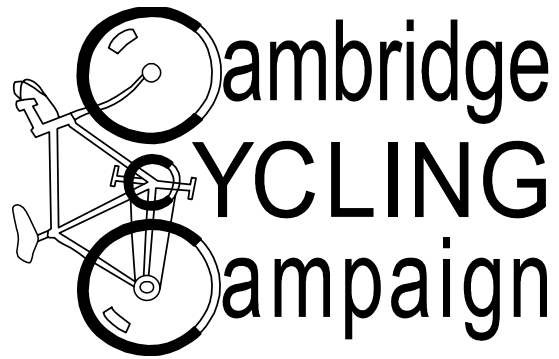


April 15, 2004

Our ref: NB04005
Your ref:

Cambridge City Council
(Station Area Team)
Environment and Planning Department
FREEPOST ANG 6390
Cambridge
CB2 3YA



Cambridge Cycling Campaign

P.O. Box 204, Cambridge CB4 3FN
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contact@camcycle.org.uk
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Dear Cambridge City Council,

Station Area Development Framework

I enclose the response of Cambridge Cycling Campaign to the draft Station Area Development Framework. Cambridge Cycling Campaign is a local voluntary organisation with over 700 members.

We have structured this response to reflect the questions given in the consultation questionnaire

In responding to this consultation we have concentrated on the cycling, transport and overall planning aspects of the framework. The more detailed architectural aspects of the framework are beyond the scope of our organisation.

We would be grateful if you would send us a summary of the results of the consultation and include us in any further public or stakeholder consultation on the development of the station area.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Nigel Deakin

1 Vision and development objectives

| Detailed proposals | | | |
|---|-------------------------------------|-----------------------|----------------|
| In general terms do you support the overall vision for the redevelopment of this area? | Support | Do not support | No view |
| In general terms do you support the development objectives for the redevelopment of this area? | <input checked="" type="checkbox"/> | | |
| In general terms do you think the draft framework strikes the right balance between housing and other uses? | <input checked="" type="checkbox"/> | | |
| In general terms do you think the draft framework strikes the right balance between pedestrians, cyclists, public transport and private cars? | <input checked="" type="checkbox"/> | | |

2 Detailed proposals

| | Support | Do not support | No view |
|--|-------------------------------------|-----------------------|----------------|
| In terms of the more specific proposals included in the framework, how strongly do you support the following specific proposals for: | | | |
| A range of housing (about 650 homes) | <input checked="" type="checkbox"/> | | |

| | Support | Do not support | No view |
|--|-------------------------------------|-----------------------|----------------|
| Some office development especially where it replaces existing obsolete buildings | <input checked="" type="checkbox"/> | | |

We believe that a highly-accessible location such as this is an appropriate location for office development so long as it does not cause an overall increase in motor vehicle traffic.

| | Support | Do not support | No view |
|-----------------------------------|-------------------------------------|-----------------------|----------------|
| Small scale shops/café/restaurant | <input checked="" type="checkbox"/> | | |

We would like to point out that these developments need their own cycle parking, as explained in section 3.9 below

| | Support | Do not support | No view |
|--|----------------|-----------------------|----------------|
| | | | |

| | | | |
|---------------------------------------|-------------------------------------|--|--|
| New public square in front of station | <input checked="" type="checkbox"/> | | |
|---------------------------------------|-------------------------------------|--|--|

We support this so long as it is not used as a reason for keeping cycle parking unreasonably far from the station entrance. We would also like to see a marked cycle route around the station square leading to the station entrance. Please see the comments in section 3.11 below.

| | Support | Do not support | No view |
|-----------------------|-------------------------------------|----------------|---------|
| A new bus interchange | <input checked="" type="checkbox"/> | | |

| | Support | Do not support | No view |
|----------|-------------------------------------|----------------|---------|
| An hotel | <input checked="" type="checkbox"/> | | |

| | Support | Do not support | No view |
|--|-------------------------------------|----------------|---------|
| Covered cycle parking for 2,000 cycles | <input checked="" type="checkbox"/> | | |

Please see the comments in section 3.5 below.

| | Support | Do not support | No view |
|--------------------------------------|---------|-------------------------------------|---------|
| Multi-storey car park for rail users | | <input checked="" type="checkbox"/> | |

Please see the comments in section 3.4 below.

| | Support | Do not support | No view |
|---|-------------------------------------|----------------|---------|
| Improved taxi waiting and pick up/set down facilities | <input checked="" type="checkbox"/> | | |

| | Support | Do not support | No view |
|--|---------|----------------|---------|
| | | | |

| | | | |
|---|-------------------------------------|--|--|
| New bus/taxi and cycle link to Hills Road | <input checked="" type="checkbox"/> | | |
|---|-------------------------------------|--|--|

| | | | |
|--|-------------------------------------|-----------------------|----------------|
| | Support | Do not support | No view |
| Improved pedestrian and cycle links to the station | <input checked="" type="checkbox"/> | | |

Please see the comments in section 3.1 below.

| | | | |
|---|-------------------------------------|-----------------------|----------------|
| | Support | Do not support | No view |
| Tree-lined approach to station along Station Road | <input checked="" type="checkbox"/> | | |

We support this so long as footway widening does not lead to narrow lane widths, as explained in section 3.1.2 below.

3 Specific Comments

3.1 Cycle routes to and through the area

We generally welcome the provisions of section 3.13. However there are some sections which cause us concern.

3.1.1 Cycle route along Station Road

We are concerned about the reference to “creating a high standard cycle route along Station Road which minimises conflict with other traffic.” We believe this should be clarified to state that this should be an on-road cycle route, not an off-road cycle track. We do not believe off-road cycle facilities are appropriate in an urban area such as this and would oppose any proposals for cycle tracks here. We would like to see this sentence changed to refer to making it clear that the road will be changed to make it safe and convenient for on-road cyclists, perhaps by the removal of parking, a 20mph speed limit and the provision of 1.5m wide mandatory cycle lanes.

3.1.2 Widening the footways along Station Road

We would oppose the proposal to widen the footways along Station Road if it would result in narrow lane widths. In our view it is vital that the carriageway remain wide enough to allow motor vehicles to overtake cyclists safely.

3.2 Cycle route along the railway line to the north

We warmly welcome section 3.14 which proposes to safeguard land for a future cycle route alongside the railway line to the north.

3.3 Cycle route along the railway line to the south

The draft brief contains a major omission in that it does not require a cycle route to be provided alongside the guided busway under Hills Road bridge. We believe that cyclists using the guideway maintenance track from Trumpington and Addenbrooke's should have direct access to the station area without the need to join Brooklands Avenue and cross Hills Road at surface level. We would therefore like to see this route added to the development brief.

3.4 Station Car Parking

As a cycling organisation it would be inappropriate for us to support a multi-storey car park. We believe that the suggestion in 3.18 that provision should be "in line with current numbers" should be made more explicit, with a policy forbidding any increase in car parking provision for station users.

3.5 Station Cycle Parking

We welcome the proposal in 3.18 for "at least 2000 cycle parking spaces with rain protection" but believe it should be modified in several ways.

- It should state that the cycle parking should be located close to the station entrance. We believe that none of the cycle parking should be more than 150m from the station entrance and that at least half of it should be within 100m of the station entrance.
- All 2000 spaces should be available for use free of charge.
- In addition to having rain protection this cycle parking should have a high level of security.

We are supportive of the suggestion that some cycle parking should be available in exchange for a small fee but believe that this should be additional to the provision of 2000 free spaces. We do not think that "additional security" should be the only feature of paid-for cycle parking since we believe all cycle parking must be adequately secure. We see paid-for parking as having other benefits, such as the ability to store baggage, lights, clothing and helmet (e.g. in a locker), greater convenience (e.g. a guaranteed space) or perhaps some personal service such as valet parking.

3.6 Short-stay cycle parking

Section 3.19 states that "some cycle parking should be provided next to the station entrance to cater for people buying tickets. Overnight parking in this area will not be permitted".

We welcome this and believe that short-stay cycle parking should also be provided for people using the retail outlets, shops and cafes that are being encouraged to be developed close to the station.

Short-stay cycle parking will need active management. Prohibiting overnight parking will not prevent it being filled up with the cycles of London commuters. We suggest that parking be restricted to, say, 4 hours.

3.7 Management of the cycle parking

We welcome the proposal in section 3.19 for a “management plan” for “running the secure cycle parking” so long as this is a reference to all the cycle parking, not just the paid-for cycle parking.

3.8 Conversion of car spaces to cycle spaces

We welcome the suggestion on section 3.20 that “agreement may be sought in the future to require the replacement of some of the multi-storey car parking with cycle parking” when Chesterton Station is opened but would like to see a form of words that makes such an agreement binding on the developers of any multi-storey car park.

3.9 Retail development

We broadly welcome the proposal for a mix of A1, A2 and A3 development at ground level around the transport interchange and along Station Road.

However believe the development brief should explicitly state that such developments must provide cycle parking in accordance with the City Council’s cycle parking standards, and that such cycle parking should be located directly outside the shop or premises in question and be additional to the 2000 space cycle park for station users. This cycle parking may need to be managed to ensure that it is not used for long-term parking by station users.

3.10 Streets

We welcome the proposal in 3.45 that “streets should be designed so that...priority is given to pedestrians and cyclists and be designed from the outset for a maximum speed limit of 20mph”.

This proposal should be modified to make it clear that the term “streets” here includes Station Road itself.

3.11 Station Square

We welcome the proposal for a new pedestrianised “square” in front of the Station entrance so long as it is not used as a reason for keeping cycle parking unreasonably far from the station entrance. We believe that all cycle parking should be within 150m of the station entrance and that at least half of it should be within 100m.

We would like to see a marked cycle route around the station square to allow cyclists who are travelling with their cycles to ride to within a few metres of the station entrance. This will reduce the numbers of cyclists riding across the station square.