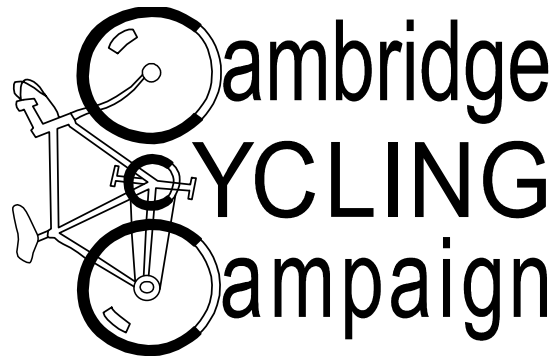


3rd March 2006

Our ref: P06 003 003b



Cambridge Cycling Campaign

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**Development Control Forum, 8th March 2006
CB1 Cambridge Station Redevelopment**

The Residents' Associations have, in their document prepared on Thursday, 2nd March, set out a number of issues as a focus for the DCF. The issues are those not resolved or not raised at the public forum at the Guildhall on 22nd February. Their document comprises Sections A-D.

Cambridge Cycling Campaign wishes to raise the issues listed below (Section E). The Campaign's list of issues should be taken together with issues raised in our letter of objection, <http://www.camcycle.org.uk/campaigning/letters/2006/#M06007> and with the important cycling issues (Section A, Qs 6, 7 and 8) already raised by the Residents' Associations.

By agreement with the Residents' Associations, the Campaign's speaker will speak for one third (6 to 7 minutes) of the time provided for petitioners.

Section E: Provision for Cyclists

1. Figures.
What figures are there for predicted numbers of cycle journeys on the various routes into and through the site?
2. Cycle Access
 - a) Why is there no comprehensive drawing of on-site cycle routes, including routes into the cycle parking areas of each of the component buildings and into the Station cycle park, indicating widths, especially widths of segregated provision, so that their viability can be assessed?
 - b) In the few cases where widths are drawn in (such as the proposed ramps

from the Carter pedestrian/cycle bridge and the ground-level pedestrian/cycle link through to Devonshire Road) why are the widths so far below recognised standards as set out in, for example, TRL AG26 *Footway and cycle route design construction and maintenance guide 2003*? More generally why are recognised national standards for cycleways/ cycle routes not discussed or acknowledged in the Transport Assessment?

c) Why are visibility splays for cyclists on cycle routes not analysed?

d) What route would be provided for cyclists using the pedestrian/cycle link from Hills Road through the Triangle site to access the Station cycle park?

e) Will a pedestrian/cycle route be provided from Hills Road bridge alongside Building M2 to allow pedestrians and cyclists using the proposed new crossing of Hills Road to access the Site?

f) What provision will be made for access to the proposed cycle route north along the railway corridor using the spare arch of Mill Road bridge

(Cambridge City Council: *Supplementary Planning Guidance: Protection and funding of routes for the expansion of the city cycle network* –

<http://www.cambridge.gov.uk/ccm/navigation/environment/planning/development-control/general-planning-advice/supplementary-planning-guidance/city-cycle-network/>)?

g) How is it planned to allow cyclists to access the Station cycle park conveniently and safely in between bus stops in an area where crowds of pedestrians are expected?

3. Cycle Parking

a) Why is there no clear statement in the Transport Assessment that the Station cycle park is intended for and designed for cyclists using the Station and other public transport facilities and not for cyclists living in, visiting or working in any of the residences, retail premises, restaurants, offices and other on-site developments? May we have a clear statement that each of the component developments to be constructed on site will have its own dedicated cycle parking in accordance with the City Council's Cycle Parking Standards?

b) May we have information about the gross floor area of the proposed Station cycle park and evidence that it will accommodate both the proposed cycle shop and the 2000 public cycle parking spaces initially required at a density of 1.5sq m per cycle space (as justified in our letter of objection)?

c) Provision for expansion to 3000 cycle parking spaces. May we have a clear assessment of how this expansion would be accommodated within the proposed cycle park or elsewhere? The Transport Assessment suggests (7.3.3) that this could be accomplished in the proposed cycle park through what is described as "a racking system". Could you provide us with evidence of any successful instances where such high densities of public cycle parking have been achieved in facilities in which members of the public park their own bicycles?

James Woodburn
on behalf of Cambridge Cycling Campaign,