



Bike Week

12 to 20 June

Milton Road

Our bus censuses

Cattle Market

Cycle parking at the new Leisure Centre

Cattle grids

Slippery when wet

Guided busway

Letters of objection

Cycle recycling

What can be done with an unwanted bike?

Can you draw a bike?



The Jane Coston Cycle Bridge at Milton

Now open – see page 5



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 2003–2004

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Bike Week – 12 to 20 June

We have a wide-ranging programme of events planned for Bike Week – we look forward to seeing you during the week. Enclosed with this *Newsletter* you will find a poster for you to put up at home or at work and a leaflet which gives further details.

As you will see, our events include Free Adult Cycle Training between 12 pm and 2 pm on Monday to Friday, a Cycle Fair on the first Saturday and two Cycle Rides – the first beginning with a tour of historic Cambridge and a ride over the new Jane Coston bridge over the A14 to Milton, ending with a picnic in Milton Country Park, and the second a cycle ride round the outskirts of Cambridge visiting local nature reserves. These rides will be on the Sundays. The Cycle Fair will include stalls with information about Cambridge Cycling Campaign and about other cycling organisations, Dr Bike (free safety check and diagnosis), free cycle security coding, and bikes and equipment to try and buy.

This year we have a change to the usual cyclists' breakfast – five of the large supermarkets (Tesco Cherry Hinton/Fulbourn, Tesco Newmarket Road, Sainsbury's Brooks Road, Waitrose Trumpington and Tesco Milton) have agreed to provide a free breakfast to those arriving by bike between 8 and 9 am.

An event you will not find on the enclosed leaflet is the placing of notices on roadsides approaching Cambridge. These will give the time it takes to get right into the City Centre by bicycle. They are planned for Trumpington Road, Babraham Road, Fulbourn Road, Newmarket Road, Milton Road, Histon Road, Huntingdon Road, Madingley Road and Barton Road.

Lisa Woodburn

Volunteers needed!

As usual, we will need volunteers to help run some of these events. In particular, we will need people to help at the Cycle Fair – to help with the stall, to keep an eye on bikes being tried out, and to help with Dr Bike (inexperienced 'nurses' are needed to fill in forms and hold spanners and experienced 'doctors' are needed to check bikes). We will need one or two volunteers to give out stickers to cyclists so that they can claim their free breakfast at each of the supermarkets and we will also need help with distributing leaflets and posters (mainly to bike shops) a week or more before Bike Week.

If you can offer help, please email or telephone Lisa Woodburn –

✉ jameswoodburn@talk21.com

☎ (01223) 245566.

No cycling on cycle routes



Cyclists using this pedestrian and cycle route from York Street to Coldham's Lane though the **Beehive Centre** will discover soon that, despite being marked on the County Council's cycle route map, it isn't a cycle route any more. In a recent letter to the Campaign, the consultants who manage the site told us that this path and the nearby path from Sleaford Street are 'pedestrian walkways' along which 'cyclists should not be bicycling' and new 'cyclists

dismount' signs are to be installed to specify this. This startling news shows just how little the management of this site – who write from an address in central London – know about it. When the current supermarket was proposed, the Campaign met a representative of the developer and received an assurance that these long-standing cycle routes would remain as cycle routes. We will be doing all we can to get these cycle routes reopened.

Cycle parking at the Cattle Market Leisure Centre

Cambridge Leisure Centre, on the Cattle Market site, is due to open on 28 May but the struggle for adequate cycle parking continues.

Although the Cambridge City Council (the planning authority) acknowledges that its own Cycle Parking Standards require provision of 1,100 cycle parking

spaces, less than half of this number of spaces is to be provided initially. We consider that 1,100 spaces should not be treated as a maximum or a target. It is not. It is a minimum. What is more, this minimum is, according to the Standards, mandatory.



As at 18 May, only 88 racks for 176 cycles to park had been installed. Much work will be needed if the promised 436 spaces are to be installed in time for the opening on 28 May. (We're pleased that the Evening News publicised the availability of the cycle parking on 17 May. We would be even more pleased if the figure they gave –1000 spaces – were correct!)

A Campaign spokesman addressed the Planning Committee meeting. After urging that the full 1,100 places required by the standards should be installed, we pointed out that full use of newly-installed cycle parking can take a long time to build up. Fifteen months would not be long enough to establish the number of places needed, particularly if not all of the proposed facilities – cinemas, bowling alleys, the range of restaurants and bars, hotel, shops, etc. – are open from the start. Furthermore, the proposed widening of Hills Road bridge, the massive housing developments along the southern corridor, the proposed cycleway along the guided busway, the expansion of Addenbrooke's Hospital, the Station area redevelopment and other nearby developments, could all be expected to create greater demand for cycle parking at the Leisure Centre. The Planning Committee accepted this view and decided that there should be a further review in three years' time.

However, at the Planning Committee's April meeting, the Committee accepted the Planning Officer's recommendation that 464 spaces should be installed immediately but that efforts should be made to get this number increased to 500. As we go to press the Planning Officer has told us that only 436 spaces can be installed now because the position where 28 of them are to go is at present occupied by hoardings surrounding the new construction work at the Junction.

The Committee agreed with the Planning Officer's recommendation that this should not be the final number but that there should be periodical reviews of the use made of the parking spaces to establish the total actually needed. A first review should be held two months after the opening of the leisure complex and any increase needed would have to be provided by the developer within another month. A further review would take place a year later.

As we explained to the Planning Committee, we remain very concerned about both the scale of cycle parking and its location at this development. The City Council should enforce its own mandatory cycle parking standards, particularly on Council-owned land. The parking should be properly designed into the scheme from the start and not be installed, as it is in this instance, on an area that should be public open space.

James and Lisa Woodburn

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Wheely great socials

Members may be unaware of the Campaign's monthly Socials at CB2 café. CB2 is an Internet Café, Restaurant and Bookshop at 5–7 Norfolk Street, off East Road, opposite the end of Burleigh Street.

We'll be at CB2 café on the third Monday of each month (21 June, 19 July and 16 August are the next three) and welcome any members, new and old, to come along for a relaxing drink and to meet others in the Campaign, including members of the Committee.

Come along from 7 pm – there are usually people there by 7.30 pm, and we'll try to have a copy of the *Newsletter* or something suitably cycling-related on the table so you can recognise us.

Martin Lucas-Smith, Co-ordinator

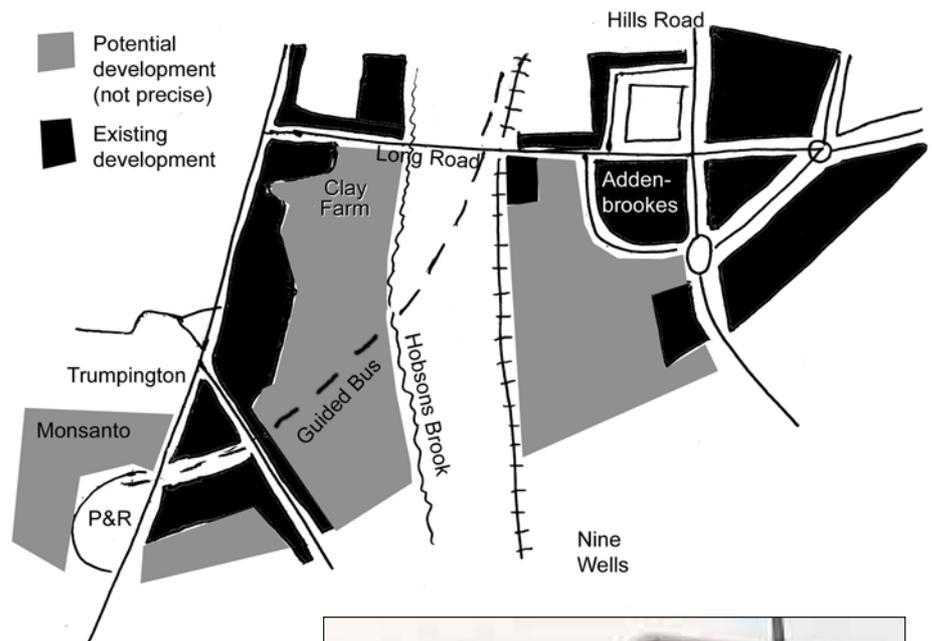
New housing developments around Trumpington and Addenbrooke's Hospital

Anne Kent, County Councillor for Trumpington, gave us a very informative talk at the May monthly meeting about developments on the Southern Fringe of Cambridge. She explained that the Structure Plan had been agreed last year and that the City Council Local Plan is near to agreement. Under these plans developments in the Trumpington area include a total of 2,600 dwellings. These will be situated at Clay Farm (between Long Road and Trumpington) and at Glebe Farm (which extends from the Clay Farm development round the south of the present southernmost houses in Trumpington). As development sites elsewhere in Cambridge are failing to materialise as soon as expected, a further 600 houses will be built at the Bell School site behind Babraham Road. A green wedge from the Nine Wells, along Hobson's Brook, will be safeguarded.

As well as housing development there will also be a large expansion at Addenbrooke's Hospital to include increased clinical research facilities, a bio-tech park (a certain car journey generator), possibly a new private hospital and possibly the transfer of Papworth Hospital to the site. Addenbrooke's are also anxious to safeguard a further piece of land to the south of their proposed developments for future expansion.

Final details of all these developments have yet to be agreed but the approximate number of new dwellings to be built in the present schemes is decided and will not be reduced. The task now is to find the best way to integrate the developments with the present village of Trumpington and to create access to, and routes within the developments for pedestrians, cyclists and motorists.

An additional, potential development outside the framework of the Structure Plan and the Local Plan which could provide 800–1000 more dwellings, has recently been proposed (see *Newsletter 53*, page 7). The land for this development has become available because Monsanto are to move from their two large sites on the west of Trumpington behind Waitrose, and further south on the west of Hauxton Road and the A10 towards



Hauxton. They are proposing to build houses and some commercial development on the brown field sites at the northern end of their land and on the green belt area around the Park and Ride site. In exchange for permission to build on these areas, they would donate 80% of their land to a charity (such as the Cambridge Preservation Trust) for the creation of a country park. This would extend to the river Cam in the west and down to and beyond the M11 motorway as far as Hauxton Mill. They would create a cycle path which would run from Trumpington Church to the existing accommodation bridge over the M11 and on to the A10 opposite the Mill. This is being offered as a package. Negotiations continue.

Add to this the proposed Cambridge Guided Bus route and the proposed new road from Hauxton Road to Addenbrooke's, and it will be seen that much transport planning is needed. One of the main issues to be decided is the route of the new access road to Addenbrooke's. Should this form a ring road around the housing development (in the manner of King's Hedges Road) and across a second new bridge over the railway, or should it go north, through the housing development and cross the railway together with the guided bus? Should the guided bus



Expect to see Addenbrooke's expanding beyond its present site soon.

leave the busway and join an ordinary road and access the Park and Ride site using the new road? Should the branch to Addenbrooke's be a busway or an ordinary road shared with other Addenbrooke's traffic? Whatever happens over these matters, the County Council's firm policy is that the access road should stop at Addenbrooke's and should not form part of a through route. But what are the dangers of this becoming a southern relief road in the future – particularly if it is routed round the south of the development?

A decision on the route of the Addenbrooke's access road will have been taken by the County Council by the time you read this *Newsletter*, but there will still be a great deal of work to do to make sure that the whole development is built on sound family-oriented principles with open spaces among the houses, with people-friendly roadways, and pedestrian and cycle permeability throughout. A new grant of

money has been made available for cycle routes connected to these developments and many decisions will have to be made on these routes. One example of a project that could be funded from this grant is a new bridge from Coe Fen to Lammas Land to enable cyclists to ride across to Newnham rather than having to cross the present narrow bridge by pushing their bikes up steps or in a metal groove. Good access to the future south Cambridge Sustrans route through Shelford will be important too.

The Campaign will make every possible effort to influence the design of the road and cycleway network.

We are very grateful to Anne Kent for giving us such an informative and interesting talk and for her very helpful and encouraging participation in the ensuing lively discussion.

Lisa Woodburn

Cycle training for adults

You might have seen in the national news, back in March, that Oxford University was paying for a free cycle-training service for its staff. The training was provided by the Bristol-based organisation Life Cycle UK (www.lifecycleuk.org.uk).

Cambridge has had its own Adult Cycle Training Scheme since the summer of 1999. This scheme, now under the stewardship of Lindsey Rushmore of the Travel for Work Partnership, has really grown in recent years. I can say, from personal experience, that the one-to-one sessions are very helpful, whether you are new to cycling, want to gain some confidence, or want to chat about strategies for tackling particular routes and junctions. Age is no barrier: a 71-year-old was trained recently.

Trainees spend an hour or two in the company of an accredited trainer. Three additional such trainers have just been appointed, following an advert in the Cycling Campaign *Newsletter*, and they will be trained in June.

Cycle Training will get a big push again in Bike Week this year, as free training sessions will be available, Monday to Friday (14–18 June), 12pm–2pm, from Parker’s Piece. These sessions do need to be booked in advance.

If you know anyone who needs just a little encouragement to cycle a bit more, do encourage them to contact Lindsey, either now, or for Bike Week. ☎ (01223) 712455 ✉ lindsey.rushmore@cambridgeshire.gov.uk. More details on cycle training for children and adults are available on the Campaign website: www.camcycle.org.uk/resources/training

Clare Macrae

The Jane Coston Cycle Bridge at Milton

The long-awaited cycle bridge across the A14 between Milton and Cambridge was officially opened on Tuesday 18 May. It is named after Jane Coston, the local county councillor who campaigned for many years for the bridge to be built.



Councillor Jane Coston and Caroline Bowdler first across the bridge.



Busy, busy, busy...

It’s clear from the level of use already, even on the first day, that the bridge will improve journeys for very many pedestrians and cyclists in Milton, Waterbeach and the north side of Cambridge, and should enable many people to walk or cycle, instead of driving, to school, to work and for fun.

One very early user was a bird, which decided to nest in one of the lamp columns as soon as it was put up. Sensitive contractors are waiting for the bird to leave before putting the lamp in!

The opening ceremony began at Milton Country Park, with speeches of thanks to all those involved in the project. Two coach-loads of dignitaries were then bussed to the other side of the A14, where the grand ribbon-cutting was jointly performed by Councillor Coston and Caroline Bowdler, Regional Director at the Government Office for the East of England. A procession then crossed back over to the Milton side, to the sound of much impromptu lorry-hooting from the A14 below.

festival and party atmosphere. By the time the media had finished orchestrating the crowds, it was school turning-out time, and there was quite a queue of people on both sides, waiting to use the bridge.

Cambridgeshire County Council has produced a useful leaflet to advertise the bridge (enclosed with this *Newsletter*). It shows routes to business, educational and leisure destinations within easy reach of the bridge. The leaflet is also available on the County Council web site and will be distributed in areas near the bridge.

To reach the bridge from the Cambridge side, as you come up from the railway underpass on Milton Road, bear off to the right and keep going.

Clare Macrae

Because the opening was so close to printing the Newsletter, we will be reviewing the bridge and its approaches in more detail next issue.

Many local people of all ages had come along to try the bridge out, and there was a real

Cambridge Research Park

Cambridge Research Park is a large (112 acre) office development beside the A10 north of Landbeach. It opened in 2002 and is still growing; when it has reached full capacity it will provide 600,000 square feet of office and R&D space. Unfortunately, from the point of view of cyclists, its location could hardly be worse. It is isolated from the nearest village, well away from both Cambridge and Ely, and accessible only by the busy A10.

Despite its unpromising location, once on the site the development itself has pretty good cycle provision, with large covered cycle racks for each building. A recent survey of employees on the site showed that 80% of those surveyed who travelled from the south said that they would like to cycle at least some of the time, but feel they can't because of the dangers of the last mile of their journey.

There is a path of sorts from Waterbeach to Milton (although many would still opt for the Horningsea back route), but the last mile of the journey from Waterbeach to the Park is along the A10 itself. The high density of lorries is bad enough, but it also leads to cars behind the lorries 'wandering' within the lane, with no distant sight of any cyclist ahead. For the cyclist this stretch of road is a frightening experience and a fatal collision is inevitable. It is, therefore, imperative that proper protection is afforded to cyclists along this section, both for current cyclists, and to reassure would-be cyclists with dependants.

Paul Goldsmith



Enclosed, covered cycle parking is available on site...



... but getting to it is nightmarish.

UNIVERSITY CYCLES

9 Victoria Avenue
Cambridge
01223 - 355517

Members' e-mail discussion list

Members of the Cycling Campaign are invited to join our members' discussion list, currently hosted by Yahoo! Groups (although we are in the process of bringing lists in-house). This tends to average around two to three messages per day (though it comes in bursts) and complements, rather than replaces, debate at the monthly meetings.

You can opt to read messages by e-mail, on the web, or in the form of a daily digest. To subscribe, contact us via the usual contact details or ideally use the simple form online at

www.camcycle.org.uk/membership/discussion.html

This page also contains a link to the archive of sent messages.

Members may also be interested in subscribing to our list for minutes and agendas of the monthly meetings, which gets one or possibly two e-mails per month at most. Again, contact us via the usual contact details to subscribe.

Martin Lucas-Smith, Co-ordinator

Station plans

Now we have two sets of proposals for Cambridge's railway station area.

Firstly, there are those of the Ashwell Property Group which is proposing major developments, including some 1000 homes and office space for some 2500 people, some of which is replacement of existing office space. More importantly for cyclists, they propose a cycle park of 2000 spaces, but there is controversy because the initial plans have all spaces beneath an open square in front of the station. Nearly all the Mill site would be cleared as well as much of the 1960s offices adjacent to Station Road where the new buildings would be set further back than the existing line. A multi-storey car park would be located south of the existing station with the possibility that car access would only be available directly off Hills Road, freeing up much of the existing parking area for housing. The section of Station Road nearest the station would be wider with space for buses and taxis, but access for private cars over this section would be much restricted.

We also have a draft development plan from the City Council. This does not have such a large scale development of the area and with a multi-storey car park in the location of the existing car park. Cycle parking would be 'distributed', but with proposals for some higher quality provision.



Artist's impression of a possible new ramp into the station area from the bridge. Both development plans now include a proposal for a ramp after pressure from the Cycling Campaign.

Both plans offer much-improved access for cycles and pedestrians especially along the North-South axis.

If progress on the development of this area is to proceed swiftly it is vital that the two sides come to an agreement, otherwise we

will have further delays and the expense of yet another Public Inquiry. Even if all went well it is not expected that this major development could be completed in less than six years.

Jim Chisholm

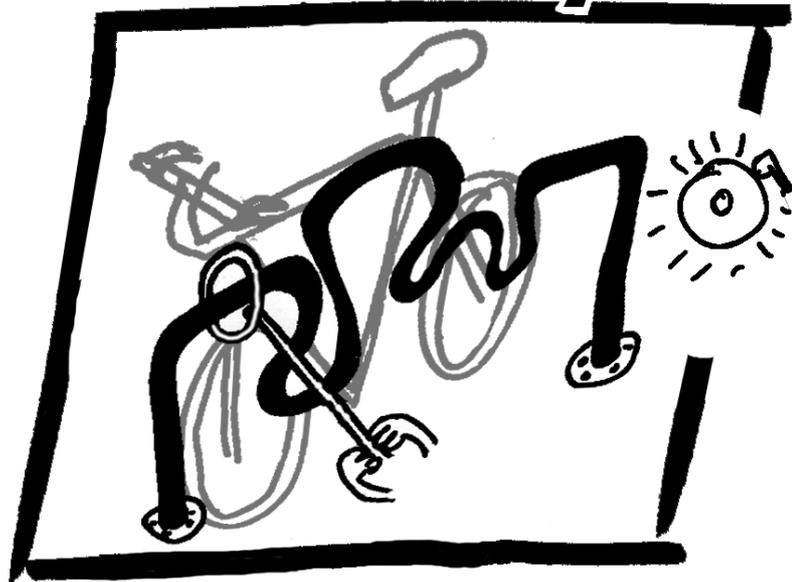
More information can be found at:

- www.ashwellproperty.com/rpmServer/generatorSystem/asp/rpmServer_GoGenerate.asp?intSiteID=15&intPageID=96
- and www.cambridge.gov.uk/planning/reptdocs/Station_Area_Draft_for_Consultation.pdf



Station Road's buildings would be set further back from the road to make more room.

Commentary...



Cattle Grids

In recent years, various pinch-points on cycle routes across commons have been replaced by miniature cattle grids. We have always strongly welcomed these developments and, indeed, one of our first ever 'Golden Bell' awards went to Cambridge City Council engineers for the original mini cattle grids on Midsummer Common. These are a particularly cost-effective way of increasing convenience for those cycling around Cambridge.

However, as long ago as April 2000 (*Newsletter 29*) we pointed out that, when cycling across a cattle grid, it's important to travel in a straight line, at right angles to the bars:

Cattle grids are much better than pinch stiles, but take care to cross them at right angles, and don't brake or turn on them – they are very slippery when wet.

In recent months we have heard from a couple of cyclists who have come off riding their bikes in wet weather at an angle on cattle grids. One of these broke his arm in two places, and the other needed more than £100 to repair his bicycle.

As a result, in a welcome move, the City Council is now investigating ways to increase the friction between bike wheels and cattle grids.

We would like to get a better idea of the scale and locations of the problem, so in the (we hope, rare) event that you have slipped on a particular Cambridge cattle grid, please do let us know, so that we can pass the information on to the City Council.

Clare Macrae



Slippery jubilee

This is the wooden jetty where the Jubilee Cycleway passes under the railway line between Stourbridge Common and Ditton Meadows. We've received several reports of cyclists slipping over in wet weather and hurting themselves. We reported this to the County Council and also erected these warning signs. The County Council quickly agreed there was a problem and have promised to install an anti-slip surface on the corners. They also removed our unofficial signs and told us off us for putting them up. We asked the council to install their own temporary warning signs until resurfacing is complete but they refused.



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Your streets next year?

The County Council's Network Service Plan 2004, published in April, gives us some idea of the changes we can expect in the next year or so.

I've mentioned before that, like many sets of 'targets', 'Public Service Agreements' can lead to a distorted perspective and items that are not targeted can be disadvantaged. A new set of Public Service Agreements is being proposed for Road Safety, Bus Satisfaction and Footway Maintenance. Note that there is no mention of cycling. Failure to meet targets can lead to loss of Government monies.

But there are some positive notes:

- Extra Government money is being made available to develop infrastructure in advance of developments on the urban fringe (Growth Area Delivery Grant). This should enable hundreds of thousands of pounds worth of cycling facilities in addition to those already planned.

- Under 'Highways Maintenance' the report says 'Additional work will be undertaken to cycleways to ensure grass, trees and hedges do not obstruct cyclists.' This relies on cyclists reporting the obstructions to the council as there is no money for routine inspections.
- There is a paragraph about the Cutter Ferry bridge (see elsewhere in this *Newsletter*) and 'Work on the National Cycleway Network in partnership with the City, districts and Sustrans give us the unique opportunity to raise the profile of cycling both nationally and locally. The Challenging target is to complete the NCN in Cambridgeshire at least to an interim standard by summer 2005 in time for the national opening of the network' (September 2005 in Cambridge).

Looking at the 25 pages of tables it is clear that cyclists should benefit under a number of other headings. Safer Routes to Schools has a budget of £450,000 and 'Jointly

funded minor improvements,' with a budget of £620,000, has a number of speed reduction schemes for villages. Unfortunately we often only see these schemes when they are on the ground where their road narrowings and poor quality 'shared use' paths can disadvantage commuting cyclists.

'Safety Schemes' has a budget of around £1m for Cambridge and South Cambridgeshire, with the recently proposed Carlton Way (see Shorts on page 14) getting £350,000.

Of course 'Bus Priority' schemes, with a budget of nearly £1m, still include Hills Road and Milton Road, but given the requirement for the County to consult and to provide justifying evidence, perhaps the money would be better spent improving cycle routes?

Jim Chisholm

The Tins path



The Tins path between Mill Road and Cherry Hinton has finally been opened on its new route. The new route, which takes cyclists through the new development site off Coldham's Lane, was opened in April. As a result, the central section of The Tins is now much better than it was a few years ago. The railway bridge and the sections on either side remain inadequate and in need of improvement.

Airport Way

An island on Airport Way which was originally installed to help cyclists from Teversham join the cycle track towards Cambridge via Newmarket Road has been reconstructed so that it is now almost useless. It now has metal chicane barriers, which makes it really hard to negotiate by bike, makes it impossible to pass another cyclist crossing, and limits the number crossing to one at a time. Presumably someone thought cyclists might ride straight across without stopping for cars, but did not realise that it is now so hard to use that people will cross on the outside of the island rather than through the barriers, especially as it makes more sense to cross at an angle here and the flush kerbs are in the right place to allow this.

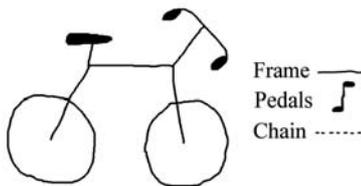


Can you draw a bike?

Because according to psychologist Rebecca Lawson, a lot of people can't.

Rebecca Lawson was spurred on to find out whether people can draw a bicycle by recent research which suggests that we use the world as an 'outside memory'. We do this to avoid storing huge amounts of information; instead we look at everyday objects in the world to prompt ourselves. But do we overestimate our ability to explain how these objects work? Lawson wanted to find out just how good we are at explaining.

Lawson chose bicycles as the everyday object because they're familiar even to non-cyclists. As subjects she drew from visitors to an Open Day at the University of Liverpool where she works. Of the 200 participants, 97% could cycle, 52% owned a bicycle, but less than 20% cycled regularly.



Firstly, the test asked participants to add the missing frame parts, the chain, and the pedals to a partially drawn bicycle. Next, non-cyclists were presented with a set of illustrations and asked to choose which showed the correct position of the frame, pedals, and chain. This was mainly to establish whether errors in the original illustrations were due to drawing difficulties.



Not surprisingly, non-cyclists fared worse than cyclists, with nearly half of non-cyclists drawing the chain incorrectly. There were three common errors:

- Joining the frame to the front and back wheels (try steering that!)
- Not placing the pedals between the wheels and inside the chain
- Looping the chain around both the front and back wheels.

Developing the 'outside memory' idea, Lawson decided to modify the test for non-cyclists. She presented 58 non-cyclists with a bicycle and asked them to complete both parts of the test. Now, less than 1 in 8 non-

cyclists made errors. This was comparable to the results of the 65 cyclists who recorded less than 10% errors on both parts of the test.

Lawson is still collecting data for her study, but so far she's drawn some interesting conclusions – not all particularly relevant to what she set out to discover! So far, the 'outside memory' theory seems to be proving correct; non-cyclists in particular appear to be using 'outside memory' to complete the tasks correctly. However, it seems that cyclists seem to do better at the tasks because they are more familiar with bicycles. Whether this is due to riding them regularly or maintaining them is unclear.

The unexpected, and interesting, conclusion is that gender matters. Female non-cyclists made almost twice as many errors as male non-cyclists. Male cyclists performed the tasks almost perfectly; their errors were down to 1 or 2%. Female cyclists, however, made more errors than male non-cyclists, but not as many as female non-cyclists. So it seems unlikely that this gender difference is simply due to males having more experience with bikes; more likely is the explanation that males generally have a better functional understanding of objects.

So can you draw a bike? Try the first part of the test using the partially drawn bike – without looking at your bike parked outside the window!

Lisa Clatworthy

Charity rides

This year the **London to Cambridge Bike Ride** is on Sunday 25 July. Around 4,000 riders take part in this ride each year which, in recent years, has been in aid of *Breakthrough Breast Cancer*. I enjoy going along to Midsummer Common on the Sunday afternoon for the sheer delight of seeing the thousands of cyclists descend on

the common. (We're hoping to have a Campaign stall there this year. If you could spare an hour or two to help with it, please contact the Campaign via the usual addresses. Thanks.)

New this year, the **Oxford to Cambridge Bike Ride** is on Sunday 3 October. This is a

75 mile ride along quiet roads through Oxfordshire, Buckinghamshire and Cambridgeshire, in aid of the *British Heart Foundation*.

Details of both these rides are at: www.bike-events.com

Clare Macrae

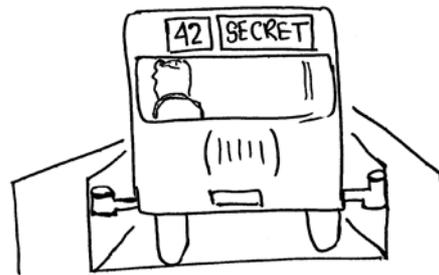
The Guided Busway process

The Campaign has objected to aspects of the 'Cambridgeshire Guided Bus' scheme, has confirmed that it will produce a 'statement of case' and has asked to appear at the Public Inquiry scheduled to start in September. A copy of our objection letter can be seen at

www.camcycle.org.uk/campaigning/issues/guidedbus/#objection

We were concerned to discover that it was not possible to see other letters of objection and hence we are currently unable to

We were concerned to discover that it was not possible to see other letters of objection



discover objectors with themes similar to our own. This is apparently due to a Data Protection Act ruling. This came as a surprise to us, as well as to several of the Councillors we have contacted, and is due to differences between the *Town and Country Planning Act 1990* which covers normal planning procedures, and the *Transport and Works Act 1992*, which covers the Cambridgeshire Guided Bus scheme.

Following an exchange of letters with the Department for Transport I've now been told:

'With regard to your query concerning whether letters of objection are in the public domain, I can say that they will be once they are released to the inspector. The same will be true of statements of case.'

This still leaves objectors at some considerable disadvantage, as it will not be possible to reinforce arguments in the statement of case by showing a common theme, and of course we don't yet know when the letters will be released.

If you've objected to aspects of this scheme and think it would be useful for the Campaign to see your letter, please email us a copy.

Jim Chisholm

Bus dwell times

So why are we talking about the technicality of bus operations in a 'Cycling' campaign newsletter?

'Dwell time' is the technical term for the time a bus is stationary whilst passengers

are boarding. It is important for cyclists as, during this time, they may be held up and hesitate to pass in case the bus starts to move. Long dwell times cause the congestion around the Drummer Street area. Shorter dwell times should make life easier

for cyclists, bus passengers and bus operators alike.

Unfortunately Stagecoach does not appear to understand this as recent ticket changes have abolished 'return' and 'flexirider' multi trip tickets. Just when both City and County Councils are trying to encourage modal shift from cars, and to reduce congestion in the centre of Cambridge, Stagecoach introduces a policy that means even more people will be buying tickets as they board the bus. If we had a sensible system with off-bus purchase of tickets valid for, say, one hour, perhaps buses would speed up so much that bus lanes would not be necessary. As it is, cyclists may have to endure even more congestion and obstruction by buses, at least in the short term.

Jim Chisholm



Buses crowd into Emmanuel Street.

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

Our Milton Road bus censuses

The Censuses

Members of the Campaign carried out six two-hour censuses of bus traffic on a length of Milton Road between Woodhead Drive and King’s Hedges Road, where an outbound bus lane is planned. Our aim was to establish how long buses take at the peak time of day, and at the peak time of the year, to travel the length of the proposed bus lane and whether the proposed bus lane could be expected to significantly improve bus times.

We deliberately chose dates that were in both the university and school terms during the late autumn and winter when traffic congestion increases and is known to be greater than in the spring and the summer. The chosen dates were Thursday 13 October 2003 and Monday to Friday, 12 to 16 January 2004. We carried out the censuses in both wet and dry conditions. We avoided the atypical immediate pre-Christmas period and dates when there were road works. What we were seeking were timings that were reasonably typical for the autumn and winter. Since the proposed bus lane is for outbound traffic, all of our censuses were during the 4 pm to 6 pm period, the peak times for outbound traffic.

Method

Two people with clocks synchronised to the second carefully recorded the times that each bus (including those not in service) entered and left the area of the proposed bus lane. One recorder was stationed at the beginning of the proposed bus lane (at the beginning of the frontage of 287 Milton Road) and the second recorder at the end (the middle of the frontage of 347 Milton Road). After completing each census, the time taken to travel the length of the proposed bus lane by each bus was calculated.

Results

We recorded the timings of a total of 174 peak-time buses during the six censuses. Not one took more than two minutes to travel along the length of the proposed bus lane and 123 of them took less than one minute.

Traffic flowed freely all along the length of the proposed bus lane throughout the peak period on every census day. There were no traffic queues during any of the six censuses.

A bus lane along this stretch of Milton Road could not have allowed buses to reach their destinations more quickly

We observed that virtually no buses or other vehicles had to wait for more than one traffic light change at the Milton Road–King’s Hedges Road junction just beyond the end of the proposed bus lane.

Differences in the times taken by buses were caused not by traffic conditions but by whether they had to wait for the traffic lights at the Milton Road–King’s Hedges Road junction or at the bus stop or the pelican crossing along the length of the proposed bus lane.

Copies of the full census results are available on the Campaign web site.

Conclusions

On the six occasions on which we took our censuses – at times and on dates which we believe are reasonably representative of peak traffic conditions characteristic of the period of the year when traffic levels are high – a bus lane along this stretch of Milton Road could not have allowed buses to reach their destinations more quickly.

Implications for policy

According to a press release on the County Council’s website dated 27 April 2004, Cambridgeshire’s traffic has risen by 30% in the last ten years. However, traffic levels within Cambridge contrast dramatically with this. In Cambridge the number of vehicle journeys is the lowest recorded in twenty years. The County’s policy of discouraging cars and encouraging the use of public transport and bicycles within the city does seem to be working.

If traffic levels along Milton Road have either stabilised or are reducing, creation of this particular length of proposed bus lane, and probably of other lengths of bus lane on Milton Road, is not justified at present and may well not be justifiable in future. We do not believe that the number of guided buses which may in future use Milton Road would create a net increase in traffic. On the contrary, they should produce a net reduction.

We believe that no new bus lanes should be created on Milton Road until the overwhelming need for each of them has been clearly demonstrated. No such need has yet been shown. The problem is that bus lanes on Milton Road severely damage conditions for cyclists by narrowing traffic lanes and making it difficult for vehicles to overtake cyclists comfortably and safely. City and County policy is to encourage cycling but we feel that there is a real danger that the creation of unnecessary bus lanes with narrow traffic lanes will tend to deter some people from cycling who would cycle if conditions were better.

James Woodburn



Milton Road: differences in times were caused by whether buses had to wait at the traffic lights at the junction with King’s Hedges Road.

Cycle recycling

We are sometimes asked (by the bike’s owner) what can be done with an unwanted bike. Here’s what Cambridge City Council’s Recycling Directory has to say on the subject:

Bicycles

Try and repair worn parts. If it can’t be repaired scrap metal value will make it worthwhile for someone. **Emmaus** will pick up bicycles in good condition (01223 863657). There are many second-hand bicycle shops in Cambridge that buy and sell old cycles and advertise in local phone directories.

The Bike Man who offers a same day repair service at his bike stall on Cambridge Market Square from Monday to Thursday (07850 814186) will accept scrap bicycles delivered to his stall or pick them up in bulk.

The ‘Bike Man’ is in fact Roddy James, and he contacted us recently to say that he strips off spare parts from unwanted old bikes for re-use. He now has a huge stock of parts, often unusual or rare, for all manner of old bikes, and is keen for these parts to be re-used. So, if you are looking for some obscure item for some ancient bike, do give Roddy a ring. He would be pleased to look through his filing system to try to find it for you.

The Bike Man’s hours on Cambridge Market are 8am–6pm, from Monday to Thursday and he offers a 6% discount to Cambridge Cycling Campaign members on everything, i.e. bikes, parts and labour.

Clare Macrae



Roddy James, the Bike Man.

www.thebikeman.co.uk

Barton Road

When coming out of Grange Road onto Barton Road it is difficult to see traffic approaching from out of town because of obstructions – including a large road sign, a telegraph pole, a small tree and two on-road car parking spaces. We would have liked all of these to be removed or moved out of the way but are pleased that, for a start, the road sign has now been reduced in size and repositioned further away from the junction.



Before.



After.

Shorts

Cambridgeshire County Council has proposed a traffic calming scheme for the **Carlton Way** area in Arbury, which according to the council has a worse accident [sic] record than normal in Cambridge due to excessive traffic speeds. The focus of the scheme is the primary school and the local shops. The draft scheme includes speed cushions at the entrances to the area, a mini-roundabout at the Perse Way junction and a pavement cycleway on the east side of Carlton Way. Putting cyclists on the pavement won't, of course, do anything to reduce traffic speeds, but may be helpful for local children.

Cambridge City Council Parks & Recreation Department would like your ideas on how to manage **Midsummer Common**, which gets used by vehicles for various fairs and events (and the finish of the London to Cambridge charity bike ride) every year. Send comments to John Roebuck, Head of Parks & Recreation, Hobson House, 44 St Andrews Street, Cambridge CB2 3AS; [✉ John.roebuck@cambridge.gov.uk](mailto:John.roebuck@cambridge.gov.uk)

The **auctions of unclaimed cycles** from the police store of recovered machines have stopped. Their organizer cannot continue because of long-term health problems. The police have not decided whether to restart these auctions.

The **London Cycling Action Plan** is available as a 52-page document at www.tfl.gov.uk/streets/cycling/cycling-action-plan.shtml Ken Livingstone says it '...provides a comprehensive and interlinked set of actions that will deliver significant benefits to London's cycling environment and encourage more Londoners to take to their bicycles. My long-term target, a 200% increase in cycling in London, reflects the important benefits that cycling can bring to the Capital, and by 2010 I expect to see an 80% increase in cycling.'

You may have seen details of the traffic orders to introduce the temporary changes and permanent access restrictions in the **St Andrew's Street-Hobson Street Pedestrian Zone**. These were formally advertised in the *Cambridge Evening News* on 14 May. If you missed them there, you will be able to find them on Cambridgeshire County Council's web site. The changes are much as we expected, though not quite what we would have wanted. Some cycle racks will be moved from outside Bradwell's Court to make room for the new Blue Badge-holder parking bay. But we are pleased that the changes include a metre-wide advisory contra-flow southbound cycle lane on the eastern side of St Andrew's Street.

Also on the County Council web site you will be able to find details of the new operational hours at the **Park and Ride** sites and the arrangements for those who need to return after the sites have closed. The Campaign was among the seventy-nine objectors to the original proposals and the new arrangements are an improvement on those. It will be possible to obtain a parking permit to exempt vehicles after the official closing time.



Carlton Way: traffic calming and pavement cycling proposed.

Small ads

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

Free to Campaign members, on cycling subjects. Please keep them short, though.

For sale

Child extension bike, brand Trek Mountain Train, 24 inch wheel £99.
Anna Davey or James Rigney
☎ (01223) 212 516
✉ camlet_secretary@hotmail.com

Gents sports and MTB cycles, good condition and perfect commuter or student bikes. Fully serviced and only £25 each as I need the space. Can deliver Cambridge.
Phil Russell ☎ (01223) 841724 (Great Shelford)

Tagga trailer bike, suitable for child of about 5 to 9 years. Five-speed Shimano gears and brake. A high-quality bike with dark green paintwork, in as-new condition and hardly used. £130.
☎ (01223) 248727 or
✉ clive.rumble@lineone.net

Tandem £250. Claud Butler Majestic Twin touring frame. 22/21" Reynolds 531 marathon frame. Alasdair Massie
☎ (01223) 882000 (w) 01462 894219 (h). North Herts
http://website.lineone.net/~alasdair_massie/Tandem/Index.htm

Wanted

Brompton (preferably T3) folding bike wanted for daily commuting.
☎ Sarah (01223) 571512.

Campaign Diary

www.camcycle.org.uk/events

June 2004

- 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 4 8.30 am *Newsletter 54* review and planning for 55, over breakfast at Tatties café.
- Tue 8 7 pm **Bicycle Maintenance 2** evening class starts, five weekly classes of two hours. This course builds on the basics and concentrates on areas of the bike that usually require attention once or twice a year. www.camlearn.net
- Sat 12 10–5 **Bicycle Wheel Building** 1-day workshop. For contact details see 8 June.

Bike Week

Saturday 12 to Sunday 20 June

- Sat 12 11 am Cycle fair on Parker's Piece. Things to buy, bikes to try, cycle safety checks.
- Sun 13 11 am Historical cycle ride to Milton Country Park. Meet at Hobbs Pavilion, Parker's Piece, and bring a picnic.
- Mon 14–Fri 18 Adult cycle training from 12 until 2 pm, on Parker's Piece. Lessons are free but must be booked ☎ (01223) 712455
- Wed 16 8–9 am Free cyclists' breakfast at five supermarkets: Tesco Fulbourn (Cherry Hinton), Tesco Newmarket Road, Tesco Milton, Waitrose Trumpington and Sainsbury's Brooks Road.
- Sun 20 11 am Family cycle ride tour of city nature reserves. Meet at Hobbs Pavilion, Parker's Piece, and bring a picnic.

For all these Bike Week events, ☎ (01223) 712455 or www.camcycle.org.uk.

Bike Week 12 to 20 June

- 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.

July

- Tue 6 7.30 pm **Monthly open meeting**, Friends' Meeting House, Jesus Lane. See 1 June for a 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 55* copy deadline. Please contact the editor if you would like to write an article.
- 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.
- Sun 25 **London to Cambridge sponsored bike ride**. This is run by Bike Events www.bike-events.com
- Wed 28 7.30 pm *Newsletter 55 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.

August

- Tue 3 7.30 pm **Monthly open meeting**, Friends' Meeting House, Jesus Lane. See 1 June for a 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.
- Fri 6 8.30 am *Newsletter 55* review and planning for 56, over breakfast at Tatties café.
- 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.
- 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.

Your streets this month

(continued from back page)

The **Milton Cycle Bridge** over the A14 between Cambridge and Milton opened on 18 May. This long-awaited bridge will be a huge benefit to cyclists in the area by removing the need for cyclists to make a long diversion via the A14 roundabout, and the scary experience of crossing several busy slip roads without the help of signals. We will be reviewing the new bridge, and the cycle routes leading to it on each side, in our next issue.



Newmarket Road near Whitehill Road: cycle lanes in both directions could be under threat if a bus lane is installed.

The County Council is planning to introduce further bus priority on **Newmarket Road** between Ditton Walk and Barnwell Road. Plans are at an early stage with council officers expected to publish proposals in the autumn. We've been told that this does not necessarily mean a bus lane, though the local county councillor has written to the local newspaper stating that he supports one here. This is the only section of Newmarket Road which continues to have mandatory cycle lanes on each side. Installation of a bus lane would require either the removal of these cycle lanes or major carriageway widening.

Your streets this month

Cambridge has, at last, a traffic-free river crossing which cyclists can ride across with the full approval of both our local councils. The obstructive bollards which prevented cyclists riding across the **Fort St George Bridge** on Midsummer Common have been mostly removed and the 'cyclists dismount' signs have been replaced with ones saying 'cyclists give way to pedestrians'. An L-shaped barrier has been introduced at the right-angle corner on the south side, which narrows the width for cyclists but which is intended to segregate pedestrians and cyclists at the place where the two are most likely to come into conflict. Although this is an experimental scheme it is also one of the best – and certainly the most cost-effective – things the County Council has done for cyclists in several years and instantly opens up this route as a quiet alternative to Mitcham's Corner. If you use this bridge and like the changes, please write to your local Councillors in support.



Cyclists are now allowed to cycle over Fort St George bridge.



also on Midsummer Common, has been closed since November 2003 when the County Council discovered it was unsafe. This was another bridge which cyclists had to wheel their bikes across. Cambridgeshire County Council has now decided that instead of repairing the bridge it is to be

There's more good news a few hundred metres downstream. **Cutter Ferry Bridge,**

replaced, at a cost of £350,000, with a wider bridge that cyclists can use without dismounting. Other bridge repair work, including the refurbishment of the Devonshire Road cycle bridge over the railway, will be deferred to make funds available. The County Council has told us that work will start on the new bridge this summer.

The **Coldham's Lane Cycle Bridge**, adjacent to the road bridge where it crosses the railway, is expected to open on 8 June. It will prove handy for city-bound cyclists who currently find the narrow road over the bridge blocked with queuing traffic at busy times or who feel intimidated by motor vehicles waiting behind to overtake. Nevertheless we've got mixed feelings about this million-pound new bridge, and there are those who fear it might even make conditions worse for outbound cyclists who are likely to choose to remain on the road rather than cross the road twice to use the new bridge. We hope that these cyclists won't be harassed by impatient motorists who think they shouldn't be on the road.

The Campaign would have preferred the million pounds to have been put towards a structure which allowed two-way use without crossing and re-crossing the road. For example, a reconstructed road bridge, or additional bridges on both sides of the existing road bridge.

(continued on page 15)



Cutter Ferry bridge is closed for now but is to be replaced with a new bridge suitable for cycling.



Coldham's Lane: the cycle/pedestrian bridge over the railway is almost complete.