

December 4, 2007

Our ref: M08004
Your ref:



Cambridge Cycling Campaign

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To: Paul Morris, Grosvenor Estates
Eileen Hughes, John Lewis Partnership
Simon Payne, Director of Environment and Planning, Cambridge City Council

Cc: Rob Hammond, Chief Executive, Cambridge City Council
Cambridge City Councillors
Colin Rosenstiel,
Joye Rosenstiel,
Mike Dixon,
Alan Baker
Lidia de Luca, Grand Arcade Information Centre Manager
Lawrence Chadwick, Grosvenor Estates
Clare Rankin, Walking and Cycling Development Officer, Cambridge City Council

Dear Mr Morris, Mr Payne and Ms Hughes,

Grand Arcade Cycle Park

Cambridge Cycling Campaign calls on the three parties involved with the Grand Arcade Cycle Park - Grosvenor, Cambridge City Council and John Lewis - to make immediate temporary arrangements to provide cycle parking in the vicinity of the new John Lewis store, either by making part of the new Cycle Park available in rotation while any necessary works are completed, or by providing a substantial amount of temporary cycle parking on street.

We think it is scandalous that despite:

- the Section 106 agreement [1],
- all the assurances that were made to us, including by Grosvenor in May that the Cycle Park would open on completion of Corn Exchange Street works [2], and
- the clear intention of the planning process that the Cycle Park should be an important component of the development

the Cycle Park has still not opened:

- long after the car park opened - a legal requirement
- two months now after the Corn Exchange Street contraflow opened, and
- after one of the largest new shops to have opened in years in Cambridge has already opened on the site.

Grosvenor has failed to honour its agreement and Cambridge City Council has failed to enforce it. John Lewis is now telling us that the cycle park may not open until March and with 20% fewer spaces than originally planned.

We understand that there have been problems in recruiting a supervising tenant and that the installation of parking stands has been carried out incorrectly. While we can sympathise with the problems, it does not alter the responsibility. These issues have been clear for a while now, so alternative arrangements should have been made.

We would have expected the User Group required by the Grand Arcade planning consent [3] to be consulted about the problem but such a user group has not been convened to our knowledge – we would fully expect to have been invited to join such a group.

It is desirable that the cycle park is completed properly, of course, and with correctly spaced and installed racks. But the immediate priority is to address the complete absence of cycle parking in the short term. All the old cycle parking in the area was removed. There is **no cycle parking at all** anywhere near the new store.

None of the parties would have tolerated the car park not opening in time. In Cambridge, cycle parking should have just as high a priority. The situation is desperate, compounded by the failure of the City Council to ensure the Christ's Lane development provided its share of cycle parking in accordance with its own standards and that the original street parking there has still not been replaced.

In summary, we call for immediate temporary arrangements to address the cycle parking crisis in the area and urgent completion of the cycle park.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,

David Earl



[1] "USS shall not open the New Car Park until the Director [of Environment and Planning] has confirmed in writing that the Cycle Parking Facility is completed and operational with the Cycle Parking Facility Operating Specification AND FOR THE AVOIDANCE OF DOUBT [their caps] the New Car Park shall not be opened until the Director has given such confirmation unless otherwise agreed between the parties."

– Schedule 23 of the Section 106 agreement between the developers and Cambridge City Council, 10 March 2004

[2] "Following our conversation yesterday, I just wanted to inform you that the cycle park will open with the Annexe car park, external works in Corn Exchange Street (contra flow cycle lane) and the high level walkway. This should be at the end of September."

– Email from Lidia De Luca, Grand Arcade Information Centre Manager, 31 May 2007

[3] "Notwithstanding the applicant's submitted details, prior to the commencement of the development hereby approved (including any demolition or enabling works) or in accordance with an alternative timetable which may be agreed in advance to reflect the phasing arrangements agreed pursuant to condition 02, full details of the cycle parking facility shall be submitted to and approved by the local planning authority including:

- a. Cycle racks and spacing
- b. Lockers and other facilities
- c. Hours of opening
- d. Management and charging regime
- e. CCTV and security, including gates
- f. The establishment, terms of reference and membership of a user group
- g. Cycle and pedestrian access arrangements to the cycle park including details of the location, design, gradient and materials

Thereafter the arcades shall not be open for trade until the cycle parking facility has been completed and undertaken in accordance with the agreed details unless the local planning authority agrees to the variation of any detail in advance and in writing.

Reason: To ensure that the details of development are acceptable and meet cycle parking requirements generated by this development. (Cambridge Local Plan 1996 policies TR17 & TR18)."

– Clause 16 of Planning permission decision notice, 2003