

Question 1: CamCycle,

Camcycle welcomes improvements to the cycle parking policies in the Local Plan which will enable many more people of all ages and abilities in our region to ride and to safely store their cycles at home, at work and at other destinations. Just this month, we have been speaking to people living in developments built within the last few years and finding examples of families that have bought a car for school journeys because the storage provided with their home was not large enough to fit the cargo bike they wanted to buy. We have to avoid this outcome in future by planning for the city and journeys we want to see and ensuring that all those who would like to cycle have the choice to do so, enabled by the buildings, places and routes they use.

However, Camcycle members who have had previous experience with the planning service (either interacting with it or working for it) have raised concern that too much of the cycle parking text is supporting information rather than policy and thus will not be enforceable. Sentences that include 'must' or 'should' that set standards need to be part of the policy. This applies to points 10.24, 10.25 and 10.26 which are worded in a different way to the rest of the supporting information and should be part of policy with statements like:

- Cycle parking **must** be at least as convenient to access as car parking, accessible for all users, located as close as possible to the main entrance or exit points of buildings, especially where meeting the needs of visitors, and have good lighting and natural surveillance.

- It **must** not be sited where it obstructs pedestrian, wheeling, cycling or vehicle movement.
- Routes to cycle parking **must** be well-maintained and lit, clearly signed, and provide unobstructed, step-free access, avoiding inconvenient detours, steep slopes, narrow paths, or tight turns.
- Cycle parking **must** be secure, with high-quality equipment and materials that provide strong support and enable both the frame and wheels to be locked.
- Spaces **should** be internal, where practicable and appropriate.
- Facilities **must** be inclusive for all users and all types of cycles, avoiding any need to lift, drag, or perform difficult movements to park a cycle.
- Use of two-tier cycle racks **should** be avoided except in areas of high density cycle parking provision such as at mobility hubs and where provided, at least 20% of the overall provision must be in single tier Sheffield stands without racks above.
- Long stay cycle parking **should** be covered.
- The design of cycle parking **should** complement their surroundings, integrate sympathetically into the streetscape, and be clearly identifiable to users with visual impairments.
- In residential developments, cycle parking **should** generally be located in a purpose-built lockable area within or with good access to the front of the house, or within a garage. It may only be located in a rear garden if placing it at the front would conflict with the established character of the surrounding area and if there is no garage available.

- Applicants **should** consider where additional cycle parking may be needed to accommodate visitors, and the most appropriate location for such provision.
- Shared cycle parking **must** have a funded maintenance programme and include provision for monitoring and removing abandoned cycles.

We also note that the statement on residential garages contradicts the policy and guidance given above as an additional 1m at the end of a garage or 650-750mm at the side of a garage will not meet Policy I/CV 1h – the need for cycle parking to accommodate all types of cycles – or Policy I/CV 2b – be easy to access and use.

Please could the shared planning service and existing/future councils with planning responsibility amend Policy I/CV: Cycle and vehicle parking so that the cycle parking statements containing ‘must’ and ‘should’ are enforceable policy which will deliver the safe, accessible and convenient cycle parking needed by our region’s residents.

Question 2) Cambridgeshire Sustainable Travel Alliance

The Greater Cambridge Local Plan’s vision is that new development must minimise reliance on the private car. The Travel Alliance strongly supports this ambition, which can only be achieved if public transport becomes a realistic option. For many, especially in South Cambs, it isn’t currently. The Local Plan will create new communities at Grange Farm and Cambourne North, where 5100 homes will be built - nearly 40% of the total. The number one alternative to the car for residents in those developments

is forecast to be the bus (with train coming a close second in Cambourne North).

Busways are planned for these developments, which will take buses swiftly to the outskirts of Cambridge. For the bus to be a genuine alternative, however, three other ingredients are needed:

- neighbourhood designs that facilitate direct and efficient bus operation (the principles are outlined in Bus Services & New Residential Developments, Second Edition)
- measures to stop buses getting stuck in queuing motor traffic in Cambridge
- frequent services - every 15 mins at peak times on key corridors, with 7 day a week operation and operating hours).

A report presented to the Combined Authority in June forecasts that rather than increasing, more than a third of bus services across Cambs and Peterborough could need to be cut by 2035 (before Cambourne North is built) unless bus operating costs are reduced or more public funding for buses found.

Crucial sections on buses have been added to the policies in this version of the Local Plan - that's an excellent step forward. However, detail is lacking in both the Local Plan and the Greater Cambridge Transport Strategy's delivery programmes on services and bus priority, for example:

- What is the ambition for service frequencies from Cambourne and Grange Farm to Cambridge at peak times?

- What are the bus priority measures envisaged as 'essential infrastructure' (downgraded from strategic infrastructure in the previous version of the local plan)?
- What happens to services to Grange Farm and Cambourne North when S106 funding runs out?
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Solutions have also not yet been found to increase public funding for bus services for the long-term

Will the Council Leaders commit to both strengthening the key sections about bus transport in the Local Plan and working with the Combined Authority to strengthen the Delivery Programme in the Greater Cambridge Transport Strategy so that bus transport can be a genuine choice for the residents of new developments set out in the local plan, in particular residents of Cambourne North and Grange Farm?

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