

# CAMCYCLE

CAMBRIDGE CYCLING CAMPAIGN  
OCTOBER - NOVEMBER 2018 • CAMCYCLE.ORG.UK

## Cargo bikes lead the way on World Car Free Day



### Also in this issue

- New consultation on Milton Road
- How Paris cycle lanes cut traffic
- Spotlight on Camcycle volunteers
- PCT tool helps planners prioritise cycling investment





Dockless bikes in Cambridge (see page 28).

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# CAMCYCLE

## Newsletter No.140

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

### Membership costs are:

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

For this, you get four newsletters a year, discounts at a large number of bike shops, and you will be supporting our work.

Join now on-line at:

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

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

### Registered charity number 1138098

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

### Elected Committee Members and Trustees 2017-2018

Chair (and Charity Chair) – Robin Heydon  
 Acting Vice-Chair (and Charity Secretary) – Willa McDonald  
 Treasurer (and Charity Treasurer) – Chris Howell  
 Membership Secretary – Sue Edwards  
 Liaison Officer – Martin Lucas-Smith  
 Planning Officer – Al Storer  
 Campaigners – Richard Burgess, Jim Chisholm, Matthew Danish, Tom McKeown, Hester Wells

### Campaign staff

Executive Director - Roxanne De Beaux  
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 Community Officer - Anna Williams  
 Camcycle Intern - Emma Pritchard

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Facebook: CambridgeCyclingCampaign

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Cover image: Cyclists parade along Coe Fen in the first Cargo Carnival, part of the 2018 Cambridge Festival of Cycling.



**S**eptember was a fantastic month for cycling in Cambridge as we held our first Cambridge Festival of Cycling. The events were excellent, and everybody I've spoken to about it has praised the organisation.

We have the AGM coming up soon - the formal announcement is inside. Please reserve the day, plan to come along, and consider standing as a trustee of the charity.

I'd like to give a huge shout-out to two people who did so much over the summer. Firstly, we have to thank Emma Pritchard, our first ever intern, who helped with the cycling festival and also did so much work on the Cambridge cycling survey (see page 7) and street cycle parking project (see page 10). We also have to thank Ellie Gooch who spend the summer volunteering at Camcycle. You can read her article on bike-sharing on page 28. I wish them both luck for the future.

Inside, we shine a spotlight on some of the other enthusiastic volunteers who have been involved with the Cambridge Festival of Cycling and other aspects of Camcycle's work. We recently celebrated winning Best Charity Magazine at the Cambridge Community Magazine Awards with a get-together for our newsletter volunteers and a planning meeting for our future plans for the publication, which is one of our key campaigning tools. With several long-standing volunteers standing down, now is a great time to get involved and share your skills - read more about how you can volunteer on page 27.

**Robin Heydon**

## How Paris cycle lanes cut traffic

**I** find it interesting that the number of cities that are going car-free appears to grow every week. Madrid. Paris. Oslo. Even that little town at the end of the railway line has been making great strides in reducing the numbers of people driving.

For example, London's travel plan says that today about 36% of people drive to work in the capital, but in a few years they hope to reduce that to less than 20%. Yes. A city of 10 million people is trying to reduce the number of cars driven on the road by a million vehicles.

The Mayor of Paris has said that bike lanes have helped reduce the volume of car traffic in her city. In just the first five months of 2018 the number of people driving in the city has fallen by 6.5%. The number in the morning peak dropped by 8.7%. They haven't added any new bus lanes, or built a new underground railway system. But they did build more bike lanes.

Of course, we should compare this with evidence I've talked about before, where a new public transport service didn't make any noticeable difference to the number of people driving. All it did was increase the number of people moving along a route.

The problem we have is that the only way to reduce congestion in Cambridge is to reduce the number of vehicles using the roads at peak times. There appear to be two main ways that are being proposed to achieve this. (There is another alternative of knocking down half the buildings along every main road in order to widen them, but I'll ignore that.)

The first is to build some cycle lanes. A proven method that has worked in Paris, and Copenhagen, and Amsterdam, and

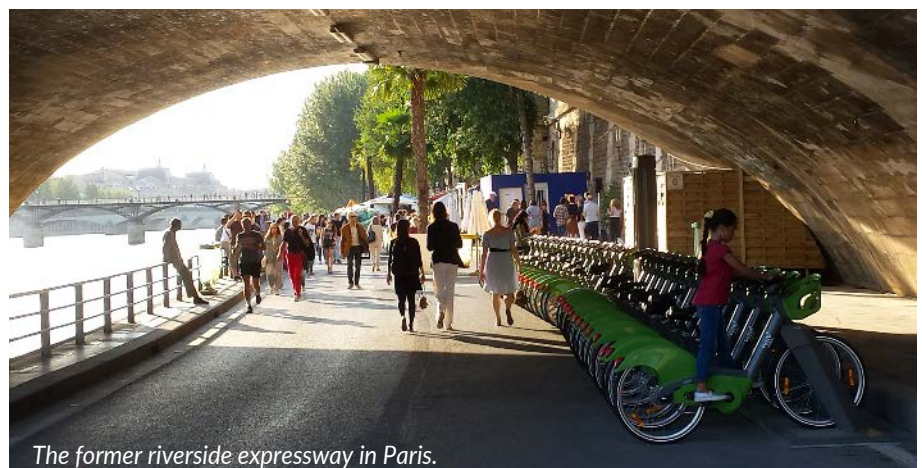
pretty much every Dutch and Danish city. Car traffic, and therefore pollution, decreases. Because there are fewer cars on the road the buses can use the normal traffic lanes and need special lanes only where they can make turns not permitted for private cars.

The second is to build lots of new public transport infrastructure, possibly at the expense of space for people walking or cycling, and expect the traffic levels to reduce and congestion to disappear. This doesn't work. I could go into lots of detail of why the Downs-Thomson paradox could mean that traffic would speed up or slow down depending on how fast that public transport is.

There is a third way. Congestion charging. If you don't like cycle lanes, and you don't think that buses will work, then there is really only one proven solution. And no, that is not an underground metro, because that is just a very expensive hole in the ground to put a fancy bus-shaped object into (a vehicle with a bunch of seats lined up and wheels underneath).

If you want my personal opinion, we should have a smart congestion charge and lots of cycleways. Use the money raised from the congestion charge to subsidise a fantastic bus network and to build and maintain a network of cycleways in the city and between the villages. This is not an engineering problem, this is purely a political one. So next time you are travelling in Europe, I encourage you to visit some of those cities that have congestion charges, or have built cycleways, and see if they look nicer than East Road in Cambridge.

**Robin Heydon**



*The former riverside expressway in Paris.*



# Cycling in the headlines

## Civil Liability Bill

On Tuesday 4 September, the Civil Liability Bill had its second reading in the House of Commons. The Bill included revisions which would limit small claims and have a negative impact on cyclists.

The government had proposed changing the lower limit for small claims for road traffic accidents from £1,000 to £5,000. The issue here, however, is that vulnerable road users such as cyclists would then be unable to receive compensation for injuries caused by road traffic accidents below the value of £5,000, which is higher than typical cyclist compensation claims.

These changes have been dropped thanks to a huge campaigning effort from Cycling UK, British Cycling, other organisations, and MPs.

## Gilligan report - Running out of Road debate

The Gilligan report, 'Running out of Road', was also debated in Parliament on Tuesday 4 September. Daniel Zeichner (MP for Cambridge) argued that the 'mixed-bag report' missed out some key issues for Cambridge, highlighting the limited bike parking in the city and the untapped potential of electric bikes.

He also called on Mayor James Palmer to fund cycling infrastructure, criticising the combined authority mayor for including cycling in his transport strategy statement but not including cycling and pedestrian schemes in his proposals.

The debate was fairly short but there was some discussion on how to get cycling into smaller towns, not just the larger cities of Cambridge, Oxford and Milton Keynes.

## Camcycle mentioned in Parliament

During the Gilligan report debate, Daniel Zeichner ended his brief speech by complimenting Camcycle as an 'excellent local cycling campaign' and mentioned our Cambridge Festival of Cycling.



## Local Plans

The Local Plans of both South Cambridgeshire District Council and Cambridge City Council have been found 'sound' by inspectors. The plans will be debated at full council meetings before they are adopted. Decisions will be made on adopting the plans on Thursday 27 September for the South Cambridgeshire Local Plan and on Thursday 18 October for the Cambridge City Local Plan.

## Cycling for transport is a key solution to growing inactivity

Researchers from the World Health Organisation have published the results of their study into global levels of insufficient physical activity. The study reveals that 1.4 billion adults risk conditions such as cardiovascular disease and type 2 diabetes owing to their inactivity.

The report highlights the large number of adults in the UK who are insufficiently active. The study concludes that cycling is a key solution to this problem, and argues for a national policy to encourage non-motorised modes of transport. It also puts pressure on national governments to provide infrastructure to increase walking and cycling to combat this problem.



## Pavement parking campaign

The goal of the pavement parking campaign is to increase public pressure on the government to take action to end pavement parking. The campaign is supported by 20 charities and organisations including Guide Dogs, Living Streets, British Parking Association and the Local Government Association.

In June, the Scottish Government changed the law to ban parking on pavements in Scotland. This has spurred on the campaign in England and Wales; an open letter, signed by almost 17,000 members of the public, was delivered to the Prime Minister at the end of August.



## Active travel inquiry

The House of Commons Transport Committee has launched an enquiry into active travel and is calling for written evidence on recent trends in walking and cycling, and what is contributing to these trends. The scope of the inquiry will also cover progress on the Cycling and Walking Investment Strategy, including the Cycling Ambition Cities funding, for which Cambridge's bid was successful. The Committee is calling for written evidence on these matters before Thursday 11 October.

## E-cargo bikes funding boost

During the Zero Emission Vehicle Summit Jesse Norman, Minister for Low Emission Vehicles, announced that the government will provide £2 million to support the use of e-cargo bikes. The funding is part of the government's Road to Zero strategy, which aims to make the UK a world leader in zero emission vehicles.

## Trouble on the Busway near Trumpington

There has been a series of robberies on the Busway and the streets close to it in Trumpington. The robberies have taken place between 4pm and 8pm. The police want to hear from anyone who has seen anything suspicious on or around the Busway.

If you have information, you should get in touch with DS Graham Newton on 101 or visit [www.cambs.police.uk/report](http://www.cambs.police.uk/report). You can also contact the independent charity Crimestoppers anonymously on 0800 555 111 or visit <https://crimestoppers-uk.org/>.

Emma Pritchard



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# Outspoken!

Cycles

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## Test rides



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for  
**CamCycle**  
**Members**





## AGM announcement

**T**his year, we're trying something new for our AGM. We're moving it to a Saturday morning in January. **The AGM is to be held from 10.30am to 2pm on Saturday, 19 January, 2019 in Clay Farm Community Centre, Hobson Square, Trumpington, Cambridge CB2 9FN.**

We're hoping this makes our AGM easier for more people to attend as it will no longer get lost in the many other events that take place in December. It gives us the opportunity to make it a bigger and better event where members can learn more about cycle campaigning and our work over the past twelve months. We'd like to be more family-friendly and have a little more time for members to share their ideas for Camcycle's work in the coming years. We're also trying a bright, new venue, the Clay Farm Centre, which is just off the Busway cycleway in Trumpington.

We will be announcing our trustee nomination procedures in the next edition of the successor to this newsletter, but if you have been thinking about taking on a leadership role, then now is the time to get in touch for a chat. You can meet with me or one of our trustees to find out what responsibilities come with trusteeship and the work that we expect will be required next year. Our current trustees have worked hard over the last year to complete key strategic projects and to improve our governance and this work will continue in 2019 as we introduce some big changes to support the growth of Camcycle. It's an exciting time to be involved! Email us at [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk) for more information on trusteeship or if you'd like to propose a motion to be put to the AGM. See also [www.camcycle.org.uk/AGM2019](http://www.camcycle.org.uk/AGM2019)



A confirmed agenda will be posted in the next edition and should include morning tea, a Camcycle update, the official AGM, panel discussion with inspirational campaigners as guests and an interactive campaigning session over lunch. Undoubtedly there will be an unofficial pub stop in the afternoon as well.

We're looking for volunteers to help on the day. Please get in touch if you can help with:

- refreshment set up and pack down
- set up and pack down of the space (chairs, tables etc.)
- 'checking in' attendees and issuing relevant papers.

We would also welcome any contributions of cakes, biscuits etc to help with the morning tea. Perhaps we could even make it a bake sale?

**Roxanne De Beaux**

## Christmas news

### Double your gift to cycling with the 2018 Christmas Challenge!

**A**fter two successful years, we are again participating in the UK's biggest online match-funding campaign. For seven days, supporters of Camcycle will have the opportunity to have their donation doubled by giving via [theBigGive.org.uk](http://theBigGive.org.uk) during their Christmas Challenge. We're aiming to raise more than £5,000 to support our campaigning work in 2019 and, thanks to our generous donors and champion givers who have pledged to our 'matching pot', your gift can have twice the impact!

The Christmas Challenge 2018 will run from midday on Tuesday 27 November until midday on Tuesday 4 December. Donations must be made online via [theBigGive.org.uk](http://theBigGive.org.uk) - search for 'Camcycle'.

### Support Camcycle with office supplies

If you would like to support Camcycle in a more tangible way, you might be interested in our 'wish list' of office items and useful resources. The list is currently posted on Amazon, but purchases do not need to be made through this platform. You can see the list at [tinyurl.com/camcyclegiftlist](http://tinyurl.com/camcyclegiftlist) or search for 'Camcycle' in 'Find a list' on [amazon.co.uk](http://amazon.co.uk).

### Give the cyclists in your life the gift of a Camcycle membership

Looking for the perfect gift for your cycling friends and family this year? Why not try a Camcycle gift membership? These memberships come with all of our usual benefits and we'll include a pack of our greeting cards as well. All delivered in time for you to put under the tree. Purchase now at [www.camcycle.org.uk/shop/](http://www.camcycle.org.uk/shop/)

### Save the date for our Winter Social

Tuesday, 11 December, 6.30pm: Thirsty, 46 Chesterton Road, Cambridge CB4 1EN

It's time to celebrate! We invite all of our members, volunteers and supporters to join us in celebrating a huge and very successful year of campaigning at our 2018 Winter Social.

This year, we're returning to Thirsty and we will be in the back room, 'The Bunker', which has been renovated since our last event. Beer and wine can be purchased from the bar and food from the food truck which will be parked outside. (Vegetarian options will be available.) We will provide some mince pies for dessert.

You can join us at any time from 6.30pm, but please ensure you register in advance at [tinyurl.com/camcyclewintersocial](http://tinyurl.com/camcyclewintersocial) so that we can let the venue and food truck know what numbers to expect.

We remind attendees to drink responsibly and to plan their travel home from this event appropriately.

**Roxanne De Beaux**

## Cambridge cycling survey



**O**ver the summer Camcycle has been working on the Cambridge cycling survey, which was launched on 1 September as part of the Cambridge Festival of Cycling.

The goal of the survey is to find out about cycling habits and attitudes in Cambridge. It is particularly timely as it was just announced that Cambridge has, unsurprisingly, kept its title as the UK's cycling capital.

The survey is for both cyclists and non-cyclists, so it could provide some useful insight into why some people do not cycle and how they can be encouraged.

By the last week of September, the survey had received over 500 responses, and it is hoped that this will continue to rise before it closes on 31 October.

Interestingly, thus far the majority of responses have not been from Camcycle members. The intention is that more members will be encouraged to complete the survey, as well as the rest of the community.

The results from the survey will help to generate data to inform our campaigning activities, and will be made freely available later in the year. The survey is also an opportunity for Camcycle to get out into the city and raise awareness of what it campaigns for.

The survey covers many different aspects of cycling, from commuting to cycling with children, and even about cycle colour! Camcycle is keen to hear all about cycling in Cambridge, the best bits and the areas that need improvement.

The feedback so far has been positive, with respondents complimenting Camcycle on its campaigning efforts and asking for more information.

It is hoped that this survey will be repeated each year and that it will help Camcycle to identify trends in cycling habits and attitudes, to inform our strategic planning.

We need members to make sure their voices are heard and complete the Cambridge cycling survey, so that we can continue to campaign for more, better and safer cycling in and around Cambridge.

You can access the survey at [www.camcycle.org.uk/survey](http://www.camcycle.org.uk/survey) or by scanning the QR code above.

**Emma Pritchard**



# Current campaigns

## Milton Road consultation

The new Milton Road consultation is now open and the Greater Cambridge Partnership has published the latest proposals for the road. There are substantial improvements from the version originally published over two years ago. The design team has largely put into place an avenue of trees protecting cycleways that are segregated from footways. We thank them for engaging and listening on that point. However, there are still significant problems with the current proposal and we intend to respond to these in the current consultation.

The proposed Elizabeth Way junction has extremely narrow sections for walking and cycling, including points where people walking and cycling are squeezed into a path only 2.9m across, marked with arrows on the diagram below. To make matters worse, that section is likely to have a pole in the middle of it for a signalised crossing, and the section wraps around a sharp corner that blocks lines of sight. We strongly object to such miserly provision for walking and cycling, and we call for properly segregated and ample provision for walking and cycling at all points.

The proposed design between Gilbert Road and Elizabeth Way has a bus lane that we believe is simply unnecessary and seriously compromises the remainder of the plan on this rather narrow section of

Milton Road. We know that the current bus lane is rarely used by buses, and the data provided by GCP from the beginning of the scheme show a long-term trend of falling car traffic counts on this section of road, because most car traffic heads towards Elizabeth Way. This section of road is quieter than the rest of Milton Road and it should become even more so after GCP implements their City Access study recommendations. Therefore, the bus lanes here will be wasted tarmac, while the space for trees, cycleways and footways are all badly squeezed. Ever since we helped publish the 'Do-Optimum' proposal we have advocated for context-sensitive design and the context here calls for traffic reduction measures, not brute force bus lanes.



We have always maintained the importance of supporting the numerous families who walk and cycle to the schools near Ascham Road, and enabling more families to join them. The council officers have proposed making the outbound-side footway into a shared-use pavement for this purpose. We had instead called for a bi-directional cycleway segregated from the dedicated footway, but that idea was ultimately shot down because there wasn't enough space at side-road junctions to make it work. However, the reason there isn't enough space at side-road junctions is primarily because of the bus lane in the narrow section of Milton Road, mentioned above. This is yet another reason why the bus lane is inappropriate between Gilbert Road and Elizabeth Way.

From past discussions, we had been under the impression that there would be crossings installed at Downham's Lane and Fraser Road. However, the consulta-

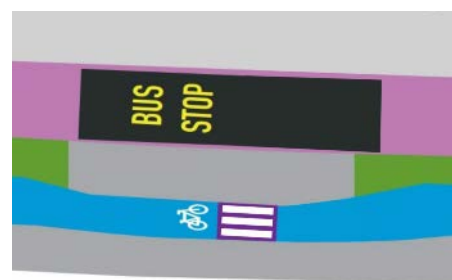
tion proposes that only one of these two would get a crossing. Milton Road is currently too much of a barrier and we believe that each of these locations should have a crossing.

## Ever since we helped publish the 'Do-Optimum' proposal we have advocated for context-sensitive design

It is disappointing that the cycleway is downgraded to an unprotected cycle lane between Westbrook Drive and Gilbert Road, outbound, but we are glad that the officers have put a crossing of Milton Road at Westbrook Drive back on the table.

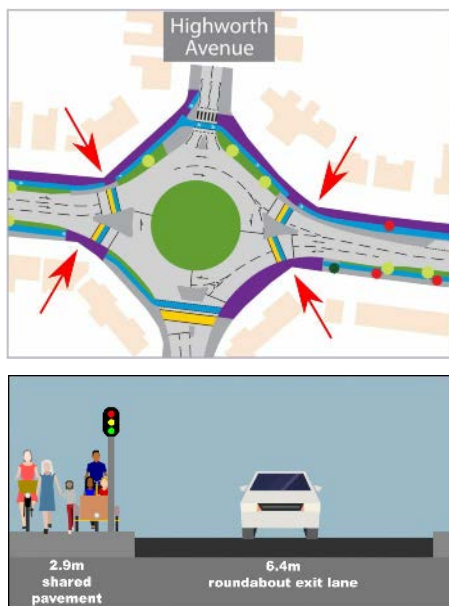
In general, we believe that segregation of walking and the main cycling route should be maintained throughout the scheme. At every point where a pedestrian crossing of a cycleway is needed, a simple Zebra crossing should be painted on the cycleway.

We also strongly support the safe bus stop design proposed that has the protected cycleway segregated from both the footway and the passenger waiting area. This ensures that everyone has a comfortable and safe space, and that there is a defined crossing of the cycleway (a Zebra, as specified above) for



people wishing to use the bus. The diagram above shows what a safe bus stop design would look like with a Zebra crossing of the cycleway.

Cyclescape 3994  
Matthew Danish





## 18/1116/FUL Children's Day Nursery, Homerton College

Plans for a new nursery building on the existing Faculty of Education car park, with associated play space, car, cycle and buggy parking. We have objected as the applicant has poorly understood the use of cycles by Cambridge families. Very few larger hoops for cargo cycles are provided despite their popularity for travelling with children. The largest area of sheltered cycle parking is the wrong side of the car park for the nursery, so unlikely to be used by parents dropping off children. The proposed two-tier cycle shelters are difficult to use for cycles with child seats fitted. We also have safety concerns. There is no separation between areas where toddlers will be walking around as they arrive and areas where cars will be turning. Additionally, the access statement inappropriately suggests cyclists share a narrow pavement rather than proposing steps to reduce risk from motor-vehicles.

*Cyclescape 4195*

## S/2315/18/RM Fen Drayton Road, Swavesey

Construction of 99 homes on land south of Fen Drayton Road, Swavesey. We have been pleased to see that newly revised plans have removed exclusionary chicane barriers from the paths. We are still objecting to substandard cycle parking sheds which are smaller than a standard pair of cycle spaces as outlined in Cambridge City Council's Cycle Parking Guide for New Residential Developments, additionally objecting because their location is not shown on the planning documents so we cannot evaluate their accessibility.

*Cyclescape 4072*

## S/2281/18/RM Oakington Road, Cottenham

Though plans for this 126 dwelling development in Cottenham have been revised, our concerns have not been addressed. A proposed walking and cycling link to Rampton Road retains a barrier for motor-vehicles that is too narrow to be passed by anyone using a mobility

scooter, wide cargo cycle, tricycle or pulling a trailer. We have again responded with recommendations for an improved layout for access by these users.

*Cyclescape 4073*

## 17/1484/OUT Chisholm Trail Café

We have written in support of a café and cycle repair shop located alongside the Chisholm Trail, as it would create an amenity for people living in the neighbourhood as well as those using the Trail. Though construction on green belt is of concern to our members, we felt that the café usage would be consistent with similar cafés found within country parks, or at rest stops along trunk roads. The café would provide improved landscaping and keep the site free of the fly-tipping issues that have plagued it in the past. It would also provide toilets and a cycle repair station to assist people travelling along the Trail or visiting the nearby Leper Chapel. We have noted that any damage to the Chisholm Trail must be repaired and restored to its original condition, should major construction works for the café come after completion of the Chisholm Trail in this location.

*Cyclescape 3544*

## 18/0506/FUL 18 Chesterton Road

A number of our earlier objections to this mixed-use scheme of 12 flats and two retail units have been addressed. Cycle access will be improved by modifications to the bin store and doorways. However, the central issue remains of a cycle store down a flight of steps with a wheeling channel. From our latest response: 'Our genuine question for the applicant is: what are the options for a future resident or employee of the proposed building who is unable to use the bike-wheeling ramp with their cycle?'

*Cyclescape 3932*

## 18/1195/REM Eddington Lot S3

We have filed an objection to this application for 186 residential units in a 'cycle friendly building' in the Eddington district. The building itself is intriguing, with secure covered cycle parking at ground

level, a dedicated cycle lane to basement-level cycle parking facilities (both of which include off-gauge spaces for cargo bikes and trailers) and the apartments, corridors and lifts designed to accommodate cycles stored within the building. However, there were a number of technical flaws that were the basis for our objection. These include clashes between swept paths for car-parking spaces and cycle racks, overly steep access ramps, and unclear management of cars accessing the basement via a single-car-width ramp. We hope the applicant will take up our recommendations in order to return with an improved application.

*Cyclescape 4199*

## S/1004/18/RM Wing Development Phase 1

As we write, this plan has been recommended for approval by the Joint Development and Control Committee. Substantial changes were obtained over the past five months of campaigning. Unlike in the original plan, the Jubilee Cycleway will now largely remain intact, with a 3m-wide cycleway segregated from a 2m-wide footway where it passes through the development. At road crossings the applicants have proposed narrowing the roadway to calm traffic and leave only a single lane for walkers and cyclists to cross. There will also be new, direct and dedicated links on all sides of the site: to Ditton Lane, High Ditch Road and Newmarket Road. Furthermore, the applicants will create a high-quality diversion route for the Jubilee Cycleway during construction of the site. However, we are sad to report that the Morley Street Cycleway has largely been demoted to being a semi-shared use path. This was a proposed new cycleway alongside one of the new primary streets. Owing to urban design officer concerns, in subsequent revisions the cycleway has lost priority at side roads. These are now going to be a form of 'shared-space' junction where every road user is supposedly equal, but with small kerbs to outline the carriageway. We are not convinced that this junction design will work. It is likely to degenerate into motorist-priority, as such shared-space schemes generally do in the UK.

*Cyclescape 3915*

**Tom McKeown**

# Street cycle parking: pilot survey review

**T**he street cycle parking project is a key campaign for Camcycle, and has been for some time. This year it was also the key strategic project for the paid internship programme.

When I started in July, I was told that during my internship I would be responsible for this important Campaign project. As you can imagine, I was very nervous to be given such responsibility but excited and ready for the challenge.

Luckily, I had the pleasure of meeting Simon Nuttall, the project's lead volunteer, during my very first week. Simon patiently explained the whole project and kindly took me on a ride around Romsey and Petersfield so I could start to understand the problem. He also took me to the street cycle parking bay in Thoday Street, and I was thrilled to see what the Campaign had already achieved.

After this, Simon and I met on Wednesday afternoons at the Camcycle office and worked together to produce a draft survey for the street cycle parking project. We were very grateful for member feedback and, after several drafts, we produced our pilot survey.

The pilot street cycle parking survey went out at the end of July and was open for a few weeks before closing on 20 August. It went out to a sample area of residents in Catharine Street, Romsey, with Simon delivering the leaflets. Our aim was to understand how the ques-

tions were interpreted, and whether the results would provide data that we could use.

The pilot was fairly successful: we had a 10% response rate showing that residents are engaged with this issue, and we received some interesting answers. The pilot suggested that most respondents feel positive about increasing street cycle parking. However, it also showed that we need to continue to make the case for street cycle parking.

We made some minor changes to the survey after the pilot, including changing the image of cycle parking in the street. This is because we decided that a stronger example was needed of what happens when there is not appropriate infrastructure in place, such as a street cycle parking bay.

The updated survey went live at the end of August, using invitation leaflets designed by Roxanne. The leaflets were delivered on Thursday 30 August. Simon had already calculated the number of terraced houses on each street in Romsey and we grouped leaflets into bundles to match his calculations. Simon, along with our very helpful volunteers, delivered the survey leaflets to the households in Romsey.

Just over a week after the survey was launched, we already had more than 80 responses. Seeing the responses come in has been a real highlight of my internship, and I look forward to reviewing them



with Simon after the closing date at the end of September.

We will be keen to share the results with everyone and continue the campaign for better on-street cycle parking.

**Emma Pritchard**

## Mill Road update



**I**n Newsletter 139, we presented a vision for Mill Road with reduced through traffic, allowing more room for cycling, pedestrians, buses and

'people parking'. Now that this vision has been presented, we would like to organise two public consultation sessions to gather the views of people who live, work and travel in the area. The plan is to hold one session on each side of the bridge so that we cover Petersfield and Romsey. We're planning to print off big maps of Mill Road and have them spread out for people to draw and write on. We will also have stickers for people to add to points they agree with.

The Petersfield event will be held at St Barnabas church on Monday 26 Nov-

ember from 4 to 7pm (to capture the after-school, after-work crowd). The Romsey event will be held at St Philip's church but I am yet to confirm a date.

Volunteers to help with organising these events would be much appreciated. It would also be good to consider building an interactive map that people could add comment to as well. Please get in touch if you have ideas on how to achieve this or are keen to get involved in any other way with our Mill Road vision.

**Liz Irvin**



# Operation Close Pass

**W**e've recently had a few meetings with our local police to discuss the Cambridge implementation of 'Operation Close Pass', an initiative launched by West Midlands Police and proven to reduce the incidence of close passes and collisions causing injuries to cyclists. We've reported on this before in *Newsletter 135*.

The Cambridge version is 'Operation Velo', but so far it's failed to win the approval of local cyclists. This is mostly because the locations chosen by the police to conduct their initiative have not been in any of the close-pass areas where we'd most like to see improvements. However, there have also been issues with their approach to communications around their operations and the infrequency with which the operations have been carried out.

To help with our discussions, we did a quick poll on Twitter to find out the places that most concern our followers (see adjacent table).

**Also mentioned:** Victoria Road, Grange Road, Clarendon Street, Milton Village, Lensfield Road, Gazelle Way, Mount Pleasant, Fen Causeway, Newnham Road, Davy Road, Campkin Road, Mowbray Road, and Trumpington High Street.

You can share your views on *Cyclescape 3602* and we will continue to work with the police to get better action on close passes.

We've also provided the police with a large box of our 'Welcome to Cycling' leaflets to hand out to any cyclists who are spotted cycling in an unsafe manner and we will work with them to support Operation LIT (Lights Instead of Tickets) later in the year.

**Roxanne De Beaux**



Close-pass locations	Particular areas of concern	No. of mentions
Mill Road	- On the bridge	8
Histon Road	- North of Gilbert Road	8
Milton Road	- Between Highworth Avenue round about and Arbury Road junction	5
	- Golden Hind junction	
	- North of Gilbert Road	
Arbury Road	- Bottom end towards Milton Road	5
Cherry Hinton Road	- Robin Hood to Mowbray Road	4
	- Coming up to Queen Edith's Way junction	
	- One person said 'all'	
Brooklands Avenue		4
East Road	- Between Broad Street and Norfolk Street	3
	- Right by the KFC	
Coldham's Lane	- By the airport	3
	- Towards the Beehive Centre	
	- Between Cherry Hinton and Sainsbury's	
Newmarket Road	- Between Elizabeth Way and Tesco	3
Victoria Avenue	- Pinch points, double yellow lines	3
Queen's Road		3
Emmanuel Road	- Drummer Street end	2
Devonshire Road		2
Green End Road	- By cars parked in painted cycle lanes	1
Huntingdon Road	- Eddington junction	1
Fen Road, Chesterton	- Close passing in opposite direction as drivers avoid road humps	1
Union Lane	- Close passing in opposite direction	1
Madingley Road	- Between P&R and Madingley Rise	1



Mill Road and Histon Road came top of the list of close-pass areas.

# Map of campaigning successes

**W**e've added a new feature to our website - a map of campaigning successes.

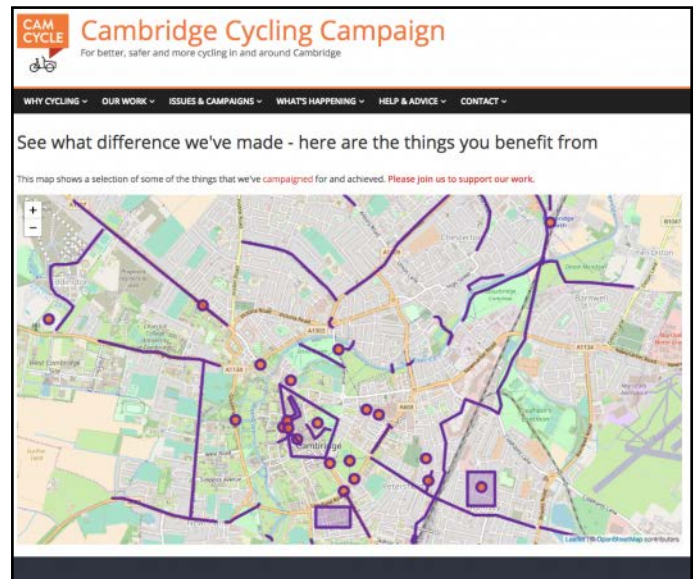
[www.camcycle.org.uk/campaigning/successes/](http://www.camcycle.org.uk/campaigning/successes/)

This is an interactive map that shows some of the schemes around the city where our campaigning work has been instrumental to getting improvements.

You can click on each line or point and see the change we helped bring about.

Let us know if you were involved in a campaign the results of which are not shown on the map!

**Martin Lucas-Smith**



## Highworth Avenue

### Prioritising cyclists and vulnerable road users

**O**n Tuesday 11 September, a small group of Camcycle volunteers met with West Chesterton Councillor Mike Sargeant and local residents to discuss possible solutions to issues with the current cut-through onto Leys Road. There have been many months of anti-social behaviour from motorbike users using the cut-through to avoid the junction at Milton Road and Arbury Road, and some residents would like barriers erected here to address this. It is unclear whether the motorcyclists using this route are the same persistent offenders or a broader mixture of people, including regular commuters, but several incidents have involved speeding and/or intimidating behaviour towards pedestrians and cyclists, so we can understand the community's concerns.

As an inclusive campaign working for more, better and safer cycling for all ages and abilities, we would like to ensure that this route remains a quiet, pleasant street for cyclists with plenty of space for different types of cycle, including cargo bikes, trailers, tricycles and recumbents. Installing barriers such as 'pram bars' to dissuade motorcyclists creates problems for many cyclists in a space which is already narrow with some sharp corners on the edges of the adjacent planters. In addition, the Highworth Avenue cut-through is also used by those in wheelchairs and mobility scooters as the pavements on each side have been blocked with metal barriers. We strongly believe that paths and cycleways should be easily accessible for all types of users and that this rule should apply right across Cambridge and beyond.

Our recommendation for dealing with illegal motorcycle access is for enforcement, preferably using ANPR camera technology which is a widely-deployable, cheap solution that targets only the perpetrators. We also discussed some alternative design options - perhaps moving the planters so that the 'gap' was actually part of a new surfaced cycleway

between the pavement and the road, or creating more of a park in the middle of the roundabout so it feels more like an area of public space for pedestrians instead of a normal road with a barrier. Residents like the park at the end of Chesterton Hall Crescent, which has a cut-through that is not abused by motorcyclists. Other options would be to install sinusoidal humps in the gap to slow down motorbikes or a temporary camera to gain more information about the anti-social problem.

We've been told there is about £4,000 of Environmental Improvement funding available from the city council to address the area, but this would be only about a tenth of what is needed to create a park, for example. Cllr Sargeant will meet with city officers at the end of the month and discuss what can be achieved. He will also look into the options for camera enforcement and report back to us.

**Anna Williams**





# Rules matter

**T**he received wisdom in road design now is that ambiguity is good, even life-saving. 'Shared space', 'courtesy crossings', and removal of lane markings and traffic signals are standard components in the kitbag.

A courtesy crossing may be a 'raised table' (an extended road hump), studs, painted lines or a different colour or texture across the road, or just a pair of dropped kerbs. In reality, most car drivers ignore these cues that they should give way to pedestrians.

Shared space takes this to the next level, by creating even greater ambiguity about who has priority. In reality, a hierarchy quickly emerges, typically with motor vehicles at the top, and disabled pedestrians at the bottom.

Pavements shared with cyclists are constant sources of friction. Although collisions are rare and most people are courteous and thoughtful, it creates a stressful environment, especially for people who are frail, visually-impaired, hard of hearing, accompanying a toddler or walking a dog.

The pedestrian area outside Cambridge station is in fact shared space, subtly indicated by some dropped kerbs. This ambiguity often leads pedestrians to berate people cycling, even when the cyclists are behaving responsibly.

Who has priority at junctions is ambiguous and poorly understood, leading to needless deaths and injuries. British Cycling's 'Turning the Corner' campaign aims to address this by simplifying the rules.

In Paris, it is now legal for cyclists to turn right (equivalent of turning left in the UK) at a red light. Adopting this in the UK would enable cyclists to avoid the danger of being trapped, sometimes fatally, by a left-turning motor vehicle.

Contraflow cycling on one-way residential streets is typically safer than alternative routes via busy main roads. Where this is not legal, some drivers will take it upon themselves to scold or punish cyclists by driving intimidatingly. In a Cambridge street where it has recently been made legal, a resident reports that drivers are now noticeably more courteous and accommodating.

Rules matter: ambiguity may be less dangerous than people imagine, but it's stressful and discriminatory. We need clear, sensible and consistent rules to manage use of our public spaces.

**Edward Leigh, Smarter Cambridge Transport**

*[This article was first published in the Cambridge Independent on 27 June 2018.]*



## Cycling offences consultation



A consultation is currently underway inviting views on government proposals to introduce new offences concerning dangerous and careless cycling. In a move to more closely align motoring and cycling offences, the addition of causing death or serious injury while cycling dangerously and causing death or serious injury while cycling carelessly are being considered. The consultation asks whether there is support for these new offences, for views on their minimum terms and fines, and whether the proposed cycling offences should result in a driving ban in cases where the defendant is licenced to drive. The consultation runs until 11.45 pm on 5 November. Responses can be made in writing or online at <https://www.gov.uk/government/consultations/new-cycling-offences-causing-death-or-serious-injury-when-cycling>

This consultation has been prompted by the case of cycle courier Charlie Alliston, who was jailed for 18 months in September 2017 for knocking over and killing Kim Briggs in east London. His fixed-gear bike was without front brakes. Although cleared of manslaughter Alliston was found guilty of causing bodily harm by 'wanton and furious driving', a Victorian law intended to deal with reckless handling of horses, used because there is no cycling equivalent to the offence of causing death by dangerous driving.

On the face of it the need for an equivalent is clear, to avoid resorting to an antiquated statute, but is it proportionate? The risks presented by dangerous cycling and dangerous driving are not equivalent. Without in the least belittling Kim Briggs' tragic death, this case was such big news because it was a rare incident. 2016, the year of Kim Briggs' death, saw three deaths caused by cyclists, slightly above the UK's 2.5 average. In contrast, around 2,000 people, of them 100 cyclists, are killed each year by drivers. A knee-jerk reaction to tighten laws around cycling will do little to improve overall safety for pedestrians and cyclists.

Indeed, it may do more harm than good. Juries are often unhappy to convict for dangerous driving because they feel the

driving has not 'fallen far below that expected of a normal driver'. They expect speeding, mobile phone use, pavement-driving and other dangerous behaviour from normal drivers. Take the recent case of Hayley Sterna who crashed into and killed her wheelchair-bound cousin, Chris Clements. Though admitting to driving with a dirty windscreen, she was cleared of dangerous driving by the jury, her defence stating 'Who hasn't driven with a windscreen that hasn't been defrosted? Who hasn't not slowed down when the sun is in our eyes?' In other words, who hasn't driven dangerously?

A jury of driving peers is trivial to come by: there is a large overlap between drivers and eligible jurors. The same is not true for cycling peers. With only around 15% of UK adults cycling monthly, even finding two out of twelve randomly selected jurors who regularly cycle would slightly beat the odds (on average 1.8 of twelve jurors). So a typical juror might think any deviation from perfection by a cyclist should be considered dangerous, yet accept regular poor driving as merely careless. Such a jury cannot 'apply the standard of an ordinary prudent cyclist as represented by themselves'. The addition of an equivalent offence could be welcome; however, it must be done in the context of an overall review and clarification of dangerous and careless offences for both drivers and cyclists.

Cycling UK's 'Make it Simple' campaign at [www.cyclinguk.org/cyclesafety](http://www.cyclinguk.org/cyclesafety) calls for this review, along with revisions to the Highway Code, highway design guidance and other measures to improve cyclist and pedestrian safety. The Ministry of Justice promised such a review four years ago, but has not yet delivered, with the cycling offences consultation a further distraction from real action.

An excellent commentary on this issue can be found at [www.beyondthekerb.org.uk/the-law-must-be-fixed-mustnt-it/](http://www.beyondthekerb.org.uk/the-law-must-be-fixed-mustnt-it/) and you can join the discussion on *Cyclescape* thread 3877 to help inform the Camcycle response to this consultation.

**Tom McKeown**



# CAMBRIDGE GREENWAYS

## Waterbeach, Fulbourn and Comberton.

### Let us know your views on new cycling and walking routes

We are proposing new routes for cyclists, walkers and equestrians from Waterbeach, Fulbourn and Comberton into the city as part of our Cambridge Greenways Scheme.

#### We want your views on the proposed Greenways routes

Whether you live, work, or travel through the area, we are keen to hear your views. To have your say on the Waterbeach and Fulbourn Greenways, please fill in our consultation survey from 15 October 2018 to 03 December 2018. The Comberton Greenway survey will be available from 29 October 2018 to 17 December 2018. All consultation surveys will be available online and in paper copy. You can also speak to us about the consultations at one of our events.\*



LOCATION	DATE	TIME	ADDRESS
Cherry Hinton Leisure Village	Tuesday 06 November 2018	5:00pm – 7:00pm	Colville Rd, Cambridge CB1 9EJ
Waterbeach Salvation Army	Monday 12 November 2018	5:00pm – 7:00pm	7 Station Road, Waterbeach, Cambridge CB25 9HT
Comberton Village Hall	Wednesday 14 November 2018	6:00pm – 8:00pm	Hines Lane, Comberton, Cambridge CB23 7BZ
The Fulbourn Centre	Tuesday 20 November 2018	4:00pm – 7:00pm	31 Home End, Fulbourn, Cambridge CB21 5BS
Coton Village Hall	Wednesday 21 November 2018	6:30pm – 8:30pm	56 High St, Cambridge CB23 7PL

**Visit [www.greatercambridge.org.uk/greenwaysconsultationCC](http://www.greatercambridge.org.uk/greenwaysconsultationCC) where you can find out more information and fill in the consultation survey.**

\*More events may be added in the future, please check our website for updates.



# Cambridge Festival of Cycling celebrated across city

The Cambridge Festival of Cycling was launched to celebrate the city's cycling culture and raise awareness of Camcycle and our mission for more, better and safer cycling. A month-long series of events took place across the city in September. It attracted both new and familiar faces to everything from social rides and cycling exhibitions to a Family Cycling Event, Bikes and Bloomers talk and the first ever Cargo Carnival! Here we report back on some of the key Camcycle events.



## Social ride to Eddington Saturday 1 September 2018

The month-long Cambridge Festival of Cycling kicked off on Saturday 1 September with a social ride to Eddington. A group of around 50 friends, families, marshals and volunteers braved the sunshine and idyllic conditions to join in with the fun.

The ride wound through the city centre, along the delightful segregated Coton Path and via West Cambridge. With such a large group, our pace was naturally quite leisurely; we may have been overtaken by an enthusiastic jogger at one point!

We ended up at the Brook Leys nature area for a picnic, where Caf-fiend of Cambridge and Verrecchia Ice Cream cargo bike traders were there to make sure all adults were caffeinated and the kids were loaded up with sugar.

ITV News Anglia came along to cover the ride so members of the Camcycle team and ride participants appeared on the news that night.

As a newcomer to Cambridge, it was a great opportunity for me to get to know some of the lovely nearby trails and meet the people involved with the Campaign. I'm looking forward to the many other events lined up for the festival!

**Liz Irvin**





## World Bicycle Relief

**Tuesday 4 September 2018**

At our September monthly meeting, Alec Seaman from World Bicycle Relief gave a fascinating overview of the work that they have been doing giving bicycles away to those who need them the most.

This started after the 2004 Sri Lankan tsunami created a huge need to enable people to move around Sri Lanka. The original plan was to raise money from donors to purchase locally sourced bicycles. These bikes didn't last very long as they were being used to carry large loads that they weren't built to cope with. Soon, Sri Lanka recovered enough not to need World Bicycle Relief's help and the charity was encouraged to move into Africa.

The move to Africa, and the disappointing experience of commercially available bicycles, led the charity to design its own. World Bicycle Relief also decided to be a mobility charity and not just a bicycle distributor. This meant that they not only designed the bicycle, but also created a whole supply chain for spare parts and trained mechanics to fix them if they did break.

World Bicycle Relief worked with local governments and village leaders to determine which villages would benefit most from their services and who from those villages would be given bicycles. However, the bicycles are not free. Each person, typically a child in the last two years of their schooling, would be provided with a bicycle for those two years and if they attended school it would become theirs at the end of those two years. This increased attendance in schools by 28% and boosted academic performance by 59%. Most impressively, it was the young girls who benefited most, continuing their education, marrying later, and thus being able to control when they started a family of their own.

The design is key to how this whole operation works. Called the Buffalo Bicycle, it has a single speed with a backpedal brake for the rear wheel. This means that the handlebar is just a bar, with no additional cables for hand brakes or gearing. There are no lights, because in most of the countries where they are distributed people don't travel after dark. The bicycle is a plain gauge frame rather than a more modern butted frame because this is much easier to repair. It has a standard one-inch threaded headset, a square tapered bottom bracket, and a standard seat post. The idea is that parts should be easily sourced not just from World Bicycle Relief or one of their trained mechanics, but from any other supplier of parts.

There are two key components of the bicycle that make it stand out. The first is that the frame has a small downward kink just in front of the seat post. This allows people in more conservative countries to ride a bicycle in skirts without risking loss of dignity. This small design choice makes a huge difference for the girls and women who ride these bikes. The second is the remarkably strong rack over the rear wheel and rear centre stand, which is designed to carry a load of 100kg. This could be the charcoal that you've just produced, the agricultural produce you need to take to market, or a couple of your friends who need a lift.

The bicycles use strong wide wheels and have mudguards. They are manufactured in Taiwan by Giant and shipped to

Africa by the container-load for just £95 a bike. When the cost of delivering the bicycles from the port to the rural villages is included, a bicycle delivered to a school-age child costs £135. However, the bicycles don't arrive fully assembled. They arrive in boxes, and the mechanics build them up in Africa.

The charity also supplies bicycles for other NGOs, especially those providing local health services. Such services enable health workers to visit more families in remote villages per day than they previously could, expanding the reach and quality of the healthcare. They also sell the bicycles directly to end-consumers in these countries and provide micro-financing to enable entrepreneurs and farmers to expand their available markets. Most people in these counties can move around only on foot. Walking miles to school, or the local market, with only what you can carry, is neither productive nor a good use of time. A bicycle increases the speed of travel four times and also allows people to carry more at the same time.

World Bicycle Relief has delivered 400,000 Buffalo bicycles and trained over 2,000 mechanics to build and maintain these bicycles. The charity has already noticed that bicycles are being handed down within families and, together with other NGOs, has noticed that the prosperity of the areas they have been able to touch has been improving. Small enterprises have also started making accessories for the bicycles, including trailers for moving immobile people to local health care facilities.

If you would like to donate to them, please go to their website at [worldbicyclerelief.org/en/](http://worldbicyclerelief.org/en/)

**Robin Heydon**



## 'Why We Cycle' film screening

**Friday 14 September 2018**

'Priorities for children and for bikes are good priorities for happy politics,' said one of the interviewees in the film 'Why We Cycle', which explored the hidden benefits of the cycling culture in the Netherlands, a place where cycling is as normal as breathing. Psychologists, economists, architects and other specialists gave evidence that cycling delivered much more than just health, environmental and financial gains. Creativity. Improved mental health. A more open public culture. A more egalitarian society.

To an upbeat soundtrack, the audience in the Storey's Field Centre in Eddington watched teenagers chat and giggle on their way to school, older cyclists smiling in the countryside as they cruised past fields of bright tulips, a pre-schooler learning to ride his first bike and a marketing manager who cycled to client meetings in Amsterdam. Cycling was normal, unremarked-upon and even, in some cases, a form of 'conspicuous non-consumption'. In a country where people were less concerned about displaying their status through their possessions, it was normal to ride a beat-up old bike in everyday clothes. For the Dutch prime minister and royal family, this meant that to be seen cycling made them seem real and down-to-earth. Not so down-to-earth that it wasn't important to be captured on camera doing so though!

For me as a Cambridge cyclist, the film reflected some of the good bits about our city's cycling culture and gave inspiration for the areas we need to work on. In the Netherlands, dedicated cycle roundabouts soared above the roads and schoolchildren swooped into a huge on-site cycle park built for their needs. The filmmakers discovered that cyclists often ignored designated routes. They moved like murmurations of starlings, seeking variety and social interaction. Cycling gave children early independence and teenagers safe space to grow up. It exposed people to diversity and turned streets into quality spaces to spend time in. The benefits to a city reached far beyond transport.

As the movie drew to a close, discussion began amongst the audience on how we could improve infrastructure with inspiration from the Netherlands, and convey Cambridge's own cycling culture on film. We already have several videos from past years and launched a new one, 'Welcome to Cycling', at the beginning of the evening. This video is an animated version of our popular leaflet. Both video and leaflet were developed with support from the Co-op Community Fund. Thanks go to illustrator Alison Norden and volunteer voiceover artist Helen East for their help with this project. As students return to Cambridge, we'll be rolling it out across social media to give new cyclists top tips on safe and considerate cycling in the city.

Thanks also to all who supported the film screening; to MacDaddy and Tribeca for delicious pre-movie food and drink, to the volunteers who helped on the night and with promotion, and to Storey's Field and Eddington for having us. We've had several requests for another screening and hope to be able to show the film again soon. Watch this space!

**Anna Williams**

## Camcycle Family Cycling Event

**Saturday 15 September 2018**

Bike seats, trailers, children's bikes, a cargo trike that could fit six children, a triple tandem made just outside Cambridge and even a comfortable rickshaw (dubbed the 'sofa bike' by one of the kids): these were just some of the options on offer to try at the Camcycle Family Cycling Event, held at The Grove School on the afternoon of Saturday 15 September. Cycle specialists Outspoken Cycles, Power to the Pedal, The School Run Centre and Circe Cycles had brought so many exciting types of cycle that it was hard to persuade families to go inside for the panel event, but there was a lot to look forward to when they did.

We were delighted to welcome family cycling champions Ruth-Anna Macqueen from Hackney and FamilyByCycle from Wellingborough to join our panel of Cambridge experts. The panel answered questions on everything from how to stay safe when cycling with your child on the road to the best kit for children when cycle touring. Other topics covered included cycling with newborns, the best bikes to get children cycling independently and how to consider the cycling requirements of children with special needs. It was also inspiring to hear about the Hackney Family Library set up by Macqueen, a popular monthly initiative offering free hire of cycle equipment to local families. The event finished with a presentation by Katie Jones of FamilyByCycle, a family passionate about cycle touring who recently cycled with their two young daughters on trailer bikes from Land's End to John o'Groats. Many families at the event had followed their progress on social media and were delighted to meet the family in person and later watch them tearing round the playground in a selection of cargo bikes!



Feedback from the event, which also included a quiz and colouring sheets for the children, has been really positive, with attendees also suggesting new ideas for a follow-up day next year. This was the first time such an event had been held in Cambridge and we were pleased to welcome families new to cycling and several familiar faces. Thank you to all those who supported the event, the volunteers who made it happen and Outspoken Cycles and Power to the Pedal for their sponsorship.

**Anna Williams**





A few highlights from the 2018 Cambridge Festival of Cycling.





## Cargo Carnival

**Saturday 22 September 2018**

We were delighted to welcome over 70 cycles on our parade as part of the Camcycle Cargo Carnival, the flagship event of the Cambridge Festival of Cycling. Held on World Car Free Day, it was a great way to showcase sustainable transport within cities and celebrate all the things that can be transported by pedal power.

The majority of the riders travelled on cargo bikes, demonstrating the many different options available from three-wheelers laden with children in fancy dress to two-wheelers carrying a dog, a garden shed and even a beehive. Our favourite was Caroline and Cosmo's Bakfiets bubble bath (left) with balloon and cotton wool bubbles, plus dressing gown and loofah accessories!

The cycle procession travelled from Lammas Land to the city centre and back, where several cycle specialists and cargo bike traders set up ready to talk to visitors. Event sponsors Outspoken Cycles, Power to the Pedal and the Greater Cambridge Partnership were joined by local businesses Stir Bakery, Beanissimo, Verrechia ice cream, Bespoke Carpentry, Overstream Clean, The School Run Centre and Circe Cycles. St John Ambulance also came along with two of their specially-designed bicycles loaded up with life-saving equipment. You can find out more at our next monthly meeting when Tom Daly, their Regional Operational Cycling Lead, will be our guest speaker.

Cambridge MP, Daniel Zeichner, who attended the event, said, 'On World Car Free Day, it's great that the city's cycling community are showcasing what can be done on a bike. If we want to tackle climate change and dangerous levels of air pollution then we will need to seriously think about how all parts of our economy can operate in a greener and more sustainable way'. One of the parents on parade, Andrea Constable, said, 'The kids really love our Kangaroo bike and thought today's Cargo Carnival was great fun! We can't wait for next year's parade'.

**Anna Williams**

## Bikes and Bloomers

**Saturday 29 September 2018**

It's not often that you sit in a historic church watching a lady stand on a chair to reveal her undergarments, but then Bikes and Bloomers was no ordinary event. The audience sat rapt as Dr Kat Jungnickel explained how a handful of innovative Victorian women 'made their bodies fit cycling'. They worked around the social and sartorial constraints of the times to create practical and yet respectable items of cycle wear.

At the end of the talk, re-creations of some of the items of clothing were tried on, with one pair of bloomers being fitted to Catherine Thompson, head mechanic at Outspoken Cycles. She had previously given us a highly entertaining and informative guide to puncture repair (she has a great tip for getting tyres back on without using tyre levers). The talk was accompanied by plentiful tea and cake supplied by members of the Cambridge Ladybirds WI. There was an opportunity to burn off the flapjacks, chocolate and pecan brownies and lemon cake later, as Camcycle led a short ride around town ending outside the Senate House. This was exactly where protestors had burnt an effigy of a woman on a

bicycle in 1897. Over 100 years later the mood had changed – this time it was just pure celebration!

**Anna Williams**







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# Our newsletter – how things have changed

**W**hen I first joined the Cambridge Cycling Campaign the newsletter was, apart from the cover, black and white. It was, as now, A4 size and contained photos on most pages, and looked quite professional. I got involved, helping with proof-reading and going along to the newsletter review meetings. The editor was then Mark Irving supported by a very capable team, some of whom are still contributing, though new people have joined us and others have moved on.



A few years later I was persuaded to take over as Newsletter Editor, being elected at the AGM on 7 November 2007, and the first issue I did was Newsletter 75 (December 2007 to January 2008). In design it changed little for the next 24 issues. Usually we aimed at 16 pages, some were more substantial if there was a lot to cover, occasionally it was only 12 pages. But I believe the quality of the content and production were consistently good – due to the high standards of those involved.

What did change was the method of putting together the newsletter. A website called Ensembling was not introduced until January 2009 when it transformed things, thanks to David Earl who created the software. Until then news-



*The trophy presented to us for Best Charity Magazine at the Cambridge Community Magazine Awards.*

letter editing entailed between 200 and 300 emails, many with draft articles attached or saying things like

'All in the first paragraph:'  
'much different' --> "very different"  
'or that I do' --> 'nor that I do'  
'sharp body' --> 'sharp object'

With Ensembling, comments could be made online which was much easier, and the volume of emails decreased. But some continued, chasing authors for articles, asking them to respond to comments, and constantly reminding people of copy deadlines! Some things don't change...

The big change under my editorship came in February-March 2012. To mark the 100th issue, it was completely redesigned and in full-colour throughout. The cover photo went right to the edge of the paper, maps were much clearer and adverts more eye-catching with colour. It cost more to produce but we sought more advertisers and felt it was worth the investment. We were also awarded a small grant thanks to one of our members.

Now, another 40 issues further on, there have been more changes. I stepped

down at the end of 2014, to be replaced by Sarah Rodger. During her stint the newsletter was redesigned when Camcycle introduced its new brand with Newsletter 126 featuring the new orange logo. What has not changed is the amount of hard work that the editor, designer, authors, photographers, copy-editors and proofreaders all put in and the resulting high quality of Camcycle's newsletter.

Winning the Cambridge Building Society's Best Charity Magazine award was richly deserved and the judges were rightly 'amazed at the variety of content'.

Congratulations to those involved and I am sure the Camcycle newsletter will go on being an award-winning newsletter produced to professional standards by a hard-working team of volunteers supported by our charity's employees.

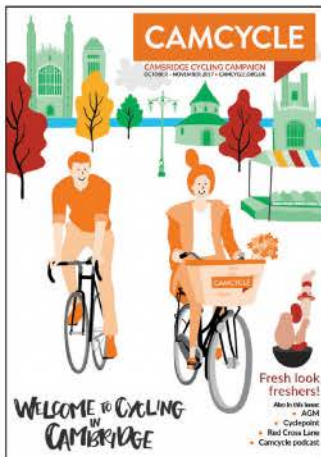
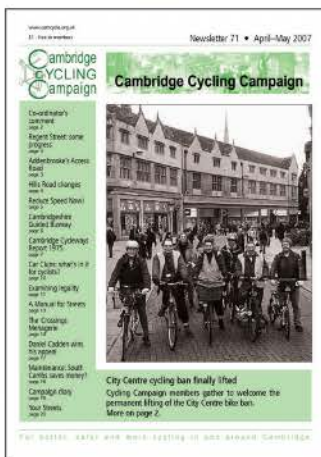
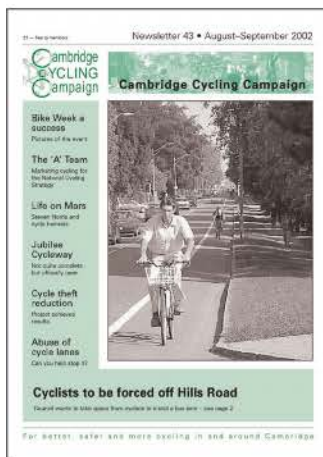
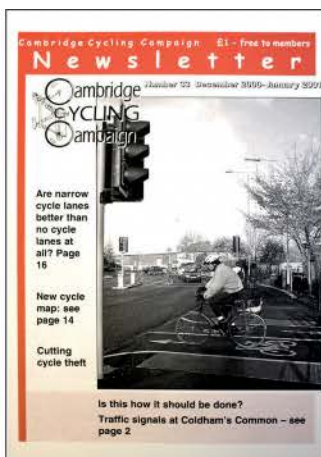
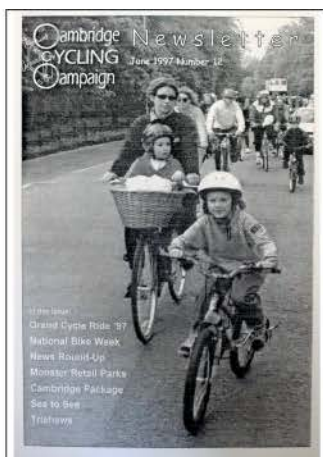
**Monica Frisch**

Newsletter Editor, November 2007 to November 2014



*Our 100th issue (above) which was the first full-colour publication. On the next page is a selection of 23 years of covers.*







# What's next for our award-winning magazine?

**F**rom its humble beginnings as a four-page black and white newsletter to the current full-colour magazine full of photos, the bi-monthly publication from Camcycle has always been our key campaigning tool. It's the way we update members about our work, convey our vision to stakeholders and decision-makers and share the benefits of cycling with wider audiences in and around Cambridge. Whether you leaf through a copy in the library or doctor's surgery, read from cover to cover in an office in Shire Hall or browse through articles online, we are extremely proud of the 140 issues we have published since July 1995 and even prouder of the many volunteers who have brought each to life.

## The move to a quarterly format

In June, having just won Best Charity Magazine at the Cambridge Community Magazine Awards, you might have thought we'd take a moment to relax and enjoy the rewards of our hard work. But the appearance of the bi-monthly print deadline soon put paid to that idea! The need to juggle schedules and content as we squeezed in the important position piece about our vision for Mill Road (which has gained lots of media coverage since its release) has made us think again about what this publication is for and how we produce it. 'News' comes out much more frequently than every two months via our email newsletters and social media channels, as well as our members' forum, Cyclescape. Key volunteers have been hard to recruit recently and, when we approached a potential new editor and were asked if we'd ever considered moving to a quarterly format, we thought again about changes that might improve the magazine. As a result, from the next issue (out December 2018), we have decided to move to a series of four seasonal issues per year. We have two new editors on board, Rosie Humphrey and Adam Jenkins, who will direct the transition to a larger, higher-quality magazine which sets the standard for a new era of award-winning content. We'll continue to update you on the latest Cambridge cycling news and our campaigning work while featuring articles on personal experiences of cycling, cycle touring and holidays and specific focuses such as inclusive cycling or cargo cycles. But we'll also be making improvements, adding new regular features and making it clearer how you can get involved with each campaign and support our work.

We're already busy behind the scenes planning the new format and content, but we'd also love to hear your ideas! Tell us what we do well, what you'd like to see more of, or something you've seen in another charity or membership magazine that you think we should do too. Even better, get involved! Join our new magazine team and help shape this essential campaigning tool. We're currently in need of layout designers and web editors to help us translate the words we receive into vibrant pages of content in print and online. We'd also welcome new writers, photographers or illustrators: show us what matters to you by bringing your cycling issues and experiences to a wider audience. Camcycle is one voice for nearly 1,300 members and many tens of thousands of others who cycle in the Cambridge area. Help us ensure we are doing the best job we can for them all.

**Anna Williams**



*In early September, the team of magazine volunteers met to celebrate past success and share ideas for future publications.*



*Monica Frisch, John Hartland and Ann Newton: three of our current newsletter volunteers who have contributed a huge amount to this key campaigning tool.*



*We are delighted to welcome new members Adam Jenkins and Rosie Humphrey to the team as co-editors of the new magazine.*

### Get involved!

If you have ideas for our new magazine or would like to get involved, write to us at [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk) or

- share content ideas on Cyclescape 4264
- volunteer on Cyclescape 4266
- track magazine progress on Cyclescape 4265
- suggest an advertiser on Cyclescape 4268.



## A great big thank you!

**W**e are extremely grateful to the teams of volunteers who have written, produced and delivered the newsletter over the last 23 years and converted it to HTML for the website. Many volunteers have been involved for years and years (see the Post-it note alongside), tirelessly contributing their time and energy in support of the goal of more, better and safer cycling for all. Founder member of Cambridge Cycling Campaign, Clare Macrae, gave a good round-up of early contributors in the 50th celebration issue, including David Earl, Mike Smith, Jonathan Whiteland, Philip Morley and Mark Irving. Recent magazine heroes include Monica Frisch, Sarah Rodger, Matthew Danish, Bev Nicolson, John Hartland, Tim Burford, Ann Newton, Ken Warner and Sula Armstrong, as well as the many prolific article-writers over the years among whom Jim Chisholm certainly deserves a notable mention. To everyone who has contributed and continues to contribute to this work, thank you! It has helped make a huge difference to the city we live in.

**Anna Williams**

## Post-it note

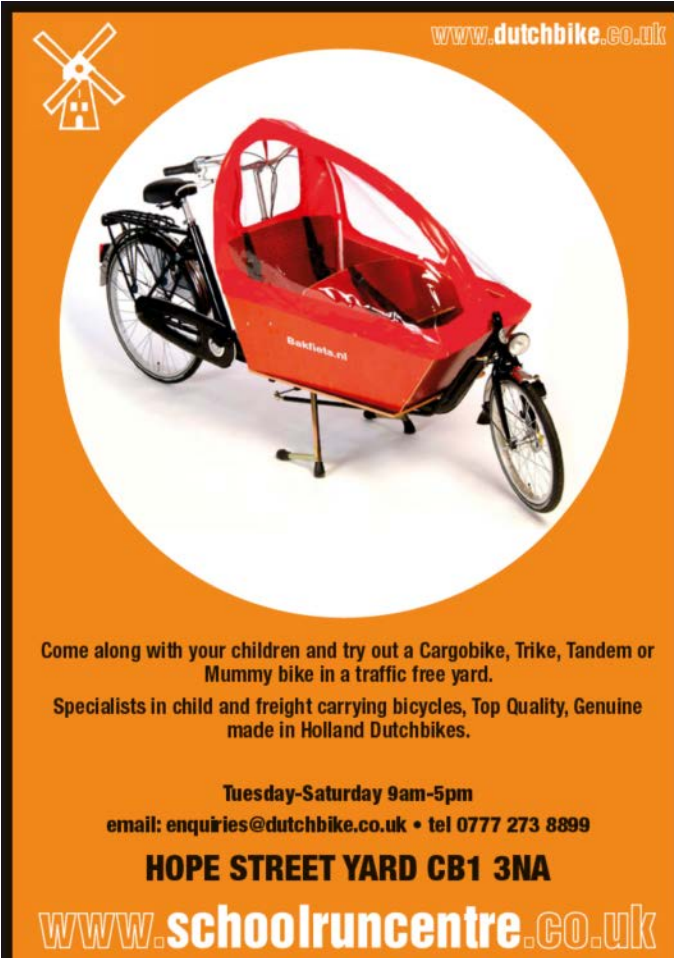
If you're reading this newsletter in its printed format, then it will have been delivered to you in a less than colourful brown envelope either by mail (with a stamp) or by hand (without a stamp) in which case courtesy of a group of loyal part-time posties.

Back-track a bit, and the magazines have arrived from the printers. Address labels get stuck onto envelopes, envelopes get stuffed with magazines, magazines are stacked and sorted, ready to go. And it all works.

The person who for the previous 18 years has heroically taken responsibility for this part of the paper trail that is the Campaign newsletter team effort is Lisa Woodburn. Fanfare! Every couple of months the call goes out to us posties to come and help, stuff and collect. Sure of a friendly welcome and lively chat, even the occasional chocolate biscuit, everything somehow gets done and put in good order.

Now after 18 years and over 100 editions of the magazine, Lisa has decided to pass this task on. An enormous thank you, Lisa, and many more miles of happy cycling.

**Evan Turner**



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# Volunteer spotlight

## Ellie Gooch

'I live in Cambridge and I am a student at the University of Oxford, so I spend my life immersed in the culture of cycling, and have developed quite a passion for it. I started volunteering at Camcycle at the start of the summer, and it has been a fun, flexible way of filling my summer with interesting work.'

'The Camcycle team has been so inviting and has consistently tried to help me get the most out of my volunteer work, which has involved developing our city-wide cycling survey and promoting it around the city, writing an article for the magazine and helping to organise events for the Festival of Cycling.'

'I have been living in Cambridge for less than a year, so volunteering at Camcycle was a great way to get involved in the issues affecting the city and to gain an insight into the tireless work of a charity trying to make Cambridge an even nicer place to live.'

This summer, Ellie has been a regular in the Camcycle office. She has been working on the Cambridge Cycling Survey by researching similar projects, producing survey questions and distributing survey leaflets. Ellie has also been supporting the organisation and planning for the Cambridge Festival of Cycling, as well as creating content for the magazine.

With her help we have launched the Cambridge Cycling Survey, covered bike sharing, leafletted bike shops and even organised the Why we Cycle film event.

## Simon Nuttall

'I got involved with the Campaign at the time when cycling was banned in the centre of Cambridge during the middle of the day. I thought that was wrong and I wanted to add my voice to a group that wanted to right that. I stayed working with the Campaign because I found it was made up of people determined to use the democratic process to bring about change.'



*Ellie delivering the Cambridge Cycling Survey leaflets to bike shops.*



*Simon delivering leaflets for the street cycle parking project.*

As most people know, Simon has been involved in the Campaign for some years now. But this summer Simon has worked tirelessly to produce the pilot street cycle parking survey and the subsequent full survey for the Romsey area. He has had several meetings with the county council, and as a result of this hard work the new resident parking schemes will include cycle parking at the informal consultation stage.

In addition to this, Simon single-handedly delivered the pilot survey to residents on Catharine Street. He also led a team of volunteers to distribute the full survey to residents in Romsey. With Simon's perseverance we have pushed the street cycle parking project onwards and hope we can make even more of an impact.

## Liz Irvin

'I have been an enthusiastic cycle commuter since 2012, when some cycling colleagues of mine suggested I ride the 8 miles to work instead of taking the bus. After a few months I was hooked: not only was I fit, strong and saving money, I could eat all the cake I wanted! I started volunteering for Bicycle Network in Australia, then when I moved to Canada I worked for a trails organisation on their cycling programmes. I have just moved to Cambridge and I'm extremely excited to live in the cycling capital of the UK and be involved in the community here.'

Liz recently joined Camcycle and began volunteering as soon as she signed up: she has been researching venues for our upcoming AGM, and working on the Mill Road vision project. She has also been supporting the street cycle parking project by distributing leaflets in Romsey. On the social ride to Eddington, Liz was the first aider, without whom the ride might not have gone ahead.

## Kiu Li

'I enjoy cycling very much and admired the great work by Camcycle to improve cycling for everybody, for all ages and all abilities.'



'Volunteering for Camcycle to help promote and publicise Cambridge's campaigning on everyday and leisure cycling culture to more people is fun and rewarding.'

'Cycling has so many benefits on many levels such as physical and mental health, lower air and noise pollution, I want to help spread message of the positives for the benefit of everyone.'

Kiu worked hard to help plan the route for the social ride that kicked off the Cambridge Festival of Cycling. She secured the alternative meeting spot for the start of the ride, opening the event up to even more attendees. Kiu has also been a huge help for the Festival, giving her time and energy as a volunteer to support our events.

**Emma Pritchard**



*Liz turning her old workplace into an official Ontario By Bike venue.*



*Kiu at the Eddington Festival sharing why she loves cycling.*

## Volunteer opportunities

**N**ow it is your turn to get involved and support Camcycle as one of our fabulous volunteers, without whom we could not continue our important work for more, better and safer cycling in and around Cambridge.

Being a volunteer can be a rewarding experience, whether you are supporting our events as a marshal, working on the stall bike or even contributing to our award-winning magazine. There are lots of opportunities to volunteer for the Campaign in a number of different roles, all of which are hugely important.

### Magazine volunteers

We are looking for a whole host of new writers to contribute to the refreshed magazine. This is a major campaigning tool, largely produced by volunteers, and its high-quality content is read by our members, influencers, councillors and the

general public. We also need a volunteer to take responsibility for the magazine layout as it transforms to a quarterly format. There are opportunities in the development of the website and we will need some key volunteers to turn the content of the print magazine into HTML and blog posts so that word can get out across different platforms and reach new audiences.

### Flexible roles

There are plenty of other opportunities to get involved, including distributing our Cambridge Cycling survey by handing out leaflets until 31 October. This role is very flexible: you can give as much or as little time as fits your needs, but it is still an important role, with the survey results informing our future strategy. Another important role is helping with refreshments at our monthly meeting, a great opportunity to get to know fellow members.

### Mill Road opportunities

We are looking for some volunteers to come along and help out at our Mill Road workshop on Monday 26 November so that we can try to make our Mill Road vision a reality. We also need some volunteers to represent Camcycle with the newly-branded stall bike at the Mill Road winter fair on 1 December. It is vital for Camcycle to be present at community events like this, so that we can show a friendly face and raise awareness of the Campaign and work towards our goal of more, better and safer cycling in and around Cambridge. Without volunteers we cannot take part in these events. Can you help?

Get in touch on [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk) and tell us what you can do.

**Emma Pritchard**

# Dockless bike sharing

**D**ockless bike sharing seems perfect for bike-centric Cambridge: affordable, green, convenient travel for short distances. A great solution for the last mile problem, one-way trips, tourist visits, and people without a bike of their own. With apps like Ofo and Mobike, you should be able to find a bike, scan its QR code and be on your way in no time.

Ofo, which launched in Beijing in 2015, chose Cambridge for its first expansion beyond Asia. I spoke with James Timmins, Logistics and Operations Manager at Ofo, who explained that Ofo recognised Cambridge's rich cycling history and culture, and wanted to bring something new to the mix. He described how Ofo's introduction gave everyone in the city access to a bicycle, and could encourage the take up of cycling by people who, before bike sharing, hadn't had an affordable way to try it. We discussed Ofo's evolution in the city since its launch in April 2017, and the lessons they have learnt. Even though apps like Ofo and Mobike (which launched in Cambridge this summer) are taking a step beyond the inconveniences of docking stations and hire shops, the actual implementation of dockless bike sharing seems to be a challenge at times.

Unsurprisingly, dockless bike sharing first appeared in Amsterdam, in the 1960s. A protest group called Provos painted fifty bikes white and introduced them to the city, free for anyone to use, as part of their 'White Bicycle Plan' for improved transport. In 1993 Cambridge also attempted a similar scheme. The 300 green bikes released by the city council were also free to use, but soon most had been stolen, hidden, dumped, or vandalised. Within months the council had no choice but to abandon the scheme.

Vandalism and misuse of shared bikes is still a significant issue today. In France, the bike sharing company 'Gobee' had to shut down after 3,400 bikes were damaged and 1,000 were stolen. In the UK, Mobike recently pulled out of Manchester owing to high levels of misuse.

Ofo's 700 yellow bikes in Cambridge are not always well-loved either. It is not unusual when walking through Cambridge to spot discarded locks or a shared bike locked up like a personal bicycle. Searching for Ofo bikes often involves the frustration of broken, trapped or hidden bikes. Recently, I cycled home from town on an Ofo bike with one pedal. My vigilante brother once retrieved from someone's front garden an Ofo bike with cardboard jammed in its lock to extend its use indefinitely, and my sister bagged a free ride after finding an Ofo bike with no lock at all. Many Ofo bikes have ended up in the river, and I have even seen one broken completely in half.

Essentially, this is a 'tragedy of the commons' problem. We live in a society in which our respect for something depends on our interest in it. People take care using and parking their personal bicycle, because they have a stake in whether it functions and whether it gets stolen. On the other hand if they damaged an Ofo or Mobike, they could just find another one, and if they parked one in the middle of the pavement, they could carry on with their day as if nothing had happened.

These shared-use products, scattered throughout the streets as if they are publicly owned, are also unlike anything people

have seen before. We are used to products being on a shelf, behind counters, or, in the case of bike sharing, in a hire shop or docking station. Freely available products can prove too tempting for vandals. Timmins maintains that a lot of the problem relates to this relative newness of the shared-use bikes in Cambridge. 'People don't vandalise cars', he pointed out, because people are used to their presence and respect their



*Ofo bikes and Mobikes.*

right to be parked on the road, undisturbed. Perhaps with time, the fascination with destroying Ofo bikes will decline.

Pony, a bike sharing app operating in Oxford, uses a better-quality model of bicycle than Ofo and Mobike, that costs a whopping £200 to manufacture. This compares with Ofo bikes, which the *Oxford Mail* reported to be worth £80 (July 2018). I spoke with Isabela Nomura, a member of the Pony team, who claimed that Pony has very few cases of bike misuse, and a high standard of maintenance, which involves checking every single bike at least once a week. It is difficult to gauge the actual level of vandalism experienced by these companies without seeing operations behind the scenes, but I spent months living in Oxford, and I never once saw a vandalised Pony bike. The only bad press I can find is a Pony parked on top of a bus shelter (which is quite funny really).

Meanwhile, Ofos and Mobikes can be found abandoned and rusting by the Oxford canals. This suggests to me that either Pony's better-quality bikes encourage respectful use, or the higher cost of the bikes creates more of an incentive for Pony's team to look after them. I suspect the latter - and their new 'Adopt a Pony' investment scheme puts even more pressure on them to ensure each of the 650 bikes is in good shape. On



the whole, however, there is much less vandalism of shared bikes in Oxford than in Cambridge, which suggests that the culture of the city has a big impact on their fate. Pony is well aware of this; when I asked Isabela about expanding to other cities, she explained Pony's wish to 'grow slowly' to ensure that 'the Ponies are well accepted by the community'.

If Ofo cannot manage to stay on top of the vandalism and misuse in Cambridge, either they will spend so much money on fixing bikes that it is not economically viable, or the yellow bicycles will become so unreliable as a means of transport that people will stop using them. Ofo has a team of 'marshals' in Cambridge for this purpose; they work at night to assess faulty



*Ponies.*

bikes reported to them, and either fix them or take them to a depot for repair. Ofo and Mobike have points schemes to punish misuse and reward helpful contributions, and Mobike also requires a £15 deposit upon joining. Unfortunately, points schemes and deposits affect only legitimate users, and a lot of the damage caused to dockless bikes is by vandals who are not using the app.

Docked bike sharing is an alternative which avoids a lot of the issues Ofo has experienced. Since its launch in 2010, Transport for London's bike sharing scheme has been very successful, with security measures which ensure that bikes are not mistreated. The bicycles are connected to payment cards, so if they go missing or are damaged, users are charged up to £300. Most importantly, the docking stations ensure that bikes cannot be stolen or damaged by those who have not unlocked them.

Timmins thinks that part of the success of the London bikes sponsored by Santander (formerly by Barclays and also once known as Boris Bikes) is its years of operating experience, and the refinements it was able to make. He pointed out that Ofo is still learning about the patterns of 'wear and tear', having not been around for as long. The UK operating teams learn from the way bikes break and send feedback to their Chinese manufacturers for quality improvements. The location technology in the bikes has been improved in the past year too. Over time, the Cambridge Ofo team has come to know the

areas of the city where problems arise most often (which can then be checked more frequently) and they have learnt more about user habits and popular areas, enabling improvement of the distribution of bikes. So, give it a few years and these dockless bike sharing apps could be just as successful as the docked London bikes.

Or perhaps more successful? The removal of the docking station has huge benefits. A scheme which is reliant on docking stations can easily run into capacity problems. Users cannot park their bikes in convenient locations if docking stations are full. Having to travel further than necessary is annoying for users of London's bikes, which charge per 30 minutes. Users of dockless bikes can park wherever is convenient. Timmins also cited the benefit of Ofo being able to adapt more easily to changes in demand than a system reliant on infrastructure. The companies are also able to save on the costs of this infrastructure, and so offer lower prices.

Given that people in Cambridge initially feared they 'wouldn't be able to walk down the pavement' (Timmins), Ofo and Mobikes seem for the most part to have blended well into the city and into the city's culture. As long as there is consistent and committed marshalling to look after the bikes and maintain their reliability as a mode of transport, a degree of vandalism is a price worth paying for both bike-share companies and for residents, owing to the flexibility it allows and the potential it offers the city.

Nomura notes that 'incentivising people to cycle, in particular for short journeys, and as part of a longer journey, is a way of tackling [air pollution and traffic congestion] problems'. Everyday cycling encourages a healthier lifestyle, shared items help to develop a community spirit, and it is positive to see people cycling who otherwise might not. Timmins proudly discussed the ability of Ofo to enable poorer communities to access Cambridge's cycling culture.

Time will tell whether the benefits to dockless bike sharing firms in Cambridge outweigh the costs, and if so, whether regular use of dockless bike sharing becomes a popular alternative to owning a bicycle.

**Ellie Gooch**



*Captured Ofo bike.*

# Is hi-viz clothing harmful?



A sizeable number of people don 'hi-viz' or some form of 'conspicuity-garb' when cycling. Such garb is even recommended by the Highway Code, though not legally mandated. But is there a scientific basis for recommending conspicuous clothing, or is it simply a matter of wishful thinking? I looked at several recent scientific papers to find out more.

**Tin et al. (2015).** *The role of conspicuity in preventing bicycle crashes involving a motor vehicle.*

The authors surveyed 2,438 people who took part in the 2006 Lake Taupo Cycle Challenge in New Zealand and combined that with follow-up surveys over the following six years, connecting their data to police records of highway crashes. They divided the respondents up into four categories of conspicuity-garb usage based on the answers to the surveys:

- Class 1: 'usually conspicuous, by day and night'.
- Class 2: 'often conspicuous by day, does not cycle at night'.
- Class 3: 'occasionally conspicuous, by day and night'.
- Class 4: 'rarely conspicuous during the day, but conspicuous at night'.

Among other results, they found that the 'usually conspicuous' Class 1 riders were most likely to be involved in a crash with a motor vehicle, at an average rate of one crash every 73 person-years. The people least likely to be involved in such a crash were the 'occasionally conspicuous' Class 3 riders, at an average rate of one crash every 146 person-years. The most dangerous part of New Zealand was found to be Auckland, where Class 1 riders experienced a near doubling of risk, tempered by a slight reduction in risk for Class 3 riders, but in general there were many fewer cyclists in Auckland than other parts of NZ.

**Verdict:** wearing hi-viz was correlated with higher risk of crashes, especially in Auckland.



The seven outfits tested by Walker et al. (2014); the casual outfit used either a woolly hat or a sports cap depending on the weather.

**Rogé et al. (2018).** *Does a yellow jacket enhance cyclists' sensory conspicuity for car drivers during daylight hours?*

The authors conducted experiments using a fully immersive urban driving simulator built within the cabin of a Peugeot 208. LCD screens were mounted over every window. Participants were asked to drive through a diverse set of road situations, in daylight conditions, with a wide variety of scenery and other road users introduced in a randomised but controlled order.

Each driver was tested by many different encounters with cyclists, who were displayed in the simulation wearing either grey street clothing or a conspicuous yellow jacket. The scenarios were broadly categorised as 'high cyclist visibility scenario' in which the cyclist was positioned almost directly in front of the driver, and 'low cyclist visibility scenario' in which the cyclist might be off to the side or out of the direct line-of-sight of the driver.

Drivers were asked to record the moment that they noticed the cyclist in a given scenario and then rate how easy or hard they thought it was to see the cyclist. The simulation recorded two objective measures: the distance of the cyclist when first noticed and if the driver then crashed into that cyclist.

The results found that drivers hit yellow-jacketed cyclists at a slightly higher rate, regardless of scenario, although the difference was not statistically significant. Similarly, when participants rated their ease of detecting the cyclist, there was no significant difference based on the colour of their clothing. Clothing was only a significant factor in one set of situations: for the 'high cyclist visibility scenarios' the drivers were able to perceive the yellow-jacketed cyclist at a longer distance (while still hitting them at the same rate). However, the yellow jacket was not helpful in the 'low cyclist visibility scenarios', which are considered to be the scenarios where help was needed most.

The authors surmise that one reason the yellow jacket is pointless has to do with the fact that the human eye has poor colour perception in peripheral vision.

**Verdict:** hi-viz made no difference in avoiding crashes.



**Miller et al. (2017).** *Use of conspicuity aids by cyclists and risk of crashes involving other road users.*

The authors looked at cycling-crash cases from Nottingham University Hospitals and for each one contacted the patient for an interview to understand more about the person's riding style and personal choices about conspicuous clothing at the time of the crash. After successful interviews they then went out to the site of each of those crashes and surveyed random people who were found to be cycling there in a similar manner to the patient, in order to gather 'control cases' for comparison purposes. Surveys included questions about colour of clothing, helmet usage, type of riding, cycling experience, and various demographic and personal profile characteristics. Some interesting results were discovered:

- 'Riding a racing or mountain bike rather than a commuter or folding bike was associated with a significantly increased crash risk.'
- 'Cycling during overcast conditions or at dawn or dusk was associated with a significantly lower crash risk compared with daylight.'
- '[Persons injured] were more likely to live in a deprived area.'
- People with rule-breaking personality types were associated with having slightly fewer crashes.
- After filtering out other factors it was found that 'there was an increased odds of a collision crash associated with use of conspicuity aids.'

The authors suggest that these results may be due to a 'risk overcompensation' effect at work. In short, either people who wear conspicuity-garb may take more risks on the road or drivers may make unsafe assumptions and take more risks around people wearing conspicuity-garb.

**Verdict: hi-viz may be harmful owing to the 'risk compensation' effect and the use of hi-viz is significantly associated with higher risk of crashes in Nottingham.**

**Prati (2018).** *The effect of an Italian nationwide mandatory visibility aids law for cyclists.*

In October 2010, Italy passed a law requiring that cyclists wear 'high visibility' clothing when riding after dusk and before dawn, in addition to cycle lights. The law specifically says, in rough English translation: 'cyclists riding outside of centres of population between half an hour after sunset and half an hour before dawn, or riding in tunnels, must wear a retro-reflective high-visibility gilet or bretelle'.

The author studied road crash statistics from before and after the law was passed. She found that the law had no effect on the number nor on the proportion of bicycles involved in road crashes. She offers three possible explanations:

- in fact, 'high visibility' clothing is pointless and useless;
- Italian cyclists may have resisted the requirement en masse;
- or, any gains were lost when motorists drove more dangerously around cyclists whom they assumed would be 'more visible' (a.k.a. the 'risk compensation' effect).

**Verdict: the mandatory hi-viz law in Italy is pointless.**

**Walker et al. (2014).** *The influence of a bicycle commuter's appearance on drivers' overtaking proximities: An on-road test of cyclist stereotypes and high-visibility clothing in the UK.*

This is a famous study in which the authors gathered data on a bicycle fitted with a sensor that recorded motorist passing proximities. Over the course of six months the rider repeatedly followed a 26 km route in the southeast of England while wearing one of seven specifically designed outfits, chosen randomly each day. These outfits (shown above) were identified as follows:

- COMMUTE: a plain light blue cycling jersey
- CASUAL: regular clothing and a hat
- HI-VIZ: bright yellow cycling jacket
- RACER: racing-style red cycling jersey and lycra tights
- NOVICE: yellow reflective vest with words 'Novice Cyclist Pass Slowly' on back
- POLICE: yellow reflective vest with words 'POLICE-witness.com - Move Over - Camera Cyclist' on back.
- POLITE: yellow reflective vest with words 'POLITE Notice Please Slow Down' on back.

A total of 5,690 overtaking events were recorded, fairly evenly spread across the outfits. The average passing distance was 117.5cm. All the outfits were treated about the same by drivers, except the one labelled POLICE, which enjoyed a 4.5cm increase in average passing distance. Furthermore, no matter what the rider was wearing on any given day, approximately 1-2% of drivers came within 50cm of him.

**Verdict: hi-viz was found to be useless against close passes.**

Additional thoughts: arguably all of the outfits except the CASUAL one could be considered conspicuity-garb. Yet, the only significant change in behaviour observed was correlated with the one-letter difference between the words 'polite' and 'police'. This suggests that conspicuity-garb served no role; drivers even had sufficient time to contemplate a word they read on the back of a vest, and change course accordingly.

## Summary

In summary, recent scientific research casts severe doubt on hi-viz clothing and other forms of conspicuity-garb. Some results indicate that hi-viz may even be harmful and associated with increased risk of collision. This is especially alarming given the unquestioned yet unearned status that hi-viz currently enjoys in British and American culture. A local school headmaster has recently even penalised children for not wearing hi-viz, an action that in hindsight may have been harmful to the children.

The Camcycle position is simply that clothing choice is up to the individual. What really matters is safe infrastructure: improving driver behaviour by slowing motor vehicle speeds where mixed with people cycling, and otherwise separating and protecting people from higher-speed traffic. This is also the Dutch and Danish approach, nations where hi-viz penetration is near-zero, and cycling safety is far superior to the UK. Hi-viz is doing a lot of harm whenever it distracts politicians from supporting safer infrastructure.

**Matthew Danish**

# Propensity to Cycle Tool (PCT)

Over the last few years, a new online tool for Local Authorities and campaigners has been developed, called the Propensity to Cycle Tool (PCT).

The PCT is designed to help transport planners and policy-makers to prioritise investments and interventions to promote cycling. It answers the question: 'where is cycling currently common and where does cycling have the greatest potential to grow?'.

It has been developed by an academic-led team involving the universities of Cambridge, Leeds and Westminster.

The PCT lives at [www.pct.bike](http://www.pct.bike) - check it out!



## Overview - where should we prioritise investment?

The PCT is a strategic planning tool. Different visions of the future are represented through various scenarios of change, including the Department for Transport (DfT) draft Cycling Delivery Plan target to double cycling in a decade and the more ambitious 'Go Dutch' scenario, wherein Dutch cycling levels are reached in England (allowing for English hilliness and trip distances).

By showing what the rate of cycling could feasibly look like in different parts of cities and regions, and illustrating the associated increase in cycle use on the road network, the PCT should inform policies that seek a wider shift towards sustainable transport.

The PCT can also be used at a smaller scale. The chosen scenario's level of commuter cycling along a particular road can be used to estimate the future modal share for cycling on that corridor. This can be compared with the current road layout, and used to consider re-allocation from less sustainable modes to cater for cycling growth. In other cases, low current or potential flows may indicate a barrier, such as a major road or railway, lengthening trips. This could be addressed through new infrastructure such as a pedestrian and cycle bridge.

Central to both strategic and smaller-scale use is the question of where to prioritise high-quality cycling infrastructure of sufficient capacity for a planned growth in cycling.

In summary, the PCT is a planning support system to improve cycling provision at many levels from regions to specific points on the road network.

## Using the Propensity to Cycle Tool

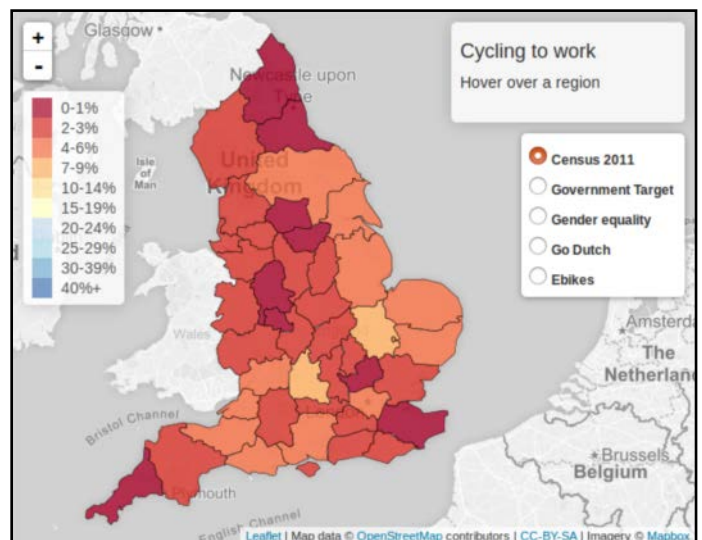
The PCT is best understood by using it to explore current cycling levels, at regional, area, desire line, route and route network levels. We will take a look at how the PCT works at each of these levels, after a brief look at the scenario results at

the regional level (the scenarios are described in more detail in an academic paper – see references at the end).

Under the 2011 Census scenario, the PCT represents levels of cycling to work based on the Census. This is a reasonable proxy for levels of utility cycling overall. The team used origin-destination (OD) data from the Census as the basis of the PCT, as this is the best publicly available dataset on English travel patterns. The input data are described in the paper and can be freely downloaded from the official UK Data Service website.

## The regional picture and scenarios

The first thing the user sees on the front page is a map of England, broken into 44 regions. We deliberately used fairly large regions because successful cycling plans should be



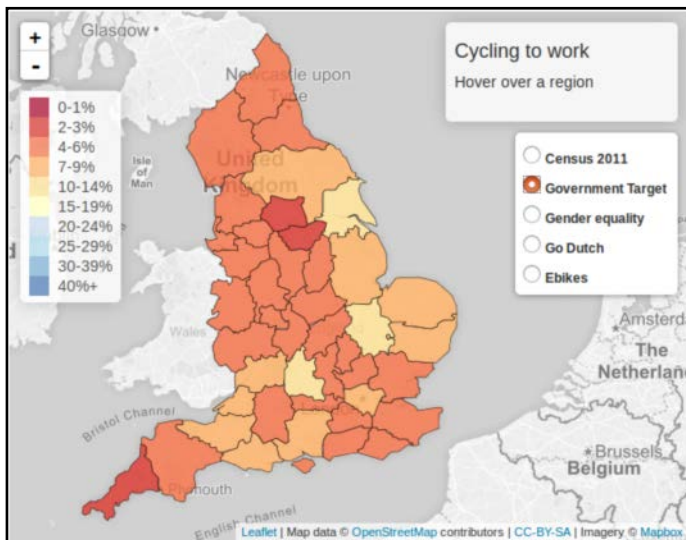
strategic and joined up, covering both large areas and large spans of time. This discourages the stop-start investment plans that have typified funding for active travel.

By hovering over different regions, the user can see what the current level of cycling to work is. We can discover for instance that Cambridgeshire has a relatively high (but low by Dutch standards) level of cycling of 9.7%, but that West Yorkshire has a low current level of cycling to work, 1.3% in the 2011 Census.

A key feature of the PCT is its ability to allow the user to imagine 'cycling futures'. This can be seen on the front page map by clicking on the different scenarios (set to Census 2011 by default). We can see, for example, that under the government target to double cycling levels by 2025, West Yorkshire's level would rise to 3.3% (more than a doubling) whereas Cambridgeshire would see cycling levels grow to 13.7% (a larger rise in absolute terms):

Under the Go Dutch scenarios, these regions would see 23.1% (for Cambridgeshire) and 13.5% (West Yorkshire) of people cycling to work. This represents a huge levelling-out of cycling levels across the country, but still highlights the fact that some regions have higher cycling potential than others, owing to average trip distances and levels of hilliness.



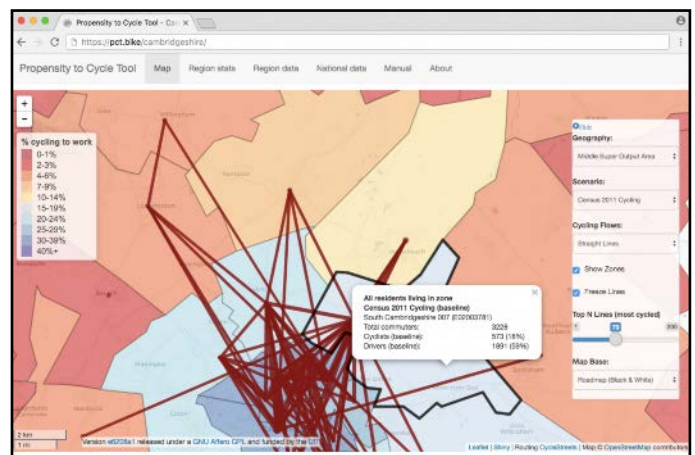
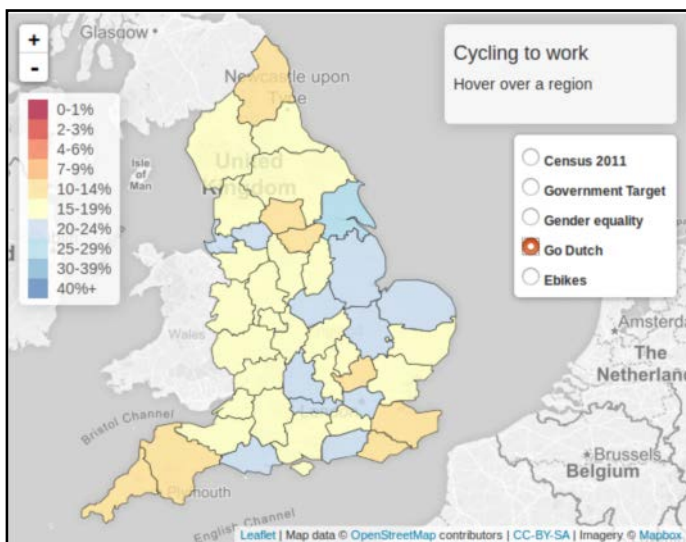


It shows that Cambridgeshire as a whole has fairly moderate levels of cycling to work, hovering around 5% in most places, well below Cambridge and the surrounding area. As we get nearer to Cambridge, there is a cluster of zones with higher levels of cycling, but the percentage of people cycling as their main mode of travel to work reaches about 15%.

## Cycling potential at the desire-line level

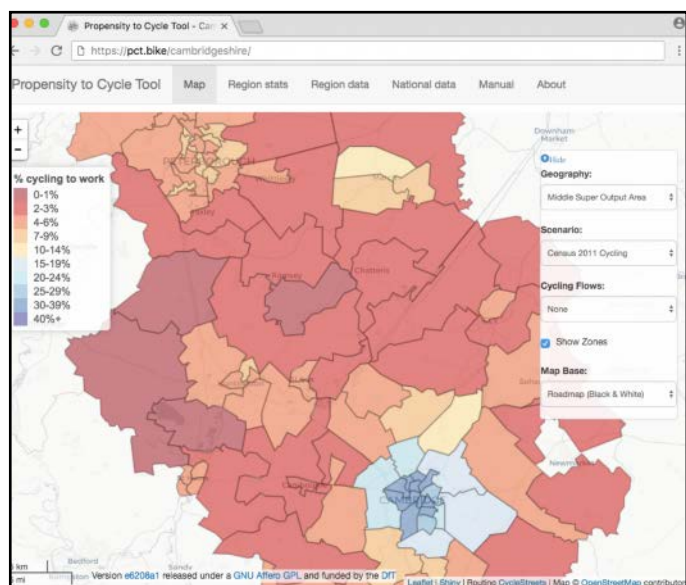
This is all useful information, especially when we look at how the cycling potential could shift in the future. However, it provides little information about where current and future cyclists actually go.

This is where the desire-line level can be useful. This can be selected by clicking on the Straight Lines option from the Cycling Flows dropdown menu. The results (zoomed in for north Cambridge) are shown on the map below.

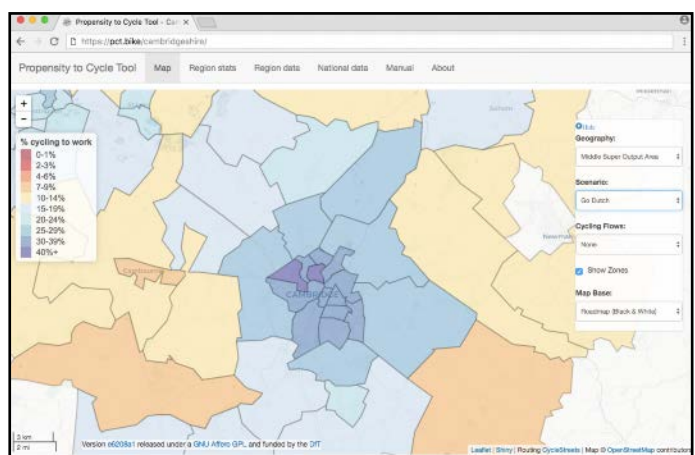


## Cycling levels by region

Click on a region such as Cambridgeshire. This shows the levels of cycling to work from the 2011 Census for each area of the county.



What the above figures show is that as the level of cycling increases in a city, the spatial distribution of cycling can be expected to change. Under current conditions (whether related to socio-demographics, culture, infrastructure or other factors), cycling in Cambridgeshire is dominated by the Cambridge area. Yet there are clearly many short trips taking place into the city, as illustrated by the high cycling potential around the city under the Go Dutch scenario (here shown without the desire lines switched on):



## Scenarios

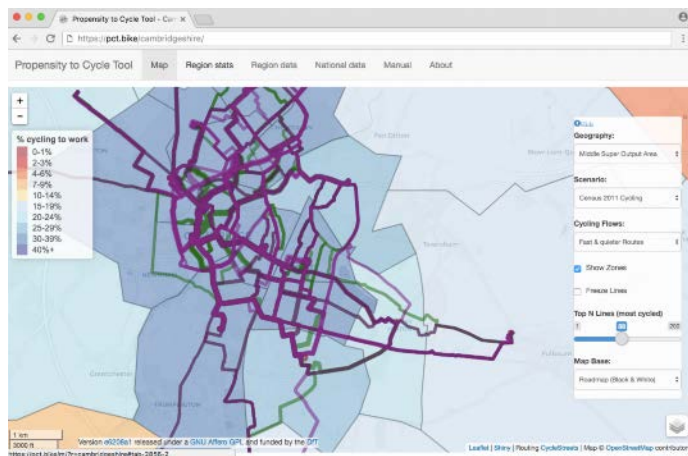
There are in fact four scenarios presented, each of which enables us to predict the effect of cycling levels based on different levels of potential investment:

- government target: models a doubling of cycling nationally, corresponding to the proposed target in the English Department for Transport's draft Cycling Delivery Plan to double cycling in England between 2013 to 2025;
- gender equality: seeks to capture a situation in which gender disparities are eliminated;
- Go Dutch: what would happen if areas had investment bringing the same infrastructure and cycling culture as the Netherlands;
- e-bikes: models the additional increase in cycling that would be achieved through the widespread uptake of electric cycles, built as an extension of the Go Dutch scenario.

## Allocating cycling potential to the route network

We know from Census data how many people cycle from A to B, but we have very little idea of how they are likely to travel. This is where the routing algorithm of [www.CycleStreets.net](http://www.CycleStreets.net) comes in handy. The PCT uses the CycleStreets cycle routing data interface (API) to estimate the 'fastest' route for all short (well, up to 20 km) desire lines in England.

Not only does [www.CycleStreets.net](http://www.CycleStreets.net) allow us to find all the fastest routes, It also represents a good indication of where new infrastructure should be built, as people (especially women and the elderly) have a strong preference for cycling along the most direct routes.



The result of all this routing work is illustrated in the future scenario above, which shows the fastest and quietest routes associated with the most-cycled routes in Cambridge.

## Closer detail

Perhaps the most important layer of the PCT is the LSOA Route Network layer (LSOA stands for 'Lower Layer Super Output Area', covering roughly 3,000 people), which provides a nationwide map of cycling potential at the route network level.

This is illustrated under 2011 and e-bike scenarios in central Cambridge in the figure below. Note the high levels of cycling correctly identified in the potential bottleneck at the railway crossing, highlighting the importance of Mill Road bridge:

Only the passage of time, and people's commitment (hopefully informed by models such as the PCT) to sustainable travel,



will help turn the estimates of cycling levels under various cycling futures (including Go Dutch) into reality.

## Future plans

Future DfT-funded plans for the PCT include a 'Schools layer' that will estimate cycling potential to school. This will help flag residential routes and 'orbital' routes in need of infrastructure to complement the networks highlighted by commuter cycling, which tends to emphasise arterial routes into major employment centres.

A related new project, the Cycling Infrastructure Prioritisation Tool (CyIPT), has been developed to prototype level. This aims to suggest specific infrastructure that could be achieved, rather than the broader areas that the PCT provides. See: [www.cyi.pt.bike](http://www.cyi.pt.bike).

## More information

You can get updates about the tool at [www.blog.pct.bike](http://www.blog.pct.bike). To view the underlying source code, please visit [www.github.com/npc](https://github.com/npc) – the codebase and models are all open source.

## Reference

Lovelace, R., Goodman, A., Aldred, R., Berkoff, N., Abbas, A., Woodcock, J., 2017. The Propensity to Cycle Tool: An open source online system for sustainable transport planning. *Journal of Transport and Land Use*. 10:1, 505–528, DOI: 10.5198/jtlu.2016.862.

**Martin Lucas-Smith**



## Camcycle monthly meetings and events

The Campaign's monthly general meeting is held in the Friends Meeting House, Jesus Lane, on the first Tuesday of each month. Business starts at 8pm, with tea and coffee from 7.30pm. The agenda includes opportunities to discuss current issues and planning matters. All are welcome. Camcycle may take photographs and videos at these meetings. These may be used in our publications, advertisements, media releases, website and social media. The video footage may be livestreamed on Facebook.

**2 October:** General meeting with guest speaker Tom Daly, Regional Operational Cycling Lead, from St John Ambulance. The meeting will also include a screening of our new Welcome to Cycling video.

**6 November:** General meeting with guest speaker James Palmer, Mayor of Cambridgeshire and Peterborough.

**11 December:** Camcycle Winter Social. 6.30 pm at Thirsty, Chesterton Road

**19 January:** Camcycle AGM. 10.30 am at Clay Farm Centre, Trumpington.

## 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](mailto:contact@camcycle.org.uk)

**Copy deadline** for the first issue of our quarterly format is Sunday 28 October.

**Magazine distribution** will be the week of 26 November. Members organise the newsletter distribution, putting into envelopes and then getting them delivered. More volunteers would be a great help. Please email [contact@camcycle.org.uk](mailto:contact@camcycle.org.uk) if you can support this work.

## Cambridge cycle rides

**CTC Cambridge** holds up to six rides a week in the countryside around Cambridge. These range from short, leisurely-paced rides which last 2-3 hours on a Saturday morning, medium-length rides on a Sunday afternoon, to long rides on a Thursday or Sunday that last all day. All welcome.

[ctccambridge.org.uk](http://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 and enjoy.

## City and county council committees

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

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

**Development Control Forum** 10 October, 14 and 28 November at 10am in Committee Room 1 & 2 - The Guildhall, Market Square, Cambridge CB2 3QJ.

**East Area Committee** No meetings are planned for this period.

**Greater Cambridge Partnership Executive Board** 6 December at 4pm in the Council Chamber, The Guildhall, Market Square, Cambridge CB2 3QJ.

**Greater Cambridge Partnership Joint Assembly** 15 November at 2pm in the Council Chamber, South Cambridgeshire Hall, Cambourne CB23 6AE.

**Joint Development Control Committee - Cambridge Fringes** 24 October and 21 November at 10.30am in Committee Room 1 & 2, The Guildhall, Market Square, Cambridge CB2 3QJ.

**North Area Committee** No meetings are planned for this period.

**Planning Committee** 3 October and 7 November at 10am in Committee Room 1 & 2, The Guildhall, Market Square, Cambridge CB2 3QJ.

**South Area Committee** No meetings are planned for this period.

**West Central Area Committee** 29 November at 7pm in Canterbury Hall, St Augustine's Church/Community Centre, 99 Richmond Road, Cambridge, CB4 3PS.

### Please note

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

# Cycle Lighting

## When must you use cycle lights?

You must use cycle lights when riding on a public road, cycle path or public place between sunset and sunrise. It is also recommended to use lights in conditions of reduced visibility during the day.

## What is required?

The picture summarises the minimum requirements for cycle lights. Please keep bright lights dipped so you do not dazzle others.

[www.camcycle.org.uk/resources/lights](http://www.camcycle.org.uk/resources/lights)

### Rear Lamp

One red light positioned centrally or offside, between 35cm and 150cm from the ground, at or near the rear, aligned towards and visible from behind. Light should be marked BS3648 or BS6102/3

Ensure your lights are always charged and/or that you have spare batteries. You may want to consider installing dynamo lights so that you always have power.

### Front Lamp

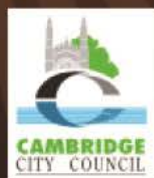
One white light, positioned centrally or offside, up to 150cm from the ground, aligned towards and visible from the front. Light should be Marked BS6102/3 (or equivalent)

### Rear Reflector

One red, positioned centrally or offside, between 25cm and 90cm from the ground, at or near the rear, aligned towards and visible from behind. Reflector should be marked BS6102/2 (or equivalent)

### Pedal Reflectors

Four are required, coloured amber, positioned so that one is plainly visible to the front and another to the rear of each pedal. Reflector should be marked BS6102/2 (or equivalent)



**CAMCYCLE**

cambridge cycling campaign