



Cambridge Cycling Campaign

Co-ordinator's
comment

page 2

News

page 3

Grand Arcade and
Christ's Lane

page 4

DfT conference

page 5

Cambridge congestion
charge and £500m
transport package

page 6

New developments

page 8

How far do cyclists cycle?

page 9

Mindset issues

page 10

Parking policy

page 12

Have bike, will travel

page 13

Good lighting guide

page 14

Cycle theft

page 16

New Committee members

page 17

Monthly meetings

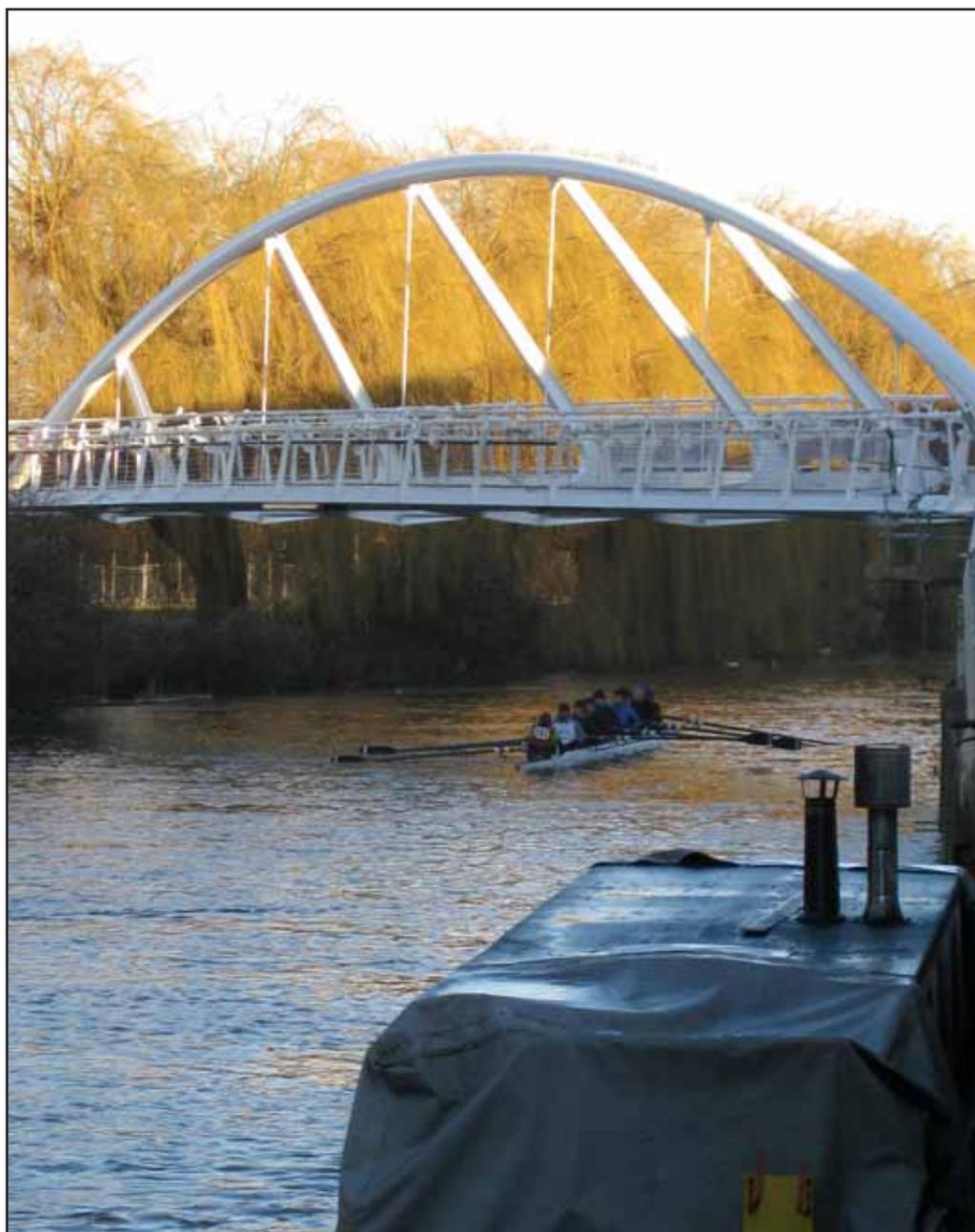
page 18

Diary

page 19

Your streets this month

page 20



New Riverside Bridge to open soon

The span of the bridge is now in place and the new crossing is due to open to the public in May 2008



If you like what you see in this newsletter, add your voice to those of our 900 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.

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.

Don't forget our meetings, open to all, are on the first Tuesday of each month, 7.30 for 8.00pm at the Friends' Meeting House, Jesus Lane, Cambridge.

Elected Officers 2007-2008

Co-ordinator – Martin Lucas-Smith

Liaison Officer – Jim Chisholm

Membership Secretary – David Earl

Newsletter Editor – Monica Frisch

Treasurer – Clare Macrae

Events Officer – vacant

Recruitment Officer – vacant

Press Officer – vacant

Officers without portfolio – Mike Causer, Mark Irving, Vanessa Kelly, Bev Nicolson, Simon Nuttall, Paul Robison and James Woodburn.

Contacting the Campaign

Cambridge Cycling Campaign
PO Box 204
Cambridge CB4 3FN

Telephone and fax (01223) 690718

Internet: www.camcycle.org.uk

E-mail: contact@camcycle.org.uk

This newsletter is printed on recycled paper by Victoire Press, Bar Hill.

Co-ordinator's comment



There is much more to be done in order to make Cambridge a world-class cycling city. Few crossings are to the standard of this one, for instance.

Strategic issues galore

The start of the new year has been characterised by a range of large, strategic issues we as a Campaign need to be focussing on.

The County Council's consultation on its bid for **congestion charging and £500m of up-front transport investment** is now in full swing. As we report on page 6, we have now come to an initial policy position on the proposals, but there is much more to be done. We are keen to influence the plans towards the agenda of improving and expanding cycling as much as possible, in the event that the bid is taken forward and approved by government. This is a perhaps rare occasion when the very top of the cycling solutions hierarchy – reducing the amount of vehicle traffic – is finally being proposed at senior County Council level.

Our **Cycling 2020 brochure** is also being published in March, and will outline to a wide range of stakeholders the problems that need to be addressed in order to make Cambridge a world-class cycling city, something that – despite high levels of cycling – currently it is not. Read more in the next Newsletter about this initiative and its launch.

Dovetailing with that, and just pipping it to the post, this month we publish our **Position Paper on New Developments**, as outlined on page 8. In the last year we have often found ourselves needing a really good practical and concise guide to what 'cycle-friendly' actually means in practice when there is a clean sheet, as with planning to build over huge areas of greenfield land.

On a related theme, the **planning applications for large housing development** in areas such as Northstowe, Trumpington Meadows and others are arriving and are now near the top of our agenda. If you live near any of these and/or can help scrutinise the plans, please let us know.

Internally, our own **proposals to take on a Campaign worker** to help facilitate the work of the Committee and other volunteers are moving forward. We have been taking advice from other groups familiar with this route, and we hope to progress this as quickly but as carefully as possible, having received the very welcome indication of funding in principle from a very kind donor. Once the details have been finalised we will be advertising this full-time position openly. We expect the incumbent to make a significant difference to the Campaign's work, in quality and quantity, not to mention success.

Lastly, this month we take a light-hearted but nonetheless heartfelt look at some of the **'mindset' issues** that we encounter regularly from decision-makers, areas that we need to work on changing.

Martin Lucas-Smith, Co-ordinator

£50 million for Connect2

Just before Christmas the Big Lottery Fund's The People's £50 Million contest took place. Members of the public had the chance to choose which of several short-listed schemes should get £50 million from the National Lottery Fund. The successful scheme was Sustrans' Connect2 proposal. This aims to "revitalise walking and cycling across the UK by creating new routes for the journeys we all make every day". The money will enable new bridges and crossings and new cycle and walking routes to be constructed throughout the UK.

Here in East Anglia the scheme will enable Sustrans and the National Trust to construct a route for cyclists and walkers from Cambridge to Wicken Fen. This will include the construction of new bridges across the river Cam, near Waterbeach, and across several of the Lodes. Some work has already started and when complete the route will close a gap in the Sustrans National Route 11, which connects Harlow, via Cambridge and Ely, to King's Lynn. There was a map in *Newsletter 74* and future Newsletters will contain further updates on progress.

More information is available from the National Trust at Wicken Fen, tel: 01353 720274.



Sustrans' winning Connect2 scheme will enable a route to be constructed from Cambridge to Wicken Fen, which will include the building of many new bridges.

From the new editor

I hope you felt that the last Newsletter, no. 75, was up to the usual high standard, as it was the first one that I produced, having been elected as Newsletter Editor at the AGM on 6th November. So far I have not had any complaints and the comments from the newsletter review meeting were both constructive and helpful.

My predecessor as Editor, Mark Irving, has been responsible for the production of sixty issues of the Newsletter and has set impressively high standards. I shall endeavour to ensure these standards are maintained and that the Newsletter continues to be attractive, informative and interesting to read. This does not mean that nothing will change! I am sure there is potential for new features, new ideas and if you have views on what should – or should not – be included, please let me know!

I know from reading the postings on the members' general discussion email list that many members are very well informed and I would like to encourage you to share your expertise – and experiences – with the rest of the Campaign by writing articles for the newsletter from time to time. In particular I would like to reinstate a regular 'My Way' feature in which members describe routes with which they are familiar, such as their usual route to work, illustrated with photos and maps. There is advice on writing articles for the newsletter on our website (www.camcycle.org.uk/newsletters/guidelines.html) and I would be pleased to talk to anyone who is thinking about writing an article – in the first place email is the best way to contact me (mfrisch@phonedcoop.coop). I look forward to hearing from you.

I must personally thank Mark Irving for his assistance with producing the last newsletter. Without his guidance I would have floundered

and the newsletter would have suffered. His passing on advice from his years of producing the newsletter was immensely helpful and very much appreciated. I must of course also thank him, on behalf of the Campaign, for his long service and devotion to newsletter production. Thanks are also due to the members of the newsletter team, those members who help by reading drafts

I would like to encourage you to share your expertise – and experiences – with the rest of the Campaign by writing articles for the newsletter from time to time.

of articles, commenting upon them, correcting them where necessary, and generally helping us to maintain the high standards. Their pedantry and attention to detail is valued! If you want to join the newsletter team just sign up to the newsletter email list or contact me. Special thanks to those with special skills: David Earl for photography, David Green and Anna Williams for design and layout and for putting up with my inexperience, for the last issue and this issue respectively.

Monica Frisch, Newsletter Editor

Christ's Lane and the Grand Arcade: not very grand



This is obviously the kind of 'Grand' impression the Grand Arcade developers and John Lewis would like to promote: cycles left lying about (in this case even falling over) wherever space can be found. The new cycle park needs to be opened urgently.

John Lewis / Grand Arcade

Our last Newsletter featured an article about the new John Lewis store which has no cycle parking, with its new cycle park locked shut. We subsequently received a lot of media coverage supporting us, including a BBC radio interview in which the John Lewis representative seemed unable to give a good reason why it was still not open, despite their having to get the car park opened.

"Oh, there's no call for bike parking round here, people just leave their bikes leaning against railings everywhere."

*John Lewis staff member,
19 November 2007*

We continue to receive e-mails from members of the public expressing disgust at the way cyclists are being treated as second-class customers.

Our website contains a series of quotations and the official planning agreement concerned, at: <http://www.camcycle.org.uk/campaigning/issues/grandarcade/>

Latest news is that it will be opened by March 2008. Key points which must be addressed are:

- The racks have been incorrectly installed. They are too close together, despite the clear diagram in the City's cycle parking standards. This is the main deficiency that in our view must be corrected; once fixed the cycle park should open.
- The vast majority of racks must be designated free for public use, i.e. not paid for; we need to receive reassurances and action on this.
- No CCTV has yet been installed.
- There is no cycle shop as previously promised. We have heard indications that progress is being made here.



Please **write to the developers and complain** – there is a simple webform on their website at www.grandarcade.co.uk which can be used, or phone 01223 353861 to speak to them.

Also, please **let the City Council know of your concerns**. Write to emma.thornton@cambridge.gov.uk (01223 457446).

for cycling customers



Surely there's room for cycle parking here – there used to be so much more, on both sides of the road.

Christ's Lane (formerly Bradwell's Court)

Much of this development is now open. Shamefully, the developers were not required to provide cycle parking for shoppers, as a result of inadequate development control procedures which failed to ensure compliance with the City Council's own Cycle Parking Standards, despite hard lobbying by us.

There is a large area of space outside the new Christ's Lane development, which could enable even more cycle parking than agreed to be installed.

The Cambridge Traffic Management Area Joint Committee (AJC) subsequently insisted on public cycle parking nearby as part of the Core Stage 4 scheme, and we thank Councillors who took a firm stand to ensure this.

Now that the buildings are in place, it is very clear that there is plenty of room available for cycle parking, perhaps more space even than Councillors had realised. The agreed cycle parking must be installed as soon as possible, and preferably more than previously agreed.

Martin Lucas-Smith, Co-ordinator

Road to Damascus for DfT? (or is it just a little NATA)

Just before Christmas I attended, as a representative of the Campaign, a Department for Transport conference at the GO-EAST offices in Cambridge.

It was called: **Towards a Sustainable Transport System**

A number of these meetings are being held around the regions as a precursor to a more formal public consultation prior to a green paper on Sustainable Transport in the spring. Also included were discussions of possible changes to NATA* (New Approach To Appraisal). This meeting was attended by a variety of organisations ranging from Friends of the Earth and Sustrans to the Highways Agency and the Freight Transport Association, as well as representatives of Local Authorities (some 40+ people in all).

I gather one such meeting was dominated by the 'We Must Build More Roads' lobby, but in the East it seems that the realisation of the probable effects of climate change and the need for more radical action were better understood.

It seems likely that parts of DfT will be reorganised, and that things such as the proposed Climate Change Bill will force the Department to have 'targets' (meaningful?) for reduced energy use in the transport field.

There was a discussion of both the Stern Review[†] (on the economics of climate change) and the Eddington Transport Study[‡].

The New Approach To Appraisal (NATA) was introduced as a replacement for COBA (Cost Benefit Appraisal) some years ago and included a number of 'environmental factors'. Discussions on revisions to NATA highlighted the fact that 'low value' schemes generally provide a far better return on investment than larger schemes such as the A14. The fact that 'health' benefits can now be included in financial appraisal of cycling and walking schemes means that these achieve even better returns. A 'carbon price' is likely to be included in appraisals, and although many feel that the current proposed value is unrealistically low there is a commitment to raise this over time which should significantly add to the cost of many 'carbon-hungry' schemes when evaluated over 20 years.

Some time this spring there will be more formal consultations on some of the issues raised and this will give an opportunity for the Campaign to submit comments in writing.

One thing of interest which may help to change policy in DfT is the price of oil. Apparently last year a cost of \$50 per barrel of oil was used in most scheme assessments. It is now at around \$100 and most people now think that is a more realistic rate. At those prices, schemes which move freight from road to rail with energy costs reduced by 80%, those that shift people to electric railways with regenerative braking, and those which encourage cycling and walking will give far, far better return on 'investment' than those that encourage further expansion of motor vehicle use.

Jim Chisholm

* You can find all about NATA (refresh) at:

<http://www.dft.gov.uk/consultations/open/consulnatatrefresh/>

† The Stern Study is at:

http://www.hm-treasury.gov.uk/independent_reviews/stern_review_economics_climate_change/stern_review_report.cfm

‡ The Eddington Report (executive summary) is at:

<http://www.dft.gov.uk/162259/187604/206711/executivesummary>

The congestion charge and the £500m transport package

The County Council have started their consultation on this, and have also issued a 183-page document – the formal bid to the Government – giving details of the scheme, including analysis of the underlying figures.

Full details can be found online at: www.cambridgeshire.gov.uk/congestion and the County have been running a series of roadshows, as published in the last Newsletter.

The December monthly meeting was the third at which members discussed this issue, to determine our policy on this important and huge set of proposals.

The key facts about the scheme and its context are in the box to the right of this page.



Upsides:

- General traffic reduction; improved safety and air quality, reduced traffic noise, CO2 emissions and injuries.
- Less congestion is good for all road users.
- The Chisholm Trail, our long-proposed 'cycling superhighway' joining the Science Park to Addenbrookes, is among the proposals.
- Hybrid lanes, the continental-style approach to cycle lanes which seeks to balance the needs of different cyclists (on-road / off-road preference), are proposed, which we have pushed for.
- The document recognises reallocation of road space to cycling.
- Reduction in traffic volume and then reallocation of road space are high up in the hierarchy of solutions that we have often espoused but are rarely observed in practice by transport planners.
- It will remove the excuse of "no money to do things properly".
- There is scope to do very good things to existing and new routes.
- The proposals will make people think about how and when they travel.
- Could be good for small traders: saving of 6 minutes twice a day allows tradespeople to break even.
- Better chance of real innovation being backed the DfT through the Transport Innovation Fund.
- Chance to 'fix' cycle parking problem city-wide.
- Chance to get problem points like Gilbert Road finally addressed.

Downsides:

- There is scope for things to be done badly.
- Danger of increase in shared-use pavement cycleway provision.
- The funding figure may not turn out to cover everything that's planned. We need to make sure cycling doesn't suffer.
- Some businesses could move out of town or edge of town developments could expand.
- Proposals for bus lanes: the document says traffic should suffer at the expense of buses and cycles, but experience in the past is that buses impact on cycling if not done correctly.
- Vast amount of money (as much as for cycling) being put into a non-Cambridge road-based scheme – Ely bypass – and we specifically oppose this.
- "Mindset" issues – of the sort discussed on page 14 of this Newsletter – will need to be addressed.
- We need experience and people – consultants – from Netherlands and Denmark to do the design. We shouldn't have to keep battling for the "extra 20 cm".

The Campaign broadly welcomes the proposals but will be seeking reassurance on a number of points.

Areas on which we need reassurance:

Following from those points, there is a range of areas we are going to be seeking reassurance on from senior County Council officials:

- What are they planning to do to existing routes?
- Overspend in other areas will not be at the expense of cycling.
- Potential problems arising on areas such as Perne Road, Brooks Road, Mowbray Road relating to proposed bus priority.
- Are we sure they aren't using the incorrect "cyclists travel maximum 5km model" for modelling cycling journeys? (see page 9)
- Promotion of fast direct cycle routes to people who don't cycle at present – this really hasn't happened much so far.
- Tackling key 'mindset' issues – see above.
- What design guide will there be?

We also thought that if some innovative way were found to increase levels of enforcement of various kinds, that could prove a highly effective way of improving traffic flows and dealing with danger on the roads resulting from illegal or aggressive motorist behaviour.



We are pushing to ensure that proposals for bus lanes will not harm cyclists' interests

Quick wins

If the scheme goes ahead, a series of 'quick wins' would help build the confidence of our members and the general public that the cycling aspects are being taken care of. In particular, we would like to see early work on:

- The Chisholm Trail (see above), in particular the section between Coldham's Lane and the Station;
- A link to Bar Hill;
- An upgrade to the Tins Path;
- A high quality hybrid route as an early demonstration, on one of the radial routes such as Cherry Hinton Road, which has space constraints and which could usefully show how the political issues associated with reallocation of roadspace would be dealt with;
- Filling in and making cycle-friendly the Elizabeth Way roundabout in a Dutch or Copenhagen style;
- Improvements to the Catholic Church junction;
- City-wide cycle parking, which is in desperately short supply in very many areas;
- Personalised travel planning (effectively one-on-one promotion of transport alternatives) which nationally has shown to result in cost-effective changes in behaviour.

Press and politics

The issue of congestion charging has been continuously in the local press for the last few months. Sadly, little of this discussion has touched on the proposed enormous package of physical infrastructure measures, instead focussing almost solely on the congestion charge side. We think the press needs to cover much more of the infrastructure side, and the County Council needs to give them more information to enable them to do so. With that information, people across Cambridge might be more welcoming.

The County Council's advocacy of the scheme has not been helped by the change in political leadership. Shona Johnstone, so far one of the most vocal supporters of the proposals, stood down from her post late in 2007 as a result of another political issue. Nonetheless, the County has continued to press on with consultation.

Many City Councillors have expressed concerns about the way the County has involved them in the development of the proposals,

Key facts from the County Council

- Between 1999 and 2016 at least 57,400 new households are planned for the county; approximately 33,000 of these homes are still to be built, mainly in the Cambridge area.
- In the Cambridge sub-region there would be an additional 33,500 car trips per day (there are currently 273,000 car trips per day). In addition to this, there would be, on average, a 23% increase in travel time and a 16% increase in distance travelled.
- In the Cambridge area, there would on average be a 46% increase in total travel time and significantly more on many roads, an 11% reduction in average speeds and an 84% increase in delay at junctions.
- The British Chambers of Commerce estimates that congestion currently costs the UK economy approximately £17 billion per annum. In addition, 1.2 billion hours are lost to congestion every year.
- The County Council have submitted a bid for over £500m of transport improvements to the Transport Innovation Fund. This is a pot of money from the government to entice local authorities into trying out congestion charging schemes.
- The congestion charge itself would be a one-off charge for anyone driving into, out of, or within the congestion charge zone (basically all of Cambridge), between 7.30-9.30am, weekdays only. The proposed charge would be in the range of £3-5 per day and all the Park & Ride sites would be outside the zone.
- If the bid is successful, implementation of the proposed transport improvements could commence from 2008 onwards. Congestion charging would be a further three years away (at least).
- It is important to note that a decision to introduce congestion charging has not yet been made, despite the County having submitted a business case in autumn 2007. Submitting a business case to government does not commit the Council to introducing it.

and it is clear that the County needs to work to get the City Council more on side if the proposals are to be accepted. Additionally, we think it is important that every Councillor takes the time to read the County's documentation before making comments.

At the City Council's Environment Scrutiny meeting on 8th January 2008, Councillors voted to:

"support the development of a comprehensive transport strategy that includes substantial improvements to public transport, cycling and walking and some form of demand management, probably road pricing"

but with a series of caveats on points they felt the City Council must see addressed by the County Council. These points can broadly be summarised as:

- The City Council's desire for residents' discounts;
- Evidence to justify the hours of operation and location of the boundary;
- A detailed programme of the public transport, walking, cycling and traffic management proposals;
- The need to ensure that frequent, good-quality bus services exist within 400m of every home;
- A commitment to Quality Partnerships (effectively a relatively new means, one of the few available to Local Authorities, to increase regulation and control of the bus system);
- Improvement in the climate change objectives of any scheme, effectively discounts based on vehicle emissions;
- A commitment to ring-fencing to the Cambridge area of funds raised.

Martin Lucas-Smith

New Developments: our latest position paper

In November we drafted a Position Paper on New Developments, which seeks to explain to developers what we want in practice in the huge new developments being built around Cambridge.

The Position Paper on New Developments should be on our website by the time you read this, at <http://www.camcycle.org.uk/campaigning/papers/newdevelopments/>, and we are happy to send copies to members on request.

The background to the paper is that there is an awful lot of guidance out there nationally which discusses cycle-friendly infrastructure, but little of it relates to new developments. In the last year, we have often found ourselves needing a really good practical and concise guide to what 'cycle-friendly' actually means in practice when there is a clean sheet, as is the case with plans to build over huge areas of greenfield land.

The position paper will dovetail neatly with our Cycling 2020 initiative, the main brochure for which is also to be published and launched. However, the New Developments paper is more practical in focus and does not deal at all with existing problems around the network. The paper is also specifically aimed at housing developers rather than the range of stakeholders intended for Cycling 2020.

The Executive Summary, which we reproduce in edited form here, sets out a summary of the 24-page contents of the new Paper.



We set out in this briefing our aspirations for the new developments being planned for the Cambridge sub-region. In it we summarise the best way to provide for cycling.

Cycling fits perfectly with a range of national policies on transport, health, the environment and CO2 reduction; it also dovetails well with the government's desire for 'eco-towns'. Over 25% of all journeys in Cambridge to work are by bike and a large proportion of other trips are too. We want to ensure Cambridge's cycling culture is maintained in the new developments.

Most British cycling infrastructure is of poor quality, because it is not designed with cyclists' actual needs in mind. Firstly, developers need to make space for cycling. Secondly, whatever seems daft to a car driver is equally silly to a cyclist. Yet in the UK, poles in cycle paths, constant give-ways, etc., are the norm. This approach must be avoided in the new developments. Cyclists really want the same as car drivers want: Convenience, Directness, and Speed.



Pedestrian and cycle access to the Beehive Centre from the 'back left' corner of the new development off York Street

Providing for cycling often doesn't mean cycle-specific infrastructure, but simply a cycle/pedestrian-friendly environment.

Cycling is much easier when traditional, inter-connected street layouts are used, in line with the government's new Manual For Streets. Cul-de-sacs and winding roads should be avoided.

We then outline ten key principles for cycling, setting out what convenience, directness and speed mean in practice. As we then demonstrate, the ten principles tend to match what drivers would expect for themselves, too, when driving.

In terms of the actual on-street environment, developers should avoid pavement-style cycleways next to roads. These rarely meet cyclists' needs properly. Instead, developers should remember that the normal street environment is where cyclists spend most of their time travelling, and make those areas as cycle-friendly as possible. So developers should:

- design the overall development in a way which minimises the need to travel, through land-use integration, e.g. by locating facilities and ideally workplaces reasonably near to the housing;*
- for the main roads through a development: provide on-road cycle lanes of good width (at least 2m wide), or so-called 'hybrid lanes' (which are also on-road but which provide some protection but good visibility and directness) like that shown on the front cover.*
- in the local connecting streets where most housing is located and most journeys take place, design for lower traffic speeds, e.g. avoiding excessive visibility. This will also encourage children learning to ride.*

Cycle parking should be provided throughout a development in secure and accessible locations, as we outline.

We are keen to meet and work with developers to make their developments as cycle-friendly as possible. We hope this guide will be a very useful starting point.

Just how far do cyclists cycle?

As someone who first examined travel survey data over 35 years ago, I've been concerned how little genuine data on cycle trips is available in or around Cambridge.

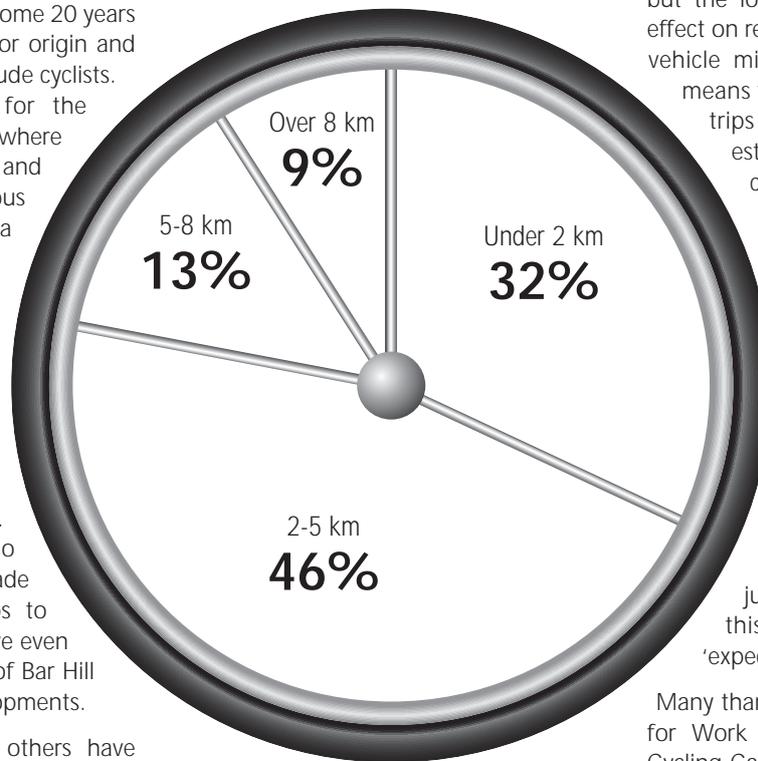
When I moved to Cambridge some 20 years ago I was amazed that a major origin and destination survey did not include cyclists. Even some recent surveys for the Transport Innovation Fund, where some motorists were stopped and questioned, as were some bus passengers, failed to get data from cyclists.

I'm just one of the many of people that I know cycle more than 8 km (5 miles) to work each day from a 'necklace' village. More seriously, several recent transport assessments for new developments assume that people like me don't exist. In fact, they assume that no trips of more than 5 km are made by bike, allocating such trips to 'bus' or 'car'. In fact some have even also applied the 'modal split' of Bar Hill to all Cambridge fringe developments.

The Cycling Campaign and others have questioned such assumptions which are clearly wrong, and lead to over-provision for motorists, and under-provision for cyclists.

I knew that some raw data on cycle-to-work trips had been collected as part of 'Travel to Work' surveys undertaken by the Cambridgeshire Travel for Work (TfW) Partnership*, but that it had not been processed in a suitable way to answer my question (How far do cyclists cycle?) in a detailed way.

TfW has now processed data from the 2007 survey. Of a sample of some 1,500 trips, 32% are under 2 km, but more interestingly 22% are over 5 km.



Transport consultants should try to remember that this is Cambridge where over 25% of 'to work' trips are by bike and that some 20,000 cycle trips cross the river Cam each day (even out of University term) and that 6,000 trips cross the 'City boundary'. I'm sure that any transport modelling exercise that ignores the longest 20% of trips by one major mode should be considered very suspect.

The Travel for Work partnership has produced estimates of over 22% of cycle trips to work being over 5 km and 9% being over 8 km. These figures may seem small but the longer cycle trips have a greater effect on reducing congestion (fewer motor vehicle miles in a congested area). This means that if higher numbers of longer trips are made by bike than are estimated, the need for, and hence cost of, many road improvements predicted by traffic planners would be unnecessary.

Finally it is good to have proof that my cycle-to-work trip, and those of many friends, are not imaginary, but recorded in real statistics. It is more than a little worrying that many transport planners imagine so many car trips will occur, and demand that unnecessary multi-lane junctions are constructed. Or will this just be another case of 'expectation realisation'?

Many thanks to the Cambridgeshire Travel for Work Partnership for this data. The Cycling Campaign is a member of the TfW Steering Group.

Jim Chisholm

**Cambridgeshire Travel for Work Partnership. TfW provides travel solutions for Cambridgeshire employers and developers. The officers help employers prepare and implement effective travel initiatives that ease transport and access problems associated with existing sites or new business developments. For more information, visit: <http://www.tfw.org.uk>*

Cycling Conference in Cambridge this May



The National Cycle Campaign Network/CTC conference in May will include a variety of rides for those who stay until the Sunday

We've mentioned before in the Newsletter that the Campaign has volunteered to host the National Cycle Campaign Network/CTC conference this spring. We've now fixed the date as Saturday May 10th, and the event will be held in the conference facilities of the University of Cambridge Centre for Mathematical Studies, just off Clarkson Road.

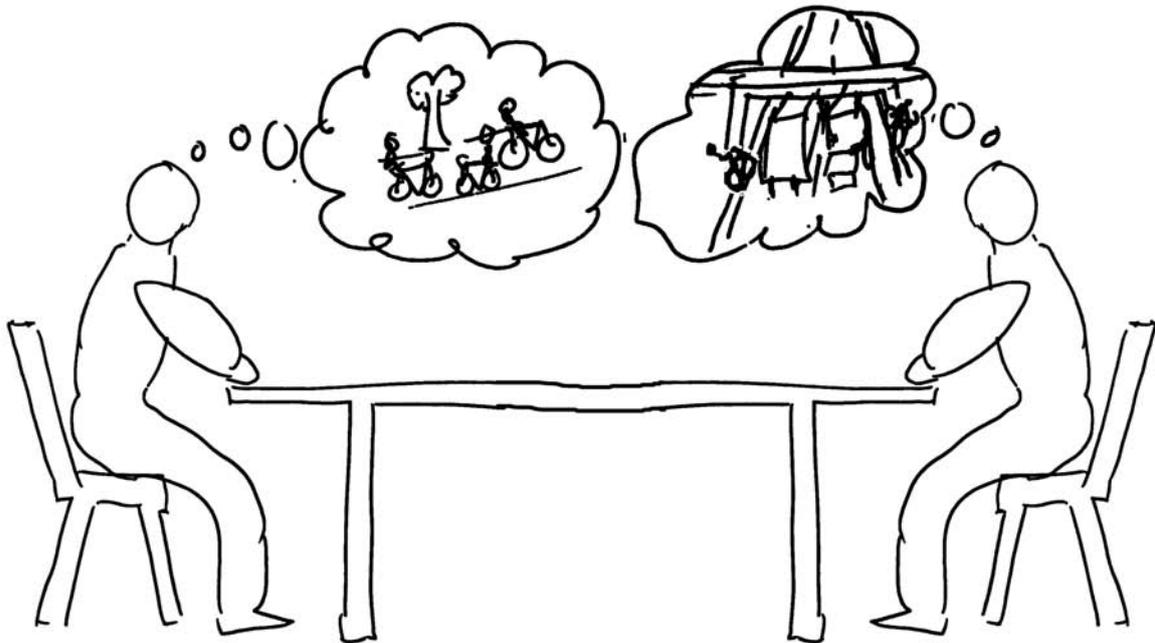
Plans are advancing for a theme, but this may well be the last conference in its present format. There is usually a celebration meal on the Saturday evening and also a variety of rides, organised with the CTC, for those who stay over until the Sunday.

We also expect to have a 'poster' competition so that groups from all over the country can submit something about a problem or a solution in their area. It is hoped that there will be a prize for the best presented or most informative poster.

Please keep 10th May free. We'll need help on the day, and volunteers who can offer accommodation on the Friday and/or Saturday nights for those who either come from long distances, or wish to stay over for the Sunday events.

Jim Chisholm

Council and motorist 'mindset' issues



In September, we asked members of the Committee and the Crossings e-mail lists to suggest some 'mindset' issues which we as a Campaign face when dealing with the Councils. Here are some of the best suggestions. The full list is online at www.camcycle.org.uk/campaigning/mindsetissues/.

Traffic capacity

- That maintaining and expanding the number of motor vehicles that can be accommodated on the roads takes precedence over the convenience, safety and comfort of pedestrians and cyclists using or crossing those roads.
- That you cannot seriously expect people to go back to driving as little as they did say 10, 20 or more years ago. Nowadays we NEED to drive more and more, you can't question it, we just DO.
- That traffic lanes at junctions cannot be reduced in number wherever it would reduce junction capacity. (Thus space is not freed to make cycling safer and easier, at what are often difficult junctions.)
- That most cyclists ride at 5-10mph and that thus cycling is properly seen as an alternative to walking. (Thus road design is inadequate for the majority of cyclists (10-15mph) who are using the bike as an alternative to driving.)
- If you keep building more roads or expanding roadspace, all the problems will go away.

Convenience

- That speed, directness, comfort and convenience of use are not of any importance when considering cyclists.

Car parking and cycle parking

- That on-street car parking cannot be removed (except for single-space spots on exceptionally rare occasions), particularly in residential areas, because car drivers would complain and because it would reduce the on-street revenue account. (Thus cycles are left leant against pavements or wherever space can be found, usually insecurely.)
- That the need for cycle parking in major new developments is not upheld strongly enough if proper provision would mean even a relatively small reduction in floorspace. (Thus cycles are left leant against pavements or wherever space can be found, usually insecurely.)
- That parking a car is a basic human right. Using a cycle lane to cycle in is not.
- That it is acceptable to allow cars to park on pavements by creating official parking areas, to the detriment of pedestrians. (Thus areas like Romsey which ought to be ideal as low-car ownership areas, have little space left for people to walk or cycle, and cycles against houses (rather than the cars) are perceived to be the source of blocked pavements.)
- "If you halve the spacing between cycle stands you get twice as many bikes in." (No you don't. Below the minimum 1.0m spacing it becomes awkward to get bikes in and out so only one side of the stand gets used, reducing the capacity of the facility, and increasing the amount of fly parking nearby.)



"Parking a car is a basic human right. Using a cycle lane to cycle in is not."

Safety

- That helmets and safety gear should be touted as a key solution for increased road safety, rather than tackling the source of road danger. (Thus cyclists who end up in a collision through no fault of their own end up being blamed in some way, rather than the motorist at fault.)
- Whoever is at risk, whoever is creating the risk, it is always the cyclist whose freedom of movement should be constrained by "safety" measures.
- That cyclists are safer off the road than on it. (Thus off-road provision is one of the first things attempted by the powers that be.)
- "Cyclists get injured on the road because they ride recklessly." (In fact studies have shown that of all road users, cyclists are the least likely to be found at fault in the event of a collision. The injured cyclist is typically riding straight ahead when struck from behind or the side.)
- "Cyclists get injured because they ride without lights." In fact 85% of crashes involving injury to a cyclist happen in daylight, in clear visibility.
- "Roads are dangerous." (No they are not, the behaviour of some people USING the road is dangerous. Behaviour can be changed, and dangerous / threatening behaviour should not be tolerated.)

Law-breaking and rules

- That the fact that some cyclists break the law is a good reason not to facilitate better cycling for the majority, e.g. opening contraflows in one-way streets, or removing 'cyclists dismount' signs on bridges. (Thus all cyclists are tarnished with the same brush or are encumbered by unreasonable restrictions.)
- That signage at temporary closures forgets about cyclists, e.g. 'road closed' rather than 'road closed, except for cyclists and pedestrians', because they are somehow lesser road users or are assumed to ignore signage anyway. (Thus cyclists are not being treated like real road users, encouraging less responsible cyclists to consider that signage doesn't apply to them.)
- That aggression by motorists against cyclists is a mere "motoring offence". (Thus it remains unprosecuted and becomes the norm.)
- It is perfectly reasonable to expect 70 kg cyclists moving at 12 mph to be subject to the same rules designed to protect people from 1 tonne+ motor vehicles moving at speeds in excess of 30 mph.

Poor quality infrastructure

- That compulsory purchase is too extreme a measure for cycling provision. Thus key areas remain too narrow for cyclists to use properly and key routes thus become ruined by an inadequate stretch or pinch-point.
- That best practice is optional and only to be considered after all alternatives have been exhausted.
- That cyclists who complain about poor-quality infrastructure are just troublemakers who have nothing better to do with their time.
- That you can only inspect a cycle facility on foot or by car.
- That traffic lanes must always have at least 3m minimum width once and if a cycle lane is to be added.
- "Bicycles can go around 90 degree bends." (No they can't. The minimum bend radius is 4 m with a preferred radius no less than 15m, with 30 m of forward visibility. TA 91/05.)
- That the national minimum standard width for a cycle lane of 1.5 m is the maximum width of a cycle lane. (Where in Cambridge is there a cycle lane of the recommended 2.0 m width?)

Obstructions

- That panniers, child seats, trailer bikes, child trailers, trikes, tandems etc are all unreasonable extensions of cycling and should not be accommodated on cycle infrastructure.
- That it is acceptable to place bollards and obstructions in cycle routes because cyclists can't be trusted to slow down; yet motorists do not face chicanes at sideroads but instead are trusted to stop at a white line. Thus cyclists are treated as second-class citizens and face slower journeys.

Crossings and junctions

- "It is dangerous to allow cyclists and pedestrians to share a path, unless of course that path crosses a road at a toucan crossing in which case it is dangerous to segregate them".
- "Little old ladies can sprint across the road at a Puffin crossing in 6 seconds."
- "It is reasonable to only allocate 5% of the crossing cycle time to cyclists and pedestrians" (6 seconds out of a 2 minute cycle).

- "It is not necessary for cyclists to be able to see crossing signals as they approach." So what are they for then?
- "If crossings detect the presence of cyclists approaching and change the lights for them, there is a danger that the cyclists will just ride out without stopping". Well, yes, just like road traffic does at a crossing then.
- "You have to have barriers to stop cyclists just riding out into the traffic without looking". Yes, thank you for your concern Nanny, but after 35 years on a bike I think I can be trusted now.
- The car is king, and road junctions and crossings must be designed to maximise the flow of motor traffic.
- Pedestrians and cyclists must be corralled behind "safety" barriers and made to cross the road in two stages (or more at complex junctions).
- It is unacceptable for cars to block other cars at crossroads so cameras and cross-hatching are needed to deter them. It is acceptable for cars to block pedestrians and cyclists on crossings so coloured crossings are a waste of money.



"Little old ladies can sprint across the road at a Puffin crossing in 6 seconds."

'Us' and 'them'

- That cyclists do not understand what it is like to walk on a pavement or drive a car.
- That cyclists are a "them" not an "us".
- That you can only make an important journey by car.
- "Cyclists don't pay road tax so why should we build facilities for them?" (The most recent CTC membership survey found that 85% of members are also drivers and therefore pay 'road tax' (properly known as vehicle excise duty). This is higher than the national average for car ownership. You do not get any rebate on road tax for using a bike and leaving the car at home.)

Parking Policy published



A better balance needs to be made between the needs of motorists to park their cars and other road users such as people walking and cyclists using busy roads (for whom car parking can often cause real difficulties or danger spots).

The County Council reviewed during 2007 its on-street parking policies in light of the growth agenda and the increasing pressures on the county's road network. The review looked into various aspects of parking management including:

- consistency of parking policy with long-term strategic transport needs
- the balance of residents' and commuter parking controls
- the role of residents' parking schemes
- controlled parking areas
- the relationship between on- and off-street parking charges and bus fares
- disabled parking controls
- parking in new developments
- cycle parking
- car clubs

Of course, cycle parking is of most relevance to us in this context.

For the first time, cycle parking is now required to form part of all parking proposals that come forward.

Point 4 in the policy reads:

"On-street parking controls shall secure a reasonable balance of all parking needs, for motorised and non-motorised vehicles, taking into account strategic transport objectives and the need to secure appropriate provision for local residents."

and the guidance, which acts as the interpretation of the main policy text, reads:

"Cycle parking: the provision of cycle parking should form part of all parking proposals but for cycle parking to be used it needs to be reasonably close to the destination and to provide a reasonable level of security."

"The provision of cycle parking should form part of all parking proposals" say the County. We will hold them to this.

We shall be watching like a hawk to ensure that cycle parking "forms part of all parking proposals" that come forward!

The new policy is on the County's website at:
<http://www.cambridgeshire.gov.uk/transport/parkingpolicy>

Martin Lucas-Smith

Have bike will travel



several wrong turns later and I found some under a roundabout, thankfully with one pointing me in the direction of the Ortons. Better than nothing. I just had to hope that they'd get a bit more specific. My next problem was, they didn't; sometimes even the Ortons, not just Orton Southgate, simply disappeared off the signs.

And then there were the overgrown signs, the 'hidden past the turning' ones, the occasional example pointing back where I'd come from, those introducing new routes... It was an interesting journey, with many wrong turns, slamming on of brakes and asking of passers-by. In all, the five-mile journey was more like nine and took over an hour. It all left me appreciating Cambridge's well signposted cycle routes.

It should have been easy – a five-mile bike ride across Peterborough. Well that was the theory, but the reality was rather different.

Being one of the many who cart their bicycles around the country, I wasn't daunted by the prospect of a day working in a different office on the outskirts of Peterborough. Simple, I thought, take the bike on the (then) Central Trains' direct service to Peterborough, then hop on it and follow the signs to Orton Southgate. Wrong. The train bit was simple, following the signs wasn't.

My first problem was that there are no cycle route signposts outside Peterborough train station. A bit of guesswork though and



Lisa Clatworthy



The vague signposts weren't the only confusion either. How about these two give-way signs, for no obvious reason, on this cycle path? Or the sharp right-hand turn, steps/slope combo heading for the river. And let's not forget the overgrown ones.

HOWES CYCLES

WHY SHOP WITH US ?

BECAUSE WE ARE IN TOWN

BECAUSE WE HAVE A GREAT RANGE OF PRODUCTS

BECAUSE WE HAVE THE BEST WORKSHOP AROUND OFFERING HIGH QUALITY REPAIRS AND SERVICING

BECAUSE ON TOP OF ALL THIS

ON PRODUCTION OF YOUR CURRENT MEMBERSHIP CARD

**WE WILL GIVE YOU A
10% DISCOUNT**

104 REGENT STREET
CAMBRIDGE
CB2 1DP

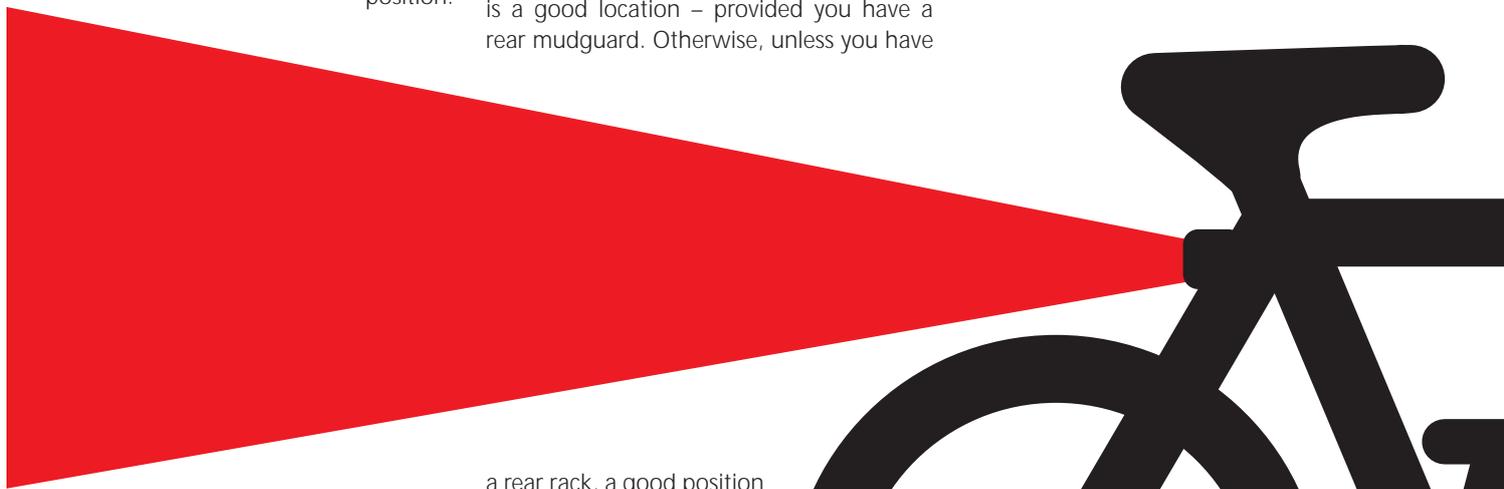
TEL. 01223 350350
FAX. 01223 460883

Making the most of your lights

While the evenings may be getting lighter, it is still a good idea to make sure that your bike lights are working before you get caught out. Rather than discussing the pros and cons of the various kinds of lights, David Green takes a look at practical ways you can make your bike lights as effective and reliable as possible.

Front light position

Your front light must be high (up to 1.5 m from the ground) and visible from the front. Try to find a higher less-obscured position than the front fork. Mount the lamp in a central or 'offside' (right-hand-side) position.



The handlebars are an ideal mounting place, providing a good beam and making it easy to fine-tune the beam as you ride. Make sure that the beam shines almost horizontally. Check this by riding along a quiet residential side street one evening. Well-adjusted front lights have no trouble illuminating reflective car number plates well ahead of you. If you have a basket or bar bag, most bike shops sell brackets designed to fit a light on the brake mounting point on the fork crown. If you are forced to use the fork, go for the highest position you can. PVC tape or a strip of old rubber inner tube around the fork helps prevent the bracket loosening as you ride.



Handlebars are an ideal mounting place for front lights, providing a good beam.

Rear light position

Make sure your red back light is shining towards the following traffic, not down onto the tarmac or into your wheel! Again, find an unobscured position, ideally as far back and as high as possible (between 35 cm and 1.5 m from the ground) where it won't get knocked or hidden.

Don't fit the back light close up under your saddle: lights there are easily obscured by jackets without you noticing!

Some models of rear light provide a reflector as well, and fit onto the mudguard. Although a bit vulnerable to damage, this is a good location – provided you have a rear mudguard. Otherwise, unless you have



Mount your rear light at the back of a rack, where it will be unobstructed by luggage.

a rear rack, a good position is the rear brake bridge bracket. If you do have a rack, right at the back of the rack is best, where it will be unobstructed by luggage. If there isn't a mounting point on your rack you can buy or adapt one. Less good positions are the offside of a rack or seat stay, as they are lower and slightly hidden. Brackets provided with some dynamo lights are another possibility, but only if they are designed for right-hand-side mounting.

Battery lighting

If you are using standard battery lighting, periodically remove the batteries and check the battery contacts are clean and that they are making good contact with the batteries. The best way to clean the battery and switch contacts is to use an aerosol electrical switch cleaner (such as Servisol, available from Gee's or Maplin). As soon as the lights start to go dim, replace the batteries. To compare alkaline battery performance, see the test results at www.audex.uk.net/lights/brite994.htm.



There are also many excellent lighting systems based on rechargeable batteries. I recommend Myra VanInwegen's excellent lighting articles at <http://www.myra-simon.com/bike/tips.html> for advice on selecting and making best use of these systems.

Generator (so-called dynamo) lighting

'Bottle' dynamos need to be mounted correctly, otherwise they can slip and be noisy. Mount the dynamo so that when it's 'on', the spring pressure forces the knurled wheel in towards the tyre. A position to the rear of the seat stay achieves this (and avoids your heel hitting it as you pedal!).

The knurled roller should press flat against a special ribbed dynamo track on the tyre. You may need to make a cut-out in your mudguard to allow this. This prevents slippage and avoids wearing out the side of your tyre. Worn dynamo rollers can be rejuvenated by fitting a rubber cap sold in most bike shops. In the 'off' position, the roller should only be about 10 mm away from the tyre.

Dynamo checks

If one of your dynamo lights stops working, simply ignoring it will soon result in the other bulb burning out! It's better to stop

If a replacement bulb doesn't work, check the wiring. Most dynamo systems are 'single-wire', relying on the metal bike frame as the 'earth' part of an electrical circuit between each lamp and the dynamo generator. Check that the wires make good contact with the light brackets and the dynamo body. Also, make sure that the mounting points of lamps and generator make good metal-to-metal contact with the frame. Paint and corroded fixing points are common causes of unreliable dynamo systems. Replacing original nuts, bolts and washers with stainless steel

to the same bulb and dynamo points as the single wires you are replacing. Secure the wiring neatly with zip ties.

Bulbs

Be prepared for bulb failure by carrying some spares in your road-side toolkit. A plastic 35 mm film box is my container of choice! * Wrap the bulbs in tissue to stop them rattling around.



ones can help. Fitting a DIY twin-cable system is the most reliable.

DIY twin-cable systems

Twin-cable dynamo circuits use a separate cable as the 'earth' between each lamp and the dynamo generator. All you need to upgrade your dynamo lights to the more reliable twin-cable system is a soldering iron, a few metres of twin-core cable, some 'spade' connectors) and some zip cable-ties (all available from Gee's, Maplin or other electrical, electronic or DIY shops).

Front and rear bulbs generally differ, and they come in screw-in and push-in fittings. Typical sizes for standard battery lights are 2.5V, 0.5A, 1.25W. Typical sizes for dynamo lights are 6V, 0.4A, 2.4W (front) and 6V, 0.1A, 0.6W (rear), but yours may differ. If you have dynamo lights, a simple upgrade is to replace the front bulb with a much brighter halogen equivalent. Remember to avoid fitting halogen bulbs with bare hands, as this will make them burn out. A comprehensive source of bulb information is the Reflectalite website <http://www.reflectalite.com/buyingbulbs.html>.

**For those who have gone digital, the Editor can supply old film canisters.*

David Green

and change the bulb. Some generators have an electronic regulator to help stop bulbs blowing, or you can buy an add-on one (see *Newsletter 22*).

For each lamp, replace the single wire with a length of twin-core cable. Solder on the connectors to each end of one core ('earth'), and attach them to the lamp and the dynamo mounts. Attach the other core



Make sure dynamo lights are mounted correctly. 'Bottle' dynamo rollers should run against the 'track' on the tyre.



Cycle theft

In the last newsletter Sgt Gordon Morgenthaler of Cambridge Police answered our questions about the 'Immobilise' website*. At the same time we asked him questions about some more general theft issues. Here are his answers.

Is cycle coding still being offered by the police at Parkside? If so, when can people use this, and is it still free?

We can code cycles at the Parkside cycle store, but when a cycle is checked in the street we cannot tell who owns it or if it is stolen. Immobilise (see Newsletter 75) tackles all these problems. It is quick, easy and simple to check.

Given the 'cyclical' nature of cycle theft, what is the typical difference between Sept/Oct thefts and those in Jan/Feb in recent years?

There has been a lot of research carried out by University College London into cycle crime. It is a growing national problem and there are no clear figures explaining why bikes are stolen.

There are those that steal a bike to get home, those that steal bikes to sell on for cash and then there are organised groups who steal large numbers of cycles possibly to ship abroad. September and October see the return of students to the city and cycle thefts increase for a few reasons.

- Reports of stolen cycles that have been taken by the council/college as abandoned bikes.
- A large number of new cycles owned by students who do not understand the volume of cycle thefts that happen in Cambridge and are therefore lax about cycle security.
- An increase in the number of people in Cambridge looking for cycles ranging from new students to people who have had their bike stolen.
- Criminal gangs planning ahead for Christmas. Good quality second hand bikes sold through eBay and other outlets or markets.
- At other times cycles are stolen to sell for cash or drugs. They are easy to steal, they are hard to identify without the frame number.

Cycle theft will never be stopped while there is a huge shortage of cycle parking around Cambridge. Our photomap contains many pictures of bikes left against walls insecurely, with no formal



Laminated poster added to bike racks by the police.

cycle parking in sight (see: www.camcycle.org.uk/map/location/cycleparking/problems/all.html) What are the police doing about this?

'Fly' parking is a problem and leads to more crime, from criminal damage to thefts. I am working with Colleges to encourage better facilities and correctly located racks. The council work closely with the Police to remove abandoned cycles and encourage the use of cycle racks through education.

Can the police object to planning applications where levels of cycle parking are inadequate?



The Police have an architectural officer to review and assess building plans and developments in order to provide planners, architects and developers with recommendations that reduce the risk of crime and disorder occurring.

The recommendations form part of the application process.

What other work are the police doing to cut down on cycle theft at the moment?

The Police in Cambridge are determined to cut cycle crime.

We have improved the information contained in our website to educate those that cycle in Cambridge about the use of good quality locks, we visit students and colleges at every opportunity to promote crime prevention, we have distributed thousands of leaflets and cards encouraging cyclists to record their frame number, we carry out registration events in the city with immediate registration via our laptop computers, we work closely with cycle shops to promote security, we have given extra training to officers and Police staff to ensure that cycle crime is taken seriously and that the problem is investigated effectively.

Officers are given daily briefings containing a cycle crime update. All officers are actively encouraged to gather intelligence on cycle crime, they carry out checks daily on cycles through Immobilise and our crime recording system. We are involved in ongoing work with British Transport Police and other forces to identify those that sell stolen cycles and to tackle this through hi-visibility patrols, dedicated plain clothed officers and directed operations including the checking of eBay. We are making an impact...

There are more arrests every day.

**An update: The last issue noted that there was a charge of £3.99 for the ability to upload digital photos of the bike being registered. This has now been changed and there is now no charge for this service.*

New Committee members

At the December meeting, two new Committee members were elected, following our call in the last Newsletter for an EGM.

We warmly welcome Bev Nicolson and Paul Robison, both of whom are long-standing members of the Campaign. Both are Officers Without Portfolio, in other words, general campaigner positions. Bev will be known to some as our trusty minute-taker over the last four years or so.

We still have vacancies for:

- **Events Officer**

(organisation and publicising of social and campaigning events, including running of the Campaign's stall)

- **Recruitment Officer**

(to co-ordinate and initiate efforts to increase membership of the Campaign – an important task for which many ideas have been submitted already) and

- **Press Officer**

(dealing with the media; a good understanding of local cycling issues is needed for this one in particular)

If you are interested in finding out more, please get in touch via our usual contact details. If any candidates come forward, another EGM will be held at the March monthly meeting.

Martin Lucas-Smith

Letters: puncture-free tyres

Dear Editor,

David Earl (*Green Tyres, Newsletter 75*) asks 'How can I avoid [punctures] in the future?' Answer: fit Schwalbe Marathon tyres. For a fraction of the price he paid for those gimmicky Green Tyres, he could fit his bike with a hard-wearing and very puncture resistant tyre which has a 'Kevlar' belt built in to the tread area. I fitted Marathons (type HS-308, size 32-622) to my daily commuting machine 3 years ago and can't remember the last puncture I had. My wife's 15-year-old bike – which is not used daily – is still fitted with the original Marathons and she's never had a puncture!

Whatever tyres he fits David Earl would also be well advised to check the tread of his tyres for embedded glass fragments every so often; these 'burrow' into the tyre and eventually reach the inner tube, causing slow punctures.

Tip: in Cambridge the best deal on Schwalbe tyres is at University Cycles (see adjacent advertisement).

David Green

SMALL ADS

BIKES FOR SALE

Girl's bicycle – Raleigh *Max*

15 speed with grip shifters, 24" wheels, 14" frame, cantilever brakes, rear rack, kick stand, cycle computer, bar ends, toe clips. Would suit child 8-12 years. Well used but in fair condition **£40**

Gents Mountain Bike – Universal *Extreme*

15 speed, 26" wheels, 1.5" road tyres, 21" frame, V brakes, cycle computer, mudguards, rear rack **£20**

Childback Tandem – Thorn *Voyager*

24 speed with Shimano RapidFire shifters, 26" Vuelta Airline wheels with 1.5" Panaracer road tyres, 17"/11" frame, straight handlebars (front & back), V brakes, rear pannier rack, cycle computer, rear stand, toe clips (front & back), bar ends, bell. Ridden only 1400 miles in 6 years. Would suit adult 5' 2" and above and child from around age 7. Good condition **£600 ono**

All bikes registered with International Security Register
Tel: Cambridge 235989 (evenings/weekends)

UNIVERSITY CYCLES
A CAMBRIDGE INSTITUTION

NEW AND
SECONDHAND
CYCLES

EXPERT SERVICE
AND ADVICE

FULL RANGE OF
SPARES AND
ACCESSORIES

**DISCOUNTS AVAILABLE
FOR CAMPAIGN MEMBERS**

PLEASE ASK IN STORE FOR DETAILS

Monthly meetings www.camcycle.org.uk/events

We're continuing our regular cycle of speakers and other special events at monthly meetings. As below, we hope to have a speaker or presentation for the first half, then items for discussion as usual.

Councillors and other decision-makers, and indeed the general public, are most welcome to attend these meetings.

Open meetings, which everyone is welcome to attend, are held every month. The diary section of this Newsletter and our website have the dates of forthcoming meetings, which are normally on the first Tuesday of each month at 7.30 pm for 8 pm at the Friends' Meeting House, Jesus Lane. Tea and coffee are served from around 7.30 pm.

We thank the Friends' Meeting House for the continued availability of their excellent venue.

We hope to arrange speakers for the April and May meetings.

Reports of recent meetings

The topic of the December meeting was a third discussion on the Demand Management (Congestion Charging) proposals, based on the documentation now issued by the County Council. After over an hour's discussion, members came to a broad consensus in favour of the proposals but subject to seeking reassurance on a number of issues – see page 6.



At the January meeting, in a change to the advertised schedule, Simon Nuttall and Martin Lucas-Smith gave a full demonstration of the Campaign's photomap and journey planning system, similar to the presentation given to the national cycling conference in Cheltenham a year ago.

Our recently-purchased projector, obtained by way of a grant from RAG, has come in very useful at many recent meetings.

New developments

Tuesday 5th February 2008

After a series of speaker meetings, we're taking a breather this month, to give more time to catch up on local issues. Key amongst these at present is the planning of the new developments in the Cambridge sub-region.

We will be presenting our major new Position Paper on New Developments – see page 8 and discussing the new developments proposed at Northstowe, Trumpington Meadows and elsewhere, that are currently going through the planning system and which we have been attempting to influence.

Cycling 2020 launch to members

Tuesday 4th March 2008



We really do plan to launch this important new document at the March meeting. Unfortunately it proved a bigger task than any of us expected, but huge progress has been made in the last few months to finish it for the important range of campaigning tasks it will be associated with.

Cycling 2020 is to be a visionary document for cycling in the city over the next 15 years. The brochure will contain a series of achievable but challenging plans for the delivery of an attractive cycling infrastructure, and act as a focus for campaigning. Come along and see our presentation of the document.

The March meeting will include a short EGM to elect new Committee members if candidates come forward – see page 17.



Photomap this month: editor's pick

From our correspondent in Assen, Netherlands:
A rubbish bin for cyclists on the move.

This is on a cycle-path near a school in Assen. Making throwing rubbish into a bin into a "fun" thing to do probably helps to avoid litter. Such is the concern in Holland not to delay cyclists unnecessarily by avoiding the need to stop. Would that such principles were applied in Cambridge!

<http://www.camcycle.org.uk/map/location/12353/>

View more cycling-related photos and add your own at www.camcycle.org.uk/map

Campaign diary

February 2008

Fri 1	8.30am	Newsletter 76 review and planning for 77 over breakfast at Tatties cafe, 40 Hills Road, Cambridge.
Fri 1	12.30pm	Friday ride (weather permitting): A lunchtime ride of varying speed and length, usually involving a stop at a pub on the way, leaving from the Stourbridge Common side of Green Dragon Bridge. Open to all who like to ride and talk about bicycles. Join the ride at your own risk.
Tue 5	8.00pm	Monthly General Meeting: Friends' Meeting House, Jesus Lane, at the Park Street junction. Tea and coffee from 7.30 pm, and 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. The main focus of this month's meeting will be a discussion on the new developments around Cambridge and how we are pushing to make them as cycle-friendly as possible.
Thu 7	7.30pm	West/Central Area Committee, at Cripps Court, Magdalene College, Chesterton Lane. Area Committee meetings often cover walking, cycling and planning issues in depth.
Fri 8	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Fri 15	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Fri 22	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Thu 28	7.30pm	East Area Committee, at Cherry Trees Day Centre, St Matthews Street. Area Committee meetings often cover walking, cycling and planning issues in depth.
Fri 29	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.

March 2008

Tue 4	8.00pm	Monthly General Meeting: Friends' Meeting House, Jesus Lane. See 5 February for details. We hope to launch our Cycling 2020 initiative to members at this meeting, in advance of its main launch at the CCN/CTC conference in May.
Fri 7	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Sat 8		Deadline for articles for Newsletter 77. Please send copy to Monica Frisch: mfrisch@phonecoop.coop. Members are warmly invited to write articles (style guidelines available) and are invited to contact the Editor in the first instance.
Fri 14	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Fri 21	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Thurs 27	7.30pm	Newsletter 77 envelope stuffing at the Baby Milk Action office, 34 Trumpington Street. Help very much welcomed.
Fri 28	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.

April 2008

Tue 1	8.00pm	Monthly General Meeting: Friends' Meeting House, Jesus Lane. For details, see 5 February.
Fri 4	8.30am	Newsletter 77 review and planning for 78 over breakfast at Tatties cafe, 40 Hills Road, Cambridge.
Fri 4	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Fri 11	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Sat 12/Sun 13		Meeting to draft our communications to councillors of the Cambridge Traffic Management Area Joint Committee (AJC) will be held over this weekend. For further details, please contact us.
Thu 17	7.30pm	East Area Committee, at Cherry Trees Day Centre, St Matthews Street. See 28 February for details.
Fri 18	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.
Mon 21	2.00pm	Cambridge Traffic Management Area Joint Committee (AJC) meeting, Kreis Viersen Room, Shire Hall, Castle Hill. Campaign members may be interested to attend AJC meetings, which cover walking, cycling and planning issues in some depth.
Fri 25	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 1 February for description.

Further ahead

Mon 5	10.00am	Bank Holiday Monday: Camcycle 20/50. Leaving Cambridge at 10 am join our rides to Reach and back, or all the way to Ely. More information at http://www.camcycle.org.uk/events/rides/ .
Sat 10		A conference for cycling campaign groups from all around the UK will come to the Centre for Mathematical Studies in Cambridge. This is a great opportunity to take part in the national debate about cycling in cities and show off some of the things that make people think Cambridge is a great place for cycling. There will be rides, networking, and we shall be looking for host families to accommodate delegates.

YOUR STREETS THIS MONTH

Riverside Bridge lifted into place

After much uncertainty due to the weather, the span of the new Riverside Bridge was finally lifted into place on 5th December 2007, with a few hundred people watching with interest.

The bridge is funded by central government's Growth Area Fund and by developers working in the area. When it is completed, this will be the first new river crossing in Cambridge since the Elizabeth Way Bridge was opened in 1971. It will span the River Cam from Chesterton across to Riverside, providing a much-needed cycling and walking link between the Chesterton and Abbey areas.

A video of the lifting of the bridge, and a number of photos, are available on our website at: <http://www.camcycle.org.uk/map/gallery/43/>

Councillors are also shortly due to decide whether to make the closure point in the area permanent. In our view there is not space to reopen it to general traffic, and it would be a terrible shame for the first new river crossing in almost 40 years, with a wonderful new, high-profile bridge, to be spoilt by motorists using the area as a cut-through.

The bridge is on schedule to open this spring.



The new Riverside bridge will be the first new river crossing in Cambridge for almost 40 years.



The obstruction removal programme is very welcome and, contrary to the fears expressed by some local Councillors, the world has not fallen in. Cyclists and pedestrians find several routes improved.

Obstruction removals: before and after

An ongoing programme of removal of bollards and other obstructions remains underway. We last wrote about this in *Newsletter 69*.

Most of us can probably outline a list of niggles that we encounter on our everyday journeys to work or the shops. One of mine has been the irritating pram arms that were at the end of Argyle Street. Thankfully these have now been removed.

If your journey as a cyclist or walker has been improved by the removal of obstructions, or there are remaining bollards which you think could be safely removed, please contact Clare Rankin at the City Council (clare.rankin@cambridge.gov.uk or 01223 457108) and let us know too.



THANK YOU

Thanks are due to Clare Rankin, David Bradford and others at the City Council, for pressing ahead with this much-needed programme of removal of antiquated highway artefacts.