

# CAMCYCLE

CAMBRIDGE CYCLING CAMPAIGN  
JUNE - JULY 2018 • CAMCYCLE.ORG.UK

## News on routes and campaigns in Romsey



### Also in this issue:

- Cambridge MP supports our Space for Cycling ride
- Record-breaking Reach Ride
- Meet our new Communications and Community Officer
- Boston vs Portland: how do the cities compare for cyclists?



# CAMCYCLE

## Newsletter No.138

If you like what you see in this newsletter, add your voice to those of our 1,250 members by joining the Cambridge Cycling Campaign.

### Membership costs are:

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- £22.50 Household
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For this, you get six newsletters a year, discounts at a large number of bike shops, and you will be supporting our work.

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Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club, but a voluntary organisation promoting cycling for public benefit and representing the concerns of cyclists in and around Cambridge.

### Registered charity number 1138098

Our meetings, open to all, are on the first Tuesday of each month, 7.30pm for 8pm until 10pm at the Friends' Meeting House, Jesus Lane, Cambridge.

### Elected Committee Members and Trustees 2017-2018

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### Guest editor - Bev Nicolson

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This year's Reach Ride was a huge success. I counted 1,092 seats on cycles parked around Reach, and I immensely enjoyed both the ride there and back. And possibly an ice-cream. Huge congratulations to Willa, Roxanne and Simon for making this year's event such a fantastic celebration of people cycling.

Inside we continue this success story by introducing our newest employee. I personally believe she will help transform our organisation into a more focused campaigning engine that really engages with all those people who cycle today but either don't know about us or don't know what we stand for.

Of course, we also have lots of other stuff to talk about. Parker's Piece has been reinstated, but the cycle parking is now terrible. Speeding vehicles are terrible, but speeding guided buses have caused serious incidents that need to be investigated or reinvestigated. Perhaps a technological solution is needed. We also look further afield at two cycling cities in the USA, Portland, OR and Boston, MA, and discuss how better pedestrian infrastructure is always needed.

Finally, we should celebrate the new cycle routes just created in Romsey. We've publicised these in the new *Romsey Cycling News* that we are trialling. Such changes show how easily an area can be made better for cycling if we just stop thinking only about metal boxes. There is still lots to do: the Space for Cycling ride showed that at the Station Square. But with your support we can make Cambridge a cycling city to be proud of.

**Robin Heydon**

## Free ice cream

I was chatting with a friend the other week who just happens to live in America. You know, the place with freeways, free-thinking, freezers, free-wheeling down the side of mountains, and free ice cream.

Yes, there are little ice cream stores all over the country that, on National Free Ice Cream Day, stay open from morning till night serving cones of free ice cream. My friend popped in on the way home from work, parking near the store, and joined the queue for ice cream. About 45 minutes later they were in possession of a cone with a small scoop of ice cream. I noted that this took way too long and it appeared to be a complete waste of time. They agreed, but said it was free. But they did see people who having just obtained one ice cream would queue up for the next one. They also noted that these people were slowing everybody else down.

As a thought exercise, perhaps we should have grown up in a free-ice-cream country. A country with free ice cream every day of the year. Ice cream is a human right after all. And everybody should be able to enjoy ice cream for free every day of the year. There are many benefits to this lifestyle. The stores would have to employ more people to serve all this free ice cream. We would need to provide bigger stores to accommodate the demand. Just think of all the employment from building new and expanded stores. Graphs produced by the central government Department for Ice Cream would show demand for ice cream ever growing. Links between consuming ice cream and productivity would clearly make the business case for investing in more and bigger ice-cream stores.

But reducing the queue size just means more people visiting to get more delicious desserts, so even after the stores are expanded the queues actually get longer. Engineering solutions are found to this problem. Grade-separated stores, traffic lights to control the flow of people into and out of the store. And after a few decades of domination by this ice-cream-based food system, perhaps a smart person suggests that they try something else. Perhaps they need to set



Ian Dooley on Unsplash <https://unsplash.com/photos/TLD6iCOlyb0>

a price for ice cream. You know, treat ice cream just like every other commodity and charge people for it. No! Ice cream has always been free and must stay free. What about the poor people who can't afford to pay for ice cream? How can people survive without access to free ice cream? What about elderly people, what will they eat if they can't get their free ice cream? Of course, people will silently ignore all the side-effects of all this free ice cream consumption. The over-weight population and lost productivity being just a couple of obvious ones.

I wonder what would happen if they priced roads just like they price ice cream on the other 364 days a year? Would the queues shrink? Would people use the cheaper alternatives, like buses? Would investment in those alternatives be more likely if there was a steady income stream? Would people demand better and cheaper public transport? Would people want more cycle lanes because they still like their freedom but don't want to pay to use the roads?

**Robin Heydon**

# New routes in Romsey

**H**aving been proposed six years ago and authorised about seven months ago, it seemed nothing was being done to implement two-way cycling in Romsey. However, one morning in April I stepped out of my front door and straight-away saw the shiny new sign confirming that cyclists can now ride north on Thoday Street. It is now legal to ride in either direction on almost all the area's streets.

## Proceed

In Romsey the most recent changes are on Argyle, Sedgwick, Catharine, Thoday, and Ross Streets. 'Except Cycles' panels under 'No Entry' signs, sharrows (white cycle symbols on the road with arrows) and the contraflow cycling signs are the main new features. There are some white lines and new junction markings, but no movement of kerb lines.

In all these streets there are marked parking bays on both sides of the road for much of their length. There is in general not enough space for cars and cyclists to pass at the same time. Cyclists going with the flow should (as before) ride in a position which avoids tempting a driver to push past them. On the other hand, when cycling towards oncoming vehicles the cyclist should be prepared to stop, pull in and let the car pass. Sometimes the car will stop where there's a parking gap and let the cycle pass. Since the rules have changed I have been taking every opportunity to ride the routes in the new direction and haven't

yet had a problem, though I have on occasion had to wait some time for several cars to pass before I could proceed.

## Katrina says

'I'm so pleased that two-way cycling is now an option. When cycling with the flow of one-way traffic, I often feel like I'm an obstruction to the driver and sense hostility. I prefer to cycle facing oncoming traffic on one-way streets as I feel more in control and more visible. I have experienced no difficulty pulling in to avoid oncoming traffic and I've also experienced drivers willingly pulling in for me on occasions. Somehow there is mutual co-operation - they always thank me when I pull in. It's a case of politeness and give and take.'

## New turns

Turn right or left from Mill Road into Thoday Street or Sedgwick Street. Ride in any direction at the junction of St Philip's Road with Thoday Street, Sedgwick Street, or Catharine Street. Turn left where previously you always had to turn right. It is wonderfully liberating - and takes a little getting used to! The change in 1995 to make the streets one-way effectively criminalised desired behaviour. This change legitimises cyclists and puts them on an equal footing with other road users coming in the other direction. No longer can contra-flow cycling be considered errant or subversive as the law has now restored a level playing field.

## Reaction

Conversion of all one-way streets in Cambridge to two-way cycling has been a long-standing goal of the Cycling Campaign. The city council has gone about it by picking off a few streets from each ward area at a time. The previous wave was in 2015. To those urging change it has been painfully slow, but on the other hand there has been steady progress because the arguments for making the changes have been strengthened by proven success.

When each new batch of changes is published, familiar cries are heard that there will be crashes, that the roads are too narrow or cyclists are too lazy to go the long way around.

## Next: de-clutter

One of the streets in Romsey that remains one-way for cycling is ironically St Philip's Road where it is the sections that have cycle by-passes that are affected. This is a street cluttered with bollards, traffic humps, bits of cycle parking and marked parking bays. I think it is getting ripe now for a revamp to stop it being used as a rat run and to remove some of the car parking, to make a decent walking and cycling route.

At the time of writing Hemingford Road has not been changed to two-way cycling. This is because the configuration of the traffic signals also needs to change, requiring time for coordination.

**Simon and Katrina Nuttall**



Two-way cycling in Norwich Street, Newtown.

# Street Cycle Parking update

This project was introduced in the last newsletter and it continues to be run from the Camcycle office on Wednesday afternoons. The main outcomes since last time are that we:

- met with local councillors to introduce them to the project
- designed and distributed 3,000 copies of *Romsey Cycling News*.

## Councillors

We found an 8am window on a Monday to meet with councillors from Romsey, Petersfield and Coleridge wards. We introduced to them the Street Cycle Parking project, with its three-year plan. We learned about the forthcoming consultations on residents' car parking schemes. Next, we will approach our contacts in the councils with the aim of getting Street Cycle Parking included in those consultations.

## Romsey Cycling News

Election dates have been important landmarks in the three-year plan since the

start of the project. When combined with our strategy of consulting residents about street cycle parking, the idea of an election-style leaflet for the ward was born. We gave ourselves some simple constraints: two sides of A4, black and white, a 14-point font size, and a few relevant photos. This format helped us focus quickly on the issues we thought would be most likely to catch voters' attention.

The early draft received strong backing from the trustees and by the following Wednesday we had authorisation to print 5,000 copies. The published version had stories about the project, the Campaign's election survey, the Reach Ride and the breaking news about contraflow cycling in the ward.

## Grass Roots

Printing by a local firm took two days and we picked them up on Friday. The Space for Cycling ride took place on the Saturday and after that six volunteers came to Thoday Street to bundle leaflets


and take them away for distribution. By Sunday evening the whole ward had been covered - which took a total of 24 person-hours.

## Outcome

In the week following the distribution, four or five new members joined Camcycle as a direct result of the leaf-letting. We also received three emails sceptical about the idea of on-street cycle parking and critical of the two-way cycling changes. The feedback, though critical, tells us where some people are on these issues and responding to the participants has given us the chance to put alternative points of view. The level of nays, just three from a distribution of 3,000, suggests that the vast majority are not opposed to these ideas.

On Cyclescape, members have been saying how they like the *Romsey Cycling News* and asking to have it in their ward too. Step forward then, volunteers!

**Simon Nuttall and**



### Romsey Cycling News


April 2018

Camcycle is a volunteer-run charity working for more, better and safer cycling for all ages and abilities, in and around Cambridge. We'd like to let you know about cycling issues in your area.

#### Will residents' parking schemes include on-street cycle parking?

This year, the County Council will ask Romsey and Petersfield residents for their views on proposed residential parking schemes.

We're working to ensure that cycle parking is included in any residents' parking consultation.



Providing secure places to park cycles is a simple and effective way to encourage cycling by making people on bikes feel welcome. In some areas of Cambridge almost all the street parking space is allocated to the

storage of motor vehicles and very little for bikes. The result has been badly-parked bikes cluttering hallways or clinging to drainpipes and other street furniture.


We're launching a Street Cycle Parking project to tackle this and will be working with residents to find out what their cycle parking needs are and which locations they think would benefit from on-street cycle parking. Watch this space or send us an email if you would like to be involved. [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk)

#### Join Camcycle

Our 1,250 members support our work for more, better and safer cycling, in and around Cambridge.


Membership benefits include our bi-monthly magazine and discounts in local cycle shops. Household memberships are £22.50 a year.

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



#### Reach Ride: ideal for May bank holiday

Our annual family-friendly and free ride to the Reach Fair leaves the Guildhall at 10am on 7 May. [www.camcycle.org.uk/ReachRide](http://www.camcycle.org.uk/ReachRide)



#### Vote cycling

Cambridge City Council elections are on Thursday, 3 May. We've asked local candidates to complete our election survey to inform voters of their views on cycling. The questions are produced by our members and include their questions on specific local issues.

Printed and published by Cambridge Cycling Campaign, The Bike Depot, 140 Cowley Road, Cambridge, CB4 0DL. Charity number: 1138098. Web: [www.camcycle.org.uk](http://www.camcycle.org.uk). We are not connected with any political party.


#### We asked candidates

- How would they improve Mill Road so that it can be a better place for people living there, shopping and visiting?
- What are their views on dangerous close-passing by drivers on Mill Road Bridge?
- What are their thoughts about traffic policing, and what would their priorities be?
- What measures would they suggest for enabling children to cycle to school independently?

Candidates' responses to these questions and more will be posted on our website at: [www.camcycle.org.uk/elections](http://www.camcycle.org.uk/elections)

#### Contraflow success!

After years of campaigning by Camcycle, two-way cycling is now legal on almost all streets in Romsey. Have you seen the new signs and street markings?



# Over-speeding buses on the Busway

## Has the stable door been shut?

In recent years some 'disbenefits' of the Busway route have come to light. Firstly, we had the low grey bollards on the parallel path. These were designed to stop motor vehicles, but had the unpleasant and dangerous effect of stopping rather too suddenly for some people on cycles. This may happen in poor light conditions or when someone near the rear of a group may be un-sighted by those ahead. Complaints and reports of a number of serious injuries after people had hit such obstructions resulted in some of these bollards being removed, and some pairs replaced by a single taller black and white version fitted with reflectors. Secondly, there have been several serious crashes resulting from over-speeding buses. You can still see the damage caused by the recent crash just south of Hills Road bridge.

A bus leaving the guideway at speed risks serious injury or worse to some of the increasing numbers who walk or cycle on the adjacent path. Some action to alert drivers at critical locations is now being taken. Warning signs that can give the speed of the bus have appeared at a number of locations. They may also show a smiley face or say 'too fast'. Such signs on public roads have been shown to slow down some traffic, but after time some drivers become immune to the message. It may be that in time some driver will fly through the still-ajar stable door and another crash will result.

## There is a better way

In industry and especially on our railways, the monotony of some tasks leads to errors even by an otherwise conscientious person. Those who drive long distances on familiar routes will have encountered occasions where they suddenly realise they cannot remember driving the last ten miles, as they've been on 'autopilot'! On the railways 'Automatic Warning Systems' started to be introduced some 80 years ago, that would apply the brakes if a driver passed a signal at danger or caution and failed to respond. Later these were improved to similarly brake

an over-speeding train at critical locations. No railway passenger has been killed as a result of a collision in the last 9 years, in contrast to light rail or trams which do not have this system in place.

## Buses are catching up

I first heard of trials with an electronic module fitted to diesel engines a good number of years ago. Buses entering the grounds of a very large secondary school in Scotland were 'triggered' to a limit of 10mph by a beacon.

Since 2009 Transport for London has been trialing 'Intelligent Speed Adaptation' (ISA) which uses a GPS-linked digital map of speeds limits. On the trialled routes only 'extremely rare incidents of excess speeds' have been recorded (downhill). Now all new London buses should be so equipped.

Yes, the warning signs appearing on the guided bus route are a good cheap option, but they cannot stop every crash, as distraction and boredom will still occur.

Using ISA must be the aim, not only on the Busway but elsewhere when excessive speed of buses is an issue. With a GPS-linked digital speed map in place, perhaps we could consider such a scheme for other public service vehicles?

Shelford Parish Council has invested in similar signs to those on the Busway. Just a couple of weeks ago, I spotted one reading 48mph in a 30 mph area. Whilst walking or cycling I often see such signs triggered by a motor vehicle. The driver usually slows from say 38 to a little above 30 on approach. This driver never slowed and was still doing 48 on passing the sign. It was plated as a South Cambridgeshire private hire vehicle, but I didn't have a chance to get the number or registration details.

If we want to reduce the deaths and serious injuries on our roads, ISA for motor vehicles driven by our so-called professionals must be one way forward.

**Jim Chisholm**



New signs on the Busway alert drivers to their speed.





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# Response to junction malfunction on Hills Road

I'm writing in response to the article in the previous newsletter on the junction of Long Road and Hills Road. I use this junction daily, in the same direction as what appears to be that of most cycle traffic, namely exiting the city in the morning to go to work at the Biomedical Campus (Addenbrooke's), and returning home towards the city in the evening. I note that there is also a large 6th form college and a secondary school on Long Road.

It should be obvious from the above that probably 80% of cycle traffic proceeding in the same direction as me wants to be to the west of Hills Road following this junction. Were this the Netherlands, the phasing of the traffic lights for the protected cycle lanes would register this as a matter of course, and there would be a long phase for right-turning cyclists, who would easily be able to get from the left of the 'straight on' traffic, which at that point wouldn't be going anywhere. As this is the UK, where movement of motor traffic takes priority, we would be in the same situation we were in more than ten years ago with northbound traffic coming off Hills Road railway bridge.

For those readers who haven't been in Cambridge long or without such familiarity with specific roads, let me recap a bit of history. Twenty years ago, there was a protected cycle lane coming down the railway bridge heading north, for both left-turning and straight-on cyclists. When the straight-on motor lane had green lights, the left-turn motor lane went red and the cycle lane lights went green. Thus cyclists got the entire motor straight-on phase during which to proceed: equality with motor vehicles.

There were then some roadworks (the reason for which I can't remember) 12 or 13 years ago at least. When the lights were reinstated after these works, the phasing had been changed. The left-turning motor lane was now allowed a longer green, and thus the cycle lane got about 15-20 seconds at the very end of the straight-on and left-turning phase for motors. As the number of cyclists hadn't decreased in this time, this was frequently insufficient for all queueing cyclists to get across before the lights turned red. It was noticeable how, gradually,



*Informative road sign, sadly hidden by foliage at a distance where drivers should be able to see it.*

more and more cyclists who were wishing to head north along Hills Road started spurning the cycle lane and moving right across the left-turning lane to make use of the longer green of the straight-on motor lane. It was a great relief when sanity prevailed and cyclists stopped being treated like second-class citizens, fenced off in a cycle lane that held them up for quite a long time compared to the car drivers.

If the Long Road junction had been built in a truly 'Dutch' style, with a fully segregated lane to the left of all traffic with separate phasing of the traffic lights for cycle movements from this lane, as opposed to the compromise which has been attempted at this junction, I suggest the queues of cyclists unable to get to work or college would have been quite impressive, and many would have chosen to ignore the facility entirely, as the light phasing insisted upon by British traffic-light engineers would have left many cyclists stranded on the wrong side of the road for some minutes before they got a green light to allow them to cross all the motor traffic. This would rather run counter to the efforts that the council and the Biomedical Campus travel people are making to encourage us all to cycle to work.

Where I totally agree with the author is that the angles are wrong, or some well-placed bollards are badly needed, as illustrated in the article. What has also been desperately needed for the six months since this area has been 'finished' is some signage. My pet hate as a driver is lack of signage,

especially if there is some road layout which I've not experienced before, or I need to be in an unexpected lane! If you were a stranger to the area trying to get out to the M11 or Haverhill, you'd also have no clue which direction to head in, let alone what lane you needed to be in. Interestingly, a sign finally appeared on 25 April. However, from the photographs, some gardening needs to be done so the poor motorist can see it from more than about 10 yards away. At other locations, alterations in a road junction led to a red sign much further away saying 'NEW ROAD LAYOUT AHEAD'. I do a regular long-distance drive, and some of these new road layouts are still 'new' a year or more later! Quite how this new road layout wasn't dignified with one of these signs mystifies me.

Cambridge has frequently innovated with novel road layouts in the last 20 years. When they were well implemented, with proper signage, they have entered into regular trouble-free use and are now appreciated. I feel it is the fine details of the implementation, not the idea, which have caused the issues outlined in the article in *Newsletter 137*. My personal experience of the changes at this junction is that they have made my daily journey to work easier, including the very welcome advanced green for southbound cyclists, which allows the veritable peleton between 8 and 9am to move off and rearrange itself before the cars start moving.

**Heather Coleman**

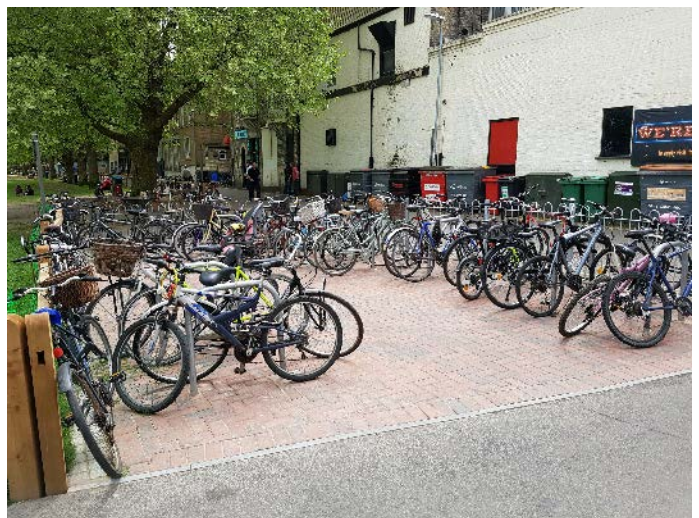
## Parker's Piece cycle parking

**W**hile it's good to see Parker's Piece reinstated with new grass and a properly surfaced bike/footpath next to the University Arms Hotel, there is some disappointment. During the building work, the number of racks available increased to offer 32 spaces which was very welcome given how well-used this area is, not just when there is an event being held on the common.

Therefore, when it came round to being returned to grass, there was a fond hope that a similar amount of bike parking might be put in place. This has not been realised. We have 20. Whilst this no doubt satisfies the agreement made with the council, it would nevertheless have been good to see the hotel going the extra mile.



During.



After.

## Contrary crossings

I was pleased to see Bev Nicolson's call in *Newsletter 137* for people to join her in campaigning for pedestrian facilities. It reminded me once again that there's a quick way for the county council to show that it does want to help pedestrians and cyclists. That would be for it to change the timings on the city's Pelican and Toucan crossings so that they don't make people wait for so long before they can cross. At the moment, of course, the official view is that pedestrians and cyclists should be made to wait for 30 seconds (unless there's a gap in the motor traffic) for the general good, because changing the lights sooner would supposedly cause traffic congestion at nearby junctions. I'm not sure that's true, and in any case I take the view that congestion is caused by people choosing to drive rather than to walk or cycle, and that these active modes of travel need to be encouraged.

One of the worst examples that I frequently encounter is the crossing of Hills Road at the junction with Bateman Street. Recently, the crossing on Trumpington Road at the other end of Bateman Street was moved, and this has created a much

better walking and cycling route to the station. I did hope that there would be a shorter wait for the green phase for pedestrians and cyclists - but not a bit of it! Cars still rule, despite the huge need to encourage active travel towards the station and the area's schools.

On the other hand, the pedestrian crossing of Lensfield Road at the Faculty of Chemistry needs adjusting in the other direction, so that drivers and cyclists on the road don't have to wait such an absurdly long time after the pedestrians have all crossed. At least we're not in King's Lynn, where the crossing of London Road by the Richardson's Cycles shop makes pedestrians wait for a couple of minutes.

And while I'm in rant mode, what about the potholes? I was in Norwich last week and cycling was a pleasure (even though I did about twelve miles on a Brompton) because the roads were in good condition. Cambridge is a disaster area at the moment, and I sometimes feel close to giving up on reporting potholes via <http://fillthathole.org.uk>.

**Tim Burford**

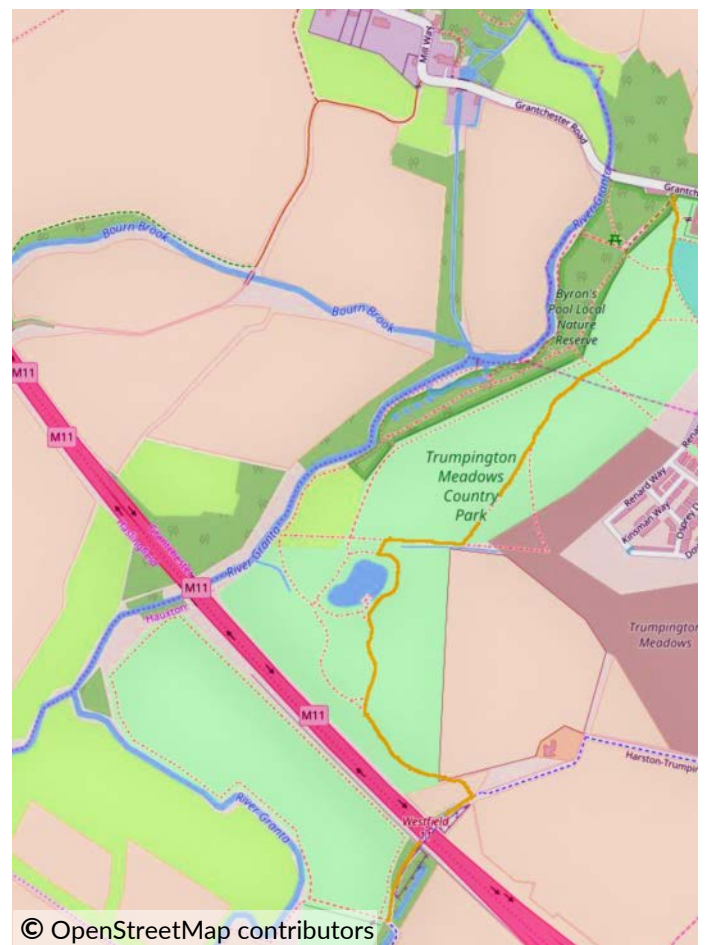
## Off road from Hauxton to Trumpington

I was recently in Hauxton and turned off the A10 opposite the Mill to take the fairly new Trumpington Meadows cycle route through what used to be the Plant Breeding Institute site, crossing the M11 on an almost traffic-free bridge just north of the Trumpington intersection. So far so familiar, but then I came upon a junction left into the Trumpington Meadows Country Park, a featureless expanse of new grass that seems intended largely for dog-walking. Nevertheless, there is a decent cycle route right through it which comes out at the Byron's Pool turning on the Trumpington-Grantchester road. From here it's a short ride either left to the Grantchester Meadows route, or right to Trumpington High Street.

The route is unsigned, and there's a bit of a wiggle around a new pond (with bird-watching platform) in the middle, but essentially it means that it is now possible to ride off-road virtually all the way from the Mill Pond in Newnham to Hauxton, and on beside the A10 to Melbourn - and from Hauxton there's also a permissive bridleway (with a slightly rougher surface) to Shelford and then the Genome Path back to town.

One interesting point is that this at last provides an alternative to the Cantelupe Farm route from Grantchester to Haslingfield, to which the landowners have always tried to restrict access by cyclists.

**Tim Burford**



## 'Space for Cycling' ride

21 April 2018



In 2017, Cycling UK promoted a 'Space for Cycling' bicycle ride in nine cities in the UK. The idea was to demonstrate the need for safe and accessible cycle routes to encourage cycling as a means of sustainable, healthy transport. The event was successful and it was promoted again in 2018 with the same aims. As Cambridge is the foremost cycling city in the UK, it was decided at the April monthly meeting that Cambridge should be one of this year's locations.

The date of the ride was timed to coincide with International Earth Day. It also preceded our local elections, which gave us the opportunity to highlight the need for local councillors to support cycling in our city, and to take part in our election survey.

We had support for the event from other organisations with similar objectives - Transition Cambridge, Cambridge Carbon Footprint, Outspoken and CTC Cambridge. Local councillors were invited to join us and show their support, to give them an opportunity to talk to local people who are concerned about cycling issues. The route was sketched out by members in the April monthly meeting and then finalised by Roxanne De Beaux, Simon Nuttall and me a few days before.

On the day there were 40-50 cyclists who gathered at the start outside the Guildhall before 10am. Once we knew the number of participants we decided that we could 'take on' Mill Road bridge. When the route had been considered we had decided to turn left onto Mill Road either from Tenison Road or from Argyle Street (meaning we would cycle back towards town and over the bridge). We knew we would have to ask marshals to 'hold up' the traffic on Mill Road so that all the cyclists could move out in one group and thus make more of an impact on this very crowded part of Cambridge.

It was important that we tried to keep together on the route to ensure there was enough impact. This was well organised by our marshals - thank you to Tom and John - who held up the traffic on junctions to allow most cyclists to pass through together or in reasonably large groups. We also had planned some 're-grouping' areas which worked well.

We were followed all the way up Mill Road by a Stagecoach bus whose driver was not at all impatient with us, and I also noticed some taxi drivers waving at us or giving us a 'thumbs-up' sign around the station.

We were also lucky to have support from Daniel Zeichner MP who cycled with us. In Station Square he gave a speech. He thanked us for a 'civilised and nice morning' and encouraged us to continue with our campaigning aims, as we were the 'premier campaigning group in Cambridge'. He fully supports the need for less motorised traffic and more cycle parking in Cambridge and a video of his full speech can be found at [www.camcycle.org.uk/blog/2018/04/vote-bike-this-election/](http://www.camcycle.org.uk/blog/2018/04/vote-bike-this-election/)

We had lots of orange flags and T-shirts which made us identifiable as a group; and luckily it was a lovely, sunny spring day which made the slow-paced and positive-spirited bicycle ride ending on Parker's Piece a great event.

**Willa McDonald**

## A10 Awareness Ride

6 May 2018



The A10 Corridor Cycling Campaign held its sixth Annual Awareness Ride on Sunday 6 May.

Katrina and I joined them at Trumpington Park & Ride for the start. They had 36 riders, and I rode with them all the way to Phillimore Garden Centre which is 3 miles from Royston. It was a bit slow going as there were many young children riding and I was co-opted as the back-stop rider.

Most of the faces were new to me, and I recognised only a couple of Camcycle members. I did the original ride in 2013, and again in 2015, and I'm pleased to report that the route is much improved, but with quite a few minor irritations to upset regular users.

I hear they are still waiting for the next phase, the funding of the connection to Royston, which requires a bridge over the bypass. There was money for that ready but for some reason the partnership of local authorities was dissolved. However the recent change of political control in South Cambs might help with that.

Possibly, next year Camcycle could do more to encourage its own members to support this worthwhile project. They certainly made us very welcome with fruit donated by Tesco and chocolate brownie cake made by lead campaigner Susan van de Ven.

**Simon Nuttall**

# Reach Ride 2018 smashes event records

**O**n Monday 7 May, record-breaking temperatures were recorded for the bank holiday and Camcycle was busy breaking its own records too, on our 12th annual Reach Ride. A huge band of cyclists of all ages assembled at the Guildhall for the official send-off by the Mayor of Cambridge and the number increased along the route with more and more happy cyclists keen to join in the fun. More than 100 cyclists, including many young children, joined us at the Green Dragon bridge, giving us a clue that the sunny day would bring out an unprecedented number of attendees. The crowd waved and rang their bells, giving a celebratory atmosphere as the first group of cyclists rode past. Our Executive Director, Roxanne De Beaux, had encouraged those who discovered potholes to yell 'Pothole' loudly to warn those behind them and this suggestion was enthusiastically embraced, with younger riders also enjoying the chance to create echoes in the tunnel under the A14 near Stow-cum-Quy.

There were many new riders this year, many of them very enthusiastic about the positive atmosphere of support and kindness with 'lots of smiles and people helping each other out'. A new development for 2018 was a team of mechanics from

Outspoken Cycles who repaired 22 punctures between them, as well as sorting out everything from chains to parts of cargo bikes. This was much appreciated by all who were helped back into the saddle and by our volunteer marshals who had more time to spend directing and helping cyclists along the route.

After an enjoyable sunny ride out to Reach, we counted an amazing 1,092 saddles (including two unicycles) in the village's cycle park. As one supporter pointed out on Twitter, if most of those cyclists had completed the return trip from Cambridge, the aggregate distance pedalled was greater than the entire length of the equator! We are thrilled that this ride continues to go from strength to strength, attracting more riders and positive feedback each year. A typical comment was 'What a fantastic day, The Reach Ride was just perfect. Thank you for this great organisation! My friends and I loved it!' We hope to celebrate cycling with even more people next year, so save the date now and we'll see you on Monday 6 May 2019. Meanwhile, if you have any feedback, stories or photos you'd like to share with us, please get in touch. Below is the 'view from the front' of one of the event organisers, Simon Nuttall.

**Anna Williams**



Reach Ride 2018.

# Reach Ride: report from the Front

## Assembling at the Guildhall

I arrived with Roxanne a little before 9am at the Guildhall and already there was the King's Lynn Bicycle User Group waiting for us, and one or two others. From this point onwards it got increasingly busy until the departure time.

Most of my time was taken up with welcoming people to the ride, handing out leaflets and explaining the map and the event to first timers. The rest of the time was spent fitting tubes to bikes and inserting flags. I think all the tubes got used up and I ran out of cable ties. I resisted giving Camcycle flags to those who did not know the route, but it was good to have a few of the novelty flags for others, and those did not need such a long pole.

There were more riders than ever before at the start, yet despite this we did not have a problem with market stall vans. It was a good job we got there early, though, to stop them parking on the paved area in front of the Guildhall. The marshals did a good job of creating space for the one or two van drivers who did need to get through.

Nobody could hear what the mayor, George Pippas, was saying! The actual moment of departure always feels a little bit low key, at least to me from the position out in front. I rang my bell a few times.

The ride is forced into single file at the Victoria Avenue underpass, and after that it is really stretched out. There was the marvellous sight of well over 100 riders waiting for us at Green Dragon Bridge.

There was a smaller number at Newmarket Road Park & Ride. Perhaps we need to get a clearer rendezvous point there, as this time they were waiting for us on the footway on the entrance road, which is not ideal. I'd say that it is best for them to be by the Jubilee Cycleway bike arch.

## The five-minute break at Quay

Just before the crossing by Quay church the road is wide and I stopped the ride for a five-minute rest. This is usually well appreciated by the riders and with my nieces we handed out some water bottles to grateful riders. Perhaps we should include the stop on the leaflet so that folk are prepared for it. The stop breaks the ride and confirms that it is a gently paced ride, not in a hurry to get to Reach Fair. It also gives people a chance to make adjustments to the bike or what they're wearing.

## Bottisham

I was delighted to see a lemonade stall here - apparently it was there last year but I didn't notice. I hear they ran out pretty quickly. Great signage here.

## Arrival

I arrived at about 11.40am and remained at the cross roads until after 1pm to welcome everyone and direct them to the cycle park.

A few people did not want to leave their bikes in the cycle parking area and went off to find space elsewhere. Robin



*Directing cycles in Reach.*

showed me the figure of 1,092 cycles counted at the event. Very pleasing.

## Returning

We didn't have that many set off on the 2pm return. I expect this was because many wanted to stay longer at the fair.

On the way back along Little Fen Drove there were four cars who had driven past the Road Closed sign. I gave them short shrift, and gestured to them to stop, and this was the least pleasant aspect of the event. The Reach Fair website says the road is closed except for pedestrians and cyclists. I think that contact should be made with them to check the status of the road closure as it may not be official.

We had a long stop at Bottisham to wait for more cyclists to join the return posse, but no real clump came that way. I don't know how many used the alternative route via Quay.

Seven of us made it to the Guildhall at 15.55 for a returnees' photo. Later on Chris the mechanic, Roxanne and Steve joined us.

It was very worthwhile having the mechanics with us. It has been good to read the thank you's on social media and the emails coming in. It's really great that so many people get involved.

**Simon Nuttall**



*Return to the Guildhall.*



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# Take on the 'Eddington Number' challenge

**T**he Eddington Number is known amongst some cyclists but not all. With the opening of a new neighbourhood in Cambridge called Eddington, the University of Cambridge is launching a cycling campaign in the city, to promote sustainable travel and healthy living, and an awareness of Eddington: both the Number and Neighbourhood!

The Eddington Number campaign is an initiative devised to build upon the rising number of sustainable journeys already taking place across Cambridge and the surrounding area. A recent survey of transport use across Eddington indicated that 47% of all trips by residents are currently made by walking or cycling.

Your Eddington Number is the largest number of miles you have cycled for a consistent number of individual days. For example, if you have cycled five miles in a day on five separate days (which do not need to be consecutive) you will have an Eddington Number of 5. Sir Arthur Eddington's own Eddington Number was 84 which means he cycled 84 miles on 84 different days.

The campaign will run from May to September and will aim to get more people cycling in the Cambridge area. All participants will be able to calculate their number and track their progress using the University's custom-built campaign website ([eddingtonnumber.co.uk](http://eddingtonnumber.co.uk)) and connect with other cyclists using the Strava platform (search Eddington Number Challenge). The website also includes goals for people of all abilities, with suggested target Eddington Numbers for beginners, improvers and enthusiasts. Novice cyclists could start by aiming for an Eddington Number of 2-5, improvers might attempt reaching 6-10 and those trying to push themselves may go for 11-15 or even more!

Heather Topel, Project Director of the North West Cambridge Development (Eddington Number Target: 5), commented: 'Whilst the focus is on cycling, we hope that walkers will also get involved in the challenge too. With different targets for all abilities there really is something to get everyone involved. Throughout the campaign the University will be updating the website with cycle trails and routes that will not only help people increase the amount they cycle but also encourage them to explore the surrounding area and get to know their neighbours.'

Several initiatives already encourage sustainable travel at Eddington. A cycle loan scheme is on offer to university staff and their families who are residents, with the option at the end of the loan period to purchase a bike. A refresher course for those needing a confidence boost is available and there are also regular cycle clinics. Eddington itself was created with infrastructure designed specifically to encourage healthy commuting, with extensive travel-planning measures taken to assist sustainable journeys, including strategic walking routes and cycle links.

## By Eddington Number Challenge

Log and track your own Eddington Number at [www.eddingtonnumber.co.uk](http://www.eddingtonnumber.co.uk).

Follow us at <https://twitter.com/EddingtonNum>

Join our Strava club at Eddington Number Challenge.



*Paths along Brook Leys at Eddington.*

# San Luis Obispo, a Californian cycling city

**F**or the last dozen years I have visited San Luis Obispo (SLO) for about three weeks in early March to get some sunshine and cycling and to attend the SLO Film Festival. It is one of the most cycle-friendly cities in the USA, having had a mayor who is also a member of their cycling campaign.

SLO is about half way between San Francisco and Los Angeles. It is a city about the size of Cambridge in area but considerably less in population. It is a very old city by Californian standards and has a Mission Church dating from the late 18th century. Most of the central area dates from the 19th or early 20th centuries and is not unlike the cowboy towns in western movies.

It was once mostly a railway town and is still served by the Southern Pacific. It is now a university city, like Cambridge, being the home of the California Polytechnic State University, generally known as Cal Poly, with an enrolment of some 21,000. So like Cambridge it has the theatre and music and arts that come with a great university.



*This is the cycle bridge at the station. Higher than ours because of double decker trains.*

## Moros

It is a few miles from the sea in an area of ancient volcanoes which are known as moros, that make the landscape beautiful. There are many moros in the area, even running right out into the sea at Moro Bay a few miles north of SLO. Happily, the roads go between the moros so they are not too hilly, though much hillier than those around Cambridge.

A friend who lives in SLO lends me her bicycle while I am there and I usually cover 400 or 500 kilometres in the three weeks. Among the events held in the city is a wonderful farmers' market for which they close about half a mile of the main street and line it with stalls of produce. There are also various musical groups playing live near the market. On the first Thursday of the month there is a cycle parade of both students and locals who ride about the town using their lamps and usually a variety of trick cycles, unicycles and tower cycles etc.



*There are many of these signs about the city where ever there is a cycle route with insufficient room for a separate lane. Many but not all are on quiet roads.*



*This is a photo of a Moro which one passes on the way to Moro Bay on the Bob Jones Trail. The houses in the foreground give a scale of what a big hill it is.*



*Avilla in the distance from the Port San Luis pier which used to have a narrow gauge railway coming right out onto the pier and loading from the ships and going back into SLO. The path of that is now part of the Bob Jones Trail.*



*This is the cycle boulevard with a barrier to prevent cars from using it as through road.*

## Off-road

There are off-road cycle paths and on-street facilities for cyclists. Very often the two combine to make a cycle route. One which is about 12 miles long goes to Avilla on the Pacific. Starting from the railway station, you can follow an off-road trail on the line of an old narrow-gauge railway which went to Avilla. Then there are several miles beside the road, but with good wide paths that are well surfaced. The last bit, known as the Bob Jones Trail, again follows the route of the old railway for about three miles, passing through a lovely wood beside a river.

On-road facilities in the city include several cycle routes with painted cycle lanes. But where there are parked cars and too little space for the cycle lanes there are signs reading 'Cyclist May Use Full Lane' — you see these all over the city. There is a cycle boulevard along an ordinary road from the city centre to the railway station which is inaccessible to cars and trucks so only cyclists can use it as a through route. At the station

there is a wonderful cycle bridge over the railway with back-and-forth ramps with cyclable gradients. It has to be higher than ours because their trains are double decker.

## Transit

The municipal bus company, SLO Transit, has racks on the front of their buses to carry cycles in case you need help getting home. I don't know if the buses are slow because I have never used one.

SLO is in a very beautiful area and has a lot to offer with an arthouse cinema and a couple of others, a little theatre and various concerts, plays and films at the University. There is generally plenty of sunshine, good restaurants and very friendly people. It is easy to see the whole city by bike. There are lovely rides to parks and the seaside at Pismo Beach or Moro Bay. It is an area of viticulture with many vineyards offering wine tasting.

**Tom Culver**



*Mission of San Luis Obispo.*



*Bus with cycle rack.*

# Boston and Portland compared

Editing Tom Culver's article on San Luis Obispo, I was reminded that I was in North America over the New Year and by chance experienced what seem to be among the best and the worst US cities for cycling. On the cool, liberal West Coast (well, close to it) Portland, Oregon is doing a good job of boosting both cycling and public transport use with a continuing programme of infrastructure improvements. But on the East Coast, Boston, Massachusetts seems stuck in a primitive mindset, not just preferring cars to bikes, but also assuming that public transport users simply want to travel in to the central business district and go home again.

## Sticking with the old

The Massachusetts Bay Transportation Authority (MBTA, known as 'the T') transit system looks fairly good on paper, or on a map, with subway and 'commuter rail' lines covering a wide area, but timetabling and ticketing are very poor, and the trains are old and unattractive. The subway and buses provide a decent all-day service, but the commuter trains basically run into the city in the mornings and out in the afternoons (although other American cities are far more extreme cases) with virtually no service in the evenings or at weekends. Modern cities need frequent services all day every day, and not just to the central business district. They also need a fare system that encourages multiple trips and off-peak travel - in Boston a single ticket

costs \$2.25–\$2.75 and a day pass costs a stonking \$12, which is basically telling people they're not wanted beyond the basic commute. A day pass should cost little more than two singles. In November 2017 a contract was signed with Cubic and John Laing to introduce a new smart fares system, so this may be sorted out in the 2020s. The T does at least carry bikes outside the peak times on most routes, and more secure cycle parking is being provided at stations.

Cycling is more or less invisible in Boston (less so in Cambridge, home to Harvard and MIT), and facilities in the city centre are largely limited to white paint on the roads. Notoriously, from 1991 to 2006 Boston spent \$24 billion (almost ten times the original budget, and it was eight years late too) on the Big Dig, the project to put I-93 - the Interstate highway through the heart of Boston - into a tunnel and didn't even manage to put a cycleway on top where the highway used to be. In fact there's still a dual-carriageway there with a linear park, the Rose Fitzgerald Kennedy Greenway, in the middle, i.e. patches of grass and a footpath between the cross-roads, and signs telling cyclists to use the on-road lanes. There's a bike-sharing scheme but the docking stations seem few and far between, and there's no dockless sharing scheme yet. Ofo Bikes launched in September 2017 in nearby Worcester and Revere, but can't operate in Boston or Cambridge because the



Boston's Rose Fitzgerald Kennedy Greenway. [Source: Wikipedia Commons. Author: Hellogrenway. This image file is licensed under the Creative Commons Attribution-Share Alike 3.0 Unported license.]

operator of the bike-sharing scheme there has an exclusive contract until 2022.

It's true that some decent segregated infrastructure is being provided in Cambridge and the suburbs, and the city authorities are beginning to make the right noises, but it's a dreadfully slow and sclerotic process.

Boston drivers are much pushier than those on the West Coast, honking and cutting up pedestrians on crossings; at these crossings, lights change to Don't Walk ridiculously early, and change to Walk ridiculously late, legitimising bad behaviour by drivers; the result is that pedestrians tend to ignore them. In central Portland, in contrast, I was impressed by how short the traffic light phases were at intersections, disadvantaging drivers but meaning that pedestrians were happy to wait the relatively short time till the green phase. (This was less the case slightly further from the centre.)

## Portland trying something new

In the 1960s the I-5 Interstate highway was rammed along the east bank of the Willamette River through Portland, but since then Portland has worked consistently to create a sustainable city, and not just in terms of public transport. It had the first electric trolley system in the US which opened in 1907. This



*Sharrow and bike-sharing station, Portland OR.*

closed in 1950, but then in 1986 the first Metropolitan Area Express (MAX) light rail line opened, the first half of what is now a 33-mile east-west route. There are now six routes, including one to the airport, and it's a popular, modern regional express system (and it carries bikes). In 1975 the Transit Mall was created, two parallel one-way streets in the city centre largely reserved for buses (and from 2009 light rail); also in 1975, the Fareless Square was introduced, a larger downtown area in which travel was free (this was abolished in 2012).

In 2001 the Portland Streetcar system began operation with smaller, lighter cars running on more tightly curved tracks. A north-south line through downtown (parallel to the Transit Mall) was extended in 2005-7 to the South Waterfront regeneration area, and in 2012 the new Loop line was opened. This

is a massive extension to the east of the Willamette River that crosses on the modern Tilikum Crossing bridge, opened in 2015, that carries light rail and streetcars as well as pedestrian and cycle paths, but with no access for cars and trucks - a major statement in the USA.

It's not quite a turn-up-and-go service, with streetcars every 15 minutes, but they're more frequent on the shared section downtown. The details have been well thought out, with intersections where cars in all directions have red lights so that the streetcars can cut through on the wrong side of the road; in some places doors also open on the 'wrong' side. Although MAX and the Streetcar are owned by separate municipal bodies they (and the buses) are operated by TriMet and tickets are valid on all systems. All in all, it's a good example of how public transport can bring organic growth to the city centre and especially to regeneration districts (even though it's become hipster central, Portland still has plenty of formerly industrial areas to be developed as residential property).

It's also worth mentioning the Portland Aerial Tram, a cable-car which opened in 2006 linking two parts of the Oregon Health & Science University (the city's largest employer) in the South Waterfront district.

In the early 1990s Portland had a Yellow Bike Project, providing free community bikes (just as Cambridge (UK) did around the same time), and it also turned out to be comically disastrous, lasting just three years before the bikes fell apart or were stolen or dumped in the river. However it did, for better or for worse, fix cycling in the Portland mindset, and since 1999 Portland has invested heavily in bicycle infrastructure. By 2009 traffic fatalities in Portland had declined six times faster than the national rate. In 2016 a modern app-powered bikesharing system opened, sponsored by Portland-based Nike - it's called Biketown, pronounced Bike, not Bikey as in Nike. One interesting aspect is that you can lock bikes for a brief stop and unlock them again with the same PIN.

Another interesting innovation is mini-sharrow markings at traffic lights to show where the magnetic sensors are, so cyclists don't just sit like lemons until a car arrives. Helmets are only mandatory for under-16s, but there's strong pressure from the city to wear one.

Traffic on the century-old Hawthorne Bridge increased by 20% between 1991 and 2008 - but only 1% of that was cars, the rest being cycles; the bridge would have had to be replaced otherwise, at great expense. There's now a cycle counter here, showing that 5,000 cyclists a day cross the bridge on an average weekday, which I think is pretty good, although in London, about 5,000 cyclists cross Blackfriars Bridge in the morning peak alone.

Clearly Portland provides a better model for us in Cambridge to follow, with its cycle-friendly bridges rather than car-clogged tunnels, but I'd hope that Boston is also paying attention and able to move in a more sustainable direction.

**Tim Burford**

# Meet our new employee: Anna Williams

*The Campaign recently announced the appointment of its second employee, Anna Williams, as our new Communications and Community Officer. Anna is responsible for internal and external communications across the organisation and for supporting and growing our community of members and volunteers. Here she gives an insight into her background in cycling and her plans for the future.*



Anna Williams.

Cycling, for me, has never been about the bike. Well, OK, maybe it was a little when I woke up on my fourth birthday thrilled to find a new blue Raleigh Small Rider waiting for me in the living room, or when I stopped cycling so much during my early teens, embarrassed by the secondhand bike my grandmother had found me, which couldn't be pimped up to coolness even by the addition of some coloured spoke-dokeys. Both bicycles gave me a wobbly

start to cycling; I was reluctant to let go of the Raleigh's plastic stabilisers and when I started training for my cycling proficiency test on the secondhand one, I remember darting my hand out like a frog's tongue to signal – riding one-handed for any length of time seemed a daunting challenge, and we hadn't even covered the flapping 'I'm stopping/slowing down' signal yet. Does anyone still use that one, 25 years on?

By my late teens, I had a new bike which was nothing special but, crucially, not embarrassing to ride in front of friends. I cycled to see them, to school, to my weekend and holiday jobs and, later, to university from my shared house at the bottom of a big hill in Bath. There are lots of big hills in Bath. However, there is also a fantastic flat ride out to Bristol along the route of a disused railway line (the first major project completed by active-transport charity, Sustrans) and one weekend, when all my housemates were away, I set out with a rucksack to explore.

I don't remember much about that ride, bar blue sky and exhilaration. A sense of achievement, the thrill of freedom running through my veins: yes, this is why I cycled! I had no money for a car, but returning home to Oxford in the holidays I felt no lack of independence. One summer, I worked two jobs: one on

weekdays, one on weekends. My choice entirely, but I had forgotten what I'd miss by filling my days with money-making schemes. Ninety miles away, in 'The Other Place', I had a long-distance boyfriend who shared my love of cycling. A year later, we married and my bike and I joined him in Cambridge.

Our relationship is dotted with happy cycling memories from around the UK and further afield: the Taff Trail, the Camel Trail, a ride from London to Maidenhead to visit family, and holiday rides along the Gower peninsula. Huge beads of suncream-tasting sweat as we tried to ride hire bikes on a steep climb in Zakynthos. A warm breeze as we cruised downhill to the beach at Byron Bay in Australia. Borrowing friends' bikes in Boise, Idaho. Feeling at home on a Dutch bike in Amsterdam. Adventures linked by fun, freedom and a lot of making it up as we went along.

However enjoyable it was to explore other countries by bike, it was always good to return home to our own saddles and cycle lanes. My job at a local advertising agency meant I had a bit more money than in university days, but I was still reluctant to spend it on a car. In 2004, the agency relocated eight miles out of town to Swaffham Bulbeck: there was a spare company car going free but when I realised I'd be taxed on it, I



Exploring South Africa and Cuba by bike.

decided to keep the cash. 'But it's much too far to cycle' my boss exclaimed, bemused by my choice. I was happy to prove her wrong and enjoyed commuting through the changing seasons past roadside poppies, fields of wheat and wild rabbits who leapt into their burrows from the cycle path as they acknowledged my approach.

I did get the bus too, especially in winter and on long, dark nights of working late when the country roads felt lonely and threatening. I think of transport choices as comparable to eating a balanced diet – we should try to pick as much as we can of the healthy options (in this case, walking and cycling), combining them with a mix of everything else. Cars are useful and convenient (and often beautiful and fun, as well), but shouldn't make up the majority of our transport diet, particularly within cities. My husband and I used hire cars, and a car share for a while, but continued to resist the cost and responsibility of car ownership. The question arose from family and friends when they learnt we were expecting our first child, and occasionally when number two was announced. Third time round, no-one asked any more; it was clear a life on two wheels was possible in this unique cycling city, even with a family of five!

We progressed from a trailer and bike seats to balance bikes and first pedals.



*With my eldest daughter in 2013.*

Nothing beats the swell of pride when you see your child riding independently, demonstrating a control of their bike far beyond what you achieved yourself at the same age. Balance bikes are an incredible invention; I cannot recommend them enough. They made the transition to a pedal bike effortless. At four, our eldest daughter was cycling short trips of up to five miles off-road; at five we introduced some on-road sections.

Until this point, although I had been a member of Camcycle for about 15 years and had spent several years volunteering on the newsletter, I had never truly appreciated the importance of high-quality cycle infrastructure for all ages and abilities. Our daughter is an extremely competent rider and pretty street-smart for her age, but would rather enjoy the view than concentrate on potential hazards like car doors opening or tourists with cameras stepping into the road. She's a bit too fast to share pavements with vulnerable pedestrians and a bit too slow to be stuck in front of impatient commuters on narrow on-road cycle lanes. Wide, segregated and protected cycle paths allow us both to enjoy our journey, giving me a break from shouting nervous instructions from behind and her a chance to chat about what she notices on the way.

I've also realised that high-quality space for cycling is an issue of social



*Segregated paths give us a chance to chat on our journey.*



*On our recent Reach Ride.*

justice and equality. Around a third of households in Cambridge don't own a car or van and yet the planning for new developments is still far too often centred around the needs of motor vehicles.

Designing liveable streets and safe routes for cycling and walking helps to create a more welcoming city, encouraging people of all ages and abilities to travel on foot and by bike, thereby reducing congestion, air pollution and levels of obesity.

My vision for Cambridge is that my children can grow up able to take advantage of the freedom they've experienced as they've learnt to ride their pedal bikes, a freedom to travel which should be available to them right across the city in which they live, not just in a few protected areas like the Busway path and the forthcoming Chisholm Trail. In my new role, I'd like to build on the amazing work of Roxanne and Camcycle's passionate group of members and volunteers to share more widely what the charity has learnt over the last 23 years and help create a vision for an inspiring cycling future. Cambridge is a wonderful city to live and cycle in, but I'd like to help make it even better!

**Anna Williams**

## Camcycle paid internship programme

**T**his summer Camcycle is launching a paid internship programme which will give the successful applicant the opportunity to work on a strategic campaigning project, while also developing general skills and experience to prepare them for future career opportunities. The successful applicant can either work full-time for 8 weeks or on a more flexible arrangement.

The Cole Charitable Trust has generously funded this programme for the three years, allowing us to provide a paid internship each summer. We are confident these will be successful and that the programme will continue beyond the first three years.

As a charitable organisation, we believe it is important that any internship we offer should be paid, high-quality, open and accessible. As such, we have designed our programme to meet the standard set by the Chartered Institute of Personnel and Development 'Internship Charter' – a voluntary code of practice with six principles for devising and implementing high-quality internship schemes. This code requires that:

- we pay our intern a living wage,
- we conduct a fair and transparent recruitment process,
- we provide an induction,

- the intern is provided with work that is beneficial to them and our organisation,
- the intern receives good support and supervision, and
- we review the programme with the intern and provide them with a reference.

Fifty percent of their time will be spent on a strategic project: there will be a different one each year, so recruitment requirements will vary accordingly. This year we would like our intern to work with staff and volunteers on our Street Cycle Parking project. They will have a leadership role in tasks including design, distribution and analysis of our survey of residents and researching best practice in on-street cycle parking.

The rest of the intern's time will be spent on general support and development activities such as event organisation, social media communications, supporting trustee meetings and mentoring and training. These activities will be selected to develop the skills required for the intern to achieve their career goals.

Applications opened on 18 May and will close at 9am on 11 June. Ideally, our first intern will be able to start early in July. To find out more and to apply, please visit

<https://camcycle.breezy.hr>

**Roxanne De Beaux**

**Outspoken!**  
cycles

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## Camcycle monthly meetings and events

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 8pm, with tea and coffee from 7.30pm. The agenda includes opportunities to discuss current issues and planning matters. Camcycle may take photographs and videos at these meetings. These may be used in our publications, advertisements, media releases, website and social media. The video footage may be live-streamed on Facebook. All are welcome.

5 June Julien Bouvet will talk about his research into the cycling culture in Cambridge - see *Newsletter 137*.

3 July tbc.

July 14-15 The Big Weekend on Parker's Piece. Camcycle will have a stall - volunteers needed. *Cyclescape 3725*

## Camcycle newsletter dates

**Newsletter Team** meeting 13 June at 5.45pm in Grads Café on the 3rd floor of the University Centre, Mill Lane. All are welcome to attend this meeting where we discuss the most recent issue and plan the next one. *Cyclescape 979*

**Copy deadline** 30 June. Members' help with the newsletter, including writing articles, taking photos, providing reviews and laying out content, is always very welcome.

**Newsletter distribution** week of 25 June. Members organise the newsletter distribution, putting into envelopes and then getting them delivered. More volunteers would be a great help. Please contact Lisa Woodburn (via [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk)).

## Cambridge cycle rides

**CTC Cambridge** holds up to six rides a week in the countryside around Cambridge. These range from short, leisurely-paced rides which last 2-3 hours on a Saturday morning, medium-length rides on a Sunday afternoon, to long rides on a Thursday or Sunday that last all day. All welcome. [www.ctc-cambridge.org.uk](http://www.ctc-cambridge.org.uk)

**#CamRideHome** rides start at 6pm on the last Friday of the month from outside The Mill pub on Mill Lane, Cambridge. No-one takes responsibility for organising it so it just depends



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on who turns up. Usually a few do and they enjoy a one-hour leisurely tour of the city finishing up at a pub. Follow the hashtag and enjoy.

## City and county council committees

Campaign members may be interested in attending council meetings. Planning Committee and Area Committee meetings often include cycling and walking issues. Development Control Forum and Joint Development Control Committee meetings determine planning applications relating to major housing development proposals.

Agendas are usually online about a week in advance at [www.cambridge.gov.uk/democracy/](http://www.cambridge.gov.uk/democracy/). Please check the website in case meetings have been cancelled, or times or venues changed.

**Development Control Forum** 13 June and 11 July at 10am in Committee Room 1 & 2 - The Guildhall, Market Square, Cambridge CB2 3QJ.

**Development Plan Scrutiny Sub-committee** No meetings are scheduled.

**East Area Committee** 12 July at 7pm in Cherry Trees Day Centre, St Matthew's St, Cambridge CB1 2LT.

**Greater Cambridge Partnership Histon Road Consultation** 13 June at 4pm in St Augustine's Church & Hall, Richmond Road, Cambridge CB4 3PS and 19 June at 5pm in Chesterton Community College, Gilbert Road, Cambridge CB4 3NY.

**Greater Cambridge Partnership Executive Board** 4 July at 4pm in Committee rooms 1 & 2, The Guildhall, Market Square, Cambridge CB2 3JQ.

**Greater Cambridge Partnership Joint Assembly** 14 June at 2pm in Committee rooms 1 & 2, The Guildhall, Market Square, Cambridge CB2 3QJ.

**Joint Development Control Committee - Cambridge Fringes** 20 June and 18 July at 10.30am in Committee Room 1 & 2, The Guildhall, Market Square, Cambridge CB2 3QJ.

**North Area Committee** 21 June at 6.30pm at Shirley Primary School, Nuffield Road, Cambridge CB4 1TF.

**Planning Committee** 6 June and 4 July at 10am in Committee Room 1 & 2, The Guildhall, Market Square, Cambridge CB2 3QJ.

**South Area Committee** 4 June at 7pm in Cherry Hinton Village Leisure Centre, Colville Road, Cherry Hinton, Cambridge CB1 9EJ.

**West Central Area Committee** 5 July at 7pm in Wesley Methodist Church, Christ's Pieces, Cambridge CB1 1LG.

### Please note

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

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