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Guided Busway cycleway hazards

Evil little posts in the busway cycleway. One of dozens which are really hard to see in the dark, to the extent that people are doing their own thing to try and make them more obvious. See page 4.



If you like what you see in this newsletter, add your voice to those of our 1,100 members by joining the Campaign.

Membership costs are low:

£7.50 individual
£3.50 unwaged
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Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club, but a voluntary organisation promoting cycling for public benefit and representing the concerns of cyclists in and around Cambridge. Registered charity number 1138098

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 Committee Members and Trustees 2011-2012

Chair and Charity Chair – Martin Lucas-Smith

Co-ordinator and Charity Secretary – Michael Cahn

Treasurer and Charity Treasurer – Chris Dorling

Membership Secretary – David Earl

Liaison Officer – Jim Chisholm

Newsletter Editor – Monica Frisch

Planning Officer – Shirley Fieldhouse

Events Officer – Simon Nuttall

Recruitment Officer – Lisa Dawson

Press Officer – Robin Heydon

Campaigners – Klaas Brümman, Heather Coleman, John Hall, Vanessa Kelly and James Woodburn

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Chair's comment

Even the best clearance regime really will barely scratch the surface given the level of demand for cycle parking

AGM

Thanks to everyone who attended the AGM. Julian Huppert gave an excellent talk followed by many and varied questions. It was particularly good that so many members stood for election to the Committee, with some of the posts contested in our newly restructured Committee.

I am particularly pleased that the former lead post of the Campaign has now been split into three. I was elected as Chair, a post intended to spearhead our strategy. We now have a new Co-ordinator, in the form of Michael Cahn, who has many excellent ideas and from whom I'm sure members will hear much in the coming year. Work on planning will have renewed emphasis thanks to our new Planning Co-ordinator, Shirley Fieldhouse.

All posts were filled, with Lisa Dawson as the Campaign's new Recruitment Officer, which will hopefully mean an expansion of our membership in the year ahead. Heather Coleman and John Hall join the ranks of the General Campaigners.

The coming year will see many changes in the way our campaigning activity is undertaken, thanks to the new cycle campaign group toolkit project that CycleStreets is working on. It now has a name – Cyclescape – and it will mean that members will find it much easier to get involved in any issues that interest them – without being swamped by other issues that aren't of interest. We expect to have a full report on this major new initiative in the next Newsletter.

Progress at the station

Many will have noticed lots of changes at the station lately. The reorganisation of the area should, we think, create some opportunities for new cycle parking, albeit in smaller numbers than are needed. But every extra hundred or so stands helps greatly. Jim Chisholm reports on developments on page 3.

We've been talking to various people at the station. The situation has seen renewed emphasis, possibly partly because

of our campaign on the 'FixMyTransport' website. Already this has by far the most signatories across the hundreds of public transport-related issues nationally on that site.

Some people think that the abandoned bikes are the cause of the problem at the station. These are already being cleared regularly, and National Express and OWL Bikes have a good system in place. But even the best clearance regime really will barely scratch the surface given the level of demand for cycle parking. What is needed is more stands. The situation has got so bad that some (totally inconsiderate) cyclists have even been seen attaching cycles to a new wheelchair ramp – which we totally condemn, though we think that it should be properly labelled 'Wheelchair ramp: no cycle parking'.

We hope that with a Dutch company, Abellio, now taking over the franchise, we may see a more Dutch approach to cycle parking provision at the station.

Martin Lucas-Smith, Chair

City cycling officer posts

Many will be aware that the City Council has reduced the number of Cycling and Walking Officer posts.

David Bradford has lost his job. We would like to thank him for all his efforts over the years within the city. He did much work, both to promote cycling, and to monitor planning applications. We wish him luck in any new position.

We also wish Clare Rankin, the remaining Cycling and Walking Officer, luck in her post. The volume and importance of work in this area must not be underestimated.

Jim Chisholm

Cycle parking at Cambridge Station tomorrow?



Or should that be mañana instead of tomorrow?

Despite the best efforts of many people in many agencies, creating extra spaces at the station is a time-consuming and frustrating process. We've worked with the County, City Council and Train Operating Companies over many months. Some small numbers of stands have appeared as part of this process, but other small increases stalled because of the need to ensure any new stands are covered by CCTV.

As part of the changes to bus stops, we'd expected that a significant number of stands (enough for nearly 200 bikes) would be placed in the former bus lay-by on railway land to the north of Station Road. This plan has been changed as it is realised that swapping this with some of the 'short-term' car parking would be of benefit to all. This should reduce congestion caused by setting down or picking up on the actual roundabout and will put the new cycle parking next to existing provision.

As a second strand, it is proposed to use some double-deck (two-tier) racking in this new area. The Cycling Campaign, and others, do have concerns about double-deck racks. Firstly, you don't get anywhere close to as many as twice as many bikes, because of the need to have wider spacing and especially wider aisles. Secondly, they are very much more expensive, hence poor value for money unless space is at a real premium. It is difficult for many to get bikes on the top deck, and in a congested location you may not have the choice of using the lower deck. Finally, should 'extra' bikes be locked at the lower level it may then be impossible to retrieve a bike previously placed on the upper deck.

We've had sight of some first plans of the layout, and there is a need for some adjustments. In addition, there is the suggestion that more than one type of double-deck rack may be used. National Express's stakeholder manager is aware of several different types of stands at other stations in the area (Colchester, Upminster, Kelvedon). I've seen those at Liverpool Street and Paddington.

We should support such trials because they should lead to better decisions when, eventually, the major 3,000-space cycle park is built as part of the CB1 development. Much of the cost of this current work should be covered by S106 agreements.

These are not the only opportunities. It is proposed to move some toast rack stands to the area by the bus stands to the rear of platform 3. This is land managed by National Express, and we identified this area for possible cycle parking some time ago. There is now clearly the potential for even more parking (Sheffield stands) on the very wide footway by the new bus stops. We will approach the County about this area.

So what are the prospects?

Firstly, most of this land is in the ownership of Network Rail, even if managed by other groups. Because of the fragmentation of the rail industry, any significant change proposed by one party may **need** to be signed-off by other parties with no apparent involvement or interest. Secondly, as many will be aware, Abellio will be taking over the East Anglia franchise in February 2012. Because of this imminent change, it may be that they will also need to approve such changes.

The Campaign, and others including Cambridge's MP Julian Huppert, will continue to press for increased cycle parking at the station.

More progress elsewhere

Other areas seem to be having more luck with cycle parking. Just a few weeks ago the National Cycle Rail Awards organised by the Association of Train Operating Companies took place. Merseyrail won awards for its cycle centre at Southport station with 188 cycle spaces. Eastleigh Borough Council won awards with 175 spaces at Southampton Parkway. Leeds Cycle Point with 100 daily users also won an award.

Of course, even the sum of all these extra spaces would do little to scratch the deficit of provision at Cambridge. I've watched how slowly progress has been made at the station over 15 years, in part because of the problems of planning blight. Perhaps next year we will see Cambridge featured in these awards, or will it just be the wooden spoon again?

Jim Chisholm

The unguided cycleway



The almost complete Dutch Culvert. Just some fencing and the wearing course of blacktop required. Photo courtesy of Cambridgeshire County Council.

Even before the new paths were opened we'd written to the Cambridgeshire Guided Bus team referring to concerns about some features of the adjacent cycle path. Many of these related to the lack of guidance that those on bikes receive in the dark.

You may have noticed that it is now dark even at 5pm when many use the route. We've heard reports of a number of incidents.

At this stage it is worth repeating some of what we said to the County on 18 July:

A number of members have informally cycled on the newly blacktopped sections of the maintenance path. As usual they let us have their views.

The general opinion is that it is wonderful. It is smooth, pleasant and wide. We even had a comment that it is up to Dutch standards.

But as you would expect people have also raised some issues, many of which we think should be easy to fix.

I've tried to list them in some sort of priority order.

1) Bollards. There are a number of low (under 600mm high?) galvanised RHS (rectangular hollow section) lockable bollards. Although these have painted stripes they do not show up well, especially as they are so low, and more so in the dark. We know of injuries caused by bollards elsewhere, and as these are generally in unlit areas we think it is ****urgent**** that these are modified, especially as this route will often be used in the dark. We've seen advertised:

[A product called traxeyes] <http://www.traxeyes.com/> which would improve things somewhat. We also think that white lines should be used to mark the locations, especially on the main path where cyclists might be expected to be travelling at over 20kph. To reach Dutch standards we'd expect something like:

[A 'Pole in cycleway' sign as illustrated opposite] - perhaps with an alteration to the wording? Having larger more prominent bollards would help, as would reflective markers

(the current stripes do not appear reflective). We don't think these are alternatives. They should all be done.

...

2) Crossings of roads

...

b) chicane barriers. We understand these are a requirement. They need contrasting markers (and traxeyes). In poor light they look like a continuous barrier. Reflective tape/paint/markers would help. If on approaching RED were used on the left and WHITE on the right, that would conform to normal road practice, and would make it clear how to make the required zig-zag.

3) Edge marking. The blacktop drops away sharply at many locations. On the side away from the busway, and where the route separates from it, a white line would be a great help. Incidentally at some locations the old base has been left raised above the surface on the downfall side, sometimes by as much as 150mm. This will result in ponding after heavy rain. Can it be graded off to prevent such ponding?

...

Finally, although not part of our snagging list, a number of members have asked about winter maintenance. Will it be salted? If so, will it just be done from the 'guideway'? If it is, what happens at those locations where the cycle route is not adjacent? Without salting it could just be a very long skating rink.



Start of the cycleway near Cambridge Station. Random grey poles, bollards, and changes of surface make this a confusing area in the gloom or dark. Lighting is needed everywhere on this route but it is essential at locations such as this.

Following an excursion in the dark we have seen other issues.

Clearly in the urban fringe we should expect this route to be properly lit, and white lining (solid and dotted) would help to differentiate those areas such as junctions where the cyclist may cross, join or leave the route. The junction with the spur to Addenbrooke's is one area subject to this confusion.

Cyclists can help themselves. I've seen several with no lights at all, and many have poor LED ones that cast little or no beam to illuminate the area ahead.

We have now had replies from the County Council, complete with the good news that by the time you read this the section from Swavesey to St Ives should be complete.

Consideration is being given to better marking of the bollards including reflective road studs. White-painted 'V' markings on the road, as by the speed camera on Cherry Hinton Road, would be another way of warning about the bollards.

Given the fact that we asked about these issues in July, we think far better progress should have been made. Was a 'Safety Audit' done on cycle safety on this path?

Jim Chisholm

Right: Dutch 'Pole in the cycleway' sign.

Far right: Carriageway V markings used to indicate an obstruction on the Cherry Hinton Road shared-use pavement.



Chicanes and bollards

Chicanes are used on the cycleway alongside the Busway to slow down cyclists as they approach roads which have to be crossed. They have serious snags. Although they do slow down cyclists, they bring them into direct conflict with pedestrians and oncoming cyclists. More important still, they distract cyclists – especially the inexperienced – from giving their full, undivided attention to the road ahead that they have to cross.

A much better alternative, widely used in the Netherlands, is to have well-marked cycleway humps (see illustration below) rather like the road humps used to slow down motorists. These may well slow down only fast cyclists but that, after all, is what is needed. What they certainly will do, if properly installed, is to alert all cyclists to the crossing ahead.



If we must, for the present, keep the chicanes they must be made more visible. But we should start pressing now for their replacement by well-designed humps like the Dutch ones.

Bollards

Padlocked, removable bollards are used to deter unauthorised motorists from using cycleways. The bollards used are highly unsatisfactory mainly because they are almost invisible not just in the dark but even in poor daylight, mist or rain. In darkness a particular hazard when approaching bollards on a bicycle is being dazzled by full-beam (not dipped) guided-bus headlights or even by the very bright lights of oncoming cyclists. We have already heard of cyclists crashing into the bollards. And of course they are not even very visible to the motorists they are supposed to deter. I think we should regard improvements to make them more visible as only interim measures and should seek to get the bollards replaced before anyone is seriously hurt.

My suggestion is that they should be replaced by a double-sided version of the flexible, fluorescent bollards that have in recent years been used in Cambridge to mark traffic islands (see illustration to the right). These have obvious advantages:

- They are very visible.
- If a cyclist crashes into them or if a pedestrian trips over them, bad injuries are far less likely because these bollards are rubber-mounted and flexible. For horse riders or for blind or partially-sighted pedestrians this advantage is particularly important.
- As they are widely available, the cost may be less than for other bollards.

- Versions incorporating solar-powered lighting may be available, or may become available.
- They could probably be installed without digging up the carriageway by attaching them to cut-down versions of the present bollards.



It might be argued that delinquent motorists might simply drive over flexible bollards. I think that in practice there is not likely to be any greater risk that this will occur than that such motorists will crash through the existing bollards. These certainly wouldn't stop a determined driver.

The fundamental issues with both the bollards and the chicanes are directly to do with safety and for this reason should be treated as priorities. Obvious sources for funding or part-funding are Section 106 levies on the many new developments served by the excellent new cycleway routes on which the bollards and chicanes have been installed.

James Woodburn

2011 AGM



Dr Julian Huppert, MP for Cambridge, entertained over fifty members of the Campaign with an informal but informative talk about campaigning for cycling. He started by congratulating the Campaign on being a fantastic organisation before explaining that some MPs do cycle and that it is a great way of meeting people. He is the co-chair of the All Party Group on Cycling, which organises meetings with speakers on a whole range of issues, bike rides and an annual study tour, which this year was in London. He leads for the Lib Democrats on transport policy, which includes campaigning against higher rail fares and becoming expert on coastguards – an issue that does not affect Cambridge much. He tries to push things in parliament and secured an entire adjournment debate on cycling in England. In addition, Bikeability has been saved and getting ‘no entry except cycles’ signs is real progress.

He talked about issues around safety, noting that it is possible to cycle in an unsafe way. He also told us that the Government is not considering mandatory helmets. He feels that the SMIDSY (‘sorry mate, I didn’t see you’) line is used too much and that sentences are sometimes far too light. He said he is keen on proportionate liability, which he sees as a workable idea, and would like to see more in the driving test on cycling and more driver education on cycling. He reported that the Lib Dems are pushing for 20mph areas, making creating them more straightforward and cheaper, and areas should be designed to make cycling easier. It needs investment to do all the small things that make a difference. He ended with a quote: ‘she who masters cycling masters life’.

Among the topics raised in questions were longer lorries, which are going to be trialled in limited numbers – 900 longer lorries – for ten years. He will ask whether these longer lorries will be restricted to certain routes. He noted that Crossrail insists on delivery vehicles having modern mirrors, proximity sensors etc, perhaps as a condition of funding, and wondered whether the city council as planning authority could insist similarly as part of planning conditions. He reported that the coalition agreement with the Conservatives calls for road user charging for HGVs and that this is supported by the haulage industry.

He is optimistic about getting improvements to cycle parking at Cambridge station soon, noting that Abellio, a subsidiary of the Dutch state rail operator, has won the Greater Anglia rail franchise for just over two years. They will take over the running of services out of London Liverpool Street into Essex, Suffolk, Norfolk and Cambridgeshire from early February. Apparently Abellio have already sent someone on a study tour of Cambridge.

On motorway speed limits he noted that the current 70mph limit is not enforced. He feels that 80mph *if enforced* might be acceptable but expressed concern that enforcement is decided

by the Association of Chief Police Officers, especially as this is a private limited company and thus beyond the reach of the Freedom of Information Act. Lower speed limits on unclassified roads were suggested, which he felt was an interesting idea. It was commented that cyclists in country areas are getting more isolated because of fast traffic on poor rural roads.

AGM formal business

It was agreed the meeting was quorate and Martin Lucas-Smith, chairing the meeting, reminded us that non-members are not entitled to vote.

Minutes of last year’s AGM

It was noted that Tim Burford was (and is) not the Co-ordinator. On page 2 in paragraph four the gender split should be 59% male, 41% female. With these corrections the minutes were approved.

Reports from Officers

Martin Lucas-Smith presented his Co-ordinator’s report and review of the year, highlighting some of the many activities.

Chris Dorling presented his treasurer’s report, which was included in the AGM papers. It covers a period of 54 weeks, from when the Campaign became a charity on 16 September 2010 until the end of this September, and shows a surplus of £2,167. The accounts were approved.

David Earl presented the report on membership which was included in the AGM papers. There had been very little change from last year. The stall on Parkers Piece had been very successful in recruitment terms.

Monica Frisch presented a verbal report on the Newsletter and thanked all who contributed to it.

Simon Nuttall gave a report on this year’s events, primarily the Reach Ride.

Elections for the Committee

There were ten posts plus five general campaigner posts to be filled. The results were:

Chair: Martin Lucas Smith
 Co-ordinator: Michael Cahn
 Treasurer: Chris Dorling
 Planning Co-ordinator: Shirley Fieldhouse
 Liaison Officer: Jim Chisholm
 Membership Secretary: David Earl
 Newsletter Editor: Monica Frisch
 Recruitment Officer: Lisa Dawson
 Press Officer: Robin Heydon
 Events Officer: Simon Nuttall

There were six candidates for the five general campaigner vacancies. The five who were elected are Klaas Brümman, Heather Coleman, John Hall, Vanessa Kelly and James Woodburn.

We thank outgoing committee members, Bev Nicolson and Phil Lee, for their work and welcome the new committee members.

Julian Huppert joined us for a lively discussion afterwards in The Maypole!

Monica Frisch

New Committee members



New Committee members. From left to right: Michael Cahn, Shirley Fieldhouse, Lisa Dawson and Heather Coleman.

The Co-ordinator: Michael Cahn

I was born in Germany, and have lived in Cambridge since 1990. I own Plurabelle Books, a second-hand internet bookshop located at the old Rattee & Kett site, off Purbeck Road, next to the Hills Road Sixth Form college. During the last five years I lived in Los Angeles where I was involved with a number of bicycle organisations, working with schools on bike education and encouragement programmes and bike advocacy. I am a League Cycling Instructor and have attended courses on bike planning. My aims for the next year include:

- integrating schools and pupils into our bike advocacy work
- improving governance structures so that the Campaign can effectively supervise an employee
- using the Travel to Work programme to integrate bike education into employer transportation plans
- working with both universities to offer bike education for students and employees
- working with local academics so that bike-relevant research from Cambridge can be brought to a local audience to try to achieve a steady flow of scientific bike news
- working with the legal profession to pressure organisations of professional drivers in Cambridge (taxi, bus, etc.) to improve the skills of their drivers to drive safely among cyclists, with the potential threat that, after a future crash involving one of their drivers, the firm itself (and not only the driver) could be held liable for failing to better educate their drivers
- working towards a public celebration of cycling so that politicians understand better that the public are on their side when they make decisions which will

affect car drivers negatively (bike fest, bike pins/lapel badges, exhibition about the history of cycling in Cambridge etc.).

I am looking forward to hearing from Campaign members about their priorities. I envision small groups of two or three members who can make a real difference and move these and similar issues forward. Please get in touch if you can help with insight, suggestions, time and expertise. The success of the Campaign depends on our members, and we encourage everyone to consider getting involved in the issues we lobby for: better and more convenient conditions for cycling, safer roads, and more people on bikes.

Our new Planning Officer: Shirley Fieldhouse

I admire the way that the Campaign works hard on so many cycling issues – large and small – and have sometimes made comments (of a non-technical kind) either on a discussion list or at the monthly meetings. When the plea went out for additional help in the form of filling a new post, I thought maybe it was time to do a bit more. My working background was as a senior secretary in a large university science department. For many years I have been active in the Cambridgeshire Branch of the Campaign to Protect Rural England, where we keep an eye on planning policy documents (national and district council level) as well as viewing large planning applications with respect to their impact on the countryside.

I have lived in Cambridge (East Chesterton) for many years and have always cycled, both for the regular trip to the office before retirement and since on frequent journeys in and around the city. I am also a car owner, so can appreciate problems from both the cyclist's and the driver's perspective.

It is important that we provide for all types of cyclist – those who want a fast commute, those who prefer a more leisurely ride. The large new housing developments provide the opportunity to get really good cycling facilities installed from the beginning. Elsewhere, we should aim to get lots of small improvements. I see my role as helping the committee to make the greatest impact by seizing the opportunities to comment on planning applications and consultation documents as they arise. Not least I am tasked with ensuring that the Campaign's comments are submitted by the deadline! There are a number of sub-groups covering different parts of the city. I look forward to getting to know their members and assisting them in coming to reasoned arguments which command the support of most, if not all, group members. I am enough of a realist to accept that we are unlikely to get the City Council and other bodies to take up all our recommendations. Nevertheless, even a few accepted recommendations will make the effort worthwhile.

Recruitment Officer: Lisa Dawson

As Recruitment Officer my aim is to increase awareness of the worthwhile and excellent work done by the Campaign, all of which directly affects Cambridge's cyclists. There is strength in numbers and the wider the membership the better when it comes to getting cycling issues heard.

I'm keen for the Campaign to celebrate all aspects of cycling. I shall be working closely with the Events Officer to increase the number of Campaign events and raise our profile amongst commuters, families, businesses, students and those who cycle for sport and leisure.

Continued on page 8

Cycling is a key part of my life: my bike is my means of transport, my favourite way of socialising, and my main form of exercise. I even make my living through cycling: along with Rob King I run Outspoken Training, providing a range of services to promote cycling education. I hope that I can bring my enthusiasm for all things two-wheeled to the committee!

Campaigner: Heather Coleman

I've worked at Addenbrooke's and commuted there by bicycle for sixteen years now, firstly from Cherry Hinton and in the last six years from Milton. I'd say, generally, that certainly my commute

from Milton has improved over the time I've been doing it, but the one from Cherry Hinton was getting gradually worse owing to weight of traffic, so I was glad to move house despite the increased distance. More disturbingly, the situation at Addenbrooke's, despite the large increase in the number of people cycling onto the site since I started working there, seems not to have improved at all, and, in some aspects, could be described as worse.

As someone who is 'on the ground' at Addenbrooke's, I hope to be able to provide a local contact for the Campaign and members, in the hope of gradually improving both permeability and the dire shortage of cycle parking.

Can we 'nudge' people into the showers?

On a day such as the one when I'm writing this, it may be that showers at work are useful for some, but I'm not really talking about those very few days when the rain tips down in the morning just when you need to cycle to work.

I'm actually interested in seeing if 'nudging' works, and if so how it can help get more people cycling. Did you know that David Cameron has a whole unit working on 'nudge'? If my first few words are all a total mystery, I should explain that a book, which I've yet to read, has brought this word, and 'behavioural economics', into common parlance. It is really an obvious concept. Whilst we can't expect Jeremy Clarkson types to give up their car even for short trips, there are many at the margins for whom small changes in attitudes or environment might make the difference between, say, driving or cycling.

I have heard of someone saying they drive into Cambridge because although they can easily find a place to park their car, they have difficulty finding a place to park their bike. So one obvious solution would be to remove car parking spaces ... or add extra cycle parking! Another clear change would be to ensure that residential parking standards for new developments are enforced, so that cycle parking is more convenient than car parking. Why not put parked cars in a locked shed at the bottom of the garden?

It can be difficult to nudge people who are set in their ways, but sometimes in life we have big changes forced upon us, when nudging might be more effective. It is at those times that just extra information or small changes in provision might lead to changes in lifestyle or behaviour. The City Council scheme that offers a loan of a child cycle trailer for those who have infants about to start nursery school is one good example. For a couple owning a car, but who have regularly cycled, this is one time when car use might escalate. Those moving to a new house and/or a new job are very good candidates for nudging. Giving a cycle map to all those looking at a new house or applying for a new job would be a small cost, but could save building an extra car parking space at £4,000 plus. If they don't get such information, including bus timetables, the default will be to drive. I'd guess that many people would be open to make changes at such times, but we are missing many opportunities to influence them. For those in the same job and same house for ten years changes are less likely.

So what should be done?

I've quoted some examples, and others are really more of the same. I wonder how we nudge the nudgers? We need to pester developers,

employers, councillors and others until they see the benefits to the economy, the environment, and the individuals (health and pocket) of nudging to bring about such changes.

Finally, I don't see that providing showers at work is something that encourages people at the margins to cycle. In surveys, one of the boxes that people tick is one saying they would cycle if showers were provided, but if there were showers they would find a different excuse. Those who cycle hard to work as training for athletic sports clearly need showers, but for many of us a better investment by employers might be the provision of good waterproofs. After all, one view is that 'there is no such thing as bad weather, just bad clothing'!

Jim Chisholm

HOWES CYCLES /

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Signs of change?



Over two thousand cyclists use this section of road each day. Should not roadworks be better organised, or perhaps a sign saying 'Drivers give way to cyclists' would be more appropriate?

The Government has recently announced proposed changes to regulations regarding traffic signs and signals. The executive summary says that these will 'provide more flexibility for local authorities'.

Cambridge has benefited from one early announcement that permitted the use of 'except cyclists' exemptions in one-way streets, but there are many other changes that should reduce the cost to councils of changing street layouts, whilst encouraging travel on cycles and on foot and making these journeys safer. I note that there is also to be an 'advisory' sign to warn drivers of possible oncoming cycles on such 'two-way for cycles' roads.

This document is nearly 100 pages long, so if I've missed something of importance from this summary you'll understand why.

When Cambridge and the surrounding area became a 'Cycle Demonstration Town' we'd hoped that some experiments regarding signs, lines and signals would form part of the programme. We were soon to find that we were only a 'Cycle Town' and that the bureaucracy required to 'demonstrate' innovation was too great.

This new document states that it will 'promote innovation', 'remove regulatory barriers', and 'reduce administrative burdens' (para.4.5). We sincerely hope this is all more than 'aspirations'.

Two items shout out at a first reading:

Signals for cycles

Mention is made of 'low-level repeaters', 'pre-signals for cyclists' and 'cycle bypasses

within the carriageway' (para. 5.39). These arrangements are common in many other European cities, and I could easily make a long list of potential locations in Cambridge, but the Catholic Church junction, Queen's Road/Silver Street, and Hills Road/Station Road respectively all seem ideal sites for early implementation.

Tigers about to appear?

In some non-public highway locations cyclists have been encouraged to use unsignalled pedestrian crossings (Zebra crossings). These have often been given yellow rather than white stripes, and so have received the name 'Tiger crossings'. Trials of such crossings are to be permitted on the public highway (although there is no mention of yellow stripes) where they form part of a continuous route (para. 5.40). Where cycle routes cross minor roads, and there is good visibility for all concerned, 'Tigers' would have great benefits for both cycles and those on the road, not to say local budgets. The cost would be very low compared with a Toucan, those on bikes would not have to wait indeterminable times, nor would drivers be forced to remain stopped once cycles had cleared.

Of course you need to get as far as Annex C on page 75 before you discover that we may need to wait until 2014 before changes in regulations will permit such changes.

What isn't clear, even at a second reading, is whether such changes will be 'permitted' experimentally before such a date. Cambridge will always be a good place to trial such innovations. They need proper evaluation, and with the large numbers of cycles in Cambridge meaningful and statistically reliable results can be obtained in double quick time, as was shown with the 'No Entry Except Cyclists' trials last year.

Some changes may even appear 'nerdish' and only of interest to people like me. Did you know that where there are Advanced Stop Lines (ASLs) for cycles there MUST be an approach lane or 'gate' as it is illegal for cycles to cross the usual line? So if there is no gap you cannot legally enter the forward box! This creates extra dangers for those turning right, when the approach lane is on the left. The problem with these things is that should you currently do the sensible thing but have a crash with an aggressive driver who has a 'Mr Getem-Off' type lawyer, you might find yourself prosecuted or at least liable for damage!

Traffic Regulation Orders (TROs)

'The TRO process is time-consuming, labour-intensive and costly to publicise. Even simple and non-controversial proposals can take several months to process. Controversial schemes have been known to take two to three years.'

Several years ago a fictitious couple with a non-existent address objected to every speed limit reduction in the UK. This meant that many such uncontroversial changes were delayed, and committees convened for objectors who never appeared. Someone apparently trawled the papers for adverts for TROs.

It will no longer be a requirement to place announcements in local papers, as long as other appropriate methods are used. Just the cost of advertising TROs in papers added up to £20 million last year! Some things may be enabled with less or no consultation, but there will be a consultation on such changes. We shall need to be alert.

There are pages about parking restrictions, but these are important for us vulnerable road users. Many drivers abuse such restrictions, and we are aware of some large firms who employ 'specialists' to contest PCNs (penalty charge notices), often on pure technicalities. Simplifying the regulations should ease enforcement and hence improve compliance. Fewer illegally stopped vehicles would make cycling easier, as well as reducing delays for other road users.

What about the Annexes?

Annex A is an Action Plan. I followed the DfT Cycle Action Plan for a number of years. Numbers of items retreated even further into the distance as each year progressed. the DfT has clearly learnt. No dates are attached to any actions.

Annex C is an implementation programme for specific measures, so I now know I'll be able to use legally some of the ASLs that already exist in Cambridge some time in 2014! Unfortunately I can find no dates for the implementation of the proposals for improved signals for cycles.

The full document is referenced from:

www.dft.gov.uk/publications/signing-the-way

Jim Chisholm

CTC / CycleNation Conference – 15 October 2011



This wide cycleway on NCN 67 crosses open land which was the site of Birley East Colliery from 1888 to 1943.

The latest of these annual conferences for cycling campaign groups was expertly hosted by Cycle Sheffield in the impressive Victorian building called Firth Court that is part of the University of Sheffield.

It was a one-day conference sandwiched between rides on Friday night and Sunday. Quirky badges are used to promote 'Sheffield FridayNightRides' which attract 20 to 60 riders and ride about a dozen hilly miles. We were led through the historic city centre, learning about the founding of the Methodist Church, and up the valley sides to the largest listed building in Europe. This friendly deck-access housing development called Park Hill was built at the end of the 1950s. It has decks so wide they're still referred to as 'streets in the sky', but you'd have to take a bike up the stairs or in the lift. We rode on through deserted parks and along surprisingly quiet but wide roads to a fish and chip shop on a street corner. The hills were a bit of a shock to us, so we left the ride to stay with our hosts.

On the Saturday there were 92 delegates. CycleNation's president, Philip Darnton, chaired talks from Sustrans, CTC, CycleNation and CycleSheffield, updating conference on how best groups can embrace the new funding agenda that comes with a change of government. A new transport secretary, Justine Greening MP, had been announced during the morning, and the fact that she'd once been seen on a bicycle was a cause for optimism.

Twitter Hall

Presentations were projected onto a huge screen during speeches, but at other times this was used to display a 'twitterwall'. This displayed the latest tweets tagged #cyclocal. Delegates started using it to comment on what was being said in the hall, and it was soon picked up by the cycling twitter-sphere. I noticed that tweeters outside the hall seemed to be using it to push a 'going Dutch' agenda.

I noted that Rod King of the '20's Plenty' campaign promoted his afternoon workshop by saying 'We've got to take the pain out of campaigning'. (See my other article in this newsletter about branding, pp. 12-13.)

During the afternoon I presented two well-attended workshops on CycleStreets' Campaigning Toolkit, now called Cyclescape. I was able to explain that this web-based system will help campaigns

achieve their objectives by providing a structured, collaborative environment for discussion and action. There were lots of questions about, for example, how it could help a group challenge a council that is busily installing pinch points which many other groups have found create a hostile cycling environment. I illustrated how we used geographical information in our campaign to convert Kingston Street to two-way cycling. We were able to plot the postcodes of those signing our petition on a map, demonstrating that the issue affected a far wider range of people than just the residents of the street. That sort of geographical information should help campaigns throughout the country.

I wasn't able to go to the other workshops, one of which was presented by committee colleague, Jim Chisholm.

A final talk to the whole conference by Danny Dorling, Professor of Human Geography at the University of Sheffield, confirmed what many already suspected. His complex and colourful maps, based on census data, provided a solid academic argument that Britain is dependent on the private car. Only two areas showed up as having very high per-capita cycle use, namely Cambridge and Hull. His research also suggested that cycling levels are higher in societies which are more equal – such as the Netherlands and Japan, but not the UK or US for instance.



Delegates at the CycleNation conference in Sheffield.

I found myself invited onto the panel for the closing discussion, fielding questions from delegates anxious to know how a step change in cycling levels could be achieved.

The welcome in Sheffield was as big as the 90-metre long by 5-metre high stainless steel 'Cutting Edge Sculpture' that cleverly hides the dual carriageway at your exit from the railway station. Many thanks to the organisers and our hosts for showing us their city and looking after us so well.

Simon Nuttall

Chris Dorling adds ...

I decided not to attend Simon or Jim's workshops, as I can get the benefit of their wisdom at other times. Instead, for the first workshop I picked the session led by Bristol Cycling Campaign entitled 'Bristol – Cycling City'. This was more in the form of a presentation with opportunity throughout to ask questions, with their Chair, Martin Tweddell, leading and Treasurer, Steve Kinsella, providing additional details. As many of you will recall, Bristol was designated the only Cycling Development City at the same time that Cambridge became a Cycling Development Town, in 2008. Many of the problems faced sounded familiar from our experience in Cambridge: the time taken to get a team up and running; the focus on soft measures in the first year because of the delays associated with infrastructure changes, especially where land acquisition was necessary; and the trade-off between the most desirable schemes and those achievable within the timescale. They were quite pleased with the colour-coded cycle routes implemented (though they recognised that the fact they were all radial from the city centre was a limitation). They also welcomed the removal of city centre car parking to double the available cycle parking. And an idea they implemented that might be worth our considering is the use of smaller signs permitting pavement cycling to make them less obvious to drivers and hence reduce the pressure to 'get off the road'.

For the second workshop session I chose 'Total 20 – and how to get it in your community'. This was run by Rod King from 20's Plenty for Us, who spoke at a Campaign monthly meeting a couple of years ago. He announced that they were expecting to sign up their 100th local group to the 20's Plenty campaign any day. The key points that came out of the workshop were:

- 20's Plenty is about social change not highway engineering; it has to be community-led and authority-endorsed, not the other way round
- it is important to focus on the financial benefits – there's a spreadsheet on the 20's Plenty website to help with this
- 70% of motorists say they want 20mph speed limits on residential streets
- the biggest reduction in casualties in places which have imposed city-wide 20mph areas is amongst motorists (37%).

All of these points confirm the view within our Committee that pressing for a wider 20mph area within Cambridge and introducing 20mph throughout the surrounding villages is something which benefits people in general and not just cyclists and is therefore not something on which the Campaign should lead, but clearly should support.

Chris Dorling



CycleSheffield arranged this tram ride to a place called 'Halfway' ten miles out, almost reaching the border with tram-resistant Derbyshire. It was special because bikes are not normally permitted on Sheffield's trams – but of course buggies and ever larger and heavier motorised mobility scooters enjoy no such restrictions.

How biking can save billions

The following article is reproduced, unaltered, with permission from www.good.is/post/how-biking-can-save-cities-billions-of-dollars-in-health-expenses

Nearly 70 percent of Americans' car trips are less than two miles long. It's a no-brainer that biking instead of driving to take care of these trips is a great way to get exercise while cutting air pollution. While we've always assumed that the cumulative effect of many individuals making that choice would be longer, healthier lives and cleaner air in our cities, a recent scientific study put some rigour to our hypotheses and proved us right.

Last week, the journal *Environmental Health Perspectives* published findings from a study by scientists at the University of Wisconsin on the economic and health benefits of switching from a car to a bike for trips shorter than five miles long in 11 metropolitan areas around the upper Midwest. Combining data on air pollution, medical costs, mortality rates, car accidents, and physical fitness, the researchers found that if inhabitants of the sample region switched to bikes for half of their short trips, they'd create a net societal health benefit of \$3.5 billion per year from the increase in air quality and \$3.8 billion in savings from smaller health care costs associated with better fitness and fewer mortalities from a decreased rate of car accidents.

'We were conservative,' Jonathan Patz, a professor of population health studies and a co-author of the study, told NPR. The study assumed that Midwesterners would bike only when the weather was the best – about four months worth of days per year – which is most likely false, seeing as frosty Minneapolis was named the country's best city for biking in 2010. And if the study were conducted somewhere with warmer weather, the results might be even more dramatic.

Cambridge Cycling City brand



Bicycles are common themes in photos of Cambridge, appearing in calendars, paintings and brochures, so why should we be afraid of calling ourselves 'Cambridge Cycling City'?

The suggestion of changing the Campaign's name to Cambridge Cycling City that I introduced in Newsletter 98 generated much more feedback than usual. Almost all of the dozen responses were resolutely against the idea. That didn't particularly surprise me, but it was nice to hear from two ex-committee members who had long moved away from the city to tell me just what a really bad idea they thought it was. I presented my side of the arguments at the October monthly meeting and this is what I said.

Complain, arrogant, militant

The Campaign was born out of the extended cycling ban in parts of the city centre. I associate the word campaign with the reaction to that ban. But at stall events most people I talk to expect Cambridge to be a good place for cycling and don't know that cycling has ever been banned.

Whenever I've given an interview on the radio I've felt that after I've been introduced as representing 'The Campaign' the presenter expects me to start whingeing.

The main problem is that 'campaign' sounds and feels too much like 'complain'. That's great if you recognise the problems, but if you're basically happy with your cycling then why should you join? When there was a ban on cycling in the city centre it was clear that there was something to fight for – but with developments such as the new cycleway alongside the Busway and improved cycle lanes in Gilbert Road it is perhaps not quite so clear why anyone should need to join a campaign.

Campaign also comes across as rather arrogant. It presumes the problems with cycling are widely recognised and suggests that we have all the answers. It sounds militant – one council officer said 'It makes you sound more reactionary than you are'. It suggests

'struggle', 'fight' and 'hard work'. These may be the genuine feelings of the volunteer members who've done the hard work to evict eleven parked cars on Gilbert Road after a decade of campaigning or the long hours of meetings and dedicated research over many years trying to find a way out of the city centre cycling ban. But the question is whether those sorts of words appeal to a wide range of city cyclists.

Pedals, dynamo, action

CycleNation is a national umbrella organisation for cycling campaigns and about half of the groups affiliated to it use the template 'place name Cycling Campaign'. Pedals and Spokes are common parts of the names of others, and there's for example Lancaster Dynamo, Leeds Cycling Action Group and Wheel-Rights Swansea.

Under-represented

When it comes to how well cycling organisations represent their constituencies (see the table), Cambridge Cycling Campaign comes out top – at least according to one way of estimating this statistic.

Taking into account how much cycling is going on, I estimate that 1 in 25 cyclists in Cambridge is a Campaign member, and that nationally about 1% of cyclists are associated with cycling organisations.

For comparison, the AA claims 15 million members, and the RAC 7 million, and although breakdown cover and other services are strong reasons why people might join them, those numbers are striking. Cycling organisations represent at best only a few per cent of cyclists, whereas a significant fraction of drivers belong to motoring organisations.

How does it make us feel to think that in Cambridge there are tens of thousands of members of motoring organisations?

The question we need to ask ourselves then is: how can we get ten times as many members?

Organisation	Members	Population	Representation
Cambridge Cycling Campaign	1,000	100,000	1%
London Cycling Campaign	11,000	8 million	0.15%
LCC in Hackney	1,000	200,000	0.5%
CTC – the UK's national cycling organisation	70,000	62 million	0.11%
Fietzersbond Netherlands	32,000	16 million	0.2%

New name, new outlook

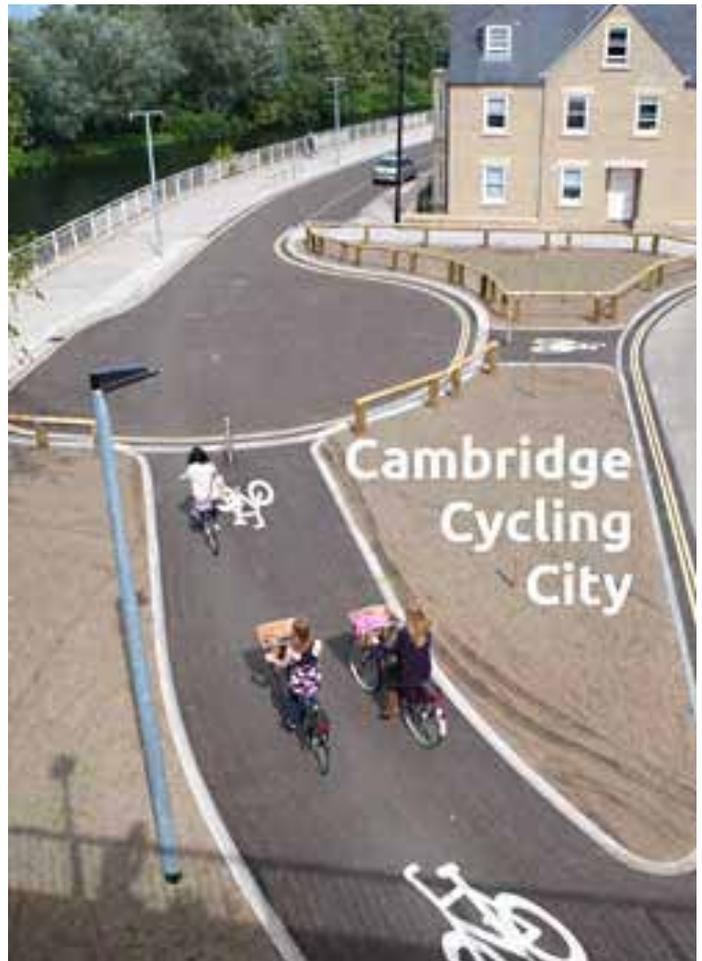
'Cambridge Cycling City' seems to me to be the vision that 'Cambridge Cycling Campaign' is on a mission to build. So wouldn't the vision, rather than the mission, make a better name?

The name 'Cambridge Cycling City' is self-affirming. Just saying it does some of the work for us and creates an image in the mind's eye of what I think we want to achieve. It sells itself and has a more positive, inclusive feel.

At the CB1 development near the station the cycle parking has been compromised while we've had the name 'Campaign'. Has that word has been self-defeating, instinctively priming developers to resist rather than embrace our arguments? If instead, 'Cambridge Cycling City' was part of the mindset, might they have found themselves contributing towards that vision?

Concluding remarks

I never expected that suggesting a name change would go down well, but I started thinking about it in response to what I'd heard



Riverside after recent improvements.

over the years from people saying they were reluctant to join 'a campaign'. In the monthly meeting I didn't receive much support, but also I did not feel that the idea was to be completely rejected, and that we could start to use the name Cambridge Cycling City as a brand within the Campaign.

Having gone through this process I realise how much bigger we need to grow and that we need to get better at expressing why Britain's biggest cycling city needs such strong cycle advocacy.

Simon Nuttall

Please pick up bottles before they are broken

If everyone reading this Newsletter who sees an intact glass bottle sitting by the roadside or lying by a path, picks it up and disposes of it in a bin, then hopefully there will be fewer incidences of broken glass to shred our tyres. If the bottle is already broken, of course the only thing to do is contact StreetScene at the City Council (phone 01223 458282 or email city.services@cambridge.gov.uk), as I'm sure none of us carry around the variety of equipment needed to clear broken glass safely.

Every intact bottle is potentially a broken bottle, even if it's at the back of a pavement. Every intact bottle averted from this fate is thus a saving of money to the Council by a very simple, practically costless action. I reckon the last puncture I had, owing to broken

glass, cost me in the region of fifty pounds by the time I'd factored in the cost of the repair and putting a value on my wasted time, especially that spent walking to and from, and waiting for, buses while I had no proper transport.

I just tuck the bottle into my basket every time I see one, and either put it in the next bin I see, or wait until I park at work or home, thus saving stopping again. I normally can be heard muttering very loudly and clearly: 'Why can't people dispose of litter properly? Broken glass is so dangerous to dogs and small children', in the hope that others will get the message, and the next time they see a glass bottle, will also pick it up before it gets broken.

Heather Coleman

Access Walden



© GDaviesphoto.com

This is a group who are campaigning for a safe pedestrian and cycle route to be built by 2014 between Saffron Walden and Audley End station along the shortest route - Wenden Road.

They organised a ride in October and we received this report:

'Today was an amazing success. We clicked through just below 1,000 walkers and cyclists who trod and rode the route from Saffron Walden. Apart from making the point that a walk/cycle link

to the station is very much both wanted and needed, it was a fun day out. A total of 503 people signed pledge cards to say how often they would use the route if it were built.'

That many people is a great turn out and we wish them every success with their campaign. Follow their progress at www.facebook.com/accesswalden

Simon Nuttall



An excellent iconic image - which has been used to great effect by the Access Walden campaign in Saffron Walden.

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Campaign diary

December 2011

Sat 3	All day	Campaign stall at Mill Road Winter Fair. Come to the campaign's stall at the Winter Fair on Mill Road. If you can help run our stall please contact us.
Tue 6	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).
Sun 11	7.30pm	Seasonal social. Klub Polonia, 231 Chesterton Road. Join us for a social gathering. Please contact us if you wish to come so that we can book the right number of places.
Mon 12	5.30pm	Newsletter meeting. Grads Café, University Centre, Mill Lane.

January 2012

Tue 3	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).
Thu 26	7.30pm	Newsletter envelope stuffing at Baby Milk Action offices, 34 Trumpington Street. Help very much welcomed.

February 2012

Tue 7	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).
Mon 13	5.30pm	Newsletter meeting. Grads Café, University Centre, Mill Lane.

Cycle rides

The Cambridge group of the CTC organises a full programme of rides. See site.ctc-cambridge.org.uk/search/label/ourridesprogramme for details with links to the lists of forthcoming rides.

City and County Council committees

Campaign members may be interested to attend **Planning Committee and Area Committee** meetings, which often include cycling and walking issues. **Joint Development Control Committee** meetings, which determine Planning Applications relating to the major housing development proposals for the Cambridge sub-region, are also open to the public. Details of venue and agenda are available about a week beforehand at www.cambridge.gov.uk/democracy/

Cambridge Cycling Campaign studies and comments upon agendas and papers for **Cambridge Traffic Management Area Joint Committee** meetings, and these meetings are also open to the public.

DECEMBER 2011

Thu 1	10.30am	Joint Development Control Committee - Cambridge Fringes
Wed 7	10.00am	Joint Development Control - Cambridge Fringes - Development Control Forum
Wed 14	9.30am	Planning Committee

Thu 15 7.00pm **East Area Committee**

JANUARY 2012

Wed 4	7.00pm	West/Central Area Committee
Mon 9	7.30pm	South Area Committee
Wed 25	10.00am	Joint Development Control Committee - Cambridge Fringes
Thu 26	6.30pm	North Area Committee

FEBRUARY 2012

Wed 1	10.00am	Joint Development Control - Cambridge Fringes - Development Control Forum
Thu 9	7.00pm	East Area Committee
Wed 22	10.00am	Joint Development Control Committee - Cambridge Fringes

NOTE: according to the Cambridgeshire County Council website there are no scheduled meetings of the Cambridge Traffic Management Area Joint Committee

Naked Streets

As part of the CB1 developments around the station some funds are available to ameliorate the effects of extra traffic, be it cars, bikes or people on foot, through the streets between Mill Road, the station and developments in that area.

As a first step a public meeting was held in the area to give local residents some ideas about changing thinking in street design. This took the form of a presentation by Ben Hamilton-Baillie followed by a question and answer session with input from County officers and local Councillors.

Ben Hamilton-Baillie is one of the pioneers in creating 'Shared Streets' together with the concept of 'Naked Streets'. Note these are not 'roads' as conduits for cars but places for people. Exhibition Road and Kensington High Street in London are two of the better known examples of this type of change.

The concept, when applied to residential streets, changes the nature of the area, with less definition between areas used by cars and other uses. Changes in surface, reduced use of kerbs, and informal arrangements of street furniture, trees etc. can also help. This leads to 'shared space' where cars tend to travel at reduced speeds, and vulnerable road users are less intimidated. Far less regulation is required.

I compare this with 'shared paths' where segregation leads to 'ownership' of the

space, with cycles going faster, and pedestrians strongly resenting any intrusion by cycles. Non-segregated paths enable groups to walk together or those on bikes to ride two or more abreast, but clearly needing to respect the needs of others.

Ben showed examples from both the UK and Europe, including a video clip of Seven Dials near Covent Garden where the lack of footways, street furniture etc., means that pedestrians and motor vehicles mix without difficulty and it even seems to make taxi drivers civilised.

The question and answer session resulted in some division of opinion, with a group insisting that making the roads one-way would improve things, and a claim that Tenison Road was only ten feet wide (I think that assumes parked cars are not part of the road). Others understood that changes in the nature of the environment could result in changes in behaviour. There was universal understanding that rat-running traffic was a serious issue, with taxis coming in for much criticism both for speed and driving style.

It was good to see a packed hall with local people entering into discussions on such issues.

A steering group of officers, councillors, as well as representatives of residents associations, taxi drivers and from the

cycling campaign will attempt to move things forward in the coming months.

You can find out more about these ideas at:
www.hamilton-baillie.co.uk/index.php

Jim Chisholm



The desperate lack of secure cycle parking at the station means that some inconsiderate cyclists have even locked bikes to the wheelchair ramp - something we do not condone.

Photomap this month: editor's pick

#34573: Refurbished and repaired bikes for sale during the University's Societies' Fair.



This month's pick from the CycleStreets photomap on our website. For more cycling-related photos of Cambridge and beyond, or to add your own, visit www.cyclestreets.net/photomap