

April 23, 2003

Our ref: <C 03 014>

Your ref:

Mr Edward Amery
Beehive Centre
NAI Gooch Webster
4 Albemarle Street
London W1M 4BW



Cambridge Cycling Campaign

cc:

Martin Corrigan, The Manager, ASDA
John Isherwood, Cambridge City Council

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Dear Mr Amery,

Access to the Beehive Centre by cyclists and pedestrians

By way of introduction, Cambridge Cycling Campaign is a local voluntary organisation with over 700 members. We work closely with local government and others to improve conditions for cyclists in Cambridge. Government statistics show that in Cambridge more than 25% of local people cycle to work and that this is much the highest figure for the UK.

In recent months, the Campaign has received from its members a number of enquiries concerning access to the Beehive Centre by cyclists and pedestrians, especially following the installation of the new speed humps. Some of our members visited the site recently to investigate the problems we have been hearing about. Given the very large numbers of people who cycle here, it should make commercial sense to improve conditions for cyclists at the Beehive Centre.

This letter is a short summary of our findings, in the form of a ten-step plan of simple, practical points, to improve considerably access to the Centre, which we hope you will be able to pass on and follow up locally. We would be very willing to discuss these with you, on-site.

As you will see, these are all simple, low-cost improvements which would make things considerably easier for your customers who access the site by bicycle.

1. Getting from the pathway on to the road

This would be especially helpful for cyclists heading towards ASDA. At present the nasty 'bump' is unpleasant and is difficult for those with shopping.

Action: simply install a flush ("dropped") kerb so that cyclists can join the road, at the location shown in the photograph.



2. Speed humps

These are so dangerous for motorists and cyclists that they would be illegal on a public road. Cyclists, for instance, could be thrown off their bike, especially laden with shopping.

Please would you reduce the length of each hump to leave a 'cycle gap' either side. This is very common practice in highway engineering. The humps are still effective in slowing motor traffic.

Action: shorten each of the humps.



3. Two obsolete 'cyclists dismount' signs

There are two signs (as in the picture and nearer the main entrance) which both appear to be unnecessary relics from previous years and which simply create confusion to motorists and cyclists alike.

Action: remove the two signs and their posts.



4. Provision of a proper ramp to the entrance to the site by York Street.

This would be especially helpful for the many cyclists who will be carrying heavy shopping and would reduce pedestrian/cyclist conflict.

Action: install a flush ("dropped") kerb at the location shown.



5. The bollard by the York Street entrance.

This bollard is placed in a rather hazardous location because of the blind corner and the overgrown vegetation: many people using the site may not see it. Partly this is due to the lack of lighting, which in itself may be a personal security issue.

Action: remove the bollard (or at least add a reflector to it and move it around 2m towards the Centre) and improve the lighting.



6. Ramp from the pathway on to the road near the furniture shop

This would be especially helpful for cyclists using the shops to the right of ASDA.

Action: install a flush (“dropped”) kerb so that cyclists can join the road / car park area, near the pine furniture shop (to the right of the area shown in the picture).



7. Uneven ironwork on the pathway

The drain covers on the pavement could cause pedestrians or cyclists to slip or trip, as they are very uneven.

Action: replace these drainage covers so that the surface becomes smooth again.



8. Bollard near the exit

This is an unnecessary obstruction which pedestrians and cyclists could run into. It is unnecessary as no motorist would attempt to drive here.

Action: remove the bollard.



9. Cycle parking near ASDA

We found the quality and level of cycle parking on the site to be good, which is very encouraging. However, some members have noted a lack of available spaces at busy times.

Action: install more cycle parking of the same type as at present, near to the entrance, preferably covered like the trolley areas.



10. 'No cycling' sign at the back entrance/exit adjoining Sleaford Street

As well as a 'no public access' sign nearby, there is a 'no cycling' sign alongside this path, for which there seems no real need.

Both this and the main path have been used as a cycle route for many years, and were described as a cycle route in the planning application for the ASDA store. We met with a representative of British Land at the time who confirmed it would remain a cycle route.

Action: remove the sign.



We look forward to hearing from you.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith
Co-ordinator