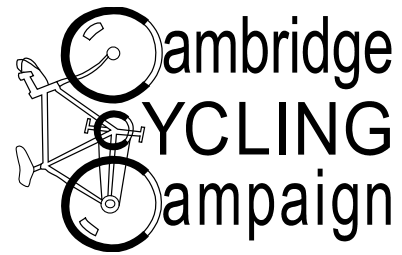


April 26, 2013

Our ref: C13010

Mike Davies  
Cycling Projects  
Major Infrastructure Delivery  
Cambridgeshire County Council  
Castle Court, Shire Hall  
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### **DfT Cycle City Ambition Grant**

To whom it may concern,

Cambridge Cycling Campaign is a registered charity with over 1,100 members. We have a long track record of working constructively with local authorities and other stakeholders. We are the largest cycling campaign in England outside London. Cambridge is the only British centre where levels of cycling approach those seen in the best continental towns or cities. It should be used as the place to demonstrate that continental ideas can further increase cycle use.

We are writing to support the proposal submitted for the DfT Cycle City Ambition Grant funding. While central Cambridge has high numbers of short distance bicycle trips, research shows that longer bike trips have the greatest positive impacts both for the community and for those on bikes. The proposal at hand will put into place the infrastructure necessary to bring the high rates of cycling in Cambridge into the local economic area where most of the recent and planned developments are situated.

The network of routes focussed on places of employment is very welcome and necessary. We have already seen that the Guided Busway shared-use path is a great success as it attracts that part of the population who are reluctant to cycle on roads shared with car traffic. Segregated facilities, with priority over sideroads, can bring the benefits of active transport to a general population. We have an aspiration for segregated facilities on the main roads in Cambridge, and we would expect priority to be afforded over side roads. The proposal aims to start with some of these main roads, and we welcome this long term strategic direction.

We are pleased that the proposal aims for continental standards of segregated provision. The largest potential for new users of bicycles is those making trips into Cambridge from villages around the City. Previous work to improve such routes has attracted large numbers of new trips, in some cases doubling the number of journeys undertaken by bicycle.

The proposed network, together with the existing busway cycleway, and the completion of the Chisholm Trail, will allow Cambridge to set a national standard of sustainable and active transport and economically productive community life. Importantly, the proposals in the local economic area will also reach areas with lower service levels and fulfill the social inclusiveness demands of the grant.

Yours sincerely,

on behalf of Cambridge Cycling Campaign,

Martin Lucas Smith  
Chair