

**CAMCYCLE**



**Cambridge Cycling Campaign**

The Bike Depot  
140 Cowley Road  
Cambridge CB4 0DL

01223 690718

[contact@camcycle.org.uk](mailto:contact@camcycle.org.uk)

[www.camcycle.org.uk](http://www.camcycle.org.uk)

Greater Cambridge Shared Planning Policy Team  
c/o South Cambridgeshire District Council  
Cambourne Business Park  
Cambourne CB23 6EA

February 23, 2020

Dear Sir or Madam,

Camcycle is a volunteer-led charity with over 1,400 members that works for more, better and safer cycling for all ages and abilities in the Cambridge region. We are responding to the Greater Cambridge Local Plan Issues and Options 2020 consultation.

**Question 1. How do you think we should involve our communities and stakeholders in developing the Plan?**

Please take careful consideration of the contributions from Camcycle and include them in ongoing development on the Local Plan.

In addition to widespread consultation, you should be hosting workshops on specific topics, and bringing in expertise from the local community regarding matters such as cycle parking design.

**Question 2. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan. Provide as much information and supporting evidence as possible.**

Camcycle is not suggesting sites as we remain neutral on the issue of growth. However, we will strongly object to any sites and developments that do not support and integrate with sustainable transport, not only within the site but also in a well-connected way to the wider sustainable transport network.

- Development sites must support the sustainable transport goals of shifting the vast majority of everyday travel out of cars and into walking, cycling and public transport.
- If it is not possible to produce a realistic Transport Assessment achieving that goal, then the site must be rejected.
- It is important that sustainable transport is not only considered within the site but also the connections to the transport network and other sites.

- Transport cannot be looked at in a silo. Transport, including cycling, is integral to planning of new developments and must be considered from the very start.
- To reduce car usage within the site also requires reducing the amount of land, money and resources devoted to subsidising car ownership and driving (Manville, 2017).

*“Providing the choice of sustainable transport alongside conventional car-based options is insufficient to change travel habits. This makes essential the constraint of car use through location, development design and planning requirements [...] Where new urban extensions or new towns are an acceptable or appropriate option, particular attention must be paid to locating the development where it can access public transport networks; designing it to be pedestrian, cycle and public transport friendly; and tackling journeys to work and school generated by the new development.”* (Campaign for Better Transport, 2015)

*“Munich, Berlin, Hamburg, Vienna, and Zurich – the largest cities in Germany, Austria, and Switzerland – have significantly reduced the car share of trips over the past 25 years in spite of high motorisation rates. The key to their success has been a coordinated package of mutually reinforcing transport and landuse policies that have made car use slower, less convenient, and more costly, while increasing the safety, convenience, and feasibility of walking, cycling, and public transport.”* (Buehler, 2017)

*“Governments give drivers free land; people as a result drive more than they otherwise would. That’s it. The rest is commentary.”* (Manville, 2017)

## Evidence for our response to Question 2.

- Campaign for Better Transport (2015). *Getting there: How sustainable transport can support new development.*
- Ralph Buehler, John Pucher, Regine Gerike & Thomas Götschi (2017). *Reducing car dependence in the heart of Europe: lessons from Germany, Austria, and Switzerland.* Transport Reviews, 37:1, 4-28, DOI: 10.1080/01441647.2016.1177799
- Michael Manville (2017). *Travel and the Built Environment: Time for Change.* Journal of the American Planning Association, 83:1, 29-32, DOI: 10.1080/01944363.2016.1249508

## Question 4. Do you agree that planning to 2040 is an appropriate date in the future to plan for?

- According to the IPCC, we need to greatly reduce CO2 emissions well before 2030 (IPCC, 2018).
- Given that a climate emergency has been declared by both the South Cambridgeshire District Council and the Cambridge City Council we urge them to take swift action to transition the Cambridge region to sustainable transport including cycling.
- Local Plan strategies for cycling and public transportation (which include understanding where and how new developments should be located and designed) must assume a radical shift away from cars well before 2040.
- Therefore, very powerful decarbonisation and demotorisation strategies need to be implemented within the next 5–10 years, and on development proposals this needs to occur straight away. Planning for 2040 will be too late.

*“Pathways limiting global warming to 1.5°C with no or limited overshoot would require rapid and far-reaching transitions in energy, land, urban and infrastructure (including transport and buildings), and industrial systems (high confidence) [...] Avoiding overshoot and reliance on future large-scale deployment of carbon dioxide removal (CDR) can only be achieved if global CO2 emissions start to decline well before 2030 (high confidence).”* (IPCC, 2018)

*“Incentives alone may not be enough to encourage developers to incorporate higher sustainability standards. Therefore it is essential that strong climate change mitigation and adaptation policies are developed as part of the Local Development Framework. Policies should set specific targets as far as it is reasonable to do so. They should also be future proofed as far as possible, for rising standards over time, especially for large sites with long build out periods, so that they do not become rapidly out of date.” (Cambridge City Council, 2009)*

#### **Evidence for our response to Question 4.**

- IPCC, 2018: Summary for Policymakers. In: *Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty.*
- Cambridge City Council (2009). *Review of the Orchard Park Development and Lessons to be Learnt for Future Major Developments.*

#### **Question 8. How should the Local Plan help us achieve net zero carbon by 2050?**

- One of the best ways the Local Plan can help us achieve net zero carbon by 2050 is by ensuring a rapid transition to sustainable transport. How and where we plan our new developments and integrate them with existing developments will be critical to enabling that transition at the scale we require.
- Every development must prioritise walking, cycling and public transport over private cars (including electric cars).
- Developments in Cambridge and the surrounding area should be required to plan for at least 40% of short/medium-distance trips to be taken by pedal cycle or electrically-assisted pedal cycle, comparable to role model cities in the Netherlands (Sutton, 2017).
- New developments must be planned around dense walking and cycling networks and local transport hubs (not car-reliant park & rides).
- Walking and cycling networks must be in place before dwellings are occupied.
- New and existing developments should seek to minimise car usage, prevent rat-running, and keep neighbourhood streets compact to reduce their negative impact.
- Housing should be on quiet neighbourhood streets that are good for cycling because they have very low levels of car traffic.
- Schools should never be on major roads.
- All employment, entertainment, shopping and community facilities should be easily accessed by cycling and have accessible cycle parking for all types of cycle.

*“If the EU cycling rate was the same as it is in Denmark, where the average person cycles almost 600 miles (965km) each year, then the bloc would attain anything from 12% to 26% of its targeted transport emissions reduction, depending on what forms of transport the cycling replaced.” (Walker, 2011)*

*“[When] evaluating different transport modes, it is the bicycle that allows for important greenhouse gas savings. Although not a carbon free mode of transport, the bicycle’s [greenhouse gas] emissions are over 10 times lower than those stemming from individual motorized transport. pedelecs, despite their electric assistance, are also found to have greenhouse gas emissions in the same range as ordinary bicycles.” (Blondel, 2011)*

*“Public transport, walking and cycling have a key role in tackling carbon emissions, as well as delivering the co-benefits of decarbonisation such as cleaner air and a healthier society.” (HM Government, 2019)*

*“In 76 cities in the Netherlands (municipalities with more than 50,000 inhabitants), the inhabitants travel for trips up to 7.5 km more often by bicycle than by car. [...] At the larger distances, between 7.5 and 15 kilometers, the bicycle share of residents is still substantial. At longer regional distance, bicycles and e-bikes currently capture one-third of the bike/car mode split.” (te Avest, 2017)*

### **Evidence for our response to Question 8.**

- Walker, Peter (2011). *EU could cut its transport greenhouse gas emissions by more than 25% if every country’s cycling rate was the same as Denmark’s.* The Guardian: Dec 12th, 2011.  
[www.theguardian.com/environment/2011/dec/12/cycle-like-danes-cut-emissions](http://www.theguardian.com/environment/2011/dec/12/cycle-like-danes-cut-emissions)
- Benoît Blondel, et al (2011). *Cycle more often to cool down the planet!*. European Cyclists’ Federation.
- HM Government (2019). *Leading on Clean Growth: The Government Response to the Committee on Climate Change’s 2019 Progress Report to Parliament – Reducing UK emissions.*
- Sutton, Mark (2017). *Netherlands further builds on cycling’s modal share, hitting 51% in Utrecht.*  
[cyclingindustry.news/netherlands-further-builds-on-cyclings-modal-share-hitting-51-in-utrecht/](http://cyclingindustry.news/netherlands-further-builds-on-cyclings-modal-share-hitting-51-in-utrecht/)
- te Avest, Richard (2017). *Bicycle gains ground on car, also outside the big cities* (translated).  
[www.goudappel.nl/actueel/fietse-bike-verovert-terrein-op-auto-%C3%B3%C3%B3k-buiten-de-grote-steden/](http://www.goudappel.nl/actueel/fietse-bike-verovert-terrein-op-auto-%C3%B3%C3%B3k-buiten-de-grote-steden/).

### **Question 9. How do you think we should be reducing our impact on the climate? Have we missed any key actions?**

- Broad aspirations about reducing our impact on the climate must be translated into specific planning policies and subsequent development that will prioritise, enable and encourage cycling.
- Land-use planning goes hand-in-hand with sustainable transport. Any significant development must have a mix of uses including accommodation, amenity, education, and employment – to give people a chance to access everyday needs without travelling far.
- The Local Plan, in every aspect, needs to enable and encourage a full-scale transition away from private car dependency and towards walking, cycling and public transport. Every development must be fully permeable with safe, convenient and high-quality walking and cycling routes. We should plan for a sharp curtailment of car usage in new and existing developments.
- The amount of land devoted to car parking and roads should be reduced in favour of more space for trees and plantings, which will help to absorb carbon and make our streets nicer places. They will also help keep us cool and shaded as temperatures rise. Having shady trees to cycle under in the summer will make cycling a more enjoyable experience and will encourage more people to cycle.

*“A reduction of close to 2% in [Greenhouse Gas (GHG)] emissions is observed for an increase of 7% in the length of the bicycle network. Results show the important benefits of bicycle infrastructure to reduce commuting automobile usage and GHG emissions.” (Zahabi, 2016)*

*“For residents living near the Comox Greenway, their daily transportation GHG emissions decreased by 20.90% after the greenway’s construction. Adjusting for covariates and the control group, the greenway was associated with a significant reduction of -0.40 kg CO<sub>2</sub>e/day and -5.30 MJ/day (p = 0.001). The change in emissions was attributed to a reduction in [vehicle-kilometres-travelled (VKT)], enabled through the provision of high-quality active transportation infrastructure through cycling facilities and other streetscape improvements.” (Ngo, 2018)*

*“If done well, reducing sprawl can improve quality of life while reducing emissions. Successful approaches likely differ among cities, especially between developing versus developed countries. In some cases, improving urban schools or reducing crime rates would decrease migration to suburbs and exurbs. Other cities may need to increase the supply of affordable, attractive medium- and high-density housing. Pedestrian- and bicycle-friendly neighborhoods, convenient mass transit, and land-use mixing (e.g., allowing retail near residences) can allow people to drive less each day if they wish (potentially increasing the density-VKT elasticity magnitude).” (Marshall, 2008)*

#### **Evidence for our response to Question 9.**

- Zahabi, Seyed Amir H., et al (2016). *Exploring the link between the neighborhood typologies, bicycle infrastructure and commuting cycling over time and the potential impact on commuter GHG emissions.* Transportation Research Part D: Transport and Environment, Volume 47.
- Ngo, Victor Douglas, et al (2018). *Effects of new urban greenways on transportation energy use and greenhouse gas emissions: A longitudinal study from Vancouver, Canada.* Transportation Research Part D: Transport and Environment, Volume 62.
- Marshall, Julian D. (2008). *Reducing urban sprawl could play an important role in addressing climate change.* Environ. Sci. Technol. 2008, 42, 9, 3133–3137.

#### **Question 13. How do you think we should improve the green space network?**

- Parks should be linked up with safe and convenient walking and cycling routes to each other and to all the residential neighbourhoods surrounding them.
- Parks within the built-up area should be overlooked by houses and shops, with a welcoming design that encourages interaction with the surrounding community, and which feels safe throughout the day.
- Giving people access to green spaces will increase their connection with nature and desire to protect it as well as improving health and wellbeing. Cycling access to these areas is one way to improve public access to the natural environment.
- Reducing the amount of road and parking space needed for cars will provide more space for greenery and green corridors in our region.

*“Evaluation of programmes for encouraging exercise indicates that attractive, green environments close to the home or work provide the best opportunities to encourage daily exercise, walking or cycling. People also keep exercising longer in natural surroundings. The effect on children seems particularly marked. Children who have easy access to safe greenspaces (parks, playgrounds, kick-about areas) are more likely to be physically active than those who are not so close, and this has a positive effect on health, particularly for those from low income families” (Barton, 2009)*

#### **Evidence for our response to Question 13.**

- Barton, Hugh (2009). *Land use planning and health and well-being.* Land Use Policy.

#### **Question 15. Do you agree that we should aim to increase tree cover across the area?**

- We should aim to increase tree cover by planting trees in a way that complements cycling, creating safe, attractive and tree-lined routes.
- Cycleways separated from car lanes by trees or shrubbery are ideal and Camcycle would support more of this.

## Question 16. How should the Local Plan help us achieve 'good growth' that promotes wellbeing and social inclusion?

- Accessible transport is vital for wellbeing and inclusion in our community.
- Lack of access to transport (due to affordability, unreliability or the non-existence of transport options) is preventing people from accessing education, work and social opportunities.
- Safe, convenient and high-quality cycling infrastructure is fully accessible to people of all ages and abilities. That means more people will be able to cycle, leading to more social inclusion for people who cannot afford to drive or use public transport.
- Accessible cycling infrastructure means more children and people with mobility issues will be able to move freely around our region.
- Inclusive cycle parking design standards will provide places for people to securely park their larger or adapted cycles. Properly designed cycling infrastructure can also be well-utilised by people on mobility scooters, electric wheelchairs, wheelchairs and other mobility aids.
- Some forms of transport can have negative impacts on wellbeing and inclusion. Living near motorways and busy roads reduces well-being. Housing should be designed to be on quiet, local roads with a minimum of motor-traffic. Schools should never be on major roads.
- Busy roads are polluted, noisy, and unsafe. They divide communities and trap people in their homes. Planning policies must not allow busy roads to harm communities in the future, and should help fix this problem in existing developments.
- Making walking and cycling safer and more accessible will allow children to travel independently from their parents at an earlier age leading to improved emotional resilience.

*"Bicycling allows the user to explore their spatial surroundings and offers constant opportunity for spontaneous interaction with other users and the surrounding environment." (te Brömmelstroet, 2017)*

*"Many disabled people use cycles as a mobility aid, and many more would do so if the conditions were appropriate. People may be able to cycle perfectly well, but not stand unaided, cycle on two wheels, lift their cycles, or carry associated cycling gear off the cycle." (Parkin, 2018)*

*"According to Transport for London (TfL), in London alone 12% of Disabled people cycle regularly or occasionally, compared to 17% of non-Disabled people." (Wheels for Wellbeing, 2019)*

*"If we make cycling facilities inclusive of all types of cycles – and ensure transport modes are integrated and made accessible – more disabled people will make the choice of travelling actively." (Wheels for Wellbeing, 2019)*

*"Although not all neighbors wish to participate in street communities, streets should be places where communal life is possible and where it can happen if street dwellers want it to." (Appleyard, 1980)*

*"People living nearer to the new M74 motorway tended to experience poorer mental wellbeing over time than those living further away. We saw a similar pattern in the M8 area, but here it was concentrated among people living with a chronic illness or disability." (Ogilvie, 2017)*

*"When it comes to the most important major schemes, the reality for some local authorities has been a reluctance to insist on conditions that they think might deter developers who offer economic regeneration. In other cases where planning officials and elected representatives have approved plans for obviously car-dependent development it seems they could not envision what the alternative might look like, or failed to appreciate the accumulated evidence of the collateral damage that a car-dependent society brings in the shape of congestion, environmental degradation and social ill health." (Taylor, 2011)*

## Evidence for our response to Question 16.

- te Brömmelstroet, Marco et al. (2017). *Travelling together alone and alone together: mobility and potential exposure to diversity*. Applied Mobilities, 2:1, 1-15.
- Parkin, John (2018). *Designing for Cycle Traffic*. Institute of Civil Engineers Publishing.
- Wheels for Wellbeing (2019). *A Guide to Inclusive Cycling*. 3rd Edition.
- Appleyard, Donald (1980). *Livable Streets: Protected Neighborhoods?*. Annals, AAPSS, 451.
- Ogilvie D, Foley L, et al (2017). *Health impacts of the M74 urban motorway extension: a mixed-method natural experimental study*. Public Health Res; 5: 3.
- Taylor, Ian and Sloman, Lynn (2011). *Thriving cities: integrated land use and transport planning*.

## Question 17. How do you think our plan could help enable communities to shape new development proposals?

- Camcycle has extensive experience of working with the planning system and we know that it is incredibly difficult for people to engage with and respond to planning applications and consultations.
- If the Local Plan is to encourage more community participation then the systems used must be improved.
- Simple things like determining the closure date of consultations or which document should be looked at for a summary of the planning application are too difficult with the current system let alone having sensible approaches to engagement.
- Seeing the difference in quality and liveability of development of Marmalade Lane vs most other developments in the Cambridge region shows just how much more liveable and sustainable our developments can be when the community and the people who will live in the developments are involved in the design.
- Out of town developers, concerned with profit above all else, frequently underestimate the needs of people who cycling, the number of people who will cycle and the extent of provision of cycling facilities.
- Ensuring local people can contribute to these consultations and taking the contributions of organisations like Camcycle seriously can prevent the issues that arise from underprovision. Stronger planning policies developed with extensive community consultation will also help with these issues.

## Question 18. How do you think we can make sure that we achieve safe and inclusive communities when planning new development?

- It is important that planning policies specify that cycling infrastructure and facilities are treated as primary features of any development, not merely as afterthoughts that are relegated to poor locations and/or with poor lighting.
- Cycle parking and cycleways intended for general-purpose travel should always be in well-lit and overlooked locations.
- Homes should always have safe cycle routes to schools and parks, suitable for children.
- To determine if people feel safe, we should reach out to the most vulnerable people in our community to assess safety.
- Transport and cycling infrastructure must not just be designed for work commutes but for all types of uses and all types of users.
- The cycle route network should connect people with everyday needs such as work, school, shops, surgeries and parks; the routes should pass in front of buildings and through places with natural surveillance to assure personal safety, and they should be fully accessible to people of all abilities.

*“As one example, the ‘Living First’ campaign in Vancouver required high-density neighborhoods to be aesthetically pleasant and full of amenities (e.g., easy access to parks, child-care facilities, and grocery stores; streetscapes with shops and row housing rather than blank high-rise walls; and safe, convenient mass-transit and pedestrian facilities). The resulting neighborhoods benefit not only CO2 emissions (two-thirds of trips are by mass transit, bicycle, or walking) but also public health: by reducing automobile usage, compact development also reduces traffic fatalities and obesity.” (Marshall, 2008)*

*“Where good quality sustainable transport options are integrated into development at the planning stage or at the time of major investment they are well-used. Attempting to ‘retro-fit’ sustainable transport into existing conventional development is much more difficult as travel habits have already been established.” (Campaign for Better Transport, 2015)*

*“The quality and safety of the pedestrian and cycling environment is important—particularly the perception of these things. Parental consent for children to walk or cycle to school, friends or play-ground is notoriously low in the UK by comparison with much of Europe, due to real or perceived traffic and stranger danger. Children’s freedom to roam has been curtailed. Physical improvement to route continuity, directness, safety, informal surveillance and aesthetic quality is a part of any strategy to change perceptions and culture.” (Barton, 2009)*

*“The starting point for designing cycle facilities within the compass of Sustainable Traffic Safety is ‘Design for All’. Cyclists have few standard characteristics. On the contrary, cyclists in the Netherlands are a variegated bunch, in terms of age, sex, physical fitness and reasons for travelling.” (CROW, 2017, p. 28)*

*“At the most basic level, inclusive cycle infrastructure should be step-free, offer a continuous and uninterrupted journey, and have clear and accessible wayfinding.” (Wheels for Wellbeing, 2019)*

*“For the same reason that carriageways are illuminated, so too do cycleways need to be illuminated. This is especially the case if they are designed for purposeful travel, such as year-round commuting.” (Parkin, 2018)*

#### **Evidence for our response to Question 18.**

- Marshall, Julian D. (2008). *Reducing urban sprawl could play an important role in addressing climate change*. Environ. Sci. Technol. 2008, 42, 9, 3133–3137.
- Campaign for Better Transport (2015). *Getting there: How sustainable transport can support new development*.
- CROW (1996–2017). *The Design Manual for Bicycle Traffic*. CROW-Fietsberaad. Ede, Nederland.
- Wheels for Wellbeing (2019). *A Guide to Inclusive Cycling*. 3rd Edition.
- Taylor, Ian and Sloman, Lynn (2011). *Thriving cities: integrated land use and transport planning*.
- Barton, Hugh (2009). *Land use planning and health and well-being*. Land Use Policy.
- Parkin, John (2018). *Designing for Cycle Traffic*. Institute of Civil Engineers Publishing.

#### **Question 19. How do you think new developments should support healthy lifestyles?**

- New developments must have a safe, convenient and high-quality cycling network that connects every home, business and public transport stop.
- Every child should be able to easily access their schools, local parks, and friends’ homes by foot or bike. Parents should feel safe and confident that, once their children reach a suitable age, they can allow them to walk or cycle on their own in the community.

- Cycling should always be the quickest and most convenient transport option for local journeys within new developments,
- It must be less convenient to drive through the new development for short journeys than to cycle. Driving routes on new sites should be circuitous and directed towards the exterior of the site away from where people live and gather.
- Within the site, extensive deployment of *filtered permeability* gives freedom to people walking or cycling to take direct routes, while preventing drivers from rat-running and endangering the public. Public transport can also benefit from filtered permeability, using bus gates or dedicated rights-of-way.
- Making walking and cycling accessible for people with mobility issues will enable many more people to improve their physical health through active travel and improve their mental health and wellbeing by reducing isolation.
- New developments must be designed to prevent parking on pavements
- High-quality cycle parking must be provided with all buildings.
- Better rubbish management should ensure bins don't litter the landscape and block paths.
- Priority over side roads must be given to people walking and cycling.
- Junctions must be designed to enable people of all abilities to cycle safely through them.
- The Local Plan must acknowledge that cycles are also mobility aids for many people. There should never be any situation where 'cyclist dismount' signs are installed.
- The NHS recommends 150 minutes of cardiovascular exercise per week for adults to maintain health into old age. New developments which are planned with cycling as a priority will make this easy for people to achieve by being able to cycle as a means of transport.

*"Street layout and design strongly influences how people make their daily journeys. Travel by non-car modes is highest in pleasant 'liveable' streets with low levels of traffic, trees, interesting features, attractive shop-fronts and convenient direct lines of access to facilities like public transport."* (Taylor, 2011)

*"In cities such as Freiburg, Groningen and Zwolle the principle of filtered permeability is acknowledged as a key element in their success in restraining car use and promoting alternatives. Through traffic is channelled onto a limited network of main roads. Suburban developments are often designed as giant culs de sac for cars, while short cuts provide a far more permeable network for the sustainable modes. People use these modes – particularly cycling – because of the time and convenience advantage compared to travelling by car."* (Melia, 2008)

*"Cycling to work is linked to a substantial decrease in the risk of developing and dying from cancer or heart disease."* (Torjesen, 2017)

*"While the UK is spending more on the National Health Service, it should also aim to reduce illness through investing in healthy environments. In many towns and cities in Western Europe, priority has been given to the quality of the environment and to inclusive accessibility, and the culture allows children to play in and roam their public realm. [...] The comparative study of child health and well-being in OECD countries puts British children as amongst the least healthy and least happy. Spatial planning in its broad sense, and the character of settlements, are part of the UK problem, and need to become part of the solution."* (Barton, 2009)

*"[There] are immense quality-of-life improvements that come with prioritizing the bicycle as a mobility device, especially among the young and elderly. A 2013 study conducted by UNICEF found that Dutch kids topped the list for overall well-being when compared to children in the world's 29 wealthiest countries, in part because of their ability to roam freely without parent supervision."* (Bruntlett, 2018)

*“The basic layout of [Houten] consists of two train stations, each surrounded by a ring road with a radius of approximately one kilometer. The rest of the city is covered by an extensive, 129 kilometer network of bicycle paths. There are 31 residential districts, each of which is only accessible to cars via the peripheral ring roads encircling the town. However, the network of paths for cyclists and pedestrians includes a thoroughfare that passes directly through the town center, providing filtered permeability for cyclists and pedestrians. The majority of schools and important buildings are located along this thoroughfare. Due to this design, cycling is the most direct mode of transportation and is often even faster than travel by car.*

*Houten’s innovative design features along with the city’s persistent policies to favor cyclists and pedestrians have resulted in numerous measured benefits, including improved cyclist and pedestrian safety, increased activity levels of residents, and reduced use of motorized vehicles. Furthermore, this case study demonstrates that innovative design features are not limited to new districts within a city, but can be applied to new cities as a whole.” (Foletta, 2014)*

### **Evidence for our response to Question 19.**

- Taylor, Ian and Sloman, Lynn (2011). *Thriving cities: integrated land use and transport planning*.
- Melia, S (2008). *Neighbourhoods should be made permeable for walking and cycling – but not for cars*. Local Transport Today, Jan 23 2008.
- Torjesen, Ingrid (2017). *Cycling to work has substantial health benefits, study finds*. BMJ 2017;357:j1944.
- Barton, Hugh (2009). *Land use planning and health and well-being*. Land Use Policy.
- Bruntlett, Melissa and Bruntlett, Chris (2018). *Building the Cycling City: The Dutch Blueprint for Urban Vitality*. Island Press.
- Foletta, Nicole (2014). *Case Study: Houten*. ITDP Europe.

### **Question 20. How do you think we should achieve improvements in air quality?**

- We can achieve enormous improvements in air quality transitioning away from car dependency towards very high levels of cycling and walking.
- Transport Assessments must demonstrate how developments will improve air quality.
- Developments should be designed so that there is minimal car traffic near homes, schools, and places where people gather. In existing developments, traffic management should be introduced to remove and minimise car traffic.
- Electric cars will still lead to significant pollution from tyres, road wear and brakes and will not resolve the issue of congestion or road danger.
- Any electric car charging infrastructure that is provided in new and existing developments must not undermine walking and cycling accessibility.

*“Cars must be driven out of cities to tackle the UK’s air pollution crisis, not just replaced with electric vehicles, according to the UK government’s top adviser. Prof Frank Kelly said that while electric vehicles emit no exhaust fumes, they still produce large amounts of tiny pollution particles from brake and tyre dust, for which the government already accepts there is no safe limit.” (Carrington, 2017)*

### **Evidence for our response to Question 20.**

- Carrington, Damian (2017). *Electric cars are not the answer to air pollution, says top UK adviser*. The Guardian: Aug 4th, 2017.  
[www.theguardian.com/environment/2017/aug/04/fewer-cars-not-electric-cars-beat-air-pollution-says-top-uk-adviser-prof-frank-kelly](http://www.theguardian.com/environment/2017/aug/04/fewer-cars-not-electric-cars-beat-air-pollution-says-top-uk-adviser-prof-frank-kelly)

**Question 22. How do you think we should protect, enhance and adapt our historic buildings and landscapes?**

- We should reduce car parking and car traffic in our historic spaces and provide more room for people walking and cycling.
- Fewer cars and more walking and cycling will result in less air pollution, noise, road danger and erosion and damage to our historic buildings and areas.
- Reallocating space from roads and cars to walking and cycling will make our cities and villages more accessible and pleasant places to spend time.
- Cycling is part of Cambridge culture and is what people expect to see when they come and visit our city and region.

**Question 23. How do you think we could ensure that new development is as well-designed as possible?**

- New developments must follow design standards for high-quality cycling and walking infrastructure that is accessible for people of all ages and abilities. See Parkin (2018) for details.
- The design of new developments must be led by a requirement to achieve a fully-permeable, high-quality, first-class cycling and walking network, including safe and attractive surroundings, along with direct and convenient public transport routes.
- Where new developments or changes touch existing cycle routes, those cycle routes must be protected and must maintain their quality, priority and accessibility. If diverted, the diversion must be of high-quality and fully accessible to people of all abilities throughout the construction process. Any damage to the original cycle route must be fixed once it is reopened.
- Cycling infrastructure should be separate from walking facilities. People walking, cycling and driving motor vehicles all have significantly different speeds from each other. Substantial flows of one mode must not be mixed together with the others, because it would be unsatisfactory and unsafe for all modes.
- Too many poorly-designed developments are being granted permission (Carmona, 2020). The Local Plan is only as strong as the people who defend its principles. The planning committee and officers must be ready and willing to refuse permission to poorly designed developments. We especially emphasise that the planning authority must challenge car-centric road designs that come from the highway authority and refuse to accept car-dominated plans from the county or Combined Authority.

*“Designing cycle infrastructure means working on an accessible, sustainable, healthy, habitable and attractive living environment. Consequently, cycle infrastructure is inextricable from its spatial planning and social context.” (CROW, 2017, p. 37)*

*“Cycle infrastructure designed in an integrated fashion will unite the traffic function with the spatial quality and the economic and social potential of cycling. This will enable cycle facilities to go beyond their primary traffic function and have a structuring, enriching effect on their environment in their entirety.” (CROW, 2017, p. 38)*

*“We consider that British local authorities should be encouraged to develop a vision for highly sustainable developments on important sites, similar to European best practice, with thorough-going integration of land-use and transport.” (Taylor, 2011)*

*“Generally shared use pedestrian / cycling paths alongside the carriageway are not favoured by either the City Council or the Cambridge Cycling Campaign. The City and County Council Cycling Officers raised objections to the designing in of ‘pavement cycling’, particularly of an inadequate width and requested that the route through the site should be segregated from pedestrians.” (Cambridge City Council, 2009)*

*“Following advice set out in the NPPF (2012 and 2019), over one in five of the audited schemes – those scoring poor and very poor – should have been refused planning permission outright. Given that the national aspiration is for ‘good design’ as ‘a key aspect of sustainable development’, the mediocre projects – over half the audited total – fail the national threshold of schemes likely to prove acceptable to their communities. The design of these schemes should certainly have been improved before relevant permissions were granted.” (Carmona, 2020)*

### **Evidence for our response to Question 23.**

- Parkin, John (2018). *Designing for Cycle Traffic*. Institute of Civil Engineers Publishing.
- CROW (1996–2017). *The Design Manual for Bicycle Traffic*. CROW-Fietsberaad. Ede, Nederland.
- Wheels for Wellbeing (2019). *A Guide to Inclusive Cycling*. 3rd Edition.
- Taylor, Ian and Sloman, Lynn (2011). *Thriving cities: integrated land use and transport planning*.
- Cambridge City Council (2009). *Review of the Orchard Park Development and Lessons to be Learnt for Future Major Developments*.
- Carmona, Matthew, et al (2020). *A Housing Design Audit for England*. Place Alliance.

### **Question 25. What kind of business and industrial space do you think is most needed in the area?**

- Businesses and industrial spaces need to be connected to the high-quality cycling network, as well as public transport, in order to ensure that people have the opportunity to get to work without driving.
- New developments should always include some space for adaptable businesses and light industrial uses, in order to provide employment in the community that is easily accessed on foot or bike, and a healthy mix of activities in new developments.
- The Local Plan must not allow car-dependent ‘dormitory estates’ where everyone is forced to travel long distances to access everyday activities like jobs, schools, surgeries and shopping.

### **Question 28. In providing for a range of employment space, are there particular locations we should be focusing on?**

- Businesses and industrial spaces need to be connected to the high-quality cycling network, as well as public transport, in order to ensure that people have the opportunity to get to work without driving.
- New developments should always include some space for adaptable businesses and light industrial uses, in order to provide employment in the community that is easily accessed on foot or bike, and a healthy mix of activities in new developments.
- The Local Plan must not allow car-dependent ‘dormitory estates’ where everyone is forced to travel long distances to access everyday activities like jobs, schools, surgeries and shopping.
- Absolutely no employment site should be developed or expanded in any location before sustainable transport links have been established. Cycling, bus and train links must be there before a single employee starts work and forms the habit of driving a car to work.
- Planning needs to consider trip-chaining that occurs on the way to work. Are there shops, child-care facilities and places for lunch that are easily accessed by walking and cycling on the way to and during the work day?
- Large campus developments without good sustainable transport links can be isolated and leave people stranded if they don’t have a car. Campus transport that focuses on 9–5 workers leaves part-time workers stranded, and offers no opportunity for people who have to leave suddenly in the middle of the day (e.g. for a child’s emergency).

*“Investment in walking and cycling infrastructure is still needed, but the continued success of walking and cycling environments also depends on the extent to which new and existing residential areas are able to develop a critical mass of destinations (such as workplaces and facilities) within short distances.” (Bertolini, 2003)*

#### **Evidence for our response to Question 28.**

- Bertolini, Luca and le Clercq, Frank (2003). *Urban development without more mobility by car?*. Environment and Planning A 2003, volume 35, pp 575–589.

#### **Question 29. How flexible should we be about the uses we allow in our city, town, district, local and village centres?**

- We should be very flexible about the uses we allow in our city, town, district, local and village centres. Communities should provide a diverse range of employment, shopping, leisure and educational opportunities as close as reasonably possible to homes to enable shorter and more sustainable journeys.
- The Local Plan should embrace the notion of ‘compact development’ that reduces the distance that people have to travel for typical everyday needs, keeping them within easy cycling reach.

*“Hidalgo has been leading a radical overhaul of the city’s mobility culture since taking office in 2014, and has already barred the most polluting vehicles from entry, banished cars from the Seine quayside and reclaimed road space for trees and pedestrians. Now, she says, Paris needs to go one step further and remodel itself so that residents can have all their needs met—be they for work, shopping, health, or culture—within 15 minutes of their own doorstep.” (O’Sullivan, 2020)*

*“The meta-analysis shows that mode share and likelihood of walking trips are most strongly associated with the design and diversity dimensions of built environments. Intersection density, jobs-housing balance, and distance to stores have the greatest elasticities.” (Ewing, 2010)*

#### **Evidence for our response to Question 29.**

- O’Sullivan, Feargus (2020). *Paris Mayor: It’s Time for a ‘15-Minute City’*. CityLab: Feb 18th, 2020. [www.citylab.com/environment/2020/02/paris-election-anne-hidalgo-city-planning-walks-stores-parks/606325/](http://www.citylab.com/environment/2020/02/paris-election-anne-hidalgo-city-planning-walks-stores-parks/606325/)
- Ewing, Reid and Cervero, Robert (2010). *Travel and the Built Environment*. Journal of the American Planning Association, 76:3, 265-294.

#### **Question 35. How should we ensure a high standard of housing is built in our area?**

- Poor standards of cycle parking prevent people from cycling. Accessible, high-quality, secure and plentiful cycle parking is a critical element of high-standard housing and will enable more people to cycle regularly.
- Good cycle parking is a factor in house buying and renting decisions.
- Cycle parking standards (Cambridge City Council, 2010) must be updated to increase the number of cycle parking spaces required for developments, and the design standards have to be updated with modern, inclusive cycle parking specifications (Wheels for Wellbeing, 2019).
- Cycle parking policies must be absolutely clear about the need for accessible cycle stands that can be used by people of all abilities and specific about the design and installation requirements (Wheels for Wellbeing, 2019).

- There must be a proportion of cycle stands that are suitable for cargo cycles, tricycles, adapted cycles and recumbents (Wheels for Wellbeing, 2019).
- Vertical and semi-vertical cycle parking racks must be absolutely prohibited (Wheels for Wellbeing, 2019).
- Two-tier racks must not be allowed for residential uses, and must be accompanied by a suitable proportion of Sheffield stands in non-residential uses for people who cannot use the two-tier racks.
- Cycle parking should never be referred to as 'cycle storage', because 'parking' implies frequent usage and 'storage' does not; we want the design of cycle parking to be as convenient as possible in order to enable frequent usage.
- Cycle parking should be at least as close to entry doors as any car parking. Convenience for everyday usage is paramount.
- Highways design and car storage arrangements must not be allowed to dominate the design of housing (Carmona, 2020).

*"[A] lack of [parking] for bicycles can make this highly sustainable and healthy mode of travel all but impossible for residents."* (Carmona, 2020)

### **Evidence for our response to Question 35.**

- Cambridge City Council (2010). *The Cycle Parking Guide for New Residential Developments*. Transport Initiatives, LLP.
- Wheels for Wellbeing (2019). *A Guide to Inclusive Cycling*. 3rd Edition.
- Carmona, Matthew, et al (2020). *A Housing Design Audit for England*. Place Alliance.

### **Question 36. How should the Local Plan ensure the right infrastructure is provided in line with development?**

- Cycling and walking infrastructure must be safe, convenient, accessible, widely available and built to high-quality standards. See Parkin (2018), Dales (2014) and Wheels for Wellbeing (2019) for details.
- Developments must provide their cycling network, both on-site and with connections to the wider area, before any dwellings are occupied, in order to ensure that new residents get off to the most sustainable start possible.
- The cycling network must be the basis of the transport plan for sites, along with public transport routes, and it should be the grid upon which building sites are oriented.
- Any large roads in the vicinity of the site must not become barriers for walking or cycling.
- There must always be safe and convenient crossings to ensure that people walking and cycling have full permeability across roads.
- All congestion relief plans must come from reduction of car traffic and the shifting of travel from cars into walking, cycling and public transport. This is the only way to achieve the climate emergency, air quality and social inclusion goals that the Local Plan has put forth.
- The Local Plan must take an explicit stand in opposition to the Oxford-Cambridge Expressway, and should also oppose any plans by the county council or Combined Authority to expand roads.
- The development of railway stations and the railway network should typically be supported but only on the proviso that these projects include full permeability for walking and cycling, provide high-quality and attractive cycling bridges and underbridges, and help drive mode shift out of cars and onto foot, bike and public transport.

[The following items are 'lessons learnt' from the Orchard Park development]

- “Do not over provide for motorised traffic with multi-lane junctions at accesses into residential developments.
- Good quality cycling facilities, such as designated cycle lanes and segregated routes both within a development and linking to external routes, as well as cycle parking/storage facilities, need to be in place when residents move in to achieve the highest possible usage. If proposed routes are not in place on a permanent basis from the start, some provision for temporary or interim measures should be made.
- Any changes to the road network associated with new developments should not be to the detriment of existing cyclists and should improve existing routes where possible.
- There should be more discussion between parties at an early stage in the planning process. Consultation on changes to junctions as part of section 106 agreements should include all relevant stakeholders, and the Cycle Liaison Group should further develop its focus on new developments.
- Continuous footways should be provided alongside carriageways where possible.”

(Cambridge City Council, 2009)

“To achieve a society-wide move towards sustainable travel patterns it will be essential to make better use of better public transport for medium and long journeys. But it will also be necessary to create a virtuous circle where development design that encourages public transport also encourages the most sustainable of all modes of travel for shorter journeys – walking and cycling. This mutually complementary approach is possible because what is good for public transport use can also be good for walking and cycling: all public transport journeys also involve shorter trips to and from public transport, for which development design can encourage access on foot or by bike.” (Taylor, 2011)

“The cities with the highest cycling levels, and those that have successfully grown cycling levels over relatively short periods, generally afford cycling good physical protection or effective spatial separation from motor traffic, unless traffic speeds and volumes are low.” (Dales, 2014)

“The Dutch ‘street hierarchy’ strongly reduces cyclists’ exposure to motorised traffic by shifting vehicles away from where there is a lot of cycling. [...] Since the 1970s, the Netherlands has achieved an 80% reduction in cyclist’s fatality rate and is now, together with Denmark, the safest country in which to ride a bicycle.” (Schepers, 2017)

“Personal safety is undeniably linked with the organization of the space. In places and on connections where there are lots of people, and therefore plenty of monitoring, there is a greater sense of safety. [...] [It] is best to route cycle routes as much as possible through areas where social activities take place, preferably in the evenings as well. [...] In addition, a cycle route through a suburb which passes the front doors of homes will be much more socially pleasant than one passing fenced-off back gardens.” (CROW, 2017)

“A fundamental objective of good urban design is to connect the built environment. Analytical approaches such as Space Syntax have long demonstrated that if residential environments are well connected both visually and physically (what is often referred to as permeable) then they will facilitate more active travel, social exchange and connections, economic opportunities (e.g. for shops and cafes) and a safer built environment with less crime. Connecting new developments to their surroundings allows them to become part of a larger urban area (city, town or village) rather than operating as isolated enclaves.” (Carmona, 2020)

## Evidence for our response to Question 36.

- Parkin, John (2018). *Designing for Cycle Traffic*. Institute of Civil Engineers Publishing.
- Dales, John and Jones, Phil (2014). *International Cycling Infrastructure: Best Practice Study*. Report for Transport for London.
- Schepers, et al (2017). *The Dutch road to a high level of cycling safety*. Safety Science 92.
- CROW (1996–2017). *The Design Manual for Bicycle Traffic*. CROW-Fietsberaad. Ede, Nederland.
- Wheels for Wellbeing (2019). *A Guide to Inclusive Cycling*. 3rd Edition.
- Taylor, Ian and Sloman, Lynn (2011). *Thriving cities: integrated land use and transport planning*.
- Cambridge City Council (2009). *Review of the Orchard Park Development and Lessons to be Learnt for Future Major Developments*.
- Carmona, Matthew, et al (2020). *A Housing Design Audit for England*. Place Alliance.

## Question 37. How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?

- Schemes to increase car traffic in the region must be scrapped. The Local Plan should oppose road expansion projects like the Oxford-Cambridge Expressway or the dualling of any road.
- Any new railway lines or stations must include full permeability for walking and cycling, provide high-quality and attractive cycling bridges and underbridges, and help drive mode shift out of cars and onto foot, bike and public transport.
- The Local Plan should support the construction of safe cycling and walking routes as highlighted by the LCWIP process.
- Developments must be planned from the very beginning with the safe, convenient and high-quality walking and cycling networks
- All buildings, parks and public spaces must be fully integrated with the cycling network.
- Cycle routes in the built-up area should always be accompanied by a separate and dedicated footway alongside them (Parkin, 2018).
- Cycle routes must be free of dangerous obstructions and always be planned with smooth curves and full consideration of forward visibility and visibility at every junction or crossing point (Parkin, 2018).
- The cycling network and connections to the wider area, and any public transport, must be delivered and open before buildings are occupied in order to ensure new occupants get the most sustainable start possible.
- Cycle routes must be given priority both in planning terms and on the ground where they cross minor roads.
- Cycle routes must be ubiquitous, continuous, high-quality, safe, convenient, legible and fully accessible to people of all abilities (Wheels for Wellbeing, 2019).
- Schools must be fully accessible to people on foot or bike and not be located on through-roads. Access to schools by car should be very limited apart from serving the needs of people with disabilities who might need to drive there.
- New housing and development sites must only be located in places where car traffic can be kept to the absolute minimum. New sites should be rejected if the Transport Assessment cannot realistically propose to keep car traffic generation to the absolute minimum. Redeveloped sites should be reducing car traffic compared to their previous use.
- Highway junctions onto development sites must be kept small, being no larger than absolutely necessary for basic access, in line with the pledge to minimise car traffic generation. Should the county council or Combined Authority attempt to propose excessively large junctions then the planning authority must challenge them and refuse to accept designs that induce additional car traffic.
- Buildings must meet an improved standard for cycle parking, with increased quantity and a higher quality of design, including space for inclusive cycle parking that supports cargo cycles, adapted cycles, tricycles, e-bikes and other types of cycles.

- Train stations and major bus stops must have secure, convenient and high-quality cycle parking facilities. Camcycle should be consulted about the standards required for these facilities.
- All national rail routes, rural bus routes, the Busway, and the future Metro, should include some services that can carry bicycles along with passengers. There should be ways for people with adapted cycles to take their mobility aid on public transport.
- Cycling logistics depots should be supported at the edge of built-up areas and provide opportunities for longer-distance shipping to transload cargo onto more appropriate cargo cycles for local delivery.
- The planning committee and officers must be prepared to reject development proposals that do not sharply reduce car traffic in favour of walking, cycling or public transport.

*“A comparison of residential development around Oxford, showed that new housing located near a motorway junction had higher car use than estates with good bus or train links. Subsequent work showed that all of these estates outside of Oxford have in fact generated higher car use than a new estate built on brownfield land within Oxford itself (53% of trips were by car for the infill estate, compared with an average of 82% for the estates outside the town).” (Taylor, 2011)*

*“[Our] findings indicate that the partially-implemented London mini-Hollands programme has been effective in increasing active travel and improving perceptions of the local environment.” (Aldred, 2019)*

*“[By] far, the most popular mode of travel for trips made within the city is cycling. The majority of Houten residents travel to the grocery store (53%), conduct other shopping (70%), run service related errands like visiting the bank or barber (79%) and visit friends and family in Houten (79%) by bike or on foot. [...] Overall, more than half of all trips made by Houten residents (55%) are made by non-motorized modes of travel, which is higher than for the city of Zeist (43%) and Milton Keynes (20%). Further, higher proportions of trips made by Milton Keynes (70%) and Zeist residents (46%) are by car than for the city of Houten (34%). A further study found that 42% of trips shorter than 7.5 kilometers in Houten are made by bike, and around 21% by foot.” (Foletta, 2014)*

*“Street layout and design standards should focus on 20mph maximum speeds, ‘home zone’ street design and a network of safe, convenient and attractive routes for cycling and pedestrians.” (Campaign for Better Transport, 2019)*

*“Turning streets from vehicle dominant to pedestrian and cycle friendly spaces involves slowing vehicle speeds (through design), designing parking to avoid conflicts, introducing cycle infrastructure and high quality pavements, and providing attractive street spaces with sufficient street furniture for rest and relaxation.” (Carmona, 2020)*

### **Evidence for our response to Question 37.**

- Parkin, John (2018). *Designing for Cycle Traffic*. Institute of Civil Engineers Publishing.
- Dales, John and Jones, Phil (2014). *International Cycling Infrastructure: Best Practice Study*. Report for Transport for London.
- CROW (1996–2017). *The Design Manual for Bicycle Traffic*. CROW-Fietsberaad. Ede, Nederland.
- Wheels for Wellbeing (2019). *A Guide to Inclusive Cycling*. 3rd Edition.
- Taylor, Ian and Sloman, Lynn (2011). *Thriving cities: integrated land use and transport planning*.
- Cambridge City Council (2009). *Review of the Orchard Park Development and Lessons to be Learnt for Future Major Developments*.
- Aldred, Rachel et al (2019). *Impacts of an active travel intervention with a cycling focus in a suburban context*. Transportation Research Part A 123.
- Foletta, Nicole (2014). *Case Study: Houten*. ITDP Europe.

- Campaign for Better Transport (2015). *Getting there: How sustainable transport can support new development*.
- Carmona, Matthew, et al (2020). *A Housing Design Audit for England*. Place Alliance.

### Question 38. What do you think the priorities are for new infrastructure?

Safe, convenient and high-quality cycle routes everywhere, providing everyone with the opportunity to safely cycle for everyday transport purposes if they want, or to combine cycling with public transport.

#### Evidence for our response to Question 38.

- Taylor, Ian and Sloman, Lynn (2011). *Thriving cities: integrated land use and transport planning*.
- Cambridge City Council (2009). *Review of the Orchard Park Development and Lessons to be Learnt for Future Major Developments*.
- Foletta, Nicole (2014). *Case Study: Houten*. ITDP Europe.
- Campaign for Better Transport (2015). *Getting there: How sustainable transport can support new development*.
- Carmona, Matthew, et al (2020). *A Housing Design Audit for England*. Place Alliance.
- Dales, John and Jones, Phil (2014). *International Cycling Infrastructure: Best Practice Study*. Report for Transport for London.
- Bruntlett, Melissa and Bruntlett, Chris (2018). *Building the Cycling City: The Dutch Blueprint for Urban Vitality*. Island Press.

### Question 42. Where should we site new development?

We are not going to rank options, only point out that sites and developers should be chosen on their ability to satisfy sustainable transport goals and shift the overwhelming majority of everyday journeys out of cars and into walking, cycling and public transport. If a realistic Transport Assessment cannot achieve that goal then the site is not suitable for development. Furthermore, we note that location and compact development is only part of the story: to reduce car usage you cannot give away money, land and resources in ways that enable unnecessary usage of cars (Manville, 2017).

*“The first and most fundamental choice is the overall location of a development in relation to urban centres and transport corridors. Studies confirm the common-sense expectation that travel habits are strongly influenced by the type of transport corridor that is closest, and that developments situated adjacent to or within the nearest conurbation have lower car use.” (Taylor, 2011)*

*“Location of new housing, with a focus on walking distance to major public transport links and existing urban centres, as well as ensuring easy access to public transport and cycle networks both existing and planned” (Campaign for Better Transport, 2015)*

*“Given a mixed-use, compact land-use pattern, an integrated combination of high-quality public transport, walking, and cycling conditions can out-compete the car, gaining back some of the modal share they lost from 1960 to 1990.” (Buehler, 2017)*

## Evidence for our response to Question 42.

- Taylor, Ian and Sloman, Lynn (2011). *Thriving cities: integrated land use and transport planning*.
- Campaign for Better Transport (2015). *Getting there: How sustainable transport can support new development*.
- Ralph Buehler, John Pucher, Regine Gerike & Thomas Götschi (2017). *Reducing car dependence in the heart of Europe: lessons from Germany, Austria, and Switzerland*. *Transport Reviews*, 37:1, 4-28, DOI: 10.1080/01441647.2016.1177799
- Michael Manville (2017). *Travel and the Built Environment: Time for Change*. *Journal of the American Planning Association*, 83:1, 29-32, DOI: 10.1080/01944363.2016.1249508

## Question 49. Do you have any views on any specific policies in the two adopted 2018 Local Plans? If so, what are they?

- Policy 80 in the Cambridge Local Plan is repeatedly ignored by the county council highway authority, who force car-dominant road schemes onto developments, thus killing any chances of walking and cycling priority or quality. This must be fixed. We cannot continue to allow developments to become dominated by car-centric highway designs.
- Policy TI/2 in the South Cambridgeshire Local Plan is even worse because it does not commit to walking or cycling priority at all. That is not acceptable going forward.
- Policy 82, Appendix L and the Cycle Parking Guide SPD together form the Cambridge cycle parking policies and guidance. However, it has clearly grown a bit unwieldy over the years, being spread across two documents in such a fashion. Furthermore, neither document accounts for inclusive cycle parking. Therefore, the cycle parking policies should be refactored, brought up to date with inclusive guidance, and presented in a clear and unambiguous fashion. There are numerous points that are poorly defined by the current Local Plan, including problems with diagonal cycle parking, multi-car garages, different types of cycle sheds, and two-tier racks.
- The South Cambridgeshire Local Plan does not have a cycle parking guide at all, which means that developments in South Cambridgeshire often produce very poor quality cycle parking.
- The observations and recommendations of Carmona (2020) should be given strong consideration as we develop the future Local Plan.

## Evidence for our response to Question 49.

- Carmona, Matthew, et al (2020). *A Housing Design Audit for England*. Place Alliance.

## Question 50. What do you think should be in the next Local Plan? Are there issues, ideas or themes that you don't feel we have yet explored?

- Policies in the Local Plan must protect existing cycle routes from being harmed by development, both during construction and after completion of the development. The convenience, safety and quality of cycle routes must be maintained or improved by development in their vicinity. In particular, we can think of two motivating types of examples: (1) where works to the highway cut through a cycleway or cycle route and degrade its quality or accessibility, it must be fixed; (2) landowners, leaseholders or statutory undertakers must not be allowed to install barriers or obstacles into cycle routes such as fences or poles; cycle routes should be protected either as public rights-of-way or under terms of access that forbid such alterations.

- Developments should commit to implementing the Local Cycling and Walking Infrastructure Plan (LCWIP) as they come forward, building up the cycling network in the city and district.
- Maintenance and protection of cycle routes is a theme that has not come forward yet. Transport Assessments and Travel Plans should include commitments to clean, clear, de-ice and maintain the usability and accessibility of cycle routes.
- The cycling network is just as strategic as the public highway network and must be protected in the same way. In some cases, the cycling network is part of the public highway network, but where it is not, some other method of protection must be sought. This is necessary in order to achieve carbon reduction, air quality, placemaking and congestion reduction goals.

Yours sincerely,  
On behalf of Camcycle

Matthew Danish,  
Trustee