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P R E S S R E L E A S E

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Cycling Campaign says better cycle access needed to Science Park

Cambridge Cycling Campaign today published a report, *Science Park Vehicle Count*, which considers access to Cambridge Science Park by cycle. The Campaign undertook a recent survey on which the report is based because of a plan to close an entrance off Garry Drive.

The survey reveals that while significant numbers of cyclists are entering the Science Park - 11% of the total - this is well below average for Cambridge generally - 25% of journeys to work by bike. This does not reflect well on the local Councils' and the Government's stated policies of encouraging people to shift from cars to alternative means of transport.

Further, the survey highlights the difficulties cyclists have with the present main entrance. It also demonstrates the importance of building a new bridge over the A14 at Milton in order to facilitate cycle and pedestrian access to the Science Park.

Although the 11% of the journeys into the Science Park by bicycle is significant, there are serious disincentives to increased cycling. The Campaign is in touch with Bidwells (agents for the Science Park) who say they are taking this matter seriously. However, their planned but arbitrary closure of the well-used entrance via Garry Drive is cause for concern. A fifth of the cyclists in our survey used this route.

Stefan Kaye, who lives and works in the area, says: "Cycling to work via Garry Drive saves me a lot of time, even though the route is difficult in the wet - because I must cross a really steep and slippery bank. Sometimes I walk. If this access is closed, I will have to cover several times the distance, which certainly makes walking very unattractive. Cycling would be made more difficult and dangerous, especially on my way home. My journey would involve two right turns across Milton Road with its five lanes of busy traffic - unless I cycle illegally on the pavement! A new access route via Cambridge Regional College would help a bit, but I doubt I would walk it."

Mr Kaye added: "If we are serious about trying to get people out of their cars and using alternative forms of transport, we need to make it as easy as possible for people to cycle and walk to work."

The Campaign's peak time count showed different modes as follows:

Car	85%
Cycle	11%
Pedestrians	4%

(Many of the pedestrians were dropped by car at the entrance).

Of cyclists, the count showed proportions using the four possible routes as follows:

Adjacent to Laser-Scan	4%
Garry Drive	18%
Main entrance	28%
Adjacent to Origin	49%

Campaign Co-ordinator Clare Macrae expressed disappointment over the Garry Drive closure. "It represents a significant contribution to cycle access at present," she said. "We would expect use would increase if it improved. I was surprised that cycle journeys made up as much as 11% overall. It doesn't feel like that when you're standing at the main entrance, watching a constant stream of cars. On the other hand, this is a very low figure by Cambridge standards, so there is considerable scope for encouraging more people to

travel by bike or walk. I understand why so few cycle, though. The whole area, especially the junction from Milton Road to the Science Park, is extremely cycle-unfriendly at the moment.”

E N D S

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Notes to editors:

1. The survey was carried out on September 24, a sunny and dry day, between 7.30am and 9.30am.
2. Figures rounded to nearest percent.
3. Digital camera photographs of cyclists negotiating the Garry Drive entrance are available from the Campaign.
4. Copies of the full report are available from the Campaign, and on its web site (address above).

Reference P9814.