

# **Cycling Steering Group 23<sup>rd</sup> March 2009**

## **The Guildhall Cambridge**

### **Minutes**

Attendees:

Councillor Reid (Chair)  
Councillor Nimmo-Smith  
Councillor Al Bander  
Councillor Taylor  
Councillor Walker  
Councillor Bick  
Councillor Todd-Jones  
Mike Davies (Cycle Cambridge Project Manager)  
David Roberts (Head Policy and Projects)  
Clare Rankin (Cycling and Walking Officer)  
David Bradford (Cycling and Walking Officer)

#### **1. Minutes of Last meeting and matters arising**

Minutes agreed as an accurate record.

CR invited SCDC and County cycling champions to the cycling steering group meeting but received no response.

Cllr Reid stated that Fen Causeway would be an item on the October list presented to the Traffic Management Area Joint Committee.

#### **2. Cycle Cambridge update**

DB, CR and MD attended a meeting with Cambridgeshire Road Safety team regarding present funding and progress of Adult Cycle Training and future development of ACT related to Cycle Cambridge. ACT will now be branded as Bikeability training in line with Cycling England requirement to implement Bikeability training in Cambridgeshire Schools. Bikeability cycle skills for adults are now subsidised by funds from Cycle Cambridge and are priced at £5 per hour. Cllr Al Bander stated that 30% of foreign language students stay in Cambridge longer than one year and asked if Bikeability could be promoted to language schools in Cambridge.

**Action: DB to request the Cambridgeshire Road Safety team to promote Bikeability to Cambridge language schools**

MD circulated the Cycle Cambridge programme that has been approved by the Transport Forum, Cycling England and County Cabinet. Infrastructure schemes will be taken to the Traffic Management Area Joint Committee. A refreshing of existing cycling infrastructure has already taken place including relaying of cycle lanes and advance stop lines with fresh red screed. There will be scope for further refreshment work and members can suggest suitable locations.

Promotion of Cycling is an important part of the Cycle Cambridge initiative so events have been organised including:

- Promotion of the Cycling Campaign's Ride to Reach Fair
- Bike Week events (13<sup>th</sup> – 21<sup>st</sup> June) including free lunchtime Bikeability cycle skills for adults, a Bike Fair as part of the Town and Country Fair on Parkers Piece on Saturday 13<sup>th</sup> June and free cyclists' breakfasts at the city centre cycle parks on Wednesday 17<sup>th</sup> June.
- All households in Cycle Cambridge Area will receive a new city cycle map and a questionnaire to establish barriers that prevent people from cycling.

Cycling promotional posters will be displayed on buses within Cambridge from 11<sup>th</sup> May – 5<sup>th</sup> July. Outspoken courier cycles will also display the posters on their bikes. Posters advertising Bikeability cycle skills for adults will be displayed within the buses. Ads will also be placed in Explorer magazine and promotional materials for events will include slapwraps, bookmarks and bike covers.

### **3. New Developments – examples of effect on existing network.**

CR and DB explained that new junction design related to new developments had a significant effect on cyclist and pedestrian movement and that catering for the capacity of motor vehicles often compromised good quality facilities for cyclists and pedestrians. The proposed Long Road junction, related to the Clay Farm development, had not included existing cyclist movement in the Transport Assessment and had therefore not accounted for the impact the proposed junction would have on a highly used existing route.

To cater for cyclist and pedestrian movements it is therefore important that good junction design should take into account existing levels of cycling and provide for increases related to the new development. This can be achieved by designing junctions with single stage crossings of sufficient width to allow cyclist to pass each other creating a continuous cycling route. Junction design should also minimise conflict between pedestrians and cyclists and if islands are included within the crossing they should be wide enough to cater for cyclists with children in trailers or on tagalongs.

The group was shown the proposed junction designs for the NIAB site that would create access to the proposed development from Huntingdon Road and Histon Road. These designs included Hybrid Cycle Lanes that run from the

junctions into the site. The Hybrid Cycle Lanes are a compromise between on-road and off-road cycle paths allowing cyclist priority over side roads. The junctions themselves incorporate some single stage crossings. These junctions are well designed for cyclists, and therefore pedestrians, and were achieved by a series of meetings with County Council officers and the Cycling Campaign at an early stage to considered good innovative design for cycle and pedestrian movements.

As a cycling demonstration town Cycling England expects Cambridge to implement good quality cycle routes that they state should include single stage crossings as a default.

SR asked that members be briefed on such issues in advance of Planning Committee decisions.

**5. Any Other Business**

**6. Date of next meeting**

25<sup>th</sup> June 2009, 5.30 pm – 7 pm,  
Committee Room 2, Guildhall.