

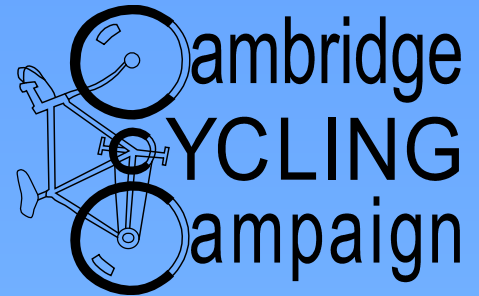
High-quality cycling conditions: more people cycling

Martin Lucas-Smith
Cambridge Cycling Campaign
www.camcycle.org.uk



Cambridge Cycling Campaign

- Largest campaign for sustainable transport in the area
- Working for better, safer and more cycling
- Partners in the CDT programme
- 1,000+ members
- Volunteer-run with a professional approach
- Supporting cyclists



Major publications

- **Cycling 2020**
 - Our 'vision' for cycling in Cambridge
- **Cycling in New Developments**
 - Outlining best practice
 - Pretty much the only guide for when you have a clean sheet of paper to plan a city!
- **Cycle Parking Guide**
 - Soon to be rolled out nationally?



Cambridge Cycling Campaign

- Regular Newsletter
 - Six per year
 - For local Councillors and our members
 - Well-respected source of info
- Large website with thousands of pages of material
- UK-wide Cycle Journey Planner



Cambridge Cycling Campaign

- Outreach events
- 'Ride for Joy' (women cycling) in March
- Bike Week
- Reach Fair



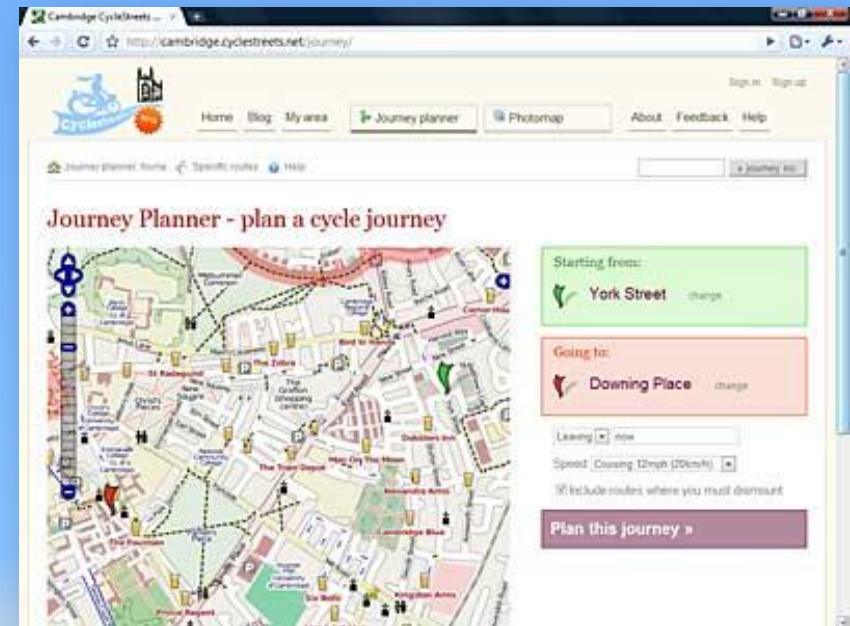
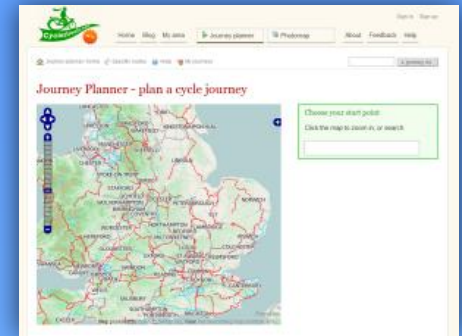
Cambridge Cycling Campaign

- Outreach events
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CycleStreets.net

- UK-wide cycle journey planner
- Helps give new cyclists confidence
- Can find improved routes for existing cyclists
- UK-wide version launched March 2009
- 106,000 journeys planned
- ***yourtown.cyclestreets.net*** available now
 - (1,600 of them!)



**ACT
TRAVELWISE**

Awards: Highly Commended

CycleStreets.net

- Gives fastest, quietest, balanced options
- StreetView panel for each part of journey
- Elevation profile



Cambridge CycleStreets

Routes for York Street to Downing Place [change] [return] Journey no. #55218

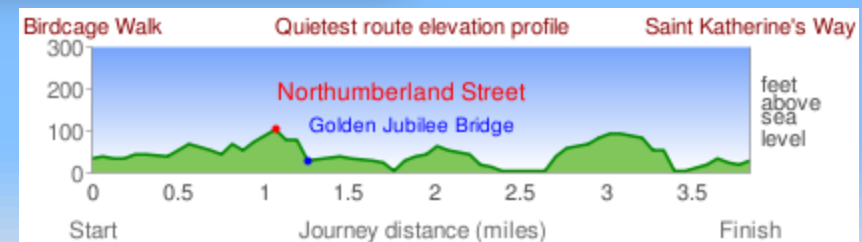
If you decide to follow the suggested journey below please take extra care on unfamiliar sections - proceed at your own risk as route quality cannot be guaranteed.

Fastest route Quietest route Shortest route

Fastest route [with turn-by-turn details below]

BETA: Please give us [quick feedback](#) if the route seems odd

Time (mm:ss)	Distance (miles)	View	Road/street name (or manoeuvre)	Surface	Local map (approx. every 0.2 miles)
0:04	0	Street View	Rope Walk	Cycle Track	
0:41	0.2	Street View	Link with Rope Walk	Cycle Track	



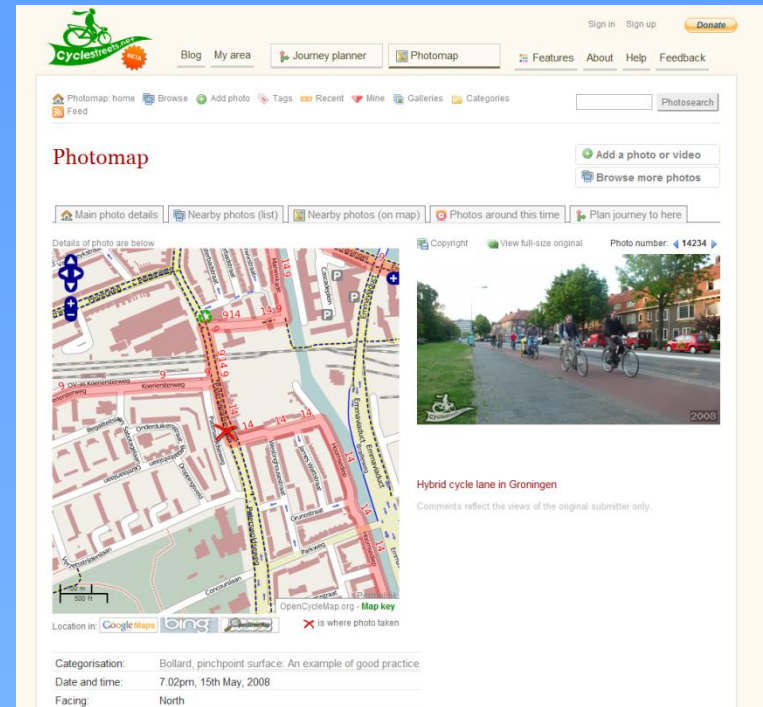
CycleStreets.net

- **Seeking funding for new innovations**
 - Mobile phone version
 - 'Cycle to us' journey planner link for businesses
 - Branded routes and leisure routes
 - Local Authority versions
- **Data comes from OpenStreetMap**
 - Volunteers from all round the country – many cyclists involved
 - GPS ground-surveys
- **Open Data important**
 - Need to unlock Ordnance Survey Data
 - Free the Postcode
 - Please support these initiatives in Parliament
 - Will enable community efforts to flourish – at low cost



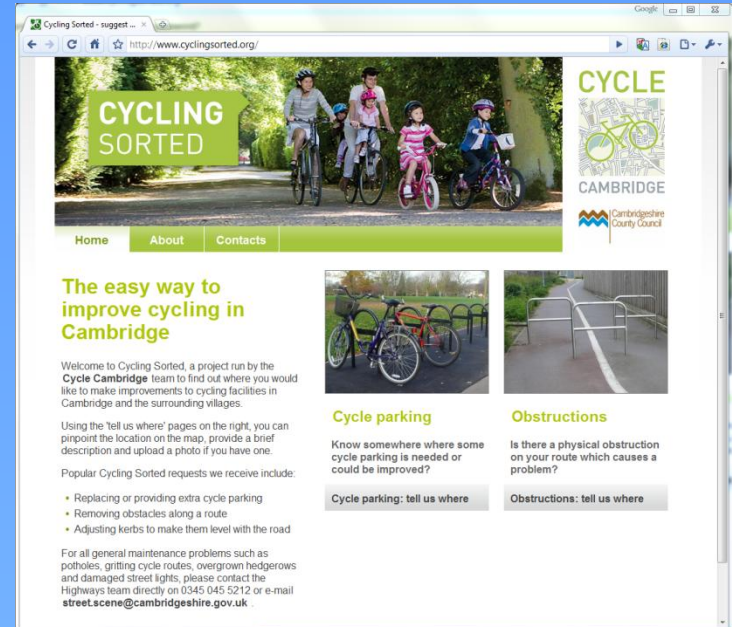
CycleStreets Photomap

- Photomap: add photo then pinpoint on map
- 20,000 photos
- Can highlight problems
- ... but also to spread good practice:
 - Many examples of excellent cycle-friendly infrastructure from the Netherlands
 - “That housing development has good cycle parking – could we do this here too?”



Cycling Sorted

- Ask the public where:
 - cycle parking is needed?
 - obstructions could be removed?
 - other improvements
- Council then prioritises (desirability, feasibility)
- Implement on-street
- List the improvements
- Solves the issue of dispersed problems
 - Could go national if funding available



Recipe for making places cycle-friendly

1. Making space on the roads
2. Political will to TRY radical changes
3. A bit of money
4. Legislation



Picture: Cambridge Evening News

1. Making space on the roads

- Pavements with a blue sign don't encourage cycling
 - Leads to a pavement cycling culture
 - Mixed messages about not using pavements!
 - Need to make the roads calmer instead



- Narrow cycle lanes often harmful
 - People drive too close
 - 1.5m absolute minimum
 - Only useful as contraflows or by-passing all-day queuing



- But obviously roadspace allocation needs ...

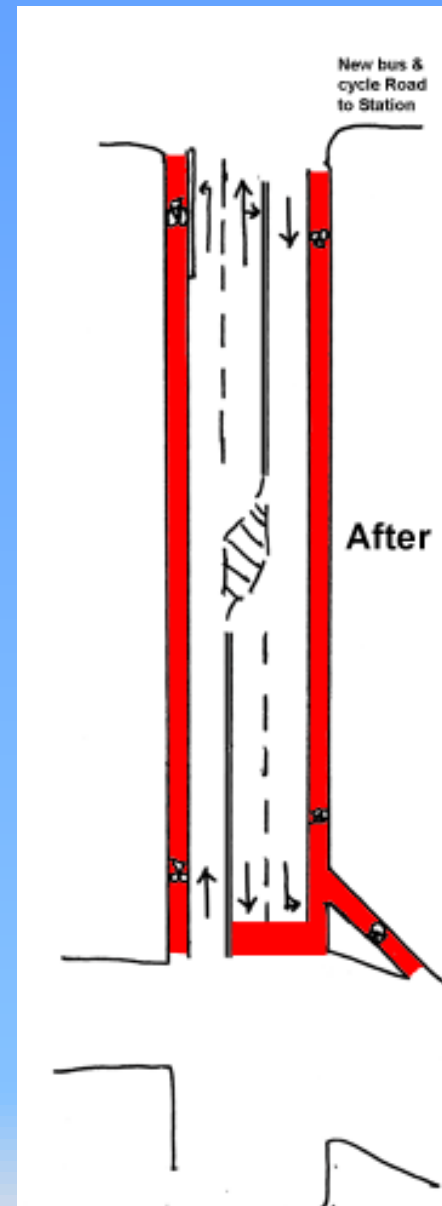
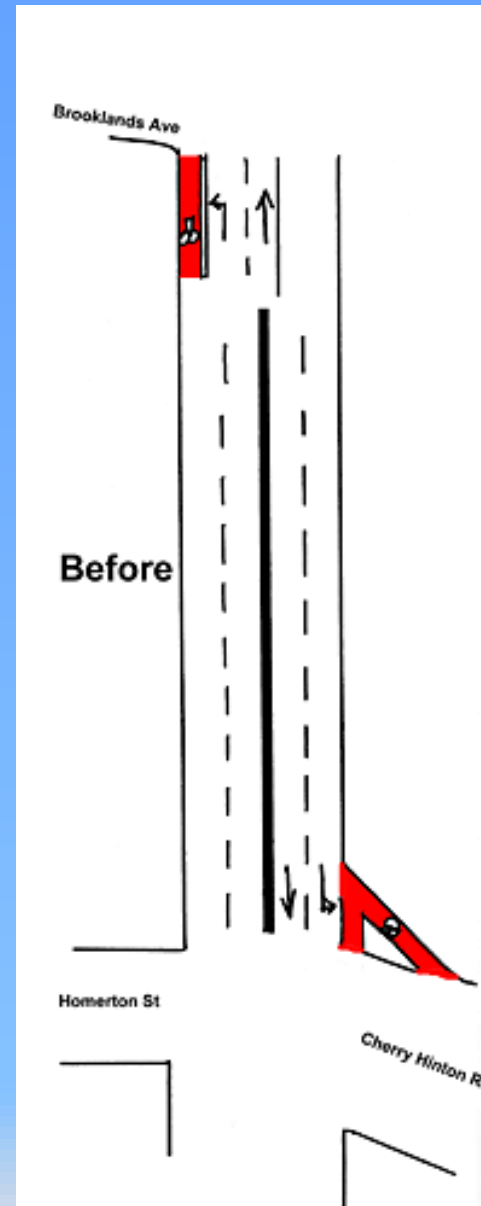
2. Political will

- Hills Road Bridge: example of what can be achieved
- Previous idea: £5m on extra bridge
- Better idea to reallocate the existing roadspace
 - (£0.5m = 10 times cheaper!)
- Is working extremely well
- 2.1m cycle lanes
- Benefits both confident and less confident cyclists
- No more illegal pavement cycling



Bold decisions have potential for much bigger benefits

- **Hills Road Bridge**
 - 5,377 cyclists (7am to 7pm), up from 4,041
 - Very poor cycling
 - Cambridge hasn't gridlocked!
 - County 'thinking out of the box' about new layout
 - 3 lanes plus 2 x 2.1m cycle lanes!



2. Political will

- **Gilbert Road**
 - Replacing obstructive parking
 - New 1.7m wide cycle lanes
 - Thousands of school children



Willingness to make space to achieve quality

- **Hybrid cycle lane concept**
 - On-road but with 'off-road' feeling
 - Attract new cyclists without harming existing confident cyclists

www.cyclestreets.net/galleries/69



Innovation and experiment



3. Money

- **Putting a blue sign on a pavement**
 - Doing things 'on the cheap' doesn't work
- **Roadspace reallocation means re-engineering key routes**
- **New bridges to join up areas need real money**
- **But cycle schemes are good value**



3. Money: wise spending

- **Cycling England approach**
 - Spend money and do it properly
 - Creates much bigger benefits
 - Demonstration effect: idea spreads
 - Things easier for politicians: can point to schemes that worked
- **Local Authorities: money for cycling schemes**
- **Cycling Officers in Local Authorities**
 - Designing and promoting new schemes
 - Internal lobbyists, scrutinising other officers' schemes
 - Checking cycling aspects of planning applications

3. Money: wise spending

- **Cost-Benefit Analysis**
 - Sustrans research found:
 - Road/rail schemes: **3:1** cost-benefit ratio
 - Cycling schemes: **20:1** cost-benefit ratio
- **And they are not big amounts**
 - Cycling England budget: **£160 m** (3 years up to 2011)
 - ONE road scheme (A14): **£1,300 million**

More good stuff from Cambridge

- **Aspirational cycle routes in the Local Plan**
- **Cycle parking standards**
 - **Make an enormous difference (when enforced)**
 - **New cycle park in the Grand Arcade**
- **Planning decisions improving**
 - **Horizons partnership**
 - **Section 106 system needs democratic input**

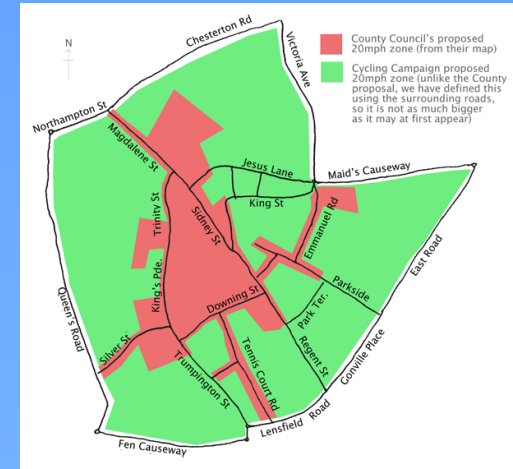


More good stuff from Cambridge

- **20 mph zones: city centre**
 - Twenty's Plenty in residential areas
 - Naturally encourage cycling, cheaply
- **New cycle parking being added**



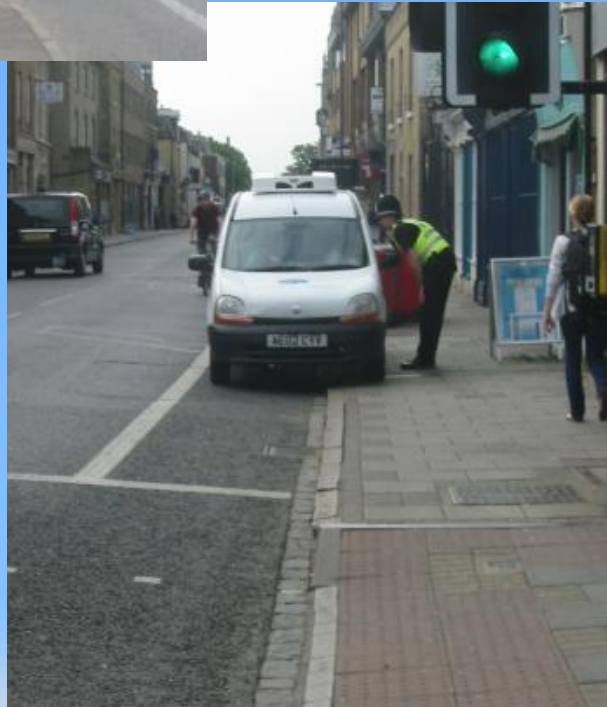
- **Cycling in the Pedestrian (priority) zone**
 - More flexible legislation needed to allow such signage!



4. Legislation and national policy

- **Aggressive motoring**
 - Hard to persuade people to cycle if aggressive motoring
 - Dealing with the minority who use a car as a weapon
 - Motoring offences not seen as real crimes
- **Mandatory Cycle Lanes:**
 - Police not interested and don't understand the law
 - Transport Act 2004 STILL hasn't had the enabling guidance to enable DPE personnel to enforce
 - Cycle lanes should be enforceable in same way as yellow lines

Enforcement – and the police



4. Legislation and national policy

- **Liability changes?**
 - Adopt the Netherlands approach: protect most vulnerable road user
 - Recognises that driving and cycling are different activities which create different levels of risk
 - Cyclist and car collision: motorist (bigger vehicle) initially assumed at fault
 - Cyclist and pedestrian collision: cyclist initially assumed at fault
 - Cyclist in the wrong is *not* excused
 - Would lead to more cautious driving

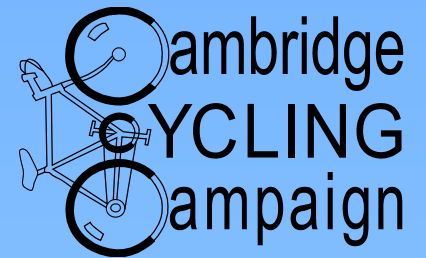
4. Legislation and national policy

- **Cycle parking at stations**
 - Cambridge has 700 spaces but needs 3,000
 - Reallocation of car parking spaces
 - Mixture of good and bad examples around UK
- **Bikes on trains**
 - Complex regulations
 - Getting worse elsewhere in the UK
 - Franchise agreements need bike clauses

Summary

1. Making space on the roads
2. Political will to TRY radical changes
3. Protect funding for cycling: is good value
4. Improve parts of legislation





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