



Co-ordinator's  
comment page 2

Leisurely rides page 3

Committee  
changes page 3

Strategy Day page 6

List of lists page 7

Sheep's Green  
bridge re-opens  
page 8

Cycling 2020: Can  
you help? page 8

New online  
mapping facilities  
page 9

Cycle parking in  
the Local Plan page  
10

Bike stands and  
cattle grids page 11

NCN 11 Shelford to  
Addenbrooke's  
page 12

Padlocks page 13

Shopping by bike  
page 13

Core Stage 5 page 15



Gonville Place: £25,000 of your money to make this crossing narrower and more difficult to use. See page 4



If you like what you see in this newsletter, add your voice to those of our 750 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. Join now on-line at [www.camcycle.org.uk/membership](http://www.camcycle.org.uk/membership). 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 2005–2006

Co-ordinator – Martin Lucas-Smith

Liaison Officer – Jim Chisholm

Membership Secretary – Dave Earl

Newsletter Editor – Mark Irving

Treasurer – Clare Macrae

Stall Officer – Paul Tonks ☎ 07870 441257

Press Officer – James Woodburn

Officers without portfolio – David Hembrow, Simon Nuttall and Lisa Woodburn

## Contacting the Campaign

Cambridge Cycling Campaign  
PO Box 204  
Cambridge CB4 3FN

Telephone and fax (01223) 690718  
[www.camcycle.org.uk](http://www.camcycle.org.uk)  
E-mail ✉ [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk)

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## Co-ordinator's comment

The past few months have seen a lot of work within the Campaign on strategic matters to support and develop our campaigning.

### Online mapping

Simon Nuttall has spent a large amount of time setting up a new online mapping system for the Campaign – see page 9. This is a major new resource which cyclists across Cambridge can use. Campaign members can add Cambridge cycling-related photos and route maps, but anyone can use the map itself.

Simon and I will be working in the coming few months to develop the photo-mapping to build up photo databases of problems in the Cambridge area. For instance, if you have a suggestion for a location which needs cycle parking, this could be added to the map. We can then build up and prioritise lists of the probably hundreds, if not thousands of locations around the city where cycle parking is needed, as a means to generate political will to provide it and make the case for funding to address a strategic deficiency. There are many other issues like this which could have similar treatment, and your input is most welcome.

### New subgroup e-mail lists

Our new e-mail list system is starting to pay off, with new subgroups being set up to enable people interested in specific topics to discuss and work on issues. This is intended to get members more involved, should you wish to do so, and to reduce the (large) backlog of work falling on the Committee. Several lists have been set up, and those whose discussions haven't yet been 'kicked off' by me will hopefully have done so by the time you read this! See the current 'list of lists' on page 7.

### Cycling 2020

We are about to make use of some grant funding, subject to final approval, which has come our way. At the 2004 AGM, we passed a motion to create and campaign around a glossy promotional 36(ish)-page brochure and initiative called *Cycling 2020*, which will make a strong political case for funding cycling and improving things to best-practice levels. Since then, the Committee has struggled to find time to implement this, amongst the continual fire-fighting against ill-conceived and poor schemes.

However, *Cycling 2020* will shortly have renewed impetus, as detailed on page 8. We need writers, photographers and designers to bid to produce parts of the brochure, so it can be published and got ready for campaigning usage as quickly as possible.

### New developments

The large amount of new development around Cambridge threatens to reduce levels of cycling, unless such development is designed for cyclists from the start. This issue is another area we hope to address through grant funding.

We are currently investigating the ways in which we could most effectively have influence on getting cycling more heavily integrated into housing developers' agendas. It's a problem which is becoming increasingly urgent but which involves powerful forces in the form of housing developers with a lot of money.

The continued saga of transport arrangements around Arbury Park shows what can go wrong if the right policies and procedures aren't in place. Unfortunately, the raft of 'stakeholders' involved in this process makes it currently unclear who is actually doing what!

### Suspension of the City Centre cycling ban

Almost a year from the start of the 18-month experimental suspension of the cycling ban, I think it's fairly safe to say that the reinstatement of daytime cycle access is working reasonably well. There certainly hasn't been the 'blood on the streets' which a then Councillor predicted. A review will shortly be taking place of the changes. We continue to press for enforcement against rogue cyclists who can spoil the experience of people walking around. The majority of cyclists seem to take care and act with responsibility towards pedestrians using the area, and we hope that will continue.

### Membership

Please encourage your friends to join the Campaign. We've now got a 'tell-a-friend' form on the website (please use it!) and people can join instantly online, or using the normal membership form. (Our membership has increased steadily since we introduced this online form.)

*Martin Lucas-Smith, Co-ordinator*

# Leisurely rides

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

The Campaign, in association with Sustrans, holds regular leisurely rides,

contact details. You could even add a new route via our new online mapping system (see page 9)!

minute check that the ride is still going ahead (e.g. due to the weather), please ring the ride leader, Simon, on (01223) 500902.



## Ely – 13 August 2006

In 2005 a new cycle route opened to Ely. It has long sections off road, and passes through gentle, serene open country. On the way we pass National Trust property at Wicken Fen, where we shall take tea. We shall finish the ride along the river into Ely, and return by train to Cambridge. The number of bikes we can take on the train is at the discretion of the senior conductor. We may have to split the group up at Ely station, travelling back on several trains. There are four trains an hour at around that time, and the adult rail fare is £4.10.

## Berry Picking – 10 September 2006

This ride will start by spending two hours picking berries around Cambridge. We shall return to Romsey, off Mill Road for tea and to process the berries into jam. We did this last year and everyone went away with a few jars of delicious blackberry and apple jam. Bring some jam jars, and tubs for collecting berries.

*Martin Lucas-Smith, Co-ordinator*

*Twelve riders enjoyed a trip round some of the Open Studios in July. Each July, Cambridge artists throw open their studios to the general public at weekends. We visited various houses in the Newnham and Grantchester area, and stopped for a very pleasant tea at the Orchard.*

each led by a member of the Campaign. The ride is through a local part of the countryside, at a gentle pace, and always including a stop at a tea shop or café. We're usually back in Cambridge by 6pm.

Suggestions for new rides are always welcome – please contact us via our usual

Rides start at 1pm from Reality Checkpoint, which is the lamp-post in the centre of Parker's Piece, Cambridge. They are open to everyone, and everyone is welcome to bring their roadworthy bike. This includes accompanied confident child cyclists who are strong enough to ride for around 20 miles. If you want to do a last-

# Committee changes

Richard Taylor has left the Campaign Committee to move to Wales for work on renewable energy projects. We thank him for his many years of hard work in a variety of campaigning areas.

Richard has drafted a Position Paper on *Cycle-Friendly Traffic Calming*, representing an extremely helpful start (actually, a 'not far from finish') on this important paper. It will come in useful for our campaigning by helping us to avoid having to repeat the same points when responding to consultations on ill-considered schemes, and make a clear case – backed up by good illustrations – for what ought by now to be standard practice.

We wish Richard best wishes for his new life in Wales!

## Two Committee vacancies – to be filled at the September monthly meeting

Richard's departure leaves a second 'Open portfolio' position free on the Committee. At the September monthly meeting, we will start with a short EGM to elect people for these two positions, if anyone comes forward. Those elected will remain on the Committee until our Annual General Meeting in November.

So if you have keeness for campaigning, new ideas, or specific campaigning skills, and can help run the Campaign – however much time you may have – please come and offer your services! Contact me via our usual contact details if you'd like more information.

The current Committee are listed on page 2 and pictorially on the Campaign's website at [www.camcycle.org.uk/contacts/committee/](http://www.camcycle.org.uk/contacts/committee/).

The question of congestion charging in Cambridge will be our main topic for discussion at the August monthly meeting.



*Richard Taylor – thanks for the years of hard work!*

*Martin Lucas-Smith, Co-ordinator*

# Gonville Place pedestrian/cycle crossing

After more than two months of disruptive construction work, a previously segregated pedestrian/cycle crossing over Gonville Place at the end of Gresham Road has been converted to a combined 'Toucan' crossing. When I saw the proposal notice in March this year, I had a



*The north side of Gonville Place Crossing. Many cyclists cannot make the sharp left turn without veering onto the opposite side of the two-way cycle path.*

feeling that this was likely to be a downgrade for cyclists along an important commuting route. I objected on the grounds that the existing segregated crossing was far superior for the safety of all concerned as it minimised conflict between cyclists and pedestrians. I pointed out that the large volume of cycle and pedestrian traffic together with the sharp turn made by cyclists travelling into town meant that the proposed unsegregated crossing was inappropriate. I also requested that no additional bollards be added, as these tend to

Cambridge Cycling Campaign did not formally object to the Traffic Regulation Order changing this crossing from a special cycle crossing to a Toucan, as such crossings, for example the Queen's Road crossing at Burrell's Walk, have proved generally effective and remove the two legal problems of cycle crossings. As with some other recent changes, we were not sent drawings and hence were not able to point out obvious errors in design. The Officer's report on the crossing to the AJC stated quite incorrectly that 'County and City officers have developed the layout in consultation with Cambridge Cycling Campaign.' We were not consulted.

A short meeting with detailed plans available should easily have prevented all these problems and saved the County Council a lot of money. We ask for effective consultation in future to develop cycle crossings which are specially designed for a city in which an exceptionally high proportion of people cycle.

restrict movements by wide pushchairs, wheelchairs and cyclists towing trailers. I commented that one major improvement for cyclists would be to lower the kerb on the Parker's Piece side of the crossing since I had seen a lady fall badly when she followed the natural line of a cyclist and

hit this raised kerb. Indeed, the kerb had been highlighted with yellow paint earlier in the year, suggesting that it was earmarked for lowering. As a last point I asked that the crossing plans be sent to the Cycling Campaign for comments.

My objection meant that the proposal for the conversion of the crossing had to be put before the Cambridge Traffic Management Area Joint Committee. But hardly any

information about the nature of my objection was given to the Committee.

They were told only that I considered that the proposals would be detrimental to cyclists and a danger to pedestrians. The AJC unfortunately, but not surprisingly, authorised the crossing without acting on any of my suggestions. In subsequent email exchanges I learned that council cycling officers and a safety team had already approved the initial design. I also learned that the dangerous kerb would not be lowered because prohibitively expensive changes were also required to an adjacent British Telecom chamber.

Now that the crossing has been installed, I am appalled at the outcome. It is half its former width, there are numerous poles and bollards occupying the limited space, and the overall layout results in a dramatically increased risk of cycle:cycle or cycle:pedestrian collision compared to the former crossing. The following is a summary of the main problems with responses I and others have gleaned from the Council:

1. Layout of the sharp left turn when travelling into town: Despite my pointing out that this turn was already very tight, a new signal post has been inserted directly in the path of a turning cyclist. During construction it was realised that the BT chamber prevented the original intended position. Surely the planners should have foreseen this problem, as the chamber was the reason the nearby dangerous kerb could not be lowered (see above). Cyclists are also forced to make the sharp left turn on the patterned concrete slabs added for the visually impaired. These provide significantly less traction than a normal surface, particularly in the wet.

I monitored the new crossing on a few occasions and noted that more than half the cyclists I saw, after making the sharp turn, veer onto the wrong side of the two-way cycle path to avoid the two new posts that bifurcate the start of the cycle section. I have already experienced a couple of near head-on collisions at this point when travelling out of town. It is worth noting that the design of the old crossing clearly maintained the polarity of the cycle path on the bend, thereby avoiding collisions. I have suggested to



*Why so many bollards and posts, especially the one on the right next to the fence? Wheelchair access is reasonable on the right but not on the left.*

the council that one of the posts, which is there only to house a small 'start of cycleway' sign, should be moved to one side. The other post holds the advance cycle pushbutton. You might ask why this was inserted, since no-one uses it. It was included based on a Cycling Campaign suggestion for a different crossing; the plans were not sent to the Campaign for comments, and I reminded the council that the design of the other crossing is completely different. If these posts are moved or removed, the cobbled central area also needs to be taken out.

2. Excessive bollard syndrome. The bollards added to the 'pedestrian' area at the end of Gresham Road restrict wheelchair and wide pushchair access on one side. This is despite a statement made by the Council that this would not happen. The result is that most people use



*Segregated crossing working well at Maid's Causeway.*

the wider gap intended for cyclists. It is also unclear why the inter-bollard distance for the pedestrian area is so different on the two sides of Gresham Road and why a bollard has been inserted immediately next to a fence, thereby needlessly narrowing the minimal pavement space.

3. Signal location. Two signal boxes are provided on each side of the crossing to indicate when pedestrians and cyclists can cross. However, they are both on the same pole. This means they are easily obscured. In addition, on the north side cyclists are invited to 'Push and wait for signal' at the advance push buttons when travelling out of town. However, from this location they cannot see the signal. Unlike the fairly recently installed pedestrian/cycle crossings at Queen's Road and Mitcham's Corner, there are no traffic signals for

pedestrians and cyclists visible on the opposite side of the road.

4. Reduced space for crossing and increased risk of collision. Cambridge has an expanding population. Why then halve the width of this already busy crossing? Other pedestrian/cycle crossings in

Cambridge are as wide as the original Gonville Place crossing. It now means that at busy times pedestrians and cyclists spread out along the full width of the crossing, and when the lights change everyone meets in a confusing mêlée in the middle. Previously, cyclists and pedestrians were segregated and there was a natural 'polarity' over the cycle section, with

most cyclists keeping left.

5. Automatic detection of approaching cyclists to activate the traffic signals has been removed. Such detection has for many years been a very positive feature of



*The spacious segregated layout with substantial gaps between bollards at the Queen's Road crossing.*

this crossing, and is particularly appropriate for its unusual layout. The officer who presented the report to the Area Joint Committee on 24 April said immediately after the meeting that automatic detection would continue and this has since been confirmed to the Cambridge Cycling Campaign by a senior councillor. But there is no sign of willingness by the signals team of the County Council to reinstall automatic detection in the immediate future.

6. The safety audit prior to construction makes for interesting reading. The team recommended installation of a chicane rather than bollards at the end of

Gresham Road. Thankfully this was not taken up. The report states that of recent accidents at this crossing, several have involved motor vehicles skidding into each other when suddenly stopping. Anti-skid surface on the approach to the crossing was proposed as the solution. The report also states that there was 'surprisingly only one collision involving a cyclist.' Why surprisingly? I would suggest that the lack of collisions involving cyclists means the crossing should not have been altered. Given these statistics I don't see how reducing its width will help.

In summary, an enormous amount of time and money has been spent on downgrading an important cycle crossing. I am left extremely concerned about the overall manner in which cycle facilities are designed and their installation managed. Let us only hope that by raising debate over the Gonville Place crossing, we can prevent the same happening to other segregated, or properly laid out shared, crossings (e.g. Queen's Road and Maid's Causeway: see photos). All of the above points have been made to the Council, with a request that they be put on file for future reference.

Are there any positive outcomes to this new crossing? One is that new cameras check that the crossing has cleared before the road signals turn to red, although surely this could have been installed on top of the old crossing. Cyclists are now legally allowed to turn left into Gonville Place from Parker's Piece and to turn right from Gresham Road into Gonville Place Apparently it was illegal before: but did anyone ever take notice and was this ever enforced? Moreover it is now more difficult to make these manoeuvres because of the narrower

crossing which concentrates cyclists and pedestrians.

Within the correspondence that I have had with the Council's signals team, I repeatedly get the argument 'The layout of this type of crossing is a standard used by many local authorities.' I had hoped that the uniquely high use of cycles in Cambridge meant that this statement was not naturally applicable. I challenge the Council to find many people who agree that the layout is suitable in this particular instance and works better than the previous layout.

*Martyn Smith*

Friday 14 July 2006 08:30 to 09:00		
Cyclists crossing	205	77%
Pedestrians crossing	62	23%
of the latter, walking in cycle path		
...on Parker's Piece side	9	15%
...on Gresham Road side	23	37%

*Jim Chisholm recorded cyclist and pedestrian traffic across the Gonville Place crossing one morning rush-hour.*

# Strategy Day

Earlier in the summer we held a Strategy Day to assess on a strategic basis the work of the Campaign: where we need to improve, and where we have been successful. Thanks to those members who came along to give what were often really worthwhile insights and fresh thinking.

## Review

We started by reviewing the years since our last Strategy Day in 2003.

We have got better in dealing with consultations coming to us, i.e. reactive work, but this has been at the expense of the strategic work we know is needed. The article on page 8 on 'Cycling 2020' discusses one aspect of this.

We also discussed a number of organisational and other areas for internal improvement, and we have since started work on some of these.

## New housing developments

We've identified particular difficulties with developer-led transport projects (so called 'Section 106' schemes) which have little, if any public consultation, with even elected Councillors being unaware of changes being made in some cases. We need to pressure the County Council to overhaul procedures here and ensure that some kind of early warning system exists to give stakeholders such as ourselves information about what is forthcoming. This is particularly important given the coming housing developments being proposed for the outskirts of Cambridge, which could have a huge effect on levels of cycling.

**'There are particular difficulties with developer-led schemes which have little, if any public consultation, with even elected Councillors being unaware of changes being made in some cases'**

Levels of cycling in Cambridge have remained stable, despite the amount of new development, in some cases with very poorly conceived infrastructure. *Cycling 2020* should start to help deal with that. We need to make much more of a political case for funding cycling – buses and other areas are getting the

lion's share of the funding at present – to maintain and increase levels of cycling.

Congestion charging was noted as a potential way to reduce traffic demand, but there was also a feeling that parking restraint (a form of 'demand management') is something that needs to be more actively considered by the Councils, despite the political difficulties of doing so.

## Organisational changes

The Subgroup system, whereby groups of members can discuss specific issues of interest to them, should start to be reinvigorated, now that the e-mail lists are in place. This will be one way to help involve members more, and reduce the heavy load on the Committee.

There was also a suggestion for geographically-based groups, though the new online mapping system being set up will help us inform members in a particular area of issues arising locally, helping them raise issues with their local Councillors.

There will be a need to ensure there exists a Subgroup Co-ordinator to lead each list. There was much debate as to how much authority subgroups should have, and there may be a need to address this via constitutional changes in due course. The Co-ordinator is on all e-mail lists and this is felt to be a safeguard to ensure that potentially controversial decisions don't bypass the Committee entirely.

## Media work

Media work has declined in recent years, but is necessary to put pressure on decision makers to take our views into account. As ever, the key resource of time is the problem here, but we need to get more into the mind-set of thinking about media angles and actively pushing things into the public arena more. However, media work naturally requires care, as the press take things out of our control once they have a story!

Letters to the press (which are printed verbatim), press releases and general PR work are all areas we intend to step up, both in terms of campaigning objectives and general cycle promotional items. More press coverage should also lead to more members.

## Events and monthly meetings

We've reduced our efforts for events such as Bike Week (though the City and County Councils have thankfully taken up the mantle here). We intend to get back to inviting speakers to address our monthly meetings more frequently.

The monthly Leisurely Rides have restarted, now we have insurance, as have the Socials every four months.

## Newsletter

Various new ideas came forward. There was much debate over whether this *Newsletter* was too technical at times! We all agreed that more light-hearted articles were needed, and various changes to improve accessibility and to flag up more where members can become involved.

### 'Various new ideas for the Newsletter came forward'

Guest articles may be considered as a means of provoking debate, e.g. by inviting local Councillors or those standing for election to write.

## Membership

The launch a few months ago of the online membership form has led to a notable increase in members, and the proportion of paper applications dropping considerably.

A membership drive will take place, following discussion by a new Subgroup to generate ideas. As a first step, we'd like to get up to the magic number of 1,000 members from the current 750. Do join the Membership Subgroup (see page 7) if you'd like to help generate ideas.

A tell-a-friend form will be launched on the website (see page 16).

## Rebranding the Campaign?

The presence of the word 'Campaign' in our name was seen by several people at the meeting as potentially off-putting to many people who might otherwise join. A name such as 'Cambridge Cyclists' might be more friendly, though there would be many pros and cons to changing the name or maintaining the status quo.

The website is due for visual overhaul soon, and a *Newsletter* redesign has also

been on the cards for a while, so it makes sense to consider all these together, especially given the need to reprint membership leaflets.

Again, another subgroup, the Rebranding Subgroup, is being set up to consider these areas. Please do join in the discussion if you're interested.

**'Should we rename the Campaign?'**

facility, enabling databases of problems to be built up and more geographically-based campaigning to be organised.

*Martin Lucas-Smith*

**Online mapping**

The new online mapping system being launched will become a major strategic

**List of lists**

The Campaign now has several e-mail lists covering a variety of areas, open to all members.

To join any e-mail list, just go to [www.camcycle.org.uk/lists](http://www.camcycle.org.uk/lists) and click on the subscription form. Lists are open to members only. You can choose to receive messages one-by-one, in a daily digest, or just read them online if you prefer.

Campaign meetings in person do, of course, continue. Our monthly meetings take place on the first Tuesday of each month at the Friends' Meeting House on Jesus Lane, and subgroup meetings take place in people's houses from time to time, as shown in the diary published in each *Newsletter*.

<b>General lists:</b>	<p><b>Members discussion list</b> – covering all manner of cycling-related topics</p> <p><b>Meeting papers</b> – Sign up to receive copies of the agendas and minutes for monthly meetings</p>
<b>Subgroups:</b>	<p><b>Arbury Park development</b> – Discussion of what action to take on transport infrastructure around this new development, and monitoring changes here</p> <p><b>Core Scheme subgroup</b> – Responding to the County Council's staged proposals to remove through traffic from Cambridge city centre</p> <p><b>Cycle parking subgroup</b> – Working to improve the amount and quality of cycle parking</p>

	<p>across the city, both for private developments and on-street</p> <p><b>Membership drive subgroup</b> – This will consider and then take action on increasing the number of members of the Campaign, our next target being 1,000 members (750 at present)</p> <p><b>Rebranding subgroup</b> – This will be considering ideas for potential re-branding of the Campaign</p> <p><b>Station subgroup</b> – Monitoring and considering proposals for redevelopment of this important transport hub</p>
<b>Functional lists:</b>	<p><b>Letter-writing group</b> – a (currently experimental) letter-writing group to help increase our media coverage – please join if you could draft a letter for the Campaign every so often</p> <p><b>Newsletter team</b> – the team which creates this very publication: more help always needed!</p> <p><b>Website development team</b> – working on a variety of website projects</p>

*Martin Lucas-Smith, Co-ordinator*

**Bike Week 2006**



*Bike Week Breakfasts were once again on the menu at Waitrose in Trumpington, and Tesco in Milton. At Waitrose, the few 'normal' restaurant customers were quickly outnumbered by cyclists.*

## Sheep's Green bridge re-opens



*The engineer from W S Atkins looks on as the Sheep's Green bridge is first opened on Tuesday 4 July, still with temporary railings and lacking a cattle grid.*



*Under a watchful eye final touches are completed before Sheep's Green bridge is opened to users.*



*Have these engineers never heard of curves, or even seen a piece of string and two pegs? The 18th century engineers, who built a canal I help restore, built beautiful brick bridges curved in two planes with such a simple technique.*



*Despite reassurances to the contrary, the new ramps will need considerable modification when, as eventually must happen, the Sheep's Green bridge is replaced with a wider structure.*

## Cycling 2020: Can you help write, illustrate or design our new brochure?

18 months ago, the Campaign's AGM resolved:

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).
- 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.

## In practice?

In practice, what is envisaged is a series of linked pieces, about 1-4 pages each (depending on the particular subject) on a range of cycling-related areas. Each will be illustrated with high-quality photography, and the entire brochure typeset and printed to a professional-looking standard. A number of common themes, as well as high-profile ideas we wish to push, will be interspersed throughout.

The eventual brochure, whose concept is like that of other plans such as 'Addenbrooke's 2020', hopes to inspire decision-makers and a range of other stakeholders. We want to demonstrate that best practice really is achievable, and why it would be so worthwhile. We want decision-makers to recognise how mediocre – by continental standards – many recent schemes have been and what is possible instead. We want to ensure new schemes and new developments around Cambridge are truly cycle-friendly.

*Cycling 2020* will also be a key campaigning tool to support other projects we want to run, e.g. on our proposal for a premier North/South cycleway (the 'Chisholm Trail') and on major developments, as well as projects to be linked with our new online mapping system (see page 9).

## Progress

Until very recently little progress has been made, as the larger-scale nature of this task has been continually put back by the pressures of daily 'fire-fighting' against the raft of ill-conceived and inadequate schemes which have come forward for consideration.

Sitting down to write a well-rounded piece, summarising a multi-faceted issue in a compact and clear manner, requires several uninterrupted periods of time for clear thought, something volunteer Committee members and others have failed to find so far! We estimate each section will take several days to write and perfect. With 36 pages in total, this is a fair amount of writing.

However, the Campaign has recently been approached by a generous benefactor about the possibility of funding to complete this and a range of other strategic initiatives. Subject to confirmation, this funding should help get a number of such projects off the ground at last.

## Invitation to tender

The Committee has thus resolved to authorise payment for this work (using the finance which is subject to receipt of formal confirmation of the grant funding) and invite bids for this work from members or other writers for some or a substantial part of it.

We feel there are likely to be a number of members of the Campaign, with sufficient understanding of the cycling issues involved, who might be willing to allocate, on a serious basis, their time to write material but be recompensed, at a commercial rate, for the necessary time in drafting. In some cases this could, for instance, involve using up several weeks of annual leave from employment.

Payment would be as a contractor and not as an employee, with the individual responsible for any tax/legal implications.

We thus formally invite those with a serious potential interest in undertaking this work to study the formal tender specification (see below).

## Panel and steering group

In order to avoid any potential conflict of interest which might arise, a panel of three members will be set up to assess bids. Please forward your name by 22 August to the Committee if you would be interested in being on this panel. Some experience in Campaign activity would be worthwhile.

A second panel will also be set up to monitor the progress of work by the individual(s) carrying it out and to report back to the Committee. The Committee will be responsible for approving and finalising material in accordance with its normal procedures.

## Specification

We now have a clear brief covering the areas we want to have written, acting as a specification for work. This is online at [www.camcycle.org.uk/campaigning/cyclin\\_g2020/](http://www.camcycle.org.uk/campaigning/cyclin_g2020/) and a printed copy is available on request.

This tender covers the three main aspects of the work:

1. drafting of the material;
2. photography and drawn illustration to accompany the material;
3. design and typesetting of the material.

Full details are on the web page noted. It includes a rough indication of the finance available for the project as a whole. Joint bids will be considered.

This web page will carry the names and personal e-mail addresses of the members of the selection panel from around 26 August, to whom tender proposals should be sent by Friday 15 September 2006. The time scale for the work itself to be done is detailed in the tender document online.

*The Committee*

# New online mapping facilities

The Campaign has launched a suite of new online mapping facilities. Built by Simon Nuttall, and based around the Google Maps system, the Campaign now has a major new facility on which to base several areas of campaigning.

The new facilities are online at [www.camcycle.org.uk/map](http://www.camcycle.org.uk/map)

There are various Internet access points around the city, including at the central library, if you don't have internet access at home. The new system is well worth a trip to try out!

The system essentially consists of a map of Cambridge within which you can scroll about. You can choose a map view, a satellite view (in amazing detail!) or a hybrid of the two. Overlaid onto this map are marker points, photographs, and lines representing routes.

## Photomap

The Photomap system allows you to add a photo taken by a digital camera (or scanned in) to the website and pin-point it by clicking on a map. Various other details about a photo can then be added, e.g. whether this is about cycle parking, is

a cycleway feature, etc. Already, hundreds of photos have been added, but we hope this will increase to thousands in coming months!

This will enable the Campaign to build, we hope fairly rapidly, databases of problems around the city, demonstrating the scale of problems cyclists face on a daily basis and giving a really visual incentive for the authorities to address the problem.

For instance, prioritised lists of places where cycle parking is needed, or where

obstructions need to be removed, could be built up.

The photo-map system will, in time, become a key campaigning tool.

You can browse around the map itself and click on marker points and thumbnails to see full-size versions of the pictures uploaded. For instance, drag the map to the new Gonville Place crossing (see page 4) to see photos of this appallingly conceived scheme, with its forest of bollards!

There is also a page showing the most 'latest and greatest' photos added by users. Photos can be rated, too!

Lastly, you can enter a search phrase, e.g. "cycle parking" to obtain pictures on that theme.

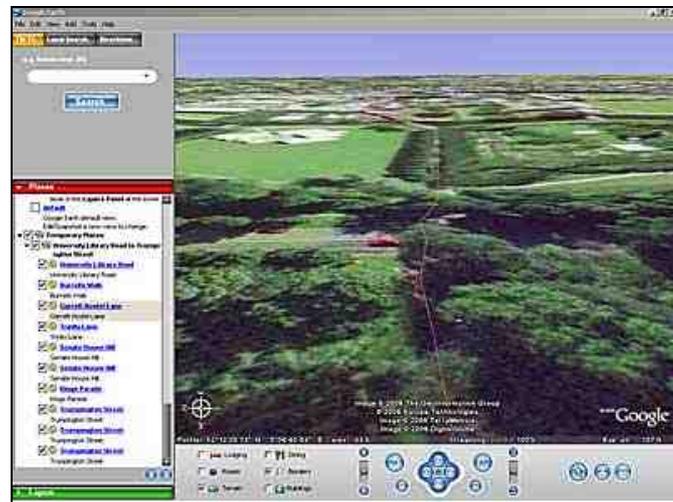
## Journey planner

The Journey Planner allows people to click on a start point and an end point, and the system will then plot for you an 'ideal' route. You can select whether you'd prefer the fastest, shortest, or quietest route between the two points.

The system will then generate a map showing the route, and a table of all the 'legs' of the route, including how long each will take and what the conditions are (e.g. quiet street, busy road, park area, etc.).



*A photograph of East Road, with caption, which a Campaign member has added to the photomap.*



*A journey planned online being 'flown over' in 3D, using the Google Earth program.*

If you have the Google Earth program you can then see a three-dimensional flyover of the route you've just drawn!

Routes can then be saved and, if you think they might be of use to other people, published online, just at the click of a button.

The planner works out routes on the basis of the network known to it. We currently have an estimated 80% of the Cambridge network drawn in, and you can help us get the remainder into the system – just log in, and start drawing away!

The system is intended to be fully interactive. To get started, go to the website above and create a login user name. You can then immediately start to add photos to the photomap, and draw routes on the journey planner.

Feedback is warmly welcomed, particularly during this initial phase – there is a feedback form included within the system.

Many new developments are planned in coming months, so have a go and let us know what you think!

We thank Simon for the huge amount of work he has put in, over many months, in creating this great new facility.

*Martin Lucas-Smith, Co-ordinator*

# Cycle parking in the Local Plan

Back in *Newsletter 64*, I wrote about the review of the Cycle Parking Standards as part of Cambridge City Council's revision of the Local Plan. The Local Plan sets out policies and site specific proposals for the development and use of land in Cambridge. These are then used to develop schemes and assess planning applications, through a process known as Development Control.

The Cycle Parking Standards are one of the main areas of the plan which affect cyclists. They set out the Council's minimum requirements in terms of cycle parking for new developments and changes in use. They do *not* affect levels of on-street provision, nor existing developments over which no changes are planned. (Addressing the extraordinarily low levels of provision for on-street cycle parking around Cambridge remains a separate matter.)

Last November I appeared as our representative to the Local Plan Inquiry hearing. This was our opportunity to debate, in front of the Local Plan Inspector, our outstanding objections to the revised Standards. The Cycle Parking Subgroup had written a preparatory briefing, which is available online as letter Co6001 at [www.camcycle.org.uk/campaigning/letters/2005/](http://www.camcycle.org.uk/campaigning/letters/2005/) or on request via our usual contact details.

The Inspector has now published her findings, which form the basis of changes that the City Council are obliged to make.

## The Inspector's findings in response to our objections

In response to our well-researched and, we feel, entirely valid objections, the Inspector recommended no changes to the Local Plan in this area. None whatsoever.

We are dismayed that the deficiencies we pointed out in the draft have been ignored by both the City Council and the Inspector. We suggested, we believe quite reasonably, that:

- Developers should have to complete a specially-designed council-supplied form as a means to clarify requirements and to demonstrate that the levels of cycle parking proposed meet the Standards. Existing procedures have been demonstrably inadequate, with application after application failing to meet even the existing standards.

- Cycle parking should be closer to the entrance of a development than any car parking (other than disabled parking).
- The way that high-capacity stands have been included in the Standards is inappropriate – no conditions are set under which high-capacity stands may be used. So developers could get away with cramming stands into a smaller space than they should be allocating. However, the Inspector stated in her report that ‘The Council makes it clear that such racks would only be acceptable in certain circumstances’. Unfortunately such circumstances are not listed.
- Revision of the Standards downwards in places through the principle of ‘flexibility’ in some circumstances could lead to attempts to provide too little cycle parking. We had no choice here really but to accept the Council’s assurances that this should lead to more effective enforcement as the Standards would be more ‘realistic’, though we will be ever more vigilant in looking at applications that now come in.

### Other findings by the Inspector

On the positive side, the Inspector threw out the view of the Cambridge Colleges that there should be a separate cycle parking standard for colleges within the University of Cambridge, that cycle parking should not have to be ‘near’ to

main entrances, and that the standard for students should be ‘flexible’, citing insufficient evidence to back up some of the claims made.

### Quotes by the Inspector:

‘There is certainly a great deal of unofficial parking of bicycles around the city which points to the shortage of official parking’

‘The level of cycle theft in Cambridge is high’

‘The Plan can only go so far in setting out the standard to be required of developers. It is then up to the City Council to ensure that those standards are adhered to’

‘Cycle parking should be easily accessible and convenient to use’

‘High-capacity racks... would only be acceptable in certain circumstances’

Quotes from the Inspector’s report, at:

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

Sadly there is little we can do now, other than continue to press for improvements through the political process, both for the Cycle Parking Standards themselves in the longer term, and the continued immediate need to reduce the tremendous shortage of on-street cycle parking provision throughout Cambridge.

*Martin Lucas-Smith, Co-ordinator*

## Bike stands and cattle grids

David Bradford, Cycling and Walking Promotion and Development Officer at Cambridge City Council, has asked us to announce that the Council have installed three new cycle racks at Byron’s Pool Local Nature Reserve with the help of the Greenways volunteers. A ride to Grantchester along the meadows, cream tea in the village and a stroll to Byron’s Pool would give any cyclist a very pleasant afternoon.

David Bradford also draws our attention to the upgraded cattle grids within the Cambridge City boundary. The bars on the cattle grids have been replaced with threaded bars to give cycles more grip whilst crossing the cattle grid and therefore helping to reduce the chances of cyclists slipping on the grid. I have

# UNIVERSITY CYCLES

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*New cycle racks at Byron’s Pool.*

certainly felt a lot more confident when crossing these threaded bars.

Here is the long list of sites where the new grids have been installed:

Granta Place, Fen Causeway north near the Leys School, Fen Causeway west near the Leys School, Trumpington Road opposite Brooklands Avenue, Grantchester Meadows (Newnham), Lammass Land at Fen Causeway, Cromwell Road at Coldham's Common, two on Coldham's Common near the rail

underpass, Coldham's Common at Newmarket Road, Oyster Row, two on Stourbridge Common between Green Dragon Bridge and the railway line, two on Stourbridge Common at the railway line, four on Stourbridge Common near Wadloes Road, Riverside at Stourbridge Common, Green Dragon Bridge, Walnut Tree Avenue, Cutter Ferry Bridge east and seven on Midsummer Common – at Auckland Road, Parsonage Street, Fair Street, The Four Lamps, Victoria Avenue (two) and Victoria Avenue bridge.

Lisa Woodburn

## NCN 11 Shelford to Addenbrooke's



*A planning application has been submitted for a sequence of a human gene to be marked on the NCN route 11 path along with four metre 'double helix' towers and interpretation boards. This work is part of the Sustrans 'Public Art' project and will be funded by the Wellcome Trust. The path has a nominal width of 2.0 m, but if weeds are not cleared until they grow over these edge markings, not themselves part of the genome sequence art, the effective width may be less than 1.5 m in some places.*



*Not all the bridges on the new section of NCN route 11 are finished yet.*



*Patrick Joyce, the County Cycling Officer, and Nigel Brigham, Sustrans Eastern Region Manager, discuss some fine point of detail with the contractor at the location of the timber bridge which will cross Hobson's Brook.*



*Where the new route leaves Robinson Way on the Addenbrooke's site a 'drop' rather than a 'flush' kerb has been installed. We've been told this will be corrected.*

# Padlocks: the best and the worst

Which? Magazine recently tested padlocks – fifteen of them from eight different manufacturers. The best was a stainless steel disc padlock made by Abus (model no 20C70) which defeated their expert lock pickers. The padlock weighs 260g and with a reasonable-quality hardened-steel chain should be no heavier



than most D locks, at least as secure and more versatile for locking up a bicycle. It can be obtained from D Mackay at 85 East Road (01223) 517000 for £28.91.

Surprisingly the worst was also made by Abus (model no 41/30), described as truly awful with abysmal security and durability, and to be avoided at all costs. The full report can be read on pages 46 and 47 of the March edition of *Which?* magazine. This can be consulted by all in the reference section of the Central Library in Lion Yard.

*James Woodburn*

# Shopping by bike

I live two miles from the local supermarket and used to think that the only way to shop there was by taking the car. My four panniers have changed all that. I arrive at Waitrose, Trumpington with two large panniers (one containing a pair of smaller ones) clipped to the back carrier of my bike. Not only can I use paths at the approach that separate me from the traffic but there are plenty of substantial bike-racks in a covered area right beside the main entrance. I at least get the feeling that I am welcome.

Waitrose offers a quick-check facility which means that you could place your panniers in your shopping trolley and simply fill them up as you go round. Lack of coordination and the desire to nose round for every bargain prevents me from doing this, so I attach my panniers to the back of the trolley, fill it in the usual way and then sort the shopping into the four panniers as it is checked out. And I don't need carrier bags. Some practice is required to balance the produce so that the panniers are of roughly equal weights, otherwise I am due for an uncomfortable journey home.

I am amazed at the quantity of shopping that I can carry in this way. Setting off is sometimes a bit awkward until you get the feel of your somewhat weightier machine, but this is very quickly

overcome. My only mishap in nearly two years concerned a large carton of yoghurt which somehow jumped out of a back pannier and landed in the road. A kind

front forks and wheel hub. Designed by Altura, when fixed they literally lock in place. This does not mean they are difficult to remove, however, as this is

done by the push of a button. Not only do most panniers now have handles that can convert them for carrying but waterproof covers are available in all shapes and sizes.

Why not use a basket? I hear some of you cry. Here are a few reasons: Your shopping can get wet. The basket and its straps can interfere with the brake cables and inhibit your steering.. You cannot see all the ground directly beneath you. Your centre of gravity can become dangerously high if you have a big load. Last but not least, your handbag, which is in your basket because you like to be able to see it, can also be seen by everyone else including the many cycle thieves that operate in the area.

I'd like to know of anyone who has tried bicycle shopping and what has been their experiences, good or bad. And remember that, when you count up what you've saved on petrol and what you've lost in calories, you can reward yourself by adding a cream bun to your shopping list.

*Jane Chisholm*



*Some practice is required to balance the produce so that the panniers are of roughly equal weights.*

driver stopped and handed it back to me, still intact!

My front panniers are low riders that clip to triangular brackets screwed to the

# Campaign diary

## August 2006

- Tue 1 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 4 8.30 am *Newsletter 67* review and planning for 68, over breakfast at Tatties café on Hobson Street.
- Fri 4 12.30 pm Weather permitting, every Friday lunchtime, a small group of cyclists, often on recumbent or other unusual bikes, go for **an hour's ride at a brisk pace**. Meet at the Stourbridge Common side of Green Dragon Bridge. Members are invited to join us at their own risk.
- Fri 11 12.30 pm A brisk lunchtime ride – see 4 August.
- Sun 13 1 pm **Leisurely ride to Ely**, in association with **Sustrans**. Meet at Reality Checkpoint (the centre of Parker's Piece). A countryside ride, at a gentle pace; home by train.
- Fri 18 12.30 pm A brisk lunchtime ride – see 4 August.
- Mon 21 7 pm Campaign **social meeting** at CB2 café, 5–7 Norfolk Street.
- Fri 25 12.30 pm A brisk lunchtime ride – see 4 August.

## September

- Fri 1 12.30 pm A brisk lunchtime ride – see 4 August.
- Tue 5 7.30 pm **Monthly general meeting**, Friends' Meeting House, Jesus Lane. For details see 1 August.
- Fri 8 12.30 pm A brisk lunchtime ride – see 4 August.
- Sat 9 **Deadline** for articles written for *Newsletter 68*.
- Sun 10 1 pm **Leisurely ride berry picking**, in association with **Sustrans**. Meet at Reality Checkpoint (the centre of Parker's Piece). A countryside ride, at a gentle pace; make jam afterwards.
- Fri 15 12.30 pm A brisk lunchtime ride – see 4 August.
- Fri 22 12.30 pm A brisk lunchtime ride – see 4 August.
- Thu 28 7.30 pm *Newsletter 68* envelope stuffing at the Baby Milk Action office, 34 Trumpington Street. Help very much welcomed.
- Fri 29 12.30 pm A brisk lunchtime ride – see 4 August.

## October

- Sun 1 Home Farm Trust Sponsored Bike Ride. 20, 30 and 50 mile rides from Orford House, Ugley (near Bishops Stortford) and Duxford Primary School. In aid of the Home Farm Trust.  
✉ kath.austin@hft.org.uk ☎ (01525) 379504.
- Tue 3 7.30 pm **Monthly general meeting**, Friends' Meeting House, Jesus Lane. For details see 1 August.
- Sun 8 1 pm **Leisurely ride**, in association with **Sustrans**. Meet at Reality Checkpoint (the centre of Parker's Piece). A countryside ride, at a gentle pace.
- Sun 29 1 am British Summer Time ends. Put the clocks back, and don't forget your lights!

## HOWES CYCLES

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# Rising cameras, falling bollards

## Proposed measures for Victoria Avenue and Maid's Causeway, restricting motor traffic in Cambridge city centre

Cambridge's Core Traffic Scheme, implemented in four stages since 1997, has been highly successful in achieving its four main objectives – to remove through traffic, to improve conditions for public transport, to provide safer and more convenient routes for cyclists and to create better and safer environments for pedestrians. The route Victoria Avenue – Maid's Causeway – Newmarket Road (up to the junction with East Road and Elizabeth Way) lies within the agreed core area of the city centre and ways of achieving the objectives of the Core Scheme along this route have been under consideration as the fifth stage.

A meeting of the Cambridge Traffic Management Area Joint Committee (usually known as the AJC) held on 3 July considered a long and detailed report on public consultation on the issue, together with three petitions presented by members of the public. This report is on the County Council web site: [www.camcycle.org.uk/jumpto/nl67core5](http://www.camcycle.org.uk/jumpto/nl67core5)

We had earlier sent in a response ([www.camcycle.org.uk/campaigning/letters/2006/#Co6016](http://www.camcycle.org.uk/campaigning/letters/2006/#Co6016)) to the consultation, supporting rising bollards to restrict traffic along this route. But the public consultation showed that only 14% of the 707 people who responded to the consultation supported this option. After reading the consultation report, but before the AJC meeting, we wrote twice to the councillors of the AJC, suggesting a scheme with the following main elements as a possible alternative to the proposal for rising bollards which had received such limited support:

1. An experimental **20 mph restriction** along the whole of Victoria Avenue,

Maid's Causeway and Newmarket Road as far as the roundabout. The restriction could be enforced for through traffic by two of the new speed cameras which calculate average speeds, one sited at the beginning and the other at the end of this length of roadway. (The issue of the compatibility of such a restriction with existing rules governing the imposition of



20 mph limits and with rules governing the location of speed cameras would obviously need to be investigated, but we believe that a good case could be made.) These averaging cameras are currently undergoing trials by Transport for London (Draft *Manual for Streets*, paragraph 7.9.6, [www.manualforstreets.org.uk](http://www.manualforstreets.org.uk)). We suggested that trials should also be held

in Cambridge and that this would be an appropriate location.

Such a camera-enforced restriction would have the following advantages:

- (a) It would be contiguous with the already-agreed 20 mph zone.
- (b) It could be expected to reduce traffic.
- (c) It would make these roads much safer for pedestrians and cyclists as well as for motorists themselves.
- (d) It would enhance the attractions of the commons (Jesus Green, Butt Green and Midsummer Common) through which these roads pass and make them more safely accessible by pedestrians and cyclists.
- (e) It would reduce vehicle emissions and noise.

2. A 24-hour restriction on heavy goods vehicles using the through route together with part-time restrictions on HGVs using all or part of this route to make deliveries. The present number of HGVs which pass through the area is incompatible with its visual attractiveness and with the scale of cycle and pedestrian activity.

At the AJC meeting, councillors recognized that it would not be practicable to press ahead with the proposal for rising bollards and instead asked Council Officers to investigate a number of traffic management measures, including our two suggestions and also raised tables together with a pedestrian crossing (which should definitely be a pedestrian-and-cycle crossing) near James Street. Having investigated these and any other suggested traffic management issues, Officers will report back to the AJC in January 2007.

*James Woodburn*

## This newsletter

As Editor I'd like to thank all the volunteers who put effort into producing the Newsletter. The article authors, photographers, copy editors, designers and proof readers do a tremendous job. They even put up with the grumblings of a sleep-deprived Editor and come back for more for the next issue.

There are no letters to the editor this time, and no classified advertisements. Letters to the editor are particularly welcome. Small advertisements on cycling subjects are free to Campaign members; and of course larger paid advertisements help pay for our printing costs.

After a mix-up by the Editor in planning this issue of the *Newsletter*, the page

designs have been done by an incompetent using a word processor, rather than by one of the usual very efficient designers. I'm sorry about any loss in readability, and I hope not to make this mistake again.

*Mark Irving, Newsletter Editor*

# Your streets this month

## Core Stage 5

The Cambridge Traffic Management Area Joint Committee (AJC) considered the proposals for Core Stage 5 – Victoria Avenue and Maid's Causeway part-time closure. They agreed to "support deferring implementation of traffic management measures..." and "request the officers to investigate traffic management measures ... to include as possible options the provision of a pedestrian crossing by James Street, 20 mph speed restrictions, HCV restrictions and raised tables, along with any other suggestions and to report back to the AJC in January 2007". More on page 15.

The Committee also agreed to approve the making of an experimental Traffic Regulation Order for a 10am to 7pm taxi rank in Fair Street. This will be where there is at present disabled parking near to Fitzroy Street.

## Corn Exchange Street–Wheeler Street contra-flow cycle measures

The AJC agreed to approve the contra-flow cycle scheme for implementation. This will vastly improve cycling around Cambridge city centre as well as giving access to the new Grand Arcade cycle park.

## Gonville Place crossing

It is now legal to turn right at the Gresham Road–Parker's Piece crossing. But are cyclists paying too high a price for the privilege? Most of the new arrangements are decidedly cycle-unfriendly. See page 4.

## Sheep's Green Bridge

The bridge over the river connecting Trumpington Road and Newnham is now

open for use. There is a good deal to be done before the work is complete, but there are now rideable ramps onto the bridge and we no longer need to bump our bicycles up the steps.



*The National Cycle Network Route 11 from Shelford to Addenbrooke's Hospital alongside the railway line should be open to cyclists and walkers from early August. This section will include the 'Ten Thousandth Mile' of the Network.*

## Core Stage 4, St Andrew's Street/Hobson Street

The County Council has published its consultation document on this part of Core Stage 4 and there will be an exhibition on display on the second floor of the Central Library until 19 August, the deadline for comments. The vision for cyclists seems to be somewhat at odds with the design. On the one hand the document says "Many people access the City Centre by cycle. Improving the safety and ease of access for cyclists is necessary to encourage more people to cycle." On the other hand we are invited to comment on a number of points including "Some reduction in on-street cycle parking in the area,

although the new cycle park provided as part of the Grand Arcade development will provide about 500 more spaces in the central area." There is no mention that 500 spaces is well below the standard for the extra retail floor area provided by the

Grand Arcade and Bradwell's Court or the fact that the Grand Arcade has displaced about 150 formal spaces and much informal railing cycle parking. Please comment!

## South Cambridgeshire

At its meeting on 19 June, the South Cambridgeshire Area Joint Committee approved the extension of the Histon to Girton cycleway for implementation within the jointly funded cycleways programme for 2006/2007. The County Council is now able to set aside £50,000 towards cycleways in South Cambridgeshire alongside its £50,000 contribution towards Jointly Funded Minor Highway Improvement (JFMHI) schemes. The extension of the Histon to Girton cycleway (which will form a link with the Cambridgeshire Guided Busway) has been identified by the County as a priority.

Also approved for inclusion in the JFMHI programme is the expenditure of £34,000 on provision for better crossing for pedestrians and cyclists in Cambridge Road, Fulbourn where two serious and nine slight accidents have been recorded. Bearing Gonville Place in mind, we need to keep an eye on the design!

## Tell-a-friend

There's now a 'tell-a-friend' form on the website, which you can use to tell a friend about the Campaign, to encourage them to join. It takes less than a minute and sends a pre-written message, to save you having to write one!

More members means more influence, so if you have web access, go to the webpage below and help increase the Campaign's membership!

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