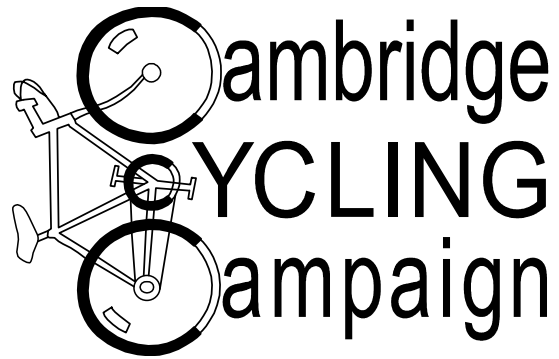


March 3, 2005

Our ref: C 05 007  
Your ref:

The Historic Environment Team  
Cambridge City Council  
The Guildhall  
Cambridge  
CB2 3QJ

Cc: Clare Rankin, Walking and Cycling  
Development Officer



**Cambridge Cycling Campaign**

P.O. Box 204, Cambridge CB4 3FN  
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Dear Sir or Madam,

### **Cambridge Historic Core Appraisal**

We write in response to this consultation<sup>1</sup>, with some comments relating to transport arrangements within the Historic Core. We feel our comments directly concern the “character of the historic core of the city” under review in this consultation.

#### **Speed limits**

We feel strongly that the current speed limit arrangements are inappropriate for a historic city centre area. Such inappropriate traffic speeds reduce the quality of life of those living and working in the historic core and cause danger.

Consequently, we strongly believe that the area within the inner ring road should be re-designated as a 20mph zone. There are already some small areas with a 20mph limit within the ring road and creating a single zone would seem appropriate and sensible. This may also offer the potential to reduce the amount of signage within the Historic Core.

#### **Cycle parking and car parking**



There appears to be a reluctance to remove on-street car parking, both in residential areas and elsewhere. At the same time, cycle parking is in desperately short supply, yet there exists no major initiative to address this seriously.

Consequently, cycle theft remains high, an obvious way to promote increased levels of cycling (with the associated benefits that brings) is being missed, and cycles are left lying

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<sup>1</sup> <http://www.cambridge.gov.uk/ccm/content/policy-and-projects/cambridge-historic-core-appraisal.en>

around wherever there is space, often causing blockages to pedestrians.

We wish to see the need for increased levels of cycle parking recognised in the plan.

We believe that the detrimental effect on the city environment, particularly visual, of large amounts of space being given over to car parking, should also be recognised. This is particularly of concern in areas such as Queen's Road where space for car parking unacceptably detracts from the visual environment. The space could be used in better ways.



### Care over the use of granite setts



There are a small number of locations such as Green Street where irregular granite setts have been used, making conditions for cyclists, walkers and, in particular people with disabilities, difficult.

We oppose the use of uneven or bumpy setts and ask that the difficulties experienced by all these groups be recognised in the document.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith  
Co-ordinator