

For better, safer and
more cycling in and
around Cambridge
www.camcycle.org.uk

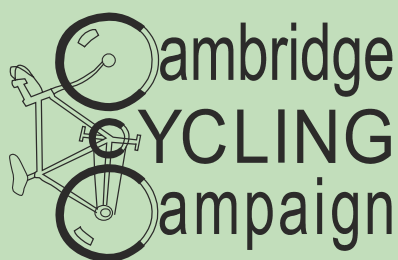
CAMBRIDGE CYCLING CAMPAIGN

Newsletter 124 • February – March 2016

Rush of City Deal consultations

Also in this issue

- Pavement car parking
- Cycle parking in the city
- The Tins cycleway extension



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:

- £3.50 Budget (no paper newsletter will normally be provided)
- £17.50 Individual
- £22.50 Household
- £100 Donor

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

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, 7.30pm for 8.00pm until 10.00pm at the Friends' Meeting House, Jesus Lane, Cambridge.

Elected Committee Members and Trustees 2015-2016

Chair (and Charity Chair) – Robin Heydon
 Vice-Chair (and Charity Secretary) – Hester Wells
 Treasurer (and Charity Treasurer) – (acting) Chris Dorling
 Events Officer – Vacant
 Liaison Officer – Martin Lucas-Smith
 Membership Secretary – Sue Edwards
 Newsletter Editor – Sarah Rodger
 Planning Officer – Alistair Storer
 Press and Social Media Officer – Vacant
 Recruitment Officer – Tom McKeown
 Schools and Outreach Officer – Vacant
 Web Officer – Neil Spenley
 Campaigners – Richard Burgess, Jim Chisholm, Monica Frisch and John Hall

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JH

Chair's comment

This issue has been super-sized so that we could show you as many of the City Deal proposals as possible. These consultations, most of which will conclude in mid-February, could transform Cambridge. The style of that transformation is however unclear.

We could have 6-lane-wide motorways thundering down Milton Road, or we could have a lovely avenue of trees with segregated cycleways and a couple of traffic lanes. The options that are chosen depend on you responding. Yes, you have to do some work. Please respond to these proposals in a way that you are happy with.

To be clear, we could have Milton Road with 6 lanes of traffic, Histon Road with 5 lanes of traffic. Arbury Road is only partly being fixed, with the bit from Milton Road to the secondary school being ignored. There are proposals for Green End Road and Nuffield Road, Ditton Lane, Hills Road from Queen Edith's Way to Addenbrooke's, and Fulbourn Road near ARM. If you have concerns about these proposals, please join the Cycle-scape thread and throw in your thoughts so that they can be included in the consultation response from the Campaign.

Of course, just because it is winter does not mean that things stop. The Tins cycleway has recently been extended, although the winter ice is still causing problems there. Shortly we should be able to park in a new multi-storey cycle

park at Cambridge's main railway station. Personally I cannot wait for this to open, as the current cycle parking is just horrendous. Of course, over the holiday shopping period, cycle parking in the city centre was at breaking point. I even heard one person say 'just stop here, I'll look after the bikes whilst you go buy the present'. We need more city-centre cycle parking, and we need it now. OK, by next December at least.

This newsletter is not just full of doom and gloom about the City Deal. We have a great story about how social media can backfire; the police showed examples of inconsiderate cycle parking at which residents of Cambridge fired back with pictures of illegally parked motor vehicles - some just around the corner from the police station. More inspiring perhaps is the story of recycling bicycles to support individuals and communities, both in Africa and in Cambridgeshire.

It is cold, sometimes wet, but we all love cycling regardless of the weather. And if you, like me, got some new gloves for presents, great. If you didn't, well, cycle into town and get some now. Warm hands are just so important for feeling good on a bicycle at this time of year.

Robin Heydon

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2015 Annual General Meeting

Thank you to all who attended the AGM on 2 December 2015. Our guest speaker Mikael Colville-Andersen was a hit. Even if you missed the AGM, you can watch his presentation here: www.camcycle.org.uk/jumpton/agm2015. Thank you to Antony Carpen for filming this presentation.

At the AGM the new Board of Trustees was elected. This year we welcome new Trustee Sarah Rodger who was elected to the role of Newsletter Editor.

Re-elected to the Board were Robin Heydon (Chair), Hester Wells (Vice-Chair), Martin Lucas-Smith (Liaison Officer), Sue Edwards (Membership Secretary), Alistair Storer (Planning Officer), Tom McKeown (Recruitment Officer), Neil Spenley

(Web Officer), plus Richard Burgess, Jim Chisholm, Monica Frisch and John Hall (General Campaigners).

We thank Chris Dorling, Richard Jennings, Colin Rosentiel and Oscar Hughes for their roles on the Board in 2015 and previous years and we hope for their continued involvement with the Campaign.

There are still some positions open on the Board: please get in touch if you would like to be involved. These are Treasurer, Events Officer, Press and Social Media Officer and Schools and Student Outreach Officer. You can find out more about these roles here:

www.camcycle.org.uk/about/charity/boardoftrustees

Roxanne De Beaux

City Deal consultations

There are currently seven ongoing Greater Cambridge City Deal consultations which have a deadline of 15 February for responses. These are for the Histon Road corridor, the Milton Road corridor and five Cross City Cycling routes. All will significantly influence the safety and ease of cycling in Cambridge.

Maps and summaries of each of these consultations can be found on pages 11-22 of this newsletter.

We are formulating Campaign responses to these proposals and welcome your input in the appropriate Cyclescape threads. We also welcome volunteers to join our subgroups. Please email contact@camcycle.org.uk if you would like to help.

We would strongly encourage all members to submit individual responses to the consultations and to use any comments boxes to detail concerns or suggest alternative ideas for the schemes.

Links to the official survey in addition to detailed drawings, tree survey, modelling summary note and parking survey reports can be found here:

Cross City Cycling

www.camcycle.org.uk/jumpton/CrossCityCycling

Milton Road

www.camcycle.org.uk/jumpton/MiltonRoad

Histon Road

www.camcycle.org.uk/jumpton/HistonRoad

We recommend reviewing the detailed drawings provided online, attending the public exhibitions and participating in our Cyclescape forum discussions to ensure a good understanding of these proposals.

Roxanne De Beaux

Police help

The police helped ensure cyclists' safety after construction trucks, from a building site off Rustat Road, began blocking Fanshawe Road and Rustat Road at peak times.

The issue was that the trucks could not arrive on site before 8am, in line with the 'Considerate Contractors' scheme, so instead they waited on adjacent streets. This was, of course, incredibly inconsiderate, as it forced cyclists to ride unsighted out and around them into the path of oncoming cars.

After being contacted by Campaign member Phil Wigglesworth the police visited the site and spoke to the site foreman who said he would make sure it didn't happen again.

Thank you to the police for their support with this.

Sarah Rodger



Pavement car parking: #BadlyParkedBike



twitter.com/CambridgeCops/status/659100516069281792

Is this 'badly-parked bike' actually causing an obstruction? Or is it just a clear sign of people's desperation at the lack of secure cycle parking?

This is the question that emerged in late October, when Cambridge Police launched a poorly executed campaign about inconsiderate bike parking, encouraging people to tweet their own examples and adding the #BadlyParkedBike label. We share concerns about bikes that really are badly parked.

What they got back instead were photos of cars parked on the pavement, causing an obstruction, marked #BadlyParkedBike, subverting the original message. The flood of badly-parked car photos highlighted the situation that the police have taken almost no action on pavement car parking, despite continual complaints over many years about this.

The problem of pavement car parking is endemic around the city. It causes far more problems for pedestrians. It costs the taxpayer money in terms of repairing pavements – which are not designed for the weight of cars and, especially, not of commercial vehicles. Yet this kind of obstruction has so far seen the police unwilling to tackle the problem – see the discussions on the old 'Shape Your Place' website at www.camcycle.org.uk/jumptonshapeyourplace. The culture of pavement car parking is ingrained.

Actual badly-parked bikes

We are fully supportive of any efforts by the police and others to deal with the genuine problem of inconsiderate people who block pavements with their bikes. This causes real problems for pedestrians, in particular the disabled.

There is no excuse for anyone to cause an obstruction with their bike – however much of a rush they are in, or however poor the lack of parking.

The example that we put out on our Twitter account shortly after the police's tweet shows an example of actual inconsiderate parking of a bike.

We have been supportive of efforts to remove old signage poles that encourage poor parking practices and critical, for instance, of the cycle parking installed recently on Mill Road



Poorly positioned cycle parking in Mill Road.

that is in the middle of the pavement. We believe this should be relocated in the side road opposite, within its main carriageway.

We are fully supportive of any efforts by the police and others to deal with the genuine problem of inconsiderate people who block pavements with their bikes

#DaftParking

In an attempt to control the backlash, the police then started a new #DaftParking hashtag.

However, all this did was to highlight the failure to treat the problem seriously. Why is a bike blocking the pavement 'badly parked', but a car parked similarly merely 'daft'?

We hope that useful dialogue can take place about the general problem of bad parking, whatever kind of vehicle causes it.



A genuinely badly parked bike.

twitter.com/camcycle/status/659702304824819713

Pavement car parking on the police's doorstep

To demonstrate the endemic nature of badly-parked cars, one of the Campaign's Committee cycled to East Road, at a spot just round the corner from the police station where pavement parking is commonplace. In ten years of cycling past on a daily basis, the Committee member concerned cannot recall seeing a single vehicle being ticketed. Hopefully, official statistics might show otherwise.

Upon arriving in East Road, there was already one vehicle causing a clear obstruction on the pavement. And within 15 minutes, three more appeared. Below are the four tweets we put out.

The presence of endemic, illegal car parking right on the police's doorstep, that is not prosecuted, gives the impression of double standards when compared to the 'badly-parked bike' campaign, a campaign which we would like to be able to support fully.

Three vehicles parked on pavement and cycle lane. 50m from police station. 11.28am. [NB this shows a Virgin Media van, not an emergency vehicle.]



<https://twitter.com/camcycle/status/659693407472910336>

Lorry in bike lane; bikes by poles as no parking. 30m from police station. 11.31am.



<https://twitter.com/camcycle/status/659694111654592512>

Another van stops in cycle lane. Car on pavement. 40m from police station. 11.35am.



<https://twitter.com/camcycle/status/659695090693242880>

Courier van on pavement rather than sideroad nearby. 60m from police station. 11.40am.



<https://twitter.com/camcycle/status/659696344186167296>



What is actually blocking the pavement here, the bikes taking up a quarter of the pavement, or the cars taking up half the pavement?



Proper cycle parking helps clear pavements. It would be great to have vocal support from institutions like the police and from Councillors.

The law is a mess

Part of the problem is that the legal situation regarding pavement car parking is a mess. The law forbids people to drive on the pavement – in fact this is the same law that forbids cycling on pavements (a remaining clause of the Highway Act 1835!). However, there is no law specifically preventing parking on pavements. (London does have such a law, but London has a whole pile of highway legislation that does not apply elsewhere.)

So the law basically requires evidence that the car has been driven there. One would think that its presence is evidence enough but, as journalist Carlton Reid has said, 'it would be up to the courts to decide whether a driver was telling the truth should he claim his car was placed on the pavement with the use of a crane'.

Simon Hoare MP (North Dorset) this year introduced a Private Members' Bill to Parliament, called the 'Pavement Parking (Protection of Vulnerable Pedestrians) Bill 2015-16' which aimed to simplify the law and state explicitly that parking on verges and footways is a civil offence, unless in a marked pavement bay. So Local Authorities would still be able to create pavement parking bays, as exist currently in Romsey. This is a ward flooded with cars on pavements, in every possible space, to the detriment of people walking there. See *Newsletter 123* <http://www.camcycle.org.uk/newsletters/123/article15.html> for views on the problem this creates.

However, he was persuaded to withdraw the Bill, after receiving an assurance of a meeting to discuss the issue. Transport Minister Robert Goodwill has apparently indicated that further evidence of the problem is needed if the government is to support any change. This sorry state of affairs suggests that little progress will be made.

Lack of cycle parking

The police's original 'bike tree' image merely highlights the inadequate provision of cycle parking. As can be seen, there is no obstruction to pedestrians – there is a wide pavement behind.

The police campaign was apparently intended to be about bikes being parked insecurely, e.g. not attached to anything – it seems this was their intention from the beginning but the message obviously got lost.

We have campaigned strongly and consistently for secure cycle parking over many years. Not only does this provide proper security for cycles, it has the major benefit that it gets rid of fly parking on pavements.

But our efforts seem to have little official backing. It took two years to get a tiny amount of cycle parking installed in Romsey – see *Newsletter 119* <http://www.camcycle.org.uk/newsletters/119/article13.html>. But in campaigns like these, it would have been useful to have support from a wide range of institutions.. Such cycle parking provides both security for bikes and makes the footway (now mostly occupied by cars) passable for pedestrians and the disabled.

In recent meetings the cycle theft liaison group have come to a consensus that suitable facilities are required. This is very welcome.

Martin Lucas-Smith

All Party Parliamentary Cycling Group

In October last year committee member Richard Burgess and I attended the first round table policy meeting of the All Party Parliamentary Cycling Group (APPCG) since the general election. The meeting provided the opportunity for cycling organisations from around the country to share their views with the members of the group.

MPs in attendance included Co-chairs Ruth Cadbury and Alex Chalk, Daniel Zeichner, Sarah Wollaston and Ben Bradshaw, as well as Lord Berkeley. Non-parliamentary members included representatives from CTC, LCC, Sustrans, Wheels for Wellbeing, Halfords and many more.

The session was very interactive and following the discussion the following plans were made for the next year:

1. The *Get Britain Cycling* report of April 2013 should be the bedrock of the APPCG's future programme. Its 18 recommendations have not been implemented, and it remains relevant.
2. The APPCG should consider holding mini-inquiries into:
 - a) how enforcement could improve road safety for cyclists
 - b) promoting women in cycling.

3. The APPCG should promote the health and economic benefits of cycling – either through producing its own report or lending its support to existing studies.
4. The APPCG will push for adoption of uniform national design standards in respect of cycling infrastructure.
5. Monitoring Parliament and Government activity to support appropriate interventions that promote cycling.

There will be another 4 to 6 APPCG meetings throughout the year as well as regular updates on activities. Hopefully they can continue to build on the work of the previous group and hold the government to its commitment to fund the Cycling and Walking Investment Strategy.

You can learn more about the APPCG at <http://allpartycycling.org> and keep up with activities on Twitter @allpartycycling

Roxanne De Beaux

Mill Road Winter Fair

For many people the Mill Road Winter Fair is one of the highlights of the Cambridge year. Mill Road is one of the city's most diverse and independent high streets, and the fair is a welcome opportunity to celebrate it. On the first Saturday of December a party atmosphere breaks out along Mill Road. This is helped in no small part by closing the road to traffic. Freed from the confines of the pavement, people spill onto the street to stroll along, chatting happily to strangers, while exploring the many street-side stalls. Bands perform on impromptu tarmac stages, and there are dance demonstrations to watch, or indeed to join in with.

The fair is also one of the biggest events for the Campaign's recruitment stall. This year we were in Romsey with a spot on Mill Road itself. Our first priority was to secure the stall. There were 20mph winds and gusts over 40mph to contend with all day, causing problems for all the stall-holders. Fortunately our cargo bike proved sturdy enough against the wind so that we were able to tie the table to it with bungee cords! Once we'd added some weights to prevent our leaflets, maps and newsletters blowing away, we were all set.

Though the high winds perhaps put some off attending the fair, there were plenty of people visiting the stall. We had many positive conversations explaining what the Campaign is about, sharing recent campaigns such as progress with the Abbey-Chesterton bridge, and enthusing people to become members.

A frequent point of conversation was how wonderful Mill Road was without the traffic and, of course, what the Campaign would suggest to improve it the rest of the time. Without doubt Mill Road is one of the thornier issues for cycling in Cambridge. The Chisholm Trail's proposed use of the spare



Tom McKeown at Mill Road Winter Fair.

arches under the bridge to pass Mill Road without crossing it was welcomed as an improvement by many.

Many thanks to all the volunteers who helped out on the stall. If you'd like to help out with future Campaign stalls please let us know via contact@camcycle.org.uk. Please also let us know of any events coming up to which we could take the Campaign stall.

Tom McKeown

To all our volunteers



Christmas tree cargo bike hire



Tony Evershed.

I had been thinking ahead to Christmas, and more specifically Christmas trees. In previous years I've hired a 'man and van' at somewhere north of £30, or given up and not bought a Christmas tree at all, but then an American webcomic¹ prompted the question, 'well, why can't I just get my tree by bike?' After all, even a two-metre tree probably weighs only a little more than other things I've carried on my own bicycle (previous best – a 12kg amplifier, on my front rack), so the only real issue was size. Could a tree that size even fit safely

on a bicycle? How would it affect the handling if it was high up? Might be a bit tricky on any bike I own.

Then Outspoken, the Cambridge-based delivery company, announced in October that they would be starting a short-term cargo bike hire scheme, making use of the electric-assist bicycles from their courier arm Outspoken Delivery at times when they'd otherwise be unused. Tailor-made, almost, for a tree!

The bare facts: hire one of a variety of bikes to suit loads weighing anywhere up to 300kg, for £12 over a three-hour slot on weekday afternoons or Saturdays, after a one-off training session costing £50 (£10 for the first ten users).

Training is mandatory for the hire and is equivalent to a Bikeability level 3 test followed by a couple of check rides with unloaded and loaded cargo bikes – understandable, since they can hardly require a driving licence! The check ride covered everything from cycle paths to East Road at rush hour – a stiff test of on-road traffic negotiation. The Maderna Truck bike that I used is a full metre longer than my regular bike as I found out when trying to navigate one of Midsummer Common's narrow-fenced cattle grids – thankfully, nothing damaged.


My journey to pick up the Christmas tree two days later was thankfully entirely uneventful. In true Christmas spirit Rob from Outspoken had kindly let me rent the bike outside the planned hiring window, so instead of heading home we returned to the Outspoken site as the bike was needed for another delivery. Rob then delivered the tree over the 'last mile' to my house that evening.

My thoughts, as someone that can drive, but does not own a car? The concept is excellent for those sorts of situations where I might otherwise be thinking 'hire car' or 'man and van' – a preplanned furniture or appliance shop for example, or taking a load to a charity shop or dump. The Maderna Truck bike was comfortable to ride both when empty and full, and the electric pedal assist makes riding at 15 miles per hour as easy as at five. It is also extremely forgiving in terms of balance thanks to the wide tyres, though it does require a bit of trust that the motor will kick in when you push off fully loaded.

The downside? A three-hour window might be rather tight if you want to make multiple journeys – I feel Outspoken might be optimistic about moving flats with it, for example, and their rate of £12 for that time may leave some people pondering an all-day self-drive van hire instead.

Overall though, I can see a lot more uses for their bike hire in my future, and as more customers leave their feedback – praise and criticism alike – I believe that the scheme will shake down into something to make a few 'men with vans' quite nervous!

Tony Evershed
@countertony



Ben Hayward
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¹ <http://bikeyface.com/2011/12/14/christmas-by-bike/>

A10 Corridor Cycle Campaign



At the end of the ride last December.

Photo by Susan van de Ven

Royston saw over a dozen Cycling Santas round the town on 19 December, but they were collecting presents, not distributing them. It was all for the A10 Corridor Cycle Campaign.

The campaign was set up by local residents in response to the need for better cycle links between Royston and the villages to the north along the A10. Further background to this campaign may be found in Susan van de Ven's article in *Newsletter 115* <http://www.camcycle.org.uk/newsletters/115/article12.html>.

With Cycle City Ambition Grant funding from central government, a high-quality cycle path is now being built from Shepreth Lakes to Foxton, and it is hoped that this will be extended through Harston following final approval of an amended proposal. The Melbourn-Royston stretch however remains a rough walking track. Residents who do, or who would, cycle this route are keenly aware of the need for a dedicated cycle path, plus the provision of a bridge across the A505 so that cyclists do not have to use the very busy and dangerous A10/A505 roundabout.

The campaign is raising money in the hope that a community contribution, and the associated 'votes' for our cause, will show that there is a real demand for these cycle path improvements. Government funding is looking less clear, as schemes such as the Local Sustainable Transport Fund and Cycling City Ambition Grants are being discontinued. We think that by demonstrating a genuine, practical willingness to help fork out what is needed, we should put ourselves in an advantageous position for any match-funding opportunities.

Our efforts got a festive boost on 19 December when 16 cyclists set off for a Sponsored Santa Ride round Royston, to raise money and awareness. The invitation was 'come in something festive', and we got everything from a basic elf hat to full Santa outfits, complete with beards and panniers of parcels. (Note for future organisers: cycling in a fake beard is uncomfortable, and cycling with a cushion stuffed up your Santa suit is very hot!)

Starting from the railway station (many thanks to station staff for their support), we went through the Burns Road estate and the Sustrans underpass, around to Newmarket Road, and then

wound our way back through town to the start. Passers-by seemed amazed (sleigh, yes, but Santa on a cycle?) and generally supportive, and everyone enjoyed themselves, even the smallest riders, who managed the five-mile circuit very impressively.

Even more impressive was that the JustGiving fundraising page that went along with the event gathered £1,514 in sponsorship from 72 people, well over our goal. Well done everyone, a great demonstration of community-level support for improved cycling infrastructure – any ideas for a follow-up, or suggestions for new funding opportunities, would be very welcome.

William Bains, www.a10corridorcycle.com

Could you inspire more people to cycle?



Outspoken are looking for confident communicators to become Bikeability instructors in Cambridgeshire schools

"The teaching is a joy and I have the flexibility to deliver a course that engages and empowers the children in a fun way. Working for Outspoken really works for me"
— Cycle Instructor

Basic pay is £12/hour with full training & support given.

If this excites you, we'd love to hear from you!

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www.outspokentraining.co.uk/vacancies

The Guided Busway – increasing active travel through infrastructure changes

Anyone who has been riding on the cycle track beside the Cambridgeshire Guided Busway will know that as a wide, smooth, traffic-free route into Cambridge it is exemplary.

It seems intuitive that this is the kind of infrastructure we need to encourage people to cycle. But has the Guided Busway actually increased cycling, or is it just a facility for existing cyclists to take a different route?

A recent study concludes that the Busway has increased cycle commuting among those who live near it. Even better, the increase came from those who were previously less active.

Methodology

The study followed 469 adult commuters who lived within 30km of Cambridge, and worked in areas which could be reached by the Busway. Median distance from home to work was 8km.

Participants were assessed by survey the year before and after the Guided Busway opened in August 2011. The majority of participants (88%) had at least one car in the household.

For active commuting, the definition of an effect was limited to a substantial change of ± 50 minutes/week (equivalent to a change of at least 5 minutes/trip, assuming a 5-day working week), redefining smaller changes as 'no change'.

Results

Exposure to the Busway was associated with a significantly greater likelihood of an increase in weekly cycle commuting time. As an example, participants living 4km from the Busway were 34% more likely to have increased their cycle commuting time than those living 9km away. Among those who reported more cycle commuting after the Busway opened compared to before, the mean increase was 86.6 minutes per week, or more than half the recommended weekly activity. This was against a background of reduced physical activity among participants as a whole compared to before the Busway opened.

The study notes that cycling infrastructure in Cambridge is worse and less consistent than in other European countries, and 'it is therefore important to have shown that improving transport infrastructure can foster change'.

The study was focused on health outcomes: 'These findings provide new evidence to support reconfiguring transport systems as part of public health improvement strategies.'

Outside the scope of the study are other potential benefits: transporting people by space-efficient methods into a crowded city, without increasing local pollution. Cycling is quiet, while exposure to traffic noise has a known effect on health. Providing cycle infrastructure is much cheaper than building roads, even before taking into account the societal costs of inactivity which are reduced by regular cycling. The evidence is mounting that enabling cycling should be a key component of any health and transport strategy.



School and work commuters making healthy, uncongested journeys.

The paper, *Impact of New Transport Infrastructure on Walking, Cycling, and Physical Activity*, is available at [http://www.ajpmonline.org/article/S0749-3797\(15\)00622-4/abstract](http://www.ajpmonline.org/article/S0749-3797(15)00622-4/abstract)

A companion study, not summarised here, focuses on modal shift, trip frequency and distance travelled to work in the context of the Guided Busway: *Changes in mode of travel to work: a natural experimental study of new transport infrastructure* <http://www.ijbnpa.org/content/12/1/81>

Hester Wells

Greater Cambridge City Deal consultations ending on 15 February 2016

Key to route plans

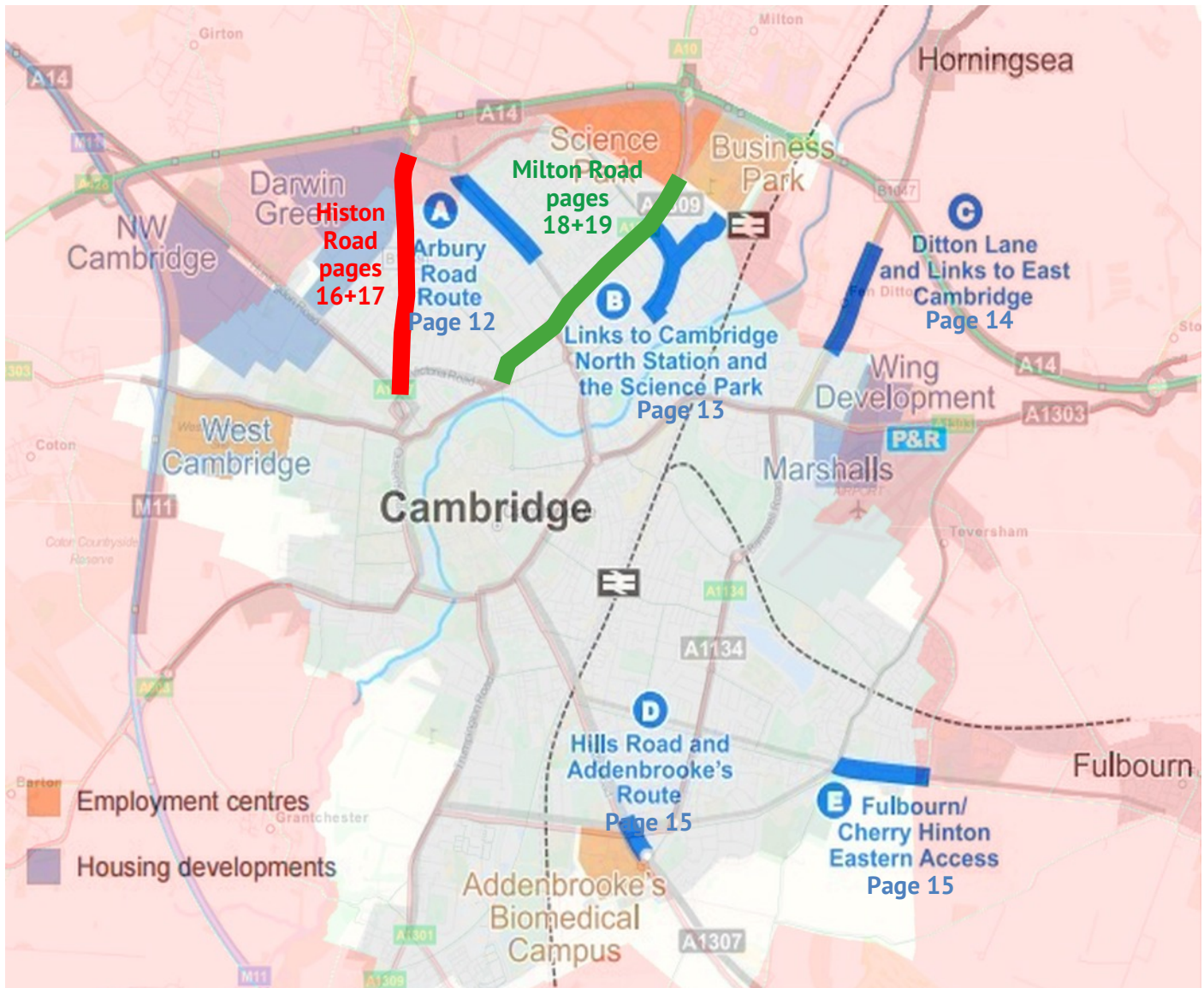


Image based on information from Greater Cambridge City Deal, Open Street Map Contributors and OS Open Data Boundary Line.

Forthcoming public meetings and exhibitions

Public meeting of the North Area Committee

Thursday 4 February 2016 6pm Farnsworth Hall, Chesterton Community College, Gilbert Road, CB4 3NY

The agenda for this will be announced a week before the meeting; however it is expected to cover the Milton Road and Histon Road proposals with Lewis Herbert, leader of Cambridge City Council and Chairman of the Greater Cambridge City Deal Assembly.

Cross City Cycling Consultation exhibitions

Tuesday 2 February 5pm-8pm The Meadows Community Centre, 1 St Catherines Road, CB4 3XJ

Wednesday 3 February 5.30pm-8.30pm St John the Evangelist, Hills Road, CB2 8RN

Thursday 4 February 6pm-8.30pm Shirley Community Nursery and Primary School, Nuffield Road, CB4 1TF

Cross City Cycling consultation

The Cross City Cycling consultation is made up of five projects which will form strategic links to radial and orbital cycle routes. These projects will be integrated with other City Deal projects such as the Chisholm Trail, Milton Road and Histon Road.

The schemes have a budget of £4 million, plus £25,000 for cycle parking throughout the city and £200,000 for minor improvements to the cycling network. Details for the parking and improvements have not yet been released.

The five projects include:

- A. Arbury Road Route
- B. Links to Cambridge North Rail Station and the Science Park (Green End Road & Nuffield Road)
- C. Ditton Lane and links to East Cambridge
- D. Hills Road and Addenbrooke's Route
- E. Fulbourn/Cherry Hinton Eastern Access

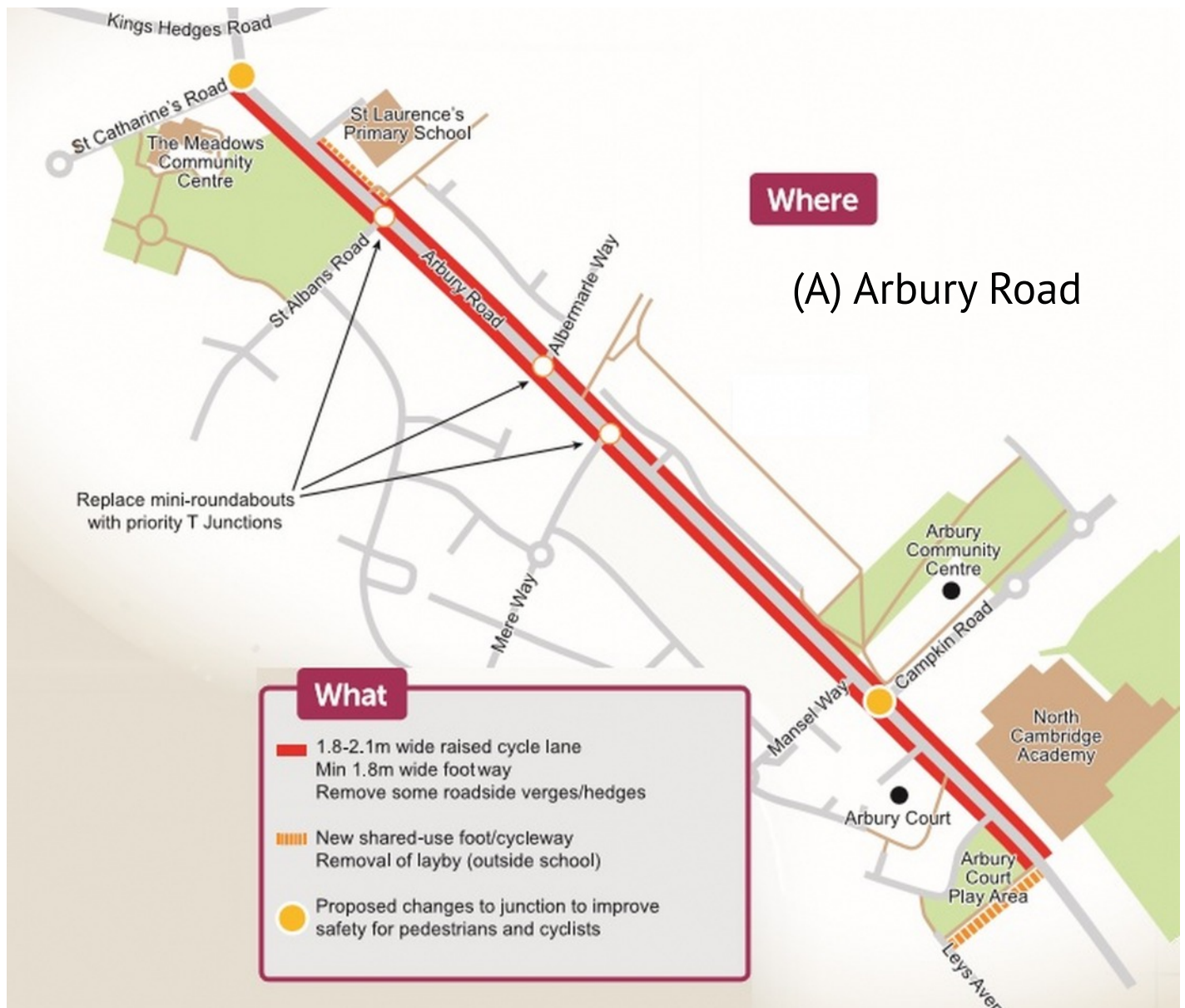
A. Arbury Road Route

This project aims to improve the currently poor cycling provision on Arbury Road which will face increased traffic from new housing developments in north Cambridge.

The proposal includes segregated, raised cycling lanes which are usually 2 metres wide, although there are some points where they narrow to 1.8 metres. To accommodate these cycleways, traffic lanes will be narrowed and kerblines moved. The traffic-calming islands will be removed as will the layby in front of St Laurence Catholic Primary School.

The roundabouts at the St Albans Road, Mere Road and Ablemarle Road junctions will be removed and replaced with raised table T-junctions with cycleway priority at the side road.

Two options are provided for the Mansel Way junction. The first is to de-signalise the junction and provide cycleway priority over the side road. The second is to close the junction, except to cyclists and pedestrians.



(B) Links to Cambridge North Station and the Science Park

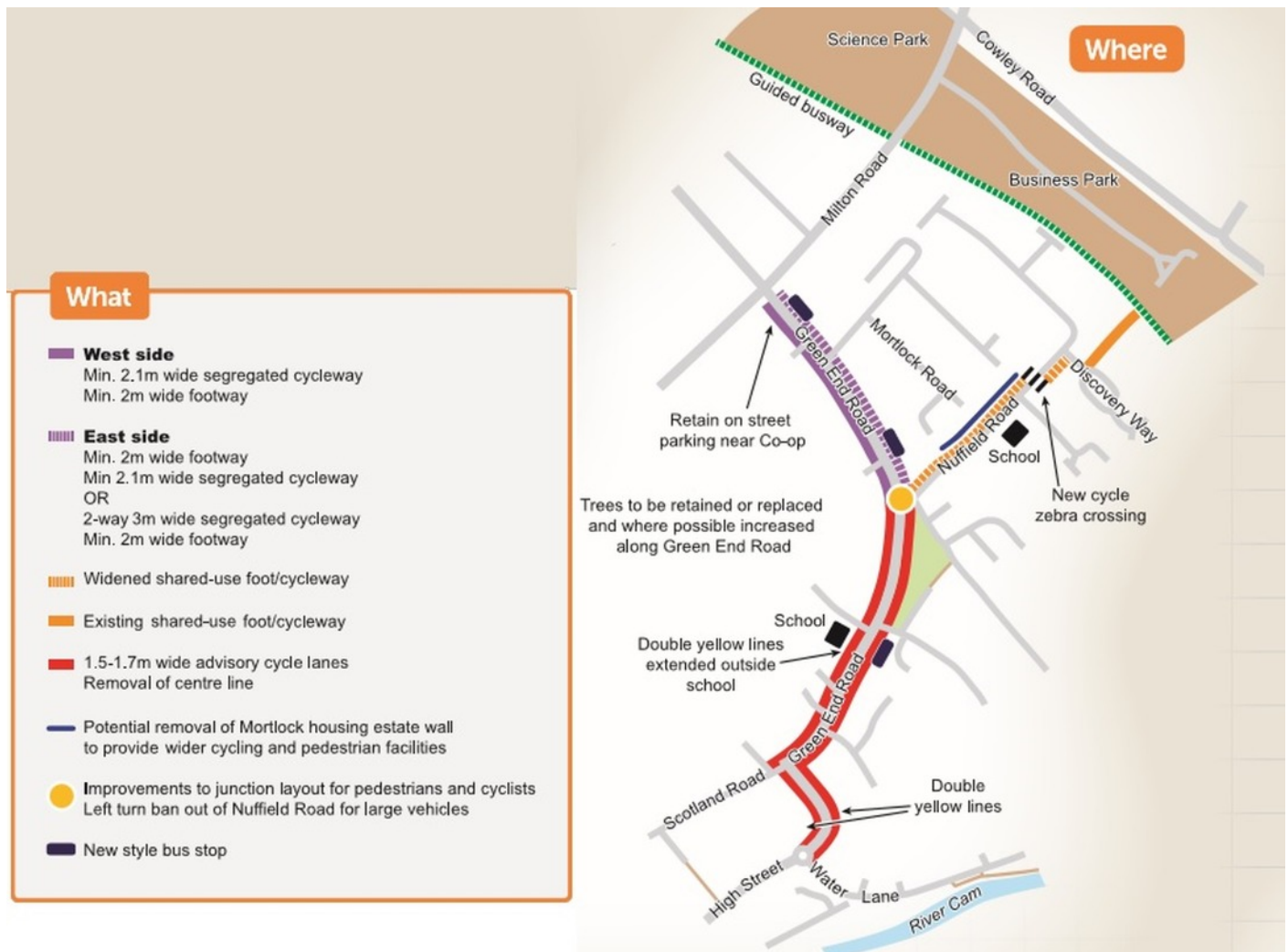


Image from Greater Cambridge City Deal.

The plans for Arbury Road stop at the Arbury Court Play Area, leaving the existing provision to connect to the junction with Milton Road.

The proposed works for this section will link with the county council's Economy and Environment Committee's 2015 plans to improve walking and cycling on Arbury Road, between King's Hedges Road and Mere Way.

B. Links to Cambridge North Rail Station and the Science Park (Green End and Nuffield Roads)

This already busy cycle route will become increasingly important with the new Cambridge North Rail Station and growth in the Science Park. It also connects to the Guided Busway cycle paths via Nuffield Road.

It is proposed to use uni- and bi-directional segregated cycle lanes on Green End Road where there is sufficient width. Narrower sections will have on-road advisory lanes and the

removal of centre line markings. The proposal for Nuffield Road is to have shared-use paths.

There are a number of changes proposed for the junction of Nuffield Road and Green End Road with the intention of improving safety for cycling and walking. This includes kerb protection for cyclists continuing north along Green End Road; those travelling south will need to negotiate the mini-roundabout on the road.

Side-road junction improvements will include radii reduction. The Scotland Road junction will see significant build out of pavements to tighten corners with the intention of slowing motor vehicles and making it safer for pedestrians and cyclists. At the Green Park junction a Dutch-style recessed side-road cycle priority is proposed. This set-back means that drivers can make two manoeuvres: one turning in/out of the road, and another crossing the cycle lane, with good 90-degree visibility.

The new floating bus stop design seen on Huntingdon and Hills Roads is planned for a number of locations on this route.

(C) Ditton Lane and links to East Cambridge

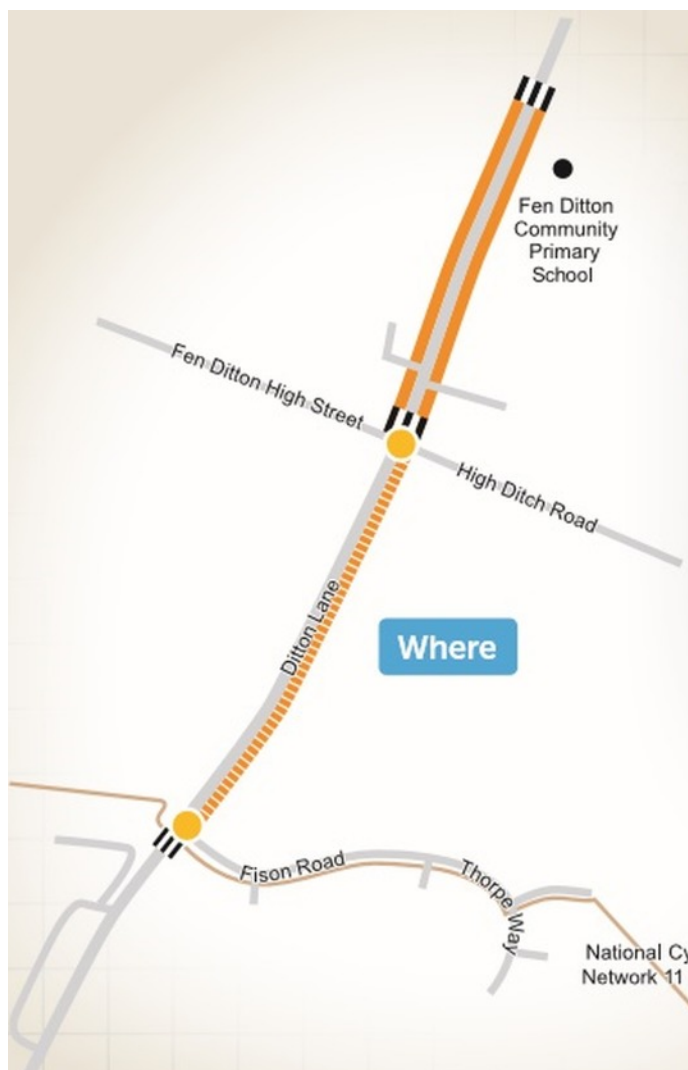


Image from Greater Cambridge City Deal.

C. Ditton Lane and links to East Cambridge

Ditton Lane is a key link to Fen Ditton Primary School and Horningsea. It is also crossed by National Cycle Network routes 11 and 52. The route and junctions are currently too dangerous for children to cycle the relatively short distances to Fen Ditton Primary School. Increased traffic is anticipated on this corridor owing to the Wing housing development on Marshall's brownfield sites north of Newmarket Road.

The proposed improvements for this section are to increase the width of shared-use paths on both sides of Ditton Lane from Fen Ditton High Street to the Primary School to 2.5m. North of the Primary School the path will not be altered.

A number of crossing improvements are planned including a toucan crossing north of the primary school. The Fen Ditton High Street/High Ditch Road road junction will see reduction of radii, removal of central islands, and provision of long speed tables to aid crossing Fen Ditton High Street and High Ditch Road. At the Fison Road junction there will be carriageway realignment and widening of the toucan crossing.

What

- Widen shared-use foot/cycleway
- |||| Widened path to 2.5m for shared-use foot/cycleway
- Improvements to junctions for pedestrians & cyclists
Widened shared-use paths
Tighten corners
- ||| Improve crossing

D. Hills Road and Addenbrooke's Route

This is a busy route for the Biomedical Campus and access to local schools and sixth form colleges. The proposed improvements here will connect to the new Hills Road cycle lanes and extend to the Addenbrooke's roundabout.

There are two options for this project which aim to provide safe access for pedestrians and cyclists to the Biomedical Campus and local area.

Option A

A contraflow heading south from the Hills Road/Queen Edith's Road junction towards the Biomedical Campus to connect to the existing cycle facility through the Addenbrooke's car park. This contraflow path is accessed via an advanced green light at the Hills Road/Queen Edith's Road junction to enable a south/west diagonal crossing.

Option B

This option does not have the contraflow cycle path, which is replaced by a planting of sedum. The diagonal crossing is not encouraged.

Both options include:

- Raised 2.3-metre-wide, unidirectional cycleways on both sides of Hills Road
- New 'floating' bus stop designs as seen in recent Hills Road improvements
- Increased size of 'cycle box' with advanced stop lines and advanced green lights at the Hills Road/Queen Edith's Road junctions
- Toucan crossing at the roundabout junction to be implemented with roundabout improvements
- Shared-use paths for access to Addenbrooke's site from the roundabout.

It is indicated that Queen Edith's Way and Long Road will be improved in future schemes. In the interim the shared-use paths will remain in their current states.

E. Fulbourn/Cherry Hinton eastern access

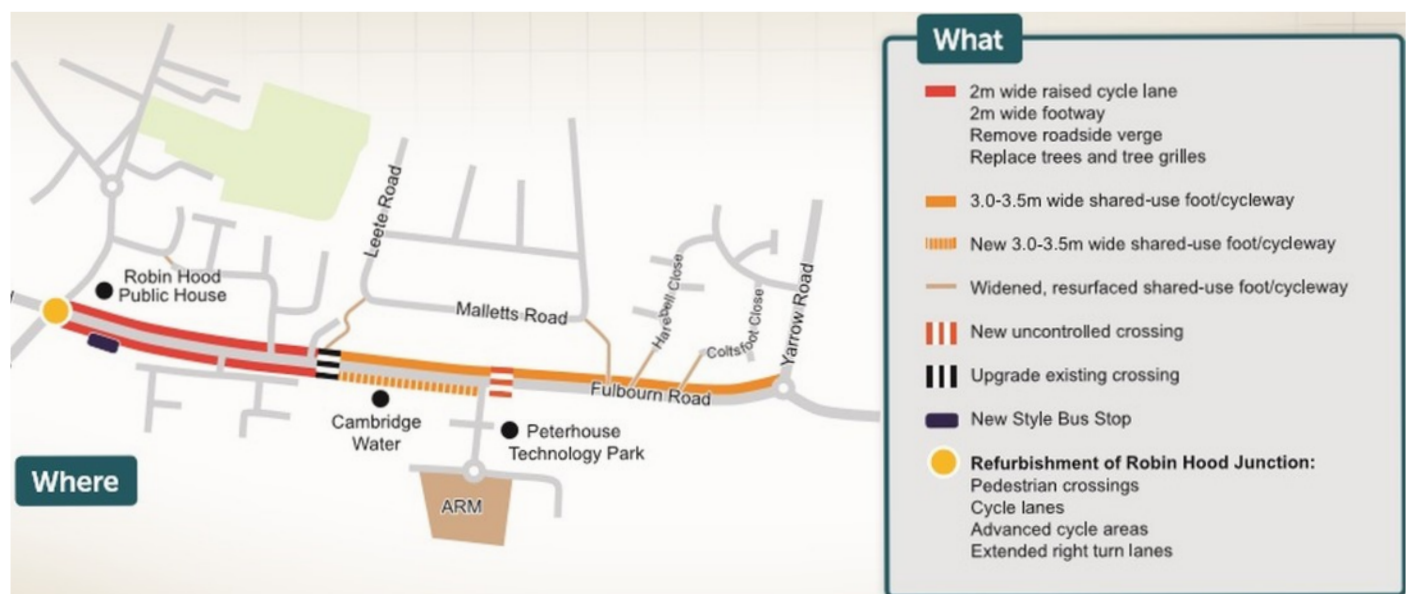
This is an important route for city-centre access and significant employment and housing growth in the Cherry Hinton and Fulbourn Road area is expected to put further pressure on local roads.



(D) Hills Road and Addenbrooke's Route



(E) Fulbourn/Cherry Hinton Eastern Access



This project will contribute to the cycleway network in south-east Cambridge and links to the proposals for the Robin Hood junction.

Heading east from the Robin Hood junction, unidirectional raised cycleways of 2m will utilise the 'Cambridge Kerb'. Trees will be planted beside the cycleway. On the southern side the tree grilles protrude into the cycleway by what appears to be 50cm. On the southern side there will be a floating bus stop and the cycleway will continue behind a section of car-parking (separated from road traffic). The cycleways end before the

Cambridge Water site and merge into 3.5m shared-use paths which continue until the Peterhouse Business Park.

From the Peterhouse Business Park to Yarrow Road the 3.5m shared-use path continues on the northern side. A pedestrian and cyclist crossing will be provided to allow crossing to the Business Park where an on-road cycleway is proposed. The paths leading to Malletts Road and Harebell Close will be widened to 3m. A speed limit reduction to 30mph along this route is also proposed.

Roxanne De Beaux

Histon Road consultation

'Do Maximum'

Victoria Road Junction:

- cycle bypass for cyclists heading along Victoria Road to Huntingdon Road, leading to a standard Advanced Stop Line at that junction
- cycles- and buses-only right turn from Victoria Road into Histon Road
- cycles-only right turn into Victoria Road for traffic from Huntingdon road.
- cycles- and buses-only turn left from Histon Road into Victoria Road
- two general traffic lanes and a painted cycle lane from Histon Road to the Huntingdon Road junction.

From Victoria Road to the Petrol Station/Aldi Supermarket:

- inbound, a raised cycleway (similar to the Cambridge Kerb see Newsletter 123 <http://www.camcycle.org.uk/newsletters/123/article14.html>) of 1.5m width; at bus stops, passengers alight onto and get on from the cycleway; at side roads, cycleway level to be maintained with clear priority
- outbound, removing on-street parking and 'cycle symbols every 25m alongside kerb' in a 3.9m general traffic lane.

From the petrol station to Warwick Road/Gilbert Road:

- both directions, a raised cycleway of 2.0m width; at bus stops, passengers alight onto and get on from the cycleway; at side roads, cycleway level to be maintained with clear priority; at Windsor Road, junction kerb radius to be tightened.

Warwick Road/Gilbert Road junction:

- advanced Stop Lines on all arms
- tighter radius corners (for lower speeds) on all corners
- on Histon Road axis, early-start for cycles and red tarmac continued across junction
- outbound, no dedicated right-turn lane for traffic turning into Gilbert Road
- inbound, right turn into Warwick Road banned for all traffic including cycles.

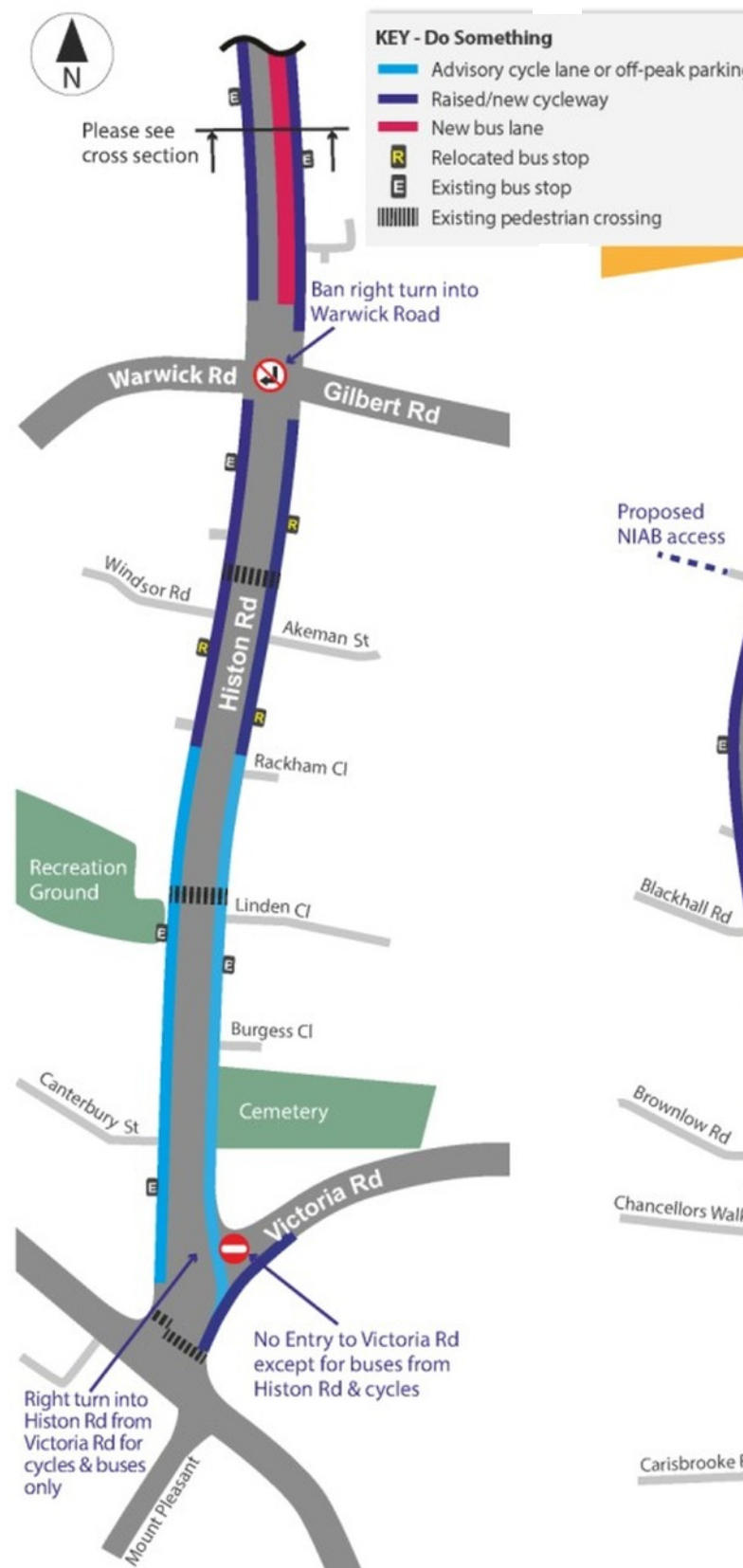
Gilbert Road to Kings Hedges Road:

- both directions, a raised cycleway of 2m, 1.5m north of Brownlow Road
- at bus stops, passengers alight onto and get on from the cycleway
- at side roads, cycleway level to be maintained with clear priority. Kerb radius tightened at Brownlow Road
- 3m bus lane inbound.

'Do Something' – similar to 'Do Maximum' scheme except:

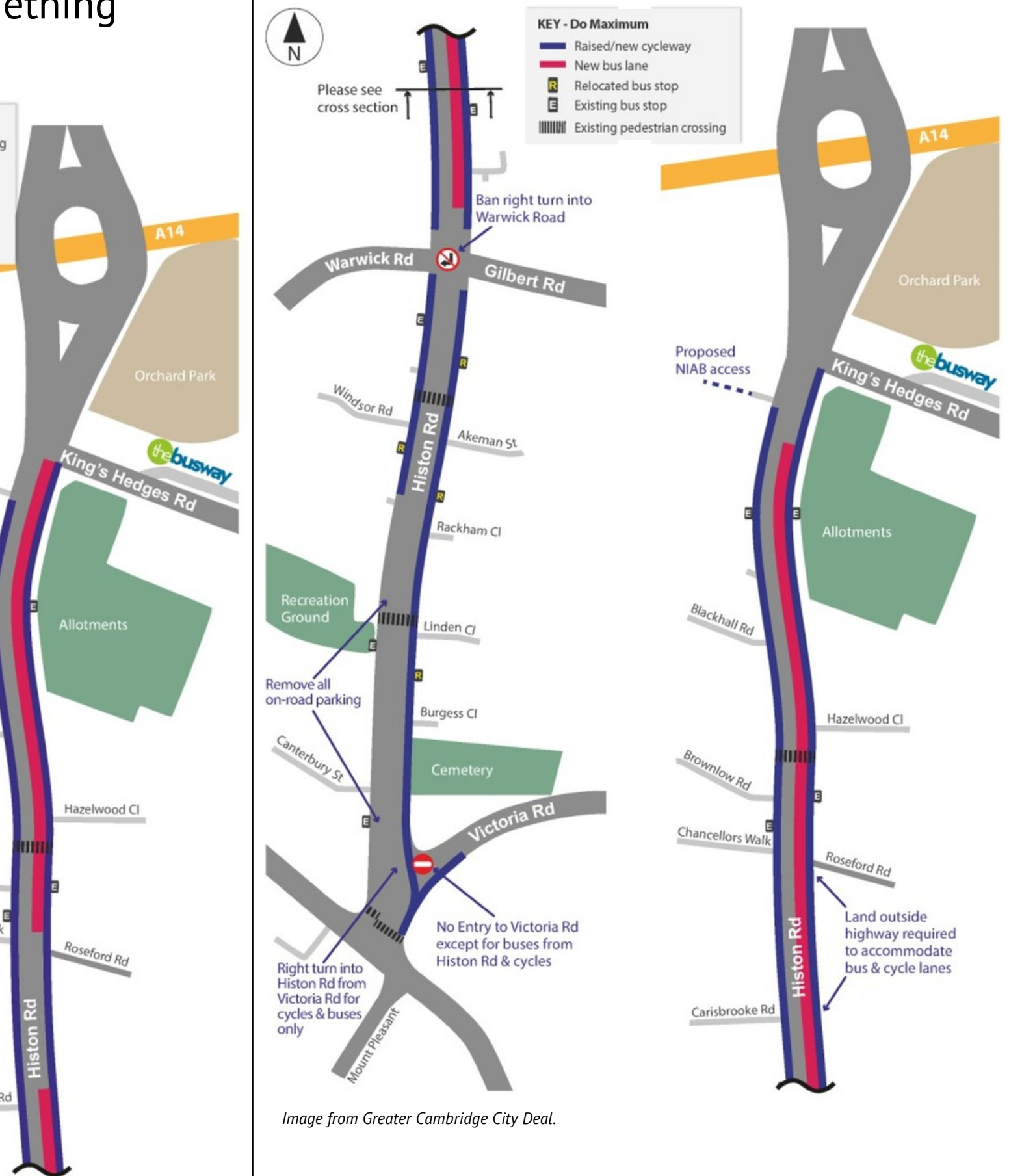
Victoria Road to Petrol Station: 1.5m advisory cycle lanes with 2.7m general traffic lanes, parking in cycle lane off-peak.

Histon Road – Do Som



ething

Histon Road – Do Maximum



Milton Road and Histon Road corridors

The Histon Road and Milton Road corridor schemes are two of the larger City Deal projects unveiled so far. Both have bus lanes as a major focus and both provide 2m cycle lanes each way. The plans have been drawn up by external consultants WSP Parson Brinkerhoff with, it appears, little input from the county council cycling team. For both schemes, 'Do Something' and 'Do Maximum' versions have been produced.

We urge you to look at the full plans online before responding to the consultations (links on page 3).

Milton Road consultation

The 'Do Something' and 'Do Maximum' options for Milton Road (Mitcham's Corner to the Busway) include a mixture of:

- extended and additional bus lanes
- segregated cycleways (1.5m-2m) with priority at side roads
- changes to all traffic signals to give greater priority to buses and to help their reliability
- changes to key junctions to reduce bus delays.

Elizabeth Way roundabout:

- replacing the roundabout with traffic signals to give priority to buses
- closing off Highworth Avenue to motor vehicles, with it then being accessed via Leys Road
- improving the street scene.

Arbury Road/Union Lane junction:

- closing the Union Lane arm to motor vehicles to reduce junction delays
- give more priority to buses.

Gilbert Road

- improved bus priority by providing separate bus signals
- improved facilities for cycling.

King's Hedges/Green End Road junction

- improvements to traffic signals, cycling and walking and the street scene.

The 'Do Something' proposals in places put potential car parking on the left of the cycleway, putting cyclists at risk from opening doors, and in others replace the cycleway entirely with car parking.

Alistair Storer

Milton Road – Do Something

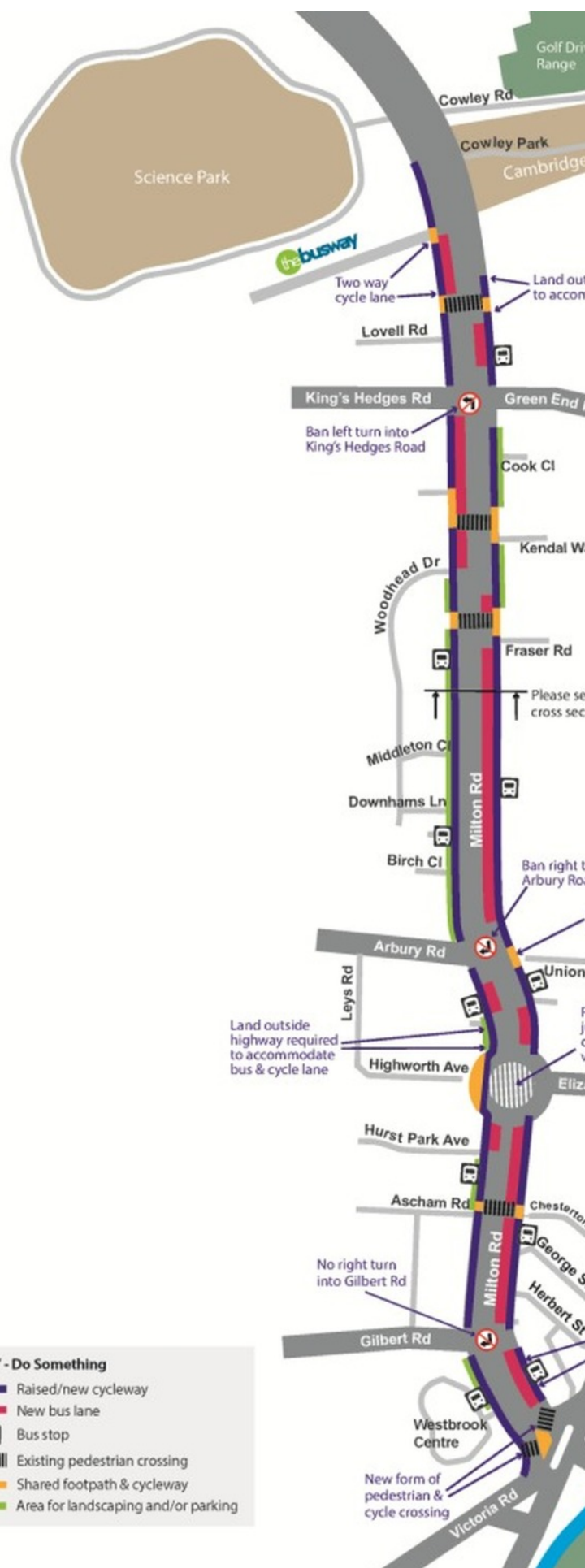
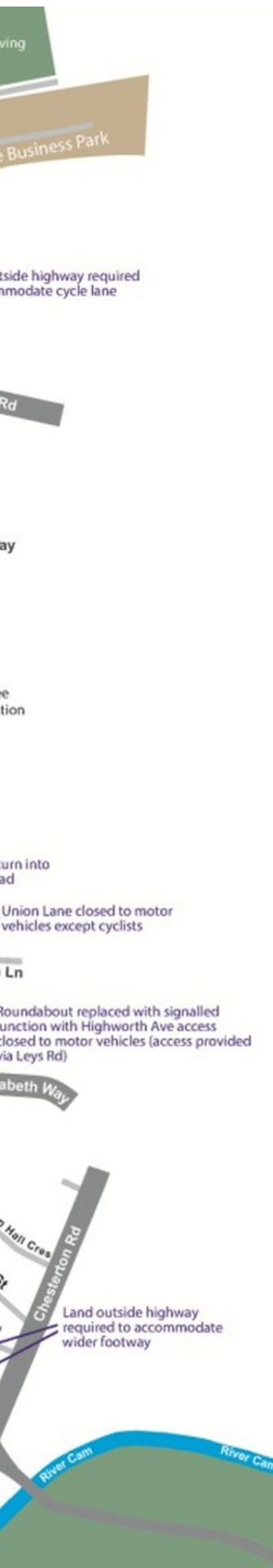


Image from Greater Cambridge City Deal.

thing



Milton Road – Do Maximum

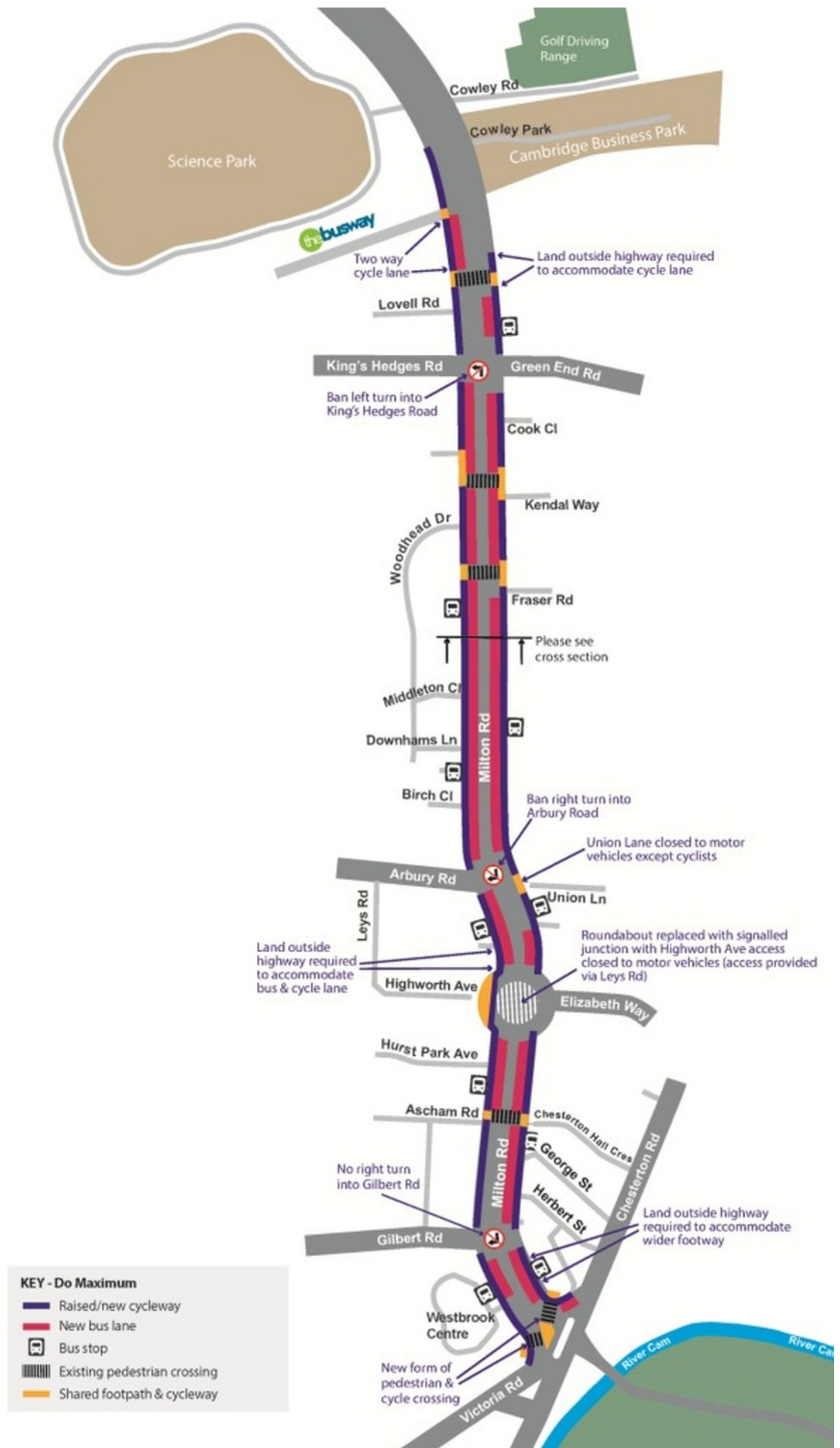


Image from Greater Cambridge City Deal.

City Deal - Milton Road junctions

Proposed junctions not safe enough

The proposed junctions published for the Milton Road City Deal scheme do not do enough to ensure the safety of people of all ages cycling.

Cambridge Cycling Campaign proposes a junction design that is safer, and may even increase capacity for motor vehicles.

Junctions are the key feature of road design, as this is where collisions most often happen. In particular, the junction of Milton Road and Elizabeth Way is in the top ten most dangerous junctions in Cambridge for cycling.*

While the City Deal proposals to replace the existing roundabout with traffic lights might result in improvement, it still involves people on bikes sharing space with motor vehicles, and the potential for conflicting movements. Proposals for advanced stop boxes and 'advance green' signals are not enough,** and will not provide sufficient security to encourage people new to cycling, or parents travelling with children, to feel safe on bikes.

Campaign Chair Robin Heydon has simulated a fully separated junction for the Elizabeth Way / Milton Road junction.*** In this model, people on bikes are separated both in space and time from motor vehicles, moving only when other traffic is stopped. Pedestrians also have their own crossings and space. The principles could be applied at other large junctions too, such as the junction of Milton Road and Kings Hedges Road.

Micro-simulations indicate that this model moves twice as many motor vehicles as the light-controlled crossing proposed in the City Deal documents, benefiting all users.

Full simulation and comparison with City Deal proposals are at: <http://www.camcycle.org.uk/blog/2015/10/23/milton-road-elizabeth-way-junction-proposals/>

The design reduces complexity for drivers, by separating people cycling from motor vehicles. It means that most people won't be cycling on the road in front of cars, trying to merge from a left-hand cycle lane, or travelling on the inside of turning traffic.

Robin cannot, alas, take credit for the idea: it is standard in other countries. For many years such junctions have been used, and used safely, by children cycling to and from school on their own, or older people on electrically-assisted bikes and mobility scooters.

Robin says: 'We would like the junctions to be world-class. By that we mean allowing everybody to ride through the junction without the fear of being hit from the side by a car driver distracted by Facebook, or being crushed under the wheels of a heavy goods vehicle driver who cannot see you. Simply put, roundabouts are dangerous for people riding bicycles, and also for people walking. Fully segregated, protected junctions are the safest. Importantly, there are no advanced stop lines, no advanced cycle traffic lights. Everything is safe, more space is given to queuing traffic, and more time is given for moving traffic.'

The City Deal team needs to be looking at best practice achieved elsewhere to give more people, of all ages and abilities, a genuinely safe option to cycle.

*By number of collisions involving people on bikes 2005-2011.

**Advance green signals mean that people on bikes can move off before other traffic, and can be found in Cambridge on Hills Road and Castle Street. However, this only helps if traffic is stopped and stays stopped as you arrive. Advanced stop boxes (cycle space at the front at traffic lights) encourage people to cycle up the inside of vehicles in order to reach the box, where vehicles can move off just as people are in a blind spot, or leave people stuck on the left-hand side of the road when they need to be positioned for a right-hand turn. Drivers can still turn across people cycling, or leave cyclists trying to merge with 30mph traffic at busy junctions in order to turn.

***The simulation takes as its basis the City Deal proposed closure of Highworth Avenue, but would work as well if it remained open.

Campaign press release



Milton Road subgroup conferring.



Histon Road subgroup at their first meeting.

Subgroups

Due to the amount of work required to keep up with City Deal consultations it is essential that we divide and delegate activities amongst our volunteers. An effective way to do this is through 'subgroups'.

A subgroup meeting is a good way to kick-off a Campaign response, as it offers an opportunity to get quick feedback and consensus in preparing a Campaign response to a consultation.

Each subgroup will ideally have a leader or coordinator, someone familiar with Campaign policy and someone with a good understanding of the local area. Other skills that are helpful in a subgroup are writing, editing, proofreading etc. However, it can be more than that. Perhaps you would like to make a video about the issues, distribute flyers to locals, or arrange an associated campaign event.

If you want to get involved, but have not done so before, this is an excellent way to start. If you already cycle then you would be surprised by how much you can already contribute to our consultation responses.

Members who cannot attend our subgroup meetings can still have their say on Cyclescape, which remains our primary tool for member discussion.

Here are the threads for each of the Cross City Cycling schemes plus Milton Road and Histon Road:

- (A) Arbury Road Route:
<http://camcycle.cyclescape.org/threads/2260>
- (B) Links to Cambridge North Rail Station and the Science Park:
<http://camcycle.cyclescape.org/threads/2261>
- (C) Ditton Lane and Links to East Cambridge:
<http://camcycle.cyclescape.org/threads/2262>
- (D) Hills Road and Addenbrooke's Route:
<http://camcycle.cyclescape.org/threads/2263>
- (E) Fulbourn/Cherry Hinton Eastern Access:
<http://camcycle.cyclescape.org/threads/2264>

Milton Road (subgroup already formed):

<http://www.cyclescape.org/threads/2140>

Histon Road (subgroup already formed):

<http://www.cyclescape.org/threads/1879>

Look out for future announcements on subgroups for major issues in the weekly updates and in the newsletter.

Hester Wells

Milton Road subgroup

This subgroup (Phillip and Rosalind Lund, Shirley Fieldhouse, Robin Heydon, Anthony Prendergast, Hester Wells, Al Storer and Roger Salmon) had its first meeting on 17 December at The Golden Hind pub where, fortified by (soft) drinks, we discussed the issues from Lovell Road to Mitcham's Corner.

It was agreed that the group would identify what we would want ideally and give detailed comments on the specific proposals. More general points, such as objecting to the introduction of 'Danish bus stops' (where the bus stop is immediately next to a cycle lane) given the potential risk that cyclists might hit a disembarking passenger, and the need for all cycle lanes to have a Redmac surface as used on Hills Road, were discussed alongside examining each element of the proposed schemes.

The Campaign's consultation response needs to be as detailed and thorough as possible, not only to explain our concerns fully but also to support the City Deal team in making improvements to the schemes.

Shirley Fieldhouse

For Sale:

Yuba Mundo long tail cargo bike. Six gears, 200kg cargo capacity. Comes with 85l bag. Photos on request. £300. Viewable in Cambridge. Philip Lund, 01223 565 303, iplund@gmail.com

Histon Road subgroup

Hester Wells, Tom McKeown, Matthew Danish, Edward Leigh, Shirley Jackson, Joe Adam and Sarah Rodger met on Thursday 14 January at The Architect pub on Castle Hill.

The Histon Road proposals are a little less complicated than those for Milton Road; however, high-quality cycling provision is vital as the road is going to become a major route with high levels of car and bus traffic.

One issue discussed was car parking, both current high levels of illegal on-street parking and designated on-street parking to the left of cyclists. Matthew had raised concerns about this when he attended the Greater Cambridge City Deal Joint Assembly meeting on 7 October last year. This is an extract from the question he submitted:

'As a resident of Histon Road near Rackham Close, I cycle every day on Histon Road to and from all of my daily activities. I see many other people cycling, not only experienced and committed commuters but also parents with their children, and younger students on their own. What worries me the most is seeing them have to manoeuvre around parked cars that obstruct the road at frequent intervals. The threats come not only from the moving traffic, but also from the possibility of a car door being flung open suddenly.'

The agendas and minutes of all the GCCD Joint Assembly and the GCCD Executive Board meeting can be found here:
<http://scambs.moderngov.co.uk/ieListMeetings.aspx?CId=1073&Year=0> and
<http://scambs.moderngov.co.uk/ieListMeetings.aspx?CId=1074&Year=0>

Sarah Rodger

New residents' associations

The City Deal proposals for Milton Road have had one undeniably positive effect for participatory democracy with the creation of two highly motivated and articulate new residents' associations, Milton Road Residents' Association (MRRRA) www.miltonroadra.org and Hurst Park Estate Residents' Association (HPERA) www.hpera.co.uk



Milton Road walkabout.

Over 200 people attended the Milton Road Residents' Association meeting on 17 December. There was widespread concern that their local road would become simply a through route with no neighbourhood atmosphere, greenery or quality pedestrian routes. The consultation proposals for Milton Road were explained and Tania Elliot, secretary of the Federation of Campaign Residents' Associations, spoke on 'Effective Opposition'.

On 6 January more than 150 people attended HPERA's inaugural meeting. The association was set up to act as a forum for residents of Hurst Park Avenue, Orchard Avenue, Highfield Avenue, Leys Avenue, Leys Road, and Highworth Avenue to respond to the consultation amid fears that the proposed closure of side streets and restricted turns off Milton Road would mean that residential roads would become rat-runs. Edward Leigh of Smarter Cambridge Transport presented proposals for an alternative way of improving traffic flow for buses during peak periods by using modern signaling technology to avoid creation of bus lanes. Such bus lanes would lead to the loss of trees and verges along Milton Road and add road capacity which would simply be filled by more cars.

Richard Taylor took videos of both these meetings and these can be found here:

MRRRA meeting

<https://www.youtube.com/watch?v=N4jEOzLDYRY>

HPERA meeting

https://www.youtube.com/watch?v=yOsqxa_Gqng

On 7 January members of MRRRA and HPERA joined representatives from the Campaign and from Smarter Cambridge Transport for a walk along almost the entire length of the proposed improvements, consulting maps and discussing implications for each junction in detail. This was to help formulate recommendations which the two associations will then present to residents with the aim of encouraging as many individual responses to the consultation as possible.

Sarah Rodger

Decongesting Cambridge

At our monthly meeting on 5 January the Campaign hosted Rachel Smith, author of *'Decongestion - 7 steps for mayors and other city leaders to cut traffic congestion without the expense of new roads or annoyed residents'*.

The meeting had an exceptional turnout as there was clearly a lot of interest in ways to 'decongest' Cambridge. Attendees included a number of county and city councillors.

Rachel described her insights following more than 200 interviews with traffic management professionals. These insights were effectively summarised as 'The seven most common mistakes when trying to cut traffic congestion', 'City leaders' seven biggest challenges in cutting congestion' and 'Seven sticking points when creating change'.

Further explanation of these points can be found in *'Decongestion'* and also on Rachel's website www.cyclingrachelsmith.com.



Rachel Smith, centre standing, at the end of her talk (and inset).

All those who attended the meeting received e-book copies of *'Decongestion'* and two signed paperbacks were raffled.

Please get in touch with contact@camcycle.org.uk if you would like a copy of the e-book.

Roxanne De Beaux

Cycle Revolution exhibition

Design Museum, 28 Shad Thames, London SE1 2YD;
<http://designmuseum.org> (until 30 June 2016, daily 10am–5.45pm; £13).

I'm not into hardware or things, generally. I like the people stories behind the ideas. You get both at the Cycle Revolution exhibition at the Design Museum.

As you step into the gallery the first thing you see is a huge photo of two men in Lycra shorts cycling downhill in scenery that clearly isn't London or even the UK. Fortunately, this clichéd image does not set the scene for the display. There are women! There is a suit you can wear to cycle in!



Crete-scene [two men in Lycra shorts].

Photo by Juan Trujillo Andrados

At the start are the bikes you'd expect to be on the walls: machines from Boardman, Froome and Hoy and Merckx. But the exhibition divides people who use bikes into four tribes: High Performers, Thrill Seekers, Urban Riders and Cargo Bikers. So there's an open-framed model with a basket on the front, its frame as grubby and worn as you'd expect of a utility bike used daily and sometimes more than once on the same day. There is a prototype Brompton - clunky crossbar and insubstantial-looking steering column and handlebars - alongside newer, tidier models of which it seems there are 80,000 of in the capital alone. There is the Bringley - which its designer rode as far as China to prove it had what it takes to be a cargo bike.

The stories are told in films - don a headset to hear Paul Smith talk about why he made a career in suits not in the saddle, or listen to bike builder Caren Hartley describe her techniques and ethos.

There are 'insight' panels - Joanna Rowsell's training day begins with a plate of porridge, support cars carry nearly 100 energy bars - and at the end a film in which a range of high-profile people who cycle, such as Norman Foster, describe their vision of the cycling future. If you are not convinced by his idea of bike routes in the sky perhaps you'll find personal inspiration in looking at the model of what nine other cities are doing to make cycling more attractive to ordinary people and safer for everyone.

Sadly, you can't touch any of the display items. I'd like to have been able to lift at least a replica of Bradley Wiggins' bike and compare it with the weight of say Eddy Merckx's machine. I'd have liked to have tried the Safety Bike to see if it handles

differently from my Dawes and had a go on the Halfbike which has no seatpost or saddle.

And this is where the exhibition failed for me. Bikes are all about the job they are designed to do and the riders who pedal them. Bicycles contribute to society because the riders are not caged or enclosed. They are levellers and give us something in common with other cyclists that we can start a conversation about.

They provide independence for all ages. They can contribute to relationships whether between friends or family by riding sociables or tandems, for example. Like most people I want to continue to ride for as long as I can. And there are bikes that can enable me to do so - either on my own on a trike or with someone more able bodied - on a sociable or a tandem, for example. There was no mention of the machines on the market that are designed for people with mental and physical disabilities. There was no mention of the adaptations that can be made to get people cycling or keep them cycling when a standard design isn't suitable. This is the second Design Museum exhibition that has focused on bikes. If they do it again in their new premises in West London, perhaps the technology I see now as the future will be the norm and bike paths in the air will genuinely be the future.

If you ride to the exhibition you'll find PlantLocks on the Thames side of the museum to secure your bike to. The most neatly planted ones I've seen. So, like the content of the exhibition they combine metal with life. But in my view, they are unrealistically segregated.

Rebecca Black



'We like to think of it as the pick-up of bikes.'

Donky Bike by designer Ben Wilson.

We can't help but think that a couple of humble bungee cords might help!' Ed.

'The utterly impractical Tall Bike, designed by artist Peter Georgallou, stands over two metres high.' Ed.

Photo by Ben Broomfield.



Old bikes to Africa



Students at Glad's House in Mombasa

Our old bicycles can play a significant part in the success of Glad's House in Mombasa - a charity which helps a handful of the city's 35,000 street kids to reclaim their lives by offering education, health and social support. They serve a daily meal, provide a place to wash, help with drug addiction and run classes and training, as well as enabling some children to reconnect with their families. In 2014 they supported 1,869 youngsters.

I was there recently, on location in the making of a short film, 'Mdudu Boy'. Some of the boys were cast as footballers, and after filming we took a look around the project. Just off a chaotic suburban street, beyond a strong metal gate, lies a haven of order, discipline and industrious tranquility. There, an open-fronted workshop provides young apprentices with the skills to become bicycle repair mechanics.

Not only does this provide these youngsters with an income, but excess profits are ploughed back to support the running costs of Glad's House and there's the extra benefit of the readily available bikes, which can help street children to set up small businesses.

Glad's House get their bikes free from Re-Cycle, a UK-registered charity committed to providing cheap, sustainable transport in Africa. They collect thousands of unwanted bicycles each year and ship them to Africa where they are repaired and sold at an affordable price to local families and farmers. A bicycle radically reduces the time spent walking to school, work or gathering firewood and is often the only reliable form of transport on rough roads and tracks.

Glad's House have so far received just over 3,500 old bikes and need a steady flow to continue their work. So if you have an old bike lying in a shed or received a new bike for Christmas and have your old one to dispose of, please consider donating it to help children in Africa.

To donate a bike to Re-Cycle please visit their website: www.re-cycle.org or call their office on: 01206 617865

The nearest collection point to Cambridge is at OWL Bikes, The Bike Shed, Unit 27A London Road Industrial Estate, Pampisford CB22 3EE (open Mon-Fri 9am-5pm; tel: 01223 839580).



A container-load of bikes and a workshop at Glad's House.



Students in Mombasa (above) and Sawston (right)



OWL Bikes

OWL Bikes in Sawston, just south of Cambridge, is part of the leading disability charity Papworth Trust. It is a social enterprise working with disadvantaged and learning-disabled adults to provide work experience, skill development and leisure opportunities.

OWL takes donations of unwanted or abandoned bikes which are then repaired and sold to help fund the project. If a bike is not suitable for refurbishing at OWL it is donated to Africa by Re-Cycle. Bike parts that are not useable are recycled for their materials.

OWL bikes are sold from their large warehouse in Sawston. Every bike is fully serviced, fitted with new or recycled parts and sold with a 30-day warranty. There is a shop selling bike accessories and customers can also bring their bikes in for servicing or general repairs such as gear and brake adjustment, puncture repairs and tyre fitting.

OWL Bikes' partnership with Cambridge and Huntingdonshire Regional Colleges means that for some of these activities participants can take an accredited course and gain a qualification.

www.papworthtrust.org.uk/locations/owl-bikes-shop

New city centre cycle park

Will we ever have enough cycle racks? Despite the city council installing new cycle parking for over 600 bikes as part of the Cambridge Cycle Parking Project, it is still difficult to find a space, especially on St Andrew's St and Sidney St, where there are many shops, restaurants, pubs, banks and churches, and a three-screen cinema.

As highlighted by the city council's survey of city centre access, the shortage of cycle parking means people leave their bikes where they can obstruct pedestrians, pushchairs and wheelchairs, and add clutter to the cityscape.

Not securing a bike to an 'immovable object' will in most cases invalidate insurance against theft. In Cambridge, where over 2,000 bikes are stolen every year, that's a big risk to take.

If finding cycle parking is a challenge, it provides a ready excuse for people not to cycle when otherwise it could be a perfectly good option – whether from home, a Park&Ride site or the train station (with Bike & Go arriving with the new station cycle park).

Cargo bikes and trailers are becoming increasingly popular, and provide a practical and sustainable way to transport infants and shopping. Increasing and improving the quality of provision for these will reduce the number of trips for which people must use a car.

Current city centre cycle parks

The existing Grand Arcade cycle park, which has a capacity of about 230 cycles, is regularly full, and provides little accommodation for cargo bikes and trailers. (The original planning consent actually required parking for 511 cycles, but Station Cycles was allowed to take over half the space.)

Park Street car park is due to be redeveloped. While that work is happening there will be a net loss of about 270 cycle parking spaces. Having additional capacity elsewhere that exceeds this would significantly reduce the inconvenience and impact of this temporary loss.

Proposed new location

The southern end of the ground level ('-1') deck of the Grand Arcade car park (beneath Cambridge City Hotel) could provide space for a cycle park with over 600 spaces. This area is easily isolated from the flow of vehicle traffic, and has two direct entry points, one from the elevated walkway alongside Corn Exchange Street, and one from the City Hotel access lane (the upper level of St Tibb's Row).

Structural work would be required to widen and ramp the existing pedestrian entrances, or possibly create a new entrance from St Tibb's Row closer to Downing Street.

The net loss of car parking would be just 35 spaces, which is 3.7% of capacity (953 spaces). Two of these are disabled bays, which could be relocated to the level '-2' deck, close to the lift.

According to the Cambridge Access Study (Appendix B), the Grand Arcade car park does not fill up, and only exceeds 90% of capacity at weekends and in December. Therefore the revenue loss to the city council in sacrificing 35 parking spaces would be negligible.

How it would work

Access to the cycle park would be primarily from the (little used) City Hotel car park access road, which is one-way. Cyclists leaving on this route would need to walk their bikes along the pavement to Downing Street. Widening the road to create a contraflow cycle lane would entail reducing the width of the delivery ramp to a single lane. This might be possible if access to the ramp were light-controlled, but that would occasionally mean delivery vehicles having to wait in front of the hotel while other vehicles exited the delivery yard.

Cyclists could also access the cycle park from the corner of Downing Street and Corn Exchange Street. A reconfiguration of the junction could reduce conflict (which exists now) between motor vehicles, cyclists and pedestrians.



Level -1 area of Grand Arcade car park, which could be reassigned to cycle parking.



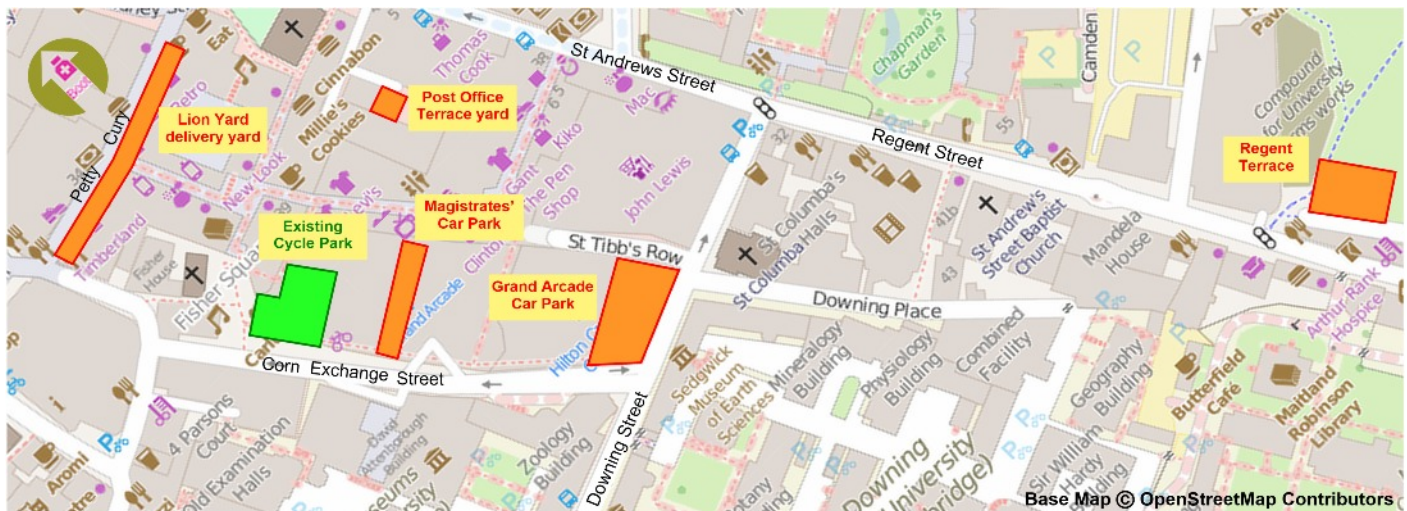
Existing pedestrian access from Corn Exchange Street (which would need to be widened and ramped).



Existing pedestrian access from St Tibb's Row (which would need to be widened and ramped).



Junction of Downing St and Corn Exchange St (in need of reconfiguration).



Location map.

Additional options

Magistrates' car park

The city council was at one time looking into extending the existing Grand Arcade cycle park into the secure car parking area reserved for magistrates. If some of the 20 parking spaces are surplus to requirement there might be an opportunity to create up to 100 additional cycle-parking spaces. But it's more likely that a new secure parking area would need to be created, in which case the entire space could be used. In practice this would mean moving the shop and hire centre backwards, releasing space at the front for more cycle parking.

Below Lion Yard

Jim Chisholm has suggested that there's space to install a mezzanine level within the delivery yard beneath the Lion Yard shopping centre. This would be accessed via a ramp from the courtyard off Guildhall Street, behind YO! Sushi. Cyclists would not have access to the delivery yard itself, so there would be no conflict with delivery vehicles. Security issues might make this suitable only for passholders, e.g. employees in the Grand Arcade, Lion Yard and Petty Cury area.

Post Office Terrace

David Earl has proposed the yard at the end of Post Office Terrace (opposite Christ's Lane), which currently holds a

telephone exchange and a few car parking spaces. In theory one could install some double-decker cycle racks or, more ambitiously, create an underground cycle park.

Regent Terrace

An underground cycle park could be built under the western corner of Parker's Piece with access from the end of Regent Terrace. There is considerable demand for cycle parking here, especially for events on Parkers Piece.

Let's make it happen!

The first of these suggestions was submitted by Better City Deal (now Smarter Cambridge Transport) to the City Deal's 'Call for Evidence'. Some City Deal money is reserved for cycling infrastructure (including the Chisholm Trail and cross-city cycling improvements), but there's no commitment yet to invest in more cycle parking. So please lobby your councillors and the City Deal (city.deal@cambridgeshire.gov.uk) for this.

Other practical steps you might want to volunteer for include:

- tracking down the original structural engineering drawings for Grand Arcade, which should be on file with the city council
- examining those drawings to see how feasible it would be to widen the pedestrian entrances to the parking level below the City Hotel, or to create a mezzanine level under Lion Yard
- obtaining traffic movement data for St Tibb's Row to see what would be the impact of reducing the width of the delivery ramp
- contacting Cambridgeshire Magistrates to determine their parking requirements
- investigating land ownership and access rights for any of the proposed options.

Please feed back any information or ideas you have to the Cycling Campaign via Cyclescape and Smarter Cambridge Transport via its website (<http://www.smartertransport.uk/>).



Secure area in Grand Arcade car park reserved for magistrates.

Edward Leigh,
Smarter Cambridge Transport (@SmarterCam)

New extension of The Tins cycleway

A new section of cycleway extending The Tins cycleway between Romsey and Cherry Hinton High Street opened at the beginning of December. It's taken a while, but the new path now makes it possible to cycle between the end of Mill Road and Cherry Hinton High Street (by the level crossing) almost entirely off road on some of the better cycleways in the city, at least as far as width and surface are concerned. The new section replaces a very narrow footpath for about 300m west of Orchard Estate with about a 3m-wide cycleway and 2m-wide footway. This isn't quite what was originally envisaged [<http://www.camcycle.org.uk/newsletters/109/article6.html>] but follows the same standard as the first section past the Holiday Inn and gym as long ago as 2004 (which almost didn't happen - at the last minute the city council objected that it should be narrower because cycleways elsewhere in the city were all narrower!).

[<http://www.camcycle.org.uk/newsletters/42/article7.html>
<http://www.camcycle.org.uk/newsletters/51/article10.html>]

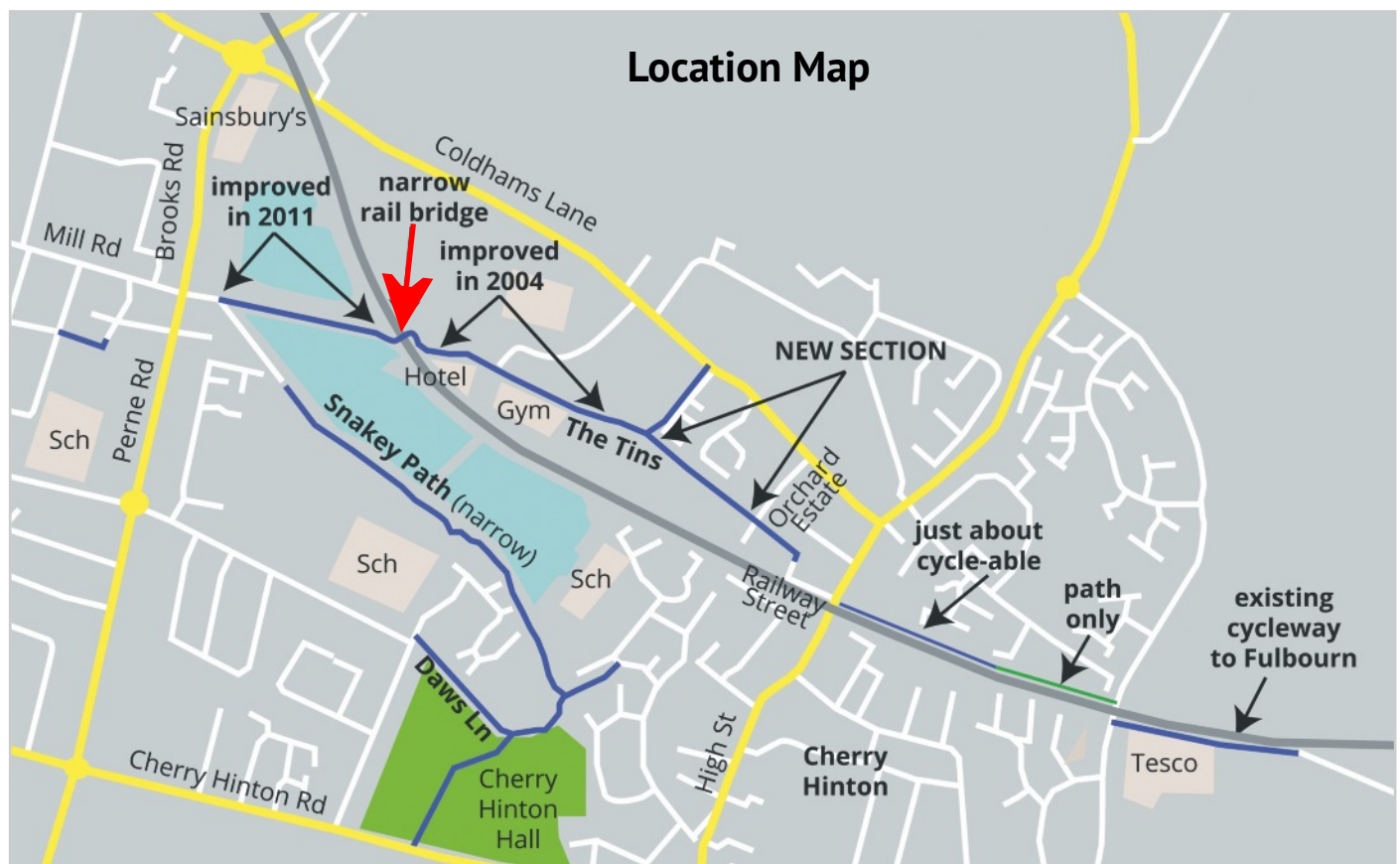
A new bridge over the stream at the western end was installed in 2011 (see

<http://www.camcycle.org.uk/newsletters/95/article17.html>) and the path widened from there to the railway bridge. That means there is now just one rather intractable pinch point - the railway bridge. The last few metres of the section opened last month are not separated - the city council insisted on a tree preservation order on a really rather miserable specimen, and it continues like this past the adjoining houses. Like the path opposite which links to the end of Railway Street, it is, however, tolerable.

There are numerous plans to improve things further for cyclists around Cherry Hinton, which has one of the lowest cycling rates in the city. These including changing:



The Tins path: new surface, old corrugated iron.





Noel Kavanagh, County Council Cycling Champion, opening the extension to The Tins path.

- the inadequate traffic calming (though the plans we have seen so far were way short of the mark - see <http://www.camcycle.org.uk/newsletters/120/article9.html> and <http://www.camcycle.org.uk/campaigning/letters/2015/CherryHintonHighStreet.pdf>)
- the junctions at each end of the High Street, and along Fulbourn Road.

However we still think there is considerable scope to continue The Tins path alongside the railway as far as the level crossing at Fulbourn Tesco which, with the SE Cambridge route at the other end, could provide an excellent, five-mile-long, continuous quiet route out to Fulbourn.

Oh, and why is it called The Tins? When I first moved to Cambridge, there was a cement works near where the gym and hotel now are - they blew up the chimney a few years later and demolished the huge works which by then had become an owl roost - and then, west of the railway bridge, the path was lined with more-than-head-high corrugated iron sheets (it still is, for part of its length, as can be seen in the photo) and this is where the name came from, I think. It's likely the old cement works site, now owned by the Anderson Group and still rather contaminated wasteland, will be built on before long, but there aren't any immediate plans that we're aware of.

David Earl

The Tins bridge danger in winter

Please note that The Tins path bridge (over the railway line) is very dangerous when icy, particularly the steep section on the town side of the bridge. There is also a problem with accumulated leaves along the path which makes it very slippery when wet. Cyclists who use the route regularly recognise the danger from the leaves and will often limit themselves to the other side of the path. This means that cyclists passing in the opposite direction are forced onto the leaves and often skid as they attempt to pass. Regular maintenance would significantly reduce these hazards to cyclists.

We have raised this with both the city and county councils and await their response. The city council is responsible for the removal of leaves and the county council is responsible for salting/gritting. At the very least we would like to see the installation of a grit bucket and spade to allow those who use the path to ensure it is kept safe.

Roxanne De Beaux



Slippery leaves on The Tins path this January.



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Picture of the month



Wheels on the rack.

Photo © Lucinda Price

Newsletter Advertising Coordinator

We are looking for someone who can spare a few hours between Newsletter editions to coordinate our Newsletter advertisements.

Tasks include:

- identifying new advertisers
- communicating with advertisers to determine advertising requirements
- working with the editor to ensure artwork is ready on time
- working with the Treasurer to ensure invoices are issued and paid.

This role will have support and guidance from the Newsletter team and our Campaign Officer.

Please email contact@camcycle.org.uk for more information.

Newsletter layout

We should like to have more people to call on to lay out the Newsletter from time to time, using desktop publishing software.

If you can help in this way please contact the editor, Sarah Rodger (via contact@camcycle.org.uk).

Newsletter distribution

Please respond to our usual call in the Campaign Diary for people to help pack and distribute newsletters.

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Cycle rides

Do you cycle around Cambridge and fancy going a bit further? If so, why not come for a ride with CTC Cambridge? We hold up to six rides a week in the countryside around Cambridge, and know all the prettiest and quietest routes. Our rides are sociable, non-competitive and moderately-paced, and always include refreshment stops. Non-CTC members are welcome to come and try us out. See our calendar of rides at www.ctc-cambridge.org.uk for full details. All rides are graded to give an indication of speed and distance so you should be able to find a ride which suits you. If you're unsure, our twice-monthly Saturday morning rides are a great way to start.

Nigel Deakin

Campaign Diary

Monthly meetings

The Campaign's monthly general meeting is held in the Friends' Meeting House, Jesus Lane on the first Tuesday of each month. Business starts at 8.00pm, with tea and coffee from 7.30pm, and a chance to chat, and for us to introduce ourselves to new members. The agenda includes opportunities to discuss current issues and planning matters. Sometimes there is a speaker.

Next meetings: 2 February; 1 March; 5 April 2016

Social Gathering

Monday 18 April from 7pm. Join us for a social gathering at CB2 café, 5-7 Norfolk Street, CB1 2LD

Newsletter dates

There are several opportunities for members to help with the Newsletter. One is by writing articles, taking photos and providing other illustrations. There is advice about this and style guidelines on our website <http://www.camcycle.org.uk/newsletters/guidelines.html>.

Copy deadline for Newsletter 125 April - May 2016: Sunday 21 March

The copy deadline is now ten days before the preceding monthly meeting, so we can be more confident of getting newsletters distributed before the start of the month.

Volunteers are also needed to help put newsletters into envelopes and then to deliver them. If you might be able to assist, please contact Lisa Woodburn (via contact@camcycle.org.uk) who co-ordinates this. Stuffing of the newsletter is usually on the last Tuesday or Wednesday of the month before the newsletter appears.

Newsletter meetings: These are held every two months, shortly after the newsletter has appeared, to discuss the most recent issue and plan the next one. They are held at 5.45pm in Grads Café on the 3rd floor of the University Centre, Mill Lane. All welcome. Details will be on Cyclescape thread #979.

City and County Council committees

Campaign members may be interested in attending **Planning Committee** and **Area Committee** meetings, which often include cycling and walking issues. **Development Control Forum** and **Joint Development Control Committee** meetings, which determine the Planning Applications relating to the major housing development proposals for the Cambridge sub-region, are also open to the public. The **Development Plan Scrutiny Sub-committee** meetings also often cover walking/cycling/transport issues.

Information on dates and venues is on www.cambridge.gov.uk/democracy/ and minutes of meetings are also available. Agendas are usually online there about a week in advance.

Please check the website in case meetings have been cancelled or times or venues changed.

Cambridge City Joint Area Committee administered by Cambridgeshire County Council. No forthcoming meetings listed at http://www.cambridgeshire.gov.uk/info/20146/council_meetings.

Development Control Forum: usually on a Wednesday at 10.00am in Committee Room 1 & 2 - Guildhall. Next meetings: 10 February, 9 March.

Development Plan Scrutiny Sub-committee: usually on a Tuesday at 4.30pm in Room 1 & 2 - Guildhall. Next meetings: 1 March, 14 March (4.30pm).

East Area Committee: usually a Thursday at 7.00pm in the Meeting Room - Cherry Trees Day Centre. Next meetings: 28 January, 7 April.

Greater Cambridge City Deal Executive Board administered by South Cambridgeshire District Council. Meets at 2pm. Next meetings: 3 March, 8 April.

Greater Cambridge City Deal Joint Assembly administered by South Cambridgeshire District Council. Next meetings: 12 February, 24 March.

Joint Development Control Committee - Cambridge Fringes: usually a Wednesday at 10.30am in Committee Room 1 & 2 - Guildhall. Next meetings: 17 February, 16 March.

Joint Strategic Transport and Spatial Planning Group: Next meeting: 14 March at 9.30am at South Cambridgeshire Hall, Cambourne CB23 6EA.

North Area Committee: usually a Thursday at 6.00pm. Next meeting: 4 February.

Planning Committee: usually a Wednesday at 10.00am in Committee Room 1 & 2 - Guildhall. Next meetings: 3 February, 2 March.

South Area Committee: usually a Monday at 7.00pm. Next meetings: 29 February, 18 April, both in Wilkinson Room - St John the Evangelist Church, Hills Road, Cambridge CB2 8RN.

West Central Area Committee: usually a Wednesday at 7.00pm. Next meetings: 11 February, at Castle Street Methodist Church, Castle Street, 20 April at St Augustine's Church, Richmond Road, Cambridge CB4 3PS.

Cambridge Cycling Campaign reserves the right to decline to promote events or activities where helmets or high-visibility clothing are required or implied.

#CamRideHome

#CamRideHome rides start at 6pm on the last Friday of the month from outside The Mill pub on Mill Lane. See

Volunteer interview: Tom McKeown

Tell us about you and your cycling journey.

I've been cycling in one form or another for a long time. As a kid I had a BMX; I would set up brick-and-plank ramps in the garden to ride over. At school my bike was a means to visit friends' houses, and for us all to get away from parents. Later on, exploring bridleways by mountain bike was a way for me to relax. Only after moving to Cambridge for a graduate job did everyday cycling really 'click' for me. Those occasional transport trips by bike became a daily commute. I've now a young son so value my bike as the family's second car.

When and why did you join Cambridge Cycling Campaign?

I'd initially become involved in cycling advocacy on Twitter, I suppose as a reaction to the bad drivers we all encounter from time to time. It gave me an opportunity to explain why riding centrally is a good idea, or how 'road tax' is irrelevant, that isn't possible when an idiot drives past too close, too fast or yelling abuse.

This naturally progressed to taking an interest in local issues and joining the Cambridge Cycling Campaign. Especially so as I found my tolerance for poor cycling infrastructure dropped markedly when riding with my son on the bike.

What volunteer activities have you been involved in?

I had received requests via my Twitter account to become involved on the Committee. Though initially reluctant I came around to the idea and stood as the Recruitment Officer at the 2014 AGM. I've helped to take the stall bike out to fairs and festivals where we speak to members of the public about their cycling concerns, collect petition signatures and hopefully sign them up as Campaign members. I also organised 'Thank you' flyers for riders on the Reach Ride. These were slipped round handlebars of parked bikes thanking them for riding to the fair, and encouraging them to join the Campaign. Most recently I project-managed the photography and design for our new membership leaflets.

What has been the best thing about volunteering with the Campaign?



Tom with his son.

Working with like-minded individuals on positive changes has been hugely rewarding. I've also found the social aspects of the Campaign to be important to me.

What would you like to happen in the future of the Campaign and cycling in Cambridge?

I'm keen on increasing the diversity of the Campaign's membership, particularly with young families, as I believe these have a very strong case for high-quality cycling infrastructure. I think routes that keep people cycling as they have children will be routes that work for new cyclists too.

What would you say to others who are considering active involvement with the Campaign?

I would say to go for it. Don't be put off by concerns about time commitments or specific technical knowledge. We've a huge range of activities to suit different interests and availability. We can find something that is both enjoyable and rewarding to take part in.

Sarah Rodger

Centre spread from Campaign leaflet, Cycling matters, even if you never ride a bike!, the project which Tom managed.

What stops people from cycling?

- Many people find cycling in traffic stressful and intimidating
- Standard UK junctions force cyclists and cars to move through each others' path, stressful and difficult for all
- Narrow shared-used pavements cause further difficulties for pedestrians and cyclists
- Better designs, common elsewhere in Europe, solve these problems

What does the Campaign do?

- We submit responses to planning applications, proposals from the Councils and UK government representing the views of cyclists
- We created Cyclestreets, an online cycle route planner for Cambridge, the UK and beyond
- We wrote Making Space for Cycling, a comprehensive guide on how to design for cycling

Our vision for Cambridge

- Segregated cycleways - separated by a kerb from the road, and also separated from pedestrian space, on major routes like Milton Road, East Road and Newmarket Road
- Junction Improvements - separate cycle tracks on major roundabouts; cycle-only phases at traffic lights
- Chisholm Trail - a path alongside the railway line, connecting the Science Park in the north, via a new bridge over the river, to the railway station and Addenbrooke's in the south

Join us!

- With over 1200 members, the Campaign is one of the largest membership organisations in Cambridge
- We publish a bimonthly newsletter on local cycling issues - essential reading if you ride a bike in Cambridge
- Discounts offered by some Cambridge bike shops and businesses
- Monthly meetings with inspirational speakers and the opportunity to meet like-minded individuals
- Online discussion forum
- Get involved! We can support you in improving the cycling provision you care about