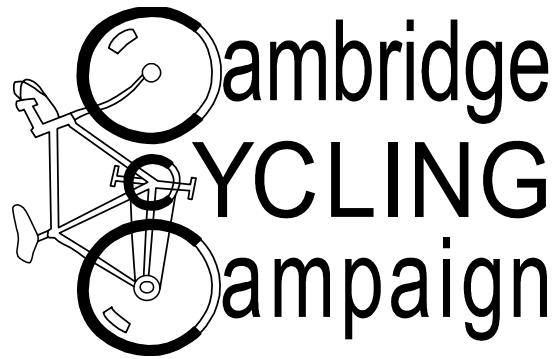


August 25, 2006

Our ref: C 06 023
Your ref:

Cambridge Projects
ET1028
Cambridgeshire County Council
Castle Court, Shire Hall
Castle Hill
Cambridge CB3 0AP



Cambridge Cycling Campaign

Cc: AJC Chair & Vice Chair, Cllr Colin
Rosenstiel, City & Council Cycling and
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Dear Helen Green,

Core Scheme stage 4 – St Andrew’s Street / Hobson Street consultation

This letter forms our response to this consultation.

Thank you for granting us a one-week extension to the deadline, following the response on the 18th August (to our enquiry of 13th August) regarding whether cycle parking outside Bradwell’s Court is proposed to be removed.

In general, we support the aims of the Core Scheme and believe that many of the proposals in this latest stage have merit. However, there are a few points over which we have concerns, and so this letter forms an objection to the proposals as a whole. If we can be reassured on these points, we may be able to withdraw this objection, and as ever would hope to be in a position to do so.

Areas of objection

1. Cycle parking reduction

Firstly, we note that the consultation leaflet mentions “some reduction in on-street parking in the area” but does not detail this, nor does the TRO issued 23rd June 2006 include any such proposal. Thus we find it hard to see how this proposal is actually being consulted on.

We base our comments below on the statement in the e-mail of 22nd August from Brian Stinton that following removal of the existing cycle parking, “it is envisaged that parking for around 20 cycles (10 stands) can be provided in the area.. We should also be able to fit in some additional smaller areas of parking closer to Emmanuel Street.”

This is yet another proposal which reduces the availability of cycle parking, in the area of the city centre which arguably has the very highest demand for cycle parking. This is totally unacceptable and we wish to protest in the strongest possible terms.

The new Christ's Lane (formerly Bradwell's Court) development, removal of the parking next to the Central library and now this scheme all result in decreasing availability of cycle parking, on the basis that the new Grand Arcade cycle park will cover this, representing double-counting. We do not accept this argument. The new cycle park is below the requirements of the Cycle Parking Standards, and is on the wrong side of the development, and has inadequate access arrangements despite the very welcome approval (at long last) of the contraflow on Corn Exchange Street following our extensive lobbying on this.

We feel this issue need never have arisen, had City Council development control procedures been adequate to prevent the Bradwell's Court development being approved without shopper cycle parking, in contravention of the cycle parking standards. We ask that the County Council explicitly raise this with the City Council to point out the difficulty that has now resulted.

As long ago as October 1999, we performed a count¹ which showed that by 9am on a weekday there are already nearly twice as many bikes parked in the area as secure stands, indicating insufficient provision even for those working in this part of the City, leaving none for shoppers and casual visitors.

We ask whether the loading bay could be re-sited on the opposite side of the road. Pedestrian flows are likely to be lower at the time when loading is taking place.

Irrespective of any *intention* that cyclists will cycle round the other side of the Grand Arcade development, *in practice* many cyclists will lean bicycles against whatever space can be found, as already currently happens. The result will be obstructed footways and increased risk of cycle theft at a time when cycle theft levels remain high. Provision must remain and an alternative site for the loading bay must be found.

We also ask that efforts again be made to persuade the church next to the taxi rank to allow cycle parking around its premises.

2. *Motorcycle parking in Park Street Car Park*

We would strongly oppose motorcycle parking in Park Street Car Park *if* this would be in the cycle parking basement area. Either way, we believe that access arrangements should be the same as for cycles, i.e. motorcyclists should have to walk their motorcycle into the front entrance, as cyclists currently do, as long as this unsatisfactory arrangement for cyclists applies. (This is a matter we have been attempting to resolve with the City Council, as yet unsatisfactorily.)

3. *Additional lines / signage to indicate the presence of cyclists*

The blue 'area for contraflow cycling' in plan 4 needs to be made clearer to oncoming traffic. At present, buses and particularly taxis often cross this zone diagonally as if cyclists were not present. A white line painted around this corner, with a cycle logo on the ground, much as has helpfully been done further up towards St Andrew's Street should be added, which would substantially improve safety at this corner. See this photo: <http://www.camcycle.org.uk/map/location/8925/> .

¹ <http://www.camcycle.org.uk/newsletters/26/article13.html>

4. 4. Kerb change

We suggest widening from the existing kerb line on the outside of the bend at the entry to Hobson St from St Andrews St (just approaching the bank) This would enable buses to take a better line into Hobson St as well as giving them better visibility of approaching cyclists.

Areas we welcome

1. 20mph zone

We strongly welcome this. (We reiterate our view² that the overall 20mph zone being created should be larger than proposed.)

2. Retention of contraflow

The consultation leaflet welcomes comments on contraflow cycling along St Andrew's Street, which forms part of both plans. Naturally we feel that the contraflow must remain and are glad that this is proposed.

3. Improvements at the corner of Hobson Street / King Street

We welcome these changes.

4. Enforcement issues

Although this does not appear as part of the proposals for the Core 4 scheme, we understand that better and increased enforcement against vehicles unnecessarily driving through this area is under consideration. We offer our strong support for this.

In particular, we wish to see greater levels of enforcement against taxis waiting in pavement/other areas which they should not be in. Such behaviour is inappropriate behaviour for professional drivers and causes delays due to it being made harder for other vehicles (particularly buses) to pass.

Issues relating to the consultation

We note that the consultation does not mention the removal of parking outside Bradwell's Court. While we accept that you have "not accurately detailed what space might be available for cycle parking", the probability that cycle parking would be removed in this area should have been spelt out. We reiterate that we cannot accept that this option is being adequately consulted on.

Secondly, we are unclear why the date of the TRO is not aligned with that of the main consultation. This means that we are unable to submit a formal objection through the TRO route, which presumably carries more weight.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

² <http://www.camcycle.org.uk/newsletters/60/article1.html>

Martin Lucas-Smith
Co-ordinator