

# CAMCYCLE



**Camcycle**  
The Bike Depot, 140 Cowley Road  
Cambridge CB4 0DL

01223 690718

contact@camcycle.org.uk  
www.camcycle.org.uk

**South Cambridgeshire Planning Services**  
Submitted Online

**18-July-17**

**S/2403/17/FL office, retail, public realm, 125 car park - Cambridge North Station**

Dear Madam or Sir,

Camcycle works for more, better and safer cycling in and around Cambridge. We represent the interest of over 1,200 members and many others who cycle within Cambridge and nearby villages.

Camcycle objects in the strongest possible terms to this application. We are very unhappy with what is proposed both for cycle route provision and for parking.

## Cycle Routes

This application proposes an act of sheer vandalism to the excellent cycle infrastructure. The plans would remove the existing excellent cycleway and replace it with a poor quality, indirect route instead.

Currently along the station-square side of the site there is a 3m cycleway, finished in smooth tarmac, and a 2m footway, separated by an inset kerb. This is already a well-used cycle route, both by station users and those simply travelling

through the site between the Cowley Road Cycleway and Moss Bank.

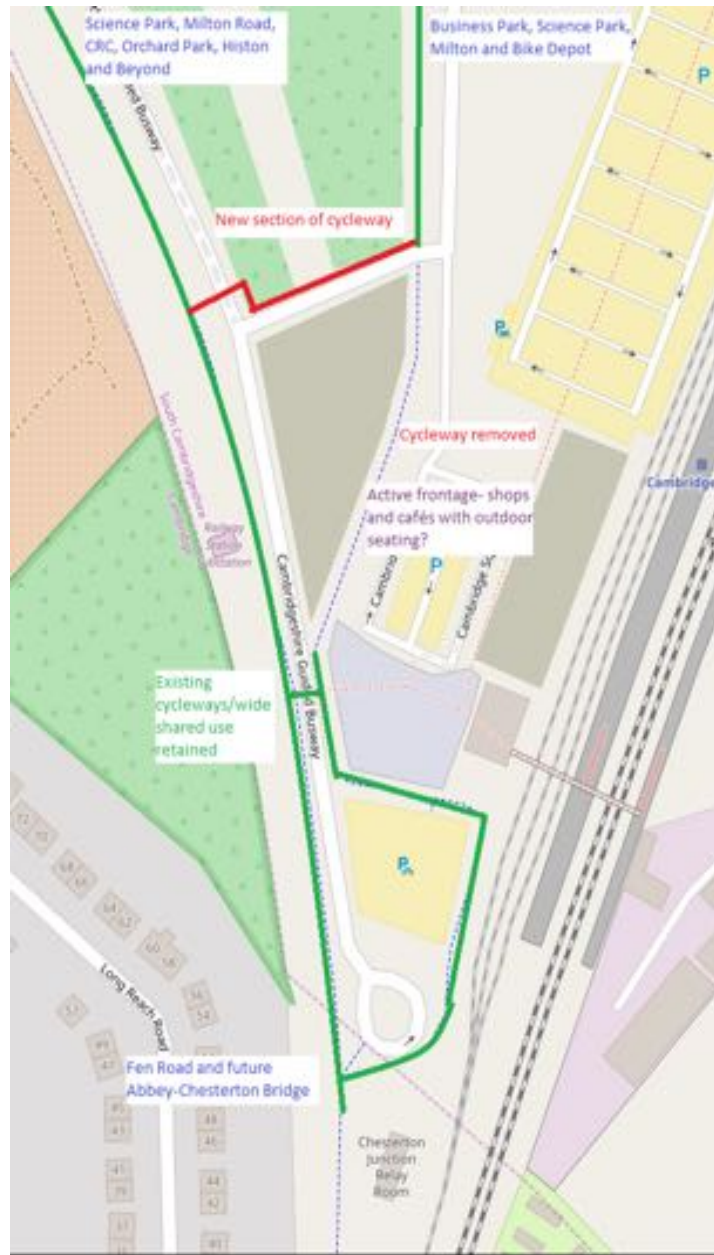
We are concerned that applicant's documentation appears to misrepresent the construction of the existing provision as a block paved shared space.

This links with the Chisholm Trail provision along the busway and down to Moss Bank. The Moss Bank link was built in anticipation of the Abbey-Chesterton



Bridge but is already busy with locals and with those avoiding Green End Road.

The applicant seeks to effectively sever this, replacing it with very poor quality provision. This is summarized in the diagram



The proposed detour is a very poor alignment compared to the existing route. Not just a dog leg, it briefly involves doubling back.

The “Active frontage” is not suitable cycle provision for anyone. We envisage, based on the visualisations in the application, that it will be very similar in character to the applicant's previous development at Cambridge Railway Station (CB1).



*Cambridge Station Square Active Frontage by Nigel Deakin (CC BY-SA 3.0)*

This is not a suitable cycle route for any level of cycle traffic.

We urge that the site and building on it are fundamentally redesigned. It should incorporate, unobstructed, the existing cycleway and fix the existing crossings of the busway and the spur from Milton Avenue to the busway. These should be continuous across the road, “Copenhagen” style, with clear priority for pedestrians and cyclists.

## Parking strategy

The parking strategy for the building is beyond nonsensical.

### **Car parking**

The applicant seeks to provide a "temporary" car park, alongside the under-utilised station car park, with the idea that this will be reduced in capacity over time as they manage demand.

A far more sensible idea would be to block that demand in the first place. Our rough counts of occupancy show that after a few weeks parking demand for the station has levelled off quickly, at about 50 cars each weekday parking in an area with a capacity of 450. Employees, if they insist on driving to this public transport hub, can use this car park without adversely affecting the station operations. It is better to do this than face opposition from staff in future when the parking is to be reduced.

### **Cycle parking**

Meanwhile the applicant seeks to provide the absolute statutory minimum staff cycle parking. This is to be accessed by cluttered and narrow shared space round the back of the building. Furthermore the applicant has seemingly not spoken to the team working on the CB1 developments, as there appears to be no provision for non-standard cycles. The CB1 team, especially in the approved plans for buildings I1 and K1, will be incorporating space to accommodate trailers, cargo bikes and trikes for accessibility and for parents who do the school run before and after work.

We ask that the applicant seriously reconsider the parking strategy. We urge that they provide more than the minimum cycle parking, including dedicated space for outsize cycles. We call on them to be bold and provide no dedicated staff car parking, reflecting the special circumstances of this building at a public transport interchange.

Your sincerely,  
On behalf of Camcycle

Al Storer  
Planning Officer