

A woman with dark hair and bangs, wearing a light blue hooded jacket and a matching face mask, stands in profile next to a bicycle. She is looking out over a body of water towards a sunset. The background is a soft-focus landscape with trees and water reflecting the warm light of the setting sun. The overall mood is peaceful and scenic.

CAMCYCLE

**Working for more,
better and safer cycling,
for all ages and abilities,
in and around Cambridge**

'A new golden age of cycling'

4 May

- Mayor James Palmer asks CCC for pop-up cycle schemes

6 May

- Boris Johnson: 'a new golden age of cycling'

9 May

- Secretary for Transport, Grant Shapps announces £2 billion fund for cycling including £250 million emergency
- New government guidance:
 - 'Measures should be taken as swiftly as possible'
 - 'The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians.'



But this isn't about cycling...

Protecting the NHS

- Social distancing to reduce spread of the virus
- Reducing hospitalisations from road crashes
- Improving overall health

Keeping people safe, healthy and resilient

- Physically fit to prevent and fight disease
- Improve mental health
- Cleaner air to protect our lungs

Keeping Cambridge moving

- Cambridge will grind to a halt if public transport users shift to cars
- Cambridge already only functions because of cycling

Supporting our local economy

- Need to encourage people to shop locally
- Create more space for trading outdoors

Equity

- Not everyone has (or can afford) a car
- Not everyone is able to drive
- People who can cycle, should cycle so there is room on buses for those with no other option



What do we need to prioritise?

Key workers and essential journeys

- Key workers cycle. 3,000 cycle parking spaces at Addenbrookes are still full.
- Shopping areas.
- Essential services, post, police, waste, deliveries, trades, roadworks. If roads are too congested these will suffer.
- Road space needed for those with no other options but to drive.

Getting children to school

- Government proposing return to school from June.
- We already know the impact of school traffic.
This will be worse with limited public transport.
- Many would allow children to walk and cycle if it was safer.
- Build on the increased family cycling during lockdown.

Safe spaces to exercise & be outside

- Commuters competing for space with people exercising. e.g. riverside paths.
- Safe space on people's doorsteps to reduce car trips for leisure purposes.



What needs to be done

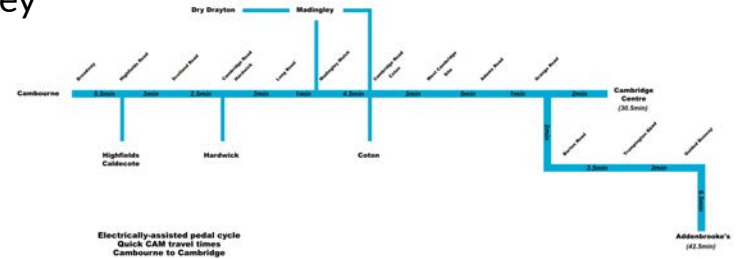
1

Plan a network



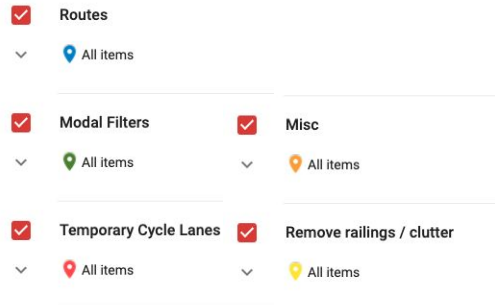
2

Design key routes



3

Identify interventions



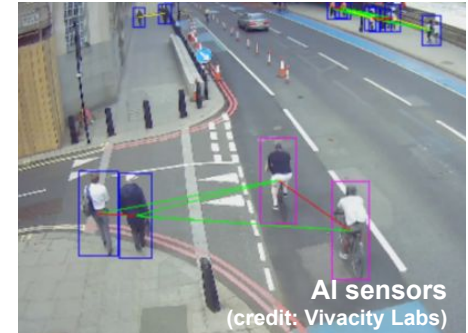
4

Rapid implementation



5

Monitor and manage

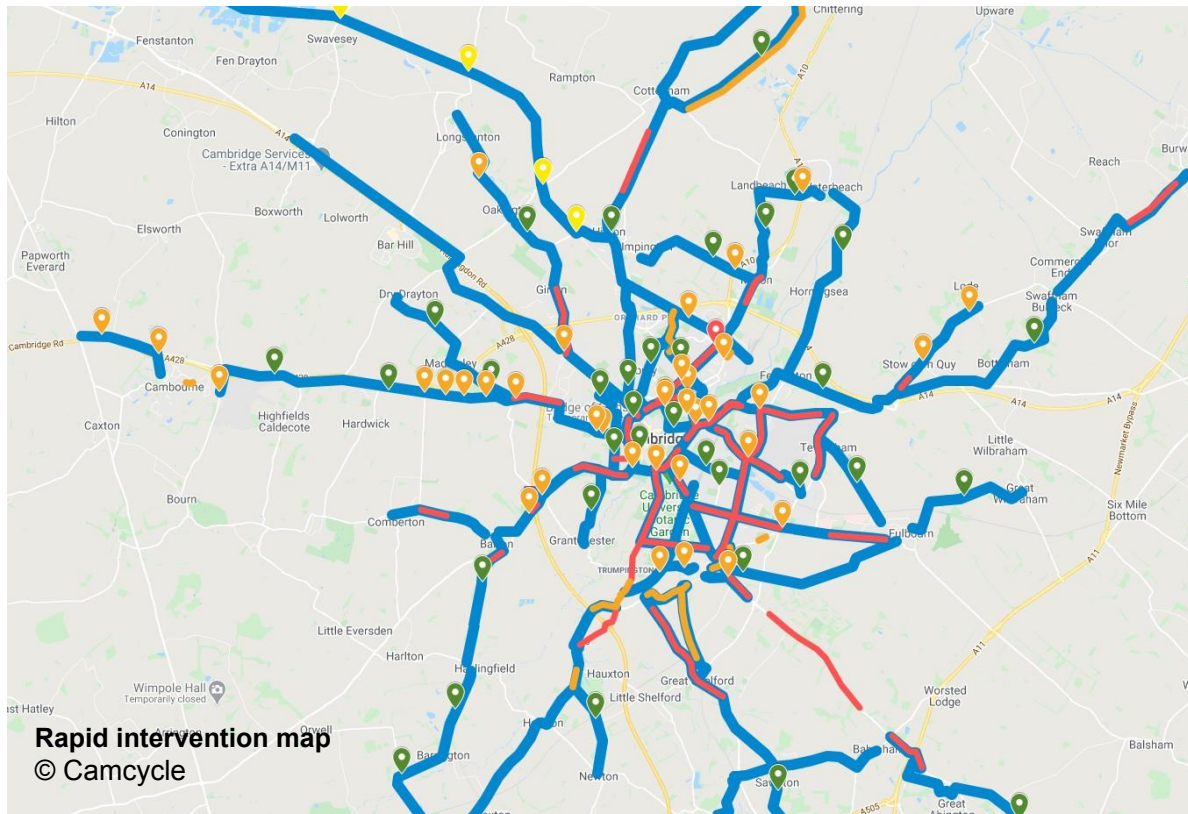


1

Plan a network

The network and location of rapid temporary interventions across the region should also be informed by existing projects such as the LCWIP (Local Cycling Walking Infrastructure Plan), City Access Study and other related projects.

Iterative process of determining desired routes and realigning routes based on locations where rapid interventions are possible. (Within two weeks).



2

Design key routes

- Electrically-assisted pedal cycles (EAPCs) are becoming very popular
 - By law: the electric assistance cuts out at **15.5mph**
 - Has approximately the same cruising speed as an unassisted bike
 - But the assistance makes it easy to maintain a consistent 15.5mph over long distances



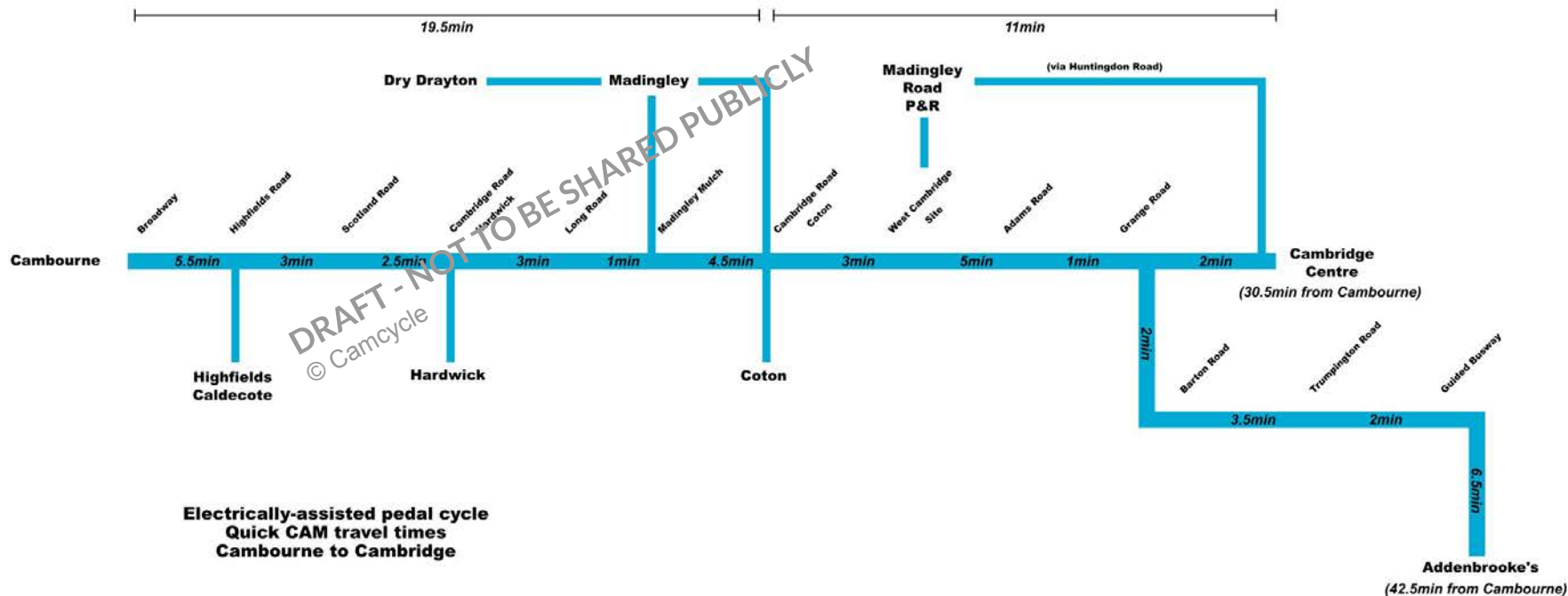
Longstanton Park & Ride
Cambridge Electric Transport

- Over longer distances: assistance gives a **20% to 30% travel time saving**
- EAPCs open up cycling to many more people of all abilities (over 14 years of age)
- Can get **comparable journey times to public transport** even on rural roads
- Big Question: they are becoming cheaper every year, but can we get these to as many people as possible right now?

2

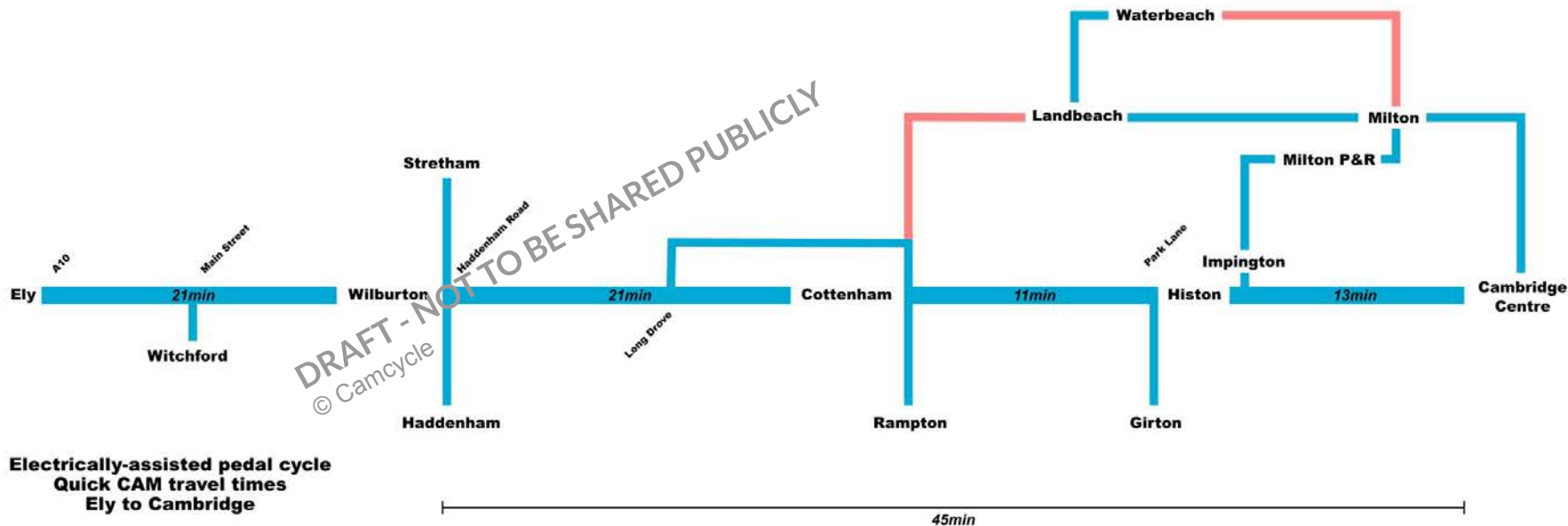
Design key routes

- 8min** Travel time for primary route achievable within 1-2 weeks
- 8min** Travel time for primary route needing medium/long-term fix
- Secondary / connecting route achievable within 1-2 weeks**



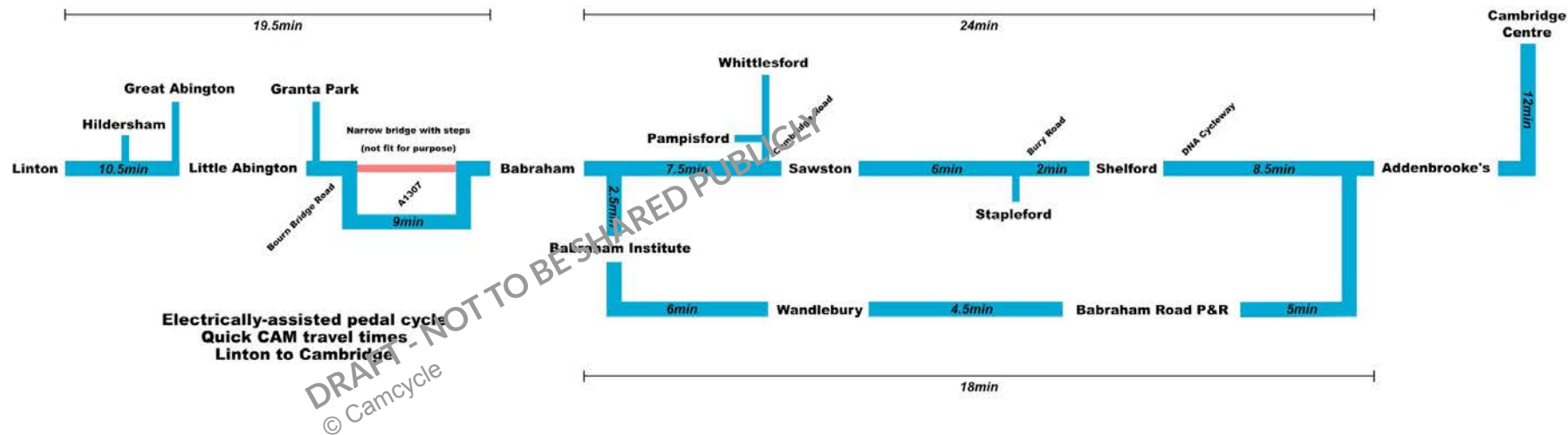
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Design key routes



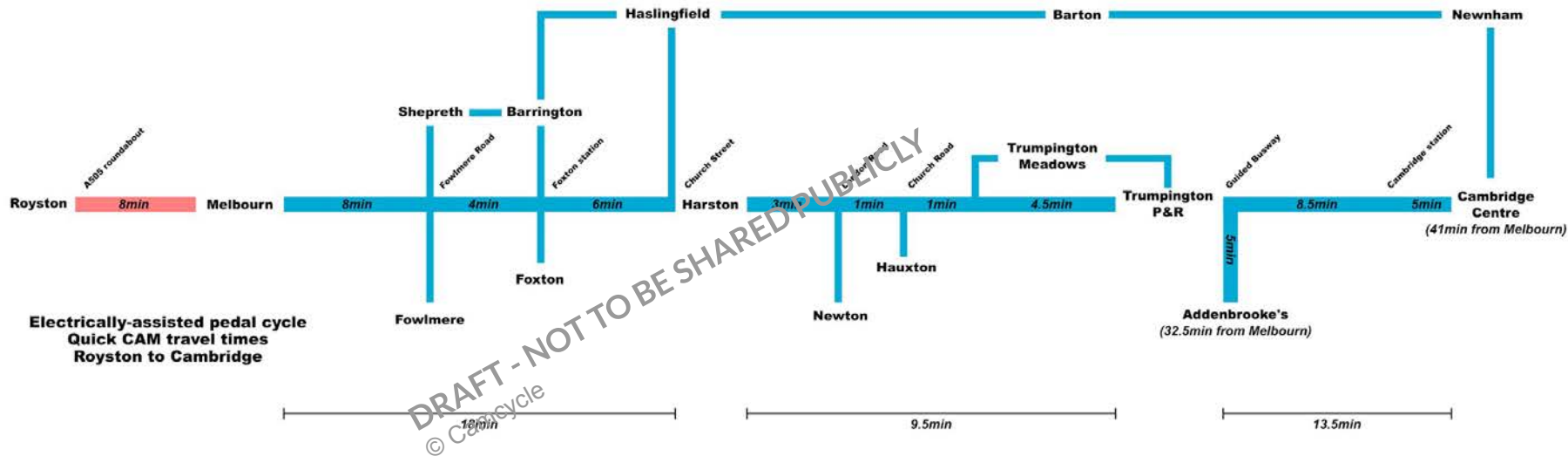
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Design key routes



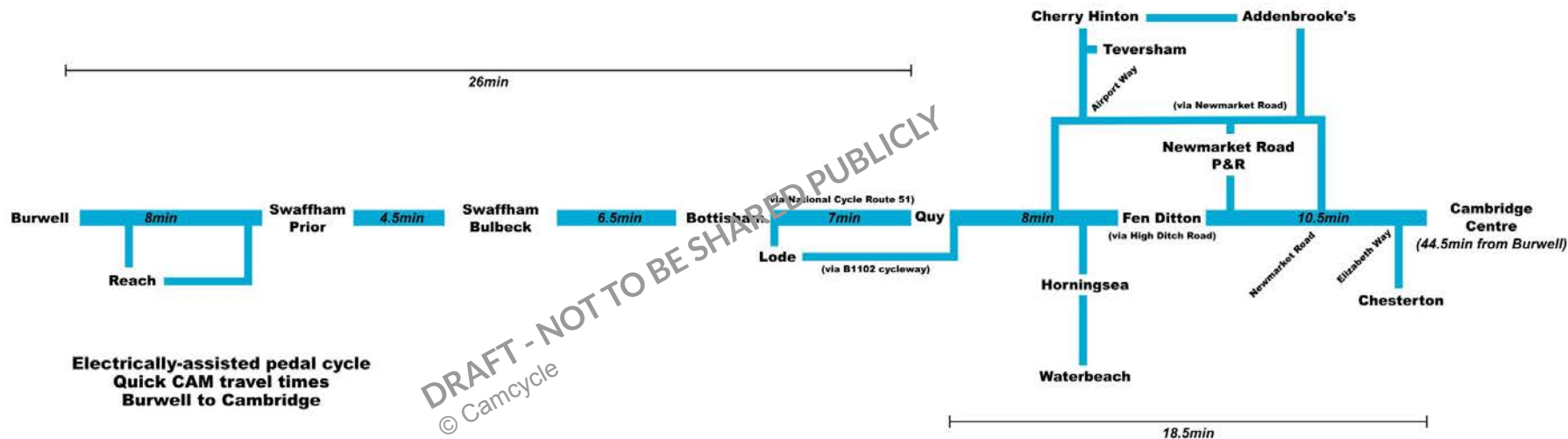
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Design key routes



2

Design key routes



3

Identify interventions - Crowdsourcing

- Crowdsourcing suggestions from our members, the public and working with other cycling groups across the region
- Around 150 unique and feasible suggestions gathered so far with more to come

Where would you like to see more 'Spaces to Breathe'?

Camcycle believes that people in the Cambridge region need spaces to breathe to allow them to stay safe, happy and healthy.


We are inspired by the temporary measures that are being installed in cities around the world from Bogotá to Berlin and Budapest to Brighton and would like to encourage decision-makers in and around Cambridge to work with their communities on ideas to provide more space for those walking, cycling or using mobility aids.

Please let us know where you would like to see better Spaces to Breathe by completing this form. You can find more information and our list of suggested locations and improvements at www.camcycle.org.uk/spacetobreathe

You can also email photos and drawings to contact@camcycle.org.uk. We'd love to have drawings and ideas from children too.


Don't forget to use the hashtag #spacetobreathe on social media to raise awareness of our campaign.

* Required


Camcycle - Cambridge Cycling Campaign
8 May at 16:27 · 🌐

Where do you need more space for safe walking and cycling? What ideas do you have for temporarily widened pavements or pop-up cycle lanes?

Our **#SpacesToBreathe** campaign is gaining momentum and local politicians are listening. Tell them what you need at <https://www.camcycle.org.uk/campaigning/issues/spaces-to-breathe/spacetobreatheform/>



4,869
People reached

145
Engagements

Boost Post

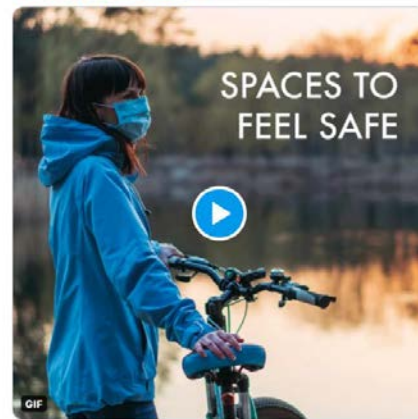


Camcycle @camcycle · May 6

Our new **#SpacesToBreathe** campaign is about working together to protect each other during the coronavirus pandemic.

Visit our website to find out more, sign our open letter and submit your ideas for places that need more space for safe walking & cycling.

camcycle.org.uk/spacetobreathe



3

Identify interventions - Map to the network



Routes



All items



Modal Filters



All items



Temporary Cycle Lanes



All items



Misc



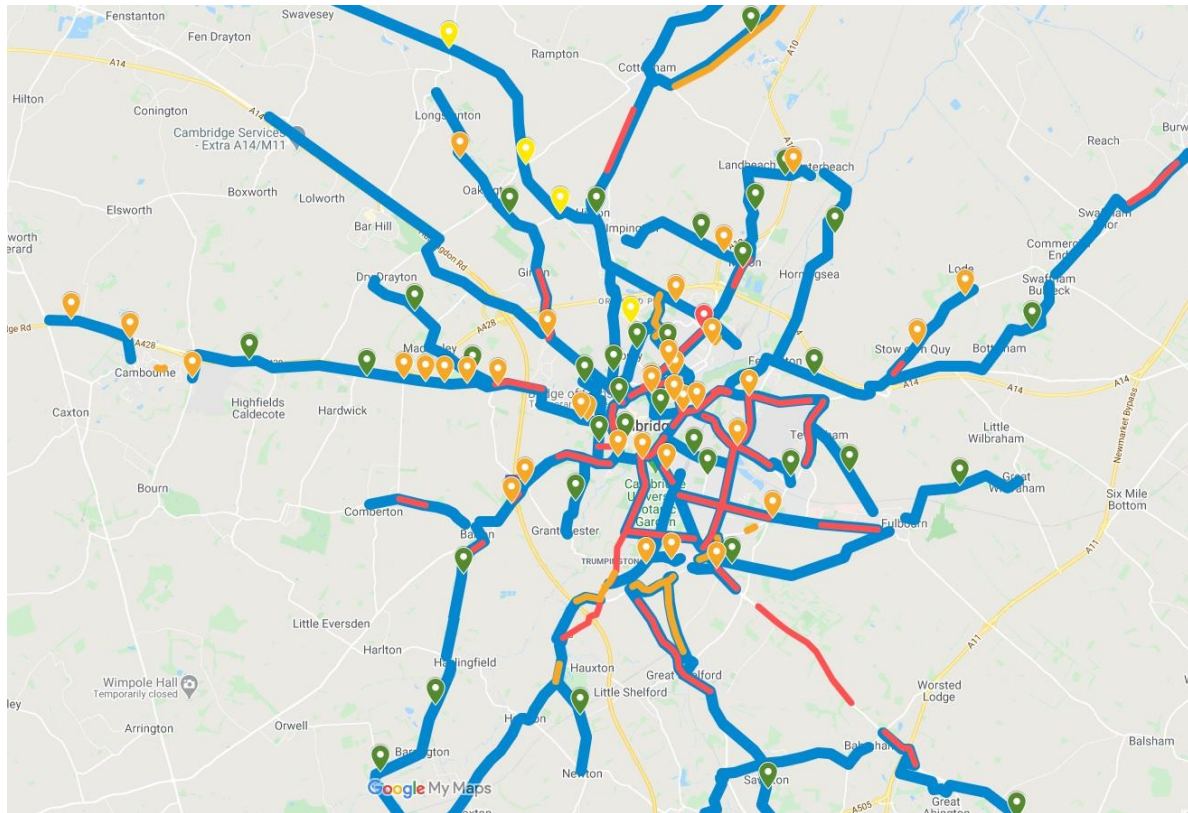
All items



Remove railings / clutter



All items



3 Identify interventions - Principles

- Modal filtering** Make streets safe for active travel by removing motorised through-traffic while retaining full car access.
- Temporary foot or cycle ways** Use cones and temporary barriers to create e.g. a temporary cycle lane or a wider pavement to enable social distancing.
- Temporary junction redesign** Use cones and temporary barriers to tighten junctions, which opens up space for active travel while improving safety for all by reducing motor traffic speeds.
- Traffic signals & buttons** Improve signals for walking/cycling so the green man phase arrives automatically and sooner (avoid touching of buttons).
- Railings and street clutter** A [TfL study](#) found that most street railings increase danger to pedestrians from drivers. Remove them ASAP to open more space to breathe.



3 Identify interventions - Principles

Cycle parking

Demand for cycle parking will grow. Need more spaces, more locations, higher quality and security. Cycle theft is also rising.

Reusing carriageway space

Mark off carriageway space with cones or barriers to create space for queuing, walking, trading (e.g. outdoor seats). Apply in numerous locations to avoid bringing too many people to one.

Accessibility

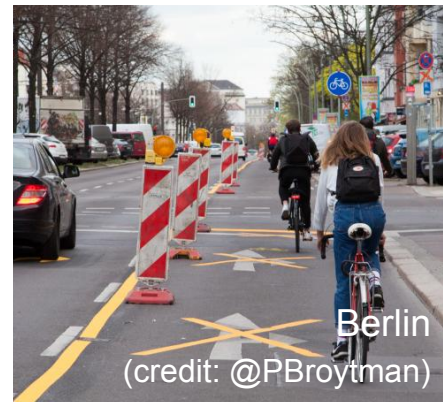
Temporary ramps, tactile paving, automatic green man phase at signals and getting direct feedback from people with disabilities.

Wayfinding

Signs to let people know about temporary routes, better ways to go and ensuring people with partial sight can find safe routes.

Wider cycle lanes

Existing narrow on-road cycle lanes can be widened to show safe passing distance, remove centre lines on roads to slow down drivers and further encourage safer passing of cyclists.

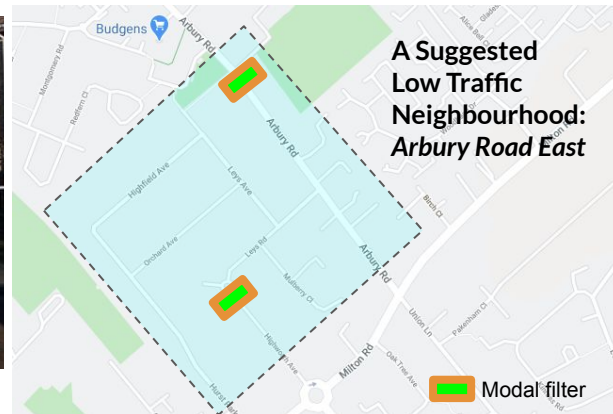


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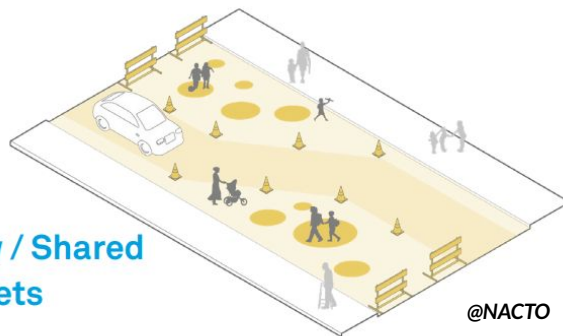
Identify interventions - Low traffic neighbourhoods

Reducing through-traffic in neighbourhoods enables:

- Streets to be used as corridors for active travel
- Safer journeys from home to local schools and shops
- Safer spaces to play and get exercise. Particularly important this summer as we can't travel.



Let's make our local streets the best holiday destination this summer.



Identify interventions - Shopping safely

4. Management of urban centres

HM Government - Safer
Public Places



Figure 3: Social distancing interventions in high streets and town centres



Support the local economy by:

- Encouraging local people to visit local shops
- Making it safe to shop and trade with enough space for distancing

Interventions

- Safe cycling and walking routes to shopping destinations
- Modal filters to reduce car-traffic volumes
- Safe spaces around shops for queuing, distancing, trading in the street, walking and browsing
- Sufficient secure cycle parking

3

Identify interventions - School streets

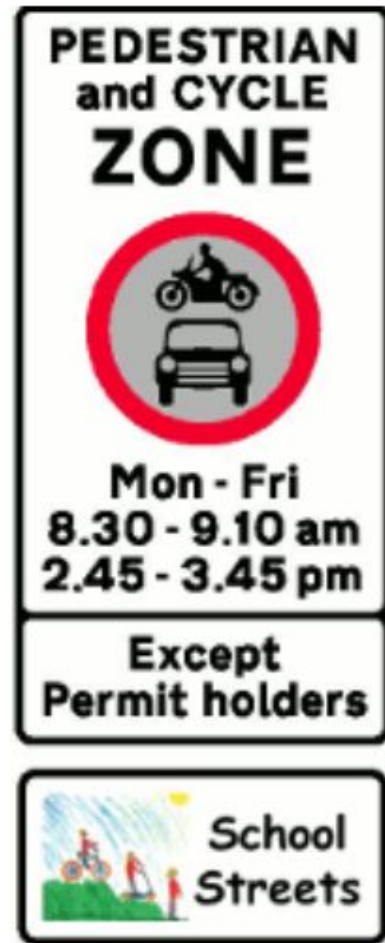
For schools to go back safely we need to ensure that students and their families can travel there safely and also reduce impact on the wider transport system.

Enable safer walking and cycling to schools to:

- Reduce pressure on public transport
- Ensure space for distancing

Interventions

- Safe cycling and walking routes
- School streets
- Sufficient secure cycle parking



4

Rapid implementation



Brookline (MA)
(credit: @BlaineTransport)



Croydon
(credit: @MeristemDesign)



Brighton
(credit: The Argus)



London
(credit: @Heidi_LDN)



Leicester
(credit: Cllr Adam Clarke)



Milan
(credit: @demescope)

5

Monitor and manage

The government therefore expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians. Such changes will help embed altered behaviours and demonstrate the positive effects of active travel. I'm pleased to see that many authorities have already begun to do this, and I urge you all to consider how you can begin to make use of the tools in this guidance, to make sure you do what is necessary to ensure transport networks support recovery from the COVID-19 emergency and provide a lasting legacy of greener, safer transport.

Grant Shapps
Secretary of State for Transport

Authorities should monitor and evaluate any temporary measures they install, with a view to making them permanent, and embedding a long-term shift to active travel as we move from restart to recovery.

Cambridge has established programmes to do this:



GREATER
CAMBRIDGE
PARTNERSHIP



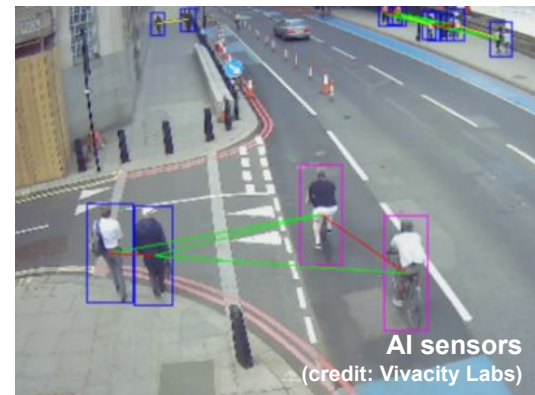
connecting
CAMBRIDGE



UNIVERSITY OF
CAMBRIDGE



Leicester
(credit: Leicester City Council)



AI sensors
(credit: Vivacity Labs)

Supported by

Communications and marketing

Strong, positive, widespread campaign is required. Cycling needs to be portrayed positively by our community's leaders from the council, business and in the media. Ensure positive and relatable role models (not too sporty!).



Behaviour change programmes

Cycle training (when possible), Love to Ride programme.

Incentives and subsidies

Cycle to Work scheme, employer subsidies for bike purchases, pool bike schemes, hire bike schemes, cycle trials.

Cycling logistics and business by bike

Reduce traffic congestion, increase resilience of local businesses, promote cargo cycle grant programme.

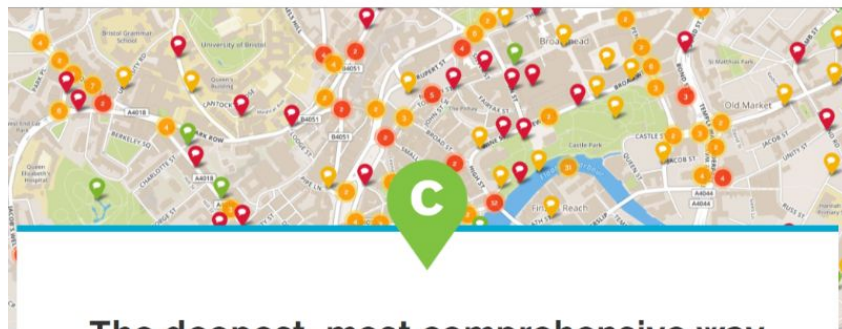


Working together

Engage with the community to gather ideas. Let's do this together to improve our neighbourhoods (Rather than have it forced upon us)!

Create a taskforce of local authorities, employers, relevant stakeholders to develop schemes and share knowledge and resources.

Develop a communications programme to promote working together to keep people safe on our roads. That person cycling could be a key worker on their way to saving lives.



**The deepest, most comprehensive way
to engage local communities**

and depth of
from your local

**BIKES FOR
NHS
MERSEYSIDE**
#BikesforNHS

**Free bike repair
for NHS staff**
Find out more here
#OurHeroes

Making connections across Cambridgeshire

- Arbury Road (Cambridge) residents
- Barrington & Shepreth parish councillors
- Coldhams Lane (Cambridge) residents
- Ely & Littleport
- Histon & Impington parish councillors
- Horningsea & Waterbeach parish councillors
- Huntingdonshire parish councillors
- The Wilbrahams parish councillors
- Sustrans East
- (Peterborough cycle forum)



SPACES TO BREATHE



Join our campaign for
more space for safe cycling
and walking during the
coronavirus pandemic

#SpacesToBreathe

camcycle.org.uk/spacestobreathe

- Ask your county councillors to take action
- Sign Camcycle's open letter calling for urgent action
- Share your ideas for safer spaces to breathe
- Meet with Camcycle to discuss active travel strategies

Support Camcycle

- Become a member
- Become a corporate partner
- Donate



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