

# Pedals on parade – it's carnival time as cargo bikes roll into the city

More than 70 bikes joined a parade on Saturday as part of the Camcycle Cargo Carnival, a celebration of all things that can be transported by pedal power.

The carnival, the flagship event of the Cambridge Festival of Cycling, supported by the *Cambridge Independent*, included plenty of the versatile cargo bikes – even one that had been turned into a 'bubble bath' for the day.

The parade travelled from Lammas Land, where there were also stalls and bike specialists, to the city centre and back.

Cambridge MP, Daniel Zeichner, who attended the event, said: "On World Car-Free Day, it's great that the city's cycling community is showcasing what can be done on a bike. If we want to tackle climate change and air pollution, then we will need to seriously think about how all parts of our economy can operate in a greener and more sustainable way."

Organised by Camcycle, the festival is supported by Outspoken Cycles, Power to the Pedal and the Greater Cambridge Partnership.

■ [cambridgefestivalofcycling.org](http://cambridgefestivalofcycling.org).



Cyclists gather ahead of the parade through the city  
Pictures: Keith Heppell

## A new hierarchy for our roads

Answer this question: Would you prefer to live in a place designed for you, your family and neighbours, or for the vehicles which are passing through?

It should be an easy question to answer, but the reality is that our streets are set up to deal with traffic – much of which will simply continue onwards leaving nothing more than exhaust fumes.

Camcycle's executive director Roxanne De Beaux has set her campaigning charity the task of changing this mindset – altering the current hierarchy that dictates that streets are shaped around vehicles.

"What I would like to see Cambridge achieve is the same kind of cycling rates you see in Dutch and Danish cities," Roxanne said. "We're already miles ahead of anywhere else in the UK but we know that we still have quite a way to go to compete with some of these amazing cycling cities. The key thing in getting us there is having the right kind of infrastructure."

This means more than slapping a bit of different coloured tarmac at the edge of a road and decorating it with a drawing of a bike; it is about embracing the cycling culture and growing the city around people, not vehicles.

"We know we need to look at more segregated cycleways," said Roxanne. "But we know we have limited space in central Cambridge, so we need to look at more creative approaches such as closing some roads to through traffic and opening them up to people using active travel methods like walking and cycling, and also thinking more strategically about the role that public transport should be playing in the growth of Cambridge."

This includes the surrounding villages. They too are having to deal

As the Cambridge Festival of Cycling draws to a close, ANDY VEALE spoke with Roxanne De Beaux, executive director of the organisers, Camcycle, about the changes needed to get more people on bikes.

with growth associated to the Cambridge Phenomenon, said Roxanne, so projects like the Greenways [cycle routes] will be great for connecting the city with villages, but the villages also need to be connected together as well as to major employment sites.

For longer distances, Greater Cambridge needs to look at technology presented by ebikes and their use as part of multi-module journeys. Allowing fold-up bikes on buses would be a step in the right direction, as are rural travel hubs, a Combined Authority project which

would create something akin to Park & Rides facilities in outlying villages.

"We're definitely seeing that things are appearing to move in the right direction – with the GCP and the Combined Authority, we're seeing a lot of funding coming into Cambridge, and one of the priorities for the funding is sustainable travel and cycling. While we starting to hear some of the right concepts, it's very piecemeal – we're looking at individual roads or corridors rather than how it all operates together."

"The fact is we still have major schemes being proposed that aren't modelling cycling traffic. In other parts of the UK where cycling is two per cent that might work, but when it's 30 per cent of what people are doing to get to work every day then we have to be doing more to model how cycling forms a part of our transport system."

A step change in how the area looks at cycling infrastructure is needed, said Roxanne. From making use of modelling tools and creating a region-wide approach, to changing the way future transport experts are taught at universities and increasing diversity among them.

"We have to look at our hierarchy of road users. We must put vulnerable people at the top, people walking are second, cycling is third, then we have public transportation and then private vehicles. That must be the order in which we design any of our streets."

"It means being really bold in some of the decisions that need to be made. It doesn't have to mean

expensive or difficult, it needs community and political will to make these decisions. What we really need to be looking at is a vision for the places that we live and what quality of life we want when we design our streets."

Cambridge should aim, said Roxanne, to stop designing roads to allow the most amount of traffic to get through – specifically commuter journeys – and put people and quality of life ahead of traffic flow.

She points to projects Camcycle would like to see finished – or at least well on the way – in the next five years, including the Greenways, improvements to Milton Road, the closure of Mill Road to vehicles and action to tackle pavement parking.

Another is the Chilsholm Trail, including the new bridge at Chesterton, work on which is meant to start this month. A key hope for Roxanne is that the next trail will not take 20 years of discussion – longer than many major road schemes.

She added: "We have such an opportunity with the Greater Cambridge Partnership and the Combined Authority to really set an example in the UK and be bold by putting people first in the design and the improvements we make to our road environment and the places around Cambridge."

"If we start to see decision makers owing the amazing cycling culture we have here and truly prioritising that, then we know we there is a change in hearts and minds and that's when we'll know we've been successful."



On King's Parade  
Picture: Camcycle



Roxanne De Beaux  
of Camcycle