

CAMCYCLE

SUMMER 2019

A photograph of a man and a young boy riding bicycles on a red-paved cycle path. The man is in the background, wearing a grey hoodie and light blue trousers, riding a black bicycle. The boy is in the foreground, wearing a grey and white hoodie and light blue trousers, riding a black bicycle with yellow handlebars. They are both smiling. The path is red with white markings, including a large white arrow pointing forward and a white bicycle symbol. In the background, there are brick houses, a green hedge, and a blue recycling bin. The sky is blue with some clouds.

TRY SOMETHING
NEW

CYCLE PRIORITY ON GREEN END ROAD
NEW IDEAS FOR SAFER STREETS
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Why we cycle

Rosie Ray and Jonny Lynn

We both love cycling. We like vintage rides – we've done the Tweed Run, Inter Sportives and all sorts of cycling (but this Penny Farthing isn't ours; we both ride Pashleys!). We wish we could cycle commute, but we live too far out of Cambridge and the roads aren't that good where we work. We love the freedom of cycling, the lovely people we've met along the way and the generally happy atmosphere when you're out on the bike.

CAM
CYCLE



CAMCYCLE, THE CAMBRIDGE CYCLING CAMPAIGN

works for more, better and safer cycling for all ages and abilities in and around Cambridge. Many of the cycling facilities such as paths, lanes, bridges and cycle parks would not exist without the campaigning of our volunteers, supported by over 1,350 Camcycle members. Our vision is for a city that is healthy, sustainable and vibrant, and a pleasant place for Cambridge's residents, workers and visitors.

SUPPORT
OUR WORK

[camcycle.org.uk/
membership](https://camcycle.org.uk/membership)

Try something new this summer



As a campaigning organisation, we are always looking towards change. Altering road layout, planning new infrastructure – it's our raison d'être. If you chose to 'Vote Bike' in the recent May elections, then you're looking for change alongside us, hoping that those who govern will try something new.

It's in this spirit that we welcome you to the summer issue of Camcycle's quarterly magazine. It follows folk who have tried some of the new types of bike featured in our spring issue such as e-bikes and docked city-bikes. Local cycling groups you may like to join tell us about themselves, and we hear about recent monthly meeting guests Extinction Rebellion who use cycling as a call to action.

But more importantly, this issue looks at new ideas we can bring to our streets to get more people cycling and make journeys safer and more pleasant. Green End Road now has (nearly complete) segregated cycle lanes which give priority to cyclists; Chesterton Road is under discussion; school streets and point closures around Cambridge are considered; and we look at ideas from other places such as Cheltenham and Pontevedra.

We also share the results of our recent Camcycle member survey – and thank you for responding. Over half of you reported valuing changes made in your local area of Cambridge as a result of our work. Nearly half of you said you would like to participate in our campaigns. There are plenty to get involved with so please join us to make our shared visions a reality, simply telling others about us if that's all time allows.

If you feel you could do more, then do: try something new!

Adam Jenkins & Rosie Humphrey, Camcycle editors



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CALENDAR

CAMCYCLE MEETINGS

All are welcome to our monthly meetings at the Friends Meeting House, Jesus Lane on the first Tuesday of each month. We start at 8pm, with tea and coffee from 7.30pm. At each meeting there is an opportunity to discuss your own cycling issues and campaigns.

Please note that we 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.

4 June Guest speaker Tess Jones: workplace cycling
Encouraging and enabling behaviour change. *Please note that this meeting will be held at the earlier time of 6.30pm (with refreshments available from 6pm).*

2 July Guest speaker Paul Gasson, Council Liaison Officer for Waltham Forest Cycling Campaign
Following the success of London's 'Mini-Holland' schemes, what lessons can we learn for Cambridge?

6 August Summer holiday special
New ideas from members' cycling holidays

3 September Guest speaker from Flit folding e-bikes

CAMCYCLE MAGAZINE DATES

We welcome members' help with our magazine, including writing articles, taking photos, providing reviews and laying out content. If you'd like to get involved, please follow *Cyclescape* 4264 and 4266 or contact us at contact@camcycle.org.uk

Copy deadline for the autumn issue of the magazine is **Sunday 21 July** (theme: *Back to School*).

Magazine distribution will begin on **27 August**. Members organise the newsletter distribution, putting them into envelopes and then getting them delivered. More volunteers would be a great help. Please email contact@camcycle.org.uk if you can support this work.

REGULAR CAMBRIDGE CYCLE RIDES

CTC Cambridge holds up to six rides a week in the countryside around Cambridge. All welcome. Read more on page 41 or visit ctccambridge.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 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 on Twitter and enjoy.

SEE MORE
CAMCYCLE
EVENTS ON
PAGE 23

Contacting the Campaign
Camcycle,
The Bike Depot, 140 Cowley Road,
Cambridge CB4 0DL
(01223) 690718

www.camcycle.org.uk
contact@camcycle.org.uk

Twitter: @camcycle
Facebook: CambridgeCyclingCampaign
Instagram: @camcycleuk

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

THE BIG PICTURE

RIDE HAPPY





Research consistently shows that cyclists are the happiest commuters, but cycling for leisure is even more enjoyable. Just ask the 989 people who joined us on our 13th annual Reach Ride. One participant described the experience as 'the best family day out of the year'. It was lovely to see so many new faces this year and even better to see all your smiles! *Image: Lucinda Price Photography*

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CYCLE TO WORK

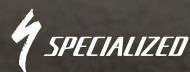
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Stop telling cyclists to dismount and replace with signs that respect us all



I'm sorry but I just don't understand this sign. I was cycling up Milton Road and came across two signs. The first was pretty obvious. 'Cycle Lane Closed'. OK, so the cycle lane is going to be blocked. This is a regular occurrence in Cambridge. People illegally parking in a cycle lane is the most common cause, but there are other reasons. I don't mind that sign. It informs people cycling like me that the cycle lane is closed, but it also informs people who happen to be driving today that the cycle lane is closed and to expect people riding bikes to be quite legally in the traffic lane.

The second sign said 'Cyclists Dismount'. This is just useless. To the left was another that pointed pedestrians to the left, around the blockage on the pavement. This would have been better if they had actually provided a segregated space for the people walking to go, but I guess a car park was fine. No, the Cyclists Dismount sign is just useless.

As I had stopped to take a picture, I didn't see a single cyclist dismount. They just joined the traffic lane and continued cycling. The blockage was just a few metres, so dismounting would have been very disruptive. Also, when the person cycling has dismounted, what were they meant to do? Were they meant to walk their bike as if they were a pedestrian

through the car park? Were they meant to walk their bike along the main traffic lane? If you had assumed the latter then that would probably have annoyed a large number of people driving as all of a sudden they would have had people walking bicycles at 3 mph in the traffic lane instead of people cycling at 13 mph for a few metres.



Let's replace all Cyclist Dismount signs with ones that are informative instead.

A very pedantic friend did exactly that once on Silver Street. The car lane width was much reduced, and there was a Cyclists Dismount sign. So he did. And pushed his bicycle very slowly along the middle of the car lane, very obediently following the instruction he had been given to the letter. Perhaps we should all do that?

And what about people who can't

dismount? Yes, there are people who have movement difficulties that make dismounting and remounting a bicycle, tricycle, or hand cycle very difficult. If you have legs that don't work and use a hand-cycle to get to work, how do you dismount? Do you have to stop in the middle of the traffic lane, detach the hand-cycle section from your wheelchair,

and then push your way past the Dismount sign, only to reattach it all back together again? I just don't know how a Cyclists Dismount sign would stand up to the current anti-discrimination legislation but I don't think it would go very well.

So what would I do? Simple, I'm happy to see a Cycle Lane Closed sign correctly positioned to forewarn me to take action when it is still safe to do so. That is informative. I'd be even happier to have a Cycle Lane Closed - Join Carriageway sign, as that tells you what is recommended. I'd be

happier still to have a sign that informs people driving that cyclists are forced to join the car traffic. A few of the better construction companies have been using them around the city and I really like them. But let's get rid of Cyclist Dismount signs when the traffic lane is still open. And, have you ever seen a 'Cyclists Remount' sign?

Robin Heydon is Chair of Camcycle. This article was first published on 15 April in the Cambridge News and online at cambridge-news.co.uk, where you can read his column each week.

► We believe that cycling should be accessible to people of all abilities. For many people, cycling is easier than walking. Find out more at camcycle.org.uk/inclusive and visit inclusive cycling charity wheelsforwellbeing.org.uk



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Missing Cambridge: American cities are built for cars not cargo bikes



I did something last summer that I would not recommend: I completed an international move with three small children. My husband started work immediately, while I had a later start date to allow us to settle in. After the first week – with no local friends or knowledge of our community – two magical things happened. First, my son started school. Second, we assembled our cargo bike and my toddler daughters and I were able to explore our neighbourhood.

I moved to Cambridge with my husband and we left as a family of five. We returned to the US – my home country. But we came home to a set of circumstances dramatically different from those we left, and not just because of the skip fire that is American politics. We bought a big American house in a suburb (right), we bought an 8-passenger minivan, and we settled into a life that is both just like the one we left, and radically different.

Our new neighbourhood, in a suburb immediately west of Chicago, is an early-20th-century community full of single-family homes on small lots. Roads are wide, but quiet – most traffic is funnelled into a few arterial roads that are easily avoided. And like Cambridge, the whole area is flat as a pancake. Furthermore, car parking in shopping areas is a major source of contention in the village, but I have yet to have trouble finding a place to put my bicycle (I do sometimes have a hard time finding a dropped kerb for the cargo bike, but that's a slightly different challenge).

In the first few months of riding around town every day, I had fewer bad experiences with drivers than in Cambridge: many are conciliatory to a fault. They will occasionally slam on the brakes to let you cross or linger at stop

signs for an awkward amount of time, until you finally shrug and cross the junction.

As a cargo bike owner, I have gained a certain amount of notoriety. On one afternoon, two different women in their sixties stopped and asked to take pictures for their adult children. The first time I encountered another cargo bike on the road, he gave me a big wave as if to say 'HELLO FELLOW TRAVELLER!!!!'



But when I joke about it with my neighbours, they say 'oh no, it's a very Oak Park sort of thing, they're everywhere.'

Cycling is extremely manageable in my new community, and for that reason I see people of all ages out on their bikes. The village has all the components of a cycle-friendly community: easy access for bikes, a lot of cycle parking, dense housing stock and a perceived shortage of car parking. But as a dedicated cyclist,

I constantly realise the extent to which American cities are built to cater for the car. I went to the village hall with my children, and was unable to get in the front door: there was nothing that could accommodate a pushchair. When I asked employees, they said: 'Oh! The accessible entrance is in the back, by the parking.' There was no accommodation for a wheelchair-bound person who took the bus, or for parents with small children. I am the only person who seems to think that is strange.

Furthermore, I have become involved in cycling advocacy in my new community. I recently went to a village trustees' meeting to speak in favour of pedestrian and cycling infrastructure. I had a chat with other cycling advocates afterward. When the conversation broke up, they both walked to their cars to drive home.

I am settling into my new life here, even as I remain determined to keep the minivan in the garage as much as possible (because yes, our house came with a two-car garage). We chose this place because we did not want to be car-dependent. But the thing that has struck me is the extent to which cycling just doesn't seem to occur to many people. Cycling is extremely viable as a default mode of transport, at least until it starts snowing, but it isn't a part of people's mentality. My husband and I joke that our mobility choices are quickly turning us into local eccentrics, and that's the thing that makes me miss Cambridge the most.

This article was first published on 27 February in the Cambridge Independent, which features a monthly column by a member of the Camcycle team.



20 years of campaigning bears fruit as work begins on the Chisholm Trail

On Friday 8 March, the long-held dream of Camcycle member Jim Chisholm finally became a reality. Together with Councillor Lewis Herbert (Chair of the Greater Cambridge Partnership and Leader of the City Council) and Councillor Mandy Smith (Chair of Cambridgeshire County Council), Jim broke ground on the Chisholm Trail cycling and walking route at an official start-of-works ceremony on Ditton Meadows near the site of the new Abbey-Chesterton river bridge.

Jim thanked Camcycle members and volunteers for their support for his vision (first proposed in our newsletter back in 1998) and paid tribute to some of the many other people who had helped bring the project to life.

Although the Trail has been started, our work is not yet over as we continue to campaign for good access along the Trail, particularly from new developments on the Mill Road Depot and Ridgeons sites. Read more about the Mill Road Depot plans on page 20.

Organisations unite to call for more Space for Cycling



In April, we united with other local groups including Transition Cambridge and Extinction Rebellion to call for more space for cycling on the city's streets. Around 50 participants, including Cambridge MP Daniel Zeichner, rode together through areas where we'd like to see improvements, including Station Square and Mill Road. The ride was part of our campaign encouraging residents to 'Vote Bike' in the May elections and joins our election survey as an annual part of this campaign.

► If you enjoyed our Space for Cycling ride, read about Critical Mass rides on page 44.

Camcycle welcomes two new summer interns



We're pleased to announce that this summer we will be welcoming two paid interns to the Camcycle team. Ellie Gooch and Beth Barker will be joining us from July and helping with our Festival of Cycling, policy project, website resources, Mill Road campaigning and many other activities. We were so impressed by the candidates who applied for our internship programme that we wanted to hire two people. Thanks to the Cole Charitable Trust, Cobb Charity and generous donors for making this possible.

► If you'd like to help support the work we do, visit camcycle.org.uk/donate

Get involved with the 2019 Cambridge Festival of Cycling



After an amazing launch in 2018, the Cambridge Festival of Cycling is back! Join us for another month of cycling celebration as we ride through September in style, beginning with a social ride to Milton Country Park and featuring a bigger and better Cargo Carnival with stalls, cycle tryouts and lots of advice on pedal-powered cargo.

There's still time for local people and organisations to get involved, so get in touch now if you'd like to sponsor, host or volunteer at a cycle-themed event.

► Read more on page 23 and find the latest news at cambridgefestivalofcycling.org

NATIONAL NEWS

Government report on urban mobility recognises key role of walking and cycling

On 19 March, the Department for Transport published a report entitled 'Future of Mobility: Urban Strategy'. The document sets out an approach to transport which makes the most of new transport technology while addressing the challenges caused by the huge growth in motor transport since the 1950s.

One of the principles of the government's approach is that walking, cycling and active travel must remain the best options for short urban journeys. In England 45% of all journeys taken by urban residents are under two miles. As well as discussing the benefits that cycling brings in terms of health, air quality and reduced congestion, the report mentions use of bike-share schemes, e-bikes and cargo bike delivery.

Xavier Brice, CEO of Sustrans, welcomed the report saying: 'Over the next decade technology is going to drive a revolution in transport ... that could result in greener and more convenient travel for everyone. But we need to start with the end in mind. What type of places do we want to live in? What type of lives do we want to lead? And nothing is better at creating healthier places and happier lives for everyone than investing in solutions that make it easier to walk and cycle.'

► tinyurl.com/futureofmobilityreport



Image from the cover of 'Future of Mobility: Urban Strategy'.

Scotland bans pavement parking as UK government calls for evidence in England

Amid growing concern from charities such as Guide Dogs for the Blind and Living Streets, in April the government announced a call for evidence on pavement parking in England. At present, pavement parking is banned only in London but, on 4 April, the Scottish Government agreed in principle to implement a nationwide ban on pavement parking and double parking.

Stuart Hay, Director of Living Streets Scotland, said the move would 'help to create safer and more welcoming streets for all' and encouraged the relevant powers in England and Wales to take a lead from the Scottish ruling.



Teachers call for urgent action on air pollution outside schools

A Sustrans survey has found that 63% of teachers would support a ban on cars and buses outside schools. One in three teachers told the walking and cycling charity that they were worried about air pollution and 59% want the government to take 'urgent action'.

When asked what they thought would reduce levels of air pollution outside schools, over a third of respondents (34%) believed that encouraging more people to walk, scoot and cycle would help reduce toxic fumes, followed by educating the school community about the causes and effects of air pollution (28%) and school road closures (26%).

Public Health England's air quality review, published in March, also made suggestions to reduce levels of pollution, including anti-idling measures outside schools and hospitals, provision of dedicated cycle infrastructure and introduction of road pricing schemes such as London's Ultra Low Emission Zone, launched on 8 April.

► Join air pollution campaign Clean Air Day on 20 June: cleanairday.org.uk

NEWS IN NUMBERS

£21m

is the amount allocated to improve the 16,000 mile National Cycle Network, announced by the DfT in March, somewhat less than the £2.8 billion over 22 years that Sustrans recommend is needed to deliver high-quality routes across the country.

£8,825.93

is the average amount UK highway authorities paid out to cyclists in pothole compensation claims, over 25 times as much as the average amount paid to drivers affected by bad road surfaces.*

*Source: Cycling UK

Greater Anglia must do more to encourage and provide for cyclists using their trains

FOUR BIKES PER TRAIN ON RURAL SERVICES

Greater Anglia are now stricter about the number of full-sized bikes on their rural trains. While they've had a bike limit in theory, it's been at the discretion of the train guard as to whether any more bikes can be let on. From 1 March 2019, there has been a strict four-bike limit. Folding bikes remain unaffected - you can take these on any service as long as they are folded and fit into the luggage space. Greater Anglia were handing out cards to bike users throughout February announcing this, and including the following information:

- Greater Anglia can carry up to 4 bicycles per train on rural services. The spaces are allocated on a first-come first-served basis.
- On trains to Cambridge, owing to high passenger demand, full-size bikes will not be permitted on trains arriving at Cambridge between 07.45 to 08.45 in the morning (Monday to Friday).
- Folding bikes can be carried on all trains at all times, without a reservation, provided they are folded and can be safely stowed in the luggage racks.

On the face of it, it seems like a backwards step as it sounds as though they are discouraging cyclists from taking



train services. However, two reasons for the change have been given. The first is to guarantee space for wheelchair users. Previously, in order to be guaranteed a space, a wheelchair user would need to book a reservation in advance. The second reason is that there are more passengers travelling on the Cambridge-Norwich line, particularly with the opening of Cambridge North. With more passengers, there are more bikes being taken on trains.

The silver lining is that this limit should be temporary. Greater Anglia are currently testing new trains that will allow up to six full-sized bikes to be carried. They say these new trains are due to be rolled out at the end of 2019.

Further information can be found at: greateranglia.co.uk/cycling

Adam Jenkins

SECURITY AT CAMBRIDGE STATION CYCLE PARKS



Following several thefts at Cambridge North in which thieves were able to unbolt the Sheffield stands from the tarmac, we were pleased to see Greater Anglia fitting all the bolts with more secure shearnuts (right) in February. However, we still regularly receive reports of theft from both stations and people who are put off from using them by concerns of theft and personal safety.

We'd like to see Greater Anglia working with the police to tackle these issues and ensure those travelling by train can park their cycles securely.

A CYCLIST'S EXPERIENCE

Without rolling out either more cycle-carrying trains or a bike reservation system, the '4 bikes per train' policy is turning into a nightmare.

I came back from Bury St Edmunds recently and the first train I could have taken was full of bikes already (there were four, on a train with six carriages and so many empty seats!), the second train had space for my bike only, and there were five other cyclists forced to wait for a third hour (hourly trains only) to fight between them for any of the next four spaces.



Cyclists left waiting on the platform at Bury St Edmunds station.

I've emailed Greater Anglia about it - it seems remarkably short-sighted to roll out these limits without bike reservation tickets. I suspect I'll have to abandon cycling and get back in the car for everyday commuting.

Joanne Cornish

NEWS IN PICTURES



Townsend's Light Blue Cycle Centre

have recently been posting pictures on social media of their happy customers. One day in April, their featured customer happened to be a double Olympic gold medal winner and multiple world champion who'd just helped Cambridge to a Boat Race win!

townsends-lb.co.uk



BBC Look East

has featured us twice in recent months. Here Camcycle's Executive Director, Roxanne De Beaux, explained how cycling can help tackle air pollution.



The Science Park

released proposals in February showing improvements to the access from the Busway, next to the new Transport Plaza. Camcycle trustees were involved in initial discussions on this scheme and we were pleased to see references to our *Making Space for Cycling* guide in the planning documents.

BLOG OF THE QUARTER: NICER CITIES, LIVEABLE PLACES

robertweetman.wordpress.com

'Changes to main streets to support cycling MUST be accompanied by changes to the nearby residential streets ... If we work this way it means that the biggest effects of the changes in streetscape are to improve the quality of life of the local residents, with improvements to the safety of 'cyclists' (people cycling through the area) being only one part of a whole unified scheme.'

Robert Weetman has a job in active travel, and uses his personal blog to share ideas and examples of how improving places for walking and cycling can create nicer places for everyone. He visited the Netherlands and fell in love with the way Dutch urban design had delivered towns and cities that were pro-human: beautiful, peaceful, thriving places which were pleasant to traverse and spend time in.

His latest post, *I want my street to be like this...*, looks at the differences between British (top) and Dutch residential streets, highlighting the contrasts in layout and structure which mean that, even when the number of cars is the same, the street is a safer and more people-friendly place.



Images © Robert Weetman and used with permission

Mill Road Summer: when the bridge is closed, the street will remain open

From 1 July to 25 August, the Mill Road bridge will be closed to motor vehicles to enable works on the bridge, the railway line and the Chisholm Trail. Following campaigning from Camcycle, Over Mill Road Bridge and other community organisations, Govia Thameslink and Network Rail have agreed to maintain access for pedestrians (and wheeled cycles) for most of the closure, but there will be some short periods of time when the temporary footbridge will also be closed. Stagecoach has committed to maintaining bus services, with shuttle buses serving the areas on each side of the closed bridge. Full details are still to be confirmed; we will update members when we know more.

The Romsey and Petersfield communities, including residents, businesses, councillors and Camcycle members, are working together to ensure Mill Road thrives during this time with a Mill Road Summer festival. We will promote the events, activities, arts,



If you love the Mill Road Winter Fair, help us create an exciting Mill Road Summer too!

entertainment, services and products that make Mill Road so special and we're hoping to organise a few exciting new things too, including parklets, live music, street art and open-air cinemas (in the middle of the road no less).

Mill Road Summer needs more

volunteers so please get in touch if you can help or if you have something that can be promoted as part of the festival.

► Find out more and get involved at millroadsummer.org

Issues persist with development at Cambridge station



We'd like to see more space for cycling at Cambridge station.

Camcycle has responded to the latest planning application for the Cambridge station area development, pointing out that there are still numerous issues that need to be resolved.

We've met with the developers a number of times recently and, following our feedback, we are pleased to see the addition of a zebra crossing on Station Road. However, the bulk of our

comments have not been addressed. The issues we have objected to include:

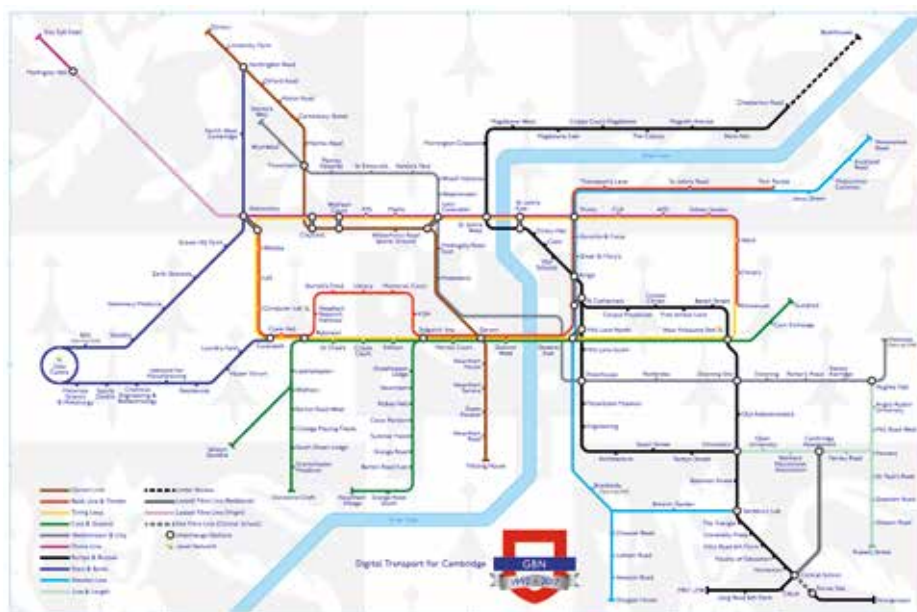
- The continued absence of a safe north-south cycle route through the area. We are continuing to work with the developer to find a better solution, however they seem unwilling to consider a proper, segregated route.
- The number of cars passing through the mini-roundabout next to the Cyclepoint, estimated in the new plans at around 10,000 per weekday, is dangerous for cycling and implies unacceptable levels of pollution and noise on Great Northern Road.
- The turn by Devonshire Road should be a smooth curve, reflecting the desire line. Thousands of people cycling will be required to give way to the 300 or so cars per day accessing the car park.
- The commitment to keeping 400 car

parking spaces while breaking the commitment to install an additional 1,000 cycle parking spaces. They have not shown evidence that there will be space for additional cycle parking as the development in the area progresses.

- The use of shared-use pavements during the construction phase with no dedicated space for pedestrians. We propose an interim layout that includes segregated spaces for people walking, cycling and driving.
- Use of kerb upstands on cycle links that will increase the risk that people cycling will catch their wheel and fall. These locations must be flush with the surrounding surfaces.

► Find out more and join the discussion on [Cyclescape thread 2838](#).

Installing ducting must be a no-brainer, but the positioning and quality of access chambers on the cycle network will be crucial. Distorted or badly positioned ironwork is a hazard for those cycling.



I gather the intention is that, where practical, ducting will be installed on all new Greenways.

So although you, on your bike, may be speeding along much faster than the motor traffic stuck in queues, there may soon be photons travelling below you at close to the speed of light.

Jim Chisholm

Have your say on Cherry Hinton Road improvements



We're pleased to see the options presented in the survey that will make cycling safer and easier including removal of on-street car parking and shared-use pavements, cyclist priority over side roads

It is also disappointing that the Hills Road junction will still not have an official

Please complete the online survey by 18 June to show support for the options that will improve safety for cycling including:

- the new bus stop design
- the removal of on-street car parking
- the continuation of cycle lanes all the way to junctions
- the priority for cyclists and pedestrians over side roads
- the provision of 2m-wide segregated cycle lanes.

► Complete the online survey at tinyurl.com/cherryhintonroad

Green End Road gains first segregated lanes in Cambridge with cycle priority at side roads

In March, we were excited finally to be able to try the new segregated cycle lanes on Green End Road delivered by Greater Cambridge Partnership as part of the Cross City Cycling scheme. We've been critical about other parts of the scheme in this area (the painted lanes on the southern part of the road don't protect vulnerable road users and the Nuffield Road phase is currently on hold), but the northern section is starting to shape up nicely and demonstrate the benefits of providing dedicated space for cycling. We're particularly pleased that the cycleway has priority over side roads and is set back from the main road to allow space for cars turning in to give way to passing cycles.

These changes were long overdue as the shared-use pavement at the Milton Road end, opposite the Co-op, was one of the worst sections of cycleway in the city, throwing cyclists and pedestrians together in a narrow space filled with obstacles such as tree roots and signposts. The new layout makes the most of the width of the road at this end, using planting and parking spaces to separate the new redmac cycleway from the main traffic lanes. Bus stop bypasses and an improved zebra crossing have also been installed.



Green End Road is both a residential street and a key commuter link and the cycleway scheme delivers for both, with improved facilities for pedestrians and cyclists and a more attractive street for residents, with enhanced trees and shrubs. It's reminiscent of one of the most popular pictures in our *Making Space for Cycling* guide: we used to have to refer to photos of the Netherlands when explaining our policy on designing for streets, so it's great to have a homegrown example at last.

The concept for the scheme was born out of the Green Up Green End Road campaign, developed by County Councillor Ian Manning in 2012 when residents would often ask why the street was called Green End Road when it wasn't actually very green! Camcycle contributed to workshops with cycling officers and local residents and shared visuals of road layouts (see diagram on the right). Cllr Manning says the project has come to fruition because the vision was maintained throughout, despite setbacks and challenges. He says that it is important to work with both residents and commuters to get something good done: 'the end result here is high quality cycle lanes for cyclists (when it's finished), a greener environment for residents and more space on the pavement for vulnerable pedestrians'.

A spokesperson for Greater Cambridge Partnership said: 'We are thrilled that we are close to completing the Green End Road Cross City Cycling scheme, one of five projects which aim to improve links to schools and workplaces. The route is already being well used by cyclists and also those on mobility scooters. The final elements of the project in the Nuffield Road area will be completed before children return to school in September.'



Although we're very pleased with the new lanes (and are grateful to local councillors for pushing for them) they will make up just a short section of most people's journeys, so the way they link up to the rest of the cycle network is important. We look forward to improved junctions at Nuffield Road and Milton Road and will continue to campaign for a segregated link through Nuffield Road connecting up with the Busway cycleway to Cambridge North station.

Anna Williams

MEMBER REPORT

Issues for cyclists persist on Fen Road



Cyclists are forced either side of the speed cushions (right) and, when cars are parked next to the cushions, roadscape is even more constrained.

Fen Road is the most tricky and dangerous road I use in Cambridge. I am a confident cyclist and my route takes me across the city from CB1 (Beaumont Road) up to the Science Park. Since Cambridge North station opened I've used Fen Road, from the Green Dragon bridge up to the level crossing. My commute means that I use the road around 8.30am and 5.15pm.

The main problems I've noticed are as follows:

1) The speed cushions are quite aggressive, particularly for heavier bikes or for those using cargos or trailers, so riding over is hard. As a result, they channel motor traffic and cyclists into

a narrow space in the middle of the road. Although the cushions have small gaps to both kerb sides where cyclists naturally want to ride at normal commuting speed, people park cars adjacent to the cushions, which means the only feasible way from one side of a cushion to the other is over it or through the one-metre gap between the cushions at the crown of the road. There are solid white lines along the kerb beside each cushion, but they are worn and often ignored by residents.

2) Even away from the speed cushions, parked vehicles on this narrow road force cyclists into conflict with motor vehicles.

3) There's a proliferation of transit-style vans and larger vehicles using the road, sometimes with disregard to cyclists.

4) The many 4x4-type vehicles using Fen Road can travel at speed even over the speed cushions – again introducing danger to cyclists.

5) A poor-quality road surface forces cyclists to ride erratically to avoid potholes.

6) Poor lighting and lack of paint makes the speed cushions very hard to see in the dark. Cyclists who do not spot them in time, and aim for the gaps, could easily fall off.

David Green

Share your ideas for small cycling improvements

Do you have an idea for a small change that could make a big difference for cycling in and around Cambridge? The summer Local Highways Improvement (LHI) project deadline is coming up. We will be preparing a list of small projects that could be candidates for funding. In the past we've worked on changes to enable inclusive cycling (and walking), such as removing a difficult barrier or getting a dropped kerb where needed. We are open to many different kinds of ideas, however. Please send us an email at contact@camcycle.org.uk and let us know.

Matthew Danish



Difficult barriers can be removed as part of an LHI project.

LATEST CONSULTATIONS

**Cherry Hinton Road
CLOSES 18 JUNE**

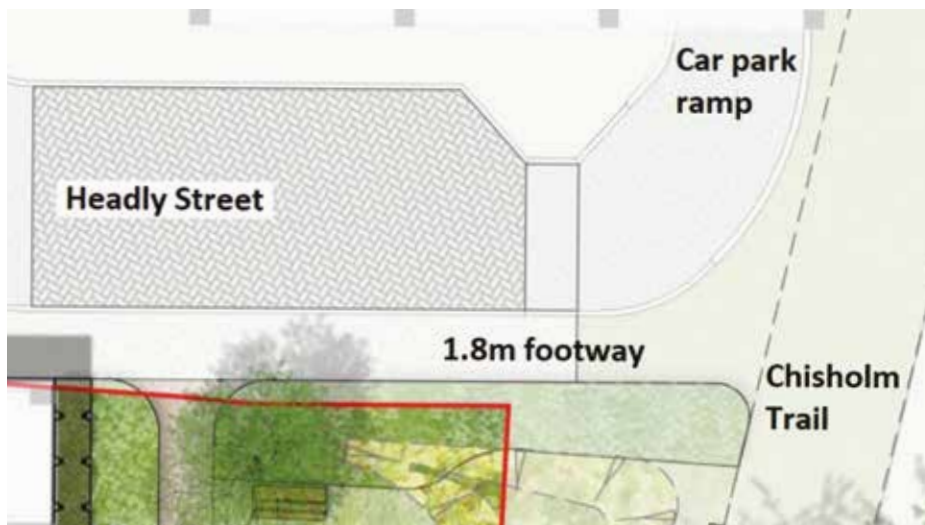
Have your say on proposed highway improvements along Cherry Hinton Road to make it safer and more attractive for walking and cycling (see article on page 17).

► Find out more and complete the county council's online survey at tinyurl.com/cherryhintonroad

PLANNING APPLICATIONS

19/0175/FUL Mill Road Depot Phase 2

We have been following the progress of this development for some years because the Chisholm Trail will run along the eastern boundary of the site. Last year, we had not satisfactorily resolved the problem of access to the Trail from within the site, because the access point straddles the boundaries between phases 1 and 2, along the future Headly Street. When the Phase 2 application was submitted we saw that little had changed: the planned access point to the future Chisholm Trail was a mere 1.8m-wide footway squeezed between a car park ramp and some hedges, somehow expected to be shared by thousands of people walking and cycling. We wrote an objection under policy 80 to this problematic arrangement. After meeting with the developers we have come to a much more agreeable outcome of a 3m shared-use pathway with a half-metre planted buffer on either side, flush transition to the road, and good visibility all around (see picture).

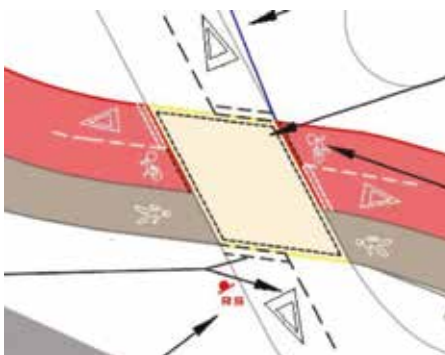


After members of Camcycle met with developers, access to the Chisholm Trail has been expanded from a 1.8m footway (above) to a 3m shared-use pathway (below).



19/0358/FUL Car park expansion at David Lloyd's

The applicants have proposed 45 new car parking spaces using a driveway that crosses the Tins Path (which is expected to become part of the Fulbourn Greenway). The transport assessment contained statements assuring priority for walking and cycling; however, several diagrams at the end of the document showed an interruption of the path with give-way markings added for all directions (see diagram, right). We objected under policy 80 because this would reduce priority for walking and cycling on the existing and heavily used Tins Path. In addition, they have proposed a visibility distance of only 17m, which is far short of county requirements (25m) and IAN 195/16 recommendations (31m). Such a short visibility distance could lead to collisions at the junction, especially since it is at the foot of a hill. Apart from these details, we objected to the increase in car traffic caused by 45 new car parking spaces.



Proposed plans for car park expansion at David Lloyd's reduce priority for walking and cycling on the heavily-used Tins Path.

C/5001/18/CC/N1 Trumpington Park & Ride

An amendment to this scheme was published that would expand the P&R and also completely change around the cycle parking. Unfortunately one of the rows of Sheffield stands shown in the plans was pushed up against a fence, making it inaccessible. We wrote an objection

to this arrangement, but the contractors on-site had gone ahead and installed the cycle parking anyway. Even worse, a member sent in photos showing that they had installed the stands with substandard spacing, with easily removable bolts, and trees and a kerb blocking the aisle. We wrote to the project manager outlining these problems and have since heard indirectly that the spacing and security of the stands will be corrected, and that bollards will be installed instead of the problematic fence.



Badly-installed cycle stands at Trumpington Park & Ride will be corrected.

S/1031/19/OL Redevelopment of Gestamp factory site, Bourn Airfield

The transport assessment for this commercial site, within the future Bourn Airfield town site, indicated that it would form part of the cycling network for the new surrounding town. However, examination of the plans revealed that the 'cycle routes' within the site were simply sub-standard shared-use pavements, frequently interrupted by driveways and side roads. This is a very poor proposal, compounded by the fact that we expect heavy industrial vehicles to be navigating this site, leading to a high likelihood of tragic collisions and deaths. Instead, we wrote, since the site is intended to be an industrial estate it would make much more sense for coherent and uninterrupted cycle routes to go around the perimeter in order to avoid heavy plant crossings, especially for people who don't work on the site anyway.



Instead of sub-standard shared-use pavements amid heavy industrial traffic, we recommend the developer installs coherent and uninterrupted cycle routes around the perimeter of the site.

► Find out more about our responses to these planning applications on our members' forum, Cyclescape. Visit:

- [Cyclescape thread 3797 \(Mill Road Depot\)](#)
- [Cyclescape thread 4674 \(David Lloyd's/Tins Path\)](#)
- [Cyclescape thread 4634 \(Trumpington P&R\)](#)
- [Cyclescape thread 4705 \(Gestamp factory site\)](#)

If you'd like to get involved by helping us respond to planning applications, email us at contact@camcycle.org.uk or find out more at [Cyclescape thread 4290](#)

CITY AND COUNTY COUNCIL COMMITTEES

We encourage campaign members to attend council meetings to find out more about local developments and speak up on behalf of active travel.

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.

► You can usually find agendas online about a week in advance at www.cambridge.gov.uk/democracy. Please check the website in case meetings have been cancelled, or times or venues changed.

Cambridge City Joint Area Committee

4 June and 16 July at 4.30pm in the Kreis Viersen Room, Shire Hall, Cambridge CB3 0AP.

Development Control Forum

26 June and 10 July at 10am in Committee Room 1 & 2, The Guildhall, Market Square, Cambridge CB2 3QJ (to be confirmed).

East Area Committee

11 July at 7pm – Anglia Ruskin University LAB 006 located on Ground Floor of Lord Ashcroft Building (entrance is opposite Broad Street CB1 2NJ).

Greater Cambridge Partnership Executive Board

27 June at 4pm in the Council Chamber, The Guildhall, Market Square, Cambridge CB2 3QJ.

Greater Cambridge Partnership Joint Assembly

6 June at 2pm in the Council Chamber, South Cambridgeshire Hall, Cambourne CB23 6EA; 12 September at 2pm, Shire Hall (details to be confirmed).

Joint Development Control Committee

– Cambridge Fringes

19 June and 17 July at 10.30am in Committee Room 1 & 2, The Guildhall, Market Square, Cambridge CB2 3QJ.

North Area Committee

13 June and 5 September, 6.30pm (locations tbc).

Planning Committee

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

South Area Committee

22 July at 7pm in the Meeting Room, Cherry Hinton Village Leisure Centre, Colville Road, CB1 9EJ.
9 September at 7pm in the Wilkinson Room, St John the Evangelist Church, Hills Road, Cambridge CB2 8RN.

West Central Area Committee

20 June and 12 September at 7pm in the Meeting Room, Wesley Methodist Church, Christ's Pieces, CB1 1LG.

Be a Christmas Challenge pledger and help us raise £20,000 for our work in 2020



Be a cycling superhero as a Big Give Pledger and help us raise £20,000 for 2020.

The Christmas Challenge has been an important part of our work since 2016. Working with Champion Funders and Pledgers we are able to double donations up to a certain limit. Last year we raised £10,000 for our Cycling Action Fund in 2019. This year we are aiming for £20,000 to support our work in 2020.

By the end of August we need to demonstrate to the Champion Funders (the grants and trusts who double donations during 'The Big Give') that we have raised £5,000 in initial pledges from our supporters. On the strength of this we should be able to secure matching funds of £10,000 for the Christmas Challenge campaign later in the year.

We've already secured £3,000 in pledged funds and we need to raise another £2,000 by August. Ideally, pledges will be for amounts over £500. Payment is deferred until after the Christmas Challenge.

Please consider making a pledge now to invest in a healthier and more sustainable Cambridge. Email us at contact@camcycle.org.uk if you'd like more details.

The Christmas Challenge will take place from midday Tuesday 3 December to midday Tuesday 10 December, during which time donations of any amount will be doubled.

► thebiggive.org.uk/christmas-challenge

Travel light with new digital Camcycle cards

From May 2019, we will begin using digital membership cards for members for whom we have an email address. Each year, when your membership is renewed we will email you a new digital membership card. You can save this card to your photos, keep it in your emails or upload it to a wallet app on your phone. We're hoping this makes it easier to use your card for discounts when shopping in local bike shops, ensures you always have it when you need it and that it will lighten the load of multiple cards to carry and remember.

If we don't have your email address, you'll continue to receive a paper card and other members can also choose a paper version if they prefer – let us know at membership@camcycle.org.uk and we will put it in the post.

Membership cards can be checked for validity by scanning the QR code (or typing the URL provided into a browser).



► To find out more about the benefits you receive as a Camcycle member visit camcycle.org.uk/membership/discounts

Cambridge Festival of Cycling is back with your favourite events and more!



CONFIRMED SO FAR..

FAMILY CYCLE RIDE AND PICNIC

Sunday 1 September, 11am

Milton Country Park (meet at the Guildhall or Green Dragon Bridge)

HIGHWAYS AND BYWAYS RIDE

Saturday 14 September

With CTC Cambridge (time and meeting point to be confirmed)

CARGO CARNIVAL

Saturday 21 September, 11am

Cargo bike parade and fun for all ages on Lammas Land

BLESSING OF THE BICYCLES

Sunday 29 September, 11am

Great St Mary's Church



The second Cambridge Festival of Cycling will be launched with our Family Cycle Ride and Picnic on Sunday 1 September. We will enjoy a relaxing ride along the river to Milton County Park: bring your own picnic to enjoy with family and friends. The ride departs from the Guildhall at 11am and Green Dragon Bridge around 11.15am. Keep an eye on our website for details about 'feeder rides' from your area that will join the main ride later on its route. Perhaps you could volunteer to lead a group from where you live too.

Join the Cargo Carnival!

Our Cargo Carnival will be back, along with our Cargo Bike Parade, on 21 September. Meet at Lammas Land at 11am with your cargo-carrying bike and join us for a cargo bike parade around town. We'll have prizes for the best costume and the most unusual cargo. We will return to Lammas Land for the Cargo Carnival which will have local cargo bike businesses promoting and selling their food, drinks and services. There will also be the popular cycle tryouts with cargo cycles, family cycles and commercial cycles to try. We will soon be announcing

a schedule of events to run throughout the day.

For those who fancy a longer ride, on Saturday 14 September there will be the Highways and Byways ride with our friends at CTC Cambridge that covers a 35-mile circuit around Cambridge and includes a stop for tea and cake at Anglesey Abbey.

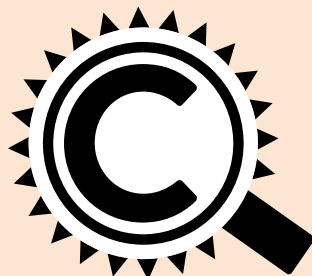
This year, the festival ends with the Blessing of the Bicycles at Great St Mary's church on Sunday 29 September. Bring your bike for the blessing at 11am and stay for Choral Mattins at 11.15.

There will also be movie nights, exhibitions, guest speakers, craft and cake. If your workplace, cycling club, school or community group would like to organise an event as part of the festival, please get in touch.

The festival is also a great opportunity to volunteer. Organise events, lead bike rides, deliver leaflets, help with our website and more.

► *We've so much more in store so please keep an eye on our website, social media and members' weekly email updates.*
cambridgefestivalofcycling.org

FROM #CAMCYCLEFEST...TO #CAMCYCLEQUEST!



CamcycleQuest

This August, Camcycle, in association with local business Tees Law, will be launching CamcycleQuest, a cycling treasure hunt around Cambridge. Participants will be able to find out more about the city and explore new cycle routes with family and friends. There will also be a prize draw and certificate presentations at our Cargo Carnival on Saturday 21 September.

Our CamcycleQuest guides will be available to buy at events and locations around town. We're encouraging participants to tag their

quest progress using #CamcycleQuest on Instagram and Twitter to encourage more people to try exploring by bike.

More information about CamcycleQuest will be revealed soon at www.cambridgefestivalofcycling.org

TRY SOMETHING

New cycles, new friends, new places to go. This summer let's think differently and change our streets for the better as well.





CHESTERTON ROAD REIMAGINED

Robin Heydon paints a picture of Chesterton Road redesigned as a people-friendly street.

At the April monthly meeting, a group of people sat down to discuss what could be done with Chesterton Road. We narrowed the discussion to the area between Mitcham's Corner and Elizabeth Way, noting that Mitcham's Corner also needs to be radically improved and made people-friendly.

Chesterton Road is reasonably wide, estimated at 18m along most of the street. This means that it could easily accommodate a beautiful avenue of trees, with fully segregated cycleways and wide footways also segregated from the cycle traffic. Cars would have two moderately normal traffic lanes down the middle.

It was noted that all the side roads along this stretch of road are effectively cul-de-sacs for motor traffic, although a number of them provide through routes for cycle traffic using the Cutter

Ferry and Fort St George cycle bridges. It was therefore proposed that each of these side road junctions should have continuous footways and cycle lanes, with the motor traffic crossing up and over these on raised tables. Given the small number of traffic movements at these junctions, we believe it would be very easy to provide walking and cycling priority with a residential home zone gateway treatment such as this.



Chesterton Road could easily accommodate an avenue of street trees with segregated cycleways and wide footways (see diagram above and main photo visualisation).

These side roads should also have their junction sizes reduced. Not only would this allow people to cross more easily from one side of the side road to the other, but it would also reduce the speed at which people would be able to drive into these side streets.

Finally, we discussed adding additional cycle parking along this route to allow people to visit friends and it was suggested that discreet cycle hoops could be added near trees.

The discussion then progressed onto ideas for improving Mitcham's Corner, but time ran out. If you support these ideas, and have more ideas to share, then please join us and get involved.

► **Camcycle members can contribute to the discussion at [Cyclescape thread 4361](#). If you're not a member, please join us at camcycle.org.uk/membership**

NEW IDEAS FOR SAFER

If it was more difficult to travel by car between different areas of the city, we could make it easier to get

Safe cycling requires fully protected cycleways separated from motor vehicles and pedestrians, or 20mph streets with low traffic. Implementing fully protected cycleways is expensive and requires adequate highway width. A rather cheaper approach is to create 20mph no-through-roads as this cuts down motor-traffic volume and speed, creating a safe environment for cycling.

The Belgian city of Ghent introduced six circulation zones in 2017 with motor vehicle traffic between them only possible via the ring road. In a year, the impacts of the plan were a 25% increase in bicycle users, 8% increase in public transport ridership, 12% decrease in car traffic during the rush hour, 29% fewer cars on the most important routes within the ring road and 58% in the residential streets. Ghent was copying the strategy used by Groningen in the Netherlands in the 1970s where they introduced four circulation zones in the city centre and now have much higher levels of cycling (e.g 60% of work journeys) than in Cambridge (43% of work journeys within the city and 29% for Cambridge residents).

Cambridge is a rather different city, being about half the size of both Ghent and Groningen, but by removing through traffic on minor roads through filtered permeability we can work towards similar impacts. Filtered permeability is where only some kinds of vehicles (such as cycles or buses) are allowed through while other kinds of vehicles are banned. Many streets in Cambridge are already filtered. There are many ways this can be done such as bus lanes or gates, school streets, bollards, planting, signs, or fire gates. By systematically closing rat runs across the city we can increase safety, decrease air pollution, and cheaply achieve a substantial mode shift towards sustainable travel. This would then create the foundation for even more significant interventions after the success of these closures had been demonstrated.



THORNTON ROAD

This is a rat run from Girton Road to Huntingdon Road and a narrow residential street with many children trying to get to school. A point closure at the Huntingdon Road end might allow space for a signalised crossing of Huntingdon Road where it is desperately needed.

STOREY'S WAY

Storey's Way Residents Association is looking to implement some sort of modal filter on Storey's Way, potentially a rising bollard (preventing through traffic is popular but some residents like the flexibility of being able to drive out of either end of the road).

SILVER STREET

A bus gate on the narrowest part of Silver Street permitting only buses (no taxis) and cycles (and buses only in one direction at a time) would allow the pavement to be widened and make the road much safer.



GRANGE ROAD

A modal filter on Grange Road just south of the junction with Sidgwick Avenue, with Sidgwick Avenue being made one-way into town (with cycling contraflow) and Grange Road being made one-way southbound from West Road, would reduce traffic levels to the extent that Grange Road could be a cycle street on the sections where it is too narrow for proper segregated lanes. It would also mean that one lane could be removed from each arm of the Sidgwick Avenue/Queen's Road/Silver Street/Newnham Road junction, creating space for a fully protected junction.



TENISON ROAD

Tenison Road is narrow and is used by rat-running taxis heading to the station. A modal filter at the junction with Great Northern Road would remove this traffic and improve traffic flow on Great Northern Road.



STREETS



about on foot or by cycle. Daniel Thomas presents 10 ideas to close off the rat runs.



NORTHFIELD AVENUE

A bus gate outside King's Hedges Primary School on Northfield Avenue just south of Apollo Way would remove through traffic and improve safety.



CAMPKIN ROAD

A school street outside the Grove Primary School on Campkin Road between Northfield Avenue and Hawkins Road would substantially improve safety for children of the Grove Primary School and North Cambridge Academy and also reduce delays for the number 1 bus.



CARLTON WAY

A school street on Carlton Way outside Arbury Primary School between Perse Way and Brimley Road and on Hall Farm Road as far as Topham Way would substantially improve safety for children of both Arbury Primary School, Arbury Pre-School, and Chesterton Community College. It would also prevent the popular number 1 bus being delayed by the queues resulting from Carlton Way being narrowed by parent parking.



TENNIS COURT ROAD

This street is one-way northbound between Lensfield Road and Fitzwilliam Street and is used by rat-running cars trying to reach the Grand Arcade car park while skipping the queue on Trumpington Street. It is also a major cycle route for undergraduates with hundreds of students using it in a ten-minute period between lectures. Making it one-way in the opposite direction would still allow all access but remove all rat-running.

MILL ROAD

Bus gates on Mill Road at the bridge would transform the road and make it a much nicer place to travel through on foot or by cycle.



TRY SOMETHING NEW

PEDESTRIAN Paradise

(AND OTHER IDEAS WE'VE DISCOVERED
ON OUR HOLIDAY TRAVELS)



PONTEVEDRA: EXPLORING A CAR-FREE CITY

ROXANNE DE BEAUX

Late last year I read an article in *The Guardian* headed 'For me, this is paradise: life in the Spanish city that banned cars'. This brought Pontevedra, a city in Galicia, Spain, to my attention as a city becoming well-known for its rapid and comprehensive pedestrianisation programme. When I connected the dots that my friend Maria was originally from this very city, I became even more determined to visit, being further encouraged by her descriptions of Galician cuisine!

My opportunity to visit came in February this year when Maria invited my husband and me to her farewell party in Pontevedra. We along with about 30 other friends from the UK and Spain descended upon this compact city with 300,000 square metres of pedestrianised medieval city centre and a population of about 80,000 people. (It seemed like most of the 80,000 knew we were coming to visit and they made us feel so welcome!)

The aforementioned article mentioned being able to hear the 'tweeting of birds in the camellias, the tinkle of coffee spoons and the sound of human voices' in the traffic-free streets of Pontevedra. All of this was true, and more! What I experienced was a people-focused urban realm in a beautiful and well preserved, yet still liveable and very clean, medieval city. To me, Pontevedra far exceeded the experience of our pedestrianised streets in Cambridge.

What I experienced was a people-focused urban realm in a beautiful, well preserved, yet still liveable and very clean medieval city – it far exceeded the experience of pedestrianised streets in Cambridge

The streets had high-quality paving which was smooth, level and in good repair and well matched to the medieval buildings. There was excellent lighting late at night that made me feel safe, even in narrow and winding streets, and that further enhanced the beautiful buildings, gardens and squares. Some streets used obstructions to prevent traffic from entering, though it seemed drivers were respectful of the rules without needing rising bollards, ANPR cameras or garish yellow paint, and most streets were left wide open.

The streets were teeming with life. Every square was full of people enjoying each other's company, good food, the sunshine, Galician beer or Vermouth and often live music as well. It was amazing to see children safe to play in the streets on scooters and bikes and with soccer balls too. This kind of free play is something I've only ever seen in parks here in the UK. Everyone just seemed so happy and relaxed; I know this is something the Spanish culture is well-known for, but Pontevedra exceeded everywhere else I have been to in Spain

e





Yes – there really used to be cars on all these streets...

and I am sure the car-free environment has something to do with this.

I noticed a much higher proportion of people using wheelchairs in the city. Most notably, they were able to move about with independence and enjoy the space just like everyone else. We often hear the argument that car access is required for people with disabilities, but seeing Pontevedra made me think 'what is the point of having access if once you get out of the car there is nowhere to go?'. To me, Pontevedra seemed to give people with disabilities real freedom to move around the streets. I would like to have had the opportunity to talk to them and find out at first hand more about their experiences.

Pontevedra was the perfect place for a reunion of 30 people. Trying to gather and guide a large group like ours would be impossible in most places, particularly compact medieval cities or market towns. But with the space to spread out in the streets, and not feel stressed about motor traffic, we were able comfortably to follow Maria while she gave us a tour of the sights. It was interesting to note the positive reaction of others in our group who had no particular knowledge of or interest in liveable streets. Maria was asked many times 'really, were there once cars on this street, and this one, and even this tiny, narrow street?'. Yes, all of those streets used to have cars, and at one time, not so long ago, no one thought it would be possible to exclude them.

Even with all of this pedestrianisation, Pontevedra is still accessible by car, but at suitable times and for access only. Through traffic is not permitted. There is a large underground car park that is easy to access, and on-street parking zones outside the centre. Car parks in apartment buildings and businesses can still be reached, but the access is slow and careful, and pedestrians have priority. All the drivers we interacted with were very considerate.

People using wheelchairs were able to move about with independence and enjoy the space just like everyone else

Beyond the medieval centre, Pontevedra still delivered an inspirational urban design. There are level and prioritised crossings for pedestrians and tightened radii on the corners of junctions. On-street car parking spaces have been swapped for cycle parking, café seating, park benches, planting and disabled parking, and streets were narrowed and textured with paint and paving to encourage drivers to slow down. What appeared once to have been a busy roundabout had a few arms converted to pavements, creating space to sit and admire some sculptures of famous citizens.

I had the chance to chat to a few locals about their experiences of the changes. They appreciated the pleasant city centre but noted that locals had issues with commuting. Most people who live in Pontevedra commute out to other places, for example, the neighbouring city of Vigo which is the industrial powerhouse for Galicia (interestingly with a strong car industry). And these commuters face a lot of congestion.

There was not much cycling in Pontevedra. Firstly, I think this is because the city is so compact and easy to walk around that for many there would be little point in getting out their bike even if they did have room to store one. Secondly, for those outside the city centre, there didn't appear to be a lot of connecting cycling infrastructure. There were people cycling around the squares for leisure at the weekend, and many pedal cars available to hire. Cycling was clearly welcome, however, with cycle parking, cycling maps and signs. There is still construction work around the city to improve the streets and I would be interested to see if this helps with cycling infrastructure.

Further out of Pontevedra I noticed some areas of appalling pedestrian provision, with no footpaths and people forced to walk on the road next to very fast-moving traffic. So it seems to me that, as pleasant as the city centre may be, for many the only way to access it is by driving there.



I strongly recommend reading *The Guardian* article about Pontevedra which goes into more detail about how the pedestrianisation came to be and the motivations of the Mayor, Miguel Anxo Fernández Lores, who began this transformation following his election 20 years ago. My visit was a social one and I think it was a great way to experience the feel of the city, as people's enjoyment is, after all, what urban design should be about. However, I would like to go back on a more academic visit to talk to those who have been part of Pontevedra's ongoing improvements.

For those looking for inspiration for Cambridge's historic centre, I recommend a visit to Pontevedra. While our challenges are somewhat different (we have many, many more cyclists to accommodate), there is still a lot we could learn.

And a tip for those who do visit. In Pontevedra, free tapas are provided with your morning coffee which is best enjoyed sitting outside a café on one of Pontevedra's pedestrianised streets or in one of the car-free squares. It's one of those mindful moments we should treasure in life.

► Read the article about Pontevedra at tinyurl.com/guardian-pontevedra. You can share your ideas for Cambridge city centre on [Cyclescape thread 4010](#) where members are discussing the Greater Cambridge Partnership's Making Spaces for People City Access project.

CHELTENHAM: BOOSTING CYCLING AND WALKING IN THE CITY CENTRE

ROSIE HUMPHREY

Since June last year, Cheltenham has closed several of its central streets to cars, vans and lorries. The experimental move permits loading and unloading for businesses in these streets between 6pm and 10am as well as buses, taxis, cycles and emergency vehicles throughout the day.

The trial is part of the Cheltenham Transport Plan, a council policy to improve quality of life in Cheltenham and increase its economic prosperity. The plan has five key aims:

- to encourage people not to use vehicles for unnecessary journeys, especially short ones;
- to contribute to health improvements by encouraging walking and cycling;
- to reduce pollution;
- to remove through-traffic from the town centre;
- to allow the free movement of buses and other public service vehicles.

Data collected by Cheltenham Borough Council in the trial's first five months were overwhelmingly positive: the number of cyclists



Roadspace in Cheltenham freed up for cycle parking, seating and planting.

recorded passing the data collection point was up by 206%; there was an 84% rise in pedestrian footfall; and they recorded an 85% reduction in the number of motor vehicles.

In January this year, councillors voted to extend the trial beyond its initial six month period, to August 2019. Public consultation and data collection led to adjustments in the scheme including some road alterations and additional blue badge parking.

By the end of the year councillors will vote whether to make the scheme permanent, change it or abandon it.

AND WHY NOT TRY THESE?



BRUGGE: BIKE PARKING ASSISTANCE CHANNELS

The clever design of the cycle park at Brugge Markt includes brushes to slow your bike going down and a moving belt to help you going up.



CARDIFF: BIKE HIRE ON PRESCRIPTION

A new pilot will allow doctors to prescribe six months of nextbike membership for people who need to do more exercise or lose weight.

BIKES OF THE FUTURE



For the old and young, individuals and businesses, students and tourists, the bikes of the future will unlock the benefits of cycling for all. We look at four ways to travel sustainably.

SPECIAL Delivery

Adam Jenkins explores the rise of 'last mile' cargo bikes

BIKES OF THE
FUTURE



Transporting goods by train or container ship is often the most efficient and cost-effective manner of delivery. However, goods still need to be transported from the station or port to a warehouse, store or home. Typically that would be by truck or van, so as well as the simple delivery costs - driver, vehicle, fuel - there may be extra levies such as congestion charges or low-emission zones in big cities. This final part of the delivery chain normally accounts for over 25% of the total cost. Reducing this cost and increasing efficiency is the so-called 'last-mile' problem.

While it seems conventional for vans to be used by businesses for the last mile, it hasn't always been the case. Butchers' bikes used to be a common sight in Britain from the 1930s to the 1950s. What goes around comes around, and businesses are trying something new again to cut costs and reduce emissions. Cargo bikes are increasingly being seen as viable alternatives to vans, particularly when electrically-assisted. They have several advantages - lower running costs, no emissions and they can use cycle lanes, so are less affected by congestion.

Zedify has been providing last-mile cargo bike and e-cargo bike deliveries in Cambridge for quite a few years now. Waterland Organics, for example, use them to deliver organic vegetables in and around Cambridge on the day that they're harvested. Owner Paul Robinson says: 'Our weekly deliveries into Cambridge used to mean our van would be polluting the city centre for two hours. Now we use e-cargo bikes and this has reduced our fuel use significantly.' Larger companies are starting to trial cargo bikes and trikes as replacements for their vans too (see box).

There are multiple reasons why we're seeing more cargo bikes being used for deliveries. With the improvements in electric batteries and motors, electric cargo bikes can now carry more goods for greater distances, making them much

E-Mail deliveries

Royal Mail is trialling electric trikes for letter and parcel deliveries in three locations including Cambridge. The trial began in late March and will last for six months. The trikes are powered by a combination of pedal, solar, battery and regenerative-braking technology. They are able to carry letters, cards and the majority of parcels, and are designed for use on roads, highways and some cycle paths. Deliveries on the e-trikes will operate as part of a usual delivery pattern on suitable routes. Once the trial period has ended, Royal Mail will make a decision on whether to roll out the trikes more widely across the UK.

Co-op food delivery

The Co-op is trialling an e-cargo bike delivery service from their King's Road store in Chelsea to shoppers within a 2.5 mile radius. Because e-bikes can use cycle lanes, they claim the scheme will allow deliveries to be made within two hours of ordering, using a fraction of the energy of a conventional van.

more viable than human-power alone. Climate change is having an effect on the public perception of companies, so they are looking to 'greenify' their credentials. There is pressure from government to reduce congestion and pollution, which has taken the form of increased taxes for high-polluting vehicles, and companies' daily costs are also increased by the creation of congestion charging and low emissions zones in big cities.

The Department for Transport recently announced a £2-million fund to increase the business use of e-cargo bikes for deliveries. This money is available to limited companies, sole traders, partnerships, charities and not-for-profit organisations,



Blood e-Bikes

London has added an Ultra Low Emission Zone to its congestion charging area to tackle pollution within the city. Certain cars and vans are charged £12.50 each day if they travel within the zone, with HGVs and coaches being charged £100 per day. With Guy's and St Thomas' hospitals both within the zone, but near a cycle path, they are trialling cycle deliveries of medical supplies. The trial will initially focus on blood products, but will also probably include other samples such as biopsies. It will replace an hourly motorbike or van courier service between the two hospitals.

and allows them a grant of up to 20% of the total cost of an e-cargo bike.

While it's too early to know what the full impact of the trials and fund will be, it's probably safe to say that we're likely to see many more cargo bikes on the roads and cyclepaths of the UK. Let's hope it leads to less congestion, cleaner air and even more people tempted into replacing a motor vehicle with a cargo bike.

► Find out more about grants for e-cargo bikes at tinyurl.com/ecargobikefund

► Tell us about the cargo bike you use for your business - we'd love to promote you. Get in touch at contact@camcycle.org.uk

► Join us at our Cargo Carnival - see page 23 and cambridgefestivalofcycling.org

Bike-share CITY

Simon Nuttall tried a Liverpool citybike on a trip to visit his niece at university

BIKES OF THE
FUTURE



Ticket to ride

Liverpool has the largest bike-hire network in the UK outside London, and in the central area there are lots of highly visible green and white bikes at stainless steel docking stations.

I found the bikes were quite good to ride. They use a shaft drive and a three-speed Nexus hub gear. It felt to me like a normal bike, just a little heavier than usual with the extra steel and plastic coverings necessary to make it robust enough for the street environment. The main difference I noticed was that they have pneumatic tyres, and I find that makes the ride so much more enjoyable compared to the dead feel from the road that comes with the solid tyres of the dockless bikes of Cambridge.

Citybike positives:

- **The bikes:** pneumatic tyres, gearing and shaft drive
- **Upright riding position** with fully adjustable seat-post height
- **Plenty of docking locations.**

Citybike negatives:

- **The website:** a complicated system of topping up and buying contracts, not suited to mobile phone screens
- **The docking system** is clunky – I had to discover the trick of positioning the bike at the right angle to release
- **Discontinuous and sparsely signed cycle network** in Liverpool.

Central Liverpool has a lot of pedestrian areas, but there's a six-lane highway to cross to get to the docks area. I cycled from there two miles south towards Dingle on the riverside path. It's on National Cycle Network route 56 but is mostly quite cobbled – OK for a leisure route, but I don't think anyone would really want to ride that to get anywhere fast.

Away from that I found myself climbing up towards Sefton Park. The NCN route was hard to follow as the signage was very intermittent, and I frequently went wrong and had to backtrack.

The long and winding road

The next day I cycled out of the centre towards Anfield (Liverpool Football Club's ground, which is in Everton). Despite following NCN route 810 signs I soon found I was at a major multi-lane road intersection, peering around the junction hoping to see the helpful little blue signs. I had to use the CycleStreets app to get me back on track.

Hills are a bit of shock to the regular Cambridge rider, and I slowly wound my way up into Everton Park, which has splendid views of the centre. Then I rode through an area that reminded me of sectarian areas of Belfast before coming to the area dominated by the red colour of the Anfield Stadium, where it rises above the skyline of the terraced houses. In stark contrast, and just half a mile away, the colour is blue and comes from Goodison Park (Everton's ground) visible at the end of the many terraced streets that abut it. NCN 810 cuts between the two through Stanley Park and I got lost several times due to missing or small signs. Many roads in this area are in poor condition, and there are few concessions to cycling, most notably where roads have been plugged to block through motor traffic but no dropped kerbs are provided.

Get back

Heading back into the city centre I tried following Liverpool's own 'Route 3', which was straighter on the map than NCN 810, but I soon found myself on a very busy road. Compared to the NCN route this was very severely lacking in signage and I realised I had gone wrong when I was riding on the footway in an area where there were no dropped kerbs.

My niece asked me about getting her own bike. The local cycling campaign magazine listed a secondhand bike shop near the student area, where for £100 she got a decent hybrid. We explored the NCN 56 route between her university residence and the centre, which seems to be OK.

Reviewing the trip on the train back to Cambridge I was horrified to learn that a cyclist had been killed on the Friday just a few hours after we'd arrived. The *Liverpool Echo* article had the line: 'one of the most deadly cities for cyclists in Britain'. Hopefully, the users of Liverpool's many shared bikes will inspire the authorities to invest in proper cycling facilities in order to ensure a positive future for the network.



Electric DREAMS

Geoff Williams was converted to the potential of e-bikes on a cycling holiday in Spain

Last year my wife and I booked places on a cycling tour of northern Spain. When asked to nominate our preferred choice of bike we both opted for conventional hybrid models. However, shortly before the start date our tour company asked if we would like to reconsider our decision, given that the majority of other participants had opted for electric-assisted cycles (e-bikes). My wife decided to make the switch but I chose to stick with my original decision.

This was based on two main considerations. Firstly, being reasonably fit at 68 years of age, I thought that I would be capable of completing the five-day, 260-kilometre ride comfortably. Accordingly, using an e-bike seemed like cheating – why go on a cycling holiday if you weren't really doing genuine pedalling and getting the benefit of healthy exercise? Secondly, I was sure that an e-bike would be noisy and detract from the pleasure of cruising along quiet country lanes.

It transpired that eight out of the eleven participants had selected e-bikes. Apart from myself, the other two 'conventional' riders were a fairly trim woman from Tennessee (who had been a competitive cyclist when younger) and her very fit teenage daughter.

The first day involved a fairly flat stage. My wife and I were able to ride comfortably and companionably side-by-side at an easy pace. However, somewhat worryingly, my wife on her e-bike glided

effortlessly ahead on the few inclines that we encountered. The next days became progressively harder with increasingly steeper and longer climbs. By the final morning the 'conventional' trio had been well and truly 'dropped' by the e-bike peloton on climbs that went on for several kilometres. I struggled hopelessly in the distant rear. Fortunately, the lunch break brought salvation. One of the e-bikers decided to ride in the support van for the final 20 kilometres and I was able to commandeer her bike.

E-bikes will make it feasible for those who don't consider themselves fit or able enough to ride conventional bikes to enjoy everyday cycling

The electric-assisted afternoon ride was pure bliss! The e-bike in basic mode still required a fair degree of pedalling because of its heavy weight, thus confounding my view that it wouldn't provide proper exercise. Switching into higher assist modes made all the climbs comfortable and easily achievable for somebody of my age and clearly dubious fitness. I switched into Turbo – the highest assist level – on one climb and was amazed by the boost involved, suggesting that an e-bike would make



Geoff Williams and his wife outside the cathedral of Santiago de Compostela.

easy work of even the steepest gradient that most recreational cyclists would normally attempt. In addition, the e-bike made only the gentlest of whirring noises in all modes and so my fears of noise pollution were also totally unfounded.

Am I converted to e-bikes? Definitely! Electric-assist will allow senior citizens to extend their cycling capabilities much deeper into old age and will make it far easier for recreational bikers to appreciate and enjoy longer or more challenging routes. E-bikes will also make it feasible for those who currently do not consider themselves fit or able enough to ride conventional bikes to become involved in everyday cycling.



THE PERFECT Balance

Tom McKeown explains how balance bikes have helped him teach his children how to cycle

There will be no disagreement amongst Camcycle readers that riding a bike is a great skill to teach children. Getting children out cycling provides them with a wide range of benefits: a healthy activity, independent mobility, a connection to their community and environment and many more. But how do we teach this skill? I'm going to take a look back at the steps taken to get my eldest cycling. I hope it will be a good refresher for teaching his sister and will provide advice for other parents approaching the same task.

Initial investigation showed that the approach my parents had taken with me (and in fairness to them by most parents in the UK at the time), first to get a child pedalling on a stabilised bike and then teach them to balance once they were mobile, is falling out of favour. Now, a child is first taught to balance, with other riding skills tackled afterwards.

Getting started

Once walking, both my children started out on a Toddlebike, at around 18 months for my son and 24 months for my daughter. This bike-like toy from Lena Toys has four narrowly spaced wheels, making it ideal for very small children to

get used to the movement of a balance bike, without the need for much balance. Most children, mine included, initially straddle the 'top tube' pushing it along as a walker toy. As they get taller they'll move onto the seat to scoot it along like a balance bike, while benefiting from the stability of the four wheels. The plastic used is light enough for a toddler to carry it on their own, yet thankfully very robust - my daughter has thrown it down skate ramps a number of times without it coming to harm, and it has seen use with

both our children and been lent to others in between.

Finding a balance

At around 30 months my son moved onto a balance bike. With two wheels, but no pedals, these are scooted along like the Toddlebike toy, but balance is required to keep it upright. We opted for the German-designed FirstBIKE. It has a fibreglass/nylon composite frame which is both lightweight and hardwearing, ideal for a small child to move on their own and not an issue if left out in the rain between play sessions. It also introduces the idea of braking, with a drum brake on the rear wheel. An optional lowering kit is available to extend its range to younger children. Start a child out walking it along, then gently encourage them to lift both feet for a short moment after each scoot. Finding a gentle downhill slope can help to extend the distance travelled with feet off the ground. My son soon got the point of building speed by scooting before lifting his feet to enjoy coasting along, clear that he'd mastered the balance. We played some practice stop games to get him used to using the brake - saving his trainers from scuffed toes.

While small enough for each of these



toy bikes my children travelled on my bike in a rear seat. I think it's worth a little aside to note that I was able to bungee-cord each toy bike to the back of the seat, which meant I could take car-less trips to fun places to practise. We're not quite a car-free cargo-biking family, but I expect a cargo bike would be more suitable than our setup! Whether on a seat or in a cargo box, these rides with small children on your own bike are a great opportunity to talk about things to look out for when cycling. Have them spot dogs, other riders and street signs and get them to help out: little children love to wave at passers-by and enjoy copying your signalling.

Progressing to pedals

With the balance mastered, my son received his first pedal bike as a fourth birthday present. I've heard of many children making this transition much younger, so do try when yours seem interested in a proper cycle but don't force the issue if they'd rather stick with a balance bike. Up till this point my teaching had been largely hands off, simply providing the toy for him to play on. However, starting with pedals needed some assistance. In our case a gentle hold while he started to move and got going with the pedals. Save your back and give your child a better sense of their own balance by holding them higher up their back or from the shoulders, rather than from the hips as many people default to. However, with the skills learnt on the balance bike this assistance shouldn't be needed for long. It was a magic moment for my son – and a proud one for me – when he was able to ride a 'real' bike the same day as receiving it, then starting unaided within a few more practice sessions. Very different from the many practice sessions I recall transitioning away from stabilisers on my first bike.

I think part of the success is in choosing a good bike that is designed to a child's proportions with high-quality parts to keep the weight manageable. We chose an Islabike – it was the first brand to make bikes for children of this kind, but Dawes, Frog, Hoy and many others have since moved into this space, reducing the price to customers through competition.

My son has since moved onto a larger bike from the Frog range of children's bikes. When moving up to a larger bike it is generally recommended to skip a size since there is enough overlap between different-sized bikes to maximise the riding from each. It can be expensive to buy each bike new, but the value in a high-quality kids bike is well recognised, so there is a good second-hand market which can help reduce the cost or recoup investment. Alternatively, there are now bike clubs where a child bike can be hired for a monthly fee and swapped for a larger one whenever it is outgrown.

The larger Frog bike adds the challenge of learning to move up and down gears to make his ride easier. The increase in speed enabled by gears makes it viable to take utility trips with him riding independently, so I have recently been building his strength and stamina with increasingly long rides. These are mostly traffic-free rides along the Busway, helping to build his confidence without the stress of interacting with drivers. However, we also take rides together around our village to learn about road positioning and navigating junctions. As we go we talk about things we can see which helps to build hazard awareness and learn about road markings and signs.

It was a magic moment for my son – and a proud one for me – when he was able to ride a 'real' bike on the same day as receiving it

Throughout all of this there are occasional mishaps. As a parent you can't help but worry when your child falls off their bike, but I've found it's important not to lose confidence by ending on a low point. So we've always made a point of getting him back on his bike and riding soon after a tumble, even if it's just a quiet loop of the housing estate. This makes it much easier to get out on the bike next time.

So far he seems to have the cycling bug; he loved being part of September's Social Ride and has just enjoyed the first Reach Ride in which he rode independently on his own bike!

4 REASONS TO LEARN WITH A BALANCE BIKE

- 1) No need for stabilising wheels
- 2) Provides independent riding from as early as 18 months
- 3) Small, light and easy to ride, so young children can go further
- 4) Move easily over uneven surfaces unlike three-wheeled trikes

BUY LOCAL: BALANCE BIKES IN CAMBRIDGE



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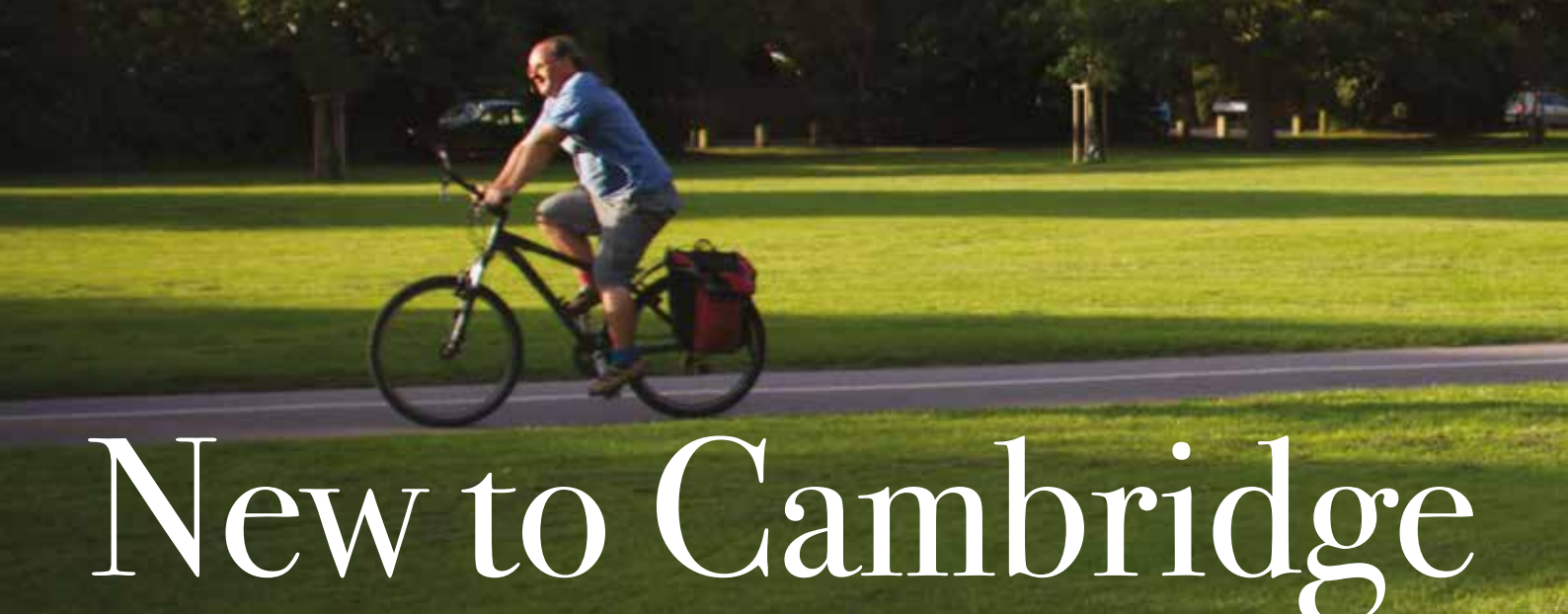
Hoy Napier

Evans Cycles
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Ridgeback Scoot

Townsend's Light Blue Cycle Centre
A taller, longer framed balance bike. Available in two sizes. £115 – £140



New to Cambridge

MONA EL-SAYED HERVIG from Copenhagen

I moved to Cambridge in 2015 with my family from Copenhagen – the capital of Denmark. A few years ago it was announced that the number of cyclists had exceeded the number of car drivers in Copenhagen. One reason may be that the city has prioritised improving the cycling infrastructure – for example, they closed one of the busiest and longest city centre roads (only open to buses and taxis now) and built a cycle path several lanes wide on each side – great for Danish cyclists, who use it as a highway.

Coming from Denmark, it was natural to cycle in Cambridge and it is good for cycling, with cycle paths running through beautiful green parks with cows (that was a true surprise the first time). The city is the perfect size: you can get anywhere by bike and it is flat.

However, there were three things that made it difficult in the beginning and still make me nervous as someone used to cycling in Copenhagen:

1) Who has the right to move first when a car wants to turn left?

My experience is that in Cambridge, cars and buses have priority. Drivers expect 'softer' road-users, such as pedestrians and cyclists, to look for them and give way if the driver wants to turn. In Copenhagen, the 'softest' road-user has the right to cross the road first; drivers have to be aware and wait until the road is clear, and cyclists have to let pedestrians cross first. Needless to say, when I had just moved to Cambridge I got into situations that were dangerous, with me expecting drivers to wait for me to cycle before them.

2) How to cycle when you are turning right (left in Copenhagen) and at roundabouts?

In Cambridge, the bike has to move like a car – placing itself in the middle of the road in line with the cars. Drivers usually accept this. In Copenhagen, drivers and cyclists don't mix on busy roads. Cyclists turn at a crossroads in two phases: first cycling straight over the junction, then stopping to wait for the lights to change so they can cross again and turn left to where they want to go. Drivers would be upset if cyclists started mixing in with the drivers. Regarding roundabouts: we are just not as fascinated with them in Denmark as you are in England, but where they are, they are usually lined with a cycle path and light signals. For me this was the thing it took me longest to adapt to. In a way I do like biking as a car, as I can keep the same flow as the cars. On the other hand, I am nervous when mixing with the cars – especially at roundabouts! And combined with my first point, roundabouts make me sweat every time I enter them – hoping to get out again successfully.

In Copenhagen the 'softest' road user has the right to cross first, so when I first arrived in Cambridge I got into situations that were dangerous

3) Where are you supposed to cycle?

In Cambridge, it is not very clear where you are supposed to cycle. It is common for the apparent cycling path to alternate between the pedestrian pavements and



the road, and actual cycle paths (e.g. on Midsummer Common) are also often shared with pedestrians. This is a bit confusing, but the good thing is that consequently people here are much more relaxed towards cyclists than they are at home. In Copenhagen, walking on the cycle path or cycling on the pavement would both provoke anger!

All in all it took some time to adjust to Cambridge cycling, but eventually I have become used to it. I enjoy biking through the green areas and I enjoy people being more relaxed towards cyclists. Maybe a good side-effect of rules which aren't so clear is that the onus is on road users needing to be more aware of each other. I find pedestrians, cyclists and motorists are in general kind and respectful and I love the frequency of greeting each other, for example when a car stops for you to cross the road. We are friendly people in Denmark, but cycling is a more serious business.



**What's it like moving to the UK's top cycling city when you've cycled (or not cycled) elsewhere?
We spoke to two long-term visitors to find out.**

NURUL AMINUDIN from Dublin (via Kuala Lumpur and New York)

I never dreamed of coming over to work, live and learn in Cambridge. It is currently such a privilege to get to know this lovely city. I was born in Kuala Lumpur, grew up in New York City and lived all my adult life in Dublin. I am a wife to a husband who loves cycling and a proud mom of four healthy children. This year, I am experiencing a new frontier by living away from my husband and children in order to gain a higher level of professional experience. This is a challenge in itself.

As a doctor specialising in newborn medicine, my job is physically, mentally and sometimes emotionally demanding. The hours are long and the challenges are stimulating. Prior to arriving here, I was worried about how I would get to work from where I live, which is approximately a 45-minute walk. I did some research and asked a few friends who had lived here before. What a relief to learn that this place is the cycling capital of the UK. I became really excited despite not having cycled regularly since I was 17 years old (I am now in my early 40s, by the way).

The moment I arrived, I became obsessed with what type of bicycle would be the one for me. I found myself staring at all the bikes passing by and admiring the ones parked on bike racks. All I needed was a bargain-priced, pre-loved town bike to get me from one point to another within a reasonable time. I was determined to look for one in late January. I found myself travelling the whole of Cambridge city hunting for the ideal bike. Whenever I tried a bike, I



was wobbly at first and then balancing memory in my brain kicked in. After trying five bikes from three shops, I eventually found a secondhand, lightweight black Ammaco-Classique Dutch style bike from Flat Planet Cycles. The owner was very friendly and, most importantly, I'd found the right bike for me.

There is something special in the Cambridge atmosphere and it wouldn't be the same without its transport mascots – the bicycles

Cycling home from my first shift in the hospital was a defining moment for me. That night, another person was cycling behind me really fast and overtook me in a way that caused me to wobble, lose

balance and fall straight onto my knees and land on my face. Thankfully, there were no oncoming cars on the road. I was in a lot of pain but I managed to get up and push the bike home. It took a while for me to recover but it was too soon for me to give up. Regaining cycling balance after a couple of decades was not an easy task. I needed a few weeks to be confident cycling again. But I was determined to ride again. Now, I can say that cycling continues to be a liberating experience and I would like to take my trusty 'Nelly' home to Dublin once my time in Cambridge finishes.

There is something constantly very special in the Cambridge city atmosphere and it wouldn't be the same without its transport mascots – the bicycles. I am proud to join the group of cyclists in Cambridge and I certainly have more respect for cyclists around me, especially when I am driving my car in Dublin city.

Outspoken!

Cycles

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VISIT NEW PLACES **meet new people**

In the UK's cycling capital, there's no need to ride alone! The city and surrounding area are full of cycling clubs and groups to get involved in. We asked local group organisers to tell us more...



Photo: Alex Brown

CTC Cambridge (part of Cycling UK)

For more details and the programme of rides: ctccambridge.org.uk
Find out and join Cycling UK: www.cyclinguk.org

CTC Cambridge is the local group of Cycling UK, the national cycling charity founded as the Cyclists' Touring Club 140 years ago. We have around 1,300 members in Cambridgeshire. Our main activity is a programme of social and touring rides of varying lengths that take place throughout the year, on Wednesday evenings, Thursdays and at weekends. These range from short social rides of 20-30 miles to longer all-day rides of up to 90 miles in the summer months.

There's a joke that CTC stands for 'Cake to Cake', and refreshment stops are an important part of our rides! Most of our rides start in or near to Cambridge, though we have occasional car- or train-assisted rides so we can explore other areas. You don't have to be fit or fast or have a fancy bike to ride with us, and our active members range from 5 to 91 years of age. The social nature of the rides is important - we always ride as a group, with a designated leader who takes care of route-finding, and we never leave people behind!

As part of Cycling UK, we also get involved in their

national activities and campaigns, such as Close Pass and Space for Cycling. Members also get involved in local cycle campaigning such as the A10 Corridor Cycling Campaign. Several of our members are also members of Camcycle so we collaborate on cycle campaigning issues, as appropriate.

So, if you are a Camcycle member and want to explore some of the wonderful countryside around Cambridge, we hope you will try a few of our rides. Camcycle is an affiliated member of Cycling UK, so Camcycle members can join Cycling UK at a reduced rate.

Rupert Goodings



► Use Camcycle discount code 8001749 to join Cycling UK as an 'affiliate member for myself', including cycle insurance for just £25 at tinyurl.com/cyclinguk-affiliatemembership

Burwell Bike Club

Apply to join via [Burwell Bike Club Facebook](#) or [Strava](#) pages

Burwell Bike Club is a social cycling club, not a racing cycling club. It is relatively new, started in March 2018 by Paul Webb and John Smith, both Burwell residents who wanted to encourage cycling as a group in the village. From a standing start we now have around 220 members and cycle all year round, through rain, wind and shine – as long as it's safe to do so.



Ride schedule

We have a regular Sunday Social Ride, currently leaving The Anchor pub at 9am – generally two routes: a shorter route of around 20/25 miles and a longer route of around 30/35 miles. We always have a coffee/cake stop and over the last 12 months have tried all that the local area has to offer! Both routes have two ride leaders, one at the front and one at the back to ensure no one is left behind.

Prior to the Sunday Social we have a ride entitled 'The Gallops'. This is aimed at faster riders, starting at 7.15am with an average speed of 18-20mph and is always back in time for the Sunday Social at 9am.

Our Wednesday Leisurely Ride leaves at 9.30am from The Anchor, cycling around 15 miles at a steady pace. Cyclists on this ride have gained the nickname 'The Cake Crusaders', for obvious reasons.

The Wednesday Evening Ride, leaves from The Anchor again, but at 6.30pm, cycling at 14mph plus, although this may be reviewed subject to demand.

Cycling friendships

Many members have also arranged impromptu rides as and when they have time. Last December we organised a Santa Sleigh ride to raise money for the Milton-based charity 'You Can Bike Too', raising around £350 in total. The friendships made via the Club have been tremendous: we have a wide variety of occupations amongst us, there is no need for a solitary ride if you don't want one.

John Rollin



#CamRideHome

Follow the hashtag on Twitter for details of the next monthly ride

Cambridge has a marvellous cycle network and ever-improving links from surrounding villages. Used with care and commonsense, the network enables local journeys to be completed with great enjoyment, benefits to your health and the environment, in complete safety.

#CamRideHome is a ride aimed at encouraging safe commuting. Experienced riders cycle around the urban cycle network with those less experienced, passing on hints and tips on riding, clothing, lights, and getting to know each other. Explore the network and find treasures of Cambridge outside your usual radar!

Join us at 6pm every last Friday of the month at The Mill pub on Mill Lane – for an hour's easy ride, returning to The Mill afterwards. A different route is ridden each month – it may be themed or inspired by new cycling infrastructure. The Cam Bridges ride is popular each year: a ride crossing the Cam and tributaries as many times as possible!

This is intended to be a fun ride, free and informative. Come for the full hour, or join us until you're close to home. All are welcome for a well deserved drink in The Mill after the ride.

Rob Turner

"I found #CamRideHome to be a friendly and welcoming group whose ethos is to have fun and no-one gets left behind. It's really enjoyable - come and join us!"

Kiu Li (second from left)

Cambridge Junior Cycling Club

Visit Cambridge Junior Cycling Club facebook page or find more details at miltoncountrypark.org

Cambridge Junior Cycling Club is a British Cycling Go-Ride Club for all girls and boys who want to improve their cycling ability, whether for leisure and everyday riding or if they want to progress to cycle racing.

Milton Country Park has a dedicated off-road cycle course, and club coaches are experienced and British Cycling-trained. These sessions offer a great opportunity to practise different cycling disciplines like ascending and descending skills. There are also opportunities to take part in off-road races. Alternatively, tarmac sessions are held at Cottenham Village College tennis courts, where skills like group riding and cornering are practised.

Get involved

Mountain bike coaching is available in the park on alternate Saturdays during term time: Saturday 1-2pm for 5-10 year olds and Saturday 2-3pm for 11-16 year olds.

The tarmac sessions are held on floodlit tennis courts, usually on the first and third Mondays of each month from 6.30 to 7.30pm during term time.

The cost for members is just £5 per session for one hour of coaching.

Ramona Loveridge



Cam Sight Tandem Cycling

Find out more or book a taster session by contacting nick@camsight.org.uk or 01223 420033 ext. 29

Cam Sight is a local charity supporting local people of all ages with low vision and blindness. If you'd like to try tandem cycling, Cam Sight can arrange a tandem taster session for you with a trained pilot.

Tandem cycling is a great opportunity to take part in an enjoyable and healthy exercise, getting out and about in the city and countryside. Our members and volunteers organise regular rides and a group enters the London to Cambridge bike ride every year.

Kerry Olsen



Critical Mass rides with Extinction Rebellion

Find more about Cambridge Critical Mass rides on xrcambridge.org or on Extinction Rebellion's facebook page

Back in 1996, the Campaign's newsletter included a short description of Critical Mass – a monthly cycle ride for everyone. Now, Critical Mass rides take place along urban routes around the world. They are celebrations of cycling intended to attract riders who, through strength of numbers, are visible and assert their right to be on the road.

Critical Mass rides have been attributed to many causes over the years. Recently, they made Cambridge headlines as part of Extinction Rebellion's local action, urging governments to declare a climate emergency. Once a month, Critical Mass riders gather at Reality Check Point on Parker's Piece. Cycling slowly, they follow a pre-arranged route around Cambridge. Rides usually last for about an hour, during Thursday lunchtime or Friday evening. People can join and leave the ride along the way.

The aims are simple: to raise the profile of cycling and to raise awareness of climate crisis and the contribution made by polluting vehicles. They want the council (and ultimately, central government) to commit to reducing emissions. They obey traffic laws (noting traffic lights, allowing emergency services through etc), but they don't stick to cycle lanes, taking the full traffic lane for safety and visibility.

Freedom of expression

Helen Mulligan, a local Critical Mass rider, talked with us about her experience of the gatherings:

'I love cycling. Being on a bike is, for me, about independence and freedom. There's a connection between this and expressing my views: part of what we are doing with the monthly ride is about being free to communicate with those who govern, without confrontation. It isn't about arguing with motorists along the route, although we are happy to discuss what we are doing if they want to know. We chat together, there's music and singing – it's sociable with a good atmosphere. Because we ride slowly, the event is accessible to children and walkers, too. Promoting cycling in central Cambridge seems such an obvious way of helping to reduce the use of fossil fuels, and riding to express my view is something I feel I can do honestly and sustainably and without high levels of confrontation which can be uncomfortable.'

In January's Critical Mass ride, around 60 cyclists rode through Cambridge's streets. In February, it was 80; in March, 100. With these numbers, the rides easily reach the critical level of offering a welcoming and inspiring community event with lots of interaction among participants. As the event grows, it should gain enough critical mass to be noticed by elected officials, both locally and nationally.

Rosie Humphrey



► If you're a member of a local cycling club or group, why not tell us more about it for a future issue of our magazine and encourage others to get involved? Get in touch with us at contact@camcycle.org.uk or drop us a line on social media.

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www.knittingneedlelane.co.uk



Learning about recycling through a child's perspective

A Toy's Life and Beyond C.I.C. is a not-for-profit community interest company based in Cambridge. Its purpose is to teach children about recycling in a fun way.

At present, most of the toys produced are not recyclable and end up on landfills all over the world. By using the life cycle of a toy, we envisage children can learn about recycling, where materials come from and how they can contribute to the betterment and protection of the environment as well as introducing them to the circular economy concept.

We run a number of projects around the city of Cambridge such as:

- Toy Swap Shop
- DIY Toy Club & Toy Art
- Toy Bank
- Toy Library
- Toy Repair Café
- Beyond Toys

If you would like to know more about us or our projects, please visit us at:

www.atoyslifeandbeyond.org or email us at: atoyslifeandbeyond@gmail.com

READ LISTEN EXPLORE

What's new and what's hot this summer? Whether you're relaxing after a day of riding or looking for the next adventure, we round up some cycling-related things to check out.

BEHIND THE BIKE SHED

ON CAMBRIDGE 105 RADIO



Behind the Bike Shed started as a local podcast in December 2018 and by March this year had moved to its own dedicated slot on Cambridge 105. Camcycle staff and volunteers are regular guests, talking about everything from the Chisholm Trail and Station Square to getting more women involved in cycling. Host Phil Mynott also came along to our Space for Cycling ride to interview Cambridge MP Daniel Zeichner and Camcycle's Executive Director Roxanne De Beaux. Listen in every fortnight on a Monday from 6-7pm at cambridge105.co.uk/shows/bike/

CAMBRIDGE CHAMOIS CREAM

Antiseptic and anti-friction breathable cream to increase comfort when cycling, made from 100% natural ingredients including beeswax and cocoa butter and delivered in recyclable non-plastic packaging. £12.50 from Primo Cycles (Jesus Lane) and Arjuna (Mill Road) cambridgechamoiscream.com



EDDINGTON DISCOVERY DAY

SATURDAY 15 JUNE

Following the success of last year's Eddington Cycling Festival, this year Cambridge's newest district is expanding its outreach with the Eddington Discovery Day, featuring more fun, free activities to help visitors explore the area and learn more about the environment.

The day will include a host of cycling activities for children and families including smoothie bikes, sprint challenges and a pedal-powered jukebox. You can also take your bike along for a free check from Dr Bike and have a go at riding different types of pedal-powered machines. We'll be there with the Camcycle stall bike too so pop along to pick up some free resources, discuss issues in your area, sign up as a member or just chat about all things cycling!

There will also be hands-on events and games including a toy swap, storytelling workshops, outdoor games, and arts and crafts. Learn about helping the environment through recycling and reducing plastics, carbon reduction and healthy travel. Plus, have a go at eco-friendly cuisine at the Soup Disco – where you can cook, dance and get a free lunch!

Visitors can also learn about how Eddington is helping the environment through its energy, heating, water and recycling systems and how the local wildlife is being supported. Events take place between 10am and 4pm – find out full details of the events, stalls and tours at eddington-cambridge.co.uk



BUY

BEELINE

A clever gadget with a simple interface, this bike computer-cum-navigator saves constantly checking a phone or map for directions (using Google Maps). Recommended to us by a Camcycle member, it also tracks ride statistics.

£99 from beeline.co

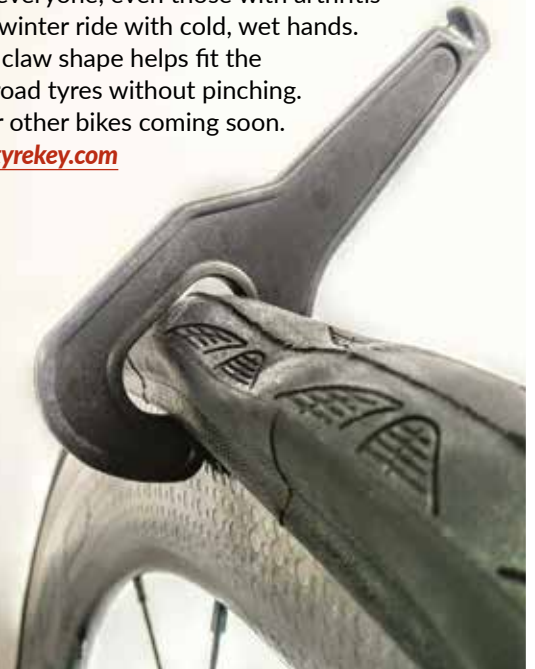


TYREKEY

An ingenious little tool to make puncture repair simpler for everyone, even those with arthritis or out on a winter ride with cold, wet hands.

The unique claw shape helps fit the tightest of road tyres without pinching. Versions for other bikes coming soon.

£9.99 from tyrekey.com



BIKE NATION: HOW CYCLING CAN SAVE THE WORLD

BY PETER WALKER

There seems to be a growing prospect that widespread urban car ownership will soon be a thing of the past. Instead, we'll have shared use of a driverless car, accessed by a smartphone app. But shorter, individual journeys would see a 'Blue Peter moment' for the bicycle – 'here is a solution I prepared earlier!' If nothing else all those driverless cars are good reasons for the urgent provision of more segregated cycle routes!

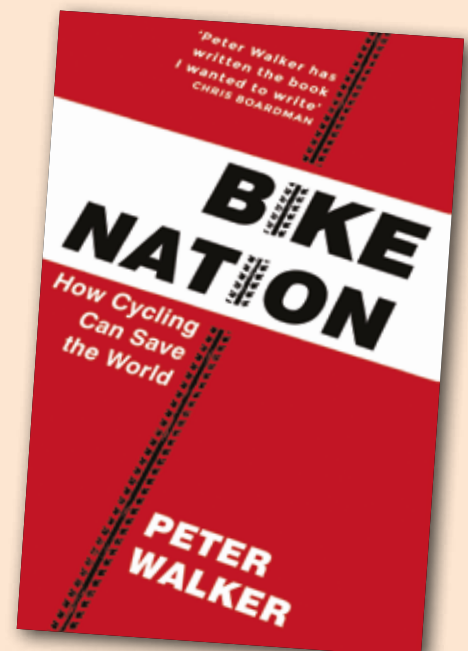
That's one of the prospects in the final chapter of Peter Walker's book. On the way there he takes in a huge swathe of international anecdote and research showing how not only the Dutch and the Danes have worked hard to reach their present state of cycle use, but also New York, Bogota and San Francisco. And there is repeated and informative reference to the story of London's cycle provision as Walker's home patch.

We have chapters on the public health benefits of cycle use, cycling as

a tool of social justice, why motorists resent cyclists' presence on the roads, the helmet debate (the jury's out) and some approaches to cycle campaigning. The overall message of the book is that good provision for cycling will be eagerly used by growing numbers of cyclists, 'build it and they will come', and that will bring benefit first to those who cycle and to the wider community through less car use.

This much we know. These are the truths on which Camcycle was founded and remain our message today. This book tells us that we're not alone. This is a national and an international battle, to get people out of cars and onto bikes as a safe, enjoyable, healthy, sustainable, humanising way of moving around. This is a book to read and to give. We don't want everyone to be a 'cyclist' – but we do want them on bikes and this hugely readable book makes the case for that.

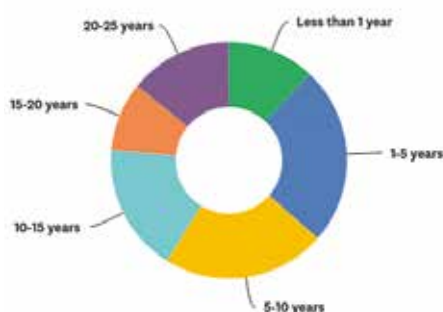
Alan Ackroyd



Yellow Jersey Press
255 pages, £12.99
Also available on Kindle

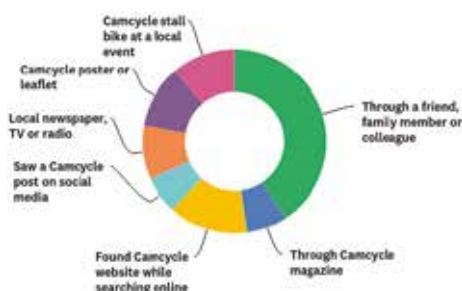
CAMCYCLE MEMBER SURVEY:

Thanks to all who completed our Camcycle member survey – we had over 200 responses (17% of members), enabling us to get a good picture of members' views on our work.



Number of years survey respondents had been members of Camcycle.

Respondents were a good mix of recent and long-term members, the latter reminding us of aspects missing from the survey, for example the popular mudguard stickers and weekly stall outside the Guildhall which were successful in increasing membership in our early years. Nearly half of respondents (44%) signed up online, but many couldn't remember how they joined. Word of mouth is our most important tool in raising awareness of Camcycle – so spread the word! – but all our activities gained attention with social media, perhaps surprisingly, being least likely to be the place members first hear about us.



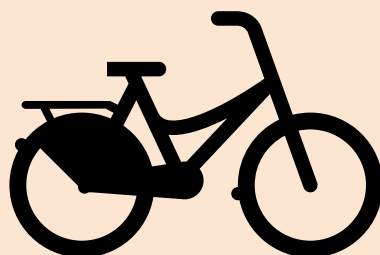
How did members hear about Camcycle?

Why you support our work

Local decision-makers may often underestimate the benefits of cycling, but it's clear that members understand just what prioritising cycling could do for our city. Your top motivations for supporting Camcycle are about making Cambridge a nicer place to be and your journeys more enjoyable (who could argue with that?). You most value the amount and range of work we do, the influence we have on decision-makers and being kept updated with the latest cycling news. Over half of you (54%) also valued the changes you could see in your area as a result of our work. Although 49% of you had used member discounts at a local bike shop, less than a fifth of respondents agreed they were an important part of the reason they were a Camcycle member. One member told us, 'I'm a supporter, not a customer.'

Members' support our work because they:

- Believe increasing cycling is important for tackling issues like congestion and air pollution (65%)
- Would like to improve cycling infrastructure to make their journeys more pleasant (59%)
- Believe increasing cycling will make Cambridge a nicer place to live and work (53%)



Our communications

Nearly all respondents (96%) felt well-informed about Camcycle's work and rated our communications highly, with the quarterly magazine topping the list. 91% had read the magazine and over half of respondents told us it was their most valued member benefit, with many appreciating the chance to read news in a printed form. Some members regretted the move away from a bi-monthly publication, although also acknowledged the reasons behind it, with one member admitting, 'it's not me doing the work so I can't legitimately complain'.

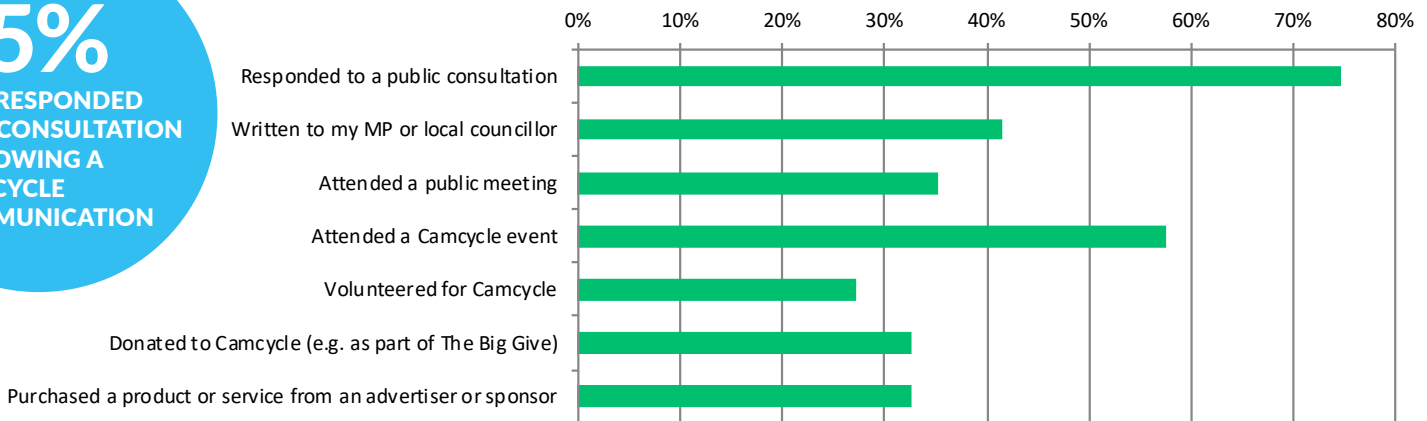
Although email (72%) was the preferred way to receive Camcycle news, respondents liked the variety of communication channels and the chance to stay updated no matter which method they preferred. One member told us that Cyclescape was 'frankly a work of genius', but it was also the method of communication most people found difficult, with many other respondents sharing their frustrations on logging in, receiving Cyclescape updates by email and finding the information they needed. Despite these issues, the most important finding was that our communications made you take action – 97% of respondents agreed that Camcycle kept them updated about local cycling news and consultations and, as a result 75% had responded to a public consultation and 41% had written to their MP or local councillor.

Your involvement with Camcycle

Time is an issue – for you and for us – with 90% saying they don't currently volunteer because they don't have time to do so (sorry to disappoint the respondent who said we should invest in a time machine so they could do three things at once!). One member found it disappointing that

THE RESULTS

75%
HAD RESPONDED
TO A CONSULTATION
FOLLOWING A
CAMCYCLE
COMMUNICATION



Actions Camcycle members have taken as a result of our communications.

we couldn't campaign on issues they've raised and another said we didn't get back to their offer to volunteer: proof perhaps that we're juggling as much as you are and don't always succeed. Despite time pressures, 40% of respondents would be interested in getting involved with our campaigns for better infrastructure and one member thought we should be more proactive – helping to educate architects and developers to balance out our many objections to planning applications.

Of those who do volunteer, 93% said they found it rewarding, but it's clear we could do more to help our volunteers find fulfilment in their work and feel welcomed into our organisation. You told us you'd like us to be more friendly and inclusive, to avoid being smug or dismissive of your concerns and to value the less confident people among our membership. The communications about ourselves are also important – although there were strong levels of confidence in the staff and trustees, only 38% of respondents could name three of us. Less than a quarter knew how to apply to become a trustee themselves although several of you would be interested in getting involved in this way.

Your cycling life

Given our focus on everyday cycling, it's no surprise that 98% of survey respondents cycle for utility reasons but some members told us we should also cover other forms of cycling. One in eight took part in mountain biking and sport cycling, and 9% were members of British Cycling as well as Camcycle. Over half were also members of national charity Cycling UK.

All our survey respondents were over 25 and none was a student. Over a

third had children under 18 within their household and this was reflected in the types of cycle they owned: 36% owned a trailer, 23% owned a tandem or triplet and 21% owned a cargo bike. 70% of respondents also owned and drove a car.

What's next?

We created the survey to inform our plans for the future and help us make the best use of resources. We'll be using your responses to help us identify areas to improve. Your responses on our values will help direct our manifesto and policy work: a project that will empower more people to get involved in our campaigning.

We'll try to keep doing well on the things that you like and changing and improving the things that you've told us we can be better at. If you've said we can contact you, we may be in touch about further ways you can share your views, but remember that this survey was anonymised – if you've given us a great idea, but not your email address, please get in touch so we can work on it together.

Anna Williams

Top 10 organisations members are involved with:

- Cycling UK (51%)
- Sustrans (49%)
- Smarter Cambridge Transport (13%)
- CTC Cambridge (10%)
- British Cycling (9%)
- Cambridge Triathlon Club (4%)
- Waterbeach Cycling Campaign (4%)
- Ely Cycling Campaign (3%)
- A10 Corridor Cycle Campaign (3%)
- Cambridge Cycle Club (2%)

New in 2013: Cambridge gets UK's first advance green light for cycles

Advance green lights for cycles at busy junctions

Published on our blog (12 April 2013)

For some time now we've been pushing the idea of advance green lights for cycles at busy junctions. You can read more about these in a Newsletter article we wrote last year, though we've wanted to see these for much longer.

Advance green lights have long been used on the continent, so this is not a new idea. Quite simply, those on bikes get an early start from a separate light, that is, an advance green light.

When a driver of a motor vehicle is first in the queue, their concentration is on the lights, and they may become almost mesmerised waiting for the lights to change. They may fear that if they look away the lights will change, and they will then get hooted at by an impatient driver. They are unlikely to see a bike alongside. In addition, some 30% of drivers turning left will not give an adequate signal.

Advance greens do not remove the need to make proper space at junctions – since that is what will encourage new people to cycle, but are a very useful addition to this.

We asked for such lights at the Catholic Church junction (in our consultation response), where a signalling replacement scheme (50% of which is being paid for from DfT cycling safety funds) is going ahead, despite our view that the scheme does not go anything like far enough. The county council have decided to press on anyway.

We have written to the DfT to support the county council's application for such lights. Despite our strong reservations about the junction changes, advance greens have long been a separate aspiration of our organisation, and we are hopeful for a Campaign success in this area.



The first advance green light in the UK was installed in 2013 at the junction where Hills Road joins Lensfield Road and Gonville Place.



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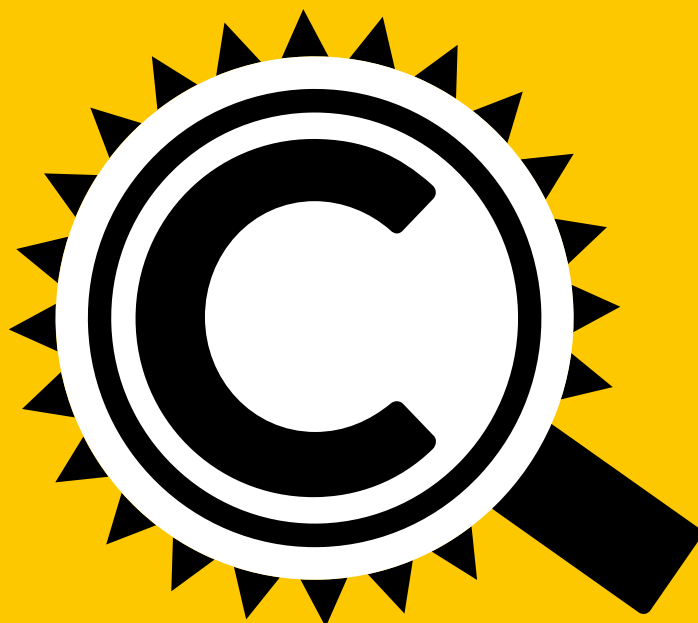
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