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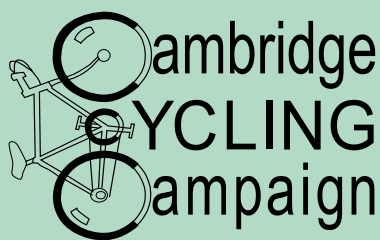
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Bringing cycling issues into Parliament

Rob King, of Cambridge's Outspoken Cycle Training and Delivery, engages with Norman Baker, Parliamentary Under-Secretary of State for Transport, on the MPs' bike ride (see page 17).



If you like what you see in this newsletter, add your voice to those of our 1,100 members by joining the Campaign.

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Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club, but an organisation for lobbying and campaigning for the rights of cyclists, and for promoting cycling in and around Cambridge.

Our meetings, open to all, are on the first Tuesday of each month, 7.30 for 8.00pm at the Friends' Meeting House, Jesus Lane, Cambridge.

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Co-ordinator's comment

Ride alongside the Busway

At long last, the cycleway alongside the Busway will be ready for use on 7 August: a premier cycle route linking Cambridge with Huntingdon and St Ives.

Further good news has been the confirmation that the whole length of the route will be surfaced, rather than the outer end being a just-about-acceptable but still rough path.

Several members have commented that the blacktop surfacing is a refreshing example of how cycle provision should be done: a smooth, wide and almost uninterrupted cycleway that will really encourage new cycling journeys, together with good cycle parking at the bus stops.

It remains disappointing that parts of the cycleway will be under water for up to one month per year. For such a premier route, this is not acceptable. We will continue to press for this to be corrected.

Infuriating signs

As many members will be aware, National Grid has been renewing gas mains around the city. No-one would begrudge the need to undertake this work, and everyone accepts that some disruption is inevitable.

National Grid have done a good job in keeping everyone informed about the stages of the works. But what has not been so good has been the tendency of their contractors to erect 'Cyclists Dismount' signs at every opportunity, even when a road is not fully closed.

For instance, works at the junction of Downing Street and St Andrew's Street involved the digging up of the cycle lane here. The rest of the road remained open



Smooth, fast riding surface on the Busway Cycleway heading towards Cambridge.

to traffic. But a 'Cyclists Dismount' sign was added – which is completely wrong, as those on bikes have every right to use the road. The correct sign would be 'Cycle Lane Closed'. There have been many other cases where cyclists, a group of road users important for the efficient operation of the city, have not been properly considered.

I take the view that much of this is probably 'cock-up' rather than 'conspiracy'. But it is happening despite National Grid having explicitly been told about the problems wrong signs cause. Principally, it leads to a culture where cyclists, who are legally permitted to use a stretch of road, are conditioned to ignore signs simply because the signage itself is incorrect.

We have sent a briefing to National Grid to pass on to its contractors, and hope that these mistakes can be avoided for the remainder of the works.

Martin Lucas-Smith, Co-ordinator

Newsletter survey www.camcycle.org.uk/newsletters/survey/

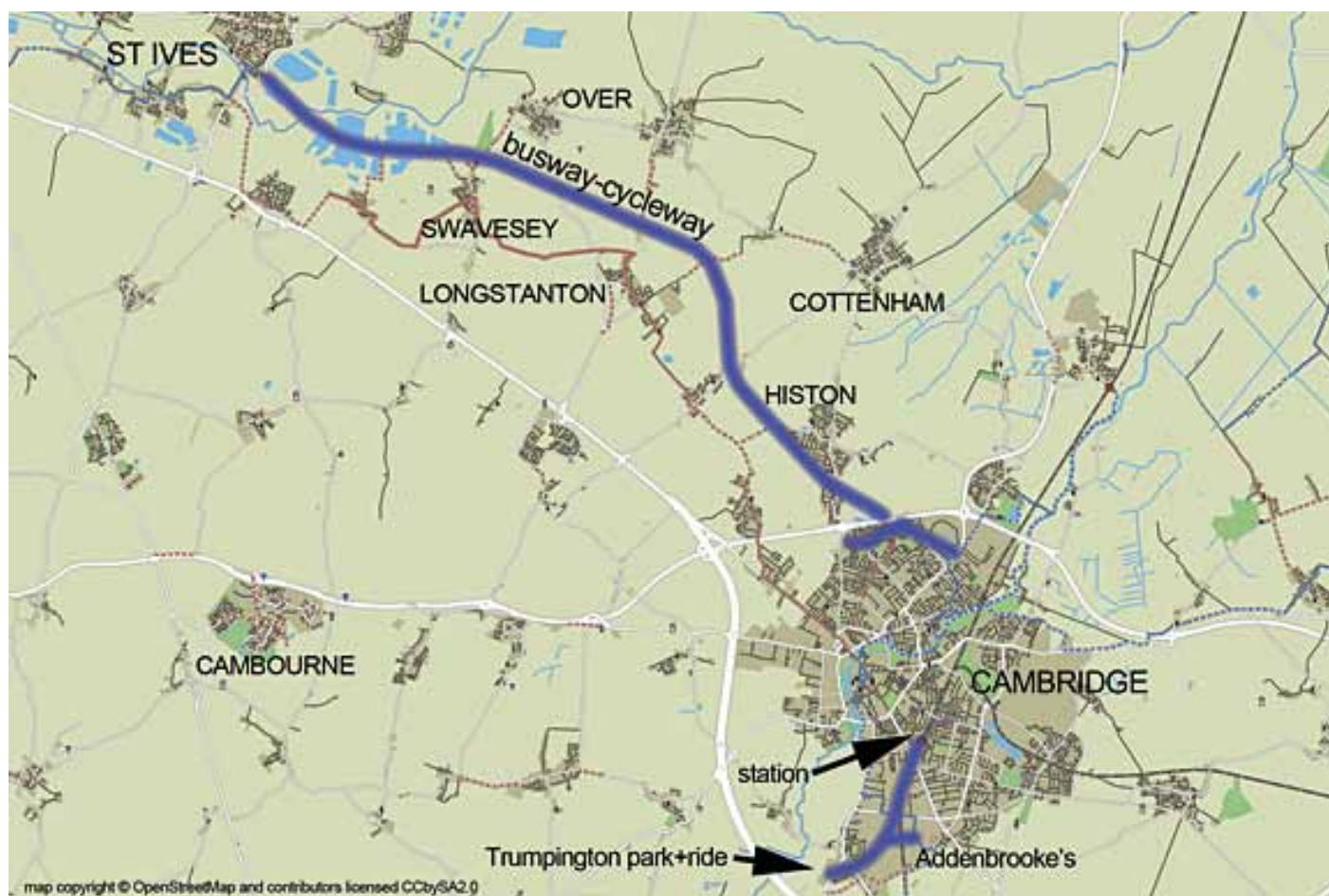
Every so often the Campaign asks its members for feedback on the newsletter. This time around we are conducting an online survey with just ten simple questions that will help us to make a better newsletter.

We want to hear what you like about the newsletter. How you read it, and what you'd like to see more articles on. We would also like to ask what your hot campaigning topics are at the moment. By collecting all this feedback, we can try to bring you an even better newsletter in the future.

To help us keep down costs, please fill in the survey online, if possible. If you are unable to access the internet at this time, then fill out the paper copy enclosed and post it to the address on the left.

Robin Heydon

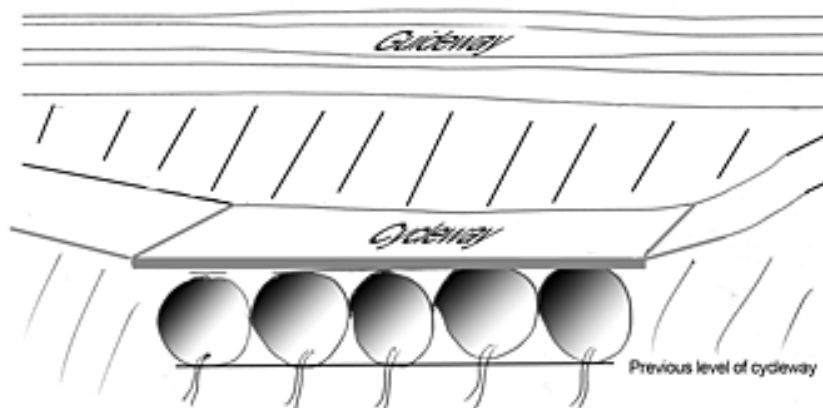
The Busway cycleway



The County Council has announced that both the southern and northern sections of the Busway plus the cycleway will open on 7 August. We plan a ride along it on that Sunday (see page 5). The new road to the station will open at the same time (see page 7). The cycleway west of Swavesey will remain closed until later in the autumn so that the flooding section just west of the Ouse Bridge can be raised (this doesn't affect the buses).

The County Council has asked us to make it clear that the cycleway remains closed until 7 August, especially as vehicle trials will be carried out until the opening, and gates will be put at either end of the western section to make it clear this section remains closed after that.

The County Council has also agreed to tarmac the final remaining section from Swavesey to St Ives at the same time, something we were previously told 'cannot be done because of Environment Agency objections'. The money for this appears to have come from Sustrans. We don't want to appear churlish about this but on a project costing over £150 million, not to be able to finish the cycleway aspect of it without funds from a charity seems so sad.



The Dutch Culvert should enable flood water to drain under the cyclepath.

As Jim Chisholm says in his article on page 4, the quality of the new route is excellent. It would be good to think that this will raise the bar further for what is possible elsewhere in the area.

The one remaining issue is flooding. According to the County Council, the path is still expected to flood for a few weeks each year in the area around the river. They say the Environment Agency will not permit a higher path because of the way it would change the hydrology. However, that's what they said about the tarmac too.

The incorrectly constructed section with gross flooding is to be repaired using what the council is calling a Dutch Culvert (see diagram above). This consists of a series of 60cm diameter pipes laid side by side at right angles to the path with the tops filled in and a flat surface laid across them all. This means that water can disappear under the path. Quite what is so impossible about using say 80cm pipes instead (which would presumably drain more water, not less) is a mystery.

David Earl

I met a man *from* St Ives (and one from Haverhill)

On the Friday before test running of buses started I cycled the full length of the recently tarmacked Northern section of the Guided Busway path.

I joined it at Longstanton, and went north under Windmill Bridge and across Swavesey Fen. Although some people were on site doing checking, virtually all construction activity seemed to have finished. At the bridge over Swavesey Drain a pile of unused kerbstones made a useful seat whilst having a drink and a snack. Will we have proper seats at such places, as exist on the National Cycle Network south of Cambridge?

Whilst there I talked to a man from St Ives who frequently cycles to Cambridge, sometimes using the A14! He reckons when the tarmac is completed he will have a far quicker and more pleasant trip to Cambridge. On reaching Swavesey, where a layer of ballast still protected the paving stone from damage by vehicles, and the paving machine was parked (ready to travel north?) I returned south.

Even a pensioner cyclist like me on a hybrid bike could easily cycle at 15mph (24kph), and I had visions of reaching Cambridge in 40 mins. My vision was curtailed by stopping and talking to several of the many people I met. I talked to joggers who thought it wonderful, and a man eating lunchtime sandwiches at one of the bus stops. Working on the Science Park, but driving from Haverhill, he keeps a bike at work to enable him to get fresh air at lunch time. The newly completed sections enable him to reach new and interesting bits of countryside far more easily.



Five abreast: Near Milton Road sections are wide enough for two cyclists, side by side, to pass a group of three people walking side by side.

So what were my impressions?

This is a wide, well-surfaced route that those on foot on bike or on horse should easily be able to share. (Hint: I'm told that when approaching a horse and rider from the rear, one should not ring a bell as this may frighten the horse, but simply use your voice to say 'Hello' or similar.) Only a short section near Histon is narrow. Around the proposed town of Northstowe the line and level of the path deviate from that of the busway, leaving a wide area of grass between the two. Such sites could be wonderful if seeded with wild flowers.

In places there is a significant drop from the edge of the blacktop, and in others the original surface material is piled into a ridge some inches high. This route is wide enough to benefit from an edge line without it detracting from the width. Where the edge is built up without a stone drain there will be a risk of ponding after heavy rain.

There has been much discussion on the members' email list of the issues relating to toucan crossings and how quickly the lights change



Leisure cyclists near the new Windmill Bridge. Note crossfall and stone drain, as well as 'Gabion' (wire cages full of stones) wall.

once activated by pressing a button. Many of these are quiet roads, but with a speed limit as high as 60mph. However, off-peak traffic was so light that I never felt the need to press the button to wait for a gap in the traffic. We do have loop detectors for cycles at a few busy crossings within Cambridge, but on a 60mph rural road there would be a significant delay in these activating the lights. These roads are quiet enough, I suspect, that the majority of those on bikes would have a faster trip if they, as legally entitled to do, simply waited for a gap in the traffic. No doubt family groups, children and inexperienced users will find the toucan crossings of benefit.

At around 1pm, the path between Histon and Milton Road was alive with those out for a stroll or on bikes. The bridge under the A14 enables all to leave the dense urban area of north Cambridge easily and enter the relative calm (except for traffic noise) of the area towards Impington and Histon.

I for one will make this trip again. If only it were more straightforward to get across Cambridge from the south where I live. Perhaps in a few years we will have a direct route for those on foot or on bike.

Jim Chisholm

Collision on The Busway

As this newsletter was being finalised, we heard that there had been a collision between a bus and a cyclist riding on The Busway. Media reports were unclear on the details and we contacted police who told us that the matter is going to be investigated by the Health and Safety Executive.

The Busway is officially closed until 7 August and is being used by contractors' vehicles and for testing. **The County Council is keen to stress that people should stay off until The Busway is opened.**

However, when The Busway officially opens there will be several rights of way crossing it where there is no break in the concrete rails. There will also be occasions when flooding of the maintenance track will mean that pedestrians and cyclists will be tempted to use The Busway. We have previously been given very clear assurances that the long sight lines mean that these activities are safe, but this incident puts that into question.

Following our initial contact with the police we have written to The Busway team stressing that this incident must be investigated as quickly and as thoroughly as possible so that all can understand exactly what happened.

Help us promote the cycleway at The Busway launch

Itinerary – join and leave the ride as you like it

10.30am **Cambridge railway station**

10.45am **Trumpington**

11.00am **Cambridge railway station**

Ride through the streets of Romsey, Coldham's Common and New Chesterton to Milton Road

11.30am **Milton Road / Busway junction**

Ride the busway to Swavesey – riding time about 1 hour

12.30pm **Swavesey for a picnic lunch**

1.30pm **Return ride begins**

2.30pm **Milton Road**

3.00pm **Cambridge railway station**

Timings are approximate. Between the station and Milton Road / Busway junction we'll try to be as near to the proposed Chisholm Trail route as possible.

The Busway between Trumpington and St Ives will open on Sunday 7 August 2011. This event is very likely to attract lots of media attention, and so it is our job to remind everyone that there is a really good cycleway alongside it, and get cyclists appearing in the images that flow from that day.

Our plan is to hold a bike ride (see itinerary, left), starting at 10.30 am from Cambridge railway station. From there we shall ride to Trumpington and back with a short detour via the link to Addenbrooke's.

From there we shall take to the streets of Cambridge, following as closely as possible the proposed Chisholm Trail route, i.e. over the cycle bridge at the railway station and through the streets of Romsey: Charles, Argyle, Hope, and Catherine Streets. Then Cromwell Road, Coldham's Common and Newmarket Road, through the industrial area of Swann's Road and Mercer's, Garlic and Oyster Rows and onto Stourbridge Common.

Crossing the river at Green Dragon Bridge, we'll follow Water Street, Fen Road, Cheney Way and Long Reach Road and pass through Bramblefields Nature Reserve. Discovery Way and Nuffield Road will take us to Trinity Hall Industrial estate, which has a link to Milton Road.

From there we'll take the cycleway all the way to Swavesey and stop for lunch. Please bring your own picnic.

In order to comply with our organisers' liability insurance (which has been provided through the Campaign's affiliation with CTC) we are required to collect the names of all participants. This ride is being promoted to members of the Campaign and the Sustrans regional group, but do come along and bring as many friends as you want to discover this route and help make the point that most of this cycleway is open.

Simon Nuttall



St Ivo's Way or Route 51?

Cambridge's newest off-road cycle route is now available and needs a name before it ends up being called the Busway cycleway.

There were all sorts of suggestions in the last Newsletter but none really appealed either to the Campaign's committee or the July monthly meeting. Here is a selection of the more acceptable ones – we didn't feel we wanted a name that referred to shortcomings that we hope are now fixed or harked back to the history of the project – and a few new suggestions. Views please!

- St Ivo's Way
- Szeged Way
- NCR 51
- Route 51
- Northern Cycleway

Monica Frisch

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Around Elizabeth Way roundabout

The 'Eastern Gate Development Framework'

Ideas have been developing at the city council for regenerating the area around the Elizabeth Way roundabout, especially along Newmarket Road. They are now starting to get serious. There are new buildings to go up, including a hotel, and of course all these will have to be checked for adequate cycle parking etc. However, there are also major changes being considered for the streets themselves.

Of course, even with development gain, whether money can be found to carry all this out is doubtful.

The area under consideration (see below) surrounds the current roundabout, which would be removed. It reaches just beyond Coldhams Lane to the east, along New Street to the south, and takes in the eastern end of Sun Street to the west.



Base map from OpenStreetMap licensed CC by SA

The consultation document recognises that the road network, constructed as it was when the car was all that mattered, presents major barriers and seeks to get rid of them.

The key points for road layout are:

- Abolition of the roundabout, replaced with a signal-controlled crossroads with only one car lane approach on either side of Newmarket Road and decent pedestrian facilities rather than the current subterranean mess. This alone would be an enormous benefit for cyclists.
- Open up the crossing from Occupation Road into Abbey Road as a straight, wide, direct line of access for cyclists and pedestrians.
- Central bus lanes separated from the single road lanes by kerbs and islands (bus stops at these islands).
- Cyclists get 1.5m to 2m cycle lanes to replace their use of the bus lanes, plus advance stop boxes at all relevant places.
- A single car lane along each side of Newmarket Road. Together with the cycle lanes this would make turning right into Coldhams Lane far easier.
- Bus lanes and separate cycle lanes along East Road (presumably only as far as Norfolk Street).
- Remodelling of the St Matthew's Street / Grafton Centre car park junction, particularly to replace the multi-stage pedestrian crossings with more direct ones.

- Similar remodelling of the Coldhams Lane junction.
- Change of streetscape to narrow carriageways and reduce speeds in the side streets (New Street, Harvest Way). New Street becomes two-way for cars again. Removes the speed humps!

Questions

Questions that arise for me are:

- Are separate bus lanes better or worse? Currently many buses don't use them so they act as wide cycle lanes, and they keep the cars well away. On the other hand, when buses do use them they come uncomfortably close and the cycle lanes within them are very narrow. But with separate lanes, especially as narrow as 1.5m, all the rest of the traffic will be a lot closer. There would likely be less intimidation from motorists currently abusing the bus lanes, which are not enforced.
- Would New Street become a much more attractive rat run to avoid the new Elizabeth Way junction? Does it need a road closure in the middle to stop it up as a through route for cars? Or would a much more benign streetscape such as that proposed, along with lower speeds, be considerably more comfortable to cycle along?
- Though a direct crossing into Abbey Road for bikes would be a very welcome improvement indeed, is there anything that could be done to improve the link from the Abbey Street crossing to link to Abbey Road? The new proposals do nothing to widen that section of pavement, though the crossing and Abbey Street access have recently been much improved. Might an even more radical solution create a two-way cycleway in that section on that side of the road? Or is the Occupation Road proposal enough anyway?
- Would any of the islands create pinch-point effects for cyclists?

David Earl

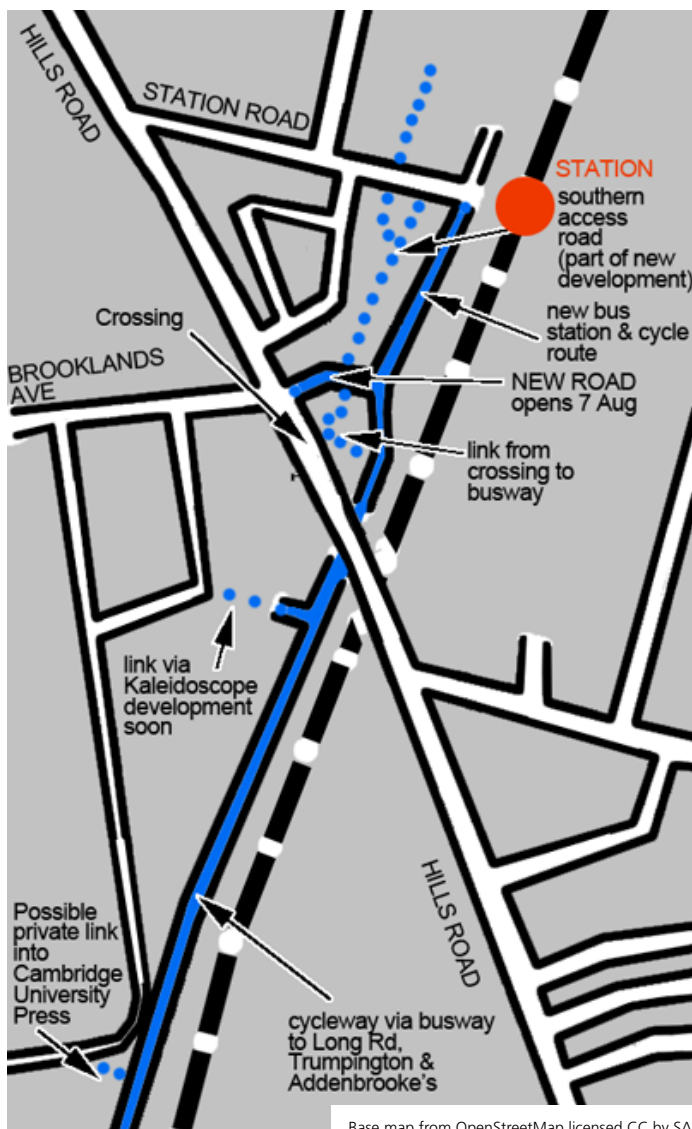
View the full proposals at www.camcycle.org.uk/jumpto/nl97eg



Occupation Road (top) and New Street as they are today.

New routes to the station

Access to the station should be easier very soon, but why, oh why, can't we use the new road to go westwards?



At the same time as the Busway opens on 7 August so will the new road between the Hills Road / Brooklands Avenue junction and the railway station. The new road is restricted to buses and cycles (unusually, especially given the destination, taxis aren't going to be allowed to use it).

It runs at right angles to Hills Road for a short distance and then turns slightly to the right (south) to join the Busway (which doesn't have guideway tracks at that point) at right angles. It then runs parallel to the railway up to the station where a new bus station is being constructed. You will also be able to turn right to head towards Trumpington. Incidentally, the space freed up at the old bus stop is to be given over to much needed cycle parking.

Throughout the planning of this junction the Campaign has consistently argued (and continues to do so) that cyclists must be permitted to ride from the new road, over Hills Road and into Brooklands Avenue. Going the other way will be permitted. We will continue to argue for this. There will be a few alternatives, but none of them anywhere near as convenient, and not for some time to come. The only viable alternative in the short term is to go through the Triangle site, turn left onto Hills Road and immediately right into Brooklands Avenue (an awkward manoeuvre in comparison with the new road).

There should also be a further beneficial side-effect of the new road: there will be many fewer buses using Station Road. Currently, all buses to the station have to go both ways along Station Road, but when the new road opens they will only use it for one half of their journeys. This is offset to a limited extent by the additional Busway services which will then go along Station Road. Removing so many of the biggest vehicle movements on Station Road will really help the comfort and safety of cycling in Station Road.



The new road which opens on 7 August.

For some time to come there will be construction sites on either side of the new road as the first phase of the CB1 development is built. Eventually there will be a road branching off to the left to serve the new flats (student accommodation) at the point where the new road bears right. There will also be a few small shops in the new buildings either side of the new road at the Hills Road end, together with some cycle parking.

In the even further future, there will be quite a lot of back ways threading between the new buildings. The planning application for the details of the second tranche further to the north has just been submitted.

You may have noticed the new pedestrian/cycle crossing on Hills Road bridge. On the railway side of this crossing there is a gap in the bridge parapet through which cyclists can ride, leading to ramps down both to the left and right. Currently these go nowhere, but as the new buildings open, they will form two alternative routes through the site.

Turn left and you will be able to go round the back of the Earl of Derby pub, cross the new road, go behind the Mill and come out onto Station Road. Turn right and you will skirt the signal box to come out on the Busway not far from the new tunnel under Hills Road bridge. This will be the most direct way to get onto the busway to go towards Long Road if you are coming from the south, though eventually there will also be a way onto it from Brooklands Avenue through the further new development currently underway alongside the University Press. Of course, if there were a ramp down to the south from the bridge, as we have advocated, there would be no need for this convoluted journey.

David Earl

The case for full-time cycling officers

Cambridge City Council is cutting back its full-time cycling officer provision to half a post, on the grounds that cycling issues should be the responsibility of everyone in a team, thereby not requiring dedicated staff. Currently the position is one post, filled by two part-time officers.

We believe it is essential that local authorities have dedicated cycling officers. Whilst in an ideal world, every person working in a local council would have full understanding of and willingness to deal with cycling issues, the UK is some way away from that in practice, even in a cycling city like Cambridge. Dedicated staff act as an internal watchdog and are able to devote time to cycling issues.

We met with Councillor Tim Ward (who has responsibility for cycling issues) and a senior official to discuss this reorganisation and explain our fears that, realistically, this would lead to less effective decision-making concerning cycling by the city council.

Cutbacks or just reorganisation?

We were assured that the change is not being made to save funds. However, the same volume of demand for cycling improvements will remain, so there is, in our view, no obvious logical benefit to having non-dedicated staff doing it.

What benefits has the cycling officer position provided?

Below we outline the benefits (as we see them) that the cycling officer position brings to the city council and how it pays for itself.

1. Internal scrutiny of planning decisions

New developments affect travel patterns for decades. It is essential that these developments are fully scrutinised. Checking for cycling issues is as important as other issues like safety, layout, affordable housing, drainage, lighting etc. A major road without proper crossing facilities, or lack of cycle parking, will mean people use their cars instead, however much 'promotion of sustainable transport' is done.

Large planning applications often consist of thousands of pages of documentation, with large numbers of maps, tables and figures. For example, the first Northstowe planning application was an enormous box with at least twenty thick volumes of documentation. Analysing these is a job for dedicated professionals, paid to spend time spotting flaws that will cause future problems.

Volunteers with day jobs simply do not have the time to wade carefully through the volume of material, though in our case we find some time to cover a small fraction of the applications.

There are seemingly already too few resources within the council to scrutinise everything properly. Time after time, planning applications have gone through without problems being spotted. The result is that hostile cycling conditions are created, putting people off cycling.

Planning is a district matter. It is important that planning and transport issues are considered together.

The Arbury Park development in South Cambs provides a good example of the need for cycling officers to scrutinise plans in conjunction with planners. King's Hedges Road was made massively less safe for cycling, and it is more difficult to cross than before. The result has been a drop in cycling levels, and a cutting off of the development from the rest of the city. These problems



Dedicated cycling officers are needed to make the case for improved cycling conditions such as this enhancement scheme currently underway on Riverside.

should have been spotted in the planning system many years ago. Some remediation work, costing the taxpayer tens of thousands of pounds, has been done, but the road continues to be very hostile.

Time after time we have attended stakeholder meetings where the cycling officer present has spotted problems in developments that we would never have had time to spot. Each problem avoided has meant people not put off from cycling, and a saving of taxpayer money on remediation works in the future.

2. Promoting responsible cycling

There is a clear need in the city for a crack-down on irresponsible cycling and driving. The media often carries complaints from the public about the need for much more work in this area, both in terms of enforcement but also through softer measures. The issue also continually arises at area committees and other meetings.

The Cycling and Walking Officers, to give them their full title, have done much work to promote, in a variety of ways, responsible cycling. For instance:

- an excellent bookmark which is given out to the thousands of language school students each year, explaining key UK traffic laws (e.g. stop at red, and shared-use pavement rules) in simple terms
- creation of the Cambridge cycling map
- events running MOT-style checks for bikes, improving their roadworthiness
- contributing to promotion of the Adult Cycle Training scheme, which reduces irresponsible cycling and creates safer, more aware, cyclists
- attendance at the freshers' fairs, to give out information to students unfamiliar with cycling issues in the city
- working to promote responsible use of the shared-space area in the city centre

and much more.

It is unlikely in our view that officers not charged with direct cycling responsibilities would deal with these and other issues with sufficient dedication, and ensure that the more difficult to balance enforcement issues involved are dealt with sensitively.

We were told in our meeting with Councillor Ward that the council intends to move towards a 'Big Society' style of work to improve these policing issues. We pointed out that as we are an overstretched voluntary body with no statutory powers, this is doomed to failure, particularly at a time when the police are also making cutbacks. We have already taken part in various activities to deal with these issues, but it needs statutory bodies – the council and police – to take action and devote time to them.

3. Working on streetscape improvements

The city council's environmental improvements programme has resulted in a number of enhancements to the public realm. This programme includes schemes like the current Riverside improvements that aim to enhance the environment for those cycling and walking.

As well as ensuring that these schemes properly cater for cycling, there has also been the need to balance the desires of other parts of the city council whose priorities do not include catering for cyclists.

For instance, very modest proposals to slightly widen key paths across the commons used heavily by cyclists and walkers, seem to have been opposed by open spaces team members elsewhere in the council. In a city where these areas form such an important part of the cycle network, the need for an internal watchdog to make the case for allowing easier cycling here is strong, even if this means the loss of one metre's width of grass.

An example has been New Bit, which seems to have taken a lot of officer time, both in the city and county councils. The case for improving cycling, backed officially by the city council, seems to have been subject to concerns by some officers within the city council about widening of the paths. In fact, work on recreational paths elsewhere has shown that widening a path can reduce damage to adjacent habitat. Once people trample adjacent grass to mud, others spread this even wider causing yet more damage.

In other local authorities (e.g. Edinburgh) there seems a more positive attitude to improving condition for cycling across open spaces. They recognise the huge benefit to both society (health, well-being and independence) and budgets (reduced congestion and lower pollution) of actively encouraging modal shifts away from motor vehicles.

We feel it is important that dedicated cycling officers exist, to make the case for improved cycling conditions when other streetscape and open spaces schemes are being developed and implemented.

4. Increasing levels of cycle parking around the city

Cambridge City Council has a major problem with cycle theft. It is continually being set as a priority at the area committee meetings. Every bicycle stolen is potentially one person who will not cycle for many years. A big part of the problem is the lack of secure cycle parking stands all around Cambridge (not just in the city centre, where the problem is most acute). Residential areas (e.g. Romsey and Petersfield) have virtually no cycle parking, with the result that bicycles are left blocking pavements and vulnerable to theft.

The city and county councils have started in recent years to address this extreme shortage of cycle parking. But doing so has been fraught with difficulties, with some car owners objecting to the loss of single parking spaces and objections from other groups to various proposals that, following implementation, have not proved problematic in practice.

The city council cycling officers have worked extremely hard to bring proposals for new cycle parking to fruition. Each location has required officer time to liaise with the public and with city councillors to make the case and help work up the plans. Despite this, there are hundreds of locations that are still in need of cycle parking. The Cycling Sorted website provides this evidence. And these deal only with actual requests for cycle parking. Why have new food shops opened without any cycle parking whatsoever (Sainsbury's on Regent Street, and M&S at the Beehive Centre) – and where is the proactive work to address this?

We think it highly likely that scrapping the full-time equivalent cycling officer position will lead to a marked slowdown in the recent progress on the cycle parking issue (unless the county council takes up the slack). The result will be continued high levels of theft, blocked pavements and the general inconvenience of being unable to find a cycle parking space.

Summary

Cambridge City Council will not truly be able to describe the city as a 'cycling city' if not even a single full-time dedicated cycling officer post exists.

There is a huge amount more to be done, as the descriptions above outline. The council should be increasing, not decreasing, its resources dedicated to the most efficient and environmentally-friendly form of transport in the city.

In our view, the best way to do this is to have dedicated staff with sufficient time to enable the large amount of work to be undertaken effectively. Half a member of staff does not fulfil that requirement.

Martin Lucas-Smith

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Junction experiments

We had an item on the Cycle Cambridge 'to do' list three years ago that was all about trying out some radical changes to junctions. It was there at our request, and I don't think anyone at the county council really took it seriously. Inevitably it was one of the items that fell off the end when Cycling England funding dried up.

It should still be on wish lists, though. There are numerous examples across Europe where interesting innovations have been made to junction design to improve matters for cyclists, but we always seem really reluctant to try out anything different here. Just look at the ballyhoo over the fact that a junction in central London was remodelled to allow – gasp – pedestrians to cross diagonally!

Here are a few ideas, mostly not original, but largely unheard of in this country.

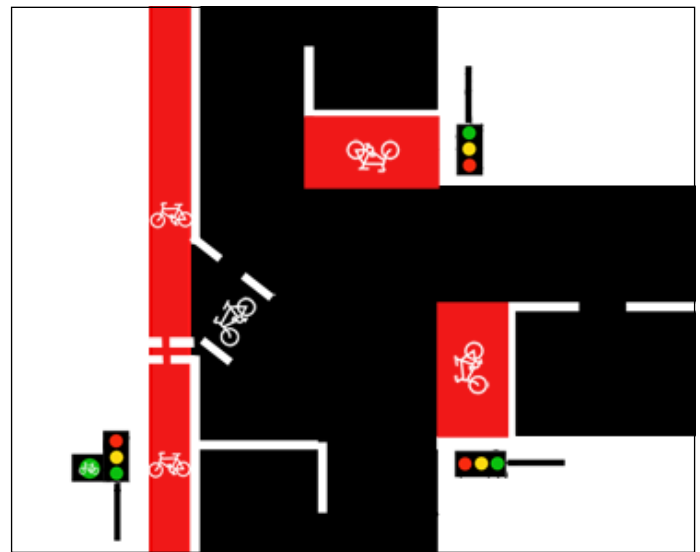
Traffic signalling

Use smaller eye-level traffic lights for cyclists. Commonplace in France even for the lead motorist, these would be so much more convenient, especially with the trend not to have lights on the other side of a junction. Surely they'd be cheaper too?

Have left filter lights for cyclists. Commonplace in Germany. We have straight on cycle filters in Cambridge, but there is no approved design for left turn green for cyclists. (While a general left turn exemption for cyclists at lights might be nice, it would be a serious problem for pedestrians and make it impossible to operate a pedestrian green phase.) The most useful location for this would be turning left into Downing Street from St Andrew's Street. Here pedestrians naturally cross with a red light against them at exactly the time cyclists are currently allowed to turn – because that is when the traffic coming out of Downing Street stops. It would make a lot more sense for cyclists to be able to turn into Downing Street while traffic was emerging from it, and it is only really the lack of satisfactory signs to allow this that makes it not possible.



Eye-level lights (left) and left filter lights (right): two traffic signalling options which would improve junctions for cyclists. Examples shown are from Århus and Amsterdam.



An example of the kind of three-way junction which could be implemented in locations such as Hills Road at Station Road.

Three-way junctions

Cambridge has quite a few T-junctions controlled by traffic lights or mini-roundabouts. Consider, for example, Hills Road at Station Road and Trumpington Road at Fen Causeway. With suitable lane markings, there really is no reason why cyclists need to stop on the 'cross-bar' of the T. Yes, there may be another cyclist coming from the right, but this can be provided for by a Give Way on the main road. In practice, this is, of course, what happens illegally already at all locations of this kind. Other cyclists seem surprised if you stop at the northbound red light on Hills Road at Station Road. One cause for concern is the extent to which large vehicles turning out of Station Road intrude on the lane at that junction and a more serious impediment to lazy turning might be useful.

Other examples include:

- St Andrew's Street southbound at Downing Street
- Trumpington Street northbound at Lensfield Road
- Madingley Road eastbound at Grange Road.

Cycle-pedestrian all directions at once

Include a phase in some traffic-signalised crossroads where cyclists and pedestrians get an 'all directions free for all', including crossing diagonally. This has been tried successfully in the Netherlands. No doubt an objection would be that you can't have a green light for pedestrians if traffic (i.e. cycles) can be passing at the same time. But that's what this is all about – learning how to signpost such things.

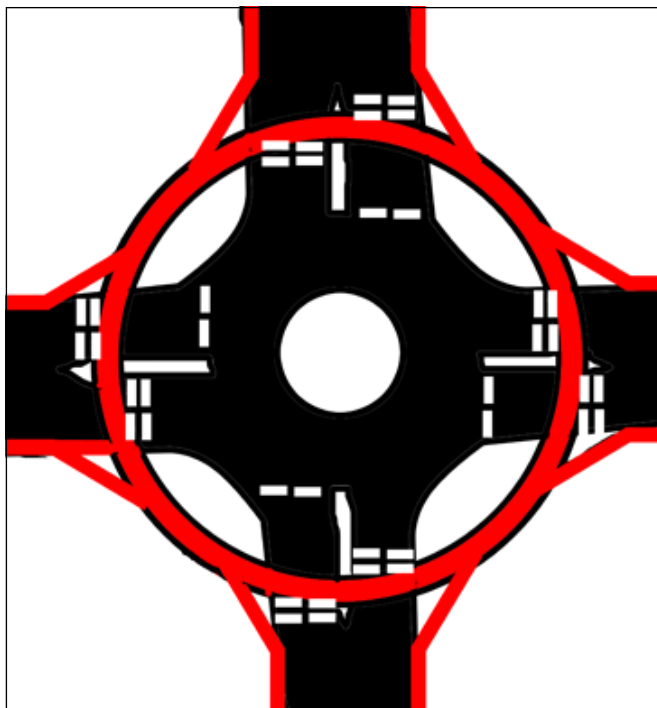
There would also be howls of protest about imagined detriment to pedestrians. However, you only have to go to the junction of Arbury Road and Union Lane with Milton Road to see this working (illegally again) in practice. Here the cycleway crosses over and the lights are agonisingly slow and the approach roads are narrow and busy, so cyclists use the pedestrian phase in large numbers both to cross with the pedestrians and to cross diagonally. And guess what? It works perfectly well.

I had originally thought the junction of Queen's Road / Newnham Road / Sidgwick Street / Silver Street would be a good place to

try this, but actually the Milton Road example would be much better – formalising the status quo in effect.

External lanes around roundabouts

This has been tried widely in Europe both with simple lanes across the entrances and exits, and cycleways which are separate and cross the exits with priority over motor vehicles. It has even been tried half-heartedly here in Cambridge long ago, at the big roundabout by Sainsbury's. Maybe it is time to try this again more seriously.



External lanes around roundabouts like this one would be worth trying again in Cambridge.

One-way major roads

This sounds like an impossibly radical suggestion, to make major roads into the city one way. But it was in fact one of the ideas to reduce traffic and free space for buses and cycles that was a key plank of the 'congestion charging' scheme. The actual traffic management proposals were drowned out by the screams of agony over the charging proposals.

Reverse priorities

At many junctions the dominant pattern of cycle flow is quite different from that of other vehicles. Where cycle flows are particularly high and other vehicle flows aren't that high, there is a strong case for not disadvantaging the cyclists just because they are on what would otherwise be the 'minor' road. A good example is at the western end of the contraflow where cyclists find it particularly hard to cross from Pembroke Street into Mill Lane or turn right into Trumpington Street. Trumpington Street could become the 'minor' road giving way to Pembroke Street and Mill Lane. (Other locations with very high cycle flows where this might apply usually have signals to make them more equitable.)

David Earl

Bike-friendly cities

Cycle Cambridge joined forces with other organisations in northern Europe and has been successful in its bid for £370,000 of European funding to continue its work on getting more people cycling, more safely, more often in Cambridge.

Under the name 'Bike Friendly Cities', a number of European partners have joined forces to develop their own cycling projects and collaborative projects which will be financed with a grant from the European Interreg 2 Seas Programme and run from 2011 to summer 2014.

The European partners, who share in a total of £2.8m, are:

From the UK:

- Cambridgeshire County Council
- Sustrans
- Southend-on-Sea Borough Council

From the Netherlands:

- the Municipality of Middelburg (lead partner)
- the Province of Zeeland

From Belgium:

- social enterprise VZW Mobiel (www.mobiel.be) from Kortrijk

From France:

- Boulogne sur Mer Développement Côte d'Opale
- Communauté d'agglomération du Boulonnais
- Mairie de Neufchâtel-Hardelot.

The partners bring in their own subprojects, varying around the themes of movement, road safety, bicycle parking, health and bicycle services. Each project is approached jointly and, by exchanging views, the different parties benefit from each other's experience and knowledge. Together the most appropriate solution is sought for each subproject.

The Bike Friendly City Project will get its own website, where details of projects emerging and completed, as well as the lessons learnt and best practice, will be shared across Europe.

The installation of 'No Entry Except Cycles' signs in four locations across the city (including Kingston Street) on 14 June marked the start of the programme.

Such signs are commonplace in the other partner cities and more sites in Cambridge could follow.

In Cambridge the installation of 'cycling barometers' will be considered along with more cycle parking, 20 mph areas, cycle hubs, Dutch-style roundabouts and links to some necklace villages.



A cycle barometer in Denmark.

Mike Davies,
Programme Manager
Cycle Cambridge

Cycleways: two views

The Cambridge Cycling Campaign received the following two letters on consecutive days. Our response follows.

From 'a careful lady driver for 44 years'

As a car driver who drives to Cambridge daily (too far to cycle) I thought what a good idea to construct the cycleway. However I am disappointed at the refusal to use the sections already completed by some adult male cyclists. The route is really dangerous if cyclists are on the road both for them and for the car drivers who have to weave around them.

This week I gave two male cyclists a gentle pip on the horn and indicated that they seemed to have not realised that there was a safe route constructed for them, costing £450,000 I believe. All I got was verbal abuse. When the route is finished will there be penalties for those diehards who refuse to use it?? My own unofficial survey puts use at 40-60 percent of users between Cottenham and Milton park and ride this week. Ladies and schoolchildren come out top.

This is subject particularly close to my heart as I lost a work colleague at the Water Lane junction a while ago. She was a lady cyclist killed in a collision with a lorry. I myself have stopped cycling since. Cyclists and vehicles do not mix.

Many thanks.

From a cyclist

I just thought I would let you know about an incident I had on Saturday within the 30mph zone on Histon Road in Cottenham in case you can help. This location has a footpath but is not shared use (until outside of the village and 30mph zone). I sometimes get the feeling that overtakers on Histon Road within the 30mph zone are too close to be a mistake. Twice this year I have managed to speak with drivers to find out their state of mind whilst overtaking me and it is generally of the form 'you should be on the cycle path' and I am certain that the driver was trying to intimidate me off the road. I have reported these incidents to the local Police.

I am now certain that the footpath/cyclepath confusion is quite common and this inevitably leads a minority of drivers to a state of mind where they will drive their car at a cyclist on purpose. The confusion is not helped by many cyclists using the footpath. If you can find a way to help reduce the confusion it would really help increase safety. Something simple like painting a picture of a cycle on the carriageway on both sides of the road might help legitimise the use of the road for cyclists in the eyes of these motorists. Anything you can do to help would be much appreciated.

The Campaign's response

A pavement cycleway has been constructed to help people who are starting out cycling or who are nervous about cycling in traffic. It is not compulsory to use it, and is not suitable for all cyclists. Even though the standard to which the County Council builds cycleway has improved (partly because we have pushed for this), we are still nowhere near the quality provided in the Netherlands, for example, where levels of cycling are comparable to Cambridge. The particular problems remain: narrowness, discontinuity (especially forcing give way over side roads which doesn't apply on the road), lumping cyclists in with pedestrians (and the inevitable resentment that causes pedestrians), and giving up or reducing quality where it gets difficult to find space.

There will always be cyclists who will want to continue to use the road. The higher the quality of cycleway the more cyclists it will attract, but is unlikely to satisfy those who cycle long distances at higher speeds.

Cyclists are completely entitled to use the roads. Until such time as a cycleway network can provide the same level of service to all cyclists as they would have using the road we will strongly oppose any attempts to make using them compulsory.

Finally, please do not use your horn in the way you describe. This is an offence.

The only permitted use of the horn is to warn other road users of an immediate danger, for example if someone hasn't seen you. It is extremely alarming and shocking to have a motorist come up behind you and blow their horn at you for no apparent reason.

You cannot have a conversation with a cyclist with your horn. There is no way someone can deduce from this that you are trying to tell them you personally disapprove of them doing something which is perfectly legal. All that happens is that you are perceived as an intolerant, aggressive driver. It will be read as 'get out of my way, you have no right to exist on my roads', and it is no surprise that you therefore get abuse back – you abused them.

Indeed, we had an email the day after yours from a cyclist on this same stretch of road complaining that they were being abused by motorists complaining aggressively 'you should be on the cycle path'. This is not the case and we unapologetically defend the right of cyclists who choose to use the road.



We unapologetically defend the right of cyclists who choose to use the road.

No Entry Except Cycles

We welcome the recent wider introduction of No Entry Except Cycles signs and urge councillors to re-invigorate its policy of opening up remaining one-way streets to cyclists.

It seems a while ago now, but our last Newsletter just missed the news that the 'experiment' with No Entry Except Cycles signs has been extended to most of the remaining streets where the widely disregarded No Motor Vehicles signs had been used in strict adherence to the Department for Transport rules.

We thoroughly welcome this pragmatic approach which we have been promoting both locally and nationally for years. A word of caution though: in general, even though contraflow lanes aren't needed, the new signs aren't usually enough. A very short length of red marking/lane is needed at the junction to tell motorists turning right out of the restricted road that they need to leave room for cyclists coming in the opposite direction. Most of the new locations have this arrangement.

The 'experiment' with No Entry Except Cycles signs has been extended to most of the remaining streets where No Motor Vehicles signs had been used

Four locations have been changed:

- two more off Mill Road at Covent Garden and Kingston Street (the latter being the place where the old signs caused most problems),
- at Bene't Street where it joins Kings Parade (there are some incorrect signs further along this route into Corn Exchange Street which can hopefully also be amended in time), and
- at Malcolm Street where a contraflow meets Jesus Lane. Here, there always was a No Entry sign but it did not conform to DfT regulations.

As far as I know, that leaves only one location in Cambridge which still uses No Motor Vehicles signs, namely at the southern end of Hope Street (Romsey) where it joins Argyle Street.

The future

What does this say about future potential? Should any places where traffic islands are currently used to bypass No Entry signs have the islands physically removed?

One notable example might be the turn into Downing Street from Regent Street. The lane here is very narrow to make room for the previously required island. This causes problems for bikes with trailers, it makes it quite a tight left turn and cyclists turning right often cut the corner and go the wrong side of the island anyway. On the other hand, would motorists encroach on the cycle lane if the island were abolished, and would pedestrians feel vulnerable, crossing as they almost all do at exactly the wrong time against the red light, with nowhere to stand in the middle when cyclists come round the corner?

What about St Philips Road in Romsey where a series of islands in already narrow streets was constructed to allow contraflow? Here cars often park right up to the islands, meaning that cyclists have to go the wrong side anyway. But if they were removed, is parking

in such high demand that motorists would then park right up to the junctions along wider cycle lanes?

More importantly, what new streets might this open up that have been dismissed for lack of space in the past? There are still four minor streets off the Petersfield end of Mill Road that cyclists aren't allowed to use against the one-way flow, plus Hemingford Road in Romsey.



New No Entry Except Cycles sign in Bene't Street.

Perhaps the next priority, however, should be to re-visit Panton Street and other streets in the Newtown area. Panton Street was considered for two-way cycling some time ago but objections from the then councillor for the area squashed it – on the grounds that parents driving their kids home from the Perse Girls School needed both lanes to turn out onto Lensfield Road.

Making one-way streets two-way for cycling has been an excruciatingly slow process

The various remaining truly one-way streets in Cambridge have been whittled away over time, but it has been an excruciatingly slow process. This is despite the council many years ago now adopting a policy that all such streets should be opened up for cycling. We urge them to re-invigorate this policy.

David Earl

Save our cities: build for bicycles, not cars

Sociologist Dr Dave Horton says, if we want a mass cycling culture in the UK, we must push for dedicated infrastructure.

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Research into attitudes to cycling revealed two broad cultures of cycling: one viewing cycling in cities as too hard and dangerous, and one where the bicycle is regarded more as a children's toy than a legitimate mode of urban motility.

As a society we're experiencing tremendous turbulence – and ambivalence – about the urgency of climate change, but there's a growing, often grudging, recognition that we really need to change how we move.

We know cycling is a key part of the solution to – or at least amelioration of – climate change. So our task is to make it a practical reality for everyone. In that, we're failing. Most people still aren't cycling, let alone in ways which replace existing car journeys.

Over the past three years my colleagues and I have been investigating the state of cycling in England. The potentially great benefit of our research is that it reveals the seriousness of the state cycling is in, and the radical actions which must be taken if we're to do something about it, and build a mainstream culture of cycling.

I am a sociologist with a passion for cycling. I want others to share the joys I experience through cycling. I'd also like to see our towns and cities re-organised away from the car and towards the bicycle, because such a re-organisation would make them greener, fairer and more convivial.

Our research across four English cities (Lancaster, Leeds, Leicester and Worcester) has found two broad cultures of cycling. All four cities have relatively low levels of cycling, certainly in comparison to better known 'cycling cities' such as Cambridge, Oxford and York. But across all of them efforts have been made to boost cycling, and across all of them some people do, of course, cycle.

We conducted a large-scale survey exploring people's attitudes to and practices of cycling across all the cities. We also interviewed a smaller sample at much greater length and in much more detail, and we rode with still

others as they made some of their journeys by bike. And finally, we undertook very in-depth ethnographic research in one specific neighbourhood of each city, getting up close in search of really intimate understandings of people's cycling thoughts and practices.

We found that one culture of cycling tends to prevail across more affluent, middle-class, predominantly white, suburban communities. Here, people have by and large received and understood the message – which is finding its way into an increasing number and range of government policies – that 'cycling is good'. They also understand that the car in general, and their own use of the car in particular, is socially and environmentally problematic, and something which ought to be controlled.

But these people are very nervous about cycling in their cities. In fact, most of them simply will not contemplate it. The idea of it is too hard, too strange, and far too dangerous. They do cycle though, predominantly for pleasure, and especially on sunny summer Sundays. Away from the roads.

The other culture of cycling tends to prevail across the less affluent, working-class urban population. Here we found people to be by and large indifferent, and sometimes hostile, towards cycling. Many of the people we worked with struggled to orientate to the topic of cycling, seeing it either as irrelevant to their lives or even as a bit embarrassing.

In this second culture of cycling, then, the bicycle is regarded as a children's toy much more than as a legitimate, let alone desirable, mode of urban mobility. Amongst these communities the car has not been socially and environmentally vilified, but is instead experienced as personally problematic. People either can't afford a car,

or struggle to pay the costs of keeping one running. And if they have access to one, the key 'car problem' is finding a place to park.

Although people from these communities tend not to rate cycling very highly, some do nonetheless ride, through necessity, and on the footway. They ride on footways for two main reasons: first, because they feel safer there; and second, in order to stay out of the way of cars, which they don't want to delay.

So, here's the crux of it – the vast majority of people never willingly cycle journeys which they could otherwise make by car. Richer people tend to 'get' cycling, but do it mainly for pleasure and mainly off the road. Poorer people tend not to get cycling, though some still ride out of necessity, on the footway. Nowhere across our research exercise did we find a culture of normalised, everyday urban cycling.

And correspondingly, the Brompton folding bicycles via which we enacted the research – for we arrived by train and then rode and walked pretty much everywhere – were always and everywhere seen as rather exotic objects, rather than as mundane or obvious vehicles for doing our jobs.

Of course, we know that people do cycle, and cycle routinely, across English towns and cities. I personally have done so all my life. What we're saying is that when you look across England as a whole, such people are very hard to find – which is unsurprising, because they're in a very small minority.

The vast majority of people never willingly cycle journeys which they could make by car

Does our research paint a bleak and depressing picture of cycling in England? This is how those people who have so far heard about it have tended to greet it.

But I think not. Although it has taken me three years of research to realise, I believe that our findings are both obvious and unsurprising, given the absolutely dire conditions for urban cycling which prevail almost (there are some exceptions) universally across our study sites. For hours at a time, my colleague (the Flemish anthropologist Griet Scheldeman) and I stood and witnessed horrific conditions at one major junction after another. We

marvelled at the strategies which people on bikes (and also on foot) used successfully to negotiate these places which remain far too common in our cities. And we wondered that so many people do actually still persist in making journeys on foot and by bike, when the system is set so clearly and radically against them.

Our major finding is this: over the last half century or so, we have very successfully built, across English towns and cities, a car system. People have increasingly adapted, often very well, to that system. Their everyday lives and their ordinary expectations are now patterned by and around it. So that for those who can afford it, the car has today become the default option, including for the shortest urban journeys.



High quality cycle parking should be one key feature of a new 'cycling system'.

Even the majority of the small minority who persist in struggling through this car system on a bike have found ways of adapting to it: some develop powerful cycling identities (and build cycling sub-cultures) from the battles which they must day in, day out fight; others simply accept their marginal status as inevitable, and dream one day of owning a car.

Left like this cycling will probably survive (enough people care too deeply for it to be otherwise), but it certainly won't thrive.

So here's the question. How big do we want cycling to become? Or perhaps better, given the realities of climate change now confronting us and challenging us to live differently, how big do we need cycling to become? I'd suggest we start by aiming for current Dutch levels – 25% of all urban journeys by bike – and then build from there. There's no point being too ambitious to begin with...

We need to move cycling out from its still marginal status as an urban mode of mobility. We need to make cycling 'normal', or 'mainstream', or 'irresistible'.

In order to do this we need to build a cycling system to replace the car system which is today dominant. Those of us who currently love cycling must recognise that cycling will change as a result. It's therefore probably unrealistic to expect us all to embrace the necessary changes enthusiastically.

For example, I love having those high quality cycle routes which currently exist (and we have some good ones in and around my hometown of Lancaster) more-or-less to myself, and I love, too, mixing it with fast-moving motorised traffic when that's the best means of getting where I want to go. But under a culture of mass cycling, in which almost everyone will feel able to get where they want or need to go by bike, I'll probably lose both of these experiences. C'est la vie; at least my kids might have hope of a habitable planet, and a convivial city (and maybe their kids will even be able to play out on the streets unmolested by cars again?).

If we agree on the vision of mass cycling, and if we agree that getting there requires the replacement of the current car-based system by one based on bikes, then what might be the key features of this cycling system?

There are many. For example, specific facilities such as high quality cycle parking; bicycle co-ops where old bikes can be re-cycled and cycling skills and knowledge learnt; bike shops; cycle training; events and activities aimed at inculcating the desire and capacity to ride. Although often massively under-resourced, many of these components of a bike system already exist or are being built. But going back to our research, the big one which jumps out – to the extent that it's impossible to ignore – is an infrastructural one.

Three years ago I'd not have said this. Indeed, I'd have been horrified at the very thought of it. Thirty years as a committed cyclist and twenty years as a committed cycle campaigner had convinced me that cycling's place is on the road. My stance was philosophical ('cycling is central and ought not to be marginalised'), political ('we must fight to centre, rather than to marginalise, cycling'), and pragmatic ('push cyclists off the roads and we'll never get them back').

But the research process has forced me to shift my position. I simply have too much experience of spending time with too many people, of too many different kinds, all of whom clearly won't be moved onto a bike under currently prevailing cycling conditions. The sheer weight of evidence that most people will not ride a bike on busy roads is unambiguous and uncompromising.

We need radically to restructure our urban mobility systems in ways which will get people out of their cars and make them cycle. Half of the infrastructural change required is underway – the push for a maximum speed limit of 20mph on residential streets is gaining momentum. But the other half of the key infrastructural change required needs a similar push, and this push should be for very high quality and

continuous segregated cycling infrastructure on our biggest and busiest urban roads, the kind of roads on which almost everyone today refuses to cycle.

The task might seem enormous, even impossible. But it's not. Think about how things change. Our research has made very clear the normality among a large proportion of the population of using a car for short journeys. But this normality has been produced over only the last fifty or sixty years. We used to travel differently, and we will do so again.

We need to push for high quality, continuous segregated cycling infrastructure on our busiest urban roads

Many cycling advocates have a good range of well-rehearsed complaints against segregated cycling infrastructure. It's too expensive. There's too little space. It's too broad-brush a solution, and ignorant of the specificities of local context. But to find reasons not to make the required changes is merely to delay the outcome for which we are battling – mass urban cycling in England.

Perhaps the biggest barrier to the changes required is a lack of political will. But here we cycling advocates must get our own house in order first – unless we're all saying the same thing, we've little hope of shifting the broader debates, and so transport policies.

The only sure thing about the ways in which we move around cities is that they do change. Cycling might have been with us for well over a century, but its time – the time of mass cycling – is still to come. We can and we should be ambitious for cycling; our futures require nothing less.

Our task – on behalf of our children – is to assist the change from car to bike, to seize our urban mobility future for cycling. And that requires replacing the system which we have over the last half century built around the car with another, which we are building around the bicycle.

Dr Dave Horton

Dave Horton is a sociologist at Lancaster Environment Centre, Lancaster University. He has worked on the Understanding Walking and Cycling project since October 2008. It runs through September 2011 and is an interdisciplinary and multi-method research collaboration between Lancaster University, Oxford Brookes University and the University of Leeds. It is funded by the Engineering and Physical Sciences Research Council.

Outspoken and CYCLE Logistics

An EU project to encourage more use of cargo bikes.



Cargo bikes in Copenhagen, left and centre (photos: Mikael Colville-Andersen) and becoming a trend in Cambridge, far right.

Last month I was lucky enough to visit the cycling capital of the world as a lead partner in an EU-funded project to promote cargo bikes across Europe. I have returned from Copenhagen amazed, inspired and with a new spring in my step.

The descriptions in past Cambridge Cycling Campaign newsletters of some of the best examples of cycling in Europe really didn't prepare me for the mind-blowing experience of cycling in Copenhagen. Half a million people take to their bikes each day. Five-metre-wide cycle lanes with as many as five cyclists abreast. Priority for cyclists everywhere and car drivers who appear to be happy with this! And if you don't adhere to the very strict etiquette (as I mistakenly didn't once) you get screamed at by your fellow cyclists. It's not just ordinary bikes transporting people about town, there are 35,000 cargo bikes delivering everything from toddlers to the weekly shop; apparently it's not so unusual to find a family moving house by bike!

With this wonderful cycling culture, a multitude of businesses has sprung up; bikes selling crêpes, carpenters' bikes, bikes that bring you cocktails in the park and bikes that bring fresh coffee to your office. There was even a giant 'sperm' bike that had a specially adapted box full of liquid nitrogen to keep such essential cargo at the right temperature. The streets here are alive with the quiet buzz of whirring wheels; it's a world away from anything that I've experienced in the UK.

Significant investment

So how did it happen?! Last year Copenhagen spent £40 per head on cyclists despite cycling already accounting for nearly 40% of journeys. There's certainly no let up in the investment and the newest problem has been how to tackle the problem of where to park your cargo bike. There have been similar levels

of investment in many other European countries and this has been consistent for the past 40 years. In contrast, the UK average is a paltry 70 pence per head. It's no wonder we are a little way behind.

Pan-European project

Anyway, more to the point, what was I doing there? Well, Copenhagen was the venue for the kick-off meeting for a three-year project, CYCLE Logistics, whose aim is to reduce energy use by getting more freight bikes doing the sort of deliveries that many of us are used to doing by car or van. Outspoken was asked to be involved through our experience as one of the largest cycle courier operations in the UK: our main task will be leading in trying to promote other operations like ours. We'll also be involved more generally in lots of activities promoting cargo bike use throughout the nine European countries that are involved in the project.



Rob King with one of Outspoken Delivery's cargo bikes.

There are ten project partners in total that range from transport and energy consultancies to cycling groups and government departments. One of those you may have heard of is Copenhagenize, the marketing company that brought us Copenhagen Cycle Chic. The CTC is also heavily involved and Roger Geffen, who talked to the Campaign just a month or so ago, will be one of its lead people. The European Cyclists Federation will be giving

advice and La Petite Reine and Gnewt who use large electric-assist trikes will give 'on the ground' experience. We will be meeting twice a year to talk through what we are each doing in our own countries and to share best practice.

There are a number of areas of work which include encouraging tradespeople to adopt bicycles as a means of transporting themselves and their equipment to their customers – and prompting individuals to use their bikes for shopping trips by showcasing appropriate baskets, bags, trailers and specialist cargo bikes such as our own 8-freights. We will keep you updated on all the activities of the project and meanwhile, do look out for various press releases from the other partners.

Cambridge leads the way

It's great to have Cambridge in the limelight for this and it is fair to say that we are already a leader in the UK for the take up and use of cargo bikes. Hugh from the Dutch Bikes behind Limoncello in Hope St Yard has been doing a roaring trade over the last few years. Cambridge mums have been flocking to use the Bakfiets bikes to transport their children, shopping and other goods, as they realise it really is the most sensible way of moving most stuff around our city. The project partners will be coming over to Cambridge next April, so it will be a good opportunity to show off our great cycling city and showcase what can be achieved even with more modest levels of investment. Cambridge has been lucky enough to have European levels of funding in cycling for the past three years, and the Cycle Cambridge project has highlighted the many benefits of this. But three years isn't the sustained investment that's needed to really grow cycling, so let's hope that our own council will continue to prioritise cycling.

Rob King, Outspoken

MPs' bike ride: London Eye to Parliament

To help promote Bike Week this ride was organised by the All Party Parliamentary Cycling Group, of which Cambridge's MP, Julian Huppert, is one of the co-chairs.

Leaving early to get to the South Bank by 8am, we found ourselves enjoying a networking breakfast of pastries, rather under-ripe fruit and a hot drink among the increasingly familiar faces of national cycling promotion.

British Cycling (which has around 20,000 members, mostly representing racing cyclists) staged a media event in which a team of children raced a team of MPs to strip and re-fit a tyre and inner tube to a wheel. The short video at <http://cycle.st/p31319> shows the MPs just pipping the children, but the children getting more applause.

Among the crowd assembling for the start of the ride I noticed transport commentator Christian Wolmar and former world champion cyclist Chris Boardman. Tens of MPs, a few Lords, CTC staff members, some journalists, local authority officers and many campaign activists from London and much further afield made up the rest of the peloton.

The ride left the London Eye and went via Blackfriars Bridge, the Embankment and The Mall to Parliament. We were marshalled by the Metropolitan Police's Cycle Task Force who all seem to enjoy their plum role and did a really excellent job of holding back the glum-faces of motorists (and other cyclists) as our ride was waved through.

Cycling journalist, Carlton Reid (who spoke at a campaign monthly meeting last year) collared Norman Baker as the ride crossed Blackfriars Bridge – watch the interview on the Bike Biz website via this short link: <http://goo.gl/WyTFv>

At Parliament we were permitted to take our bikes into the car park and went to take part in a question and answer session in a committee room with the Parliamentary Under-Secretary for the Department for Transport, Norman Baker (Liberal Democrat MP for Lewes).

The Campaign's Jim Chisholm was among the few who got in a question, asking whether Norman's Department would enable a provision in existing legislation that would allow all infringements of mandatory cycle lanes to be policed by civil enforcers and even fixed cameras. Norman didn't have the answer - but a nod ensured that his aide scribbled down some notes and got Jim's email address for a follow up.



The MPs' bike ride approaches Parliament.

Other activists asked about Blackfriars Bridge, which is the subject of a big campaign by London Cycling Campaign opposing proposals to raise the speed limit from 20 to 30mph. Another asked about the threat from longer lorries, which also concerns us here in Cambridge.

While Norman didn't have all the answers it was clear that this event is hugely important for raising the issue of cycling with people in a position to do something about it. Well done to CycleNation, CTC, and EDF Energy who sponsor Team Green Britain Bike Week for organising it.

Simon Nuttall

Cambridge pupils cycle to Paris

Five pupils from Bottisham Village College, Joe McGee, Sam Ha, Andrew Wightwick, Sean Irving, and Jack Gracie, will be cycling to Paris to raise funds for the Antony Nolan Trust. They will set off from Cambridge on 31 July, reaching Paris on 7 August having cycled around 40 miles each day, and spending the nights in campsites en route. The first three days will take them to Newhaven, near Brighton. After a night near Newhaven, they will take a ferry across the channel to the French port of Dieppe, where they will camp for a night. Then, another three days cycling to reach Paris.

They have already raised several hundred pounds through fundraising events and hope to raise a lot more through

sponsorship. The Antony Nolan Trust is a charity which helps people with leukaemia and other similar diseases find rare bone marrow transplant matches for people affected, and help them get back to living healthy, normal lives. Their income relies solely on donations from the public, which is why the five pupils are keen to raise as much money as they can.

Cambridge Cycling Campaign wishes them fine cycling and hopes they raise lots of money for this worthy cause. We plan to feature a report with pictures on their ride in the next Newsletter.

Monica Frisch

To sponsor the team, visit www.justgiving.com/Sean-Irving.

CycleStreets news www.cyclestreets.net

CycleStreets is the not-for-profit spin-off project of the Campaign which runs the UK's leading cycle journey planner and campaigning photomap.

The original Cambridge-only journey planner was launched on our website in June 2006. Back then it based its routes on a network which was traced over satellite photos of the streets of Cambridge. That network started off with only around 2,000 streets, and that provided a way for users to join the project and add their own traces to the map network. Now the data comes from OpenStreetMap – with millions of streets and paths!

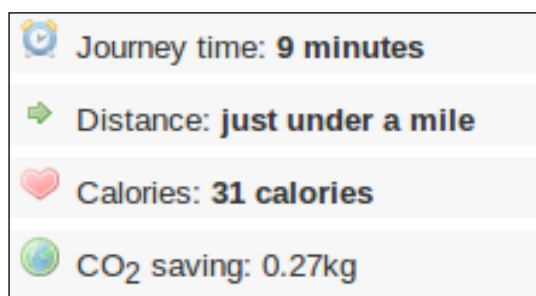
There have been lots of developments in the last few months, so here's a quick update:

New mobile phone apps

If you have a mobile phone with internet access, you can plan cycle journeys on the move. There are three apps, all free, available now:

- Android: Our long-awaited app has now been released. Just search for CycleStreets in the Android Market
- iPhone: An updated version is available in the App Store
- Other phones: We've created a version of the main website that is more suitable for small screens. Just to go cyclestreets.net and mobile phones will be automatically detected, giving you a small-screen version.

If you can help us develop these, please get in touch.



The new Android app (left) and calorie counter on the journey planner (right).

Journey planning on the website

The site will have planned around one million cycle journeys by the time you read this! Naturally, usage is highest in Cambridge and places with increasing levels of cycling like London.

Journeys now show the calories a journey would use up, and the CO₂ saving compared to an equivalent car journey.

Although our main focus is short, practical, urban or semi-rural trips, the journey planner and apps can now plan journeys up to 200 miles.

Projects on the go

CycleStreets has been successful in obtaining funding and contracts for journey planner work elsewhere in the UK, to help fund the project:

- Leisure routing for the great Bike Hub satnav app, which will provide circular leisure routes (e.g. 'I've got two hours spare, find me a nice route which ends back here').

- A cycle journey planner and related data collection projects for Cycling Scotland, the organisation charged with getting more Scots on their bikes.
- A campaigning toolkit project, won through the GeoVation contest funded by Ordnance Survey, the Technology Strategy Board and others. We reported on this in *Newsletter* 96. It will considerably change the way that Cambridge Cycling Campaign and other groups undertake campaigning – stay tuned.
- Work relating to cycling data; details to be announced shortly.
- Some smaller Council cycle projects.

Facilities for local businesses and organisations

There's a new 'Cycle to us' link facility, where anyone running a website can add a customised link that pre-fills the destination box in the journey planner.

Just go to www.cyclestreets.net/link to create the customised link.

Cycle maintenance classes

We are often asked where people can learn to maintain their bikes. It's a constantly changing picture, but there are now quite a few possibilities, especially if you start at the right time. Here's an update for summer and autumn 2011:

Outspoken

Outspoken cycle couriers have branched out in many directions and have become an influential organisation for cyclists in Cambridge in recent years. Among their ventures are new one-day cycle maintenance courses at basic and intermediate level. Outspoken offers a discount of 20% to Cycling Campaign members for these courses, which would repay your membership immediately! The reduced cost is £36.

The next courses are on Saturdays 13 August and 3 September for basic and Sundays 14 August and 4 September for intermediate.

www.outspokentraining.co.uk/bikemaintenance.html
01223 719594

Reworks

If what you need is not so much instruction but tools and space to maintain your bike, Reworks in Harvest Way (off Newmarket Road near the Elizabeth Way roundabout) may be able to help. Reworks is a community space for art, cycling and sustainability, and every Wednesday and Saturday between 11am and 5pm they run bike workshops. Some tuition is available along with the tools you would need.

www.reworkscambridge.org

Hills Road Sixth Form College

As part of its adult education programme, Hills Road offers two bike maintenance courses most terms. They are run by John Claydon. The next ones are an introductory course on Saturday 15 October and an advanced course on 12 November, both 10am to 2pm. Each costs £25.

www.hrsfc.ac.uk/adultEdCourses.aspx
01223 247251

Campaign Diary

August

Tue 2 8.00pm	Monthly General Meeting. Friends' Meeting House, Jesus Lane (with tea and coffee from 7.30pm, and a chance to chat, and for us to introduce ourselves to new members).
Sun 7 10.30am	Ride The Busway cycleway. See article on page 5.
Mon 15 from 7pm	Social gathering. Join us for a social gathering at CB2 café, 5-7 Norfolk Street.
Sun 28	Newsletter 98 deadline. Please send copy to the Editor, Monica Frisch: mfrisch@phonecoop.coop. Members are warmly invited to write articles (guidelines available) and are invited to contact the Editor in the first instance.
Mon 29	MacBike @ Millbrook for Macmillan Cancer Support. A unique opportunity to ride your bike where Top Gear and Casino Royale were filmed, while raising money for Macmillan Cancer Support. 100K Road Challenge, Mountain Bike Challenge and Fun Circuit with choice of routes for all ages and abilities. In Bedford, £35, children under 16 free. More details at www.macbike.org.uk .

September

Tue 6 8.00pm	Monthly General Meeting with speaker Richard Preston (see 2 August for details). This month's speaker will be Richard Preston, Head of Road Safety and Parking (and seconded on Network Management) at Cambridgeshire County Council, who will talk about the Localism Agenda and what it means for County highway proposals, and safety-related issues such as cycle training.
Thu 29 7.30pm	Newsletter envelope stuffing. Baby Milk Action offices, 34 Trumpington Street. Help very much welcomed.

October

Sun 2	Cambridge to Norwich Bike Ride. A great early autumn ride starting from Cambridge's Midsummer Common and heading east through a landscape of fenland and patchwork fields, finishing in the grounds of Norfolk and Norwich University Hospital, in aid of Norwich Cots for Tots. Route: 77 miles of gentle hills, flattening out as it nears Norwich. See www.bike-events.com/Ride.aspx?id=309 for full details.
Tue 4 8.00pm	Monthly General Meeting (see 2 August for details).
Thu 6 5.30pm	Newsletter 98 meeting. Grads Café, University Centre, Mill Lane.

CYCLE RIDES

The Cambridge group of the CTC organise a full programme of rides including their popular Saturday morning introductory rides, held on the first and third Saturdays of each month. These are shorter rides that are suitable for everyone and are a great introduction to the club for new riders. There are other rides every Tuesday and Thursday and two rides on Sundays. See <http://site.ctc-cambridge.org.uk/search/label/ourridesprogramme> for details with links to the lists of forthcoming rides.

City and County Council committees

Campaign members may be interested to attend **Planning Committee and Area Committee** meetings, which often include cycling and walking issues.

Joint Development Control Committee meetings, which are determining the Planning Applications relating to the major housing development proposals for the Cambridge sub-region, are also open to the public.

Cambridge Cycling Campaign studies and comments upon agendas and papers for **Cambridge Traffic Management Area Joint Committee** meetings, and these meetings are also open to the public. Details of venue and agenda are available about a week beforehand at www.cambridge.gov.uk/democracy/

AUGUST

Wed 10 10.00am	Joint Development Control Committee: Cambridge Fringes
Wed 17 10.00am	Joint Development Control Committee: Cambridge Fringes Development Control Forum
Thur 18 7.30pm	East Area Committee
Wed 24 9.30am	Planning Committee
Wed 31 10.00am	Development Control Forum

SEPTEMBER

Tues 6 10.00am	Joint Development Control Committee: Cambridge Fringes
Wed 14 10.00am	Joint Development Control Committee: Cambridge Fringes Development Control Forum
Wed 21 9.30am	Planning Committee
Thur 22 6.30pm	North Area Committee
Mon 26 7.30pm	South Area Committee

OCTOBER

Thurs 6 10.00am	Joint Development Control Committee
Tues 18 2.00pm	Traffic Management Area Joint Committee

YOUR STREETS THIS MONTH

Mill Road 20mph area

Mill Road is now a 20mph area, with clear signs on the road. Sadly, no red surfacing has been used to make this gateway feature even more clearer to motorists.



No Entry Except Cycles

More signs have been installed, in locations including Kingston Street and Malcolm Street (right). See article on page 13 for more details.



Cycle lane surfacing

New redmac surfacing (left) is being trialled outside Castle Court and on Grange Road.



Photomap this month: editor's pick

#27288: It's selling satnav, but the message should be understood by people driving their children to school because 'the traffic is so bad'.



This month's pick from the CycleStreets photomap on our website. For more cycling-related photos or to add your own, visit cambridge.cyclestreets.net/photomap

Road closures

The following information is taken from Cambridgeshire County Council's website: www.cambridgeshire.gov.uk/transport/roadworks/temporary+road+closures.htm

Emergency sewer repair works in **Kingston Street** are due to be completed 29 July 2011.

Brandon Place will be closed for crane operation works on 1, 4, 6, 8, 11, 25, 29 July, 26 August, 16 September and 21 October 2011. We are told there is no alternative route but access will be maintained to properties affected by this order.

Free School Lane will be closed for gas main connection works until 28 August 2011. No alternative route but access will be maintained to properties affected by this closure.

Sidney Street will be closed overnight for carriageway and drainage repair works on the following dates:

Stage 1 between Jesus Lane and Green Street 1 August to 14 August and Stage 2 between Green Street and Market Street 15 August to 28 August 2011.

Official diversion for vehicles and cyclists from St Andrew's Street will be via Market Street – St Mary's Street – Kings Parade – Trumpington Street – The Fen Causeway (A1134) – Newnham Road (A603) – Queens Road (A1134) – Northampton Street (A1303) – Chesterton Lane (A1303) – Chesterton Road (A1303) – Croft Holme Lane (A1134) – Victoria Avenue – Jesus Lane. For the duration of these works the one-way traffic order will be suspended insofar as it affects St Mary's Street, Market Street and Sidney Street.

Magdalene Street and Bridge Street will be closed for the Cambridge Film Festival on 18 September from 6pm to midnight. Diversion via Thompson's Lane - New Park Street - Park Street - Jesus Lane - Victoria Avenue - Chesterton Road - Northampton Street.

King's Lane is completely closed – boarded off – and the diversion for pedestrians and cyclists is signposted.