



Cambridge Cycling Campaign

**Co-ordinator's
comment**
page 2

AGM 2008
page 3

**Tesco's Mill Road
application refused**
page 4

A14 improvements
page 5

South-West Cambridge
page 6

Downing Street footway
page 7

New Park & Ride site
page 8

Down Right Kenya
page 10

**Cycle parking at
Netherhall Upper School**
page 11

My Way
page 12

Government reports
page 14

Comment
page 16

Diary
page 18

Monthly meetings
page 19

Your streets this month
page 20



New Park & Ride site opens at Milton

Including several covered cycle racks, but the pedestrian-only bridge makes access difficult



If you like what you see in this newsletter, add your voice to those of our 1000 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 2008-2009

Co-ordinator – Martin Lucas-Smith

Liaison Officer – Jim Chisholm

Membership Secretary – David Earl

Newsletter Editor – Monica Frisch

Treasurer – Clare Macrae

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Co-ordinator's comment

AGM

Thank you to everyone who attended our AGM and gave an enthusiastic vote to the Committee's proposal to apply for charitable status. We will be applying as soon as we have sorted out the paperwork, and we will then await what the Charity Commission says.

Respecting pedestrian space

At one of the meetings our Liaison Officer attends, the issue of cycle provision on what used to be pavements comes up time and time again.

I often get the feeling that there is a misunderstanding amongst the public that cycling groups such as ourselves want cyclists to be able to use pavements everywhere. Nothing could be further from the truth. In this regard, a new position paper has been drafted, called 'Respecting pedestrian space', making clear our advocacy of proper provision for cyclists – rather than blue signs on pavements.

Pavement provision is almost always unsatisfactory and exists only because decision-makers fail to take the bold political or financial steps that are often needed to create provision that genuinely meets the real needs of cyclists, rather than the presumed needs. Very often, making more roadspace (e.g. by clearing obstructive car parking) or reducing vehicle speeds is much more effective than creating 'special' infrastructure for cyclists.

We hope to have details of this new paper in the next Newsletter.

Cycle lane widths

Debate has been raging on the cam.transport newsgroup (an internet-based forum) about the issue of cycle lane widths. It has been an interesting discussion.

The discussion was prompted by the new 'Cycle Infrastructure Design' document which is the main new guidance from the Department for Transport. It says that 'Cycle lanes should be 2m wide on busy roads, or where traffic is travelling in excess of 40mph. A minimum width of 1.5m may be generally acceptable on roads with a 30mph limit'.

To me, and most posters in the group, the implications of this are clear. A minimum width means exactly that: it means something you don't go below. The purpose of a cycle lane is to provide benefits for cyclists. This

only happens if it is wide, because narrower lanes suggest to motorists that they need overtake at the edge of the line, not at the normal 'car's width' distance.



Narrow lanes are more dangerous and do nothing to encourage cyclists.

A cycle lane that barely gives you enough wobble space is worse than no cycle lane at all because of this. Narrow lanes, i.e. under 1.5m, are more dangerous and, moreover, do nothing to encourage more people to cycle. Cyclists from cycle-friendly countries in Europe would laugh at how narrow they would feel 1.5m or even 2m is. Yet in Cambridge and the UK, those are levels we fail to reach, even when there is plenty of space.

The question of course is where 2m lanes could be fitted in, in dense Cambridge. But there are plenty of locations, with King's Hedges Road or Chesterton Road being recent examples. In the latter case there is space in the 11m to fit 2m wide cycle lanes plus 3m general traffic lanes. (Interestingly, Council officers will not allow general traffic lanes narrower than 3m – but cycle lane widths it seems can go down to 1.2m – a clear case of double-standards.)

About the only case where 1.2m can be a benefit is where queuing is a consistent problem on a particular stretch of road.

Two metres is possible – if Councillors want to promote cycling – by making more space on the roads at the expense of car space. If they don't, they should be up-front and clear about their priorities. 2m should give enough protection so that even new cyclists do not feel intimidated by traffic. If a road is narrow, then no lane is almost always better than putting one in. But the best solution is traffic reduction and speed reduction. Pavement cycleways should be the very bottom of the heap. What are your thoughts – do you agree?

I feel another position paper coming on ...!

Martin Lucas-Smith, Co-ordinator

Annual General Meeting 2008



Rod King of 20's Plenty For Us explains the 20mph campaign to this year's AGM attendees – another excellent turnout.

There was an excellent turnout for the Campaign's AGM on 4th November, despite the less than thrilling prospect of line-by-line analysis of the committee's proposals for moving to charitable status.

20's Plenty For Us

First came our main attraction, a talk by Rod King of *20's Plenty For Us*, an offshoot of the Warrington Cycling Campaign set up to push for 20mph speed limits in residential areas. Visiting Warrington's twin town in Germany, they were surprised to find that its 23% cycling level was due not to flashy cycle facilities, but to safer driving, thanks to a 30km/h (18.6mph) speed limit on all but the main radial roads. Where 20mph limits are being tried in the UK, for example in Portsmouth, there has been a significant fall in injuries to cyclists and pedestrians (the effect on cycling rates was not mentioned). Two interesting points emerged in the question session: firstly that, despite some selective reporting by the AA, carbon emissions are NOT increased by the lower speed limit unless you install speed bumps that idiots race away from before slamming on the anchors, and secondly that, ironically, it's the police's reluctance to enforce lower limits that is the main obstacle to increasing road safety! This can be a useful angle in catching media attention.

20's Plenty For Us wants 20mph limits imposed over whole areas, but this question period did threaten to get bogged down in the technical requirements (percentiles etc.) for changing limits on individual stretches of road. Rod was also a bit of a slave to his Powerpoint, alas, but overall it was a very interesting and inspiring talk.

Formal business

Then we turned, more or less on schedule, to formal business, approving the minutes of last year's AGM. Martin gave an excellent review of a busy, indeed hyperactive, year, with some fine campaigning publications produced (thanks to a donor) and Rohan Wilson taken on for one day a week to ease the burden of reviewing so many planning applications – the economic crisis might bring a drop in applications, but it might not if developers try to benefit

from cheaper land and labour costs, and there's a risk of their using the downturn as an excuse to build poor facilities. The county's plans for a congestion charge are not dead, despite what some Conservatives and the business lobby would have us believe; even if we don't get that funding, the granting of Cycling Demonstration Town status will bring some useful facilities that should be of higher quality than our cash-strapped county normally manages.

The Grand Arcade and its cycle park (accessed by the contraflow lane that some have dubbed the Woodburn Way) finally opened, our protests over the delay at least bringing us some useful publicity. Likewise, campaigning against deliveries to the Revolution pub which regularly block the mandatory cycle lane in the morning peak have also boosted our profile (helped by the famous Rosenstiel Rage incident).

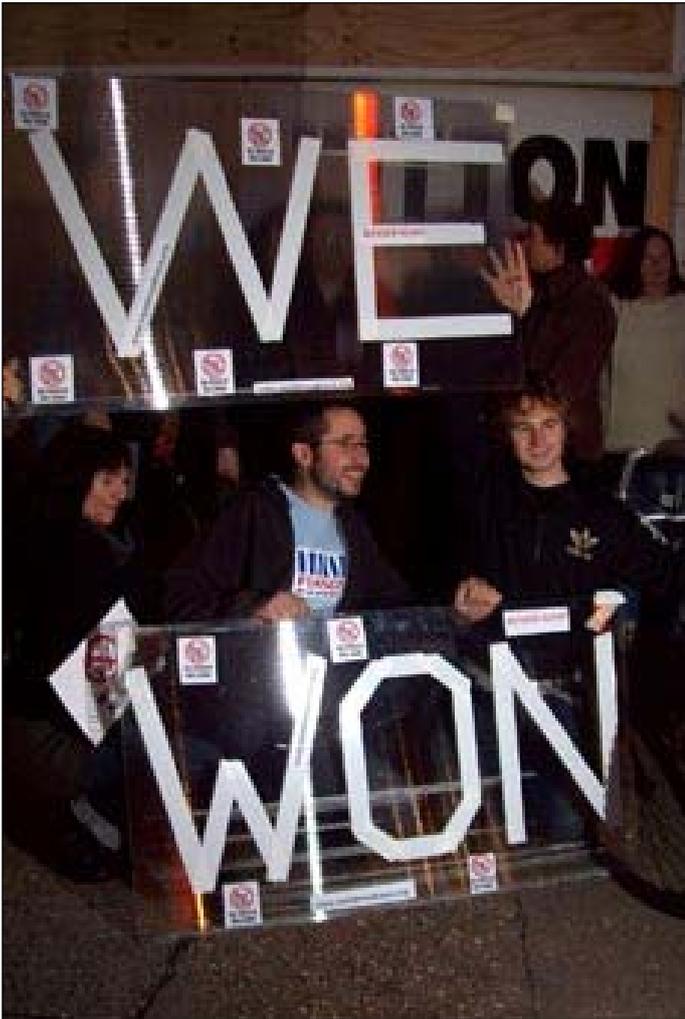
The reports by Clare (Treasurer), David (Membership) and Monica (Newsletter) were all brief and positive, with everything very much under control, although help is needed for newsletter layout.

The guillotine that Martin threatened us with on the discussion of charitable status for the campaign was not needed, perhaps because most questions had been dealt with at the previous monthly meeting. The motion to proceed with an application to the Charity Commission was passed without objection, as was a renewal of last year's authorisation for an increase in membership rates if needed to pay for a campaign worker.

Finally, not too late, we came to the election of a new committee, which saw a splendid influx of new blood and the filling of those pesky vacant positions at last. Many thanks to all who stood for office, and to Bev Nicolson who stood down from formal membership of the committee to avoid the need for voting (this may have had something to do with her wanting to get away to the Maypole). Before we could get to the pub, we also elected the charity officers required for our constitutional leap ahead, and again there was no need for a vote, with three senior and trusted figures stepping forward to serve.

Tim Burford

Government Inspector agrees refusal of Tesco's Mill Road application



Campaigners from both Cambridge Cycling Campaign and the No Mill Road Tesco Campaign (whose concerns were wider than ours) at a press gathering at the Mill Road store.

As you may know, a 14th Tesco-owned store in Cambridge has been proposed for Mill Road. Mill Road is a busy distributor road which is the third worst accident blackspot across the whole of Cambridgeshire, a situation that is not helped by lorries on what is a narrow street. As we reported in *Newsletter 77*, Councillors refused the proposals, as none of the delivery options to service the store was considered practicable.

At the start of October we gave evidence at the Public Inquiry, going up against a (no doubt highly-paid) barrister from Tesco, who seemed somewhat flustered at the well-researched nature of our arguments. Our concerns have been strictly on the transport-related issues.

The Inspector's report has now been published, and it upholds the views we put forward against Tesco's application. The conclusion reads:

"I find that both of the realistically available servicing options would pose unacceptable risks to highway safety, which would not be outweighed by benefits or the fallback position. I therefore conclude that both appeals should be dismissed."

Earlier in the report, the Campaign was noted as a knowledgeable and seemingly reliable source:

"I heard evidence on cycling from, amongst others, the Cambridge Cycling Campaign (Document 11). This is a local voluntary group with more than 1,000 fee-paying members which has some expert traffic knowledge and undertakes various cycling advocacy work; this was not challenged."

In describing the main delivery option, that of lorries unloading twice a day for 41 minutes at a time from Mill Road itself, the Inspector, David Nicholson, who acted with the utmost professionalism and fairness to both 'sides' at all times, stated in the report:

"In particular, I heard evidence on the behaviour of cyclists and saw for myself that not all cyclists in Cambridge necessarily abide by all traffic regulations all of the time. Rather, they can sometimes become frustrated by delays which can lead to risky manoeuvres and illegal use of pavements. Overtaking stationary vehicles was highlighted as a problem, and the general experience of cyclists on Mill Road was described as continual chaotic manoeuvres."

Tesco now have no option with this other than to take the matter to the High Court, which seems extremely unlikely.



Tesco's proposed delivery options were considered unsuitable for Mill Road, a chaotic, narrow street with a high accident rate.

However, Tesco have a second appeal standing – for their other application on the same site, which is merely for an air conditioning unit at the back rather than an extension. But the transport issues are the same, in fact, so it is hard to see how Tesco could win that appeal. We hope they withdraw the application and save everyone's time in having to fight the proposals again.

Martin Lucas-Smith

The Far North-West: A14 improvements



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In December the final details of the A14 improvements will be publicised at exhibitions.* These will not only show the final line, but changes to side roads and rights of way.

Several meetings have been held with stakeholders, and the non-motorised users combined to meet the Highways Agency, Atkins (as designers) and representatives of the County Council in early November. Of course I wouldn't start from here, but the final line of the new wider A14 is decided, and the existing road provides an almost impenetrable barrier for walkers, riders and cyclists, so we were out to see what we had and could gain.



This little-used accommodation bridge over the A428 could help provide a route to Dry Drayton.

Nearer to Cambridge some new rights of way would be created along tracks parallel to the A14 to allow access to farms and 'balancing ponds' (to catch storm waters and release the flow more gradually to surrounding ditches and streams). Horse riders were concerned at the narrow width of some overbridges that they might share with motor traffic. Paths may be created on wider verges to link 'offset' rights of way on existing roads that will need alterations.

At Swavesey a major junction over the new A14 looked as if it would create problems, as cyclists, walkers and horse riders would be expected to cross the fast slip roads. 'Cages' were suggested to control horses (and cyclists?) and the Highways Agency realised that if flows increased, traffic lights might be required. We suggested that an alternative would be a 'box' tunnel under the slip road with a zig zag path up to overbridge level to avoid an 'at grade' crossing of slips. Riders felt even if only a 2.4m clearance could be obtained, most would prefer to dismount rather than cross fast traffic. Between Bar Hill and Cambridge

cycle routes may be provided on both sides of the 12-lane road (outside dual lanes for all purpose local traffic with dual 3-lane A14 in the middle). At least one right of way for non-motorised users should be tarmac, but I fear the proximity of an extremely busy A14 will not lead to a quality route.

At the spaghetti junction with the M11 and A428 a bridleway will be closed. The Highways Agency have powers to purchase land compulsorily for an alternative route, but only adjacent to land for the road. Some negotiations are ongoing to see if a new route, away from traffic and more direct than the one Highways Agency could provide, can be agreed.



The bridleway at the junction with the M11 and A428 is scheduled to be closed.

Really out in the sticks for us, Brampton is separated from Brampton Woods by the existing A1. A parallel bit of the new A14 seems to make a restored right of way extremely unlikely in the present scenario, given other needs. But if it is not included it will almost certainly be brought to a public inquiry.

In a meeting between the Highways Agency and non-motorised users there was a feeling that both sides might win

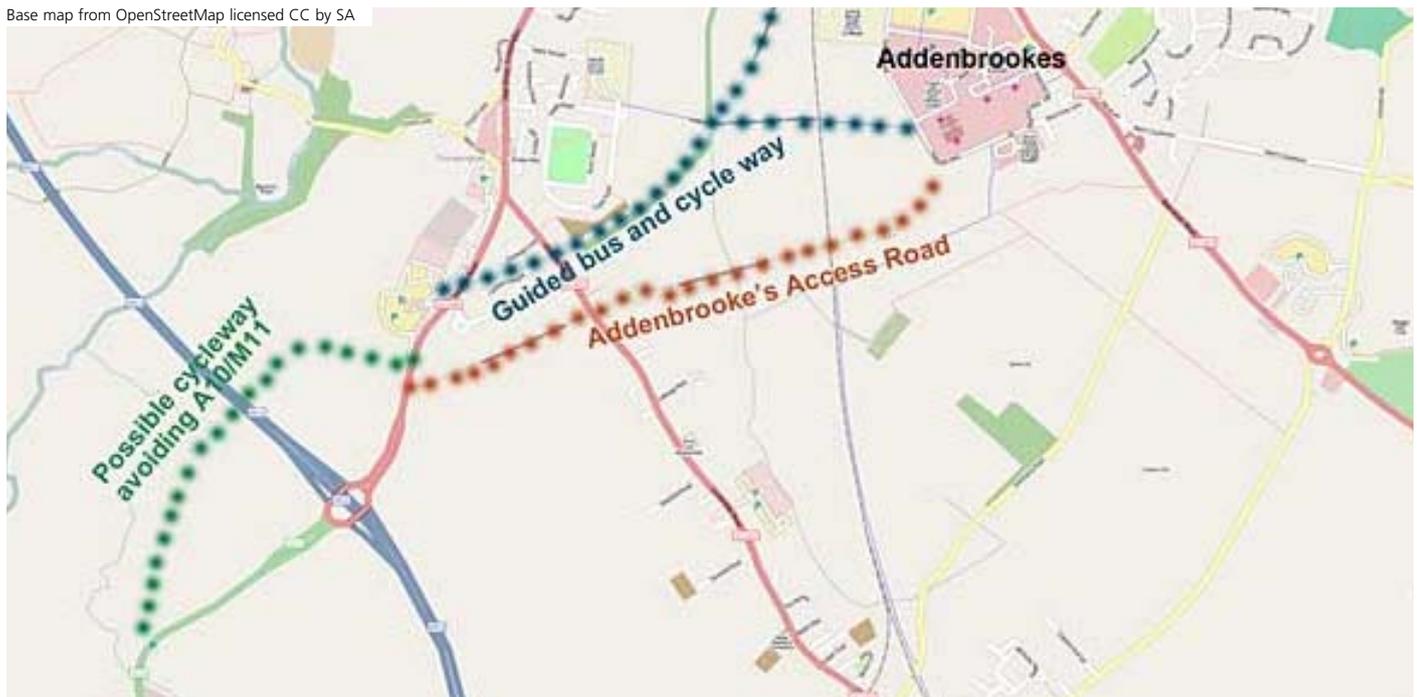
I was concerned that a meeting with the Highways Agency could be confrontational, but there seemed a sense on both sides that with agreement we might both win, with the riders, walkers and cyclists getting back routes that have been effectively closed, and the Highways Agency getting a bit of positive PR rather than flak.

Jim Chisholm

**For dates, please see our Diary on page 18.*

What is happening in South-West Cambridge and

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Two new routes to Addenbrooke's are scheduled to open in 2009.

The NCN 11 'genome' path from Shelford to Addenbrooke's is being increasingly well-used, and the failing of its restricted width becomes increasingly obvious, but beyond the first bend changes are occurring. New wider extension paths are appearing on the ground.

For many these will replace the Great Way Round that requires a trip to Oncology and back round Robinson Way to get to the MRC Labs or Long Road Sixth Form College. Use of these paths will need to wait until the new 'Boulevard' is also completed, and we expect that this 20mph road will have 1.5 metre cycle lanes.



Work on the Cambridge Guided Bus route near Addenbrooke's will include a new tarmac cycle path running parallel to the track.

Not yet visible is the zig-zag path that will enable cyclists who go under the new access road to climb the 9 m onto the shared-use path and over the railway. In addition to this shared-use path, on-road paths of 1.5 m will be provided over the full length of this road.

Also clearly visible are the works at Hills Road bridge. This new underpass will provide a major feature on the new tarmac cycle path that will run parallel to the Cambridge Guided Bus (CGB) route from Trumpington P&R to the station. Under Hills Road cyclists will be able to share the short 20mph section of road with buses as the available width was not sufficient to provide both

footway and cycleway. The CGB branch to Addenbrooke's with its bridge over the railway will also extend the cycle routes, and few will regret the loss of the muddy and bumpy permissive cycle path from Trumpington with its 'at grade' crossing of the rail line, even though a hill will be added.

The CGB routes should be open in the 'spring' and the Addenbrooke's Access road in the 'autumn', but I've always been told to be beware of completion dates that involve seasons (you just can't rely on the seasons these days).

New cycle sections between Sawston and Abington will provide safer routes for school children in the area

Sawston to Abington

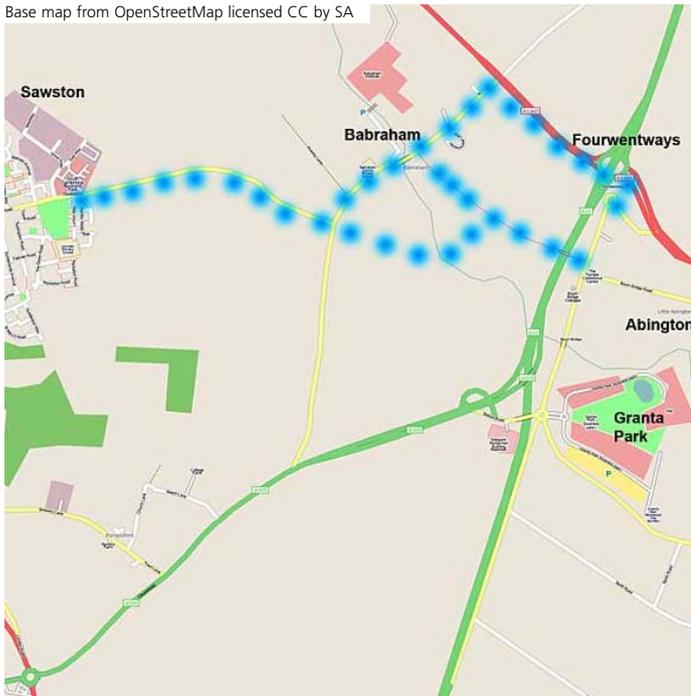
Also hopefully happening are new cycle routes from Sawston to Abington via Babraham. These new sections will fulfil three functions:

- They will provide safer routes for school children in the area.
- The expanding employment areas at both the Babraham Institute and Granta Park in Abington will be easier for access by bike.
- Leisure trips on foot and by bike will be easier and the barrier of the A11 will be easier to cross.

Some sections will be off road, and some will be on improved tarmac paths on the line of existing footpaths. Consultations on these routes are just occurring as I write, and the Campaign will comment on some sections which we think should be of a higher standard. At the exhibition I met a cyclist who had been traversing the whole route each day for 30 years. I do hope he doesn't retire before the route is open.

its necklace villages?

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New cycle routes from Sawston to Abington via Babraham.

M11 'Cycle bypass'

Finally, I'm really optimistic that the first new major cycle route to open may be one that enables cyclists to avoid junction 11 of the M11 when using the A10 from Hauxton and Harston to get to Cambridge.

The first new major cycle route to open may enable cyclists to avoid the M11

Through the planning process we've convinced the Councils and developers that, as part of the Trumpington Meadows development, a cycle and walking route using existing concrete farm roads and the accommodation bridge over the M11 (just N of J11) should be provided. This route is included in the outline plans that have been passed.

I'd previously suggested that early completion of this route would bring big benefits. Not only would this route avoid the M11 junction, but also the new one providing for connections to Trumpington Meadows and the Addenbrooke's Access Road. Final plans for this junction show that, inevitably, it will be hostile to cyclists.

CTC and the Campaign held a meeting with the County Council, and I expressed my concern at the additional dangers during the construction phase, especially as alterations are also being made at the motorway junction. The Campaign later met, on site, with representatives of both the County and the developers. To complete this cycle route some 600m of new route is needed across a field to link existing concrete roads to the A10 near Hauxton Mill. A safety audit should have been completed by the time you receive this, but surely this route MUST be safer than a route through a motorway junction.

If any 'safety'-related issues can be overcome, it may be possible to build and open this route in advance of the major road works due to start in the spring.

Jim Chisholm

Downing Street Footway



Over the past few years the footway on the south side of Downing Street has been trashed by innumerable heavy goods vehicles (HGVs) from the Grand Arcade work site. They've driven over it and parked on it until hardly a paving stone was still in one piece. Now that the works are finally complete the pavements have been restored, and I hope the Grand Arcade has paid!

Doing the work has been complicated by the adjacent contraflow cycle lane, and it seems a shame that it wasn't done out of university term when both pedestrian and cycle flows would have been significantly lower. The first part was chaos for a few days, as a narrow route supposedly for cyclists was hi-jacked by pedestrians who preferred not to cross the road, despite the notices.

The barrier arrangement that the County Council put in place is an exemplar of how this kind of situation should be managed

The Campaign had some friendly email exchanges with the officer concerned and we almost managed to meet on site.

In the wider section an arrangement was made with both a temporary footway in the cycle lane, and a temporary cycle lane well fenced off from the main traffic lane. The only real losers are those using a narrowed lane towards St Andrews Street.

The County had special signs made to direct both pedestrians and cyclists under these difficult conditions, but they were stolen. Even the replacements were stolen. If you are a student, and you've taken one of these notices following a drunken binge in the Revolution, I hope you feel very guilty.



Thanks to the County for attempting to regulate the safe flows of pedestrians and cycles in this area (after a difficult start).

I'm sure the many pedestrians, like me, find a very welcome improvement on this stretch. I'm waiting with my camera to photograph the first HGV to break one of the new paving stones.

Jim Chisholm

New Park & Ride site opens at Milton

By the time you read this a new Park & Ride site will have opened on the A10 near to Milton village (see map on right). This replaces the Cowley Road P&R, which closed on 15 November 2008.



New bus station and roof for cycle racks (seen on right).

The £3.1m cost has been partly paid for from the Growth Areas Fund for 2006-2008, in a bid coordinated and submitted by Cambridgeshire Horizons in May 2006 – I think they had hoped the Cowley Road site would be developed for housing, along with the sewage works. See tinyurl.com/yemmkl. For background information, see the County Council's website: www.cambridgeshire.gov.uk/transport/projects/south/miltonparkandride/

Members of the Campaign have been meeting with the County Council since 2006

Since October 2006, when the site was first suggested during a public consultation, members of the Campaign, together with Sustrans Volunteer Rangers in Milton and Waterbeach, have had a series of meetings with Alistair Frost, the County Council's Project Manager. We have also met with county and district councillors, parish councillors from Milton, Histon and Impington, as well as Sustrans regional staff, county officials and Impington Village College staff. We use a subgroup to exchange ideas between members.

We made submissions to the Development Control Committee at the County Council which gave the scheme planning consent in May 2007, and to South Cambridgeshire District Council which also considered the planning application. See them online at www.camcycle.org.uk/campaigning/letters/



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Right-angle bend (top) and chicane at Milton end (to be removed) of the substandard footbridge linking Milton to the new Park & Ride site.

We have spoken at some of these meetings and briefed councillors. As with past P&R schemes, the County Council is both the developer (applicant) and the planning authority.

The site is unusual since the only pedestrian and cycle access from Milton to it is via a

sub-standard 1960s footbridge on which cycling is banned. Cyclists going along Butt Lane to and from Impington, including Impington Village College students, also use the bridge. In 2006 we did a count of the number of cyclists using the footbridge over the A10, and Cowley Road P&R itself. We campaigned to have this footbridge upgraded but were told that there wasn't enough money. Nigel Brigham from Sustrans is still hoping to get a landfill tax grant to do this, or at least to raise the bridge parapets, which are too low.

We campaigned to have the footbridge upgraded and Sustrans is still hoping to get a grant to do this

Large numbers of heavy goods vehicles (HGVs) go along Butt Lane to and from the Milton Landfill Site, operated by Waste Recycling Group plc, which has recently been extended. (This is not to be confused with the Household Waste Recycling Centre on the same site.) These HGVs now have to go through the new Park and Ride site – see below for details – in an eastbound direction, e.g. heading for the A14. So nice for people waiting for buses!



Metal fence at P&R end of footbridge (left). Cyclists descending from the bridge or coming from Impington then have to cross an uncontrolled bell-mouth junction (right). With inbound cars not warned of those crossing, an accident is waiting to happen.



Right turns from Impington (Butt Lane) onto the A10 are now banned, so a public highway now goes through the site – see map. There is a new set of traffic lights on the A10 to allow right-turning cars and buses to leave the P&R and head for the A14 and Cambridge.



New junction on A10 south of Butt Lane.

At the place where cyclists come off the footbridge (if they choose to ignore the ban) and where cyclists coming from Impington cross Butt Lane in order to get on the shared-use path, there is now a new, uncontrolled bell-mouth junction. This is the main entrance to the Park & Ride for southbound cars from the A10 – Waterbeach, Cottenham and Ely. They turn right at the traffic lights and then immediately turn left into the Park & Ride, not expecting to see cyclists (and pedestrians) in their path. We consider this an accident waiting to happen.

The Council seem not to have taken on board the issue we raised with them about the P&R sites at Newmarket Road and Madingley Road, which also have wide, sweeping bell-mouth turns at their entrances. At Milton, there are no advanced stop lines at any of the traffic signals because the Council assume there won't be any cyclists on the A10. A dropped kerb at this position has now been moved a few yards inside the site, but we and several councillors campaigned for a much better solution.

Cowley Road P&R has been extensively used by cyclists who come south over the Jane Coston Bridge, leave their bikes and get the P&R bus into town ('Bike & Ride'). The problems mentioned above and the 'out of the way' position of the new site mean, I predict, that they may well continue as they have done before, and pick up the Milton P&R bus near the Science Park. [When this newsletter went to press the new bus routes had not been finalised.] The only problem is that there will not be any secure cycle parking there. If the P&R bus gets held up getting over the A14 roundabout, perhaps pedestrians too will start getting the bus there.



View of new carriageway for most traffic leaving P&R, and all traffic turning onto A10 South from Impington.

Cowley Road P&R was also used as a Park & Cycle site. It is hard to know how popular this will be at the new site. We warned the council that confident, fast cyclists might even cycle down the A10 to the A14 roundabout, another potential accident site, to the Jane Coston Bridge. There are no footpaths alongside the road here, so they will use the carriageway. Some will even continue over the A14 and into Cambridge. This roundabout has up until now been generally free of cyclists on the carriageway, in my view a good thing, in view of the high traffic speeds and all the vehicles changing lanes. After dark,

especially in winter, if the same cyclists go back to the new P&R site over the roundabout, this does not bear thinking about.

In 2007 we jointly developed a cycle route with Patrick Joyce (the County Council's cycling officer) for those who 'push their bikes over the footbridge' into Butt Lane through existing traffic-free cycle routes in the western part of Milton Village, coming out behind Tesco on The Rowans. We and the Parish Council were told this would be fully signed and implemented before the new Park and Ride opened this November, but (no surprises here) the county council has overspent and this scheme is still waiting to be implemented. Local Sustrans Rangers will sign this route in the meantime.



Badly-placed drain by dropped kerb.

A further route from Landbeach will be developed using Butt Lane, Froment Way and Humphries Way. This assumes that cyclists are brave enough to cross the A10 at Landbeach Road.

On the new site, there will be lockable cycle lockers and space for 50 bikes in four Broxap 'Apollo Senior' covered cycle racks. We asked to see signage for the site, but never got this. The Council say that cyclists 'will be encouraged to use the footbridge over the A10 with directional signage' but we have not seen this.

We were told that a Stage 3 Safety Audit would be carried out just before the P&R opens. We have seen the Stage 2 Audit and it raises many of the same concerns as we did. Again, it is the County Council that is doing the audit of a County Council development.

The subgroup will monitor cycle usage over the coming months, and will report back. Members are asked to let the Campaign know about any further problems they encounter at Milton P&R.

Oliver Merrington

Down Right Kenya sets off...



The Down Right Kenya rally set off on 20th September from the Fort St George. The tour was officially started by the Kenyan High Commissioner (top left) and the leaving party included several TV interviews (centre) and some charity hair-waxing (right).

After six months of careful preparation, eleven eager-looking riders finally set off from the Fort St George, in late September, amidst a throng of 300 well-wishers and a fanfare of TV crews and cameras, in a bid to raise £60,000 for Kenyan schools.

Down Right Kenya was conceived by Peter King, co-founder of Outspoken Delivery, who hoped to persuade people to come with him on a rally, 'down a bit and right a bit'. He had recently become a trustee of 'Harambee Schools Kenya' (HSK) which works in rural Kenyan schools, and he thought what better way was there to raise enough money to build an entire school than to cycle there. So with three of Outspoken's couriers on board, he set about encouraging others to ditch their jobs and join them on an adventure taking them 10,000km to Kenya.

The ride is totally unsupported and is a classic adventure: travelling at cycling pace through some of the most beautiful, rugged and challenging terrain in the world. It is the longest rally of its type on the globe, but is perhaps most notable for its ambitious aim to raise £60,000 for HSK. Sam Callanan, a rider who was looking for a challenge following the completion of his PhD said:

"The last thing I wanted was the sort of ride where you're cycling through an African village as if in a race, with huge backup teams but without any local interaction or understanding. I want to explore, learn about different languages and customs, and also know that I am making a difference and leaving a lasting legacy by completing the ride."

The eleven riders are split into three teams: one is heading down through Italy and across to Libya, while the other two are choosing routes along the Adriatic to Greece and Turkey. The plan is for all to hook up in Cairo and then make the final push to Kenya via Sudan. Along the route, a number of other cyclists are expected to join them for shorter sections. Two of the teams are currently in Germany, having spent the weekend in Luxembourg being welcomed by the British Ambassador, and giving presentations in schools and community groups. They aim to continue this along the route, spreading the message about education.

The tour was officially started by His Excellency Joseph Mucheme, the Kenyan High Commissioner, giving a farewell speech and himself donating £500 to the charity. He was so impressed with the riders and the beginning of their epic journey that he'll organise an enormous welcome as the riders enter Kenya. As many as 1,000 school children are expected to cycle with them on their final day as they arrive in the charity's heartland, the Rift Valley. The leaving party also included a charity auction, some leg-waxing for a lucky few and various other fundraising activities, raising a further £2,000 towards their target.



The bicycle tour's patron is Nobel Peace Prize winner, Desmond Tutu. He said in a press release:

"Down Right Kenya is an exciting and innovative project to help rural communities build schools and improve education standards. Education is a fundamental human right and is the best way of eradicating poverty. Support Down Right Kenya enthusiastically and generously."

For more information on the ride, the charity and to see their progress, please visit www.downrightkenya.org.

Rob King

More on cycle parking at Netherhall Upper School

Netherhall Upper School in Queen Edith's Way now has two new cycle parking enclosures but problems remain.



New cycle parking at Netherhall Upper School.

In the last newsletter (*Newsletter 80*, page 21) I set out our concern about cycle parking provision at Netherhall Upper School, but said that more cycle stands were on order and were expected soon. They have now arrived and have been installed. Two lockable covered enclosures have been constructed each containing sixty toast-rack-style Sheffield stands. With two bicycles per stand there is space for 240 bicycles in the two enclosures.

This cycle parking provision is much better than in the past. Before this new installation none of the stands provided allowed the frame of the bicycle to be locked to the stand, leaving bicycles vulnerable to theft and to vandalism. One hundred (including three which are broken) of these old unsatisfactory cycle parking spaces remain on site. They should be replaced.

The cycle parking provision at the school is much better than before, but the 100 old, unsatisfactory cycle parking spaces should be replaced

The latest figure for the number of students currently at the Upper School is 738, so 340 spaces would allow 46% to park their bicycles at the school. If Cambridge City Council's Cycle Parking Standards (www.camcycle.org.uk/resources/cycleparking/standards/) were to be applied, 75% of students would have a cycle parking space available to them. We consider that these standards should apply but unfortunately the County Council, which is responsible for state schools within the city, applies much lower standards. For 75% of students to have a cycle space, 553 spaces would be needed – an additional 213 spaces (107 stands). 75% may seem to be too high a proportion but it should be borne in mind that no allowance is made for the cycle parking requirements of staff and visitors. There are 184 full- and part-time teaching and non-teaching staff at Netherhall Upper and Lower Schools combined. Around half of this number work primarily at the Upper School. Their cycle parking needs have to be covered within the 75% figure.

I do have reservations about the newly-installed cycle parking. Firstly it is much further away from the school entrances than car parking. Its location is not very convenient, nor is it very visible from the school buildings and this increases the danger of theft and vandalism. Secondly problems of maintenance are already apparent. When I visited the new cycle parking enclosures they were in need

of sweeping to remove leaves and litter but the car parking areas in front of the school were much cleaner. Long-term maintenance of the metal stands themselves could also be a costly difficulty. Stainless steel stands could have been installed to eliminate the need for periodic repainting.

Finally, and most important of all, the stands are only 750mm apart. A 750mm gap for two bicycles means that they will be liable to get entangled with each other. The City Council's cycle parking standards specify a minimum of 900mm and we favour 1,000mm (one metre).

I think that we should politely suggest to the County Council that 213 additional new spaces plus 100 replacement spaces are still needed to cover current student and staff requirements. Now that Cambridge has been recognized nationally as a cycling demonstration town, it would seem appropriate to convert some of the car parking in front of the school to cycle parking to provide these additional spaces in a very visible location close to the school entrances. We should ask that these new spaces conform to modern spacing standards.

As I described in my previous article, building work is now under way to enable the Lower School to move to the same site as the Upper School. The move is likely to happen in a year or two and the effect will be to nearly double the current numbers of students and staff on the Queen Edith's Way site. A total of at least a thousand cycle parking places will then be needed.

I would like to thank members of staff at Netherhall Upper School for providing me with current figures for numbers of students and staff.

James Woodburn

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NEW AND
SECONDHAND
CYCLES

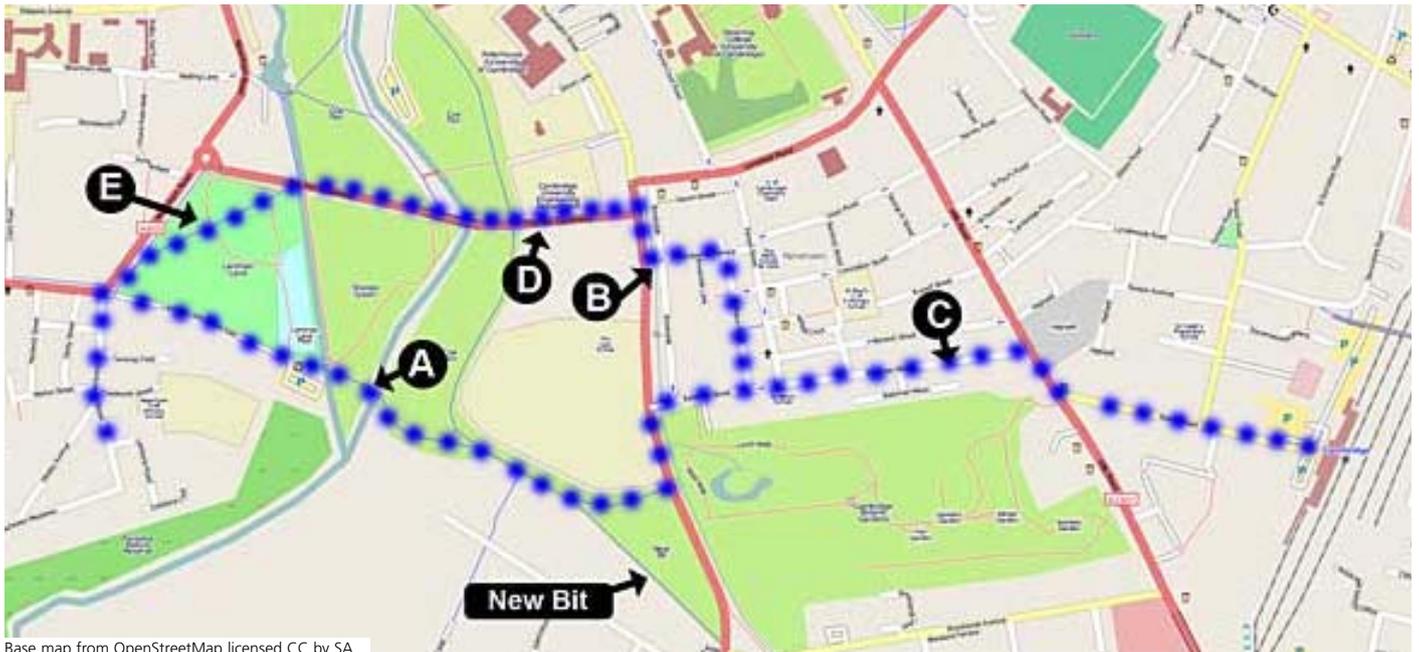
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My way: Newnham Croft – Cambridge Station



Base map from OpenStreetMap licensed CC by SA



Coe Fen Bridge (A).

Working at home, my daily commute consists of moving from my bedroom to my office, usually via bathroom and kitchen – but I do travel fairly often to London and elsewhere, so the route from Newnham Croft to Cambridge station is well used by me. Sometimes (particularly on foot), I'll go across Coe Fen, where the bridge approaches were rebuilt a year ago and hugely improved (yes, there are now signs reading 'Cyclists Dismount' but virtually everyone takes the pragmatic view that the best things to do is to get across fairly quickly unless of course there are pedestrians to give way to). If I go this way I'll turn left onto Trumpington Road and then almost at once right onto Bateman Street, to rejoin my usual cycling route, described below, but if and when the Station Area redevelopment proceeds it may be easier to cross the New Bit (where the cycle path is due to be widened – see box) to Brooklands Avenue and the new crossing of Hills Road just north of the bridge (by Network Rail's signalling centre) for the direct bus/bike link to the station. In fact it's already possible to cut through the new Triangle development to Station Road.

However at present it's slightly faster to take the shared-use path diagonally across Lammas Land from the Grantchester Street/Barton Road junction as far as the toucan crossing over Fen Causeway. Here many people would choose to stay on the south side of the ring road and use the shared-use footway past the Leys School to the pelican crossing from Trumpington Road to Brookside; however I find it easier to cross here, accepting the thirty-second delay (at most times of day) for the lights to change, and ride along the footway on the north side past Cambridge University Engineering Department. This is far smoother where it crosses access roads, and you don't have to squeeze past people waiting at a bus-stop; by the Royal Cambridge Hotel, or perhaps earlier, I'll filter right onto the short stretch of marked cycle lane approaching the

Sometimes I'll go across Coe Fen where the bridge approaches are now hugely improved

roundabout, and take the right-turn lane to head south on Trumpington Road. Almost at once I swing left (signalling clearly so that larger vehicles don't feel the need to get past before the squeeze at the crossing) on to the foot/cycle bridge over Hobson's Conduit – the drop-kerb here has been nicely set up to allow a fairly smooth and speedy exit from the road, rather than requiring braking and a right-angle turn.



Foot/cycle bridge over Hobson's Conduit (B).



Areas of marked cycle path on the route include, from left, Bateman Street (C), Fen Causeway (D) and Lammas Land (E).

Crossing Brookside onto Pemberton Terrace, I soon turn right into St Eligius Street, a fairly narrow one-way street that I have suggested from time to time should be signed as a cycle route to the station, but the council seems to prefer to direct cyclists to use the Hills Road cycle lanes, even though the crossing to reach the southbound lane is more difficult. At the bottom I turn left onto the Bateman Street cycle lane, which soon becomes a contraflow, and is often blocked by builders' vans and deliveries. The state of the paving at the Hills Road end is a disgrace, which the County Council seems not to know how to fix, although they always say they're working on a plan. Turning right onto Hills Road can require a little patience but it's not really very hard – southbound traffic is often slowing for the Station Road traffic lights, quite a few northbound vehicles are turning into Bateman Street (look out for their signals), and if all else fails there's a [pelican] crossing immediately south – but usually a pedestrian

Turning right onto Hills Road can require patience, but it's not really very hard – traffic is often slowing or turning and if all else fails, there's a pelican crossing

will press the button before you're forced to walk the bike over and do it yourself.

From here it's a left fork onto Station Road, now much smoother than it was, and straight across the roundabout in front of the station – continue slightly further than is immediately obvious and you'll find enough of a dropped kerb to let you ride across the taxi way virtually to the station door. I believe there is sometimes cycle parking available at the station, but I usually take my bike with me to London.

Returning homewards, I head up Station Road to the lights, turn right on Hills Road and left on Bateman Street, and continue past

St Eligius Street to Brookside, which is one-way northwards. Back at Pemberton Terrace, I take the bridge across the brook and, depending on traffic levels, either turn left on Trumpington Road and swing right around the island, or press the button to use the crossing, although I'll probably only need to use the first half. Turning left at the roundabout, I'll stay on the road past the Leys School and turn onto the shared-use footway only at the crossing of NCN (Sustrans) route 11, which gives the smoothest exit and avoids the raised kerbs at the various school entrances. Then it's back across Lammas Land and onto Grantchester Street for home.

Tim Burford



Path widening: 'awaiting approval'.

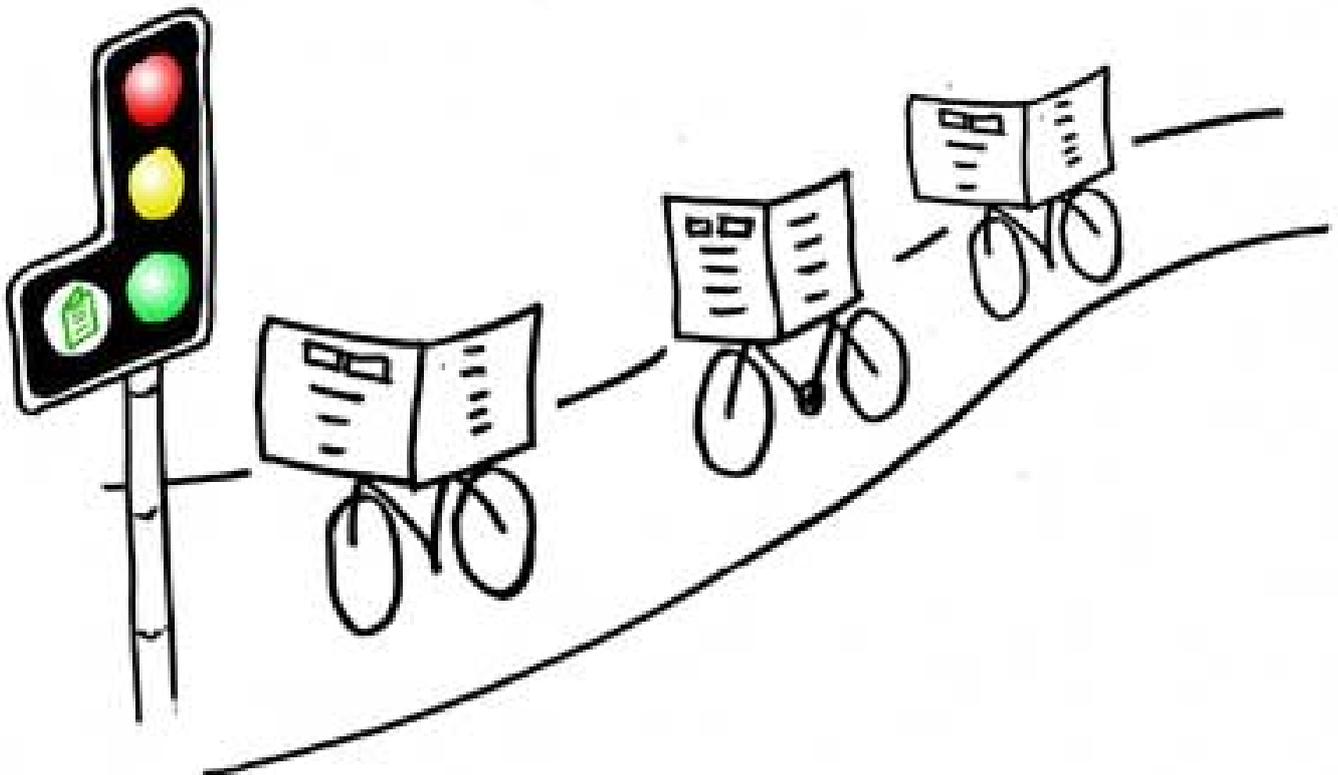
'New bit' not yet done

The observant may have noticed that despite the works being 'approved' by various local committees no work has yet been done to widen the short section of path from Brookland's Avenue towards Sheep's Green bridge.

It appears that some observant soul has realised this is common land. Under recent regulations any development on common land requires 'Secretary of State' approval. I'm not sure when these rules came in, but I'm sure we won't need to remove the Sustrans path or the Sheep's Green bridge approaches. My informed source in higher places says such approvals are normally just a formality, but in Government even formalities seem to take an eternity.

Jim Chisholm

Government reports



You wait for ages for a government report on cycling and then three come along at once.

Reports that can have a profound influence on cycling don't come along very often, but just like buses, you wait for ages and then three come along at once. So what is it that has turned up?

First came the Department for Transport (DfT) Local Transport Note (LTN) 01/08 **'Traffic Management and Streetscape'**. It is *'to help all those involved in the design of traffic management schemes to prepare schemes that consider and care for the streetscape'*.

Then came the House of Commons Transport Committee report: **'Ending the Scandal of Complacency: Road Safety beyond 2010'**. Including the submitted evidence and transcripts of oral evidence, it runs to more than 400 pages, but the report itself is a mere 44 pages. The introduction says:

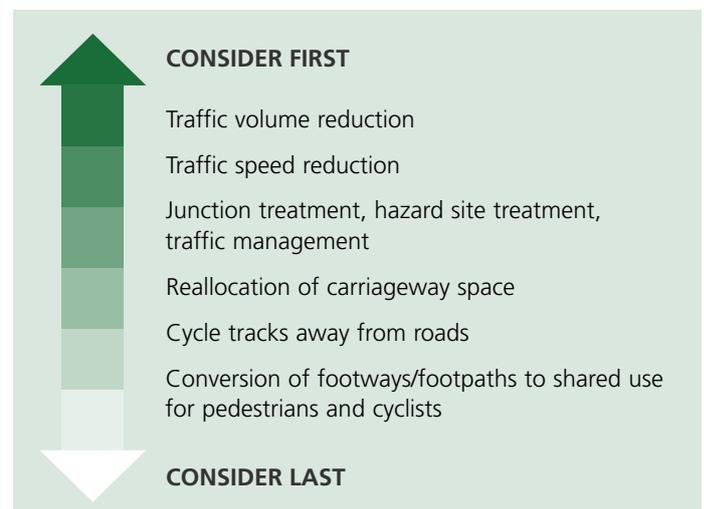
"Even the meaning of road safety is disputed. For some, as implied by the Government's casualty reduction target, safety is the absence of death and injury. By this count the UK does relatively well, with 'only' 5.4 deaths per 100,000. Yet for others, road safety implies freedom from the dangers associated with motor vehicles. These dangers may not always lead to accidents but the threat can impose restrictions on people's daily lives, particularly for children, older people and those wishing to walk or travel on two wheels.

Some of our witnesses emphasised the need to reduce dangers at source and not to unduly restrict the freedoms of vulnerable road users, which may have other, undesirable consequences." (Para. 5)

And finally, after a gestation period that outranks even that of an African elephant (a mere 660 days), the original draft LTNs on cycling having come out in 2004, comes another DfT LTN **'2/08 Cycling Infrastructure Design'**. The introduction states:

"Planning and designing high quality infrastructure involves developing individual site specific solutions, but there are some common requirements that need to be satisfied. The underpinning principle is that measures for pedestrians and cyclists should offer positive provision that reduces delay or diversion and improves safety."

On the second page is that vital (but so often ignored) 'hierarchy of provision':



Will these reports influence our local councillors and policy-makers?

There are over 500 pages of reading, and even I haven't read it all; in fact, I ran out of steam before I completed a full read of the last one, so it would be unreasonable to expect councillors and policy-makers, who may have many other areas of interest, to digest them all. To help them, and our members, I here regurgitate a few salient points and make some suggestions. I'll endeavour to do a proper review of the most important points of LTN 2/08 in the next issue.

LTN 01/08: Traffic Management and Streetscape

"Clutter may result from designers being unaware of that flexibility or perhaps having insufficient experience to take advantage of it. Some may be unaware of the status and intended role of guidance documents and regulations, treating all as mandatory instruction. Local authorities have considerable discretion in developing local policies and standards and should apply appropriate professional judgement to bear in their application." (Page 8)

"Highway authorities may apply substantial discretion in developing and applying local policies and standards." (Page 14)

Does that remind anyone of the Gonville Place problems?



After its redesign in 2006, the Gonville Place crossing was cluttered with several unnecessary poles and bollards (above). Pressure from the Campaign led to their removal in 2007, along with the correction of several other design faults.

"Good design need not cost more, and may save money through fewer traffic signs, road markings and related equipment and street furniture." (Page 16)

Pictures say a thousand words in this document, so I'll say no more except 'have a look' (see web references).

Ending the Scandal of Complacency: Road Safety beyond 2010

I could fill several newsletters with quotes, so I'm restricting myself to a small selection from paragraphs in bold type from the Select Committee report:

"The Government has not sought to reduce casualties by discouraging vulnerable road users from taking to the streets; but some trends, such as increased traffic, have had this effect. We recommend that in the forthcoming White Paper on sustainable transport, road safety objectives should be integrated with these wider objectives." (Para. 15)

"There is a significant body of evidence to suggest that the current methods for recording road-traffic injuries are flawed." (Para. 34)

"The systems approach to road safety, now adopted by the Netherlands, Sweden and elsewhere is different to that pursued by the UK. We believe that it is time for the UK to move towards this more fundamental approach..." (Para. 51)

The casualty rate for vulnerable road users in those countries is half that in the UK.

"Ways must be found to satisfy the desires of local communities for safer streets. We recommend that local authorities be given the powers and resources to introduce 20-mph limits much more widely. Flexibility is required to avoid the prohibitive costs associated with some approaches." (Para. 60)

"We recommend that cycle training should be offered as an alternative to fines for offending cyclists, just as driver retraining courses are now commonly offered to motorists who commit minor traffic offences." (Para. 96)

And finally:

"A new vision is needed for road safety in Britain beyond 2010. This should be underpinned by a strategy that explains how casualty reduction, danger reduction and the various other important policy objectives, such as a sustainable transport system, economic efficiency, climate change, social inclusion and physical health are integrated." (Para.136).

Jim Chisholm

WEB REFERENCES

Traffic Management and Streetscape
www.dft.gov.uk/pgr/roads/tpm/ltnotes/

Ending the Scandal of Complacency: Road Safety beyond 2010

You can read the Transport Committee's report online at www.publications.parliament.uk/pa/cm200708/cmselect/cmtran/460/46002.htm or download the document as a pdf from www.publications.parliament.uk/pa/cm200708/cmselect/cmtran/460/460.pdf

Cycling Infrastructure Design

www.dft.gov.uk/pgr/roads/tpm/ltnotes/ltn208.pdf

Risk: do the authorities understand?

The reception I've received from more than one authority recently makes me wonder if they understand the concept of 'risk'. We all need to understand such things, and to learn how to assess risks in our daily lives. Someone who thought the world was so dangerous they wouldn't get out of bed would be more likely to meet an early death, compared with someone who ventured into a wider world and looked after their health.

The authorities need to take a fresh look at 'risk' and take crashes injuring pedestrians and cyclists more seriously

Also, society is far more tolerant of activities that, although 'risky' to the person concerned, do not create significant dangers for others.

In my younger days I used to go rock climbing. Some would consider this a dangerous activity, but even if I had made a misjudgement, error or even have done something stupid, it was highly unlikely that I'd have injured others.

Others I knew drove fast cars for their thrills, and remember this was before a 70mph limit. They were probably 'safer' than I was when climbing, but society was not so tolerant of the risks this posed to others, hence the law takes a dim view of such activities.

So what has this to do with cycling?

Like rock climbing, cycling can be dangerous. If you do stupid things you are unlikely to cause serious injury to others, but may not escape so lightly yourself. Some may beg to differ, but statistics support my arguments.

Driving a motor vehicle is different. If the driver makes a misjudgement, error or does something stupid, they may escape without a scratch but leave another dead. Again statistics support my arguments. Society should treat such incidents seriously.

What are the statistics that support my arguments? The Cycling Touring Club (CTC) has produced a briefing note that covers this issue:

- In London between 2001-05 ten vulnerable users and three motor vehicle occupants were killed where a motorist jumped a red light. Two cyclists were killed by jumping red lights. No pedestrians have been killed either by a footway cyclist, or a red light jumper in any of the last ten years in London, yet 54 pedestrians have been killed by motor vehicles on the footway.
- Nationally 3894 pedestrians were killed in crashes in 2000-04. On average nearly one pedestrian is killed each week by a motor vehicle on a footway or verge (we've had one such incident in Cambridge recently). Just nine pedestrian deaths involved cyclists, none of them on the footway. The remainder of these deaths involved motor vehicles.

Perhaps the authorities need to take a fresh look at 'risk'. Crashes where motorists injure pedestrians and cyclists need to be taken more seriously. We need to look at areas where the behaviour of motorists, such as inappropriate speed, or just the volume of traffic, creates risks for vulnerable users. Often this is to the extent that it restricts the freedom of the old and young because of the risks, created by others, that they now face.

Ticketing cyclists without lights, in a well-lit city centre street with severely restricted motor vehicle access, may look good in the pages of a local paper. It does little to make the lives of legal cyclists on busy roads safer.

Perhaps crashes that injure vulnerable users should score higher for remedial work, or perhaps areas with many such users just need to be treated differently as they are in so many other countries. If those who undertook dangerous activities that endanger others carried the legal liability, unless it was shown that others were negligent, perhaps they would behave with more care.

Cyclists and pedestrians are vulnerable road users. We are seriously disadvantaging them by comparing their errors and misjudgements with those of a bad motorist.

Jim Chisholm

SEASON'S
GREETINGS



Cyclists without lights



I'm probably preaching to the converted here. If you've paid your sub and read this newsletter cover to cover, I'm sure the only time you ever cycle without lights is when seriously caught out by equipment failure, and then very carefully slinking down some quiet back streets home, well aware of all the risks. But, going back to police priorities: if we could all persuade all our fellow cyclists to be 'lighter than light', perhaps the police wouldn't have to spend time targeting unlit bikes, but could be concentrating on other things, such as speeding drivers, overtaking where it's not safe to do so, abusing mandatory cycle lanes, all of which are a danger to cyclists, lit or unlit. Quite how to do this? I can make sure that the useful poster on lights and reflectors that the Campaign produces is pinned up everywhere at work. However, when I'm a lone lit female cyclist heading through Chesterton, observing a gaggle of teenage boys, all totally unlit, I really don't know. Is there an unlit demographic who are impervious to police efforts, press releases and any other publicity that the Cambridge Cycling Campaign attempts to produce? And are they 'our' responsibility anyway, any more than transgressing drivers are for a motoring organisation, or so I'm sure those organisations would argue?

Maybe that goes back to the question as to why all cyclists, law-abiding and otherwise, should be lumped together in one group. They are not, any more than any other group of people who are recognisable by one characteristic can be grouped homogeneously. Do we need ways to at least remind the public that this is so?

Heather Coleman

Make sure that the Campaign's cycle poster is pinned up in your school or workplace – it's available to download from the Campaign's website (www.camcycle.org.uk)

I'm sure the recent police campaign, reported by the press as being about 'antisocial cycling', but clearly about lack of cycle lights, hasn't escaped everyone's notice. Some have argued that surely the police have better things to do. However, if it was what many of us suspect it was, a high-visibility campaign picking low-hanging fruit in a very busy part of town, notifying the press in advance for maximum coverage, it may well have worked. Certainly, I think the proportion of unlit bikes may have gone down in the last week or so.

Legal matters aside, why should I be bothered about cyclists without lights? Firstly, there's the 'giving cyclists a bad name' argument. However, I would say, far more important is the fact that cyclists without lights are putting themselves in danger much more than anyone else: if they get hit by a car because they haven't been seen, they are likely to get hurt. There is a vanishingly small chance of those in the car being hurt. The only other road users they are putting at real risk are other cyclists, as a cycle-cycle collision probably ends up with both parties getting hurt. As either a cyclist or driver, if I am pulling out of a side road, it's virtually impossible to see a fast-moving unlit bike.

If I'm on a bike or in my car, my lights won't pick up what's not directly in front of me. Hi-viz won't be illuminated if it's off to the side however good my lights, which point ahead of me. The people who frighten me most are the increasingly common group who think that wearing a helmet is more important than being lit. Well, it may help if you're hit, but surely avoiding the accident in the first place is more useful? I'd say good lights are an essential tool in 'defensive cycling'.

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Campaign diary

December 2008

Tue 2	8.00pm	Monthly General Meeting with speaker Peter Studdert. Friends' Meeting House, Jesus Lane (with tea and coffee from 7.30pm, and a chance to chat, and for us to introduce ourselves to new members). Our speaker will be Peter Studdert, Director of Joint Planning (Cambridge Growth Areas and Northstowe), who will speak on the topic of the Growth Agenda and the huge new developments around Cambridge.
Fri 5	8.30am	Newsletter 81 review and planning for <i>Newsletter 82</i> over breakfast at Tatties, Sussex Street.
Fri 5	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.
Sun 7	10am – 6pm	A14 Improvements public information exhibition: Girton College Conferences, Huntingdon Road. More information at www.camcycle.org.uk/jumpto/nl81a14
Mon 8	11am – 8pm	A14 Improvements public information exhibition. See 7 December.
Tues 9	11am – 8pm	A14 Improvements public information exhibition. See 7 December.
Fri 12	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.
Mon 15	7.30pm	Cambridge Cycling Campaign Christmas Dinner: CB2 Bistro/Restaurant, Norfolk Street. Please book & pre-order all food. Please reply before 4 December only to: sdb_156@hotmail.com with Cycling Christmas Dinner as the subject of your email.
Fri 19	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.

January 2009

Fri 2	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.
Tue 6	8.00pm	Monthly General Meeting with speaker Rob King. Friends' Meeting House, Jesus Lane. For details, see 2 December. Rob King of Outspoken Delivery, a local cycle courier firm, will be speaking to us about running a cycle courier company in Cambridge and the history of their operation.
Thurs 8	7.30pm	North Area Committee: Campaign members may be interested to attend City Council Area Committee meetings, which often cover walking/cycling/transport issues. Wesley Methodist Church, Christ's Pieces.
Fri 9	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.
Sat 10		Deadline for articles for Newsletter 82. Please send copy to Monica Frisch: mfrisch@phonecoop.coop . Members are warmly invited to write articles and are invited to contact the Editor in the first instance.
Thurs 15	7.30pm	East Area Committee, Cherry Trees Day Centre, St Matthews, Cambridge. See 8 January for information on Area Committees.
Fri 16	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.
Sat 17 – Sun 18		Traffic Management Area Joint Committee meeting (AJC) response drafting: A meeting to draft our communications to Councillors of the AJC will be held over this weekend. For further details, please contact us.
Thurs 22	6.30pm	North Area Committee, Manor Community College, Arbury Road. See 8 January for information on Area Committees.
Fri 23	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.
Mon 26		Traffic Management Area Joint Committee meeting: Campaign members may be interested to attend AJC meetings, which cover walking/cycling/planning issues in some depth. For further details, please contact us.
Thurs 29	7.30pm	Newsletter envelope stuffing at the Baby Milk Action office, 34 Trumpington Street. Help very much welcomed.
Fri 30	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.

February 2009

Tue 3	8.00pm	Monthly General Meeting. Friends' Meeting House, Jesus Lane. For details, see 2 December. This month will include a demonstration of CycleStreets and discussion of local campaigning and members' issues.
Fri 6	8.30am	Newsletter 82 review and planning for <i>Newsletter 83</i> over breakfast at Tatties, Sussex Street.
Fri 6	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.
Thurs 12	7.30pm	South Area Committee, Royal British Legions Hall, Fishers Lane, Cherry Hinton. See 8 January for information on Area Committees.
Fri 13	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.
Fri 20	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.
Fri 27	12.30pm	Friday ride (weather permitting): Lunchtime ride, open to all. See 5 December for description.

Monthly meetings

www.camcycle.org.uk/events

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 held on the first Tuesday of each month at 7.30pm for 8pm at the Friends' Meeting House, Jesus Lane. Tea and coffee are served from around 7.30pm.

The next meetings are on **Tuesday 2nd December 2008, Tuesday 6th January 2009 and Tuesday 3rd February 2009**. All are welcome, and we are especially pleased to meet members new to the Campaign.

Tuesday 2nd December 2008 Cambridge Growth Agenda

We are delighted to announce that our speaker for this meeting will be Peter Studdert, Director of Joint Planning (Cambridge Growth Areas and Northstowe), who will speak on the topic of the Growth Agenda and the huge new developments around Cambridge. These new developments have very considerable implications for cycling both in the areas themselves and in Cambridge more widely. Peter is a lively speaker who is heavily involved in planning for the new developments. Another monthly meeting not to be missed!



Guest speaker Rob King of Outspoken Delivery will talk about running a cycle courier company in Cambridge.

Tuesday 6th January 2009 Cycle couriers in Cambridge

Rob King of Outspoken Delivery, a local cycle courier firm, will be speaking to us about running a cycle courier company in Cambridge and the history of their operation.

Tuesday 3rd February 2009 'CycleStreets', plus local campaigning and issues

We're taking a break this month from speaker meetings to give a chance for more time on local campaigning and issues, particularly those of most relevance to you. We'll also be giving a demonstration of CycleStreets, the national version of the Campaign's journey planner and photomap.

We would welcome suggestions for speakers for future meetings.

Photomap this month: editor's pick



#15170: Bureaucracy gone mad?

The most bureaucratic notice in Cambridge relating to cycle parking? What a shame that they spent the time Creating A Notice To Warn About The Problem, rather than fixing the problem by ordering cycle racks! A definite candidate to receive our new Cycle Parking Guide...

This month's pick from the photomap system on our website. For more cycling-related photos of Cambridge or to add your own, visit www.camcycle.org.uk/map/

DESIGNERS NEEDED

Cambridge Cycling Campaign is looking for designers with page layout expertise to put together the newsletter. We have a strong editorial team who will knock articles into shape, an excellent photographer and plenty of people with ideas. But we need someone who can take all the articles, apply styles and fit articles, photographs, maps and cartoons together to form our usual high-quality bi-monthly newsletter. If we can find one or two more people to help with this it means that no-one has to do it more than twice a year.

You will need to be familiar with page layout software, but it does not matter which one you use as long as you can produce a high-quality pdf to send to the printer. Good email and internet access are also necessary. Our existing excellent designers are on hand to advise and help. If you may be able to take on the task, please contact the Editor, Monica Frisch by email: contact@camcycle.org.uk. **MANY THANKS.**

YOUR STREETS THIS MONTH

Traffic Management and Safety Scheme

Following October's Area Joint Committee meeting a number of streets will be included in the Traffic Management and Safety Scheme programme. Of particular note is the news that the busy Northampton Street/Magdalene Street junction should be getting some pedestrian signals. It is a nuisance to have to stop part-way along a road for lights so hopefully they will be positioned so that neither road user nor pedestrian is inconvenienced.

Other roads are as follows: Tenison Road (speed reduction measure), Water Lane/Fen Road (traffic calming), the Sturton Street Area (Ainsworth Street, York Street etc. – traffic calming), Dudley Road (traffic calming), Barnwell/Peverel Roads (traffic signals), Wadloes Road (traffic calming), Whitehill Road (traffic calming), but it is unlikely that the County Council will provide funding this year for many of these schemes. As we know, Councillors Killian Bourke and Nicola Harrison are also keen to get Mill Road back on the list with measures to improve conditions for cyclists.

Jesus Green

The first stage bid had already gone in to the National Lottery Fund to make improvements to Jesus Green by the time the Community Services Scrutiny Committee met. It was stated that there had been a year-long consultation process with the public and that the bid was made available to anyone who wished to see it. The first stage bid itself is less concerned with the details of any possible scheme but in the principle and the Executive Councillor (Councillor Julie Smith) said that assuming they are successful (the decision is made in March 2009) they want the masterplan for this to look in more detail at providing a bridge and ensuring that it is what people want but they couldn't bid for bridge money. Curiously, it seems that she was the only person from the council who looked at the bid though others were able to. Richard Taylor, a local resident, challenged the legitimacy of the consultation, the costings, who on the council had seen the bid and the lack of clarity about obtaining people's views on providing a crossing for cyclists (whether they were being asked about a ramp or a separate cycle bridge).

Cambridge on Ice

Cambridge on Ice will be open by the time this newsletter goes to print. It is fifty per cent larger than it was last year and in operation from 15th November to 4th January. Each session will be available for up to 200 people and at the weekends these are likely to be fully booked as they were last year. There are two key problems. One is that they propose to close part of the path while a market is held for ten days before Christmas and the other is that, as last year, the cycle parking provided is not adequate either in terms of the type used or its quantity – we believe this to be in contravention of the cycle parking standards, and that they do not appear to have planning permission. The grounds for acceptance of the planning application state that 'no development shall commence until details of facilities for the secure parking of 50 bicycles for use in connection with the development hereby permitted have been submitted to and approved by the Local Planning Authority'. We have had some correspondence with them on this issue which they have been very unwilling to address.



As last year, the cycle parking at Cambridge on Ice is not adequate.

Downing Street

We thought Jim Chisholm had fixed Downing Street but maybe not. Various delivery drivers to the Revolution pub (which is under new management) have recently been spotted parking illegally (in breach of the Highway Code and the planning conditions) in the mandatory cycle lane but after receiving a visit from an enforcement officer their attitude appears to have shifted. It's obviously one to keep an eye on and highlights the need to get this higher up the list of City Council priorities. The 2004 Traffic Management Act makes parking in mandatory cycle lanes a ticketable offence enforceable by traffic wardens but it has yet to be put into effect.

Mackenzie Road and Kingston Street

Some revisions are planned for the contraflow markings on these two roads. Although full details were not available at the time of going to press, the Campaign has had sight of some drafts, and big improvements are possible.

Full details should be available on the City Council website by the time you receive this copy. Follow the link from www.cambridge.gov.uk/cycling. Given some local, or should that be vocal, opposition to two-way cycling in these areas, it is important that all those who cycle in this area make their views known.

Penny Ferry/Haling Way

Current arrangements at this spot mean that some cars have ended up in the river so the council are proposing to put railings up next to the foot/cycle path. This would also prevent informal access to Haling Way between parked cars which is typically how it is used at the moment. A dropped kerb is to be retained at one end of the pavement adjacent to the road for cycle access. We have proposed that some cycle parking be incorporated into the railings and that one of the four car parking bays be removed to allow access onto Haling Way. Another concern is that proposals for this work were around as early as September last year but it's only recently that the Campaign has heard about them despite being one of the bodies the council were due to consult.