



Cambridge Cycling Campaign

Sustrans 10 in 10:
national celebration
rides and festival

**Sustrans
conference:**
Driven to Extinction?

**The Campaign
T-shirt:**
a design classic
revived

Cycling in London:
take the train and
our advice

Girton:
catseyes, buildouts
and cushions

**Cycle routes in the
local plan**



Legal, responsible cycling

is possible again in Cambridge city centre



If you like what you see in this newsletter, add your voice to those of our 700 members by joining the Campaign.

Membership costs are low: £7.50 individual, £3.50 unwaged, £12 household. For this, you get six newsletters a year, discounts at a large number of bike shops, and you will be supporting our work. Please get in touch if you want to hear more.

Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club but an organisation for lobbying and campaigning for the rights of cyclists, and for promoting cycling in and around Cambridge.

Our regular stall on Saturdays outside the Guildhall is the public face of the campaign; volunteers are always welcome to help. And don't forget our meetings, open to all, on the first Tuesday of each month, 7.30 for 8.00 pm at the Friends' Meeting House, Jesus Lane, Cambridge.

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Sustrans Long distance riders in their celebration 'T' shirts fill out the numbers on Jesus Green with the vintage cyclists and others looking on. Thanks to J Bewdley and Sustrans for this photograph.

Ten years and ten thousand miles of the National Cycle Network

The National Cycle Network was launched in 1995 following the award of £43.5 million of lottery funding through the Millennium Commission. There was a commitment to complete 2 500 miles by the year 2000. In fact 5 000 miles were completed, so the National Cycle Network was the only Millennium project to come in at budget and deliver twice what was asked.

A couple of years ago Sustrans decided that they'd like to celebrate ten years of the National Cycle Network in Cambridge; in part this was because of the way that Cambridge is 'Cycling City UK', and in part because the first 5 000 miles almost completely missed Cambridgeshire.

Two new national routes, 11 and 51, cross in the centre of Cambridge and run in together along the edge of the Cam over Jesus Green and Midsummer Common, and along Riverside, so the Celebrations were programmed for Jesus Green on the afternoon of 11 September with cyclists arriving from Oxford (on NCN51), Wells-next-the-Sea (NCN11), Ipswich (NCN51) and London (NCN11).

Just prior to this, at 13:00 the opening of the start of the 10 000th mile took place on route 11 at Great Shelford. This opening was done by Sir John Sulston, the Nobel prize winner and former director of the Genome Campus at Hinxton. Some 100 cyclists, many having started from London, streamed through after the tape was cut on their way to Cambridge.

Only the first short section has been completed, and a further celebration will be held when the route to Addenbrooke's is opened with the end of the mile being where the route crosses Hobson's Conduit via a new bridge.

The Celebrations had started earlier on Jesus Green following on from the 'Bridge the Gap' charity walk, with a cycle try-out show and children's cycle races held on a closed Victoria Avenue, as well as stalls and exhibitions on the Green itself.



Sir John Sulston, opening this route, said that he'd been cycling from Shelford to Addenbrooke's Hospital for some 35 years and only now was this excellent route to be constructed.



Unfortunately no one seemed ‘in charge’ on Jesus Green so when I and the hundreds of cyclists arrived on the Green, the Celebration Arch was still occupied by straggling walkers from the previous event and the large banner was not in place. A fault in communications or PA system also prevented many being aware of the photo being taken prior to the

official welcome and speeches.

I was disappointed that so few local cyclists joined this special event, but another committee member was enthusiastic enough to suggest that this should be an annual event!

Following a rest day on the Monday, many of the long distance cyclists set off for the celebrations in Preston the following weekend.

As one involved in much of the run up to this event, I think I’ll join the ride to Preston next time as the less stressful option.

Jim Chisholm



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Cycling shorts

Progress in France

(From CCN News) A brochure published by French institute CERTU shows examples of the promotion of cycling in 30 French towns. Strasbourg with a network of cycle paths, distinctive cycle route signage and the systematic way it is integrating cycling with its expanding tram network (on which cycles can be taken) is so far the only French town with a real cycling culture. Perhaps the next Cycling Campaign fact-finding trip should be to Strasbourg.

Royal Cambridge Hotel junction

We have campaigned for improvements to the Royal Cambridge Hotel junction (where Lensfield Road, Fen Causeway, Trumpington Street and Trumpington Road meet) for many years now, due to its appalling crash record, particularly injuries caused by cars failing to give way to cycles on the roundabouts.

Recently a set of plans for some improvements was drawn up by Cambridgeshire County Council, and we wrote back with comments and suggestions. We have long argued unsuccessfully that the best way to reduce accidents here would be to add traffic lights to the junction (a fact that Cambridge Cycling Campaign and the County Council's safety auditors are agreed on).

See our letter for more details.

www.camcycle.org.uk/campaigning/letters/2004/#NC05001

The County Council tried to get funding to make these changes at the same time as resurfacing the road. A bid for resurfacing was duly made and the condition of the road at this location ranked against other sites across the county. Unfortunately



Nothing in these proposals is likely to reduce the current types of accident occurring at this junction.

other sites ranked more highly, so the Royal Cambridge Hotel Junction is not included in the maintenance programme for 2005/6.

The possibility of getting funding through the annual safety programme was also explored, but the safety auditors said

'Nothing in these proposals is likely to reduce the current type of accidents occurring at this junction' so no budget would be available from this source.

We have since sent a letter with a modified set of changes including ramps or raised tables at the entrances, decreasing corner radiuses, improved road markings and permitting contraflow cycling in Panton Street so that some cyclists can avoid the junction.

www.camcycle.org.uk/campaigning/letters/2005/#NC05003

We understand that at the moment plans for Core Stage 4 are taking priority, so don't expect to see much progress in the immediate future.

We will now be campaigning for plans to be drawn up from the suggestions in this letter. These plans could then be submitted to the Accident Investigation Team for them to assess with a Safety Audit. Should this audit state that the plans have potential for accident reduction, an application could be made under the annual safety programme.

Richard Taylor

Annual General Meeting

This year's AGM will be on **Tuesday 1 November 2005**, at 7.30 pm for 8 pm (ending 10 pm) at the Friends' Meeting House on Jesus Lane.

We are delighted that Councillor Julian Huppert has agreed to be our speaker. Julian is Chair of the Cambridge Traffic Management Area Joint Committee, the main committee involved in decisions which affect cyclists in Cambridge 'on the ground'. He will be speaking to us on recent developments in Cambridge and the trade-offs which he and his fellow Councillors inevitably have to make.

If you have any motions for the AGM, please ensure they reach the Co-ordinator via our usual contact details by Sunday 25 October so that there is enough time to assemble the agenda and publicise any motions.

Minutes of the last AGM and the agenda for the next will be sent round our members' e-mail list a week in advance (or just request a copy from us). You can join the e-mail list using the quick form on-line at www.camcycle.org.uk/membership/discussion.html.

All the Committee posts are up for election. Please consider standing! They are:

- Co-ordinator
- Treasurer
- Newsletter Editor
- Membership Secretary
- Press and Publicity Officer
- Stall Officer
- Liaison Officer
- Five committee members without portfolio.

On a related note, we thank member David Hembrow for standing to fill the position of one of the Officers Without Portfolio, following Wookey's resignation. David was elected by the August Monthly Meeting to this post, for the two months until the AGM, when all posts are elected.

Martin Lucas-Smith, Co-ordinator

Cycling shorts

The cheapest helmet is the best: suppliers

In *Newsletter 61* we reported that *Which?* magazine had tested fourteen cycle helmets and found that the cheapest (the Canyon Cruz, costing £14) was the best. We have established that this helmet can be bought from Cam Cycles, 92 Mill Road ((01223) 500988). In spite of the name, they are nothing to do with us! Google brings up AW Cycles in Berkshire (www.awcycles.co.uk) as an on-line retailer selling this helmet.

Calming and catseyes: cycling around Girton

Girton’s traffic calming is part of a multi-million pound preparation for the widening of the A14. At best, then, the impact of local input might be expected to be minor. When the proposed calming measures for Girton were announced the Parish Council held an exhibition at which the plans were explained by traffic engineers. My response can be seen at www.de-lacey.org/england/del2/a14.pdf and in the event, several significant changes were introduced by the Council – changes not themselves, of course, the subject of further public discussion. The major components of the scheme from a cyclist’s perspective are numerous platforms and cushions together with a new mini roundabout at the junction of a prospective housing estate.

When the construction work began, a build-out appeared at the site of one set of cushions. I queried this with the Council, since it was on none of the plans we had been shown, and I requested at least a cycle escape through it. The engineers responded that they had not at that time realised how wide the road was and that the build-out was necessary to prevent cars avoiding the cushions; they acknowledged that it had to be moved anyway as it had been constructed in the wrong place. They suggested a 1.0 m wide escape. I objected that this was well below the minimum recommended 1.5 m and requested a re-think. I was grudgingly offered 1.3 m, and this was constructed

before I had had any time to respond.

The roundabout included a significant narrowing of the northbound carriageway, and I objected that this endangered cyclists. At the 2005 Annual Parish Meeting I again pressed for a redesign, arguing that this was an accident waiting to happen. I was assured that it would be both impossible and undesirable to add a cycle escape since it would encourage cyclists not to give way at the roundabout. I pressed several times on safety grounds until it was made clear that cyclist safety had simply not been a feature in any of the decision making. The only consolation was a concession that the overall workmanship was shoddy and an investigation would be put in hand. The platforms are certainly most uncomfortable to cycle over.

It happened a few weeks later that I was hit by a van speeding through the roundabout, and reported the incident to the PC and the County Councillor, requesting a reaction. The reply was that the impossible had already been decided, and a 1.5 m northbound escape has now been constructed. There remains a similar restriction at the High Street–Cambridge Road junction, although this is less of a problem since the geometry pretty much obliges traffic to stop here anyway.

Meanwhile, in an unrelated development, the shared-use path between Girton and Oakington (where there is no street-

lighting) has been slightly widened, and fitted with solar-powered catseyes to mark the path edges. These are a remarkable combination of hi- and very lo-tech: as the photo shows each catseye is enhanced with two crude dollops of paint, perhaps to prevent blinding path users. The catseyes are very bright – at least, they are in midsummer and where they are not covered with earth (I noted two) or overgrowth (two again) or removed altogether (one). Even so, they do not prepare you for sudden changes in direction of the path, as for instance at junctions, or even of sudden narrowings, since they appear only as a series of point lights giving no illumination at all to the path or anything on it. Nor is there any indication of junctions or Give Way markings. I judge the road remains significantly safer for cyclists.

P.S. The above was written just too late for the previous *Newsletter*, and in the last couple of months there have been some developments. The yellow paint appears to have gone, whether by natural means or intentionally. There is now a large sign indicating that this is an experiment. And at least one cyclist has been misled by the orientation of the lights and, despite a powerful dynamo light, cycled off the path and crashed. If an experiment of this sort is to be successful, it needs adventurous thought about both the pitfalls (the catseyes make the path and surrounds seem even darker) and possibilities (using different colours for the left and right sides of the path, or to warn of junctions or changes in direction, perhaps). A great deal more work is required before such lighting schemes could be generally welcomed.

Douglas de Lacey



The new roundabout has a significant narrowing of Girton Road.



The even newer cycle escape.



The final construction has a 1.3 m cycle escape.



At junctions following the apparent path of the catseyes could be a recipe for disaster.



A solar catseye.



Weeds are already encroaching on the path.



This combination of catseye and bridge represents an obvious danger.

This composite (by David Hembrow) illustrates well some of the problems.



Cycling is a no-brainer for the Government

This article by Christian Wolmar, one of Britain's leading commentators on transport matters, was first published in *London Cyclist* magazine, April/May 2005.

For much of the past decade I have sat on various government boards aimed at promoting cycling. And I must confess, their achievements have been limited and the experience as a whole has been pretty depressing. Sure there have been a few high points but the overall feeling has been of clattering my head against the bull bars of a Range Rover.

First, I chaired the intermodality group of the National Cycling Strategy which aimed to persuade train and bus operators to provide better facilities for cyclists. We had the odd success, notably with Anglia trains, but that was largely because they were motivated anyway, as one of its founders was a keen cyclist. First Great Eastern, Thameslink and GNER were other companies that responded well at various times, and for a time even Railtrack was on board, though it once sent me a letter saying that basically any spare space at stations would be used for commercial purposes and not bike parking. It was an uphill struggle and for every minor success there were companies like South West Trains ready to ban all cyclists at peak times even when there was purpose built space on their trains.

Then for the past three years I sat on the National Cycling Strategy Board. Again, there were a few victories. Our first chairman, Steve Norris, managed to persuade the then transport minister, John Spellar, to spend £4.5m over three years on setting up a team to encourage local authorities to increase cycling in their area, the English Regions Cycling Development Team, known in a ghastly pun on the acronym as the Air Cadets. The team undertook a lot of vital groundwork in establishing the situation on the ground across the country but found it more difficult to influence councils in improving the situation.

There was, too, a minor victory in that we managed to get the first draft of a policy on cycling by the Strategic Rail

Authority thrown out. The document was a disgrace, written in a mean spirited style with the intention of minimising any potential hassle that might be caused by cyclists. Its replacement, published by the SRA, is by no means perfect, but at least aims to encourage operators to deal positively with cyclists and established an 'aspiration' that there would be parking available at all stations of a certain size.

The policy fell short, however, of forcing the train companies to promote cycling which could have been done by writing in a clause into their franchise agreements. That was typical of the whole approach by the Department for Transport towards cyclists. Basically, the Department and its agents like the SRA and the Highways Agency have never taken cycling seriously. It is considered as a minority activity that has no significant role in transport policy, nor could ever do so. And there is certainly no recognition that increasing cycling is in line with wider government goals such as reducing pollution and improving health. Indeed, cycling is mentioned over a dozen times in the Health White Paper produced last year.

It was all supposed to be so different when the National Cycling Strategy was introduced in 1996. It was created to bring about a quadrupling of cycling across the country by 2012, but no resources were made available and no detailed blueprint of how this target could be achieved was ever produced. It was supposed to just happen and not surprisingly government figures show that far from increasing, cycling has declined since the setting of the target (though the figures are notoriously unreliable and mask a wide variation across the UK, notably London which has experienced a massive growth in recent years).

What infuriates me and the rest of the Board is that supporting cycling seems to be a no-brainer for government. Getting more people to cycle has so much going for it and where it has happened, the results are clear. Cyclists are fitter than the rest of the population and live longer, schools which have promoted cycling as in York have found themselves quickly top of their sporting leagues and the example of London has shown that quite rapid

increases in cycling can be achieved.

Yet in Alistair Darling we have a transport secretary who, on a Radio Five special programme on cycling, not only confessed that he never goes on a bike but said cycling was 'hard work' and that boosting cycling would require a major cultural change. So why bother, seemed to be the implication.

Sure, there are a few negatives which are potential pitfalls. A few of us get killed or seriously injured in accidents which is a highly visible statistic, whereas the improvements in health are more hidden (although Hull council, which has focussed on improving the cycling environment, reckons that £40m has been saved in the local NHS bill by spending £4m on traffic calming measures). Many of us jump through red lights and some even cycle on pavements, something which infuriates old ladies. We are, therefore, a visible group of occasional law breakers. And we don't pay any road tax or indeed anything at all for our transport apart from the initial capital outlay and a bit for servicing and parts.

But hey, put this in perspective. A lot of motorists behave very badly and many kill people when drunk, but it does not lead to an attack on the whole driving fraternity (and sorority). It is time politicians got out of that negative perspective and seriously looked at the benefits.

The only one who has really done so was Steve Norris. The plumpish Tory car selling minister was an unlikely candidate to become cycling's best friend, but he did so not out of any love of Lycra or indeed much interest in the whole paraphernalia of cycling. It was just, as he explained many times, that he took a cold hard look at the facts and saw that politically cycling was a terrific win win situation. Thus, the National Cycling Strategy was born, sadly neglected by his successors, notably Glenda Jackson who took no interest whatsoever, Spellar who at least gave a bit of money and Kim Howells. Charlotte Atkins, the current incumbent, is keen but appears powerless in the face of her boss, the dull Darling who has taken no interest in the issue.

Indeed, Darling blocked an initiative from the National Cycling Strategy Board that would have taken us forward into the

next Parliament with a much stronger cycling promotion agenda. The Board's life span expired in January and its chairman, Philip Darnton, the ex head of Raleigh, drew up a strategy for the creation of Cycling England which was to group together the relevant ministries – transport, health, education and culture, media and sport – on a board with a significant budget to promote cycling. It needed much less than 1 per cent of the Department for Transport's budget, along with money from Health, Education and other departments, to make a significant difference on several fronts – promotion, training, improving facilities and so on – but Darling refused to endorse it on the basis that there was no money. In fact, the truth is that there was no political will.

Cycling England will now be launched anyway but with very little money available, just a couple of million that previously was mostly spent on the English Regions Cycling Development Team that is now being disbanded. But at least Cycling England will be the focus for any future initiatives and may look to the lottery for significant funding.

What needs to be done? as Lenin once asked. Well, we could do with a bit of Soviet style planning from central government, forcing local councils and other state bodies such as schools and hospitals to take the issue seriously. But that ain't going to happen. Instead, we need a ministerial champion, a politician brave enough to ignore the negatives and stand up to any potential Daily Mail jibes about Lycra louts and simply stress the all round benefits of cycling.

The creation of Cycling England is at least a start. Much will depend on the identity of the next transport minister as Darling is certain to go after the election. The argument that there is not enough money is a spurious one. Of course, the chaos on the railways following the Hatfield accident and the demise of Railtrack has proved very expensive and the network is sucking up all the Department's spare cash.

But all Darnton and the NCSB were asking for was a few tens of millions to kick start a programme of widespread training, improved facilities and promotion whose

benefits are in the order of hundreds of millions in terms of saving money for the health service, making people fitter and therefore less likely to miss work, reducing pollution and helping prevent children becoming fat.

What's happened in London in the past couple of years shows that the cultural change Darling thinks is such an obstacle can be achieved. I was cycling in Farringdon the other day and noticed three or four cyclists dressed in their rather smart work clothes. One young woman had a handbag on her shoulder and a bloke was in his suit. That is the future. If only ministers could see it.

With the creation of Cycling England, at last the right structure is in place and therefore there is some hope of progress. However, much will depend on the identity of the next Transport Secretary and his or her willingness to bat for cycling.

*Christian Wolmar
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Letter

No entry in Norwich

For one moment you had us all whooping for joy. David Earl's article 'No entry except for cyclists' (*Newsletter 61*) includes a photo and comment which appear



to announce that Queen Street, Norwich, is now two-way for cyclists. Unfortunately that naughty person with wishful thinking has been at it again, turning the 'except cyclists' signs through 180 degrees. They do in fact refer to the signs on the reverse side of the 'no entry' signs which indicate 'no right turn'.

The one-way cycling idea was put in to mollify the pedestrians, in the form of one particularly voluble objector. Unfortunately it hasn't been rescinded yet, so pragmatism has not yet prevailed, but we're still working on it.

Phyll Hardie, Norwich Cycling Campaign

p.s. So Wookey is a real person. I always thought he was Lisa Woodburn's dog!

Wishful thinking? The No Entry Except Cyclists signs in Histon have also now been removed, as we predicted in *Newsletter 61*.

Driven to extinction? How transport policy can save the world

This was the title of the conference that Sustrans had arranged at Churchill College on 12 September, the day following the '10 in 10' celebrations.

The main emphasis was on the way that increasing transport use of CO₂ is threatening our climate, and what we in the UK can do about it, although there were also sessions about the health aspects of changing transport use. It wasn't designed for typical campaigners, but for those in government, both local and central, other national organisations and consultants. As a local organisation involved in the National Cycling Network Celebrations, the Campaign was offered two free places which we were very pleased to accept.

One of the ironies was that Jon Snow of Channel 4 News was supposed to be the presenter, but couldn't because he was only just back from New Orleans, possibly the first major city to be lost to global warming.

A former government advisor made it clear that currently our democratic system handicaps both local and national government from taking positive action, as they would rapidly be voted out of office. Our target should be to convince a much larger percentage of the population that action is needed, and only then will governments be brave enough to take action.

Discussions took place on how to make a reduction of 60% in CO₂ emissions from UK transport by 2030. Yes, it could be done, and reduced speed limits, hybrid cars, and walking and cycling for short journeys play a big part, as does reducing the need for travel. Having been interested in how the local 'Travel for Work' partnership has influenced travel, I was interested to see that 'trips' to and from work account for only one in five trips. As emphasis moves from reducing 'congestion' to reducing CO₂, it will become more important to provide better information about these other 80% of trips. World-wide experience suggests that when good information about other modes is available, car trips can easily be reduced by 12% to 16% without any fiscal measures.

In the afternoon I went to a breakout group 'Conserving Oil – are efficient cars enough'. I've held the view for many years that any gains in 'efficiency' are often offset by increasing use of power and speed, as well as the extra weight of safety features and the use of auxiliaries such as air conditioning. My father's first car, a Morris Eight, had a fuel consumption not significantly dissimilar to many modern family cars, some 70 years younger. Contributors to this breakout group agreed. Increases in fuel use are of course dominated by the order of magnitude increase in mileage per car, and the several orders of magnitude increase in the number of cars. Even the person who had been in the oil industry for many years accepted that we need to make significant social change, and that there is no hope of a technology fix for the user of cars.

In the final session, questions were asked about why there had been no discussion of the effect of rapidly rising air travel. It was pointed out that those who are virtuous enough to cycle to work each day, but then do one long haul return air trip per year, may cause more carbon dioxide emissions than the one who drives to work each day but holidays locally!

To me, little of this seemed new, but I do hope that many of the audience learnt something new, took home the message, and that the 'drip drip' of the concerns raised at this conference will soon outweigh the 'drip drip' of melting ice in our world.

One positive approach was that of achieving fuel savings by picking the 'low hanging fruit' such as:

- Enforce speed limits, and possibly reduce them. A by-product would be the saving of a thousand lives a year due to reduced crashes.
- Better information on walking and cycling, and for existing public transport.
- Training drivers in fuel efficient driving techniques, especially for those not responsible for their fuel bills.

I'm afraid that of late I have become so concerned at these issues that it saps

the energy I would otherwise have for local cycle campaigning. Perhaps in 150 years' time we'll be having to convert all the bikes in Cambridge to pedalos to get around our flooded and mosquito infested streets?

Jim Chisholm

A personal opinion on the conference

The *Driven to Extinction* conference was run under 'Chatham House rules', which I gather means I cannot attribute any quotes. The introduction set the theme, roughly 'How can we make sustainable transport policies politically acceptable?' The first speaker developed on that, saying his experience as a top civil servant had taken the edge of his radicalism, and that excellent initial policies of the current government were abandoned under the fear of being labelled anti-car at the time of the 'fuel crisis'.

In a complex and detailed presentation the next speakers set out to prove why we had to worry about the damage that predicted growth in transport emissions might cause. Their conclusion was that technology developments alone won't save us and that we are actually going to have to walk or cycle more, or travel less, and certainly not fly anywhere.

The third speaker said that there seemed to be an obsession with building new public transport systems. He argued that the challenge lay in getting people to use what was there already. He had had success with individual travel marketing. This involves interviewing commuters and generating customised itineraries, rather than giving them a railway or bus timetable. The results were significant reductions in car dependence, even in North America.

After lunch we heard about a large pharmaceutical company in East Kent. They had worked out that the car parking spaces provided for their staff cost the company £2 per day. So they introduced a green travel plan that paid staff £2 per day if they came by 'sustainable means.'

Next we heard about Cambridgeshire where 60 km of cycleway has apparently been built or 'improved' over the last few years. A

Travel for Work initiative has encouraged car sharing and also done individual transport marketing. They have also put in bus priority measures and built a bus station at Addenbrooke's. Briefly a slide was put up showing good trends in modal shift by Addenbrooke's staff, but curiously the massive new multi-storey car park at the hospital was not mentioned.

Conference then split up into 'breakout sessions.' This bit felt like group therapy as we hunted for policies to encourage sustainable travel that would not result in political suicide. It seemed all we could hope for was cross party agreement, and depoliticization of the transport agenda. I felt unable to make a valid contribution.

Closing the conference one questioner asked, 'Will we still be here in ten years' time asking the same questions?' The depressing conclusion was Yes, and I cycled home in a terrible mood.

Simon Nuttall

Copies of the presentation are at:
<http://www.sustrans.org.uk/default.asp?sID=1127121654265>

Small ads

Free to members of the Campaign, on cycling subjects.

For sale

Nearly new Brompton front pannier. Complete with frame and shoulder strap (you will need front carrier block and clip). £39.00 ono (£53.50 new). Tina Bird on (01223) 710787 (near Mill Road).

For sale

Thule 914 3-bike carrier; towbar mounted; with lighting bar; excellent condition. Cost £250: reasonable offers. (01223) 501884

Cycling facilities on the cheap, number 2

Leys Avenue – Arbury Court – Alex Wood Road

There is a cut-through between Leys Avenue and the back of Arbury Court, and then through to Alex Wood Road. This is a useful route for cyclists from Arbury and Kings Hedges to get into town without having to ride on Arbury Road, which is relatively busy and can be unpleasant.

There are a few problems:



The entrance to the path from Leys Avenue. This has a completely separate path for pedestrians shown to the right in the photo, yet it still also has a nasty set of railings which makes it very difficult to navigate with a child trailer or a tandem. Most people have to dismount to use this with a single bike.



At the end of this path is a treacherous unmarked cycle route to Arbury Court: sharp left turn, no dropped kerb, car park, bad sight lines and delivery vans to contend with. Nearby, a potentially useful cut-through to Redfern Close is prohibited for cycling.



Next an unofficial-looking sign asking for cyclists to look out for 'small children and pedestrians', blocks the narrow cycle path. A further set of barriers prevents cycling through to Alex Wood Road and the cycle parking for Arbury Court.

Because the barriers to cycling are so great around the back of the shops, it is actually rather easier to cycle through the pedestrian area in front of the shops. This is also a much more pleasant and safer place to be, given that it avoids both the vehicles around the back, and that it's a busier and better-lit place to be after dark. It also could then link with the short shared use paths which link Arbury Court's Arbury Road entrance with Campkin Road and homes in Kings Hedges.

For the minimal cost of removal of the railings and erecting a couple of signs we could have a very nice cycle facility at this point.

David Hembrow



Reward your boss!

- Has your boss bought you super cycle stands?
- Does he pay you to cycle to meetings?
- Do you have your own lockers?
- Has she spoilt you with showers?
- Has he listened to all your bleatings?

If you have some, or all of these perks, please do tell **Travel for Work**.

We'll give your bosses a gong! And send them home with a song!

We would like to reward bosses who are making life easier for cycling commuters. The Cambridgeshire and Peterborough Workplace Travel Plan Awards take place every September.

Contact Mark Webb at Travel for Work on 01223 712429 or email info@tfw.org.uk

Commuting with a bicycle: a Cambridge cyclist in central London

From 1965 until I retired in 1999, I travelled by train from Cambridge almost every day to work at the London School of Economics. For some years it was much too expensive to take a bicycle with me on the train. The cost was the same as a child fare, 50%, I think, of the adult passenger fare. But then the railway authorities saw sense and realised that, if bicycles were carried free of charge, more passengers could be attracted onto the trains. I felt liberated and from then on always took my bicycle on the train from Cambridge and cycled from either King's Cross or Liverpool Street to the LSE.

Cycling in central London, always good, is now better than ever.

Traffic has been reduced by the motorists' congestion charge, now increasing from £5 to £8 a day. The current disruption of underground and bus services can be avoided by cycling. Journey times by bicycle are highly predictable, much more certain than by any other form of transport. I know that twelve minutes from King's Cross to the LSE is enough except on those rare occasions when I get a puncture. And even then there is an easy way of getting there more or less on time: London taxis take bicycles.

I have my own methods for coping with London road conditions. I usually used to have a heavy load (over ten kilos) of books and papers with me but wouldn't use panniers because they made the bicycle too wide. Instead I carried a bag strapped to a strong rear carrier by four bungees. I also avoided mountain bikes with wide handlebars. I developed the habit of always having the pedal on the kerb side raised when free-wheeling which makes it easy to put the raised foot down on the kerb when squeezed by traffic. I used fluorescent straps or clothing and an illuminated fluorescent right cuff which gave added confidence when turning right in traffic at night.

Travelling from Cambridge to London by train with a bicycle is easy. It's free and no booking is needed. Bromptons and similar folding cycles can, when folded, be carried on any train to London. Other bicycles are prohibited at peak hours (on trains timed to arrive in London between 0700 and 0929 or to leave London between 1600 and 1859) on Monday to Friday. They can be taken at all times on Saturdays and Sundays.

On the trains bicycles are placed against the offside sliding doors. At most two can be placed in each doorway. The doorways are a few inches too narrow for standard bicycles and it's better to have the front wheel projecting than the back wheel because of the danger that other passengers may tear their clothing on rear reflectors or mudguard stays. Always try to sit where the bicycle is in view. Be alert whenever the train is approaching a station. At King's Cross, Liverpool Street, Cambridge and certain other stations in between (such as Stevenage), one cannot be sure which side of the train people will be getting out from. Bicycles may be in the way or even drop out onto the platform if the doors against which they are leaning are opened before cyclists get there.

The railway companies operating the services to London say

that they welcome bicycles on their services. There are fewer restrictions than on most other train services and space for bicycles is almost never fully occupied. I have in general found the arrangements to be free of hassle except on those rare occasions when cyclists or others act unreasonably. We are fortunate to have such good arrangements. Long may they continue.

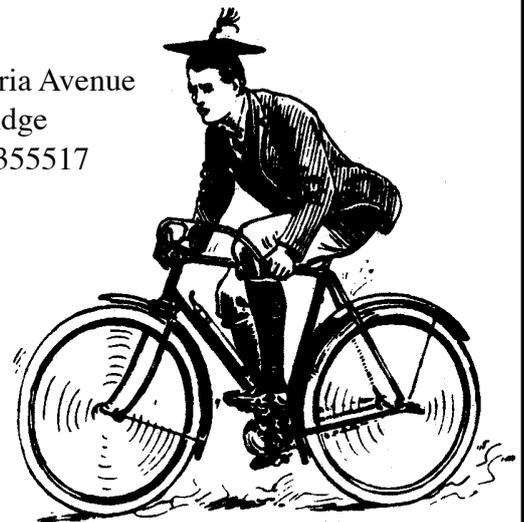
James Woodburn



A commuter heads for London.

UNIVERSITY CYCLES

9 Victoria Avenue
Cambridge
01223 355517



New cycle routes for Cambridge

Last autumn, Cambridge City Council adopted a policy for new cycle routes within the City of Cambridge and this policy now forms part of the Local Plan.

The objectives of the guidelines are to expand and enhance the current city cycle network by:

- identifying and safeguarding strategic cycle routes through the city urban expansions, as defined in the re-deposited Local Plan, and ensuring their delivery by developers;

- identifying potential new cycle links, to and from these areas of urban expansion, to be funded through planning obligations.

Although we were involved in discussions about these routes earlier last year, we did not report the City Council's decision to approve these proposals. We now remedy this by giving some headline items and the link to the City Council web page containing the full details.

Some headlines are:

- A Much of our proposed route along the rail corridor
- B A western cycle bypass:
 1. Histon Road, to Huntingdon Road
 2. Huntingdon Road to Madingley Road
 3. Madingley Road to Barton Road
- C A link from Hauxton to Trumpington using the accommodation bridge over the M11 north of Junction 11, hence allowing cyclists to avoid that junction.
- D A new bridge over the River Cam to link the proposed Chesterton railway station to the Barnwell area



This track alongside the railway near Mill Road is identified in the Local Plan as part of the longer Chisholm Trail route.



The Cycle Bridge over the railway between Devonshire Road and Rustat Road reopened early in September after being closed for the whole of August. The deck has been replaced and new glazing means that you can see out for the first time for a decade. However, two sections of the bridge which lie above operational railway tracks have yet to be refurbished. A further closure is expected in October to allow the section over the carriage washing sidings to be done.



Both the Local Plan and the County's Local Transport Plan now recognise the need for a bridge for cyclists to cross the A14 avoiding the Histon interchange.

Look at the detail and see what is proposed in your area. See:

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

Jim Chisholm



Spot the cycle route, number 12

The National Cycle Network sometimes takes you the long way round, as is shown by this signpost in Bottisham. Cyclists wanting to get to Newmarket are offered the choice of a short six-mile journey along the main road or a much longer fifteen mile ramble along the NCN51 via Burwell, Reach and Exning.

Campaign Diary

www.camcycle.org.uk/events

October 2005

- Sun 2 Home Farm Trust **sponsored bike ride**. 20, 30 and 50 mile rides from Orford House, Ugley (near Bishops Stortford) and Duxford Primary School, Cambridge. In aid of the Home Farm Trust. For further details, contact kath.austin@hft.org.uk (01525) 379504.
- Tue 4 7.30 pm **Monthly general 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.)
- Fri 7 8.30 am *Newsletter 62* review and planning for 63, over breakfast. Contact us for the location.

November 2005

- Tue 1 7.30 pm **Annual General Meeting**, Friends' Meeting House, Jesus Lane. See p4. Special speaker: Julian Huppert, chair, Cambridge Traffic Management Joint Committee.
- Sat 5 *Newsletter 63* deadline. Please contact the editor if you would like to write an article.
- Wed 23 7.30 pm *Newsletter 63* envelope stuffing, at the Baby Milk Action office, 34 Trumpington Street. New helpers would be very welcome.

December 2005

- Fri 2 8.30 am *Newsletter 63* review and planning for 64, over breakfast. Contact us for the location.
- Tue 6 7.30 pm **Monthly general meeting**, Friends' Meeting House, Jesus Lane. For details see 4 October.
- Mon 19 7 pm Campaign **social meeting** and seasonal celebration at CB2 café, 5-7 Norfolk Street.

T-shirts are back

Cambridge Cycling Campaign has reprinted its popular T-shirts, and they are available now. These top quality white shirts have the Campaign logo as a small badge on the front, while the main design – the ‘cyclist inside’ road sign – is prominently displayed on the back.



Available in small, medium, large, extra large and XXL, the shirts are £9 for members and £10 for non members. You can order by post to the usual address, in person at the Saturday stall or now by credit or debit card through our website at www.camcycle.org.uk/shop

Name	
Address	
	Postcode
Phone	Member?
Please supply Cycling Campaign T-shirts at £ each (£9 members, £10 non-members) + £1 p&p	
Small Medium Large Extra Large XX Large	
I enclose a cheque for £ payable to Cambridge Cycling Campaign.	
<i>Send to Cambridge Cycling Campaign, PO Box 204, Cambridge CB4 3FN</i>	



City Centre cycle ban lifted

September saw the introduction of the 18-month long experiment allowing cyclists to use the City Centre between 10 am and 4 pm after a break of more than ten years. A leaflet about the scheme is enclosed.



The first concrete is poured for the floor of the cycle park at the Grand Arcade development: Corn Exchange Street is in the foreground, Lion Yard in the background. The street entrance will be at the Guildhall end, near where the workman on the road is bending over.

Newsletter typesetter needed!

Clive, our current Newsletter page designer, has decided to step down due to weight of other commitments. We thank him for his work on recent issues, resulting in widely-read newsletters of consistently high quality. This issue will be his last.

We therefore need a new volunteer to typeset the *Newsletter* every two months, starting with the next issue. Do contact us if you may be able to help or would like more information. The Campaign may be able to help with software costs.

The *Newsletter* is distributed to those of our over 700 members who opt to receive a paper copy, as well as decision-makers, other campaigning bodies, bike shops, and more. Additionally, newsletter articles each receive thousands of hits on our website, and the typeset (PDF) version is also put online. So your work would be widely seen, and it is one of the most important campaigning tools which we rely on!

Martin Lucas-Smith, Co-ordinator