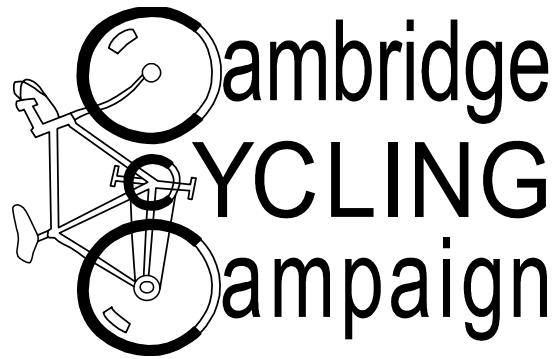


19th July 2006

Our ref: P06 014
Your ref:

Mr Mark Parsons
Planning Office
Cambridge City Council
The Guildhall
Cambridge
mark.parsons@cambridge.gov.uk



Cambridge Cycling Campaign

P.O. Box 204, Cambridge CB4 3FN
01223 690718 (phone & fax)
contact@camcycle.org.uk
www.camcycle.org.uk

Dear Mark Parsons

CUP Planning Application C/06/0584/REM

We are writing as arranged to make a formal objection to this application on the grounds that the provision for cyclists and cycling is inadequate. As set out below some of the provision is clearly not appropriate, but with a number of the issues we have had real difficulties in judging whether or not the provision is adequate because the data provided in the application is ambiguous, obscure or deficient. Even with the skilled help of a Planning Officer much remains unclear. We ask for clarity before this application is decided and ask for any amendments to be notified to us as soon as they are made.

Cycle access to and through the site

The routes into and through the site are of particular importance and not just because of the massive scale of residential development proposed. The routes provide access from Clarendon Road and Shaftesbury Road to the pedestrian and cycle track which will run alongside the guided busway linking the station with Trumpington. Large numbers, perhaps very large numbers, of pedestrians and cyclists are likely to use the route through the site on their way to the station, to Trumpington, to Addenbrooke's Hospital, to the new developments at Clay Farm, to the sixth form college on Long Road and to many other destinations. These routes as at present designed are not suitable for these through users. For example visibility splays appear to be entirely inadequate and it is dangerous to permit car parking at right angles to the routes so that cars will be backing into the path taken by pedestrians and cyclists. Given the importance of the routes they need to be wider. Four metres is not enough.

Two ways from the site onto the track alongside the guided busway are shown. It seems clear that the one which is further from the station is planned as the main access but the significance of the one that is nearer to the station is unclear and needs to be clarified. Will pedestrians and cyclists be able to use this as a through route?

We note that a raised table is shown off-site at the junction of Clarendon Road and Fitzwilliam Road. We strongly support the building of such a raised table which should slow

down traffic (including cycle traffic) at the main entrance to the site. We ask for an assurance that this raised table has been approved by the authorities and that it will be included as part of the section 106 requirements for the development. We also ask to be shown the design for the raised table so that we can be sure that it is cycle-friendly.

Cycle Parking

The application uses the Council's form which requires developers to give a total figure for cycle and motorcycle parking spaces added together. This means that we cannot easily tell what the number of cycle spaces is and whether this is in accordance with the cycle parking standards. We ask for urgent revision of this form to resolve this highly unsatisfactory situation. We also ask for a clear breakdown of whatever the figure for cycle parking spaces is to demonstrate that the standards have been met for each of the categories of user.

We have three other concerns:

1. The space provided for cycle racks appears to be insufficient for the specified number of racks. If Sheffield or equivalent racks are to be used, 1.35sqm per cycle is needed allowing for gaps between cycles and gaps between rows. The standards allow use of higher capacity stands but the developers need to take account of the fact that these are unsuitable for elderly and child cyclists and must never be the universal form of provision for any development. (An example of good layout of cycle parking and good maintenance-free stainless steel stands is provided at the nearby Cambridge Leisure Park at the junction of Cherry Hinton Road and Hills Road.)
2. The way cyclists gain access to the undercroft areas of cycle parking is unclear and needs to be clarified.
3. Visitor cycle parking for the community centre is insufficient in quantity and must be close to the main entrance, not hidden away at the back.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

James Woodburn