

West and North West Cambridge Consultative Cycling Group

Thursday 2 July 2015, 1600-1800

Hauser Forum, West Cambridge

PRESENT: Biky Wan (University); Greg Callaghan (Peter Brett Associates (PBA) – transport consultant); Amanda Holden (University); Nick Maclaren (University stakeholder); Edward Byam Cook (Madingley Parish Council); Hugh Taylor (NAFRA); Douglas DeLacey (Girton Parish Council and South Cambridgeshire Council); Sue Finer (Storey's Way); Vanessa Kelly (County Council); Mark Taylor, Rachel Hyman, Hester Wells; Judith Bunbury; Elsa Durieux (University).

APOLOGIES: Prof Ian White [Chair] (University); Heather Topel (University); Rod Cantrill (City Councillor - Newnham); Marie-Louise Holland (City Councillor - Castle); Noel Kavannagh, (County Councillor); Everhard Muzert (Schlumberger); Hooda Abdullah (Aveva); Clare Rankin (City Council); Jennifer Brook (Churchill College); Ian Dyer (County Council); Lucy Nethsingha (County Councillor); Catherine Rawlings (Girton College); Joanna Chamberlain (University); Amelie Kirchgassner (BAS); Simon Stoddart (Lansdowne Road); Robert Gardiner (Murray Edwards College);

1. INTRODUCTIONS

Amanda Holden welcomed the group.

2. REVIEW OF OFF-SITE ENHANCEMENTS

Greg Callaghan presented a summary of the consultation to date and data of where people are coming from to get to West Cambridge, with a summary of the routes that will be the focus of looking at improvements off-site.

3. RECAP OF CITY DEAL PROPOSALS

Greg Callaghan gave an update of the City Deal proposals that affect the west of Cambridge that the County Council have publicly shared, welcoming feedback so that this could be shared back with the County.

Some feedback included:

Option 1A: This option was fine for buses but not good for cyclists because of the need to stop/overtake behind buses. (Hester Wells and Vanessa Kelly)

Option 1B: The land that this option is proposing was to be agricultural land forever and building on it could lead to war with the Americans. (Edward Byam Cook)

Option 1C: No feedback was raised at the meeting.

Q: Do you perceive the City Deal to be a County initiative, not City or South Cambridgeshire? (Douglas DeLacey)

A: It is a joint collective initiative but the County is leading on the design and business case. The University does not have a vote, but the City and South Cambridgeshire do vote.

Comment: Will the routes and initiatives have the impact of reducing the traffic? The quality of the cycle path that is a minimum of 1.5m width is important and full segregation is also key.

Addressing the interface between cars and bikes is critical to safety, especially at T junctions so junction design is important. There needs to be a clear understanding of when cars need to give way or stop to cyclists to prevent accidents (Edward Byam Cook)

Discussions are currently being held with the County to understand and establish a highway hierarchy to prioritise cyclists alongside roads (Vanessa Kelly)

There is no signage or visual displays that tell cars the priority is for those at side roads or bus stops. (Mark Taylor)
We want to design roads but often when designs go to the local authorities for approval they are changed because of safety reasons. (Greg Callaghan)

4. INTERNAL CYCLE FACILITY PROVISION

No update was presented at this meeting.

5. TRAVEL PLANNING

Amanda Holden gave an introduction to travel planning and explained the University's travel plan and discussions around travel planning for the North West Cambridge Development and West Cambridge site.

Comments included:

Q: What research will be done for the West Cambridge commercial occupants? (Hester Wells)

A: We will hopefully do research that will be part of the West Cambridge Framework Travel Plan to find out about travel patterns for the commercial occupants.

Q: The average distance travelled is under 2 km, you need to tackle what the alternative mode is – the assumption is that driving is wrong

A: We are looking at making step changes in the travel planning for West Cambridge and improvements such as the public transport that make it easier for journeys to be made (Greg Callaghan)

Comment: The Cycle lane on Huntingdon Road is now better as it is separate from the road when the bus stops, giving priority. (Douglas De Lacey)

Comment: You assume that cycling is better but the accident rate is high – you need to resolve the real problems not just the psychology. (Nick McLaren)

Workshop sessions were held on the key barriers to cycling. Notes from the group included:

- The journey distance that people had to travel because of the cost of housing in Cambridge being so high
- Cycle proficiency and confidence amongst people can be a barrier / need more training for people

- Signage and knowing cycle routes
- Road infrastructure i.e. at junctions can be seen as not safe so there is a need to reduce the conflict / quality routes
- Lack of cycle parking (safe and storage)
- Rainy weather
- The need to carry luggage and equipment
- People have poor road / cycle manners that put people off.
- Some people need to drive for work
- Lighting

Further discussion on travel plan measures and targets was then undertaken. Comments and points were as follows:

- One objective that the group suggested was to have a target to increase the number of people cycling longer distances – perhaps 3-10 miles.
- Another suggested objective was to reduce driving between sites and for business.
- Encourage the number of people having pool cars – it needs to be harder for people to park and drive. Amanda Holden commented that we will look at the possibilities for Park and Cycle facilities to make the last miles active and promote sustainable travel.
- People want secure quality cycle parking that is protective of weather and theft / damage. (Mark Taylor) Cycle parking should be practical and free. Important points raised were that it should be close to the destination, secure, space for parking tricycles, tandems, trailers and dutch bikes, cater for vulnerable cyclists, provide access routes and not fenced off outside of office hours. Cycle parking needs to be good and inclusive, not just for small bikes but also tricycles and larger bikes (Nick MacLaren). Douglas DeLacey pointed out that larger spaces have been adopted on the North West site.
- Bike pooling has been successful in Girton and if a range of other bikes could be included, particularly bromptons and electric bikes, that would be ideal (Douglas DeLacey) Amanda Holden stated that some Departments have pool bikes on offer for staff to use to travel for work purposes.
- A key message during peak travel time is that cycling is quicker than driving (Douglas DeLacey). Amanda Holden stated that this is useful messaging which will be promoted through travel planning.
- A comment on the bus service was that it was reduced in 2010 to 15 minutes, (Hugh Taylor). Greg Callaghan confirmed that the University wanted for this to become a 10 minute service. A review is being carried out at the moment looking at the demand for the service across the University. The outcome of this can be reported at a future meeting if requested.
- Q: Has anyone surveyed the Park and Cycle? (Nick McLaren) Amanda Holden confirmed that the University holds information on who uses the Park and Cycle site.

- Q: Is an electric car considered a car in your opinion? (Douglas DeLacey) We would promote the electric car as a form of sustainable travel, however they still cause congestion on the roads of Cambridge. The current proposals are to increase the number of car charging points on the periphery sites in Cambridge, encouraging staff to park their cars and travel into Cambridge using modes which would reduce congestion, such as cycling or bus use. (Amanda Holden). There are small numbers of people who cannot use other methods of transport so may rely on a car, so because of the Disability Discrimination Act, not having electric car charging in central sites is not good. (Nick McLaren)
- Every development must have parking for disabled people (Mark Taylor)
- Q: Have you considered hiring out trailers to people so they can try before they buy? (Hester Wells) Yes. (Amanda Holden) You can hire baby trailers from parking points in the city centre at Park Street and the Grand Arcade. (Mark Taylor – Clare Rankin to confirm)
- Q: What is the budget for the cycle loan scheme proposed? (Douglas DeLacey). A similar scheme in Hackney over a six month period cost £60K but saw the bikes sold on from the organisation and there were discounts for purchasing in bulk so the overall cost was lower.
- Q: Can you consider people's sizing and proportions i.e. higher saddles as standard bikes can cause people knee problems (Nick McLaren).
- Can you include electric bikes and tricycles on the cycle scheme? (Greg Callaghan) Yes. (Amanda Holden)
- Can cycle maintenance provision be made to help people who can't fix / don't want to wait to fix their bikes? (Hester Wells) Yes, we can look into getting cycle stations / on street pumps and mobile freelance bike repair services.
- Can signage for visitor cycle parking be introduced to help those cycling between sites? Wayfinding, cycle maps and signage are being implemented into as measures to help cyclists in North West Cambridge (Amanda Holden)
- Cycle Streets app is a good cycle routing app by people based in Cambridge and is available online. The routes are based on feedback (Hester Wells). A cycling app that is a journey planner and shows cycle parking would be good (Edward Byam Cook).
- Will Outspoken run training for people? (Douglas DeLacey) Outspoken have not yet been procured yet but they may well tender.
- Slow bike races sound like a good idea and great training for children. (Douglas DeLacey)
- Q: Will the teachers be cycling to the school – they can set a very good example for children? (Douglas DeLacey) A: Teachers, like others, have various barriers such as carrying many textbooks. The Travel Plan includes measures to encourage staff to travel to work sustainably. (Amanda Holden)
- There is a difficult dilemma with health and safety – the more health and safety kit that you suggest people wear (such as helmets, high vis jackets and lights) the more it will put people off. But the less you do the more of a political problem you face. (Nick McLaren)

6. NEXT MEETING

The next meeting is scheduled for Wed 23 Sept 4pm at the Hauser Forum

7. AOB:

On the West Cambridge site there are signs that show segregated use, not shared use. (Hester Wells). The team will investigate.