoped that a more algae-resistant material will be found, and that it will be possible to clean it from the inside. At present this can only be done from the outside, and this is dangerous because of the railway power cables just below.

A report in the *Cambridge Evening News* on 16 April stated that 'residents say that filthy green slime spreading over the windows of the bridge is putting people off using the route to cross the railway line because it makes it look unsafe.' When the bridge first opened in 1989 you got a fine view of the Gog Magog hills as you cycled across, and children could enjoy watching the trains going in and out of the station below. A new clean and clear covering and a return of the view will be most welcome.

Lisa Woodburn



Dried-on green slime on the cycle bridge near the railway station.

Responsible cycling

As mentioned in *Newsletter 47*, we have written a new paper on responsible cycling. This was ratified at the last monthly meeting, commanding strong support. Entitled *Position paper on responsible, legal cycling*, it aims to make clear that Cambridge Cycling Campaign fully supports enforcement of traffic regulations.

The policy aims to make clear our advocacy of responsible, legal cycling. We believe this is in the best interests of cyclists themselves and of the wider community. Indeed, many take the view that illegal cycling is one of the biggest

barriers to better provision for cyclists around Cambridge.

The need for such a paper arose following increasing concern over unbalanced media coverage of illegal cycling, as well as the valid concerns of the general public over the problems such cycling causes. Media coverage has tended not to recognise that

other groups of road users also break traffic regulations, with arguably graver consequences.

It is important that the Campaign is seen not to condone inconsiderate cycling

and that it should distance itself from irresponsible behaviour.

The Campaign supports enforcement (applied in a fair and reasonable manner) of all traffic regulations, for all categories of road user, to reduce conflict and road danger.

The paper starts by outlining the Campaign’s position on enforcement of traffic regulations, listing some of the offences and anti-social actions taken by some cyclists. However, we put this in context by comparing these with those of other road users, making clear however that

Cambridge Cycling Campaign fully supports enforcement of traffic regulations.

transgressions of inconsiderate cyclists should nonetheless be treated seriously.

The paper then discusses some of the associated issues behind illegal cycling. A significant minority of offences are committed as a result of poor highway design which neglects the needs of cyclists. Although this does not excuse such offences, it makes clear that poor highway design is a contributory factor.

The next part of the paper talks about the benefits which would result from improved signage and public information, as well as modernisation of cycling regulations.

The paper concludes with examples of what the Campaign itself can do, and has been doing, to promote safe and responsible cycling. Whilst the Campaign itself cannot be blamed for the transgressions of cyclists, there are things that we have done, and will continue to do. These include our involvement in cycle training schemes, testing the roadworthiness of cycles and more.

The paper is available on the Campaign’s website, at www.camcycle.org.uk/campaigning/papers/, or on request via our usual contact details.

Martin Lucas-Smith, Co-ordinator

Grafton slightly safer



The exit from the Grafton Centre’s main car park in East Road has been widened slightly, since we reported in Newsletter 45 that extreme narrowing had made it almost impossible to use safely by bike. However, there are no signs or lane markings to warn motorists to expect oncoming cyclists on this official two-way cycle route, which is an alternative to the bike ban in nearby Burleigh Street.

Carrying bikes by car

The May edition of *Which?* provides an assessment of nineteen different car bike carriers – six roof-mounted, seven rear-mounted and six towball-mounted.

Of the roof-mounted carriers they rated the Paddy Hopkirk Everest (www.paddyhopkirk.co.uk) as best (costing £30 from Motorworld). They were concerned about the safety of the Thule 511 Velo Vise roof-mounted carrier.

Of the rear-mounted carriers the Paddy Hopkirk Snowdon, which carries three bikes and costs £70 from www.saveanddrive.co.uk came out best together with Halfords Spare Wheel Cycle Carrier if you have an externally mounted spare wheel. This costs £60 from Halfords (www.halfords.com) and carries two bikes. They had safety reservations about the Thule 973 Backpac which clamps onto the vertical tailgates of estate cars and MPVs.

mounted and towball-mounted carriers which obscure the car’s lights or number plate, fitting a socket where the trailer board lead can be plugged in and, most expensive of all, fitting a towbar and ball if you want to use a towball-mounted carrier and haven’t already got a towball.

One finding surprised me – the marked effect on fuel consumption. All carriers increased fuel consumption quite significantly. The effect was least for towball-mounted carriers which in the tests caused increased fuel costs of about £8 for carrying two bikes for 1000 miles. High rear-mounted carriers were worst: a two-bike carrier increased fuel costs by about £38 for 1000 miles and a three-bike carrier by about £49. Obviously the best answer is to carry your bikes inside your car if you can.

There is much additional information in the full report in the May edition of *Which?* This is available in the reference section of the Central Library in Lion Yard.

James Woodburn



Among the towball-mounted carriers, they nominated the Paddy Hopkirk Quick Ball (costing £39 from www.saveanddrive.co.uk) as best for carrying two bikes and the Thule 970-4 Hang On (£59 from www.roofbox.co.uk) as best for three bikes.

There are extra costs to be considered for most of these carriers – roof bars for roof-mounted ones, buying the necessary trailer board and extra number plate for those rear-

Cycle parking – Take a Stand

Take a Stand is a grant scheme to provide up to 50% funding for cycle parking facilities for employers in and around Cambridge. It is run and funded by the Cambridgeshire Travel for Work Partnership together with Cambridge City Council.

As the chair of the Travel for Work Steering Group, I recently had the pleasure of presenting cheques to a value of more than £7,000 to the three successful applicants for the second round of funding:

- Traffic International
- St John’s Innovation Centre
- Orwell Housing Association

The 2003 scheme should be running from June this year, and Travel for Work is already taking details of interested employers. Anyone wishing to apply, or to find out more, should contact Mark Webb ☎ (01223) 712429 ✉ mark@tfw.org.uk

Clare Macrae



Left to right: Simon Ball (Orwell Housing Association), Clare Macrae (Travel for Work chair), Walter Herriott (St John’s Innovation Centre) and Steve Broad (Traffic International).

Cycling ideas

This is a lovely time of year to enjoy the East Anglian countryside by bike. Here are a few ideas, and sources of information.

- On the second Sunday of each month, join us for the Cycling Campaign’s **Leisurely Ride**. We leave from Hobbs Pavilion on Parker’s Piece at 1 pm, for a gentle countryside ride. See the diary page for details.

www.camcycle.org.uk/events

- Every July over 250 artists in the Cambridge area open their studios to visitors for one or more weekends. You should find **Cambridge Open Studios** programmes all over the city, and plenty of information and excellent maps on the website. A bike ride meandering from one studio to another is a lovely way to spend a sunny Sunday!

www.camopenstudios.co.uk

- Ride for charity: do a **sponsored bike ride**. Whenever we find out about

sponsored rides, we put them on our diary page. The biggest one in this area is the London to Cambridge ride, which this year is on Sunday 27 July. See page 8.

- The **Mildenhall Cycling Rally** is one of the largest in the UK. This year it runs from 23 to 25 August. There’s grass-track racing and cyclo-cross to watch, childrens’ events, touring rides and a trade show. It’s all organised by volunteers from Mildenhall Cycling Club, and well worth visiting.

www.mildenhallrally.org.uk

- The **Jubilee Cycleway**, heading east along the River Cam, is a lovely route out towards Anglesey Abbey. See *Newsletter 43* for more information. Our Bike Week Picnic Ride will follow this route on 22 June.

- There are some ideas for **rides around Cambridge**, and information about a few books with suggested routes, on our web site.

www.camcycle.org.uk/events/rides/

- Take your **bike on a train** to see further afield. Anglia Railways have a cycling section on their website, including suggestions for rides between stations “around the Bittern Track”. They even have a cycle rescue service for their customers.

www.anglia-railways.com/cycle/

- The County Council’s **Countryside and Recreation** web pages have information on cycling leaflets.

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

- The **East of England Tourist Board** web site tells you how to get hold of many “Cycling Discovery Maps” for rides throughout the eastern region. The maps are also available in packs for various combinations of counties. There’s plenty of other information too, such as cycling holiday operators in the region.

www.eastofenglandtouristboard.com

- If you’re feeling really ambitious, there’s the **North Sea Cycle Route**: 6000 km of signed cycle routes through the Netherlands, Germany, Denmark, Sweden, Norway, Scotland and England.

www.northsea-cycle.com

Clare Macrae

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On May’s leisurely ride, which visited a variety of windmills opened for National Windmill Weekend.

Campaign Diary

www.camcycle.org.uk/events

June 2003

- Tue 3 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 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.
- Wed 4 7.30 pm Bike Week planning meeting at Churchill College, Wolfson Flats No. 51, off Storeys Way ☎ 742321.
- 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.

National Bike Week 14–22 June

- Mon 16 7 pm Join us for a **social gathering** at CB2 café 5–7 Norfolk Street.
- Sat 28 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.

July 2003

- Tue 1 7.30 pm **Campaign general meeting**. Friends' Meeting House, Jesus Lane, at the Park Street junction. See 3 June for description.
- Wed 3 5–7 pm Free **cycle security coding** at Cambridge Station Cycles. See 5 June for description.
- Sat 5 *Newsletter 49* copy deadline. Please send articles to the Editor.
- Sat 5 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.
- Wed 9 7 pm Meeting to review and evaluate this year's Bike Week. Location not yet confirmed; contact the Campaign for news.
- 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.
- 19–26 **Bike Culture Week 2003** in the Cotswolds at Rendcomb College. See www.companyofcyclists.com/bikeculture.htm
- Mon 21 7 pm Join us for a **social gathering** at CB2 café 5–7 Norfolk Street.
- Wed 23 7.30 pm *Newsletter 49* **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 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.
- Sun 27 **London to Cambridge** bike ride. This event is organised by Bike Events (not the Campaign). See www.bike-events.com for details.

August 2003

- Tue 5 7.30 pm **Campaign general meeting**. Friends' Meeting House, Jesus Lane, at the Park Street junction. See 3 June for description.
- Wed 6 5–7 pm Free **cycle security coding** at Cambridge Station Cycles. See 5 June for description.
- Sun 10 **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
- Sun 10 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.
- 23–25 **Mildenhall Cycling Rally**: cycling events, entertainment and trade show. Details online at www.mildenhallrally.org.uk
- Sat 30 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.

Further ahead

- 26–28 September International Cycle Show **Cycle 2003** at the Business Design Centre in London.

National Bike Week 14–22 June

- 14–21 1–2 pm **Cycle training** every day (for adults and older children). Parker's Piece. Two trainers available; for every level of cycling ability. Book in advance. ☎ Lindsey (01223) 712455.
- Sat 14 11 am **Campaign stall** on the Market Square, until 2 pm.
- Sun 15 2–4 pm **City Ride**: a tour through Cambridge by bicycle with a local specialist and lots of stories. Meet at Hobbs Pavilion on Parker's Piece.
- Sun 15 The Arthur Rank Hospice Charity is running a sponsored Family Fun Cycle Ride.
☎ 723115
✉ fundraising@arhc.fsnet.co.uk
- Mon 16 7 pm Join us for a **social gathering** at CB2 café 5–7 Norfolk Street.
- Wed 18 8–9 am **Bike2Work Breakfast** at Hobbs Pavilion.
- Sat 21 11 am **Campaign stall** on the Market Square, until 2 pm.
- Sun 22 10.30 am Sustrans **Peddalling Picnic** ride. Everyone welcome; bring a picnic lunch for a ride to Anglesey Abbey. Suitable for all ages; about 10 miles and we should be back by 3 pm.

Your streets this month

Approved: first the bad news....

Councillors have voted to remove the cycle lanes from a 250 m section of **Milton Road** between Woodhead Road and King's Hedges Road to make room for an outbound bus lane, despite our impassioned opposition to one of the most cycle-hostile road schemes in recent years.

On 23 June South Cambridgeshire councillors will decide whether to approve the widening of **Milton Road** to create a dedicated left-turn-only lane on the approach to the A14 roundabout, despite the difficulties this will cause for cyclists heading for Butt Lane, Impington.

... then the good

Councillors have confirmed that **Silver Street** will be closed to most motor traffic between 10 am and 4 pm and between midnight and 6 am from this summer onwards. Rising bollards will be introduced in the wide section between the bridge and Queen's Road, with cycles, buses and taxis allowed through at all times. During the periods when the bollards are not in operation, a 'tidal flow' system will operate: between 6 am and 10 am, only motor vehicles heading towards the city centre will be allowed through the bollards, whilst between 4 pm and midnight the bollards will only be open for motor vehicles heading out of the city centre. Two-way traffic will continue to be allowed on either side of the bollards at all times, and the narrow pavements east of the bridge will remain. Construction work will take place over the summer.

Final approval has also been given to the conversion of the pelican crossing across **Queen's Road** between Garret Hostel Lane and Burrell's Walk to a toucan cycle crossing. The chicane on each side will be removed and cyclists should be able to ride across in a straight line. We have been separately assured that detector loops will be introduced, removing the need for cyclists to press a button.



This crossing on Queen's Road between Garret Hostel Lane and Burrell's Walk will be much easier to use once the barriers have been removed, and the crossing is converted to a toucan cycle crossing.

Other schemes

The downside of the Silver Street changes is that a number of measures to increase the traffic capacity of the ring road have also been given final approval. On **Gonville Place** – the busy road that runs along the edge of Parker's Piece – almost all the central islands will be removed to create an extra lane for traffic heading west. New lane markings will be introduced on the roundabouts on **Maddingley Road** and **Newnham Road** to create two-lane approaches, making it harder for bikes to get past the queues.

Under consultation

Consultation is under way on a proposal to introduce narrow cycle lanes on **Coldham's Lane** between the Brooks Road roundabout and the traffic signals at Cromwell Road, as reported in *Newsletter 47*. The lanes will be a mere 1.2 m wide, which will force cyclists to ride much closer to the kerb and the parking bays than at present. We have told the council that this would make conditions worse for cyclists. Comments to **Jon Finney**.

A mixture of on-road and off-road cycle facilities are proposed for **King's Hedges Road** between Northfield Avenue and Milton Road. For cyclists heading towards Milton Road, a cycle lane will be introduced between King's Hedges Drive and Milton Road. For cyclists heading away from Milton Road the route is essentially on the pavement, but with an interesting twist (literally!): every time the pavement cycleway meets a side road, instead of cyclists having to stop and give way to traffic



Looking along King's Hedges Road, at the junction with Campkin Road. Council proposals would turn this pavement into a cycle route, which would swing out into King's Hedges Road to cross side-roads.

on the side road, the cycleway rejoins King's Hedges Road as a cycle lane, runs past the end of the side road, and then rejoins the pavement. The result is a cycleway that weaves in and out rather a lot but which does appear to maintain priority over side roads. Comments to **John Isherwood**.

A new toucan crossing is proposed for **Barton Road**, just east of the junction with Grantchester Road. A kerb build-out is also proposed at the junction with Grange Road, to improve visibility for emerging traffic, though this may cause a pinch point for cyclists. Comments to **Jon Finney**.

A number of minor measures are proposed for **Cherry Hinton Road** between Queen Edith's Way and Perne Road. The main change will be anti-skid surfacing, red-surfaced cycle 'strips' across the end of side roads and some new 'think bike' signs for drivers. Red cycle strips across side roads are also proposed for **Perne Road**. Comments on both to **Graham Taylor**.

Addresses for comments

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