

PLANNING COMMITTEE 7th April 2004

Provision of Cycle Parking for the Cattle Market Site Redevelopment

I have prepared this material with the assistance of my husband, James Woodburn, who is at present in Addenbrooke's Hospital. But I speak on behalf of Cambridge Cycling Campaign.

The Campaign welcomes the serious attention being given to the issue of cycle parking at this major leisure development. But we remain concerned about the proposed solutions.

We believe that the Council should enforce its own recently reconfirmed Cycle Parking Standards and provide the 1,100 cycle parking spaces which the standards require. In paragraph 4.1 of his report, Peter Carter describes the provision required by the standards as a maximum. It is not. It is a minimum. What is more, this minimum is mandatory. Paragraph 5.10.1 of the Standards relevant for this development states "... the number of secure cycle parking spaces shall not be adjusted." And they have to be provided close to main entrances and before the development comes into use.

The difficulties that we have with the proposed solutions are as follows:

- They would constitute a serious and somewhat stealthy breach of a widely publicised and acclaimed policy which the Council should be proud to enforce.
- The fact that the Leisure Centre is certain to attract predominantly young people – among whom cycle usage of, of course, high – and in the evenings when little public transport is available, should, we believe, more than counterbalance any reduction in requirement produced by, for example, linked trips.
- As the extension to the station cycle parking a few years ago clearly indicated, cycle usage, when new parking is installed, can take a long time to build up. Fifteen months may not be long enough to judge, particularly if not all of the proposed facilities – cinemas, bowling alleys, the range of restaurants and bars, the hotel, shops, etc. – open on May 28th. We very much doubt if the developers anticipate usage of all their facilities to peak in as short a time as fifteen months.
- The widening of Hills Road bridge, the massive housing development along the southern corridor, the proposed cycleway along the guided busway, the expansion of Addenbrooke's Hospital, the Station area redevelopment and other medium- or long-term developments may all be expected to create greater demand for cycle parking at the Leisure Centre.
- If no provision is made in the short term, no space may be available to provide more cycle parking to provide for long-term requirements. It is

better to provide the racks at the start – it is obviously easier to remove unused racks than to find space if demand exceeds supply.

- The Council's policy is to encourage cycling. Manifestly available cycle parking close to main entrances helps with this. Fully utilised, overcrowded cycle parking discourages cycling. We have evidence that this is the case at the Station.
- Failure to enforce the mandatory minimum requirements of the Cycle Parking Standards could constitute a dangerous precedent, particularly when planning applications go to appeal.

Finally we do think that the Council should enforce its Standards for those parts of the development already built and occupied. Cheffins Estate Agency and Auction Rooms have six cycle parking spaces when they should have twenty-five. The cycle parking provision at the flats fronting onto Cherry Hinton Road is the wheel-gripper type prohibited by the Standards which stipulate that the bicycle frame should be able to be secured to the stand.

This development well illustrates the major difficulty over cycle parking provision. It has not been designed into the buildings. Instead it is provided as an adjunct in what should be public open space.

Lisa Woodburn