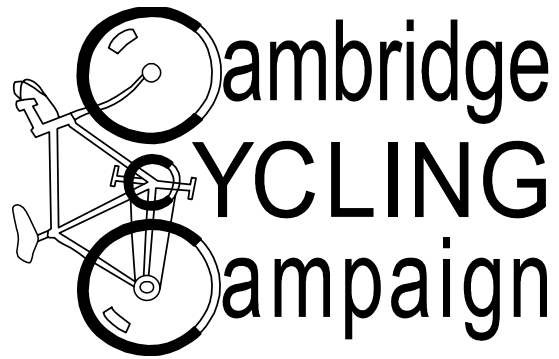


May 28, 2003

Our ref: C 03 028  
Your ref:

Cambridge City Council (Fitzroy Street /  
Burleigh Street Project Team)  
FREEPOST ANG 6390  
Cambridge  
CB2 3YA



**Cambridge Cycling Campaign**

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Dear Sir or Madam,

**Fitzroy Street & Burleigh Street Improvements consultation**

We write in response to the above consultation, featured in 'Newsletter 2', a copy of which we were very pleased to receive. We hope that comments can be considered at this late stage, although the consultation did not appear to give a specific date for replies.

Our main comment on this scheme is that we wish to see the current levels of cycle parking provision, maintained or increased, both in terms of absolute numbers and their quality. Our letter of March 12, 2003 (to which we have yet to receive a reply and which I append) outlined this view along with a number of other, related issues. Increasing levels of cycle parking has several benefits, including reduction of theft, increase in convenience and an increase in the quality of the pedestrian environment due to reduced clutter of cycles left next to walls, etc.

We were very pleased, therefore, to see that the newsletter states 'Cycle parking increased'. We welcome this.

However, the diagram does not make this increase clear. We therefore write:

- To ask whether you would kindly send us a tally of the number of present spaces and the number of spaces on completion of the scheme;
- To confirm that the new cycle racks will be of the 'Sheffield rack' type or similar;
- To ask whether you would consider our specific proposal of additional new racks on City Road, by the Co-operative Bank, an area which has plenty of space but little pedestrian traffic. A row of spaces could be installed here without detriment to access by those with disabilities using the adjacent parking spaces. Such racks, additional to those proposed elsewhere in the scheme, would help address the shortage in this area as well as reducing instances of illegal cycling between the edge of the pedestrianised zone and the cycle parking spaces.

We have no other comments, except to restate our long-standing advocacy of abolition of the 10-4pm cycling ban along these streets, but we realise that this may be beyond the scope of the present consultation.

We look forward to hearing from you.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith  
Co-ordinator