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## Left out in the cold?

With several reported accidents in the recent icy conditions, we call for the council to grit key cycle routes as well as roads.



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

Please get in touch if you want to hear more.

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

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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**Recruitment Officer** – John Cooter

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## Co-ordinator's comment

### What does 'supporting cycling' really mean?

Those of you who have been following the saga of allowing two-way cycling in the minor streets of Petersfield (see page 3) will be aware of the politicisation of this issue by some of the local Councillors for the area. We as a group of volunteers have had to spend much time arguing against some anti-cycling attitudes.

From what was said at the meeting, it seems that one of the Councillors concerned seems to accept the principle of two-way cycling, if the signage issues – which we agree are problematic – can be resolved in a reasonably satisfactory manner. By contrast, the other Councillors simply don't seem to like cyclists to be able to cycle in two directions on these streets. They are no doubt aware that they are in the minority here, having suffered a failed Council vote and come up against our larger petition.

The signage situation is not helped by the attitudes of some County Council officers who seem to be trying to resist even the compromise proposals we have put forward. The risk is that the current layouts will remain with the problems of illegal motoring remaining.

One supportive Councillor has said that, even though there are signage problems, we shouldn't throw the baby out with the bathwater, and that two-way cycling itself is fundamentally not problematic. We couldn't agree more. Allowing cycling down lightly trafficked streets to avoid the hazards of Mill Road, and make longer journeys shorter, is a simple and safe way to increase levels of cycling.

The leaflet from the Councillor opposing two-way streets claims that they support cycling. But this cannot be taken at face value, based on what has been said on this issue. If that were the case, the leaflet would have contained a clear statement in favour of the principle of two-way cycling, a condemnation of the illegal motoring that is causing the problems (which local residents have rightly complained to them about), and a statement that they have been trying to persuade their own government of the need to allow the straightforward 'No entry except cycles' signage that we and practically every cycling group around the country has been pushing for.

Supporting cycling means making hard choices that will result in changes that, admittedly, some people may not like, but from which the many people in Cambridge

who cycle will benefit. If we can't get tiny changes like this one made, what hope is there for the more radical and cycle-friendly proposals we outlined in our *Cycling 2020* vision document?

### Bike theft a priority for community safety partnership

A report sent to Councillors about the Cambridge Community Safety Partnership Plan for the coming three years said bike theft would not be treated as a priority issue. We wrote to Councillors on this, pointing out that bike theft is still a very large problem all around the city. It is therefore good to report that the Committee decided to make cycle theft a priority following a motion that Councillor Lewis Herbert put forward. Councillors are to be thanked for listening to our pleas.



### Do the police want to tackle road danger?

Anyone following the saga of Hills Road would be hard-pressed to say 'yes' on this issue.

The change to two 3m lanes on the Bridge is unavoidable because of the works for the Guided Bus. Everyone accepts that. The question is how to manage the fact that this means there is not space for motorists to overtake cyclists here. People need to accept that a short delay to their journey may happen here, and cyclists who are not confident to use the road should dismount and walk.

The police say, 'We do have a duty to protect the pedestrians as well as cyclists', a principle that we strongly support. We argued clearly against allowing the pavement to be made shared-use for cycling during these works. But the point is that the police have taken NO action at all to protect cyclists being overtaken. The 'as well' bit is nonsense.

We are strongly in favour of cracking down on illegal and inconsiderate cycling, and we unambiguously want to see more resources put into this. But this has to be balanced with action to stop driver behaviour on the roads that cause real danger, such as overtaking an uphill-moving cyclist on a 3m-wide stretch of road.

*Martin Lucas-Smith, Co-ordinator*

## More fuss over Mill Road contraflows

Are we now going to see public meetings called over every new signpost in Cambridge? That was the case before Christmas regarding the way in which contraflow cycling was signed in Mackenzie Road, Mawson Road, Kingston Street and Covent Garden, all in Petersfield off Mill Road. (The other one-way streets off Mill Road remain: Willis Road, Guest Road, Emery Street and Perowne Street.)

As we reported in previous newsletters, instead of using a 'plug' where cyclists get to pass a No Entry sign to the left of an island, the way in which these four streets were made two-way for cyclists was by using the No Motor Vehicles sign. This has caused problems because some motorists haven't a clue what it means so ignore it while others apparently wilfully ignore it.



*The problem is the cars and the signs, not the cyclists.*

Two of the Labour councillors for Petersfield had already perversely turned the issue of allowing cyclists to use these streets in both directions into a political football even though this is widespread practice throughout Cambridge and elsewhere. The poor implementation just plays into their hands. They distributed an appalling leaflet (see photomap at [www.camcycle.org.uk/map/location/15460/](http://www.camcycle.org.uk/map/location/15460/)) around Petersfield misrepresenting the petitions sent to the Council. They claim to support increased provision for cyclists, but the evidence of the way they have repeatedly behaved at decision-making committees belies this. They have frequently opposed even the most minor improvements for cyclists in numerous Area Joint Committee meetings and elsewhere. Councillor Bradnack even had the audacity to object to the presence of cyclists at the public meeting.

If simple, effective things like contraflow cycling can't be done without all this angst, we despair of Cambridge ever making any serious progress for cyclists

### Do it properly

Department for Transport intransigence over alternative signing which would permit a No Entry sign to be used without a physical island is the ultimate cause of the problem. Almost by definition there is frequently not enough room for an island – if there was the street often wouldn't need to be one-way in the first place.



*No Motor Vehicles: it means what it says, but unlike a No Entry sign, motorists are prepared to wilfully ignore it or just don't understand it. It doesn't help that it is often used with a pretty much carte-blanche exception 'Except For Access', so the sign is often interpreted in this way. It doesn't help that there are at least two such signs in Cambridge which are plain wrong: Corona Road, for example, has No Motor Vehicles signs without any qualification, but is a dead-end street which residents have access to. The Transport Research Laboratory has said that these signs are apparently well observed. Clearly they are wrong!*

Cambridge, now a Cycling Demonstration Town, ought to be able to do better. We think our traffic engineers should be negotiating actively with the Department for Transport rather than taking the dogmatic jobs-worth approach that they have taken so far over these streets.



*Our proposal to do it properly at Kingston Street.*

Even so, it could be done properly within the current rules. It is proposed to do so now at Mackenzie Road. We have called on the Council to do so also at Kingston Street by removing or moving the miserable planting tub at the end of the street and at Mawson Road by using a slightly narrower than usual island. Covent Garden is less of a problem (though it has traffic problems, these don't seem to be directly related to the contraflow).

If simple, effective things like this can't be done without all this angst, opposition and effort, we despair of Cambridge ever making any serious progress for cyclists.

*David Earl*

# Grand Arcade Cycle Park working group



The Grand Arcade Cycle Park is now seeing heavier use, as more people discover its existence. Half of it is a private area run by the shop.

We are extremely glad that, at long last, the Grand Arcade Cycle Park working group is being convened, almost a year after the opening of the Grand Arcade itself and despite there being a planning requirement that a stakeholder group be in place from the start.

Park Street Cycle Park, which is now heavily used), as well as managing the cycle parking, lockers and associated facilities.

A variety of issues about the Cycle Park itself remain, which were on the agenda for the first meeting in January. These include:

- Closing time and security – the closure at 11.30pm makes the Cycle Park unusable for anyone having a night out. We have argued that it should be extended and the same security that is used to police the car park should be used here.
- The barrier between the cycle park and the Grand Arcade still being out of service. No doubt if this was the main car park entrance it would have been fixed long ago.
- Cleaning.
- The anti slip covering at the entrance only being on the ramp.
- Signage within the Grand Arcade to the cycle park and shop – which has improved recently.



**If you have any issues which you think the Working Group needs to cover, please let us know and we will raise them at the next meeting.**

Full information on the Grand Arcade Cycle Park can be found on our website at:

**[www.camcycle.org.uk/resources/cycleparking/grandarcade/](http://www.camcycle.org.uk/resources/cycleparking/grandarcade/)**

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The Grand Arcade Cycle Park has seen a steady increase in users, however many people are still unaware of its existence

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Signage to the Cycle Park has at last appeared on surrounding streets.

The Grand Arcade Cycle Park has seen a steady increase in users to the extent it now seems to be being well-used. Yet, I have spoken to many people who are still unaware of the new Cycle Park's existence, probably because of its poor location. However, signage to it has at last now appeared on surrounding streets, following our various requests for this, which may help things.

There will be an interesting issue once the 'free' cycle parking becomes full, as the other half has been taken up by the bike shop, a situation we always had some concerns about. Nonetheless, the bike shop has been a useful addition in the area, and is helping establish the Grand Arcade as the second 'cycling hub' (the first being



Park Street Cycle Park, complete with 'Bicycle Ambulance', is now heavily used. This shows how the new concept of a cycle park can take time to establish itself, but is now providing real benefits for many users.



## Guided busway cycling delays



*The bad news: the cycleway alongside the Guided Busway is delayed by a couple of months. The good news: it will be properly surfaced out to Longstanton.*

We have been told by the County Council that the cycleway alongside the Cambridgeshire Guided Busway will not open at the same time as the buses start running. There will be a delay of a couple of months, in theory. The County Council has also said the busway itself is months behind schedule and will not now open until 'late summer', so the earliest we can expect to see the cycleway is November, probably later. The southern section is still further behind schedule.

While this is disappointing news, the good outcome is that the cycleway should be properly surfaced as far as Longstanton. Quite why it was ever thought acceptable that this should not be the case from day one is beyond us.

While funding has now been agreed for this, it can't be done (at any reasonable cost) by the main contractor, and they can't employ a cheaper contractor while the main contractor is still working on the site. Waiting does mean that the Council saves maybe a million pounds, which is a serious sum, so it is hard to be overly critical about this.

The cycleway runs traffic-free from Milton Road in the north of Cambridge, under the A14 and Bridge Road in Histon. There is a road crossing with traffic lights at Station Road, Histon and again at Park Lane. It then heads out round Oakington (crossing the road to Cottenham) and Longstanton (on the road to Willingham), passing the site for Northstowe new town. This is also delayed because of the recession and this is causing major financing headaches for the guided

bus as the Northstowe developers should be paying for a lot of it.

After Longstanton it will be a compacted surface as on The Halingway (the Cam towpath from Chesterton). It goes under the road to Over (unfortunately without cycle access onto that road) and then crosses the Swavesey to Over road. It is then traffic-free all the way to St Ives.

In the south, from the rail station the cycleway shares the carriageway with buses under Hills Road bridge (which is why the major road works on the bridge are being carried out), runs alongside the railway and then gradually diverges from it as it heads under Long Road towards the old railway bridge under Shelford Road. Along the way there will be a branch to Addenbrooke's, crossing the railway lines. A second existing bridge takes it under Hauxton Road and into the Park & Ride site. From there we are increasingly hopeful that there will be an off-road cycleway all the way to Harston, bypassing the nasty A10/M11 junction.

*David Earl*

## Legal and responsible enforcement

*The Campaign published a 'position paper' on legal and responsible cycling a number of years ago and we're considering an update. Here Jim Chisholm gives his personal view on legal and responsible enforcement.*

As part of our vain efforts to get the police to take action over inconsiderate driving on Hills Road bridge, in a letter to the police we asked for some data. We've now been provided with this by the Officer responsible for Freedom of Information. We'd asked for a list of locations where cyclists had been fined either for riding on the footway, or riding without lights within the City in recent years.

Having reviewed the data I've serious concerns about the 'proportionality' and 'legality' of police enforcement of the law relating to cycle offences. Clearly just as with motorists we should expect action to be taken against cyclists who seriously endanger others and, although I wouldn't like to be called 'Mr Getemoff', I suspect a number of the fines are either inappropriate, illegal or both.

### So what data have we been given?

Nearly 350 cyclists have been fined for 'Cycling on the Footway'. As far as I can determine, this is the only offence for which a PCSO can issue a ticket. Of these fines nearly half were issued on roads with no footway! As far as I can determine, and I've heard from a former PCSO who is now training as a lawyer, you can only be fined for riding on the footway if there is an adjacent road on which you could cycle, other restrictions excepted. So Petty Cury (76) and Burleigh/Fitzroy (12+10) should be covered by 'No vehicle' access restrictions. We've previously questioned tickets issued in Sussex Street (20) because whatever signage should have been there was absent. It may be that we should support banning of cycling in these streets, but it should be by legal TROs (Traffic Regulation

Orders) with legal signage. In Petty Cury the only indications that cycling is prohibited are the very small (100mm) 'No Entry' signs on the wooden posts. The police and the appropriate local authorities need to talk to each other, ensuring that the correct TROs and signs are in place, and that if cyclists are to be fined it is done under the correct regulation.

Incidentally, of those tickets issued elsewhere, 29 have been issued on Hills Road bridge during the current road works. The Campaign does not support cycling on footways, but to fine cyclists here when we've been given no evidence that even a single motorist has been fined for overtaking cyclists in the 3.0 m traffic lanes, seems an unbalanced use of police resources.

We've also obtained the data on fines issued for cycling without lights. Over 550 were issued but some 240 were in the City Centre 'pedestrian area'. Perhaps surprisingly only 144 out of the 560 were issued on or outside the 'ring road' and it seems that fining the cyclist without lights outside Sainsbury's is just too easy (123). It was interesting to discover that only 71 motorists have been fined within the City for lighting offences over the same period. I reckon, on my cycle trip home through Trumpington and Shelford, to see at least four times as many cars with illegal lights as cyclists without lights. It was also disappointing to hear that the police seem to have abandoned the use of 'Defect Rectification Notices' for cycle light offences. If such a notice is issued, the person concerned is not fined if they produce evidence that the fault has been rectified within 14 days.

*Jim Chisholm*

# Gonville Crossing review



*Gonville Place Crossing as it is today.*



*Some examples of the remaining problems. Left: the signage banning turning is no longer justified as there is now ample evidence of lack of danger (see point 1). Right: poor provision for those using the crossing to turn off Gonville Place (see point 2).*

A year on from the reversal of the changes to this crossing back to the original, generally unproblematic state, a review of the crossing as it now stands was scheduled.

We feel that the current crossing is generally satisfactory, apart from the widely-ignored right turn ban, which was ostensibly the whole reason for changing it to the (disastrous) toucan crossing arrangement. Some councillors will not be pleased to learn that our Campaign to fix the botched crossing resulted in a notable increase in our membership!

The problems which remain now, and which we have submitted as our points for the review to be considered on 26th January 2009 by the Traffic Management Area Joint Committee, are as follows:

- 1) The turning bans should be removed. There is now ample evidence of lack of danger and so this signage cannot be justified any longer. The alternative way to enter the road (by the toilets) surely cannot be considered safer, and a safety audit ought to consider that issue. In view of the continuing absence of conflict at the crossing it should be clear to all that the ban is unnecessary and an unreasonable restriction on cyclists' freedom.
- 2) Provision for people to use the crossing to turn off Gonville Place in either direction is poor, especially on the south side. Slight modification of the paving would at least facilitate this safety requirement, which was one of the original reasons for the crossing being changed. This issue has also been repeatedly raised by Councillor Rosenstiel.
- 3) The crossing needs coloured surfacing across it. This is entirely justified given that the crossing must be amongst the most heavily used pedestrian/cycle crossings in the county. It is about time that walkers in particular were given more attention at crossings, and a coloured surface would be a simple way to reduce the number of vehicles blocking it.
- 4) The pedestrian crossing units need to be re-orientated or masked so that they are not visible from the road.
- 5) There are still redundant poles present which contain signage that no longer represents the current legal situation. This was previously agreed but it has still not been implemented, so it should not be contentious.

Thanks to everyone who, 18 months ago, signed our petition to reinstate this crossing. That we had to waste so much of our time to persuade the County Council of the problems here is testament to the lack of *genuine priority* for cycling and walking. Now that Cycling England have a closer eye on matters in Cambridge, owing to its Cycling Demonstration Town status, we will not hesitate to draw it to their attention if matters like this come up again.

The large number of documents and reports on this crossing is at: [www.camcycle.org.uk/campaigning/issues/gonvillecrossing/](http://www.camcycle.org.uk/campaigning/issues/gonvillecrossing/)

*Martin Lucas-Smith*

Now that Cycling England have a closer eye on matters in Cambridge, owing to its Cycling Demonstration Town status, we will not hesitate to draw it to their attention if anti-cyclist measures like this were to arise again. We should not have had to waste so much volunteer time on the changes to this crossing.

# Cambridge on Ice

Since our report in last Newsletter's 'Your Streets This Month', Cambridge City Council's Planning Department has sent a form reply to those who complained about the ice rink. We reproduce that reply below.

The most disappointing aspect of this response is that untold numbers of possibly very influential people in the city have been officially told by Cambridge City Council's Planning Department that the ice rink's dreadful wheel-bender cycle parking, far too closely spaced, constitutes 'secure cycle parking'. It doesn't, and the City Council Planning Department really should know better!

This is a highly unsatisfactory statement, which we think warrants a retraction from the Council, sent out to all the recipients of the original message.

Dear All,

I have been asked to respond to a number of enquiries recently received regarding the 'Cambridge on Ice' ice rink, its cycle parking provision, the German market, advertising, and cycle access through the German market area of Parkers Piece.

I shall try to address all of the issues in this email in turn. I have blind copied all those who have contacted the Planning Department to ensure that your contact details have been kept confidentially, although I would note that some details have been placed on the planning file which is a public document where it relates to the non-compliance with the cycle parking provision. In addition, in relation to the Freedom of Information request I can confirm that the Planning file is a public record and can be viewed at our Planning Reception at the 2nd floor of the Guildhall. As a Planning Department I am not aware of any other documentation or discussions held relating to the ice rink or the German market.

## 1) Cycle Parking provision

Condition 4 of planning permission 07/1067/FUL for 'Temporary ice rink from November 2007 to January 2008 and from November 2008 to January 2009, to include viewing platform, and marquee structures for changing facilities and a cafe' required:

*'No development shall commence until details of facilities for the secure parking of 50 number bicycles for use in connection with the development hereby permitted have been submitted to and approved by the Local Planning Authority in writing. Such details shall include the precise location of the provision. The approved facilities shall be provided in accordance with the approved details before use of the development commences.'*

*Reason: To ensure satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 2006 policy 8/6)'*

The planning file illustrates that details were submitted in relation to this condition and that the condition was formally discharged in a letter dated 26/11/07.

A recent site visit to the ice rink on 16.12.08 confirmed that the cycle parking details had been implemented in accordance with the approved details.

## 2) The German market.

Schedule 2 Part 4 Class B of the Town and Country Planning (General Permitted Development) Order 1995 allows Temporary Structures and Buildings to be erected without the requirement for formal planning permission. As such, the Local Planning Authority would not have required a planning application for this temporary use.

## 3) Advertising.

The signs that have been erected would require advertisement consent. As they are situated on Council property however, we would be unable to pursue a prosecution against these. I have checked with our Streets and Open Spaces Enforcement Section and they would be unable to remove the signs in question as they are not attached to street furniture. I will pass on this point to the Open Space team however, to ensure that they are aware of the requirements for any future advertising on Council land.

## 4) Cycle access through Parkers Piece.

I understand that the cycle access through Parkers Piece has been 'interrupted' as a result of the German market being present. Unfortunately, as the short-term activity of the market does not require planning permission it is not subject to the control of this department, and we are unable to address the issues it has created on the access through Parkers Piece.

I hope that this information is helpful. Should you require any further details please do not hesitate to contact me directly.

Yours faithfully,

Alison Twyford  
Senior Planning Enforcement Officer  
Cambridge City Council

# Outspoken – past and present

A few weeks ago I gave a short presentation about the history of Outspoken to the Campaign's January 2009 monthly meeting and have been asked to write a few words summarising what we've been up to....



## The beginning

Outspoken began from a small office in a house off Mill Road a little over three years ago. As with all good ideas, the initial discussions were mulled over in the pub but after months of procrastinating we were finally galvanised into action by a prudish aunt who suspected our venture was all about Lycra, long hair and red lights, and felt it her duty to dissuade us. Faced with such opposition, our cycling business became a certainty!

We started by searching for a name. 'The Wheelie Good Company', was the result of too much alcohol and friends who could not be relied on for sensible suggestions. By the time 'Cyclo-path' (think Hitchcock) came up, we were almost despairing. Thankfully someone with common sense suggested that we imagine how we'd feel answering the phone in six months time, and this ruled out everything proposed to date.

Unperturbed by going backwards before even starting, we set out to buy a bicycle, and soon came across a review of Mike Burroughs' 8-freight. We needed a bike that was adaptable: fast and light enough for small and urgent courier work, but also capable of trundling 100 kg loads. Once we'd purchased the bike, we designed a not-particularly-aerodynamic container which is secure, lockable and waterproof, and which we had fabricated locally. We thought it quite 'snazzy', but suspect that the bike's eminent designer doesn't really approve.

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## Outspoken has over 150 customers from small shops to large national companies

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## Marketing

So we had a bicycle, and a company name that seemed to keep changing every other day. Now all we needed were some customers! Back then, our marketing was almost exclusively centred on visiting businesses in person: necessary to dispel preconceptions and also because we'd get an answer from a decision-maker immediately. Limoncello on Mill Road became our first unsuspecting customer. We are now blessed with over 150 ranging from small local shops to large national companies. Press releases helped us demonstrate

our flexibility, featuring, for example, the delivery of firkins of beer for the local brewery. We have since moved human heart valves, scientific instruments worth £40,000, and 3-tier wedding cakes, but our more typical day sees us delivering medicines to people's houses and whisking urgent documents from Addenbrooke's to the Science Park. Most of our work is within the city boundaries, but often we find ourselves in Girton, Milton or Fulbourn.

## Pricing

A good service at the right price is always what customers are looking for, so we pitched our prices competitively and concentrated our marketing on superb service, flexibility and a friendly team of couriers. But what of the eco-angle: we are, after all (with the exception of a little hot air), entirely emission-free? We have found that almost all customers like to talk about their green credentials but rarely is it a reason to choose us. We have therefore not relied on this and kept to our principal tenets of being fun yet professional. By ensuring we are attractive to all types of business we help create the biggest environmental impact; as an estimate, we are currently removing well over 20,000 unnecessary van journeys each year.

## New ideas

From the outset, finding ways to create new business has been the most exciting part of our job, and many of our customers have become – I hope not unwillingly – guinea pigs for the latest ideas. In truth, they often come up with the ideas, perhaps while chatting about frustrations encountered in running their own businesses. As a result, we now run a local postal system as an alternative to the Royal Mail, delivering heavy and outsize post using our own (beautifully garish) stamps. Separately, we offer a Cambridge-London courier service by train, using bicycles for the important 'first and last mile': altogether quicker, more reliable and less expensive than a van or even motorbike, and we can rest our legs *en route*!

Someone told us we needed an innovative, eye-catching campaign to highlight our services to local businesses. We looked at each other, threw a glance at the bikes, grinned; and immediately wrote to local companies proposing that advertising on the panels of our bike was the keystone for any self-respecting marketing plan. After a few early disappointments – such as having to turn down the pole-dancing poster – we found this to be a good source of reliable income that strengthens the viability of our operation.

## The riders

We are lucky to have been inundated with calls requesting work, most of which are from fit, sensible people with a love of cycling, and with a remarkably high tolerance for bad weather. A particularly suitable Bulgarian woman was invited for coffee on a bitterly cold December morning, and at the close of the meeting we asked where she was off to: 'to Brighton', came the reply, 'to swim in the sea'. We felt rather pathetic. Our present stock of staff includes a full-time Manager who co-ordinates the couriers and runs the office, 8 riders and a mechanic who looks after our 5-and-a-half freight bikes. The riders' backgrounds are extremely varied – youth work, writing etc. – but most work part-time to improve their quality of life by keeping fit and being outside for a good proportion of their week. My brother PK meanwhile is on sabbatical, cycling from Cambridge to Kenya and currently in Egypt. *Newsletter 81* highlighted this adventure and you can read more from their website: [www.downrightkenya.org](http://www.downrightkenya.org).



*Pete Lever, a part-time cycle courier and senior instructor of Outspoken Training, providing cycle training and advice to children and adults throughout Cambridgeshire.*

## The future

And what for the future? Well, we still have a myriad of fresh ideas but our most recent development has been with cycle training. We are now Cambridge's first Bikeability-accredited training organisation ([www.outspokentraining.co.uk](http://www.outspokentraining.co.uk)) and with three fully accredited instructors we are about to embark on the next phase of our business. Our aspiration is to train all school children within the county and to promote cycling in all its guises to businesses, individuals and groups. With Cambridge having recently received Cycling Demonstration Town status and with fuel price rises, congestion charging, and the development of green issues on the political agenda, surely Cambridge will be *the* cycling city of the future. We look forward to playing our part in championing more and better cycling in Cambridge.

With many thanks to the Campaign for all their support over the past three years and best wishes for 2009.

For more information, please visit: [www.outspokendelivery.co.uk](http://www.outspokendelivery.co.uk)

*Rob King*

# Bendy buses update



Members, especially those with experience of cycling in London, will be relieved to hear that these definitely seem to be off the agenda in Cambridge for now.

The Cambridge Evening News on 5th August 2008, reporting on our article in *Newsletter 79* about our fears if these were introduced in Cambridge, obtained views from Councillors in Cambridge.

Cllr Alex Reid, Liberal Democrat [opposition] spokesman for environment and transport at Cambridgeshire County Council, said: 'This is madness. With its constricted street pattern, the last thing Cambridge needs is bendy buses. Because of the hazards that they present to other road users, particularly cyclists, bendy buses are to be withdrawn in London, starting next year. We do not want them here.'

We welcome this. But most importantly, the man that makes the decisions agreed with our view:

Cllr Matt Bradney, the council's cabinet member for growth and infrastructure, said he had no intention of introducing bending buses to the streets of Cambridge. He said: 'I don't want bendy buses in Cambridge. I think they are lethal, they are certainly anti-cyclist and there is no way under my portfolio there will be bendy buses in Cambridge.'

We welcome Councillor Bradney's statement on bendy buses, and also his clear support for the Cycling Demonstration Town project that he displayed at the key meeting we attended on proposals for that project.

*Martin Lucas-Smith*

## Letters: unlit cyclists

I believe (but admit to having no hard evidence) that Heather Coleman is wrong in saying that the only other road users that unlit cyclists put at risk are other cyclists. I believe that there is also a significant risk to motorcyclists – if a motorcyclist hits an unlit cyclist it seems to me that there is a reasonable risk that the motorcyclist will also be killed, which is clearly Not Fair.

I gave up driving a bike some years ago, but I remember that the most invisible obstructions on the road were unlit cyclists, especially when it is raining. And as a motorcyclist can't see a bicycle's lights from the side, get wheel reflectors if you don't want to be hit by a motorcycle when you're cycling round a roundabout.

*Tim Ward*

# Cycling in the 'other place'

Members of Cyclox ([www.cyclox.org.uk](http://www.cyclox.org.uk)), our equivalent in Oxford, recently visited Cambridge to see how things are done over here. James Styring, Chair of Cyclox, reports on their findings



A cyclist on Oxford's Botley Road.

In Oxford, we cycle in spite of what is provided rather than because of it. [Ed: some of us in Cambridge would say the same!] Oxford needs proper investment as well as political commitment to the most efficient form of transport known.

While many councils bend over backwards to get bums onto saddles, our County Council's current target for cycling growth is a whopping 0%. What is the budget for cycling, you ask? There isn't one. The only money available for cycling is 'Section 106' money (cash that developers pay to mitigate the impact of developments).

Cycling needs to be higher up the agenda at Speedwell House (the hilariously-named home of Oxfordshire County Council's Transport Department), so we suggested a site visit to a city where cycling is thriving: 'the other place'. Cambridge is very similar to Oxford demographically and politically, but at least 26% of journeys to work in Cambridge are by bike. In Oxford, that figure is less than 20%.

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## Cycling around the city centre is a noticeably more peaceful experience than it is in Oxford, and having so few cars to contend with a real boon

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But the times, they are a'changin. Don't ask me why, I just feel it in my bottom bracket. Cyclox visited one Friday in December with five council transport planning officers, and Councillor Ian Hudspeth (the cabinet member

for transport) and Councillor Colin Cook, a cycling city councillor with an expertise in planning. Our hosts were Cambridgeshire County Council in the guise of their Cycling Officer, Patrick Joyce, along with the impressively organised and successful Cambridge Cycling Campaign. If, like them, Cyclox had more than 1,000 members, perhaps membership subs would pay for me to cycle out to Great Milton to wine and dine Councillor Hudspeth at Le Manoir while we discuss the finer points of bike-friendly 'pedestrianisation'. Until then...

That Cambridgeshire has a cycling officer speaks volumes. Even Cambridge City Council has a Walking and Cycling Officer. Oxfordshire, meanwhile, voted recently not to have one. All transport staff, we're told, deal with all modes, including cycling. Really? Why then does Oxfordshire County Council employ 20+ dedicated public transport staff?

### A cycle tour of Cambridge

Much of our cycle tour took in the traffic-calmed historic core, to the south-east of the Cam. Rising bollards are used to stop through traffic, immediately creating much improved cycling conditions. It gave a good impression of how pleasant and quiet a bus-free Oxford city centre will be when the pedestrianisation of Transform Oxford is complete. A controversial ban on cycling in many of Cambridge's pedestrianised streets was recently rescinded. Patrick Joyce said although cycles and pedestrians sharing roads is never perfect, problems are in his view rare, and Cambridge is miles better off now bikes share motor-free streets with those on foot. We also ogled the 500-capacity cycle parking hub under their new John Lewis development. Cycling around the city centre is a noticeably more peaceful experience than it is in Oxford, and having so few cars to contend with a real boon.

Cycling outside the historic core was less pleasant. I found myself battling along East Road, vying for space with zooming dark-windowed limos and thoughtlessly driven white vans. I was particularly struck

by the volume (in size and in frequency) of large-engined Mercs, Jags, and Range Rovers accelerating aggressively though pointlessly to wait behind me at the next Advanced Stop Line. This is perhaps because I am accustomed to earthy East Oxford rather than wealthier North Oxford. Mill Road was also a bit of a 'mare, with relentless streams of cars forcing some cyclists to push their bikes along the pavement.



Vying for space with other vehicles along East Road.

Cambridge Cycling Campaign members said they were envious of Oxford's 20 mph plans, and this is one area in which Oxfordshire's thinking is ahead of that in Cambridgeshire. Away from Cambridge city centre and the many dedicated cycle routes, some of the main roads are as bad as the worst in Oxford, and 20 mph would bring big benefits.



The traffic-calmed historic core.



Visitors from Cyclox, the cycling campaign for Oxford, at the station cycle bridge.

Cambridgeshire County Council has worked to attract some huge transport grants – in particular to pay for a novel ‘guided bus’ system from outlying villages into the city centre. Cambridgeshire also applied successfully for £millions of Cycling England funding for schemes to connect nearby villages with the city and to improve a range of things within Cambridge itself, such as introducing widespread cycle parking provision. Cambridgeshire is also still considering whether to make a final bid to the Transport Innovation Fund which would require a congestion charge but also would mean £500m of up-front investment in local transport schemes.

In June, a beautiful cycle and pedestrian bridge was opened over the Cam. This massive 400m bridge (most of it over a floodplain) cost £3m. It was the pièce de résistance and shows what you can do with serious budgets for cycling. Something like this would be perfect for crossing the Thames between Jackdaw Lane and Abingdon Road in Oxford.

But the most interesting revelation of the day is that the simple, cheap measure of introducing bike ‘permeability’ around the city centre and suburbs (e.g. the closure points in Petersfield), had probably had more impact on encouraging cycling than

The simple, cheap measure of introducing bike ‘permeability’ around the city centre and suburbs (e.g. the closure points in Petersfield) had probably had more impact on encouraging cycling than any multi-million pound bridge or cycle path



The beautiful, new pedestrian and cycle bridge over the Cam would be perfect for crossing the Thames between Jackdaw Lane and Abingdon Road in Oxford.

any multi-million-pound bridge or cycle path. Bike permeability means restricting car access and giving bikes all sorts of time and safety advantages, effectively skewing street design to favour cyclists and walkers. Sensible stuff of course: drivers hardly need to be encouraged.

Permeability can be assisted by bike-specific traffic light filters, by-passes, and streets which are one-way for motor vehicles but two-way for bikes. This layout already exists on Little Clarendon Street in Oxford. I am happy to expose a certain degree of geekiness by telling you that the Traffic Management Order for Oxford’s Magdalen Road allows two-way cycling as well, but a bungled road markings repainting job in the 1990s

overlooked this, so the road has effectively reverted to one-way for all.

Oxford could do with more streets that are one-way for motor vehicles but two-way for bikes. If we get them, perhaps we can use the sign that Cambridgeshire hope to use. Road signs outside the regulations are supposed to be authorised by the Department for Transport, and Cambridgeshire (and indeed practically every other cycling group around the country!) are fighting for permission to use a currently unapproved sign that says, ‘No Entry – Except Cycles’. How any country that once invented railways and even the ‘safety’ bicycle can today employ educated adults to agonise over such trivia beggars belief. How controversial is ‘No Entry – Except Cycles’?



Permeability increased with closure points in Petersfield.

Permeability also includes barriers such as those in Oxford on Queens Lane or suburban streets such as East Avenue and Union Street, which allow bikes to make quick and connected-up journeys, but which force commuters to make longer roundabout journeys by car – or to consider walking and cycling short inner-city journeys instead.

This is not to say that Cambridge is slaveringly anti-car. It isn’t. Compared to Oxford, it simply puts enticements to walk and cycle higher up the list of priorities. Car ownership is as high in Cambridge as it is in Oxford or indeed in countries such as Holland and Germany. The point is that, as in Holland and Germany, residents are motivated by street designs to use their bikes rather than their cars for intra-city journeys. It ain’t rocket science, in fact it’s really cheap and easy.

Councillors in Cambridge have sometimes had the vision to prioritise bike journeys over car trips, and Oxfordshire’s Conservative cabinet should do the same. Oxford and Cambridge are home to world-class universities and cutting-edge start-ups. It is high time that, like Cambridge, Oxford aspired to be a world-class cycling city as well.

James Styring

# Brrr – it's cold, and icy

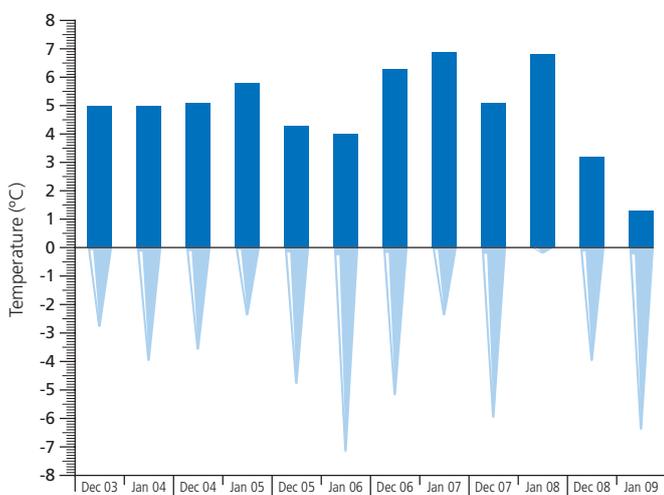


*A cyclist braves Lammas Land in the snow.*

Have you cycled all through this cold weather, and have you fallen off? We have had reports of a number of accidents, including some serious ones. Particularly hazardous areas seem to be the path under Victoria Bridge and along Riverside near the new cycle bridge. This December and, so far, in January it has been far colder than for many years. In my teenage years I kept weather records through the '62/63 cold winter, and this doesn't compare with that, but the weather has raised some issues. I also had cycle races in '62/63 with friends on a frozen local pond!

Firstly some facts. I've used the records published from the automatic weather station at the University's Computer Laboratory West Cambridge site, see: [www.cl.cam.ac.uk/research/dtg/weather/](http://www.cl.cam.ac.uk/research/dtg/weather/)

Below are the *average* and minimum temperatures for December and January in the last six years (please note that the figure for January 09 is for the first half of the month only).



As you can see, although the 'climate' is almost certainly getting warmer, the weather has been cold this year. Our correspondent in the Netherlands is surprised we can't cope, and that the local authority do not salt each day it may freeze.

## Winter maintenance

I think there is more than one issue here, but we are pressing for key cycle routes to be maintained to a higher standard and that should include 'winter maintenance' to a higher standard. The current county standards say that footway and minor routes should be salted if temperatures fall below zero for five consecutive days. This policy might have been reasonable ten years ago, when local authorities were not able to obtain accurate forecasts of conditions when ice would form, but now there should be few days with false alarms and hence wasted effort.

The current county standards say that footway and minor roads should be salted if temperatures fall below zero for five consecutive days.

I do think we've had unusual conditions this year and it isn't just the cold. I've been a commuting cyclist for 35 years and I've only had two days when I can remember rain froze overnight, before this year, yet I've seen three days so far this winter – or perhaps my memory is failing!

Poor design and maintenance certainly don't help. Standards say a cycle path shouldn't have significant crossfall (slope from one side to the other). Many do, for example Hills Road near Addenbrooke's. If ice forms, with such a crossfall, even a competent cyclist risks a fall. Similar problems occur with poor reinstatement, raised ironwork, or kerbs that are just 'dropped' rather than made properly 'flush'.

If you've fallen off because of ice and been hurt, we'd like to hear where, when, how you were hurt, and if hospital was attended.

Let's hope that by the time you read this we will have had an early spring.

*Jim Chisholm*

# Copenhagenize Cambridge

*Matt Polaine, one of the Cycling Campaign's regular contributors to our email discussion list, gives his personal view that the attitude toward cycling is all wrong in Cambridge.*

Some of us have experienced other European cycling cultures, and through comment and debate on my (and other) blogs I found an informative comparison between Cambridge and Copenhagen. The posts and debates centre around Health & Safety (H&S) culture in the UK, Cambridge highway engineering through risk-averse design, and British cycling chic – the lack of it. Yes, I wear yellow Lycra too. All these elements are linked to two key factors: educated hazard perception and a common sense approach to risk. This is something our UK H&S culture is rapidly eroding, and I'll come back to this point.

One of these blogs is 'copenhagenize.com'. The aim of this blog is to bring Copenhagen bicycle culture to the world. In a few city councils around the globe they speak of 'Copenhagenizing' their streets to accommodate bikes. In the Danish capital it's just a way of life. Copenhagen is already regarded as the best cycling city in the world and Denmark is the second safest place to cycle (after the Netherlands), and those of you out there who need inspiration for cycle advocacy in your towns and cities can find a wealth of info at [copenhagenize.com](http://copenhagenize.com).

Indeed at the presentation launch of Colchester Cycling Town (where I grew up) by John Grimshaw, within the group photo is the chairman of the Colchester Cycling Campaign, who is wearing a Copenhagenize T-shirt no less.

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In Copenhagen there are men and women cycling around in stylish, smart work clothes that have been designed to cycle in

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## Cycling as chic

What seems to give Copenhagen the edge over the Netherlands is a focus on cycling as stylish, for the informed citizen, that it is a city with a certain kudos, a certain chic. As such the Copenhagenize blog is linked to [CopenhagenCycleChic](http://CopenhagenCycleChic) blog which makes for an interesting contrast to Cambridge's view of cycling.



*A motorist blocks the Mandatory Cycle Lane on East Road, just one example of Cambridge's 'Jekyll and Hyde' cycle culture.*



*High-heeled boots, short skirt and a checked poncho: chic cycling in Copenhagen this January. Reproduced with kind permission from Lars Daniel Terkelson, contributor to the blog CopenhagenCycleChic.*

## Jekyll and Hyde Cambridge

Cambridge has a Jekyll and Hyde cycling culture with bad UK stereotypes being reinforced daily; taxi and bus drivers forcing cyclists off the roads, motorists parking in mandatory cycle lanes, van drivers shouting and threatening cyclists and police indifference to this hate offloaded onto cyclists. Conversely (and most likely a symptom of such an environment) there is a job culture associated with two-wheeled pedal vermin. They wear matt black clothing with no lighting at all to disappear into the night like Ninjas, hop on and off pavements cutting through pedestrians at speed, jumping red traffic lights, and riding scrap with virtually no brakes. The universities, town and country clubs all have good following but don't want to get 'sucked into' the whole UK cycling culture debate until a club member gets knocked off. The city has a number of shops selling cycles for upwards of £3,000, so where are they being cycled?

This is a cultural chasm between Cambridge and Copenhagen, so what is going on? Cycling is certainly not chic in Cambridge, it's more like modal warfare. What is still chic here is one's ability to drive the most expensive car one's debt can afford into the city centre and park it there all day. A bike – that's for students, the poor, and those eco-people. *continued over page >*

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Copenhagen is already regarded as the best cycling city in the world and those of you who need inspiration for cycle advocacy in your town can find a wealth of info at [copenhagenize.com](http://copenhagenize.com)

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*Two kids, a Christmas tree and not a helmet or hi-viz jacket in sight; with high-quality cycle infrastructure and a respectful cycle culture, safety is less of an issue in Copenhagen. Photo reproduced with kind permission from Mikael Colville-Andersen, contributor to CopenhagenCycleChic.*

At the root of the problem is decades of virtually zero cycle infrastructure funding. We know this. However, like positive feedback loops in ecosystem collapse, erosion of one element quickly cascades to another two, then four then eight or more social issues and then the problem gets out of hand. The problems facing Cambridge have got out of hand.

The Cambridge local authorities continue to spend a tiny fraction of their transport budgets on cycle infrastructure, preferring to plough our local and central tax revenues into facilitating private motor traffic flow and Park and Ride bus schemes which suffer, along with all the drivers, from severe congestion across the city. There are exceptions to these descriptions, but they are certainly not in the majority. This is what the public 'want', as educated by the motoring section of the Cambridge Evening News. It is not what they 'need'. Very few residents of Cambridge have any idea what Cambridge could be like if the bicycle was afforded the same respect as it is in Copenhagen. There is a severe education problem in this respect.

## Health & Safety misuse

So is this complete lack of high-quality cycle infrastructure the root cause of the chasm between Cambridge and Copenhagen cultures? Almost. I support the new Chairman of the National Trust, Sir Simon Jenkins, on his views of the other major factor that has all but destroyed a positive cycling culture in Cambridge – Health & Safety misuse.

I've looked through hundreds of images on the CopenhagenCycleChic blog and it reminds me a little of where

The bikes in Copenhagen all seem to be of high quality with decent lighting.

I have cycled in Offenburg, Germany, and reports from David Hembrow's blog in the Netherlands. In Copenhagen there are men and women cycling around in stylish, smart work clothes that have been designed to cycle in. I couldn't see any skin-tight bibshorts, specific hi-viz clothing, and not one helmet. No helmets at all. However the bikes all seem to be of high quality, built to last many northern European sub-zero winters and have decent lighting.

There are stores in Copenhagen that sell 'normal' clothing designed so that it can also be worn when cycling, almost unheard of here in the UK retail market except for cycle shops, and even then it's at the sporting end. Not only that, but UK cycle shops are looking more and more like building site safety equipment outlets with all the hi-viz clothing, helmets, reflective stickers, legislation on bells and wheel/pedal reflectors (even on a new £2,000 time trial bike) and constant reminders of how 'dangerous' it is to cycle on our roads.

## Not alone

From a lifetime exposure to risk analysis, the UK Health & Safety culture has damaged the freedoms and health of children and adults on bicycles to such a degree that it is my view that this almost complete erosion of educated hazard perception and a common-sense approach to risk is feeding a whole risk-averse, litigation-fearing highway engineering 'standard', and I am not alone in thinking this.

Chairman of the National Trust, Sir Simon Jenkins, fired a broadside at the very same UK culture last November. He said,

"This is a plague and it is not just something that affects the National Trust. It is something I would join as a campaign to see if we can't get some protocol of reasonableness from health and safety authorities to free people from total risk aversion."

He added:

"Overzealous health and safety regulations are impeding more public participation in our properties. I do think my staff feel they are in an excessively bureaucratic straitjacket on matters of statutory compliance."

The UK Health & Safety culture has damaged the freedoms and health of children and adults on bicycles to such a degree that it is my view that this almost complete erosion of educated hazard perception and a common-sense approach to risk is feeding a whole risk-averse, litigation-fearing highway engineering 'standard'

His words are intended to open a debate on the subject and to encourage views from other voluntary organisations involved in public participation and activity. Perhaps Cambridge Cycling Campaign should write to him offering our support in order to gain mutual strength on this front. The National Trust has much in common with cycling.

Just take a look at all those photos on the Copenhagenize blog and then consider our UK culture. Look at how motor traffic respects cyclists as part of the traffic, unlike here in the UK where we are treated as road vermin blocking motor-traffic progress. Look at all the terrible 'risks' cyclists are taking in Copenhagen; wearing scarves, riding with one hand, riding with an umbrella, and sin of sins – no-one wearing a cycle helmet. I ask any H&S Officer, tell me why there isn't carnage in Copenhagen?

### Compounded problem

Cambridge County and Cambridge City Councils will not publish any cycling promotional material with cyclists pictured without a helmet. This compounds the problem that cycling in the UK is marketed as a highly hazardous activity with a very real risk of severe injury without protective gear. Indeed without protective gear in this country you face charges of 'contributory negligence' – a whole other debate around collision proportionment and HGV mirror legislation – both unique to the UK within the EU. Supporters of helmet wearing cite so many statistics, but look at Copenhagen and the Netherlands. Show me the huge proportionate serious injury and death rates from not wearing helmets in these places of high cycle density and explain it to me. Tell me what benefits our UK Health and Safety Executive brings to cyclists, and our highway engineering mindset. How do these benefit UK cyclists? Why the chasm between Copenhagen and Cambridge? What led to this?

It should be clear to all that through the intent of H&S and risk assessment to 'protect' cyclists from UK highway culture, we are sentencing a whole generation to an early death from obesity-related disorders with far worse odds than those of a cycling injury. Of course, misguided H&S officers won't be around then to be beaten about the head with healthcare bills. I expect their focus is not betterment of society but litigation reduction.

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To 'protect' cyclists from UK highway culture, we are sentencing a whole generation to an early death from obesity-related disorders with far worse odds than those of a cycling injury

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Added to this misguided H&S culture is the curtailing of the freedoms of children – future adults (and highway engineers) – their ability to learn self-reliance, a sense of place and community, an educated hazard perception and a common-sense approach to risk. Our transport culture has stored up decades of social and healthcare problems not to mention a serious style issue for normal cycle commuting. Did I mention before I wear yellow Lycra bib-leggings?

### Respect the bicycle mode

The chasm between Cambridge and Copenhagen is there because the Danes respected the benefits of cycling and Cantabrigians didn't. To close the gap – to Copenhagenize Cambridge – this respect



Double decker cycle parking near a metro station in Copenhagen.

must be restored at every level. This means that local MPs, councillors, planners, engineers, newspaper editors, drivers and workmen need to throw away old entrenched attitudes about cycling and cyclists in Cambridge, and come to terms with the fact that our culture has all but destroyed an essential cultural component of the city. Only combined respect for the mode – not the current stereotype – can Copenhagenize Cambridge. Can this be done?

### Inheritance

A healthcare timebomb, choked city, and an indifferent, highly dependent population is not a very pleasant inheritance for our children, along with all the mess of climate change and peak oil. Surely the first step in changing attitudes is to challenge possible futures? Cambridge's Local Transport Plan has never been clear to me, nor have I seen any believable timeline, but Copenhagen is there, now. A tangible parallel.

Put me down for one Cambridge Cycling Campaign Copenhagenize Cambridge T-shirt. A CCCCC abbreviation!

*Matt Polaine*

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# 'Cyclists and Pedestrians – Campaigning Together,



*Safer streets for both cyclists and pedestrians can also lead to a greater sense of community.*

On 15 November, James Woodburn and I went to the Streets Ahead conference at the Gateway Centre in Warrington. Organised by 20's Plenty for Us and Warrington Cycle Campaign, on behalf of the Cycling Touring Club (CTC) and Cycle Nation, it featured speakers from the most prominent pedestrian and cycle organisations. They spoke about their campaigning programmes for 2009 and provided information on how aims can be achieved at the national and local level.

There were two striking themes running through the day: one was the need for 20 mph to be the default speed limit on urban and residential roads; the other was for the legalisation of no-fault liability in favour of vulnerable road users – more of that later. The day itself was broken up by bacon butties (first thing) and the Street Market (lunchtime) with its bookstalls and exhibition stands representing the Campaign to Protect Rural England, Friends of the Earth and the British Horse Society, alongside the organisations who'd sent speakers.

The conference was dedicated to Sharon Corless, a Warrington cyclist killed after being hit by a car last September.

## Promotion of increased cycling and walking

The opening talk was by Chris Peck, Policy Co-ordinator for CTC: he said that in 2009 CTC would respond to the DfT's *Towards a Sustainable Transport System* with its own document about integrating the role of cycling with wider transport and non-transport objectives: the economy, health, safety, quality of life and CO<sub>2</sub> emissions. He quoted casualty figures which showed that a doubling of cycling and walking results in only a 40% increase in collisions. So the more people cycle, the safer it gets. But many obstacles remain to creating the sort of road conditions cyclists want to see.

Lucy Abell of Living Streets was next up: she stressed how walking should be the natural choice for short journeys and when it comes to better streets and public spaces for pedestrians the public must be included in decision-making. She showed some grim examples of pedestrian facilities round the country and contrasted them with those that create a sense of freedom and safety (such as the one outside Balham tube station which Living Streets advised on). In 2009, Living Streets will focus on road safety by supporting 20 mph campaigns, look at Shared Space with disability groups

and work closely with CTC. Walk to School Week is 18 – 22 May and the first national Walk to Work Week is 27 April – 1 May.

Simon Geller then spoke on the transformation of the Cycle Campaign Network into *cyclenation*. He wants to see a cycling campaign group in every town of 50,000 inhabitants and for groups to rename themselves in line with *cyclenation*: eg. cycleKnutsford, cycleNHS. So I guess that means cycleCambridge! The revamp includes new website templates and webspace, and more board members will be out and about speaking to members. In the light of the road signs review this year, he emphasised the need for a new Pedestrian Priority sign, perhaps replacing the ubiquitous Cyclist Dismount sign.

## Safer driving, safer streets

In his talk, 'Stopping Bad Driving', Roger Geffen (CTC) argued that current traffic laws, enforcement and sentencing are inadequate: they do little to change attitudes to bad driving or encourage safe driving. Sentences for maiming or serious injury, for instance, remain far too short (a maximum of 2 years). He wants dangerous driving to become as socially unacceptable as drink-driving. He pointed out that cyclists are often portrayed as two-wheeled terrorists who would deliberately crash into cars, if strict liability were to become law!

A new CTC website will enable cyclists to report incidents and data to be stored. High profile legal challenges will be used to influence public opinion. Sentencing should reflect the extent of the bad driving (the seriousness of the offence, not the outcome). Driving bans should be imposed, rather than lengthy custodial sentences, except in the case of multiple offences.

CTC wants to tackle under-reporting and systematic police failure to record incidents, unless a death is involved. He called for more resources for traffic policing – increase the risk of getting caught and behaviour will change. Enhanced road policing in France has meant massive road safety improvements since 2002 with 45% of French drivers saying it has changed their behaviour.

Roger proposed changes in the law to:

- eliminate the distinction between 'dangerous' and 'careless' driving
- overhaul the sentencing framework
- introduce strict liability, i.e., the entitlement to compensation – the UK is only one of four Western European countries that doesn't have it.

Strict liability was the main theme of Amy Aeron-Thomas' speech. She represented the charity, Road Peace, which supports road crash victims and campaigns for road danger reduction and justice for victims. Amy argued that 'strict liability' encourages defensive driving and is consistent with the Highway Code and sentencing guidelines. It reverses the burden of proof in collisions with vulnerable road users. The default assumption is that the motorist is liable for compensation. Strict liability would be a matter of civil rather than criminal law so would not affect criminal prosecutions. The following organisations and individuals have all called for strict liability\*:

- The Environmental Law Foundation
- Safer Streets Coalition
- Play England

# Succeeding Together'

## The impact of traffic on communities

Sandwich in hand, I then chose to hear one of the three lunchtime presentations: Joshua Hart (UWE) spoke on his research into the impact of traffic on residents in north Bristol. Joshua took as his lead Donald Appleyard's 1969 study of San Francisco that revealed an erosion of community on heavily trafficked streets. Bristol has some of the highest car ownership rates in the UK. Joshua interviewed 60 households on 3 streets: one with heavy traffic (21,130 vehicles a day), one with medium traffic (8,420 vehicles) and a cul-de-sac (140 vehicles).

From his research, he found that on heavily trafficked streets, residents adapt by driving more, being on the street less, living at the back of their homes, not opening front windows and accompanying their children everywhere. Residents are also between two and five times more likely to get ill (heart disease, depression) and have less help when they are. Noise and air pollution have a big impact on these statistics.

By contrast, if you live on a quiet road, you are more likely to walk and cycle and have over four times more 'local friends' and twice the number of 'local acquaintances' than on a busy street. On a quiet road, your perception of 'home territory' (where you have a sense of personal responsibility or stewardship) is much wider.

Joshua concluded that the growing deterioration of the environment is taking its toll on community life, especially on the most vulnerable. He quoted from the 2006 Bristol Quality of Life Survey which found that the one vital area in which quality of life was not improving was transport-related: road traffic casualties, traffic noise and pollution, and dissatisfaction with bus services had all worsened.

## 20's plenty

The afternoon session began with Paul Cullen telling us about Life Begins at 20 in Oxford. A street party in 2006 launched their campaign for 20 mph limits – it was opened by the Mayor of Oxford and attended by cycling councillors and officers. The event emphasised the idea that the street is a community space, not a space for vehicles and parking.

Life Begins at 20 appealed for support from a wide range of groups (bus companies, schools, etc); letters were sent to the Police, the County Safety officer and City Council officers calling for 20 mph limits in residential streets; a petition was presented to the County Council. Following a series of meetings with Council officers, the motion was eventually passed by Oxford City Council. Paul highlighted the important role of the local paper in covering public support for 20 mph limits. And, he said, the police do no more than they used to – now they are just enforcing 20 rather than 30 mph.

Richard Bearman of Norwich Green Party ran through the recent history of campaigning for 20 mph zones in Norwich. Following gains in local elections last year, the Green Party secured voting rights on the Norwich Highways Agency Committee. This paved the way for trial 20 mph limits (signs only – no initial traffic calming) in three residential areas from March 09. Costs were estimated to be £350,000. Richard stressed the importance of repeating the benefits to councillors at frequent intervals, of understanding fully the political process, and being patient!

John Leech, MP for Manchester Withington, Lib Dem Transport Spokesman and Transport Select Committee member then turned up – with no powerpoint (a bit of a relief by this point in the day!).

He was responsible for introducing a Bill in Parliament in February 2007 for the default speed limit on urban roads to be reduced from 30 to 20 mph. In his opinion, this would be the 'single most important measure to improve road safety'. He discussed how drivers are often unaware of the link between speed and severity of injury, and pointed out that the decision to reduce speed limits is usually reactive (where accidents have already taken place). In his experience, Manchester is 'lukewarm' on the issue, taking the view that spending money can only be justified on 'high priority' roads.

John advocated a 'bottom-up' approach, with local people taking 'ownership' of speed reduction. He felt that the usual response of local authorities was unhelpful – as a matter of course, they seek political leadership and resources to rise to the challenge. Nor is it a top priority at a time of tight budgets. In conclusion: Government is still complacent on road deaths and casualties.

Rod King from *20's Plenty for Us* closed the day with a similar speech to the one he gave at our AGM (see *Newsletter 81*).

Vanessa Kelly

### Useful links

ctc.org.uk  
 cyclenation.org.uk  
 lifebeginsat20.org.uk  
 20splentyforus.org.uk

livingstreets.org.uk  
 roadpeace.org  
 norwichgreenparty.org

*\*For more on strict liability, see the New Statesman article by Mark Lynas at [www.newstatesman.com/environment/2007/04/lynas-motorists-dangerous-road](http://www.newstatesman.com/environment/2007/04/lynas-motorists-dangerous-road)*

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# Campaign diary

February 2009

<b>Tue 3</b>	8.00pm	<b>Monthly General Meeting with CycleStreets demonstration.</b> 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). This month will include a demonstration of CycleStreets and discussion of local campaigning and members' issues.
<b>Wed 4</b>	9.30am	<b>Planning Committee.</b> Campaign members may be interested to attend Planning Committee meetings, which often include cycling and walking issues.
<b>Fri 6</b>	8.30am	<b>Newsletter 82 review</b> and planning for <i>Newsletter 83</i> over breakfast. See website for new venue.
<b>Fri 6</b>	12.30pm	<b>Friday ride (weather permitting):</b> 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.
<b>Sat 7</b>	1.00pm	<b>Cambridge Cycling Campaign Strategy Day,</b> Winstanley Room, Trinity College.
<b>Thurs 12</b>	7.30pm	<b>South Area Committee,</b> Royal British Legions Hall, Fishers Lane, Cherry Hinton. Campaign members may be interested to attend City Council Area Committee meetings, which often cover walking/cycling/transport issues.
<b>Fri 13</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.
<b>Wed 18</b>	10.00am	<b>Joint Development Control Committee,</b> Small Hall, The Guildhall. Campaign members may be interested to attend Joint Development Control Committees which are determining the Planning Applications relating to the huge major housing development proposals for the Cambridge Sub-region.
<b>Fri 20</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.
<b>Fri 27</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.

March 2009

<b>Sun 1</b>		<b>Deadline for articles for <i>Newsletter 83</i>.</b> 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.
<b>Tue 3</b>	8.00pm	<b>Monthly General Meeting.</b> Friends' Meeting House, Jesus Lane. For details, see 3 February.
<b>Wed 4</b>	9.30am	<b>Planning Committee.</b> See 4 February for more information.
<b>Thurs 5</b>	7.30pm	<b>West/Central Area Committee,</b> Wesley Methodist Church, Christ's Pieces. See 12 February for information on Area Committees.
<b>Fri 6</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.
<b>Thurs 12</b>	7.30pm	<b>East Area Committee,</b> Cherry Trees Day Centre, St Matthews, Cambridge. See 12 February for information on Area Committees.
<b>Fri 13</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.
<b>Wed 18</b>	10.00am	<b>Joint Development Control Committee,</b> Small Hall, The Guildhall. See 18 February for more information.
<b>Thurs 19</b>	6.30pm	<b>North Area Committee,</b> Manor Community College, Arbury Road. See 12 February for information on Area Committees.
<b>Fri 20</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.
<b>Thurs 26</b>	7.30pm	<b>Newsletter envelope stuffing</b> at the Baby Milk Action office, 34 Trumpington Street. Help very much welcomed.
<b>Fri 27</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.

April 2009

<b>Wed 1</b>	9.30am	<b>Planning Committee.</b> See 4 February for more information.
<b>Thurs 2</b>	7.30pm	<b>South Area Committee,</b> Royal British Legions Hall, Fishers Lane, Cherry Hinton. See 12 February for information on Area Committees.
<b>Fri 3</b>	8.30am	<b>Newsletter 83 review</b> and planning for <i>Newsletter 84</i> . See 6 February for more information.
<b>Fri 3</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.
<b>Tue 7</b>	8.00pm	<b>Monthly General Meeting.</b> Friends' Meeting House, Jesus Lane. For details, see 3 February.
<b>Fri 10</b>	12.30pm	<b>Friday ride (weather permitting):</b> Lunchtime ride, open to all. See 6 February for description.
<b>Wed 15</b>	10.00am	<b>Joint Development Control Committee,</b> Small Hall, The Guildhall. See 18 February for more information.

## Monthly meetings menu

[www.camcycle.org.uk/events](http://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 3rd February, Tuesday 3rd March, Tuesday 7th April and Tuesday 5th May 2009**. All are welcome, and we are especially pleased to meet members new to the Campaign.

Tuesday 3rd February 2009

### 'CycleStreets', plus local campaigning issues

This month we'll have a demonstration of CycleStreets, a new national version of the Campaign's journey planner and photomap created by Simon Nuttall and Martin Lucas-Smith. There will also be more time to focus on local campaigning issues.

Tuesday 3rd March 2009

### Strategy Day feedback

We'll be taking a break from speakers this month to get feedback from February's Strategy Day and to think about the newsletter and what members would like to see in it / what they might want to change. Come along with your ideas.

Tuesday 7th April 2009

### Watch this space!

Tuesday 5th May 2009

### Cycling in South America

Tim Burford's photos of Uruguay are currently gracing the online photomap and we've asked him to tell us about this trip and the cycling culture there and in Brazil.

**We would welcome suggestions for speakers for future meetings.**

## Mill Road Winter Fair



The stall bike got its first winter outing in December when we took it to the Mill Road Winter Fair. Many people stopped to ask questions about the Campaign's policy on two-way cycling as Simon had created some posters to use in the light of a leaflet distributed in the area. This leaflet had criticised the idea and blamed cyclists for the problems. However, we also spoke to people about broader issues and several people said they would join. Thanks to our new Events Officer Sally Butterfield for organising this.

## Videos from the early days

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

We've added a new videos section of the website, which currently features some films we've dug out of the archives, from 1997–2000.

In particular, this covers Bike Week events from those years, including a Commuter Race from Newmarket Road (the cyclist won, beating the car and the Park & Ride bus!), and the parades of Unusual Bikes from 1998.

Perhaps one of the best features is the one on shortage of cycle parking at the station...dated 1998! Nothing changes...

Simon's *Cycling in the City 2007* film is also there – well worth a look if you haven't seen it yet.

## Photomap this month: editor's pick

### #15556: Land used by parking spaces

This photo, taken by Simon Nuttall in Aldeburgh, ably demonstrates the amount of land car parks can take up. What's a better use of space – 1 car, 12 bikes, or a house?

*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/](http://www.camcycle.org.uk/map/)*



# YOUR STREETS THIS MONTH

## St Andrew's Street

A number of cyclists have been challenged on their legal use of St Andrew's Street in a contraflow direction just beyond the turning for Emmanuel Street. The Campaign believes that some indication that cyclists are allowed in this street could help. Two alternatives have been suggested: either following the cycle lane round into the street or cycle symbols positioned further out.

## Taxi Street (a.k.a. St Andrew's Street continued)

Over-ranking by taxis here is now reaching epidemic proportions. The taxi rank here permits a maximum of 6 taxis only. Taxis are not allowed to wait behind it. Many currently are doing so, and the result is narrowing of the rest of the street and blocking of the pedestrian crossing.



*Cyclists are legally allowed to use St Andrew's Street in a contraflow direction, but the road is frequently narrowed by buses being forced to overtake the line of over-ranking taxis.*



We have made representations to the taxi office at the City Council, who have been unable to take action. **If you have problems here, please note the registration plate and contact both us and the taxi office at [debs.jones@cambridge.gov.uk](mailto:debs.jones@cambridge.gov.uk). If you have a photograph, please add it to our photomap and include the link to the photo in your e-mail.**

## Hobson Street

There are roadworks in Hobson Street again for 4-5 weeks from 10th January and the road is closed to all traffic. As a consequence, more buses will be diverted to Sidney Street. There is no cycle parking opposite The Bun Shop (although the racks near the back of Waterstones are unaffected) and the bikes that were parked there have been taken to Parkside Police Station.

## Gritting

There has been criticism of the council for not gritting key cycle routes in the recent cold spell with several people slipping on the ice and two members suffering serious injuries as a result. Riverside and the station cycle bridge are two locations that would benefit from salting.



**Members are encouraged to send suggestions for other routes they would like to see gritted.**

## Penny Ferry Path/The Halingway

The proposed changes to the entranceway to this cycle route were pulled from the North Area Committee's agenda at the last minute. It is clear that our representations on this resulted in the request from Councillors to officers to come back at a later date. The misleading statement from an Officer that we had been consulted, a statement made less than a day after dropping us an e-mail about it, may also have contributed to the removal from the agenda.

We have submitted plans of how we think the layout should be. They result in removal of a small number of car parking spaces, meaning that a direct link into the path can be provided, rather than forcing cyclists onto the adjoining pavement and navigating a blind corner. We also made the point strongly that the current provision of zero cycle parking spaces compares badly to the car parking that is provided.

Officers have come back with proposals which fail to address our points adequately. STOP PRESS: A compromise proposal has been agreed on. More next issue.



*A small number of car parking spaces should be removed to allow a direct link from the road to the Penny Ferry path.*

## King's Hedges Road and Arbury Park

South Cambridgeshire District Council have produced a report on the failed processes that have resulted in problems of all kinds at the Arbury Park development, now being called Orchard Park. The Councils are using this to make improvements to deal with these issues.

Shockingly, the report failed to include transport issues, which readers will be well aware are a considerable problem. The key issue is the way that the King's Hedges Road alignment was assumed to be retained, resulting in the development being cut off from Cambridge, and the way that the changes by the developer to King's Hedges Road had zero democratic scrutiny.

## King's Hedges Road offers the potential for high-quality cycling

We spoke to councillors at the Environment Scrutiny meeting in January, and as a result they are to include a second-stage report on the transport problems. We will be ensuring our voice is heard for this review and have offered to submit comments on it. King's Hedges Road, as one of the widest in the city, offered, and still offers, the potential for high-quality cycling, but money would have to be spent.