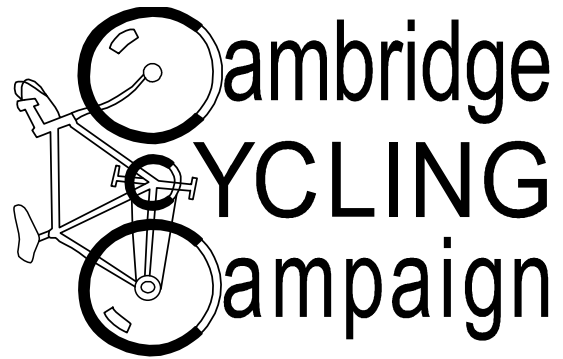


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**Cambridge Cycling Campaign**

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**Cambridge Cycling Campaign's position on the City Centre Review  
For the information of local Councillors**

Cambridge Cycling Campaign notes with interest the results of the ongoing City Centre Review. We are pleased to hear that no further extensions of the present Cycling Ban are being proposed, such as St Andrew's Street, which would be disastrous, but believe that the wrong approach ultimately is being taken by the Review, which we believe should be more than a survey of users, welcome though that may be.

Although the Campaign has some reservations with regard to the conduct of the study (for instance that it excluded people who, as a result of the present closure, no longer use the area), we were pleased to be consulted on the study and welcomed those changes which were made as a result of our suggestions.

We are disappointed, however, not to see here the kind of leadership being shown by the Council with proposals such as improving Silver Street or steadily increasing car parking charges in favour of park and ride provision. Such cases demonstrate that, with political will, progressive measures such as these, though potentially less politically popular in the short term, are manifestly in the longer-term interests of the City as a whole. The permeability of the City Centre to cyclists, sensibly done, should be another such example of leadership.

We strongly believe that a peaceful co-existence can be made between cyclists and pedestrians, together with other road users, in the City Centre. The City Centre currently acts as a barrier for cyclists, including potential new cyclists, because of the danger and inconvenience of any alternative routes. While proposals for modest improvements to these are welcome, they will not result in the increased levels of cycling in Cambridge which we believe is in everyone's interest, not least motorists, for whom almost every extra cyclist is one fewer car in a traffic jam. Such a principle of convenience resulting in increased levels of cycling has been recognised in the City Centre parking standards review but not, alas, here.

Whilst the Campaign acknowledges the presence of some irresponsible cyclists ignoring, either wilfully or through misunderstanding, regulations in the City Centre, we do not believe

that all cyclists should be punished for the transgressions of the minority. Instead, regulations that do exist, while they exist, should be enforced, and sensible proposals for co-existence considered, in order actually to address, rather than push aside, the problems which thousands of local people encounter in the area, in many cases on a daily basis.

On a separate note, the Review does not adequately address the severe lack of cycle parking in the City area, desperately needed for reasons of both security and an improved pedestrian environment. Although space is clearly limited, areas of space do exist and could be fitted with cycle racks. New racks outside St Catherine's college are an excellent example of what can be achieved, with obvious benefits at little cost. We would question whether the responses of 29 stakeholders adequately represents public opinion on the desirability of further cycling parking in this area; King's Parade would appear an obvious area for which we can see no rational reason against the provision of sensitively installed cycle parking.

We wish to note two technical errors in the summary report:

- On page 19, 'Balance cycle access with pedestrian priority' completely fails to address the topic in question, but instead deals with an unrelated issue.
- Several categories, presumably including 'work' have been omitted from the 'Purpose of visit' table on page 30.

### **Moving forward**

The Campaign has six particular suggestions for serious investigation, which we believe would represent a pragmatic step forward:

1. The City Centre Review needs to accept the principle of a more direct convenient North-South/South-North route at the very least. We believe that, with Officer co-operation and thorough investigation (rather than outright dismissal), Trinity Street could be such a candidate and would resolve many of the problems we currently see. We were disappointed that Officers choose not to incorporate a question on this principle, following a request by the Campaign. The lack of a northbound route, we believe, is a contributor to the level of illegal cycling currently encountered.
2. Appropriate but sensitive signage making clear cyclists' need to give priority to pedestrians, helping a more sensible balance to be reached.
3. The Review has failed to consider part of its remit: the issue of access to the City Centre; we believe consideration needs to be given to areas such as Sussex Street and others for which the case for improved cycle access can be made.
4. We would welcome investigation (and collection of data) on the question of whether the traffic lights at Hobson Street and Park Street could safely be removed, further to the very welcome Section 3.27 of reducing delays here.
5. We would like to see the adoption of a (potentially politically popular) target of, say, 100 new secure cycle parking spaces in the historic core each year for the foreseeable future, in order to focus minds on the task.
6. The Review needs to consider more seriously the option of allowing cycling during weekdays, as is currently the case on Sunday. At present the relatively sparsely occupied centre during weekdays is off-limits to cyclists with no apparent justification. Rescinding the weekday ban would be a major improvement, especially to those who live, work or study in the City with, we would contend, little downside for pedestrians.