

July 14, 2004

Our ref: C 04 013

Your ref:



Elliott Ball  
Strategic Rail Authority  
55 Victoria Street  
London SW1H 0EU  
Cycleresponses@sra.gov.uk

### Cambridge Cycling Campaign

P.O. Box 204, Cambridge CB4 3FN  
01223 690718 (phone & fax)  
contact@camcycle.org.uk  
www.camcycle.org.uk

Dear Mr Ball,

### Cycling Policy - consultation

We write in response to your consultation<sup>1</sup> on cycling policy.

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.

We welcome the consultation's aim to "ensure better integration of rail and cycling". Furthermore, we consider it generally desirable, as stated on page 30 of the consultation document that "the SRA should be more prescriptive to accommodate cyclists" in order to encourage consistency of provision and more effective dissemination of best practice.

### Cycle parking

Our principal concern is to ensure that cycle parking at stations is of sufficient quantity and quality.

We feel that the SRA's cycling policy should aim for the provision of cycle parking at *all* stations, rather than "all but the most lightly used stations". Cycle parking is a cheap and effective way of catering for cyclists and promoting cycling. Furthermore, we feel that cycle parking could be installed at all stations faster than "within the next five years". In summary, cycle parking is a 'quick win' which could be achieved relatively easily.

We believe the policy needs a clear statement that cycle parking should be conveniently located and of good quality, to encourage use. King's Cross is an example known to many of our members where additional cycle parking could and should be located near the front of the station for convenience.

---

<sup>1</sup> [www.sra.gov.uk/publications/index\\_page/cyling\\_policy/cycling\\_policy\\_doc](http://www.sra.gov.uk/publications/index_page/cyling_policy/cycling_policy_doc)

With reference to your comments under 'Capacity' in section 6, there do exist stations, such as Cambridge station, where demand for cycle parking demonstrably outstrips supply by a very considerable margin. We feel that it is particularly important that the Policy should stress the urgency of increasing levels of cycle parking *quickly*.

With regard to consultation point 10, we feel that, as a matter of policy, where cycle parking is provided, a good proportion of cycle parking should be entirely free for use, irrespective of whether additional 'premium' cycle parking is also available.

### **On-train carriage of cycles**

We believe that TOCs should be strongly encouraged to allow the carriage of cycles during peak periods where it is safe to do so, rather than being merely "free to do so".

With regards to consultation point 11, we feel that TOCs should be *encouraged* to offer free carriage of cycles.

On consultation point 12, we feel it important that, as is mostly the case at present, there should be consistency in pricing across the entire network in the form of a simple, flat-rate, irrespective of the length of the journey and the number of TOC areas through which the journey is made. We feel that reservation fees should be capped to a maximum of £1 per journey.

Lastly, on consultation point 13, we do not believe that pre-booking of cycle spaces on trains should be made mandatory, although we believe the availability of prebooking is essential where cycle carriage is limited to 4 or less cycles per train, to increase the predictability of the passenger's journey.

### **Accurate and clear information**

Good information and predictable provision is important for both on-train carriage of cycles as well as cycle parking at stations. We therefore endorse the statement that:

"To plan journeys with confidence, people need to know in advance whether they will be able to carry their cycles on trains, and whether appropriate cycle parking will be available".

In some cases, the rules on cycle carriage are extremely complicated (for example in the One West Anglia and WAGN areas), so it is important that, where rules cannot be simplified (in the cyclist's favour), national rail enquiries staff are fully knowledgeable.

### **Access to stations**

We are extremely pleased to note your recognition that:

"A 10-15 minute cycle journey can significantly increase a station's catchment area over walking with the possibility of attracting extra passengers."

Indeed, in the Cambridge area, we have been promoting a route, locally known as the Chisholm Trail<sup>2</sup>, which would considerably increase the catchment area of Cambridge station. We believe such a route would arguably result in the same/better increase rail patronage at a cheaper cost than upgrading of lines in the area would achieve.

Yours sincerely,

on behalf of Cambridge Cycling Campaign, Martin Lucas-Smith, Co-ordinator

---

<sup>2</sup> [www.camcycle.org.uk/campaigning/cycleroutes/chisholmtrail/](http://www.camcycle.org.uk/campaigning/cycleroutes/chisholmtrail/)