

Appendix K. Analysis, responses and preferred approach to cycle parking standards, plus summaries of representations received

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CHAPTER 12 – PROMOTING AND DELIVERING SUSTAINABLE TRANSPORT AND INFRASTRUCTURE

ISSUE – CYCLE PARKING

Total representations: 46	
Object:	
Option 191: 2	Option 192: 1
Support:	
Option 191: 27	Option 192: 16

OPTION NUMBER	KEY ISSUES
<p>Option 191: Location, design and quality.</p> <p>This option will allow for a policy to be developed that ensures that the quality, design and location of cycle parking meets users needs.</p>	<ul style="list-style-type: none"> • Strong support for the option and the principles of the option. • Big shortage of cycle parking around the city. • Many agree that insufficient cycle parking has been provided at new developments (in terms of amount of parking and quality of parking facilities). • Not enough visitor parking. • Needs to be more convenient. • More compliance of standards needed. • Should accord with cycle parking guide or even higher standards.
<p>Option 192: Update the cycle parking standards in the 2006 Local Plan</p>	<ul style="list-style-type: none"> • Strong support. • A number of responses calling for higher levels of cycle parking, especially in the city centre. • Some of current standards are too onerous – particularly student non-residential. • Cycle parking should reflect local circumstance.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT	
Option Number	Analysis
Option 191	Cambridge benefits from high levels of cycling helping reduce traffic congestion and reduce GHG emissions. Ensuring the provision of high quality, well-designed and suitably placed cycle parking will help maintain and contribute to increasing this modal share. This option should have a significant positive effect on health and well being issues and may lead

	to reductions in the use of private cars and transport emissions. However, additional gains could be achieved if this option was worded such that that cycle parking is 'more' convenient than car parking (not 'as least as') helping ensure it is the first choice for travel. Any effects are likely to be felt citywide.
Option 192	By enabling stakeholder involvement in the process of developing new cycle parking standards in the city, and by taking guidance from best practice elsewhere, this option is likely to help ensure growth in cycling in the city, with associated benefits across all of the city areas. The extent to which this option is likely to deliver positive outcomes will be determined by the input of the stakeholders, the cases considered, and the feasibility of any suggested changes.

KEY EVIDENCE

- Cambridgeshire County Council Traffic Monitoring reports.
- Census 2001.
- Cambridge City Council - Cycle Parking Guide: for New Residential Development (2010).
- Site visits to retail and residential developments around the city.
- Danish Bicycle Parking Manual 2008 .

CURRENT POLICY TO BE REPLACED

Policy 8/6 (Cycle Parking) will be replaced by a policy which will include the key aspects of ensuring cycle parking is convenient, high quality and accessible. Appendix D Cycle Parking Standards in the Cambridge Local Plan 2006, which is referenced in current Policy 8/6, will also be replaced by a new Appendix, which will reflect the City Council's Cycle Parking Guide for New Residential Developments (2009).

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

There is a significant shortage of cycle parking in certain areas of the city such as the City Centre, railway station and areas of terraced housing. The redevelopment of the station area has provided the opportunity to deliver a new cycle park. It is proposed that the current policy is amended to ensure that such opportunities to meet existing and future demand are taken, whenever possible. The National Planning Policy Framework states the importance of making sustainable modes of travel, including cycling, safe and secure, and to give it priority over cars.

It is recognised that the current cycle parking standards in the 2006 Local Plan have not always resulted in making cycling more accessible and appealing than car travel from new developments. This is due in part to lack of clarity within the policy and the standards on the location, quality and convenience needed for cycle parking. Indeed, the importance of quality and convenience of use was one of the main reasons for the publication of the City Council's Cycle Parking Guide for New Residential Developments in 2009. This is currently a material consideration, and it is proposed that the standards (in terms of best practice – style of cycle stands, spaces

and widths of parking areas etc.) are amended so that new developments must accord with this or any future version of this document.

In addition to the above, the option proposed will allow changes to the standards to better reflect current usage information. For example, it is agreed that retail provision of cycle parking should distinguish between the needs of staff and visitors as well as differentiating between areas of the city with regard to the level of provision needed. Furthermore, the modal share for travel to work for cycling, which was approximately 26% in 2011, has been used to set staff parking standards. 26% accounts for just over 1 in 4 staff, and it is considered that this figure should increase over the plan period. It is therefore prudent to make it 1 cycle space for every 3 members of staff in Cambridge.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue a combination of Options 191 and 192. The standards and policy for the draft Plan will be subject to further consultation.

This will involve:

- Updating the existing Local Plan 2006 Policy 8/6 and appendix D to reflect best practice when designing and providing cycle parking.
- Setting new cycle parking standards, using the Parking Guide for New Residential Development (2009) as a basis, along with reflecting current cycle modal share figures more closely.

Specifically, the location, type and quality of cycle parking at all new developments would be addressed more firmly by the policy and associated standards. This would include a flexibility to make the parking provided appropriate for its location and any exceptional circumstances.

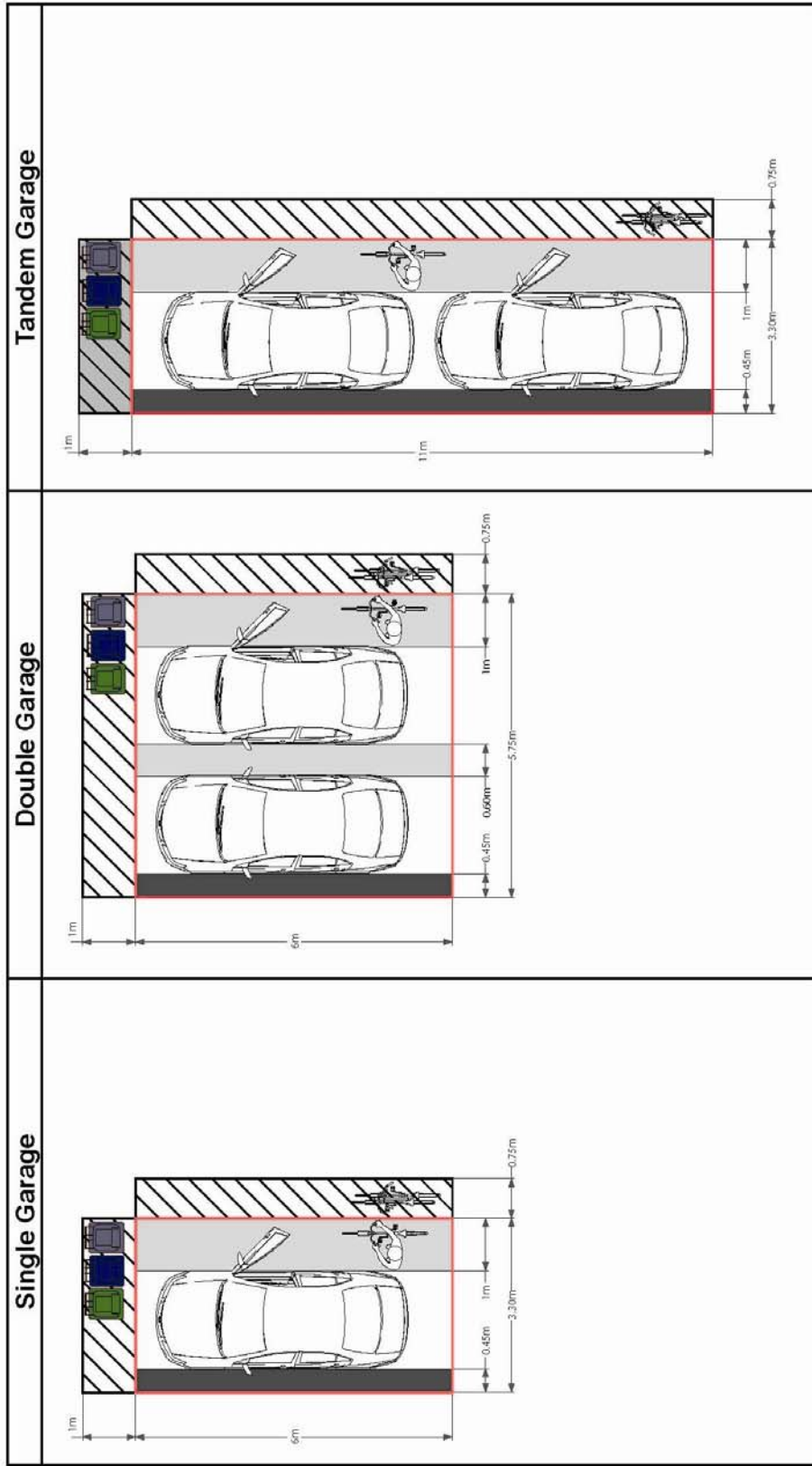
The proposed standards for all the different type of new development are set out below. The Cycle Parking Guide for New Residential Development (2009) forms the basis for these standards. However, there have been further updates to these, with changes made based on advice from best practice and also the most recent cycling modal share figures:

TYPE OF DEVELOPMENT	NUMBER OF SPACES
Residential	
Residential dwellings	1 space per bedroom up to 3 bedroom dwellings Then 3 spaces for 4 bedroom dwellings,

	wall ring/bar or Sheffield stand at the front of individual houses where cycle parking provision is located in the back garden
Guesthouses and hotels	1 space for every 3 members of staff 2 spaces for every 10 bedrooms Outside the historic core area this should include space for cycle hire
Nursing homes	1 space for every 3 members of staff 1 visitor space for every 10 residents
Retirement homes / sheltered housing	1 space for every 3 members of staff 1 space for every 6 residents and 1 visitor space for every 10 residents
Student residential accommodation, residential schools, college or training centre	1 space per 2 bed spaces within Historic Core Area 2 spaces per 3 bed spaces for the rest of the city. 1 space for every 3 members of staff 1 visitor space per 5 bedspaces
Hospitals	1 space for every 3 members of staff. 2 visitor spaces per consulting/treatment room 1 visitor space for every 10 bedspaces.
RETAIL, CULTURE, LEISURE AND SPORTS USES	
Food retail	1 space for every 3 members of staff and 1 visitor space per 25m ² in the City Centre or Mill Road District Centres For the rest of the city, 1 space for every 3 members of staff and 1 visitor space per 50m ² up to 1500m ² , thereafter 1 space per 100m ²
Non-food retail	As above
Financial and professional services	1 space per 3 members of staff + some visitor parking (on merit)
Food and drinks	1 space for every 3 members of staff 1 short stay space for every 10m ² of dining area in the historic core area 1 short stay space for every 15m ² for

	the rest of the city
Museums, Exhibition venues	1 space for every 3 members of staff Visitors on merit
Sports and recreational facilities and swimming baths	1 space for every 3 members of staff. 1 space for every 25m ² net floor area or 1 space for every 10m ² of pool area and 1 for every 15 seats provided for spectators
Places of assembly, including cinema, theatre, stadia, auditoria and concert halls	1 space for every 3 members of staff 1 visitor space for every 4 seats
Place of worship, public halls and community centres	1 visitor space per 15 m ² of public floor area
BUSINESS USES	
Offices	1 space for every 3 members of staff Some visitor parking on merit
General Industry	1 space for every 3 members of staff Some visitor parking on merit
Storage and other B class use classes	On merit
NON-RESIDENTIAL INSTITUTIONS	
Clinics and surgeries	1 space for every 3 members of staff and 2 spaces per consulting room
Non-residential schools	1 space for every 4 members of staff Cycle spaces to be provided for 50% of primary school children to include a scooter parking area, and 75% of secondary school children
Non-residential higher and further education	1 for every 2 members of staff Cycle parking for 70% of students based on anticipated peak number of students on site at any one time
Crèches and nurseries	1 space for every 3 members of staff 1 visitor space per 5 children A secure area to be provided for the parking of cargo bicycles/trailers

Garage Dimensions



RESPONSES TO CYCLE PARKING STANDARDS

12 - Promoting and Delivering Sustainable Transport and **12.19**

7189 Support

Summary:

There is clear underprovision despite the adoption of a pro-cycling policy in this and the Local Plan 2006. The improvement in provision will require a proper analysis of the casual and undisciplined usage, by cyclists of every private and public facility: railings which are damaged by the cavalier attachment, such as Emmanuel and the curtilage of Gt. St. Mary's.

What public space would have to be given up and is there enough of it if we centre everything on this Third World solution to the pressures of inadequate infrastructure?

12 - Promoting and Delivering Sustainable Transport and **12.19**

13814 Support

Summary:

While the Grand Arcade cycle park is a great facility, it is considerably smaller than originally planned, and as a result is normally full. Would you consider expanding it?

12 - Promoting and Delivering Sustainable Transport and **12.19**

15011 Support**Summary:**

Support these principles strongly but the same policy has still led to shortcomings as this paragraph notes.

- There is a desperate shortage of cycle parking all around the City. (The problem is not just confined to the city centre.)

- Levels of theft are 10% of all reported crime across the whole County, which is an abysmal indictment on the state of cycle parking around the City.

- A third cycle park in the City Centre is desperately needed. Post Office Terrace may be one possible site.

12 - Promoting and Delivering Sustainable Transport and **12.19**

15336 Support**Summary:**

Disagree strongly with another commenter's possible implication here that cycling is a "Third World solution". It is by far the most cost-effective and space-efficient solution to over-demand for access to the city centre.

A third cycle park is needed, building on the success of the existing two. Post Office Terrace is one possible place.

12 - Promoting and Delivering Sustainable Transport and **12.19**

16633 Support**Summary:**

Strongly agree with this paragraph.

12 - Promoting and Delivering Sustainable Transport and **12.19**

18262 Support**Summary:**

This needs major thought if the city is serious about reducing car travel and particularly if hybrid vehicles develop.

12 - Promoting and Delivering Sustainable Transport and **12.20**

12725 Support**Summary:**

Strongly agree. Very few public houses for example have even any cycle parking provision. The Kingston Arms recently had a car-shaped cycle rack outside- this was a great idea- would love to see this outside lots of pubs in Cambridge!

12 - Promoting and Delivering Sustainable Transport and **12.20**

13037 Support**Summary:**

Making proper provision for bike parking at home will improve the adoption of bikes as a means of transport.

12 - Promoting and Delivering Sustainable Transport and **12.20**

13821 Support

Summary:

I've visited friends in several new developments around Cambridge. Often there is nowhere for visitors to park bike, or it is full. In addition they often have problems storing bikes themselves. I think that standards should be improved. If you making cycle parking a hassle - people won't cycle

12 - Promoting and Delivering **12.20**
Sustainable Transport and

13873 Object

Summary:

Regulating against street cycle parking will discourage cycle use. More provision of cycle racks and some method of clearing dumped bikes will provide a better solution.

12 - Promoting and Delivering **12.20**
Sustainable Transport and

15015 Support

Summary:

- Strongly agree there are clear problems. If not fixed, levels of cycling will drop.

- The current guidance on the balance between (i) high-security (but less convenient) cycle parking (e.g. in basements) and (ii) convenient, near-entranceway, outside cycle parking is not in practice effective. We believe the balance should be towards convenient, secure Sheffield stands on-street, at a rate of 75% high-convenience stands vs 25% highest-security.

- The recent decision to allow basement cycle parking down a ramp and subject to traffic lights for the CB1 development was in clear breach of the Local Plan standards. Future applications must avoid this.

12 - Promoting and Delivering **12.20**
Sustainable Transport and

15775 Object

Summary:

One of the big problems is the council not complying with their own standards even when fully aware of it. There are constant examples (Grand Arcade, CB1, other retail areas, the council removing stands and not replacing them) where the requirements of the "Standards" were substantially watered down. CB1 is a travesty of planning procedure. How on earth are we to have faith that the council will comply with the new Plan any more than the old? Requirements here need to be a lot stricter to remove this possibility.

12 - Promoting and Delivering **12.21**
Sustainable Transport and

12731 Object

Summary:

Tough! Developers need to be innovative then. See comment above- car-shaped cycle rack- they could put in cycle racks that have been designed to fit in with the overall design of the development. This absolutely cannot be allowed as a reason to not put in cycle parking provision!

12 - Promoting and Delivering **12.21**
Sustainable Transport and

15017 Object

Summary:

We disagree with an implied view here that cycle parking is somehow unsightly. Good-quality, convenient cycle parking enhances, not detracts, from the quality of the development. There are many examples around the UK and Europe showing how high-quality cycle parking actively enhances the architectural quality of a development, and so the Local Plan wording should be in a positive light to encourage this.

12 - Promoting and Delivering **12.21**
Sustainable Transport and

15777 Object

Summary:

This paragraph is plain wrong. It is incorrect to portray some of the problems as "design requirements" and "constraints", when there are viable solutions, but not ones that make developers as much money. Those aren't design requirements, they are developers' desires for greater profits. The council has been complicit in this and shares blame. Space *can* be found. Cosmetic appearance *can* be handled with e.g. screening and/or planting. But developers don't consider the outlay worth the return, and the council prefers to defend developments over residents. This culture must stop, and the Local Plan must make sure that it does.

12 - Promoting and Delivering Sustainable Transport and

12.22

8974 Support

Summary:

Agree

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

8975 Support

Summary:

We agree

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

9590 Object

Summary:

the City Council should adopt the cycle parking standards as set out by the Cambridge Cycling Campaign, which are superior to those of the Council. It should be the case that all cycle parking is always easier than any car parking, meaning that for short journeys, using a car is far less convenient than using a bicycle.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

9782 Support

Summary:

The City's green spaces are important with access already good

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

10980 Support

Summary:

Essential, and more secure cycle parks like the one at the grand arcade please

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

11534 Support

Summary:

This is important.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

11628 Support

Summary:

It would be good to see that cyclist are seen as serious road users

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

11655 Support

Summary:

Cycling should be more convenient than using a car. One detailed point: I have seen some bicycle stands installed recently in Cambridge in a way that makes uneconomic use of space. The distance between some of these stands exceeds 130cm. Where there are two stands, three or even four stands could comfortably have been installed. While it is very important that stands not be so close together that it is difficult to get bicycles in and out of them, it is silly to waste space.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

12576 Support

Summary:

An obvious policy for a cycle city.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

13213 Support

Summary:

We would broadly support the policy for the location, design and quality of cycle parking. On sites where site size is a constraint, the provision of cycle parking could impact upon viability and the standard of design as a balance is achieved between accessibility of cycle storage and urban design.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

13288 Support

Summary:

Cambridge is a cycling city and adequate cycle parking is crucial for any new development. CCF supports this Option as a way of making sure cycle parking is well designed and easy to access in new developments. Cycling is a key means of low carbon travel and should be encouraged for residents in all new developments and good cycle parking provision is an essential part of this.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

13472 Support

Summary:

Our client considers that Option 191 should be the preferred option, 'Providing cycle parking in accordance with the Council's Cycle Parking guide for New Residential Development, or any subsequent updated version of this document.'

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

13926 Support

Summary:

Help make non-motorized transport the first choice for short journeys and used more in general.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

14333 Support

Summary:

Absolutely. At the end of the day, cycle parking is always going to be easier, cheaper and more visually attractive than arranging car parking. It's the only possible solution.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

14728 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

15714 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

15778 Support

Summary:

I absolutely agree with this option, with some provisos: the Cycle Parking Standards must be actually applied by the council, and not ignored as in the past. This option says cycle parking "could" be located close to the front where possible. That's wrong, it "should" be located there. That should be the default.

Provision for trailer/cargo-bikes "in appropriate developments" is too weak. When more than a certain number of stands are provided, such provision should be a requirement, not an option. Furthermore all cycle routes should accommodate them, irrespective of parking: some routes have barriers which prevent trailer use.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

16025 Object

Summary:

By not addressing this crucial matter long ago the city is at breaking point. Once again it requires a first class team that would be listened to. A PRIORITY TO BE ADDRESSED

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

16421 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

16601 Support

Summary:

"Doing More"

Suggestion:- "Bike Hangers" - Vertical system of bike parking (refer to design museum, London example!) Use any free vertical wall surface or construct a free standing U shap pillar to give 6 walls. Innovative solution, very appropriate for Cambridge's Image!

Provide community bike scheme accross city - uniquely designed blues and base - stands as per London's "Boris Bikes". Also in Munich and Seville etc.

12 - Promoting and Delivering Sustainable Transport and**Option 191 - Location, design and quality**

16634 Support**Summary:**

Strongly support. Hoops, rather than racks, preferred. The latter are inherently unstable, since even a slight push can send a bike sideways, and bang goes the front wheel - buckled beyond repair.

12 - Promoting and Delivering Sustainable Transport and**Option 191 - Location, design and quality**

16784 Support**Summary:**

A policy is needed. Current cycle parking facilities in residential and other areas remain inadequate, causing inconvenience to cyclists but also other road users (who encounter poorly or inconsiderately parked and tethered bikes).

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

7391 Support**Summary:**

The current design standards for cycle parking are not compatible with the need for high levels of cycle parking on College domus sites. Whilst the Kingston design specified may be appropriate for on-street parking of cycles, it does not enable cycles to be parked sufficiently densely confined areas within Colleges. Colleges should be allowed to install cycle racks that allow cycles to be stored efficiently and more densely in the restricted space available.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

8976 Support**Summary:**

We agree

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

9591 Support**Summary:**

Adopt the cycle parking standards as documented in <http://www.camcycle.org.uk/resources/cycleparking/guide/> which are far superior to the City Council's own standards.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

9784 Support**Summary:**

The City's green spaces are important with access already good

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

11024 Support**Summary:**

There is an urgent need to review the cycle parking standards. In terms of students and university development the standards are excessive and result in significant over provision, using scarce resources. Surveys demonstrate that around only 20% of Anglia Ruskin's students cycle to the university as they live very close to the campus. Surveys demonstrate that around 25% of staff cycle to work. Provision of spaces at a rate of 1 per student and 1 per 2 members of staff is excessive and unnecessary.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

12594 Support**Summary:**

Cycle parking should, as car parking, be better controlled than it is now. Bikes parked to cause a nuisance should be removed and walkways kept clear for pedestrians.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

12733 Support**Summary:**

Agree- I don't know what the current requirements are, but I don't think they are enough. This should be reviewed to provide guidelines that look to the future.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

13215 Support**Summary:**

We would broadly support the policy for updating cycle parking standards from those contained in the 2006 Local Plan to reflect changes in best practice. Any emerging cycle standards would need to take account of local experiences in Cambridge in order to ensure what is proposed is appropriate and wouldn't have a negative impact on design standards, safety or viability of development.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

14729 Support**Summary:**

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

15422 Support**Summary:**

In contrast to some of the other representations, I think cycle parking standards need reviewing and improving. If more people will be coming into the city, we must have better standards which include the possibility of cycle parking in front of homes, and a clarification of when high capacity stands can be used, not just that they can. Addenbrooke's also needs to be included in this as the current situation is not good enough for people cycling to it.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

15468 Support**Summary:**

Good cycle parking is essential if people are to be encouraged to cycle. Cycling is a practical way to get around a small and compact city like Cambridge, as well as having much less impact on the environment than motor vehicles. Cycling also reduces congestion.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

15715 Support**Summary:**

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

15779 Support**Summary:**

I support this, including the concept of drawing ideas from successful countries, hopefully including the Netherlands.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

16026 Object**Summary:**

By not addressing this crucial matter long ago the city is at breaking point. Once again it requires a first class team that would be listened to. A PRIORITY TO BE ADDRESSED

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

16422 Support**Summary:**

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

16785 Support**Summary:**

Support

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

7400 Object**Summary:**

Yes, we support the introduction of a policy combining options 191 and 192.

A clear problem which restricts the use of cycles is inadequate parking facilities - where a bike can be locked to a fixed point. The problem is especially bad and has been so for years, for example, at the Rail Station.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

7507 Support**Summary:**

My experience as a daily cyclist in the city is that there is entirely inadequate cycle parking in the centre, at the station and in residential areas.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

7858 Support**Summary:**

Yes.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

8506 Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

8977 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

10295 Support

Summary:

Yes we definitely need this policy on cycle parking to encourage cycling.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

10944 Support

Summary:

Yes, it is clear that there is not enough bike parking in the city.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

10981 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

11026 Object

Summary:

There is an urgent need to review the cycle parking standards. In terms of students and university development the standards are excessive and result in significant over provision, using scarce resources. Surveys demonstrate that around only 20% of Anglia Ruskin's students cycle to university as they live very close to the campus. Surveys demonstrate that around 25% of staff cycle to work. Provision of spaces at a rate of 1 per student and 1 per 2 members of staff is excessive and unnecessary.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

11586 Support

Summary:

Support

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

11958 Support

Summary:

Yes, I support the aims of Options 191-2 but do not have any specific comments to make.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

12745 Support

Summary:

All efforts should be made to maximise the provision of secure and convenient cycle parking but when and if it is achieved obstruction of the footway by illegally/inconsiderately parked cycles (and motor vehicles) should not be tolerated

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

12947 Support

Summary:

Yes. Existing cycle parking provision at the station and the Grand Arcade cycle park is well below sufficient quantity much of the time, and cycle parking in residential areas is also important

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

13290 Support

Summary:

Yes, see our comment on Option 191

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

13439 Object

Summary:

Cycle parking standards should be updated to reflect local circumstances. The location, design and quality of cycle parking is not a matter for Local Plan policy but for SPD guidance.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

13529 Support

Summary:

Yes it is vital that cycle parking is provided and given clear policy guidance in the Local Plan.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

13703 Support

Summary:

Greater provision for cycle parking is needed within the city centre as well as in residential areas.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

14331 Support

Summary:

Yes. It can be summed up quite simply: MORE CYCLE PARKING. It doesn't need to be dedicated bike racks; something as simple as a long wood rail outside a shop window.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

14334 Support**Summary:**

Yes.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

14485 Support**Summary:**

Yes. Cycle parking must be a priority. The Cambridge Cycling Campaign should be consulted about effective cycle parking as they have developed detailed guidance which should be used. High standard, quality and quantity cycle Parking at key transport hubs especially the city station is absolutely vital.

This policy should be combined with effective cycle routes across the city. Cycle parking should be required prior to the commencement of any new development work.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

14730 Support**Summary:**

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

15020 Support**Summary:**

Yes.

The current cycle parking standards, despite imperfections, have been absolutely instrumental in achieving the provision of cycle parking in new developments and ensuring that developers are not permitted to get away with poor-quality provision that fails to encourage cycles to be parked.

In passing, we have noted a trend for developers to refer to cycle parking as 'cycle storage'. We would ask that planners actively request developers to cease using such a term during pre-application discussions. Cycle parking is intended to provide easy access to a bicycle, rather than have cycles left unused.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

15130 Support**Summary:**

Yes, support.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

15291 Object**Summary:**

Provision for cycle parking in new developments would be a great success if there was follow-up to ensure that what was provided was actually fit for purpose. A local development in Chesterton allegedly has provisions for parking bicycles that does not allow sufficient room for bike and rider to actually use it. The two options do not appear to be mutually exclusive. It makes sense for standards to be worked up by the people directly affected by them.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

15717 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

15739 Support

Summary:

Yes. Should it not be entitled Location, quality and quantity? It is essential that convenient location of cycle parking is required in any development proposal.

In the second bullet point "where possible" must be omitted, as it would provide a let-out for an unimaginative architect. "Near the front door" is not of course the only possibility and might be omitted, providing it is clear that it must be made easier to start a journey from every house/ shop/ workplace on a bike than in a car.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

15780 Support

Summary:

Yes there is definitely a need for strong and clear cycle parking standards. Many developers do not understand the Cambridge environment now, nevermind the environment we seek to achieve. This is the only way to do that.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

15878 Support

Summary:

there is clearly a policy necessary for cycle parking in new development and we support option 191. Our past experience however is that actual provision is deficient and this is where developers will skimp if they can. We also support 192

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

16425 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

16635 Support

Summary:

Yes, emphatically.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

17508 Support

Summary:

Secure cycle parking - is currently inadequate in city, and new development needs to contribute to improving it at key cycling destinations too, to assist modal shift. Improving main cycling routes/road surfaces is also essential to increase cycling and cyclist safety

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

18183 Support

Summary:

If we are to encourage cycling then we need cycle parking - so Yes

12.19 notes a lack of 'secure cycle parking' - what do we mean by this - simply somewhere to secure a cycle or a more complex gated facility?

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

18494 Support

Summary:

Support in principle.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

6898 Support

Summary:

There is an urgent need to eliminate the parking of bicycles in unauthorised places on pavements in the city centre - e.g. outside colleges (Sidney, Pembroke, Emmanuel are particularly bad) and lecture rooms (e.g. Mill Lane).

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

8507 Support

Summary:

The inadequacy of current cycle parking racks in the centre of town

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

8978 Object

Summary:

Better provision is needed for existing built areas of Cambridge.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

13532 Support

Summary:

The city of Cambridge needs convenient and secure cycle parking widely available in the centre of the city including public transport hubs. We support Option 191.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

13709 Support

Summary:

New thinking is required to provide adequate cycle parking on side streets, e.g. in locations with cafes or public houses in what is mainly a residential area.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

14361 Object

Summary:

Requirements for planning permission to install secure cycle parking in-front of houses, in a manner much less intrusive than a parked vehicle, are I think a problem. The city's planning policy ought be supportive of those wishing to install secure cycle parking facilities at their homes.

Cycle parking provision is insufficient in many places in the city, as evidenced by the numbers of fly-parked, insecurely parked bikes on many of the city's streets. Cyclists like to park very close to their destinations, and parking provision should reflect this.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

14553 Support

Summary:

Research has shown that hospitals and medical establishments attract a very high number of trips. Any sustainable and integrated transportation policy has to be very clear and specific especially with such high trip generating locations like Addenbrookes. "By merit" is not an appropriate criteria to assess and manage parking requirements for hospitals. A much more rigorous policy is needed here, as witnessed by the sad state of bicycle facilities at the hospital

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

14731 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15027 Object

Summary:

- Application of standards needs improvement.

- The current Local Plan policy on high-capacity stands is highly defective. The use of "can be used" means that a developer with no real space constraints could use as many as they wish. New developments should never permit these.

- Completely new developments should be strictly to highest standards (no "where possible")

- Cycle parking at the South Cambs boundary area should be same as City standards.

- Hospital requirement should not be "on merit". The situation at Addenbrooke's is absolutely intolerable.

- New academies/free-schools, and government buildings, such as courts, should become subject to any standards

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15131 Support

Summary:

Proper cycle parking in the public realm may prevent large numbers of bicycles from being stolen and disposed of into the River Cam. Their removal is currently at cost to the City Council. Long-term cost-saving.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15465 Support

Summary:

Encouraging cycling is essential to enable people to move freely around the City and to limit traffic congestion. Good cycle parking is vital if people are to cycle.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15742 Support

Summary:

The "Cycle Parking Guide For New Residential

Developments" should be revised and retitled to make it clear that most of its content relates to all classes of development, and its content changed to make this clearer. Its content should be referred to as mandatory in the Council's planning and transport policies.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15781 Object

Summary:

As I've already mentioned elsewhere, there is a problem with the council enforcing its own standards. The Local Plan should reduce any wiggle room when it comes to minimum standards which have so far been abused dreadfully. Also as I mentioned elsewhere, any developments (particularly in the city centre) who do not have their own dedicated cycle parking should contribute towards a ring-fenced fund which can be used to construct a new desperately needed set of cycle parks around the city centre. I also agree with all I see the Cambridge Cycling Campaign has made in its submission.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

16874 Support

Summary:

Option 192 is preferred to allow for updated standards on cycle parking. But the policy should also make reference to the management of cycle parking. At present, most cycle parking in the City is not managed, or not managed well. So bikes are left abandoned for months or years taking up much-needed spaces, before they are removed. In particular the parking situation at the station is poor. There are enough spaces they are simply not managed properly.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

18184 Object

Summary:

One of the most flexible arrangements is the age-old metal railings - it has low impact on the roads and pavements, is flexible in use and can be decorative; why take over more pavement space when this is often the most space-efficient

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

18495 Support

Summary:

Further investigation and discussion of the options would be welcome to consider the results of the consultation and fit with the strategic approach in the draft Transport Strategy for Cambridge and South Cambridgeshire. This is currently being developed and would be beneficial to review local policy approach with strategy to ensure they are complimentary. The County Council would be pleased to work with City colleagues/ stakeholders to discuss and review details as plans progress.

12 - Promoting and Delivering Sustainable Transport and

Question 12.17

14732 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.17

18185 Object

Summary:

One problem is that of abandoned or damaged bicycles which simply take up spaces and fall over; do we need bicycle registration - colleges used to do it for students & dons, why not more widely? Most hire bikes have numbers - make it easier to track who owns and whether dumped (perhaps online only)