



Cambridge Cycling Campaign

Co-ordinator's comment
page 2

Campaign wins award
page 3

Local elections
page 3

CycleStreets launched
page 4

Help wanted
page 5 and page 18

Business budgeting for
parking tickets
page 6

Brunswick site update
page 7

Reach Fair ride report
page 8

Is cycling really
a 'slow mode'?
page 10

Crazy roads.
Innovative ideas
page 12

Congestion Charging
Commission hearings
page 13

Trip to Uruguay
page 16

Cycle Cambridge &
Bike Week
page 18

Diary
page 19

Your streets this month
page 20



Could speed humps be consigned to history?

The City Centre is to become a 20mph zone and the County Council relaxes rules for 20mph residential areas. See page 11.



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.

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

Events Officer – Sally Butterfield

Recruitment Officer – John Cooter

Press Officer – Mark Irving

Secretary – *position vacant*

Officers without portfolio – Chris Dorling, Vanessa Kelly, Phil Lee, Simon Nuttall, Paul Robison and James Woodburn

Contacting the Campaign

Cambridge Cycling Campaign
PO Box 204
Cambridge CB4 3FN

Telephone: (01223) 690718
Fax: (07092) 376664

Internet: www.camcycle.org.uk

E-mail: contact@camcycle.org.uk

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

Co-ordinator's comment

Transport Commission working away busily

The Cambridgeshire Transport Commission, a body set up to examine the County Council's proposals for congestion charging plus up-front investment of £500m, has been busily working away over the last few months, holding an extensive series of public meetings (see page 13). They have acted in an open-minded way, and it has been fascinating to hear the views of a whole range of organisations, and with those views being challenged in many cases.

The economic downturn, and its consequent effect on housing growth, as well as an upcoming general election, all create new factors that Councillors will have to consider in deciding whether to go ahead with congestion charging. Much of the charge's rationale has been based on projections of housing growth in the coming decade or so. It will be interesting to see what decision is made by the County Council when the Transport Commission reports back, after June's elections.

The only thing that seems clear to me is that the Commissioners are not going to make up Councillors' minds for them! Whether to accept or turn down half a billion pounds of investment is a choice that is their responsibility to make.

With most people joining online these days, we've replaced our old membership leaflet with this postcard in time for summer stalls.

U-turn into a 20 mph area

There have been dramatic changes of policy concerning 20 mph limits in the last two months (see page 11).

Last year, the County Council went against government guidance on the creation of 20 mph zones. Less than a year on, there has been a very welcome u-turn on this issue. It will now be easier to introduce 20 mph zones in local streets without expensive and ugly traffic calming. The police are gradually realising that they need to adopt a more co-operative tone with regards to enforcement. And on the national stage, 20 mph is becoming more accepted.

A limit of 20 mph for local streets makes a lot of sense. Note that we're not talking about major connecting roads like Huntingdon Road, Madingley Road, the inner ring-road, etc. We're talking about local streets with large residential populations. Places for people, not cars.

Limits of 20 mph should be popular. It makes for safer, calmer streets which people are automatically more likely to walk and cycle in. It improves the quality of life for local people if traffic isn't speeding through. And it should not significantly affect journey times for motorists, because the 20 mph section would only be at the start/end of an overall journey.

Local politicians need to be reassured that people want 20 mph. If you have the time, drop them a line.

Martin Lucas-Smith

40,000 cyclists.
One voice.

JOIN TODAY

Cambridge area
work: then
our team of
oting cycling
n of over
ful our voice.

• Social rides and events

To join, visit our website now at www.camcycle.org.uk or call 01223 690718

For better, safer and more cycling in and around Cambridge

And the winner is ...

... *Cambridge Cycling Campaign!*

The Campaign is the winner of the Gordon Selway Award for Voluntary Campaigning Achievement of the year 2008. This is a national award presented by the CTC (formerly Cyclists' Touring Club). The award was received at the CTC Annual Dinner in Chester in May 2009.

Gordon Selway, who died in November 2007, was a long-standing cycling campaigner (based in Birmingham), often from a legal viewpoint as he was a lawyer. He did a lot of work with the then Cycle Campaign Network (CCN, now CycleNation) as well as CTC.

2008 was a very busy year for the Campaign, and the award is very welcome recognition. Our 'month of cycling' in May 2008 featured six major campaigning events, including the launch of our *Cycling 2020* brochure and *Cycling in New Developments* guide, a trip to Assen (Netherlands), the second Ride to Reach Fair, and the national CCN/CTC conference in West Cambridge.

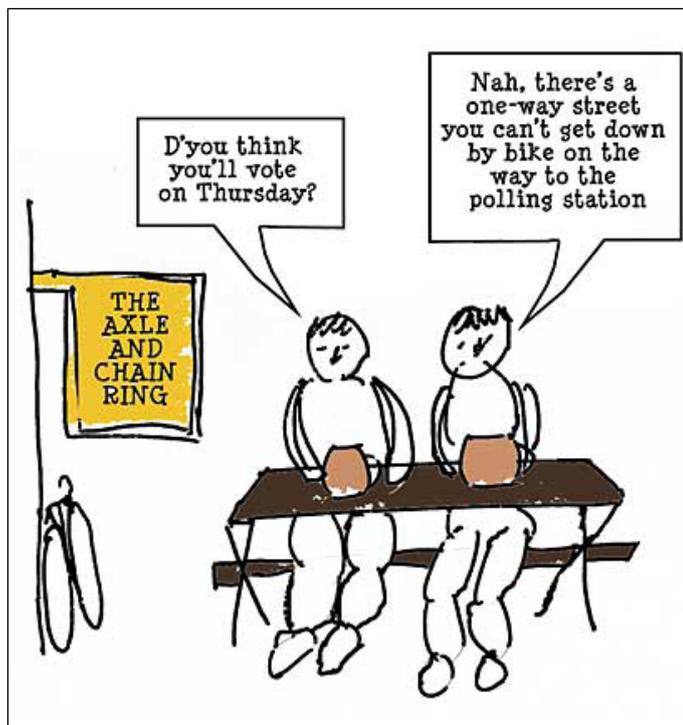
Many more campaigning activities took place throughout the year, and Cambridge was also awarded its Cycling Demonstration Town status, a project in which we are a key partner. We also saw increased interest in our online journey planner and photomap (now called CycleStreets), which was mentioned at the awards ceremony as one of our recent achievements.

Before you vote ...

... *see what the candidates think about cycling*

www.camcycle.org.uk/elections

For the third year running, we have run our survey of what candidates in the local elections think about cycling issues. The elections for the County Council take place a few days after publication of this Newsletter, so by the time you read this, candidates should have submitted a range of views.



Co-ordinator *Martin Lucas-Smith*, receiving the award on behalf of the Campaign, from Parliamentary Under Secretary of State for Transport, *Paul Clark MP*.
Photo: CTC

Thanks to everyone who helped in any way over the year. The award is yours!

Martin Lucas-Smith

You can view their responses on the Campaign's website at www.camcycle.org.uk/elections. (As ever, we are happy to print copies of pages on our website for members without internet access – just give us a ring and let us know which ward you are in.) We will print a summary of what the candidates think in the next Newsletter.

We requested suggestions for questions from members on the e-mail list, and these have all been used in the survey.

Questions this year cover the following topics (and a few other local issues):

- Cycle parking, and the need for on-street residential cycle parking, sometimes at the expense of a few car parking spaces
- The need for greater resources for traffic policing, including of cyclists without lights or using pavements
- 20 mph speed limits for local streets
- Views on the congestion charge, and what candidates think £500m should be spent on, if it goes ahead
- Hills Road bridge changes, to give over a lane's worth of space to cyclists
- Making Mill Road more walking and cycling-friendly
- Disallowing parking on Gilbert Road, a major route for cycling, particularly by school children
- Cycling into the city from Histon.

Cambridge Cycling Campaign is a non-partisan body, and all candidates have been given an equal opportunity to submit their views.

Martin Lucas-Smith

CycleStreets launched



UK-wide cycle journey planner: click on a start point and end point.

www.CycleStreets.net

We are pleased to announce, at long last, the launch of CycleStreets, the UK-wide photomap and cycle journey planner 'for cyclists, by cyclists'. Developed by Simon Nuttall and Martin Lucas-Smith from the Campaign, it is a national version of our previous online journey planner. It is now being developed as a project separate from the Campaign, but one which the Campaign will continue to make heavy use of.

We planned to launch the new website back in October 2008. However, we decided that the speed of the system was not fast enough, and so we spent several months developing a series of changes to make route-planning faster. Routes anywhere in the UK typically take 5-10 seconds to plan now, faster than the old system that was limited to Cambridge only!

We are grateful to Mythic Beasts (www.mythic-beasts.com), our hosting company, who kindly provided us with a free development server, and to colleagues in Edinburgh who have sourced grant funding for the most recent development work.

Cycle journey planner

The journey planner asks you to click on a start point and an end point for your journey. (You can also enter road names, places, and postcodes.) You'll then get a journey listing, showing the fastest, quietest or shortest route. Different cyclists prefer different road conditions, and we have tried to cater for that.

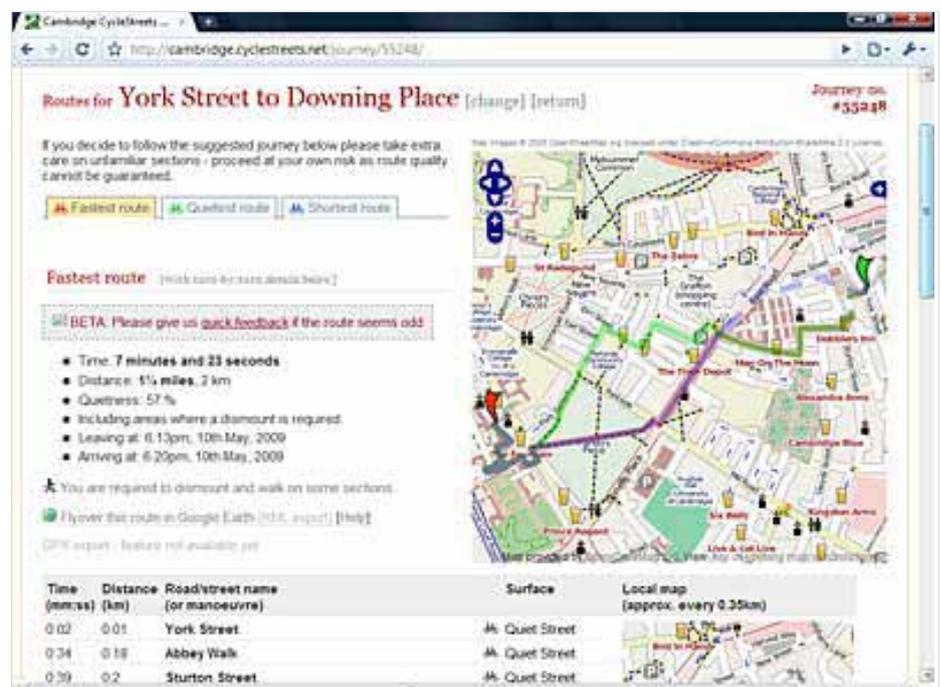
Feedback on the routes it produces is most welcome. Even if there is some small oddity about a route that you are aware of, please let us know. We are currently working our way through hundreds of very useful feedback submissions from the cycling community, and we are enormously grateful to people who have provided these. We have already fixed a number of problems, and are keen to make the routes as sensible as possible.

Photomap

The Photomap allows anyone to add photos of problems (e.g. enforcement problems, or lack of cycle parking) or good practice. Galleries – linking together specific photos – can be created. When adding a photo, you are asked to add a caption, and also specify the topic, e.g. cycle parking / enforcement / obstructions etc. These then enable the automatic listings of, for instance, all the cycle parking problems in Cambridge. With around 17 000 images added so far, this is becoming an increasingly useful campaigning tool, and we have plans to develop it further.

The journey planner will (hopefully by the time you read this) show photos taken along the route, so you can see what a route is like before you cycle on it!

You'll then get a journey listing, showing the fastest, quietest or shortest route.

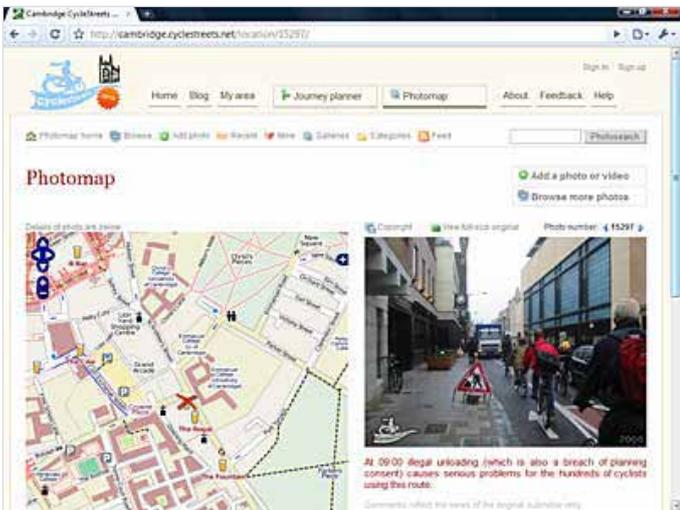


Volunteers wanted

Where do we get the street mapping data from?

The data which we use for routing have come from the excellent OpenStreetMap project (www.openstreetmap.org). This means it is not subject to onerous licensing conditions and prohibitive costs, unlike Ordnance Survey data. OpenStreetMap contributors collect road data by cycling (or driving) around and logging where they go using a GPS system. Indeed, David Earl – one of the Campaign's committee – rode every street in Cambridge, most of South Cambridgeshire and all the surrounding market towns as part of this effort. (See Newsletter 69.)

We then translate the information from OpenStreetMap into something that CycleStreets can use to produce routes quickly. The Help pages explain how we do this.



Photomap: anyone can add photos of problems (e.g. enforcement problems, or lack of cycle parking) or good practice

Future developments

We plan to create a project team of programmers, basically people who can help improve the code. We plan to open source the system in due course. If you are interested and want to find out more, please do get in touch.

Groups around the country can also request customised versions of CycleStreets specific to their area. For instance, the Cambridge version is at <http://cambridge.cyclestreets.net/>. We can also provide versions for Local Authorities for a fee, and are working up plans for this.

We are also seeking funding and would welcome offers of money to pay for consultancy work to implement new features and improve the routing. CycleStreets is being set up as a not-for-profit company.

Feedback of all types is very welcome – please do get in touch, via the feedback page on www.cyclestreets.net

Martin Lucas-Smith

We are hoping to have the Campaign stall bike (our flagship on the recent Reach Ride – see page 8) at several local events that are coming up in the next couple of months. The aim is to draw attention to the issues we are active on, to meet members and recruit new ones. How many we attempt to cover depends on your support though.

Would you consider giving up a few hours on one of these dates to help out? The stall bike would be stocked with membership postcards and application forms as well as briefing sheets explaining the Campaign's position on various issues. We will also arrange briefing for volunteers on key issues if required.

- 6 June at Strawberry Fair, Midsummer Common
- 13 & 14 June at the Town & Country Show, Parker's Piece
- 14 June Environment Festival, Milton Country Park
- 20 June (Bike Week event in a village – possibly Sawston/Chesterton/Hardwick)
- 11-12 July The Big Weekend, Parker's Piece
- 12 July Shelford Feast
- 26 July London-Cambridge Charity Ride finish, Midsummer Common.

Please email contact@camcycle.org.uk or leave a message on 690718 to let me know which event(s) you might be available for and how long you might be able to help for.

Many thanks.

John Cooter, Recruitment Officer

UNIVERSITY CYCLES
A CAMBRIDGE INSTITUTION

NEW AND
SECONDHAND
CYCLES

EXPERT SERVICE
AND ADVICE

FULL RANGE OF
SPARES AND
ACCESSORIES

**DISCOUNTS AVAILABLE
FOR CAMPAIGN MEMBERS**
PLEASE ASK IN STORE FOR DETAILS

9 VICTORIA AVENUE, CAMBRIDGE 01223 355517

3663 First for Foodservice, last for cyclist safety?

Last year, we wrote to the Fleet Director of 3663 regarding the way that their lorries have been unloading in an illegal and dangerous manner on St Andrew's Street. 3663 are of course not alone in this – we receive reports for a variety of locations around the city.

The two photos show the problem. The lorry is unloading merely metres away from the pedestrian crossing, and is parked on a Mandatory Cycle Lane. Buses and other vehicles are forced onto the other side of the road. Yet there is a delivery bay 20 metres away, i.e. only 20 m additional walking.

We do accept that delivering in areas like the city centre will be difficult. But delivering in a way which breaks the law and causes danger, yet is avoidable by walking an extra 20 metres, is unacceptable.

The response we received to our e-mail included an admission of deliberately ignoring restrictions:

The issue of parking in restrictive zones is one faced by every one of

our depots on a daily basis and is a very difficult one to resolve. [...] We do lobby very hard with most local authorities to provide practical parking situations to enable us to unload safely but sometimes find it necessary for these very safety reasons to park in restricted areas.

The safety problem we highlight is not theoretical. One of our committee, writing again to 3663, said:

Today one of your drivers was unloading in St Andrews Street Cambridge not more than 100 metres from previous incidents at around 09:00. He was stopped in a dangerous location some 20 m from a busy junction, where there is a loading/unloading ban until 10:00. When I approached him he said he stops there every week and gets a ticket. He also pulled his hat down and deliberately moved such that I shouldn't get a photo of his face.

Whilst I was taking photographs a school-age cyclist stopped behind the vehicle believing it was in the queue for the lights. I told her she would be waiting some time as the driver was delivering. As she moved out to pass the vehicle she crossed to the other side of the white line whilst avoiding the tailgate. Seconds later a bus sped past on this narrow section of road.

We have now discovered that 3663 use software developed by Chevin Fleet Services to administer and challenge Penalty Charge Notices (PCNs) as handed out by parking

Illegal use of a mandatory cycle lane to unload by 3663 First for Foodservice van. Notice the bus having to use the opposite side of the street, endangering oncoming traffic. Instead, the operative should have driven further up Regent Street to where there are delivery bays, and walked the extra 20 metres.



Brunswick site update

attendants. Their brochure, at www.fleetwise.com/fleetwise12.pdf, proudly proclaims:

Frequently these vehicles are simply delivering goods or providing services at the time of receiving a PCN, but it is increasingly difficult for the services to be provided, especially in major cities, without drivers being at risk of getting a ticket or fine.

Chevin developed PCNPAL to help transport managers deal with the rising levels of administration from the increased number of PCNs being issued, and this parking fine management tool will assist in the monitoring, challenging and overturning of PCNs.

3663 processes 1 000 PCNs per month.

By using PCNPAL, 3663 reduced its parking fines by 15-20%.

We are publicising this to help raise awareness of the actions of these two companies, in the hope that it will lead to greater public debate on this issue. It seems that companies like 3663 prefer just to pay fines, rather than employ more people to deliver in a safe and legal fashion.

3663 are not alone in ignoring restrictions



'Riverside wobble' now gone but problems remain

Last year we objected to a major planning application for redevelopment of the Brunswick site, as it is known. This is the site on Newmarket Road that is being vacated by Cambridge Regional College. The developer's proposals for the new housing at 'Brunswick Riverside' can be viewed on their web site at www.brunswick-site.co.uk

One of the major problems identified with the previous development was the routing of cars through a 'wobble' via the quiet streets of Riverside and then under Newmarket Road Bridge. This was because the County Council was not willing to retain the current CRC entrance which is very close to the roundabout.

Since that first planning application, the developers have purchased the adjacent Brunswick House. This makes for a more direct vehicle entrance on to the site. (The irony that this will make driving more convenient has not escaped us!)

Our Planning Researcher, Rohan Wilson, studied the new plans and drafted our response, which we have finalised and now sent. It is an objection to the new plans on the following grounds:

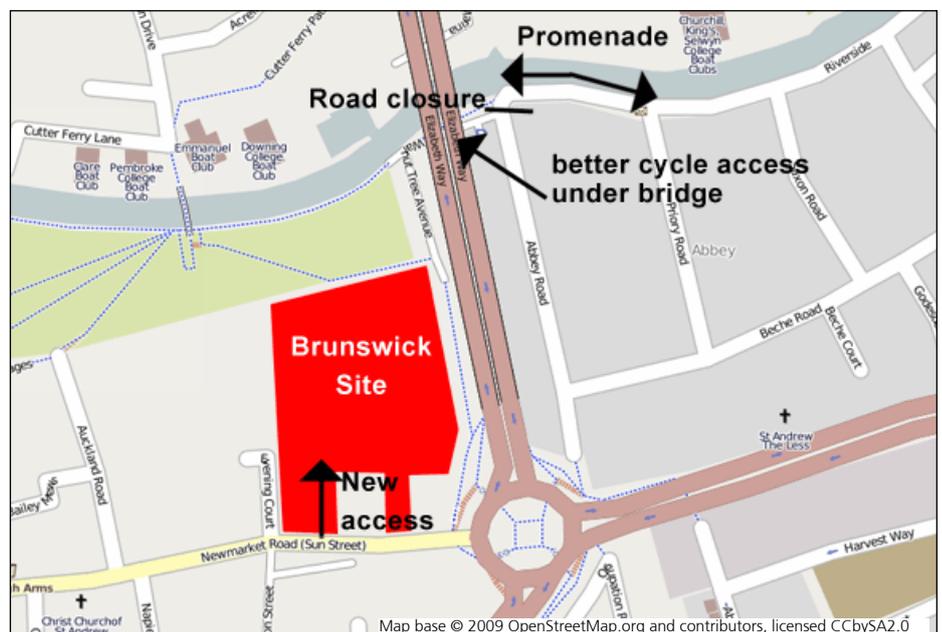
- The documentation states that pedestrian and cycle routes in the area of the site are 'very good'. Anyone using the Newmarket Road roundabout area will know this is not the case. We wish to see 'Section 106' funds (basically developer funding, required to offset the effects of a development) being used towards a replacement of this

1970s-style roundabout and underpass in favour of a cycle-friendly crossing at street level.

- The plans do not specify in sufficient detail information about the path widths, slopes and barrier features. These are clearly of high importance to whether the area will be cycle-friendly or not.
- The standard of resident cycle parking and access to it is poor. The student block proposes 170 cycle lockers or cages; however, these will all be in a basement down a flight of nine steps. In practice, people will just use the visitor parking, which will then be overflowing. Instead, we would like to see 25% of cycle parking in these higher-security lockers (not down steps!) and the remaining 75% of cycle parking as standard Sheffield stands at ground level, near the entrance. Though they would not be so secure, in practice the vast majority of people will prefer convenience over higher security, not least as most people tend not to have very expensive bikes that justify the greater inconvenience.
- The cycle parking that is proposed does not seem to fit within the space available. (The same problem occurred with the Grand Arcade development, where the agreed number of stands could not be physically accommodated in the allocated space.)

We will report back on the decision Councillors make on this application.

Martin Lucas-Smith



Reach Fair ride report 2009



It was 44 in 2007, 157 last year, and this year 385 people rode to Reach Fair on the May bank holiday. That total, the good weather (despite a few showers around noon) and the positive feedback means that all the careful planning by the Bike Week organising group and volunteer helpers was worthwhile.

Thank you

The very existence of a well-organised cycling campaign made organising this event a cinch. The email lists and newsletter distribution procedures helped inform members and mobilise volunteers to distribute our publicity leaflet.

The colourful leaflet was designed by a committee member, and production costs and expenses were efficiently handled by our treasurer. We worked in co-operation with County and City Councils under the guise of 'Cycle Cambridge'.

They covered the cost of leaflet production, offered the temporary road closure of Ditton Lane, and extra signage at a couple of other junctions that helped to manage the risk of running the event.

'Congratulations for the ride!!!! it was perfect!!'
– Mari

We are also grateful to them for providing two support bikes in the form of Outspoken Delivery. They were able to act as marshals and do simple bike repairs. Cycle Cambridge had cleared the whole route of debris and overhanging vegetation beforehand so that this time there was only one puncture compared to the several reported last year. Liability insurance was provided by BikeWeek.



At the Sustrans way-marker on the river bank near Ely

'We both had a very enjoyable day and will now look for a Sustrans map of other local routes to places we've yet to explore.' – Margaret

Thanks to the Reach Fair organising committee, the cycle parking was much better this year. It was in a back yard, much closer to the action and guarded by chickens and horses.

Fair

Reach Fair itself is a traditional and historic fair, and opens with a proclamation from the 'King' which must date back 800 years, extending the right for the village to hold a fair and asking undesirables to leave. The fairground rides such as the hand pull

swings and the carousel tend to be more traditional than sensational. About 90% of our riders just stayed for the fair.

Thirty-five of us rode on through Wicken to Ely, where we enjoyed the aromatic wisteria at Peacocks Tearoom. Ten took the train home but the rest of us rode back. At Reach we managed to get a drink and planned an alternative route via Swaffham Bulbeck Lode and the old Mildenhall railway line.

Nine of us made the survivors' photo outside the Fort St George at 7:45 pm.

Simon Nuttall



Simon plays pied piper

'I enjoyed the cycle ride because there was lots of scenery and I especially liked the villages we cycled through because it was fun looking for the house I liked the most. Also my friends and old teacher were there so that was nice. It was also lots of fun at Reach Fair. Overall I think it was the best way to spend my bank holiday Monday!' – Emma (10)



Mischa hands out our new recruitment postcard at the start of the ride



Nine of us were finally left for a photo back at the Fort St George

HOWES CYCLES /

WHY SHOP WITH US ?

BECAUSE WE ARE IN TOWN

BECAUSE WE HAVE A GREAT RANGE OF PRODUCTS

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

BECAUSE ON TOP OF ALL THIS

ON PRODUCTION OF YOUR CURRENT MEMBERSHIP CARD

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

104 REGENT STREET
CAMBRIDGE
CB2 1DP

TEL. 01223 350350

Is cycling really a 'slow mode'?

As a cycle campaigner I fully realise that walking has many benefits, and that the two modes have much in common. They are both cheap for the user, healthy, good for the environment, impose few 'external' costs on others, and don't require expensive infrastructure.

but... I do object to cycling being classed as a *slow mode* in an urban environment.

It isn't that cycling is fast, although even for an asthmatic 60-year-old, speeds of 20 km/h (12.5 mph) can be maintained in free flow, but that the 'reliability' is far better than supposedly 'fast' modes such as bus or car.

I continue to read 'transport assessments' as part of planning applications that assume that cyclists won't cycle more than 5 km (about 3 miles), and hence are not considered in the 'modal split' for trips over that distance. Yet the County's own figures show that 8 000 cycle trips cross the 'border' between the City and the necklace villages each day, and many of those trips will be well over even 8 km (5 miles).

I'm sure that this is because developers look at 'average' journey times and hence their models assume people will travel by the mode with the fastest 'average' time, and probably also exclude the 'end' effects.

Now I'm lucky in that if I'm ten minutes late, I don't miss a train, or lose half an hour's pay, but I do have appointments that must not be missed, and go to meetings that cost money if they don't start on time. For such trips, and for others with more rigid lifestyles, we need to allow a 'contingency' time for our travel.

To model trip choices properly such 'contingency' time clearly needs to be included, but I doubt if it often is.

For cycling, I need to allow for the weather, especially the wind, but I can predict this shortly before my trip, so even with trips of 6 miles I reckon to arrive within plus or minus three minutes.

Can you say this for trips by bus or car? No. Even a crash or roadworks on a previous day on a different route may add five minutes to a

normal journey time. As I cycle past the queues each day on my trip into town, I've given up trying to find a rational explanation for the day-to-day variability of the queues. I know it will be worse on wet days, at the start of school term or approaching Christmas, but between two apparently similar days queues on Shelford Road can vary in length by 60 vehicles.

For buses it is even worse: should a bus be late it will pick up more passengers offering ten pound notes and requiring change. Before you know it the driver will have spent an additional 5 minutes just collecting fares!

So what does this mean?

If you need to arrive on time you probably only need to leave average journey time plus three minutes for a trip by walk on foot or bike. For a car, especially at peak times, you need an extra ten to fifteen minutes, and by bus I wouldn't like to quote a figure.

And if you are some transport economist or modeller, why do you think nobody would cycle to the rail station from the proposed NIAB development when the Cycle Journey Planner suggests it would take under 20 minutes? Who would allow that little time by car, let alone bus?

A better metric for use in such models might be the door-to-door journey time that is not exceeded more than once in fifty trips (the 98th percentile).

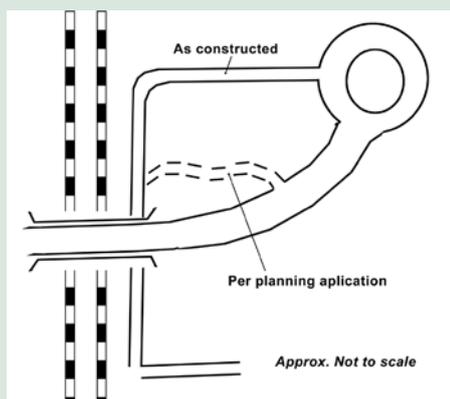
I first noticed this effect some 40 years ago in a more rigid Civil Service environment. Colleagues who came long distances (usually by car) nearly always arrived early, as to be more than 15 minutes late on any day was considered unacceptable. Yet those who cycled and walked could be regularly 5 minutes late, and were rarely carpeted for lateness.

So if you need to catch a train, get to the doctor's or an important meeting, or even just get to work on time, get 'on yer bike', having enjoyed that extra ten minutes in bed.

Jim Chisholm

Detour at Addenbrooke's

Despite a shorter approach approved in the planning application, at the new road bridge over the railway near Addenbrooke's, cyclists bound for Cambridge who have just come under the bridge will need to travel via the yet to be surfaced cycle path (entering picture at left) to the roundabout before they can climb to cross it (right/bottom of picture).



20 mph centre Are 'sleeping policemen' dead?

Cambridge City Centre has had some rather piecemeal 20 mph speed limits for a while, partly as a result of our representations in the past.

However, the County Council has now agreed to extend this to the area inside the inner ring road. This was one of the visions we put forward in *Cycling 2020*, so we are very pleased to see the Council adopt it. It means there will be a consistency in the whole zone.



The press, of course, made a meal of the whole thing. The police tried to sink the scheme by saying they couldn't enforce it (very dubious behaviour from a body that is supposed to serve the public), but then, presumably with some arm-twisting behind the scenes, they did a complete reversal within a couple of days claiming to suddenly have acquired new equipment.

It is not clear yet exactly what the boundary will be. The De Freville area in particular is rather separate geographically and in character from the rest - though of course it would benefit from a 20 mph limit just like every other residential area. More serious would be attempts to exclude Victoria Avenue, as this would undermine the coherence of the whole scheme.

Oxford ahead of the game

Having accepted the principle in this area, we hope that it will only be a matter of time now before all the City's residential areas get a 20 mph speed limit. A policy decision to impose this city-wide would be so much more straightforward than taking it in small chunks. That's what's happening in a few streets between Huntingdon Road and Histon Road, for example.

Several towns have already gone ahead with substantial 20 mph town-wide schemes. As Jim mentions alongside, Portsmouth is the trailblazer here.

But in the last month, and in the teeth of police opposition there as well, Oxfordshire County Council has agreed that Oxford should proceed with a City-wide scheme in residential areas.

If Oxford can do it, so can Cambridge!

David Earl

Speed humps (sometimes known as 'sleeping policemen') have been around for at least 50 years, and although well-designed modern 'sinusoidal' humps aren't too bad even for cyclists, many humps are bad for cyclists, bad for cars, bad for lorries, bad for residents and bad for the environment.

In my youth, I first encountered speed humps on the new University of Surrey campus, where humps like half drain pipes were laid across the road. My friend with a Citroen 2CV discovered that the faster he drove the smoother the ride! I still find newly installed humps that are almost the same, and impossible to cycle over at above walking pace.

Now on the same day in April, the County Council adopted a new policy for 20 mph speed limits, and the DfT announced a consultation which is likely to make it even easier to have 20 mph zones in residential areas or outside schools.

In simple terms physical calming, such as speed humps or chicanes, is no longer a requirement for a 20 mph zone unless mean speeds are above 25 mph. In Portsmouth a large number of roads are within a 20 mph zone, and only if other methods fail to reduce the mean speed below 25 mph will physical calming be considered at problem locations. Of course, where and how you measure mean speed is also critical, as every statistician and the upper quartile of the population knows.

In general, such zones should not require any traffic calming, and some police forces (such as Hampshire) are even using live policemen to enforce 20 mph limits. The DfT and Home Office are also likely to approve wireless-linked ANPR (Automatic Number Plate Recognition) cameras to monitor speeds in residential areas.

I don't think anyone believes that speed humps should be used in the proposed 20 mph zone within the inner ring road, but there are still those who think such humps are a good idea in residential areas. Of course, if you are a resident woken up by a builder's van or lorry, apparently complete with a set of timpani, at 5 am, or an ambulance driver trying to get a heart attack patient to hospital in a hurry, you are likely to think otherwise.

Such humps are also costly when done properly, especially when compared with the cost of a TRO (Traffic Regulation Order), a few 20 mph signs or even a few hours of police time.

20 mph zones can reduce noise and pollution, discourage rat-running, and generally make our streets more pleasant places for people.

Please can we have more 20 mph zones in both villages and residential areas within Cambridgeshire? Death to sleeping policemen, but let us have a few more live ones around.

Jim Chisholm



Crazy roads?

Have you noticed how so many roads have a surface that many would envy for their crazy paving?

I've observed this increasing over the years, and following this winter, an epidemic has occurred.

So what causes this? I'm sure it is the increasing volume of heavy

traffic. Buses are larger, and there are more of them, and goods are delivered in increasingly larger vehicles. Once any cracks appear, water can get in and when that water then freezes in a winter such as we've had, damage escalates.

Technically the road structure is called the 'pavement' and excessive axle weights cause damage to the load-bearing structure below what is termed the 'wearing course'. When this top level is worn or becomes polished and slippery it can relatively easily be replaced by 'cold planing' the top inch or so and replacing it with a good quality smooth surface. For cyclists this is often a huge improvement because the surface may be poor due to innumerable holes that have been dug to repair or replace services such as gas pipes and sewers, and not well re-instated.

My concern is not those repairs but the crazed cracks on the road surface. These

Patches on patches: Fulbourn Old Drift



Crazing in Downing Street

cracks are the result of failures in lower layers often caused by increasing numbers of heavier vehicles.

Fixing such cracks by patching the surface is almost like putting a sticking plaster on an infected wound. Eventually the whole area will need to be dug out to a deeper depth and repaired.

Damaging power

The general rule for the 'damaging power' of an axle is related to the fourth power of the axle weight.

After those of a mathematical bent have picked themselves up from the floor, we need an explanation for ordinary mortals.

If the average axle weight for a vehicle rises 20% the damage to the road will double. More horrendous is that the 10 tonne axle load of a fully laden bus will do 1.6 billion times the damage of a 50 kg axle load.

Such repairs will not come cheap, and although the taxation regime for lorries was modified some years ago to better take account of these factors, it is generally accepted that heavier vehicles do not pay for the damage they do to the road. So the next time a car driver tells you 'You don't pay road tax' just tell them that it takes ten thousand bikes to damage the road as much as a single car!

Jim Chisholm

Innovative ideas

Several lists of schemes for Cambridge and the necklace villages have been published on the County Council's web site as reports to various Committees, and the most recent can be found at: www.camcycle.org.uk/jumpto/nl84innovate

Some of these are making slower progress than hoped for because of land ownership issues.

Of further interest is a list of suggested innovative ideas that I've heard are to be put to the Department of Transport (DfT) to be trialed in Cycling Development Towns.

Of course some of these may never see the light of day, and even those that do may not be trialed in Cambridge, but they include a number that we've been asking for in Cambridge, some for years.

- Sign for unmarked / advisory lane contraflow cycling
- Cyclists' exemption to No Entry signs
- Option of times instead of distances on direction signs
- Wider range of options for entry lanes into Advanced Stop Lines (including offside, multilane, no lane)
- Cycle Lane marked on road without signs on posts
- Painted pedestrian symbol for use on path surfaces
- Elephants' footprints markings – thick dashed lines similar to 'give way' ones but with currently no legal status
- Reduced level of signing for cycle priority crossings
- Flexibility on lengths of tactile paving required on shared-use routes
- Smaller sign sizes (for example, for use on bollards).

Longer-term issues:

- Tiger crossings – zebra crossings that cyclists can use, with black and yellow stripes
- Separate signal heads for cyclists as used abroad.

In fact the observant may notice that we have some of these already, but please don't tell the DfT, or they may come down and tell the County Council to remove them.

Jim Chisholm

Congestion Charging Commission hearings: who said what

Congestion charging, and a possible up-front government grant of £500m from the Transport Infrastructure Fund (TIF), remain together probably the most important transport debate in Cambridge at present. Such a charge and investment would have a huge effect on cycling and all other forms of transport. Last year the County Council's Cabinet put on hold a decision about congestion charging, and set up the *Cambridgeshire Transport Commission* to scrutinise both the proposals and also the views of people for or against them.

The Transport Commissioners are doing a good job of analysing people's views in an unbiased fashion.

The two Commissioners have been holding a series of public meetings at which they have been grilling experts on particular issues. No-one who attended the first meeting could accuse the panel of being soft on the County Council officers present. The Commissioners have acted with an open mind and have often played 'devil's advocate' in examining the views submitted by people, to explore possible weaknesses in their arguments.

Having attended most of the sessions myself, it has been interesting for me to hear what has been said. Here is a summary of the sessions and some key statements. The Commission's website at www.cambstransportcommission.co.uk contains a complete write-up. It also contains a summary of the thousand or more pieces of feedback and evidence submitted by the public, which contain a wide variety of views.

4 March: The impact of growth

The main aim of this session was to explore transport issues in Cambridgeshire in the context of plans for economic and housing growth at a national, regional and local levels. Evidence was taken from regional organisations and the County Council.

The main message given was that, despite the current economic climate, housing

growth on a substantial scale was still expected in the medium term for the area. This would have considerable impacts on infrastructure in the Cambridge area. It was claimed that planned growth to 2021 requires £2bn of investment in transport. If Cambridgeshire's TIF bid for £500m is successful, there will still be a £760m funding gap for transport needs, with an even bigger gap without TIF.

Officers from the County Council said that minor interventions would in future not be sufficient to keep a limit on the number of cars and buses entering the city, or to prevent an unacceptable worsening in congestion. The implication was that the bollard schemes to prevent through traffic had reached the limits of their effectiveness and that more radical measures, covering a wider area, were necessary to avoid unacceptable levels of congestion resulting from massive housing growth. There was debate over what 'unacceptable' actually

answer was that a 2% increase in business rates might be acceptable, if ring-fenced for transport. (However, this would apparently be about 1-5% of the funds that TIF would raise, so does not appear to be a serious suggestion.)

Dick Jarvis, the Cambridge Federation of Small Businesses (FSB) representative, felt that a congestion charge would adversely affect his members and said that the FSB wanted a referendum in advance of one being introduced. He suggested that there was considerable lack of understanding about what the proposals actually were: for instance, the fact that the charge is proposed only for 2 hours each weekday morning. In terms of existing costs due to congestion, the FSB had calculated that around 6.2 hours a week are lost in Cambridgeshire because of congestion. Sir Brian Briscoe, one of the Commissioners, then pressed him on whether 'white-van man' would ultimately gain from a charge,

John Bridge of the Chambers of Commerce was against a congestion charge but proposed that a 2% increase in business rates might be an acceptable alternative. However, this would amount to a fraction of the transport investment from TIF.

meant; officers replied that this was really a matter for politicians to decide.

10 March: The impact on business

This session took evidence and views from business organisations, and was particularly interesting. (A full write-up of this meeting is available in a blog posting at <http://www.raylor.co.uk/880>, and is well worth a read.)

John Bridge, Chief Executive of the Cambridgeshire Chambers of Commerce, felt that TIF was blackmail and he was against local road pricing. A key problem was the disparity between income resulting from economic activity in the Cambridge area and the amount of money received back from the government. He claimed that rejection of TIF would still result in transport funding coming from other sources. But when pressed on this, his only specific

i.e. whether a charge of £4-5 would be offset by 20 minutes' more chargeable work. (This is a view that the Cycling Campaign has also put forward, and we are glad to see the Commissioners examining it.) Mr Jarvis said 'it could do, yes', though he felt that in practice the profit/loss aspect would not be recognised as such when a driver makes the payment on the day. It is clear that more research is needed on this question to get more definitive answers.

Jonathan Barker, Group Company Secretary for Marshall of Cambridge, explained the good work his company was doing to promote cycling. He felt that a charge would create significant dangers for the business. He was keen to see investigation of 'transport pods' though he was not suggesting explicit support until the financial aspects and other matters had been fully investigated. He was against John Bridge's idea of the business rate supplement.

The Greater Cambridge Partnership also spoke but did not express a formal view for or against owing to differing opinions amongst its constituent membership.

The Commissioners ended by asking whether they felt that all groups of people around Cambridge had a responsibility for reducing traffic. The answer was 'yes', but that business would find it hard to make changes. The Commissioners suggested that everyone else would say the same, implying that something more radical than current policies might be required.

18 March: The County Council's proposals

This session saw a presentation by the County Council of the TIF proposals as previously put forward. As with all the other presentations, this is available on the Commission's website.

The County noted that some 60% of the up-front TIF funds would go towards public transport, to put a frequent bus service within 400 m of all homes in Cambridge and within 1 km of 75% of homes in South Cambridgeshire. The Commissioners suggested that even these figures might not make public transport significantly more attractive, as 400 m still represented quite a long walk for those with luggage, for example.

The Commissioners spent much time pressing officers as to what exactly the money would be spent on. Officers did not seem entirely clear, though the purchase of a fleet of hybrid buses (modern, low-emission buses) that operators could lease, seemed to account for a large share of the money. This was presented as one way of gaining more leverage over routes operated by bus companies, and the fares charged, than under the current legal framework, which effectively gives the County Council zero control over service standards.

When it came to cycling, some £55m is the allocation, around 10% of the total amount. The County Council officers seemed rather dismissive about the suggestion that the modal share for cycling could be significantly increased, a very disappointing attitude. This clearly indicates to us that there is more 'hearts and minds' promotion needed to change mindsets within the County Council, though the TIF proposals for cycling do seem to focus on a quality approach.

Officers worked through a range of scenarios, with only the imposition of a congestion charge giving any serious traffic reduction benefits. The feeling of a small minority of Cambridgeshire people that traffic would be self-regulating with little or no intervention in transport investment schemes, was fairly easily dismissed.

Officers acknowledged that significant changes would be needed in Council structures in order to make the massive TIF investment manageable.

19 March: City Council, South Cambridgeshire District Council and Cambridge Preservation Society

The City Council's representatives were Councillors Ian Nimmo-Smith and Sian Reid. They put forward a view broadly in favour of TIF – owing to the need to cope with massive housing growth – but on condition that residents receive large discounts. They

following a motion passed a few weeks earlier. They felt that, whilst improvements to public transport were certainly welcome, the dispersed rural nature of South Cambs meant that this was unlikely to result in much modal shift in practice. Thus residents would merely end up paying a charge with little benefit to themselves directly.

The Commissioners repeatedly asked them whether the increased congestion and delays implicit in the 'do nothing' scenario that South Cambs was effectively pushing for, would be welcomed by its residents. The Councillors seemed to have no answer to this.

The Cambridge Preservation Society broadly supported congestion charging on the basis that there was really no other solution. However, they queried the modelling and the very exact nature of some of the figures presented by the County Council which, from an academic perspective, seemed fictional; percentage ranges (based on likelihood/risk levels) were put forward as more appropriate and rigorous.

The City Council's agenda of reducing CO₂ emissions through congestion charging while allowing residents' discounts was exposed as inconsistent.

South Cambs agenda was basically 'traffic jams today, more jams tomorrow'.

were disappointed at the way the County had not involved the City Council in drawing up the TIF plans. They wished to see some kind of integrated transport authority set up if the TIF plans went ahead, to ensure that the changes won general public acceptance.

One of their key proposals was for the TIF bid to have a much greater emphasis on CO₂ reduction. The Commissioners spent considerable time questioning the Councillors on the apparent mismatch between this proposal and their support for large (perhaps some 90%) residents' discounts. The Councillors did not give clear answers on this matter, though eventually accepted that there was a conflict. Their only concrete suggestion was for modelling the trade-offs, so that a public debate could be held as to what the balance should be.

South Cambridgeshire DC was represented by Cllr Ray Manning (Leader) and Cllr Dr David Bard. They were against a charge,

24 March: transport groups – including ourselves

This hearing gave the Commissioners the chance to hear from a range of different groups representing different modes of transport. Evidence was given by Stagecoach Buses, the RAC Foundation, Cambridge Cycling Campaign, the British Motorcycling Federation, the camToo Project and the Taxi Drivers' associations.

Andy Campbell of Stagecoach presented his company's problems in trying to run a punctual service as levels of congestion increased. More traffic meant that more and more buses were needed, with a consequent increase in costs. He did not state strong agreement with the idea of congestion charging, but this seemed to be implied by his statements that a 46% increase in journey times would require an extra 68 vehicles on the road if bus

frequencies were not to suffer, and that buses (with the exception of the guided bus) would become too slow and unreliable to be an attractive transport option.

A key question was where buses should stop in the city centre. His preferred solution was to build on the bowling green section of Christ's Pieces, while returning the current

public transport and cycling. We felt that only congestion charging could solve both problems at once.

The other speakers mainly did not address the congestion charge proposals per se. The British Motorcyclists Federation speaker wanted to see Powered Two Wheelers allowed to use bus lanes and the provision

but that the growth agenda meant that something radical was needed.

Microsoft Research, an organisation with a very commendable 45% employee cycling rate, based on the University's West Cambridge site, felt that proposals for congestion charging would result in a damaging view of the city. (The Commissioners then played devil's advocate, suggesting that the congestion charging might in fact be seen as 'modern' by international observers.)

Cambridge Consultants similarly felt that the message given to investors would be a negative one, when considering where to site international capital investment. They felt that the additional cost to them of £600k/year would be an intolerable burden.

The County Council proposals for bus transport in the scheme seem to be less clear than they should be. Their apparent view that cycling cannot be increased very significantly needs to be challenged.

bus station to green space, effectively a land-swap which in his view would make possible a more modern and useful layout for efficient bus operation. He recognised that this was unlikely to be politically acceptable. Interestingly, the media report shortly after this meeting failed to mention the proposal to return the current bus station to green space.

The RAC Foundation was next, and agreed with TIF as a means of moving towards a national road-pricing system that would eventually replace tax on petrol.

This session was the Campaign's opportunity to present its case. Our presentation is online at www.cambstransportcommission.co.uk/?nid=5 (third link on the page).

We presented the position reached over several monthly meetings, of being broadly in favour but with some reservations. We put ourselves forward as the highest-profile local supporter of the proposals, having set up our UnclogCambridge.com website partly to counter the myths surrounding the proposals, and partly to address the poor information provided by the County Council itself.

We presented the view that there was ample scope to increase cycling levels, and that continental countries showed that, with the right mindset and sufficient funds, 30-40% cycling rates could be achieved. TIF was the only option on the table that would get anything like the amount of money needed.

We made clear that both sticks and carrots are needed, in that simply throwing money at the problem of congestion would not work unless road space was freed up for

of more parking spaces. The camToo project speaker put forward his proposals for a new river channel which would enhance rowing, and said that the opportunity to do this at the same time as introducing the transport changes in TIF was being missed. The taxi drivers' representatives felt that the councils should create more taxi bays in the city centre and that the councils seemed constantly anti-taxi.

It is clear that there is a range of views, both positive and negative, regarding congestion charging. The agenda pushed in local newspapers that the public is against a charge is too simplistic.

16 April: business and transport

The representative of CRACA, the Cambridge Retail and Commercial Association, said his members' views were mixed, though retailers were certainly nervous about the proposals. He felt that it would be vital to ensure that any charging scheme did not affect shopping hours, and that it must be clear and well promoted, with the benefits fully publicised. He felt that many of his members did not fully understand what was actually proposed,

The Cambridge Food Company was next, and also against a charge. They felt that the argument that time savings would offset financial costs was not applicable in their case, and that smaller businesses would struggle, compared to larger catering businesses which would just absorb the costs nationally.

Network Rail then mentioned their plans for the area, without reference to a charge.

Finally, the Association of British Drivers put forward a predictable call for eradication of congestion charging proposals, removal of barriers preventing through traffic in local streets, and a view that congestion was caused by traffic-calming schemes and traffic-light phasing rather than the presence of too many vehicles.

Other public meetings

Meetings were also held on 26 March (Health and Emergency Services), 6 April (Huntingdonshire), 21 April (Education Transport) and 27 April (East Cambridgeshire). No Campaign representatives attended these. Notes from the meetings are on the Transport Commission's website.

Martin Lucas-Smith

From our correspondent in Uruguay



Tim Burford visited Uruguay last December and discovered that there's quite a lot of relatively short-distance cycling there, as well as a few lycra-clad cycling clubs occasionally glimpsed in the distance. But few facilities are provided for cyclists and where they are they're usually not thought through very well (sound familiar?).



Montevideo's ramblas or waterfront highway stretch for 22km; there's a segregated cycle track only on the busiest sections (very popular on a sunny Sunday afternoon).



(Above) There's a lot of new cycle parking all over Melo, especially outside schools - nice try, but it's all wheelbenders and they're too close together.

(left) Unusual shelters over the cycle track beside Ruta 3 just west of Trinidad.



No consideration for cyclists at this road closure in Punta del Este.

Builders in Uruguay are no different to those in Cambridge - blocking the cycle track because it would just never occur to them to do anything else.





(Above) Cycle and scooter parking at Paysandú hospital - the attendant places cardboard on scooter (not cycle) seats to stop them cooking in the sun (Boxing Day, and it's in the mid- to high thirties Celsius).



'If they don't see you, you don't exist' - poster on a bus stop opposite Montevideo city hall. In two months I didn't once see a bike with lights. It doesn't seem to matter.

There's a remarkable amount of cycling in Montevideo, although there's almost no cycle parking. Drivers are pretty mellow (especially compared to Argentina!) and the roads are safe.



Photomap this month:

This month's pick from the CycleStreets photomap on our website.

For more cycling-related photos of Cambridge, or to add your own, visit cambridge.cyclestreets.net/photomap

This month's editor's pick is photo no. 16564:

A novel solution to the absence of road markings when it snows!



Cycle Cambridge and Bike Week

Marketing and promotion are a key part of the Cycle Cambridge programme, funded by Cycling England. The Cycle Cambridge team will be launching the first of its campaigns in May and June leading up to a series of events in Bike Week (13- 21 June).

The Cycle Cambridge team are keen to find out about your cycling journeys in Cambridge. If you do not cycle or would like to cycle more often we would also like to find out what prevents you from cycling. Throughout May look out for the Cycling in Cambridge questionnaire which covers a range of important cycling issues. It will be distributed together with a copy of the updated Cambridge cycle map to all houses within a 6 mile radius of Cambridge. There is an opportunity to enter our freepost free prize draw to win a £500 local bike shop voucher or runner-up prizes of £10 cinema vouchers. Additional copies of the questionnaire and new map are available from the team on 01223 699913. The questionnaire and prize draw entry form can also be filled in online at www.cambridgeshire.gov.uk/cycling

Throughout May and June you will also see the new ads promoting the 'easy way' to Cambridge by commuting by bike. These can be seen on buses across the city, on Outspoken courier bikes and in magazines including South Cambs magazine and Explorer.

We are also currently confirming events which are happening during Bike Week. Our main event is the Bike Fair which is being held on Parker's Piece on 13th June and will be part of the 800 Gown, Town and Country show. Attractions include BMX display team with children's stunt workshop, local and international bike retailers, Dr Bike, cycle security team, adult cycle skills advice and free cycle maps, information and bike goodies. We look forward to seeing you there!

For further information contact the Cycle Cambridge team on 01223 699913 or visit their Cycling pages at www.cambridgeshire.gov.uk/cycling

Hayley Clarke (Cambridgeshire County Council)

THE EASY WAY TO THE OFFICE
Now that Tom cycles to work, he's feeling fitter, has lost weight, saved money and he's doing his bit for the environment!

CYCLE CAMBRIDGE

Cambridgeshire County Council
CAMBRIDGE CITY COUNCIL

Bike week

13 – 21 June

Sat 13 June – Bike Fair at Parker's Piece

- BMX display team with children's stunt workshop
- Local and international bike retailers • Dr Bike • Cycle security team
- Adult cycle skills advice • Free cycle maps, information and bike goodies

For other local bike events visit

www.cambridgeshire.gov.uk/cycling

Help wanted on 3 fronts

Actually, we're always delighted to hear from anyone who can help on any front, but specifically...

Bev Nicolson has decided to step down as the Campaign's **secretary**, so we need to find someone who can take over this role. Thank you to Bev for her hard work over several years minute taking, minding the phone, producing papers and other myriad tasks. If you could help us doing these kinds of things, please do get in touch.

We're also sorry to say that Ruth has had to step down from the committee. Our best hopes and wishes go to Ruth in difficult times. We are therefore one committee member short. In accordance with our constitution, there will therefore need to be an election at our July meeting. If you'd like to join the **committee**, do please contact us.

We're also still looking for help with the **newsletter**, especially with production. It's been a bit of a struggle getting this one out on time without our full complement of people.

Campaign diary

June 2009

Tue 2	8.00pm	Monthly General Meeting. 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). Speaker to be arranged.
Fri 5		Newsletter review meeting. Time and place to be arranged.
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.
Sat 6		Strawberry Fair. Potential Campaign stall - <i>if you volunteer to help!</i>
Fri 12	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.
Sat 13 – Sun 21		Bike Week 2009. Full details of all events at www.bikeweek.org.uk/
Sat 13	10am- 6pm	Bike Fair Parkers Piece , to celebrate Bike Week and Cambridge's status as a 'Cycling City'. There will be BMX displays and workshops, Dr Bike, cycling information stalls, and bikes to try out. Also cycle orienteering organised by Outspoken Cycle Couriers: in teams (minimum 2 people), using one of the council's brand new cycle maps, the task is to find the shortest route around town to reach as many checkpoints as possible!
Sun 14		Environment Festival, Milton Country Park. Potential Campaign stall - <i>if you volunteer to help!</i>
Tue 16	12.30pm	Bike Week lunchtime ride. Depart from Station Cycles.
Wed 17	8.00am	Bike Breakfast for Bike to Work Day , Park Street Cycle Park. Potential Campaign stall - <i>if you volunteer to help!</i>
Thu 18	12.30pm	Bike Week lunchtime ride. Depart from Station Cycles.
Thu 18	7.30pm	West Central Area Committee. Campaign members may be interested to attend City Council Area Committee meetings, which often cover walking/cycling/transport issues. Agendas and venue details will be available via the City Council website (www.cambridge.gov.uk/public/councillors/comtabl9.htm)
Fri 19	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.
Wed 24	9.30am	Planning Committee. Agendas and venue details as 18 Jun
Fri 26	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.

July 2009

Thu 2	6.30pm	North Area Committee. See 18 June for details.
Fri 3	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.
Sun 5	10.30am- 5.30pm	Bicycle Rally. Milton Country Park (www.cyclestreets.net/location/16977/)
Sun 5		Newsletter 85 deadline. Please send copy to Monica Frisch: mfrisch@phonecoop.coop . Members are warmly invited to write articles (style guidelines available) and are invited to contact the Editor in the first instance.
Tue 7	8.00pm	Monthly General Meeting. Friends' Meeting House, Jesus Lane. See 2 June for details.
Wed 8	10.00am	Joint Development Control Committee. Agendas and venue details as 18 Jun
Wed 8	7.00pm	East Area Committee. Lichfield Hall. See 18 June for details.
Fri 10	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.
Sat 11/ Sun 12		The Big Weekend, Parker's Piece. Cycling Campaign stall - <i>we need your help!</i>
Sun 12		Shelford Feast. Potential Campaign stall - <i>if you volunteer to help!</i>
Fri 17	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.
Wed 22	9.30am	Planning Committee. Agendas and venue details as 18 Jun
Thu 23	7.30pm	South Area Committee. See 18 June for details.
Fri 24	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.
Thu 30	7.30pm	Newsletter stuffing at Baby Milk Action offices, 34 Trumpington Street. Help very much welcomed.
Fri 31	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.

August 2009

Tue 4	8.00pm	Monthly General Meeting. Friends' Meeting House, Jesus Lane. See 2 June for details.
Fri 7		Newsletter review meeting. Time and place to be arranged.
Fri 7	12.30pm	Friday ride (weather permitting). Lunchtime ride open to all. See 5 June for details.

YOUR STREETS THIS MONTH

Penny Ferry / Halingway update

Regular readers of the Newsletter over the last few editions may have been following the saga of the proposed changes to the entrance to this path. Some £70000 is being spent on remodelling the entrance way.

We objected that the amount of car parking being retained meant that the opportunity for a proper entrance, following the cyclist desire line, was being missed. Instead, cyclists were to be kept on the pavement and made to go via a blind corner. Cycle parking has been provided, as a result of our intervention.

Despite our protestations at the North Area Committee, the plans that are now being implemented definitely do not involve the principle of direct access to the path. Sadly, the minutes of that meeting do not give a clear indication of what Councillors agreed on.

At the time of writing, the works appear to be paused, and there seem to be negotiations behind the scenes on what exactly should happen. The works were supposed to be signed off by one of the Councillors, but we have received no response to our enquiry asking when this was done, and by which Councillor.

See the next Newsletter for an update on this saga!



Removing the leftmost bay would go a long way to providing a sensible entrance to this national cycle route.

Guided bus on the move

In the middle of April, interest groups and other members of the public got their first ride on the Guided Bus. We were there.



Concern had been expressed previously that the guide wheels could be a hazard to cyclists. It was clear from the demonstration that this wouldn't be the case: these wheels only stick out a few centimetres and if you were that close, your handlebars would already have collided with the bus.

The test run was only over a short length of the track, behind the science park and out to Histon. When it is all done, the bus journey time by bus from St Ives to the Science Park should be under 20 minutes.

The cycleway alongside will not be open until probably the end of the year. The equivalent journey time is about one hour (though that's door to door). The stops aren't finished yet, but it is clear there will be a goodly amount of covered cycle parking.



Last commons gate gone?

Has the last surviving gate onto cycle routes across the Cambridge commons now gone? Work has been completed at the entrance onto Coldhams Common by Abbey Pool to install a mini cattle grid alongside the swing gate. We think this was the last surviving gates/pinch stile. This completes access to commons cycle paths by cattle grid that we successfully lobbied for as long ago as 1996, most of which were installed at the time.



Where does National Express expect cyclists to park?

National Express has put up notices at Cambridge station saying it will remove bikes not parked in racks from 27 May. Since there are no racks to spare, quite where they expect cycles to be parked is a mystery.

