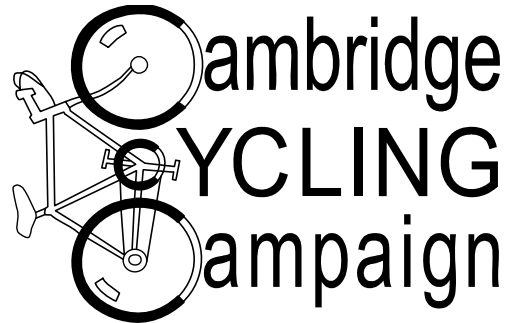


March 28, 2008

Our ref: NB 08 002

Your ref:

Julie Ayre
Northstowe Project Manager
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne
Cambridge CB23 6EA



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

Dear Julie,

Northstowe Planning Applications

I am writing on behalf of Cambridge Cycling Campaign to object formally to the 4 Northstowe Planning Applications detailed below.

Application 1 S/7006/07/O

An outline application for the new town of Northstowe and associated infrastructure

“Throughout the evolution of the Parameter Plans, the needs of non motorised users have been the foremost transport policy” (7.2.2 TA).

“There will be a dedicated network of highly accessible, segregated, high quality, safe, direct, connected and convenient rights of way, including cycle, pedestrian and horse riding routes, within Northstowe, connecting with surrounding villages, and the wider rights of way network. These routes will be complemented with quality infrastructure including signing, seating and lighting where appropriate” (Northstowe Area Action Plan NS/11).

As a new town, offering a blank canvas on which society is to be drawn, and on which behaviour patterns for the next few decades will be determined, the absolute highest standards of sustainable transport must be provided at Northstowe. Levels of provision must be equal to those in Holland and Denmark. This aim is not met in the outline Northstowe planning application, as we shall make clear.

On-Site Cycling Provision

The Guided Busway within Northstowe will have 5 CGB bus stops along it, as well as local bus stops nearby. These clusters of stops will enhance integrated transport, but will present some difficulties for cyclists using the 2m on-road cycle lanes.

A new town is an ideal opportunity to provide the best infrastructure possible – it is, therefore, imperative that conflict between buses and cyclists is avoided wherever possible. For instance, lay-bys on the Busway would allow buses to pull in off the carriageway so cyclists can remain in the cycle lanes, thus not being forced to overtake in the middle of the road. Alternatively, the cycle lanes could be designed to go round the back of the bus stops (as in the proposed TIF design for Huntingdon Rd). A similar consideration should be given to the 3 main arteries, or Primary roads, where there are to be 2 x 3.5m traffic lanes and 2 x 2m cycle lanes. The problem of bus/cyclist conflict is depicted all too well in the illustration of a Local Centre on page 104 of the Design & Access Statement. Did the 2 cyclists in the picture have to wait behind the bus before it drew away from the bus stop, rather than risk pulling out and going round it (a dangerous manoeuvre in most UK streets, but strangely, in this illustration, Northstowe is a place devoid of private vehicles).

Sections of Runway Boulevard are described as having on-road cycle lanes, whilst others have a bi-directional, 3m off-road cycle path. No details are given of how cyclists are to carry out on and off carriageway manoeuvres here. How are we to judge the effectiveness of “Dedicated cycle lanes adjacent to all major road accesses” (7.2.22 TA) without comprehensive plans and descriptions? The Campaign strongly suggests the use of 2-3m wide ‘hybrid’ cycle lanes along Runway Boulevard and the Primary and Secondary road network. For details of this sort of provision, see: <http://www.camcycle.org.uk/newsletters/74/article15.html>

The proposed network of cycle routes on the plan is mainly off-road and no doubt intended to provide less confident cyclists with safe and pleasant access to school and recreation areas. These paths must be a minimum of 3m wide, segregated and unobstructed by signs, lamp-posts, chicanes, bollards, pillar-boxes, bus-shelters and other such obstacles.

Within the new development, on and off-road cyclists should have priority at all side or minor roads over road traffic. This is essential near school and recreation areas. Off-road cyclists should have priority over side roads using direct red ramped crossings. On the primary roads, toucan or other cycle crossings should be designed as single-stage and with built-in detector loops to change the traffic signals (as with a number of Cambridge crossings).

On-road cycle lanes must be red-surfaced and have a minimum of 2m width, as clearly required by national guidance; for details, see: <http://www.camcycle.org.uk/resources/cyclelanewidths/>

Roundabouts, fast left-filter lanes and wide splays at side roads cause real dangers for vulnerable road users and should not be part of the internal road network. Pedestrian guard rails at road junctions should be avoided in accordance with new guidance in *Manual for Streets*. Any on-road build-outs must have proper cycle by-passes or be designed so that cyclists have no directional deflection, as well as being accompanied by parking restrictions in the immediate area.

Speed Limit

Northstowe is to be “*subject to a 30mph speed limit although the majority of roads will be designed so that speeds are controlled to 20mph*” (7.4.10 TA).

Cambridge Cycling Campaign would stress how essential a universal, enforced 20mph speed limit is to the success of this new development as a pedestrian and cyclist-friendly environment. Higher speed limits would compromise safety, and greatly influence the **perception** of safety amongst residents. New government guidance encourages greater use

of 20mph limits especially where there are high numbers of vulnerable road users. (The Government has recently put forth the idea of 15mph limit for its future Eco Towns.) Road design obviously plays an important part in speed reduction, but this needs to be reinforced by a legally-defined 20mph limit. We also support the extensive use of Home Zones where design speeds would be lower still.

See the following for a useful summary:

http://www.livingstreets.org.uk/news_and_info/news.php?id=361

Cycle Parking

Residential cycle parking provision should be based on one cycle per bedroom, and be secure and just as easily accessible as car parking, if not more so. The Southern Fringes developments have adopted Cambridge City's Cycle Parking Standards of 1 cycle space per bedroom – this should be an obvious requirement at Northstowe too.

At 45 dwellings per hectare, Northstowe will be a dense, urban environment containing many blocks of apartments and mews/terraced houses (the contrast in density between Northstowe and the villages either side of it is striking in the Green Separation illustrations in the Design and Access Statement). Generous levels of secure cycle parking, together with ease of access, will ensure cycling becomes an attractive option for these residents. The link between cycle theft and a lack of cycle parking is very obvious: from 2001-2004, cycle theft represented 13.5% of all crime in Cambridge. Cycles are to be found unsecured, leant next to houses, shops and offices throughout Cambridge. This must not be allowed to happen in Northstowe. Cambridge City Council is, we understand, working on a document outlining best practices for residential cycle parking. We would suggest that the developers have detailed discussions with the City Cycling and Walking Officers to source the right level of information to provide in detailed plans in the next version of the planning application.

Public sector visitor and employee cycle parking should be close to main entrances, suitable for all ages and in accordance with the LDF standards. The Park and Ride site and CGB stops should also have appropriate levels of cycle parking. Cycle parking for the six schools must be well-designed and prominently laid out in front of the buildings so as to make cycling to school the obvious choice.

Car Parking and Demand Management

Cambridge Cycling Campaign finds the approach to car parking very troubling and certainly not in accordance with sustainable policy. It is stated, for example, that the level of car parking for the Town Centre to be set at “*only*” 50% of SCDC maximum standards, ie. 4000 spaces. In a town of 9500 dwellings, this level seems extraordinarily high, especially when considered in tandem with provision elsewhere on site, which will be **up** to SCDC's maximum standards depending on use.

6.3.23 of the TA adds to our disquiet by stressing the need for greater flexibility for a higher level of car parking provision in the early stages “to attract retailers, business and employment uses”.

The TA emphasizes sustainable travel modes for Northstowe residents. But by including such a high number of car parking spaces, one is led to believe that the intention is for Northstowe to become a regional shopping destination accessed primarily by car from off-site. This view is supported by the sheer amount of retail space (equivalent to two-thirds of

that in Cambridge city centre) which is totally disproportionate for a town of 25,000 inhabitants.

But the Core Strategy DPD states: “the District Council does not intend that Northstowe should perform a sub-regional shopping role (7.4)”.

Therefore, a line must be drawn under the need to provide jobs and amenities for residents, thus enabling shorter commuting distances and a reduced need to travel. Anything beyond this will attract high levels of traffic onto the site, and seriously undermine Northstowe’s green credentials.

The Campaign’s fears are further realised by the proposal for regular reviews of the car parking situation and the threat of even more car parking. These reviews are to be undertaken throughout the build out as part of the Travel Plan monitoring. Parking will be a combination of multi-storey, surface and on-street in which “*additional parking can be introduced in a flexible manner*” (7.5.19 TA). None of this monitoring is proposed for the levels of cycle parking, despite these being set at SCDC’s minimum level. A revised application must address this and set out genuine and adequate plans for such a review.

6.3.21 TA: Car parking must provide “*a balance between promoting a vital and viable town without encouraging the use of the private car for short trips*”. It is far from clear what constitutes a short trip in this instance, but it is probably worth pointing out that the economic viability of Cambridge’s retail sector would be significantly impaired if cycling shoppers were removed from the equation.

Careful design of car parking in all areas is imperative if Northstowe is to avoid haphazard parking wherever space allows, which will dominate the urban landscape and hinder pedestrians and cyclists. For example, car parking should be in specifically-marked bays (as stipulated in *Manual for Streets*), not on the main carriageways of the Primary and Secondary roads, thus forcing cyclists to weave in and out.

Cambridge Cycling Campaign believes that by providing “*an internal network which is designed to distribute traffic around the new town in a controlled manner*” (6.3.14 TA), the developers will not reduce car use. By making it easy for vehicles to access all areas of Northstowe (apart from the Busway) - in the hope of eliminating bottlenecks and congestion - residents and employees will have little incentive not to use their cars. We would support demand management measures, as in Cambridge, which create high levels of permeability for cyclists and pedestrians, but force drivers to make significant detours in reaching their destinations. Car drivers need such incentives to reflect more seriously on their mode of travel.

Traffic Flows

Traffic monitoring will be carried out throughout the construction period and S106 monies will be put aside for mitigating the effects of increased traffic: “*it will then be possible to target the mitigation measures...to the locations where unacceptable changes due to Northstowe are detected*” (6.5.74 Environmental Statement (ES)).

Cambridge Cycling Campaign is concerned that because “*there are a very large number of varying impacts over a wide area*” and “*complex reassignments of traffic*” (6.5.72 ES), funding for mitigation will be found for locations where traffic impact is at its worst, but little will be left over for those parts of the network where it is harder to ‘prove’ the Northstowe

effect. This would inevitably have a negative effect on the quality of travel for vulnerable road users.

Travel Plans

The idea of a Northstowe Bicycle Co-operative offering cycle hire and a community hub for cycling is positive. As are Travel Plan measures such as personalised travel planning advice, cycle training, promotional material, Car Clubs, Bike Weeks, Dr Bike, campaigns such as Get Cycling and In Town, Without my Car! But if direct, accessible routes are not in place early on, and if conditions are busy or polluted and funding under-resourced, then travel planning will have limited effect on modal shift, and indeed be totally undermined.

Furthermore, Cambridge Cycling Campaign questions how the Sustainable Transport Strategy (as detailed in Appendix 7C TA Doc 2) is going to “*minimise the impact on the road network in the early years*” if the predicted modal shift onto the CGB is only 2% (the County Council’s own prediction). The public transport policy for Northstowe seems heavily reliant on the CGB, primarily because the proposals for additional local bus provision are inadequate in the extreme. This fact, together with the limited improvements proposed for the off-site pedestrian and cycle infrastructure, will do little to realise the potential for sustainable travel patterns. And it will undermine the aims of the Settlement Travel Plan Framework covering school, residential and workplace travel plans (1.1.8 App 7C).

The early establishment of commerce and employment in the new town is vital if the predicted proportion of people living there is also going to be working there. If Northstowe is to fulfil its potential as a proto-Eco Town, reduced commuter distances and emissions must be achieved. The high cost of living in Cambridge and London, the suppressed demand for office space regionally and data from Cambourne all suggest that a sustainable, economically successful Northstowe should not be taken for granted. If more housing and less employment were to be available in Northstowe than originally predicted, the effect on the surrounding road network could be overwhelming.

Sustainable travel patterns

Before essential infrastructure is in place in Northstowe, many off-site journeys will take place to access health centres, shops and schools, as well as employment, in the surrounding area. If the pattern of doing these journeys by car is to be avoided, high quality cycling facilities must be available when the first residents move in.

Cycling culture, modal share and modal shift

The Transport Assessment (TA) acknowledges the great potential for Northstowe in terms of transport sustainability. Its proximity to Cambridge, with its “*long-established cycling culture*”, Park and Ride provision and demand management, mean the right conditions and influences already exist for the future residents of the new development to travel sustainably (Travel Plan Framework Appendix 7C 1.1.9).

Cambridge has indeed the highest cycling mode share in England and Wales (28.3%) and South Cambridgeshire has more than double the national average (7.6%). But in calculating the mode share for Northstowe, the TA has chosen the mode share of the wards round Northstowe that are the furthest from Cambridge (ie. Willingham, Over, Swavesey, Longstanton and Cottenham). It is puzzling why the TA has omitted the wards of Girton, Oakington, Histon and Impington, all of which have geographic centroids within the specified 5km from Northstowe, but are closer to Cambridge. The chosen wards have a share of 5.2%

which is below the South Cambridgeshire average and significantly lower than the wards they have left out. With investment in the local cycle network, the TA states that the Northstowe cycle share can be expected to be on a par with that portion of the local area they have chosen to include. But to ensure the assessment is robust, the modal share has been lowered to 4.5%. Surely a more appropriate prediction could be achieved by including the wards closer to Cambridge and then substantially increasing the figure to take account of the special provision for cycling in Northstowe which is not present in these wards? A target of just 4.5% suggests that an appallingly low level of achievement will be sufficient for Northstowe's cycling strategy to be deemed a success. We consider that an appropriate target for the modal share for cycling in a new development supposedly focused from its inception on provision for cycling and walking and constructed so close to Cambridge should be no less than the figure for Cambridge itself.

Destination Cambridge

The TA should not assume a maximum of 5km for cycle trips (8.3.3 TA), thus excluding most of Cambridge as a cycling destination. In doing so, it ignores the fact that cyclists currently commute to Cambridge from Oakington, Longstanton, Willingham, Histon and Cottenham in less than ideal conditions. In a 2007 survey, the Cambridge Travel for Work Partnership found that of some 1,500 trips, 32% were under 2km, but **22% were over 5km**. These longer commuter cycle trips have a greater effect on reducing congestion than shorter ones - the result is fewer motor vehicle miles in congested areas. These figures do not, of course, include the considerable number of leisure and shopping trips over 5km which are carried out by bike.

The CGB maintenance track (intended for pedestrians and cyclists as well as for maintenance) forms an important part of Northstowe's off-site cycling strategy (with its future IHT Service Assessment of A or B). But without a smooth all-weather tarmac surface, particularly in the section between the B1050 and Park Lane, Histon, this route will fail to reach its potential as a high quality commuter route and "*an attractive route to Northstowe from a number of areas*" (7.2.21 TA). Agreement has yet to be reached on an improved surface (we understand a GADG3 bid is on the table). Failure to ensure this upgrade and to have it in place by the time the first house is occupied would be wholly inconsistent with local transport aims. The Planning Authority **must** require that a smooth, all-weather, tarmac surfaced and lit (where appropriate) track is provided as a requirement of planning permission.

Access Roads and Local Links

This Outline Planning Application does not include foot and cycle ways on the drawings contained in the 2013 and 2025 A14 Proposals (Appendix 10A) or the Proposed New Junction Layouts (Appendix 12B). High quality on- and off-road cycle provision, as specified in the Northstowe Area Action Plan, is essential to enable safe passage to and from the new development, but with no detailed plans to consult, we have no way of knowing whether this provision is high quality or not. It is unacceptable to provide more detailed plans for provision for motor vehicles than for pedestrians and cyclists. Cambridge Cycling Campaign considers that the proposals for new or upgraded cycle links in the local area are completely inadequate. Northstowe must not be approved until more detailed proposals are provided. Leaving this to be a post-approval officer decision would not be acceptable.

In assessing current facilities, the TA makes a number of assertions about the high standard of **existing** cycling provision that are just not credible:

The shared-use foot/cycleway between Oakington and Girton (part of National Cycle Route 51) provides “a high quality cycle experience” with a “lack of side road junctions” (4.2.34 TA), but then damns itself by acknowledging the shared-use path is below 1.5m at a number of locations. There may be a lack of side roads, but the one side road there provides cyclists on the shared-use path with considerable difficulties. There is no controlled crossing, vehicle speeds are high and visibility on the south side is poor. A cyclist was killed by a speeding motorist at this junction in 2002 (this does not appear on the Accident Locations map 4.9). The problems here are clearly not abstract.

The TA refers to *TRL AG26 Footway and Cycle Route Design Construction and Maintenance Guide, 2003* for minimum guidance standards: “Guidance suggests that such shared use facilities should, at a minimum, be 1.5m wide” (4.2.35 TA). But it misuses this guidance by leaving out a crucial element: the recommended minimum width for a cycle track is 2m. “This can be reduced to 1.5m FOR THE CYCLE TRACK if the cycle track is part of a shared footway, and is segregated from the pedestrian part by a raised white line delineator” (Table 1, page 61). In other words the cycle track portion of the shared footway has to be a minimum of 1.5m. The shared-use foot/cycleway between Oakington and Girton (and Histon) obviously falls well below the minimum national guidance recommendation, and by ‘upgrading’ parts of it to 1.8m width, it will remain so.

London Cycling Standards – cycle lane widths

	Desirable Minimum Width	Absolute minimum width.	Safety strip to carriageway.
One way	2.0m	1.5	0.5
Two way	3.0m	2.0	0.5

+ 0.5m where there is a wall, fence, etc.

+ 1.0m where the path is adjacent to parked cars.

For further national guidance on recommended on-road cycle lane width, see (as before): <http://www.camcycle.org.uk/resources/cyclelanewidths/>

The “relatively large distance between the settlements of Oakington, Girton and Histon means that the demand for walking on these corridors is relatively light, and therefore pedestrian/cyclists conflicts are minimised” (4.2.34 TA). An inadequate cycling facility is thus approved of by making much of the unsustainable and unpopular nature of this same facility for pedestrians. Yet all three villages fall within the 2km walking catchment (PPG 13) being applied to the new development.

When submitting the TA, the developers were possibly unaware of the County Council’s intention to withdraw free school transport to Oakington and Girton secondary school children living within 3 miles of Impington Village College from September, 2008. If this goes ahead, the demand for car, walking and cycling journeys along this corridor would increase considerably.

The TA claims the mandatory cycle lanes on Huntingdon Road “provide good protection for

cyclists from busy traffic” and the cycling facilities at the junction with Girton Road “*function well*”. This much used commuter cyclist route has a long history of incidents, including the death of a cyclist at the Girton Road junction in 2005.

The **new** and **upgraded** cycle routes proposed in the local area “*will generally provide cyclists with a continuous, consistent facility where they are protected from conflicts with heavy or high speed traffic*” (7.2.20 TA).

The TA acknowledges that an off-road cycleway between Longstanton and Bar Hill should be a priority for the first Northstowe residents and “*is part of the design of the highway access routes to Northstowe*” (7.2.24 TA). Clearly if this cycleway were actually a priority, its design and layout would have been included in the detailed drawings of off-site/access roads and junctions which are part of this planning application.

As we have already made clear, Cambridge Cycling Campaign cannot support this proposed upgrade of the Oakington to Girton cycleway to 1.8m width “*where possible (and 1.5m minimum)*” (7.2.30 TA), as this facility is currently inadequate and, with this upgrade, would remain inadequate. The upgrade must conform to the width standards defined as desirable in current government and other guidance.

The limited extension of the 20mph zone on Girton Road would be welcomed (7.2.31 TA), but it should be extended further to the junction with Huntingdon Road. This would eliminate the need for the proposed advisory cycle lanes (7.2.32 TA), which we consider would hinder, not help, cyclists because of the high number of parked cars on Girton Road. Gilbert Road, Cambridge illustrates these conditions very well, but is an anomaly – hardly anywhere else in Cambridge are cars legally allowed to park in cycle lanes. Officers have advised the Campaign that this would not be considered for future traffic schemes, and so would not be acceptable in Girton.

The conversion of speed tables to speed cushions is also ill-conceived as cyclists would be forced to go over the cushions or into the middle of the road to avoid the parked cars. Speed tables would not present the same difficulties. National guidance makes clear that cyclists should be able to bypass speed measures without deviation from their path.

No upgrade to the Girton Road/Huntingdon Road junction is proposed (7.2.34 TA). Yet the dangers for cyclists here prompted Girton Parish Council to commission John Franklin, a national transport expert, to carry out a Cycle Safety Audit here. He considered that a 30mph speed limit and a 2m cycle lane on Huntingdon Road, on the southern approach to Girton Corner, would give cyclists greater security. Further recommendations, which have not been implemented, can be found on <http://girton-cambs.org.uk/corner/>.

The A14 and Huntingdon Road will be the main traffic access route into Cambridge from Northstowe; National Cycle Route 51 along Girton Road and Huntingdon Road will be the most direct cycle route to Cambridge City Centre from Northstowe. It is imperative that cycling facilities at this crucial junction are substantially improved.

The proposed 20mph zone and more frequent speed cushions from St Audrey's Close to Bell Hill in Histon (7.2.38 TA) is an insufficient response to increased road traffic. We would like to see new crossings, wider pavements and an increased number of traffic-calming, cycle-friendly build-outs (accompanied by parking restrictions nearby) on heavily trafficked routes.

The widening of the Rampton to Cottenham shared-use foot/cycleway to just 1.5m (7.2.39 TA) is completely unacceptable given the very high vehicle speeds right next to it. For the same reason, the proposal for a similar facility between Oakington and Cottenham should be rejected (7.2.40 TA). Such shared-use provision would not be considered appropriate in Northstowe and nor should it be in the local area.

The shared-use foot/cycleway between Longstanton and Willingham must surely rate as one of the most substandard facilities in Cambridgeshire. Yet the only details of improvements in the TA are a proposed widening and right of way for cyclists at side junctions and property accesses (7.2.41 TA). The extent of this widening and the means by which the right of way will be implemented are not mentioned. How then are we, as consultees, supposed to judge the effectiveness of this scheme?

S106 monies must be substantial enough to fund adequate schemes. The half-measures proposed in the TA will mean conditions for cyclists in the local area will remain hostile and the perception of cycling along rural routes as dangerous will persist. All of these routes will see an increased demand for cycling, if Northstowe goes ahead. For this reason, appropriate S106 allocations are required to fund these essential improvements.

Cambridge Cycling Campaign also asks that S106 monies be targeted at providing new routes across the NIAB land, north and south of the A14 and incorporating the existing accommodation bridge over the A14 northern by-pass.

Existing Routes during Construction

“Adequate provision for alternative transport modes will be required to serve all stages of development” (NAAP Policy NS/11).

“In the event that development commences at more than one location, all phases of development will be connected from the outset by public transport, cycle and pedestrian routes through the site” (NAAP NS/27).

Cambridge Cycling Campaign is concerned that cyclists coming from Longstanton, Willingham (and further north) should not have their cycling routes towards Cambridge cut off at any time during the build out and that safe provision should be made for crossing the main access roads in this period, especially on Longstanton Road, Oakington.

Cycle routes must be in place from the start, especially if the army of contractors living on site is going to be able to move around efficiently by something more sustainable than a JCB. The northern section of Northstowe is to be built first and it will be a number of years before amenities in the Town Centre are available. Even then, residents will have to pass through a building site to access these amenities. The effectiveness of sustainable travel plans may be severely undermined by the reality of hostile conditions. Will cyclists wish to share the Busway, and then one of the primary roads, with buses, cars and construction traffic in the first few years, as proposed? Very little in the detail of the TA and the ES actually backs up the following statement:

“Internal walking and cycling routes will be established prior to occupation so as not to suppress demand. Care will be taken during the phased build out of Northstowe to ensure that these links are maintained throughout the construction periods” (2.4.1 App 7C TA).

It is essential that further detail be provided by the applicant, in the form of a revised application, before the Planning Authority can consider approving Northstowe. To leave such a massively important aspect of the development, which is the subject of much of *Manual for Streets*, to post-approval officer decision, would be totally unacceptable.

Application 2 S/7007/07/F

A detailed application for the highway link from Northstowe to the B1050 Hatton's Road and improvements to the B1050

Application 3 S/7008/07/F

A detailed application for the highway link from Northstowe to Dry Drayton Road and improvements

Application 4 S/7009/07/F

Improvements to the A14 corridor in the form of a Parallel Road between the A14/B1050 junction and the A14/Dry Drayton Road

It is very difficult to judge the quality of the proposed cycling infrastructure in these last three planning applications, as it only appears in cross-sections in the application plans. Given that these are detailed applications, it is wholly inadequate to provide such limited information. The roads in all three applications will be heavily trafficked and have fast vehicle speeds, especially on the dual carriageway link road between the Southern Gateway of Northstowe and the B1050. In general, each cross-section shows an off-road, bi-directional, shared-use path very close to the carriageway. But that is all it shows. The following have been omitted: verge and path widths, crossings, path lighting, surface materials and access over the A14. Roundabouts are notoriously difficult for cyclists to negotiate especially in heavy traffic, yet these plans show no details of cycling infrastructure at the many roundabouts included.

High quality on- and off-road cycle provision, as specified in the Northstowe Area Action Plan, is essential to enable safe passage to and from the new development. If the pedestrian and cycling facilities included in these three applications fail to reach this standard, they will simply not be used: national guidance recommends that shared-use, off-road paths be ideally 5m wide (a minimum of 3m wide is only acceptable where space is limited), well lit, smooth, uncluttered and continuous. The lack of on-site employment and amenities in Northstowe during the first few years will undoubtedly lead to high levels of congestion on the B1050, especially when construction traffic and the upheaval of the A14 upgrade is added to the mix. New residents, who may not be attuned to the Cambridge cycling culture, will need persuading that bicycling along the B1050 to the shops at Bar Hill is a realistic option.

Cambridge Cycling Campaign asks that these four Northstowe Planning Applications be withdrawn until adequate data is provided to judge the quality of the provision for cycling. Planning permission must not be granted for any of the four applications until all the cycling issues are fully resolved.

We are publishing ***Cycling in New Developments*** very shortly which clearly sets out the principles of high quality cycling infrastructure. We are delighted that we are able to include an early version of it with the hard copy of this letter. It is also available online:
<http://www.camcycle.org.uk/planning/guidance/newdevelopments/>

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

Vanessa Kelly
Committee Member