



## Corn Exchange Street

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Items of concern

## Cambridge Rowing Lake

An opportunity for good cycling

## Carlton Way

Roundabout U-turn

## Cycling 2020

A visionary document



## AGM 2004

Report and review of the year – 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 2004–2005

**Co-ordinator** – Martin Lucas-Smith

**Liaison Officer** – Clare Macrae

**Membership Secretary** – Dave Earl

**Newsletter Editor** – Mark Irving

**Treasurer** – David Dyer

**Stall Officer** – Paul Tonks ☎ 07870 441257

**Press Officer** – James Woodburn

#### Officers without portfolio

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

**(Non-committee) Secretary** – post vacant

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# AGM 2004

The ninth AGM of the Cambridge Cycling Campaign took place on Tuesday 2 November 2004, and was well attended.

### Putting innovation into practice

Our speaker this year was David Kemp, Suffolk County Council's Cycling Officer, and his subject was 'Putting innovation into practice'.

He focused on a range of examples of best practice from across Europe and the UK, many of which, given engineer willingness and vision, could be implemented in Cambridge. However, some measures are currently illegal here due to what we perceive as intransigence by the Department for Transport over the reduction of red tape.

The use of the sign 'except cycles' is commonly used in European countries to accompany a 'no entry' sign, effectively allowing cyclists a contraflow route through a one-way street. This is not permitted in the UK, despite the fact that an 'except buses' sign is permissible.

Another example is the use of a combined zebra/cycle crossing.

*Newsletter 56* discussed in positive terms the Department for Transport's draft Local Transport Notes and pointed out that, unless the DfT makes progress on simplifying arrangements for local authorities, there is little hope of seeing the widespread adoption of simple measures like these which can make such a difference to the cycling environment.

Before the meeting, some members of the Committee took David on a small tour around the city to view some examples of best (and worst!) practice of cycle-friendly infrastructure in Cambridge.

We thank David Kemp for his talk and for taking the time to come and speak to us. We hope to get many of the photographs from his talk on our website and feature them in a future Newsletter as we feel these would be of considerable interest to a large number of members.

### Review of the year

Outgoing Co-ordinator, Martin Lucas-Smith, presented a review of the year. Copies of his notes are available on request.

Themes which have arisen this year have included:

- **Cycle parking** (or the lack of it): see *Newsletter 56* for a full review;
- **Changes in the city centre:** the partial closure of Silver Street, new proposals for changes in the Regent Street area and around the bus station, the ping-pong between council committees and council officers on the issue of Trinity Street;
- **Buses and bikes:** less time was spent on this issue as the potentially disastrous Hills Road and Milton Road bus lane schemes were put on hold (these schemes would effectively force cyclists onto the pavement and are, therefore, unacceptable);
- **Supermarkets:** although the Tesco slalom course to Riverside remains in place, some improvements are proposed to the Beehive Centre;
- **Bridges:** the opening of the Jane Coston Cycle Bridge at Milton, thanks to the work of people in Milton and Councillor Jane Coston; the opening of the Million-Pound White Elephant Bridge, *aka* Coldham's Lane Bridge, with the predictable outcome that some motorists have been abusing cyclists who remain on the road because of problems with the bridge; changes to the Fort St George Bridge that now allow cycling across it; a decision on the Riverside Bridge in favour of the design and location we wanted;
- **Other schemes:** a new route across Coe Fen and a flawed attempt at innovation on King's Hedges Road have been two notable new schemes this year;
- **Guided bus:** the guided bus proposals which the Campaign has objected to because of inadequacies with respect to proposed associated provision for cyclists (the Campaign has not felt in a position to take a view on the Guided Bus itself, nor on alternative proposals for use of the line);
- **Other progress:** we've seen the start of the new Local Authority Parking



David Kemp, Suffolk County Council's Cycling Officer, gave a talk entitled 'Putting innovation into practice'.

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## Leisurely rides: second Sunday of each month

We really need more volunteers to lead our Leisurely Rides. Our current Leisurely Rides co-ordinator is standing down at the end of December, so we'll welcome offers of help to lead or organise a ride each month. If you think you can devise an interesting ride of about twenty miles (preferably with a stop for tea), or if you already have a favourite ride you would like to share, please get in touch with the Campaign.

If we can get eight or nine more people, each will lead a ride only about once a year.

Our rides are sometimes themed – windmills, nature reserves, artists' studios, or berry harvesting. Even if you don't want to organise a ride, do come along – it is most enjoyable.

*Lisa Woodburn*

Enforcement (LAPE) regime which should reduce illegal parking; proposals for redoing the cycle network's signage are advancing;

- **Nationally:** we've seen a failed Bill to coerce under 16s to wear helmets, and one of the finest pieces of proposed national government guidance for a long time in the form of two excellent Local Transport Notes (discussed in *Newsletter 56*).

Thanks were given to all who have helped in the running of the Campaign this year – the Committee doing its various tasks including co-ordinating campaigns, people writing to their Councillors, members for being members and so keeping us one of the largest and most effective cycle lobby groups outside London, people doing the Newsletter, the website, Bike Week, the Stall, helping draft letters, joining a Subgroup and many other things besides.

### New Committee

The new Committee, elected at the AGM, is listed in the box on the opposite page.

### AGM business

As well as the election of the Committee, a few other motions were considered:

- *Cycling 2020*, a major new Campaign initiative to produce a visionary document for cycling in Cambridge over the next 15 years. Feedback and consultation with members will take place over the coming year. See page 8 for more details.
- Dave Earl, Membership Secretary, reported that membership has seen a slight growth this year, rising to around 725.
- David Dyer presented the Budget showing that the Campaign remains in a financially stable position. It was agreed that membership rates will remain the same for another year.
- A motion was passed to tidy up the section of the Constitution that deals with the Committee and to include the position of Secretary.

Thanks to all who attended the AGM.

Our next monthly meeting will be on Tuesday 7 December; all members are warmly invited.

*Martin Lucas-Smith, Co-ordinator*

# Cambridgeshire Guided Bus: Letters of (no) comfort

First to clarify Cambridge Cycling Campaign's position about the Cambridgeshire Guided Bus (CGB) scheme. The Campaign does not object to CGB or to the alternative CAST.IRON rail plans as a whole, and we do not support the plans except on the principle of improved public transport. Our objections in the Public Inquiry are only to those aspects of the proposed scheme which affect cycling. We are trying to negotiate improvements to the plans from the point of view of cycling in the area: to reduce the bad effects and enlarge the good ones. Our formal objections have been to areas where the scheme as proposed might make cycling unsafe or where it would not be able to deliver on its promise to provide a new cycle route. Our support has been specific to the parallel cycleway and to any aspects of the scheme which should bring benefits for cycling.

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**The Campaign does not object to CGB or to the alternative CAST.IRON rail plans as a whole, and we do not support the plans except on the principle of improved public transport**

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The Campaign has been in negotiation with the County Council over the objections we have raised to the CGB scheme. Some issues have been clarified or resolved, but following letters from the Council we still have two major items and some minor ones that we'll take to the Public Inquiry.

We've been told that the route for cyclists and pedestrians under Hills Road Bridge will be available. This was our main objection to the scheme to the south of the station. We've also seen that it is proposed to use 'Toucan' style lights at points where cyclists on the maintenance track will cross roads or the maintenance tracks cross the guideway. This means that at times of little traffic, confident cyclists will be able to cross at any time they deem it safe to do so, yet lights will be of use for others. It is not illegal for cyclists or pedestrians to cross against the red light on Toucan crossing but they do have a duty of care.

So what are the outstanding items of importance, remembering that the sections nearest Cambridge could easily carry around one thousand cyclists per day?

## **Lack of any lighting**

We've been very disappointed that the authorities seem so unaware of the problems caused by this omission. Most cyclists are 'environmentally' aware and understand the problems of light pollution, and we've never asked for 'floodlighting' – only sufficient to make the route usable by cyclists at all times.

We believe the authorities fail to understand three principal problems.

Firstly that when in the dark a cyclist meets a vehicle, such as a Guided Bus, with full headlights, or with 'dipped' lights if passing to the right, it is not possible to see for a short time after the vehicle has passed especially if no other vehicles are within sight. A cyclist travelling at just over 10 mph (18 kph) will travel 50 m in 10 seconds. Even with a good quality 'British Standard' bike light a cyclist could be partially blind for much of that distance. On one lightly trafficked unlit road which I not infrequently use during the hours of darkness, I'm sometimes forced to stop almost completely when approached by a vehicle that fails to dip its powerful headlights, lest I cycle off the unmarked edge of the road.

Secondly there will be no law requiring cyclists, pedestrians, or horse riders to use lights on this route. No doubt responsible cyclists will have and use lights, but such lights as are required for road use are not designed for good illumination and a bike light is in fact limited to the same wattage as the rear light on a car!

Thirdly much of the route within the Urban Fringe is adjacent to areas with lighting such as adjacent roads, security lighting in premises, and even floodlit playing areas. South Cambridgeshire has recently granted planning permission for eight 15 metre high towers to light an all weather playing area at

Cambridge Regional College. Far from aiding cyclists this produces areas of high contrast that make seeing more difficult.

Given the levels of existing light pollution in these areas it seems totally unreasonable to penalise the safety and convenience of cyclists who wish to use this route by refusing to consider any form of lighting.

## **Lack of a sealed and durable surface**

These routes in the Urban Fringe will not primarily be leisure routes, but ones used by commuters, students and shoppers (so-called utility trips). The planners of developments in these areas are asking for 25% of trips to be by bike. The Southern Fringe alone is expected to have an additional 3,000 dwellings. The proposed surface, although initially hard and smooth, will not be tarmac or similar. Those who have used leisure routes with similar surfaces will know that they soon become eroded, uneven and covered in debris. Cycling such routes in wet weather results in mud splashes, not what I want on my smart work clothes, and the vast majority of cyclists doing utility trips are wearing their normal clothes.

Although there are suggestions that a different surface could be introduced at a later date, this could conflict with the Environment Agency's requirement for Sustainable Drainage. Any change from a porous surface to a tarmac surface could result in a veto from the Environment Agency to the provision of tarmac surface unless major changes to drainage are undertaken.

I find it both bizarre and paradoxical that we are being denied a good quality cycle route, when cycling is surely the most environmentally friendly and sustainable mode of transport, because the provision for cyclists will supposedly damage the environment. So perhaps we'd all better start using cars and buses, obviously the only way to save the planet?

*Jim Chisholm*

# Carlton Way

Earlier this year (in *Newsletter 54*) we reported on the County Council's proposals for a traffic calming scheme in the Carlton Way area of Arbury.

The scheme, as originally approved by July's Cambridge Environment and Transport Area Joint Committee, included:

- various speed cushions on Carlton Way
- a mini-roundabout at the Perse Way-Carlton Way junction 'to emphasise priorities'
- an 'uncontrolled' pedestrian crossing point on Carlton Way, opposite the shops
- a pavement cycle-path on the east side of Carlton Way
- fencing, to prevent cars parking on verges
- a new lay-by on the east (school) side of Carlton Way, to allow school children to be dropped off and picked up.

Many of the consultation replies raised concerns about the poor visibility at the

Perse Way-Carlton Way junction, for those turning out of Perse Way, due to the parked vehicles close to the shops. The new railings here have definitely improved this situation, by preventing illegal parking on the pavement.

The scheme is now largely complete, but with one notable omission. There is no mini roundabout. Instead, two additional speed cushions are likely to be installed.

This is because the County Council conducted a safety audit after the speed cushions had been installed, but before the roundabout work started. The safety audit determined that there were problems with the proposed layout of the roundabout, with the poor visibility to the right when emerging onto the roundabout, and with the likelihood

of problems from vehicles turning into and out of driveways from houses opposite the roundabout. (These last two points shouldn't have been a surprise, as they were pointed out in many consultation responses.)

*Clare Macrae*



*Carlton Way: The first of two tight right-angle turns on the now shared-use pavement.*

# UNIVERSITY CYCLES

9 Victoria Avenue  
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*Part of the Carlton Way shared-use pavement puts cyclists right next to driveways with many hedges.*

# More on the Corn Exchange Street contraflow

The long struggle to obtain a cycle contraflow in Corn Exchange Street continues but the outcome remains uncertain. The local City and County Councillors for the area, Colin Rosenstiel and Anthony Bowen, are both strongly in favour as are a clear majority of the Councillor members of the City Planning Committee and of the Area Joint Environment and Transport Committee, the elected decision-making bodies.

The problem is safety. Any new road scheme has to meet certain safety standards. Whether any particular scheme meets acceptable safety standards is determined by a process known as safety audit. For local road schemes both the designers of the schemes and the safety auditors are employees of the County Council though they are independent of each other. Designs for the contraflow in Corn Exchange Street so far submitted to the safety auditors have all been rejected as unsafe. A particular difficulty for the Campaign has been the fact that the safety audit process has been treated by the County Council as secret. We have been refused access to the documentation apart from a summary of the reasons for the rejection. The process remains mysterious, non-accountable and not accessible to public scrutiny whether by us or by elected Councillors. However, this might soon

change under the provisions of the Freedom of Information Act which come into effect in January.

Through the years of planning and public consultations over the Grand Arcade development which backs onto Corn Exchange Street, a cycle contraflow along the street has always been presented as an important component of the scheme. We believe that it is essential. Without it, the large cycle park in the development will not be sufficiently accessible.

The permeability of the Guildhall and Market Square area to cyclists would also be reduced: at present it is easy to wheel a cycle along the footway under the Lion Yard car park and then to cycle across the car park exits and on into Downing Street. When the Grand Arcade is built this ground-level footway will be removed. There will be a 1.2 metre footway alongside the Corn Exchange on the other side of the street but this will not be wide enough for pedestrians and people wheeling bicycles.

To wheel a bicycle along the roadway against two lanes of on-coming traffic is such an unpleasant prospect that cyclists heading for Regent Street and beyond may even have to consider the daunting alternative of diverting via Bene't Street, Trumpington Street, Pembroke Street and

Downing Street. For a city and county with policies which are supposed to prioritise cycling, a scheme which creates such a long diversion is quite simply unacceptable. A way must be found to design a contraflow which is safe in Cambridge conditions. One would hope that the safety auditors would take account of the fact that there is evidence to suggest that where the number of cyclists is as high as it is in central Cambridge, cycling is safer than where cyclists are rarer.

Two recent meetings indicate a greater willingness to consider Campaign views about possible designs for a contraflow. The first was with the developers and their transport consultants. At the second (with councillors, the developers, city and county officers) county transport officers presented new, much improved designs which incorporated many of the suggestions developed in our discussions with the developers.

The main points that the safety auditors had raised over the previous design for the contraflow (a design which we also considered to be unsatisfactory) were:

- **Pedestrians:** Poor provision.
- **Wheeler Street Junction:** Carriageway too narrow to accommodate a contraflow cycle lane. Traffic needs to be slowed



**Grand Arcade: proposed Corn Exchange Street frontage.**

*Cycle park entrance and exit*

*Cyclists using the contraflow*



The principal safety concern for any contraflow scheme on Corn Exchange Street is where the cars leave the Lion Yard car park.

because of potential for conflict at the junction.

- **Car park entrances:** Drivers entering the car park may be concentrating on the choice of entry lane and not give way to cyclists using the contraflow lane.
- **Car park exits:** Exiting drivers have limited visibility of cyclists approaching in the contraflow lane. Exiting drivers may concentrate on the green exit light and be anxious about clearing the exit route for following vehicles queuing to exit and may not give way to cyclists using the contraflow lane.

It is generally agreed that the greatest problem is at the car park exits. We find it

strange that cycling across the car exits should be considered a new scheme because such cycling has always been legal and has always occurred without, as far as we are aware, significant problems. However, we do agree that safety for cyclists crossing the exits could and should be improved. The new designs incorporate many of the suggestions we made in December last year and additional points progressed in our discussions with the developers. In particular, the exit barriers are to be moved back to leave more than a full car length before the junction with the public highway so that drivers will make separate decisions about going through the barriers and going out onto the street. There will be

*(Reproduced by kind permission of Grosvenor Developments Ltd)*



Entrance to upper level car park

The first of four car park exits (beneath the Crowne Plaza Hotel)

rumble strips in this area. The stop or give-way line in front of the exits will be moved forward into the street to give greater visibility. The green lights at the barriers which imply that the way ahead is clear will be replaced by rising arms. A raised table at the highway boundary will slow drivers as they emerge and approaching contraflow cyclists.

The proposed solution at the car park entrances is not satisfactory for cyclists. Present designs indicate that contraflow cyclists going straight ahead should give way to cars turning right across the contraflow lane to enter the car park. This is counterintuitive, contrary to normal practice and implies that the rights of cyclists are secondary to those of motorists. At the meeting we suggested that the normal rule of the road should be followed, that is right-turning vehicles should give way to cyclists going straight ahead, but that both cars and cyclists should be slowed down by another raised table. This table would also slow down vehicles going straight ahead along Corn Exchange Street just before the point where cyclists would be turning right into the new cycle park. More work remains to be done on the design of the entrance and exit for the cycle park. We think it important that cyclists should be able to ride in and out.

The problems at the Wheeler Street junction should be resolvable by adjustment of footway and carriageway widths and by a third raised table. More work is to be carried out on pedestrian routes and provision for pedestrians. We have asked for cycle lane widths of 1.5 metres throughout but it is doubtful whether we will get this width everywhere because the constraints are so great.

What matters above all from a cycling point of view is that we should get a contraflow and that the design should be the best possible in the circumstances. Whether we do or not will in the end depend on the secret processes of the safety audit. We are pleased that this time council officers have promised that we will be able to see and to comment on the final designs before they are submitted to the safety auditors.

James Woodburn

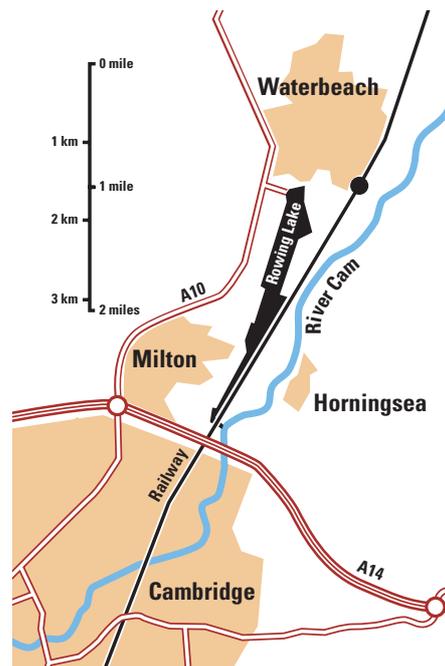
# Cambridge rowing lake

A little while ago Jim Chisholm and I had a meeting with Michael Garroway, the Director of Resource Development for Cambridge Rowing Trust. We had a long and informative talk about the Trust's plans for a sports development between Milton Country Park and Waterbeach.

Cambridge Rowing Trust was established to construct and maintain a 220-acre lake and country park. The outdoor sports centre to be created, Cambridge Sport Lakes, will be one of the country's largest purpose-built sports facilities and competition venues for rowing, triathlon and cycling. Key facilities will include:

- A 3.2 km stretch of water connected to the River Cam, including a 2 km 8-lane international standard competition course for rowing.
- A triathlon facility suitable for day-to-day training and for hosting all levels of competition.
- A purpose-built BMX track and a 3-mile long cycle circuit built to international competition standards.
- A venue for sprint canoeists for training and racing.
- 100 acres of undulating, wooded parkland and a lake for angling.
- And, of most relevance for cyclists, a network of cycle paths connected to Milton Country Park, the towpath and Waterbeach.

The park is to run parallel to the River Cam and the A10 Ely road. It will start a little north of the A14 and will be bounded to the south-east by the railway line. The boundary will then run north parallel to Car Dyke as far as Waterbeach and follow the Car Dyke Road for some way before returning south to Milton. There will be cycle paths right around the park with access from the towpath through a low tunnel (walking only) under the railway and alongside a canal connecting the Cam to the new rowing lakes. There will also be access from Waterbeach and from the back of Milton Country Park. Together with the proposed Sustrans route along the River towpath (see *Your streets this month* on page 12), there should be plenty of opportunity for some very pleasant cycling and useful routes into Cambridge from Waterbeach. The road from Milton to Baits Bite Lock (Fen Road) will



cross over the narrow 4-lane training lake which will run between the railway culvert and the main competition lake.

Of course, money has to be obtained before any of this can come to realisation (there is a remaining goal of £13 million to acquire) and the planning process will have to be completed. The South Cambridgeshire *Local Plan 2004* states that the District Council has approved plans for a new purpose-built 2,000 m rowing lake but that the legal agreement concerning this development has not yet been signed. Cambridge Rowing Trust's plan is to create the development in two phases. Phase One will create the training and angling lakes, the BMX track and cycle paths. Phase Two will create the competition lake, sports centre and running tracks. But the wait should be well worthwhile. I think it is something to look forward to and should eventually provide Cambridge cyclists with a welcome additional attraction.



Lisa Woodburn

[www.cambridgerowinglake.org.uk](http://www.cambridgerowinglake.org.uk)

# Cycling 2020

The Campaign's Annual General Meeting (see page 2) approved the start of a major new Campaign initiative, Cycling 2020, which aims to equip the Campaign and decision-makers with a visionary document for cycling in Cambridge over the next 15 years.

The motion, as passed, read:

*We move that, during the coming year, the Committee should produce a visionary document for cycling in the city over the next 15 years. The document would contain a series of achievable but challenging plans for the delivery of an attractive cycling infrastructure, and act as a focus for campaigning.*

*It would principally:*

- Give decision-makers a clearer idea of positive things the Campaign actually wants;
- Provide a 'pick-list' of schemes which could be carried out (e.g. the Chisholm Trail; local schemes; opening up of blocked routes, etc)
- Outline a clear list of theme-based objectives for action (e.g. removal of obstructions; increasing cycle parking to levels which actually meet demand).
- Give a focus to get improvements to existing infrastructure.
- Make suggestions on broader non-physical measures such as driver/cyclist education and training as well as enforcement issues.

*Potentially this could also be a document which local Councillors (or those standing for election) might choose to state whether they agree with.*

*Now is the time to harvest the skills and knowledge of the active and engaged membership, as well as feeding in results from the Members' Survey, to produce a visionary document that not only reflects the emerging transport landscape but looks beyond the lifetime of current local government strategies.*

The Committee will begin work on Cycling 2020 in coming months.

Feedback and offers of help with this initiative would be much appreciated over the coming six months while this is worked on!

Martin Lucas-Smith, Co-ordinator

# Shorts

As we were going to press, work was due to start on demolishing much of the old **Cutter Ferry Bridge** across the River Cam, which was closed just over a year ago. The £300,000 scheme, due for completion in Spring 2005, will allow cyclists to ride across, and will improve access for pedestrians too.

On 5 October this year, Cambridgeshire County Council's Road Safety Team took over responsibility for running Cambridge's **Adult Cycle Training Scheme**. The scheme, which was previously run by the Cambridgeshire Travel for Work Partnership, provides one-to-one training sessions to help cyclists of any level of experience. New contact details are:  
 ☎ (01223) 717385  
 ✉ [roadsafety@cambridgeshire.gov.uk](mailto:roadsafety@cambridgeshire.gov.uk)

How disappointing to see that the temporary **Robert Sayle** store in Burleigh Street, which opened at the end of September, is actively encouraging customers to drive, and not bothering to mention walking, cycling or local bus services. The website says:

*We're easy to reach by car and the Park and Ride buses stop almost outside. Why not take advantage of our introductory discounted parking offer of £1 off the cost of your parking when you make any purchase in the shop? This offer only applies to the Grafton East and West car parks.*

The British Medical Association has quietly changed its mind about **compulsory helmet wearing** for cyclists. For about five years its policy has been pro-helmet but anti-helmet law, but in a recent press release covering all aspects of public health it added at the end of a section encouraging exercise, 'and the Government should legislate for the compulsory wearing of cycle helmets'. A hard-to-find article on its website says the former policy was based on flawed evidence. You can find a petition against the BMA decision at [www.bikebiz.co.uk/bma-petition.php](http://www.bikebiz.co.uk/bma-petition.php) or the BMA itself at [www.bma.org.uk](http://www.bma.org.uk)



*First signs of rebuilding Cutter Ferry Bridge as the area is fenced off.*

*Bike and Rail* is a new 52-page **guidance leaflet** from the Department for Transport and the Countryside Agency. It is intended to help promote combined cycling and rail schemes throughout the country. It's DfT reference TAL 04/04.

The DfT has announced £10 million to develop safe walking and cycling routes to more than 230 schools. The **Links to Schools** programme will extend the National Cycle Network, bringing it closer to schools and making it easier and safer for pupils to walk or cycle. A **School Transport Bill** should also bring the first changes to school transport legislation in over 60 years, allowing local education authorities to develop innovative solutions to school transport problems.

Some **cycle lock** manufacturers have offered to replace their shackle ('U') locks with cylindrical keys after recent publicity about how very easy they are to pick. If you rely on any tube key lock for a bike you value, and the key is shaped like a cylinder, replace the lock with a better one.

## Employers invited to Take a Stand

Cycle-friendly employers are being invited to a share of cash to encourage their staff to cycle to work.

The Travel for Work Partnership requests bids for the Second Round of 2004/5 Take a Stand Scheme. The bid window is open until 31 January 2005 and is run by TFW using funds from Cambridgeshire County Council and Cambridge City Council. It provides matched funding to local employers wishing to improve the lot of cycling commuters by providing modern cycle parking.

Mark Webb, Development Manager at Travel for Work, said: 'We welcome applications for Take a Stand 2004/5. In 2003 we handed out £8,800 that helped five local employers provide over 200 new cycle parking spaces. We are encouraging all Cambridgeshire employers who are thinking of providing or improving cycle parking on their sites to apply for some Take a Stand cash in 2005.'

Companies that successfully bid for money to provide cycle stands in past years include: Aperio Limited, Arbury Road Veterinary Practice, Marshall Aerospace, St John's Innovation Centre and the charity Traffic International.

Employers wishing to apply for this year's second round of the scheme, or find out more about Travel for Work, should contact Lindsey Rushmore, Projects Officer on (01223) 712455 or email [Lindsey.Rushmore@cambridgeshire.gov.uk](mailto:Lindsey.Rushmore@cambridgeshire.gov.uk)

Cambridgeshire Travel for Work Partnership is a partnership of ten local organisations: Addenbrooke's NHS Trust, Cambridgeshire Chamber of Commerce, Cambridge City Council, Cambridge City Primary Care Trust, the Cambridge Cycling Campaign, Cambridgeshire County Council, the Council for the Protection of Rural England, Government Offices for the East of England, South Cambridgeshire District Council and the University of Cambridge.

# Jim (and the city) fixed it

A Campaign member fell off his bike here on a wet evening at the Downing Street–St Andrew’s Street junction because the cables for the temporary traffic signal were laid obliquely across the corner. Campaign committee member Jim Chisholm heard of this and took the ‘before’ photo. He rang the contractors’ contact number, but this had no effect. The next day he asked the workers on site and got a shrug of shoulders. (They’d also blocked the contraflow cycle lane and said it was suspended.) Jim rang the City Council, and within an hour it had all been corrected. It shouldn’t have needed three goes, of course.



Before.



After.

## Members’ Survey 2004

After two years and eleven months, we finally got the Members’ Survey out! You should have received a copy in the post or delivered by hand at the end of October. Please let us know if your copy didn’t arrive. We hope this survey will give us a better idea of your feelings on the problems and solutions that can help inform our campaigning approach.

We have already received almost two hundred responses, with more adding to our bulging post bag each week! Some of you have asked whether extra copies for non-members can be obtained. The Survey is intended to be a survey of our membership rather than of cyclists in general, so we have not produced extra copies to cater for non-members.

Many thanks are due to the Members’ Survey Subgroup who have painstakingly devised the questions, our testers who have worked to remove inconsistencies and problems, and to David Green, who kindly typeset the survey for us.

Please return completed surveys by 31 December 2004.

*Martin Lucas-Smith, Co-ordinator*

## Web watch

The **National Cycling Strategy** (NCS) website continues to grow, and contains many useful resources. A notable recent addition is ‘Bike for the Future – The NCS Board for England’s Strategic Action Plan – More People Cycling, More Safely, More Often’.

[www.nationalcyclingstrategy.org.uk](http://www.nationalcyclingstrategy.org.uk)  
[www.nationalcyclingstrategy.org.uk/fileuploads/ncsb/NCSB098.pdf](http://www.nationalcyclingstrategy.org.uk/fileuploads/ncsb/NCSB098.pdf)

**Bikeforall.net**, billed as ‘the essential resource for everyone who cycles... or is thinking about it’ is a new joint initiative of the Bicycle Association (which is a trade association representing UK bicycle manufacturers) and Department for Transport via the National Cycling Strategy Board.

[www.bikeforall.net](http://www.bikeforall.net)

Any companies interested in running a pool bike scheme for staff might find **Pool Bikes Policy** of interest.

[www.cycleinsurance.info](http://www.cycleinsurance.info)

## HOWES CYCLES

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# Why plan for cyclists?

Whilst perusing a new book (*A New Deal for Transport? The UK's struggle with the sustainable transport agenda* by Iain Docherty, University of Glasgow and Jon Shaw, University of Aberdeen, published by Blackwells) I found the following table.

## It is a cheap way of providing mobility

Cost effectiveness is an important criterion for determining the priorities for investment. Money spent on removing the constraints on cycling can significantly increase the availability of transport for a large section of the community. The provision of routes for bicycles gives people 'freeways' for the price of footpaths.

## It makes efficient use of space

In congested urban areas, space is a valuable resource. Bicycles take up little space when moving; the capacity of a road is increased approximately ten times if bicycles are used instead of cars.

Furthermore, bicycle parking does not rank in the same class as car parking; between 10-15 bikes can be parked in one car-parking space



## It contributes to energy conservation

Energy conservation is now a priority in most countries. (A cyclist can travel about 2,500 km on the energy equivalent of five litres of petrol.)

## It keeps people fit and healthy

Regular cycling reduces body weight, reduces heart disease, lessens tension, improves sleep and therefore reduces the cost of health services. It has also been shown to increase people's efficiency at work.

## It is an equitable means of transport

More people can afford the running costs of a bicycle than any other means of transport, and the capital cost is less than a week's wages in most developed countries. The bicycle is a simple piece of machinery to understand and maintain, and thus gives people greater control over their lives.

## It can cut death and injury on the roads

The annual toll of deaths and injuries to cyclists is appalling. Many are killed and injured through no fault of their own. Cheap and well tried methods can be used to save lives.

## It is a quick means of transport

Door-to-door travel times for urban journeys up to between 2.6 and 4 miles (the vast majority of urban journeys) can be quicker by bicycle than any other means of transport.

## It is a reliable means of transport

Bicycles are less likely to break down than other means of transport and are unhindered by traffic jams.

## It provides mobility to practically everyone

Many of the old, the young and people from other minority groups who will never be able to drive cars can ride bicycles.

## It is a benign form of transport

The bicycle is noiseless, pollution free and does not significantly encroach on other peoples lives.

So what is new? That is what is interesting. It is not new, as the table quoted originally came from a book written over twenty years ago (*Bicycle planning, policy and practise*, Mike Hudson, Architectural Press 1982). Don't you find it worrying how little progress we've made in over 20 years?

Jim Chisholm

## Campaign Diary

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

### December 2004

- Wed 1 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 3 8:30 am *Newsletter 57* review and planning for 58, over breakfast at Tatties café.
- Tue 7 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.)
- Sun 12 1 pm **Leisurely Ride**. Meet at Hobbs Pavilion on Parker's Piece. Short cycle ride round Cambridge followed by a seasonal celebration of mince pies and mulled wine or non-alcoholic drink at 100 Thoday Street. All members welcome from 4.30 pm even if you did not come on the ride!
- Mon 20 7 pm Join us for a **social gathering** and **Christmas party** at CB2 café 5-7 Norfolk Street.

### January 2005

- Tue 4 7.30 pm **Monthly open meeting**, Friends' Meeting House, Jesus Lane. For a description see 7 December.
- Sat 8 - Sun 9 A meeting to draft our responses to Councillors of the **Cambridge Area Joint Committee (AJC)**. Please ask the Campaign (see page 2) if you need more details.
- Sat 8 *Newsletter 58* deadline. Please contact the editor if you would like to write an article.
- Sun 9 1 pm **Leisurely Ride**. A countryside ride, at a gentle pace. Meet at Hobbs Pavilion on Parker's Piece. Back in Cambridge around 5 pm. You will need bike lights.
- Mon 17 7 pm Join us for a **social gathering** at CB2 café 5-7 Norfolk Street. Please contact us if you plan to come to check that the event is still on.
- Wed 26 7.30 pm *Newsletter 58* envelope stuffing, probably at the new Baby Milk Action offices. Please contact us to confirm the location.

### February 2005

- Tue 1 7.30 pm **Monthly open meeting**, Friends' Meeting House, Jesus Lane. For a description see 7 December. This meeting will have as its main focus the proposals for the St Ives Railway corridor - the benefits for cyclists of a guided bus or of a train.
- Fri 4 8.30 am *Newsletter 58* review and planning for 59, over breakfast at Tatties café.
- Sun 13 1 pm **Leisurely Ride**. A countryside ride, at a gentle pace. Meet at Hobbs Pavilion on Parker's Piece. Back in Cambridge around 5 pm.
- Mon 21 7 pm Join us for a **social gathering** at CB2 café 5-7 Norfolk Street. Please contact us if you plan to come to check that the event is still on.

### Further ahead

- 9-10 April A meeting to draft our responses to Councillors of the **Cambridge Area Joint Committee (AJC)**. Please ask the Campaign (see page 2) if you need more details.
- 31 May-3 June **Velo City 2005** Conference in Dublin. Full details on the CCN website [www.cyclenetwork.org.uk](http://www.cyclenetwork.org.uk)
- 10-12 September **Grand Opening of the National Cycle Network** will be in Cambridge. Watch this space for more information.

# Your streets this month

## Royal Cambridge Hotel junction

In *Newsletter 55* we reported that councillors had rejected officer proposals to introduce traffic signals at the **Trumpington Street-Lensfield Road** and **Fen Causeway-Trumpington Road** junction, replacing the existing mini-roundabouts, despite this being the third-worst junction in the city for injury accidents. Officers are now looking at alternative measures, though they have already said that they are unlikely to lead to much improvement in safety. The main changes being discussed are reducing the number of lanes on the Trumpington Road and Trumpington Street approaches from three to two and the introduction of new central cycle lanes between the existing traffic lanes. Whilst reducing the number of lanes is undoubtedly a good thing, we've got mixed feelings about the introduction of central cycle lanes since they might encourage right-turning cyclists to adopt an inappropriate road position, leading drivers to overtake them as they approach the junction.

A proposal to provide a cycle contraflow along **Panton Street** between Lensfield Road and Pemberton Street, to allow some cyclists to avoid the mini-roundabouts altogether, has been rejected by councillors despite this section of Panton Street being two lanes wide with double-yellow lines along most of its length.



*Illegal parking for cars or a safer route for cyclists: which is the better use of road space in Panton Street?*

## New hoggin

One of the most beautiful cycle routes in the Cambridge area is the **path along the River Cam** between Chesterton (by the Pike and Eel pub) and the Clayhithe bridge near Waterbeach. This path (on which the River Cam Conservators have granted permissive cycling rights) has long been a useful daylight route to Milton and Waterbeach and will eventually form part of National Cycle Network Route 11 to Upware and Ely. However, for many the beauty of this four-mile path has been offset by a very bumpy and uncomfortable surface. It is now proposed to resurface and widen the path to achieve a two metre width throughout. The surface will be a 'hoggin' (gravel) surface finished in light coloured gravels similar in hue to the existing path. Work is likely to start in January and be completed by March 2005.

## Longer term

Consultation is nearing completion on a proposal to build a completely new road between Hauxton Road (near the M11 junction) and **Addenbrooke's Hospital**. This is described as an access route to Addenbrooke's though it will also pass through a major development area and it is unclear whether through traffic will be prevented from using it. The new road is described as to be 'a fully lit single carriageway with a segregated pedestrian and cycleway adjacent'. Three alternative routes are proposed and a decision is expected in January. See box for consultation details.

Work will start before the end of this year at the junction between **Milton Road** and **Cambridge Science Park** to create an extra right-turn lane for vehicles turning right into the Science Park. However this doesn't



*Part of the area between Shelford Road and Addenbrooke's Hospital will have housing with a 'link road on an alignment yet to be decided.'*

appear to be enough to cater for increased motor traffic in this developing area, and council officers have recently announced proposals to modify this junction yet again to give it an extra arm to allow traffic to turn right from Milton Road into **Cowley Road** (and the reverse). The existing pavement cycleway between the Milton Road railway underpass and the Milton Cycle bridge will be adjusted so that cyclists cross Cowley Road further south than they do at present, close to the new junction. Unfortunately the new sections of path will be an absurdly narrow 1.5 m, making it impossible to avoid oncoming cyclists without breaking the law and riding on the pedestrian part. The existing cycle crossing across Milton Road to the Science Park entrance will remain, though cyclists will have to cross this in three separate stages (rather than two at present) to minimise delays to motorists. Construction is unlikely to start before late 2005.

## And finally

We complained in our last issue that the new cycleway along the A1301 between **Sawston** and **Hinxton** had signs at every road crossing demanding 'cyclists dismount'. Cyclists are, of course, perfectly capable of stopping and giving way to other traffic without the need to actually get off their cycles. We understand that these pointless signs were the result of an over-enthusiastic safety audit and are now being removed.

## Address for comments

Details of the Addenbrooke's access road can be found on the County Council's website at [www.cambridgeshire.gov.uk](http://www.cambridgeshire.gov.uk). Complete the on-line questionnaire or post your comments to ET1017, B311, Castle Court, Shire Hall, Castle Hill, Cambridge CB3 0AP. The closing date for comments is 6 December 2004.