

APPENDIX B

Consultation Report



CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT

Public Consultation Report

September 2013

Cambridge City Council
Streets and Open Spaces
The Guildhall
Cambridge
CB2 3QJ

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Executive Summary



The public consultation gave members of the public and other stakeholders the opportunity to give their views on the proposed location of additional cycle parking in the heart of the city centre.

Cambridge City Council does not necessarily endorse the views expressed by those who responded to the public consultation. However, serious consideration will be given to all suggested ideas, additions or changes to the scheme proposals.

It is generally felt that the consultation has been conducted successfully. The consultation reached a wide and varied audience, with over 200 responses received from across the consultation area. The most common responses are listed below:

1. Considerable general support and praise for this project and the number of additional cycle parking spaces it proposes to create.
2. Significant concern over the visual impact of the considerable number of cycle stands proposed around the Guildhall, on Guildhall Street, Market Square and particularly Peas Hill.
3. Facilitating large delivery vehicle access along Bene't St and into the Wheeler St and Peas Hill area for the Arts Theatre and Corn Exchange must be considered and not adversely affected.
4. Proposals for Senate House Passage and Trinity Lane were thought to be an issue for what is an area with high pedestrian numbers.
5. Some objection to the proposed loss of green space on Parker's Piece at the top of Regent Terrace.
6. The need to promptly deal with abandoned bicycles to maintain capacity and aesthetics.
7. Clear demand for additional cycle parking outside the city centre and a third or extended undercover cycle park.

8. A lack of support from a significant proportion of respondents for the high capacity style cycle stands.

It is clear from the comments received, that the predominant area of concern relates to the proposals around the Guildhall, where there is currently the greatest demand for additional cycle parking and hence number of proposed new stands.

The demand for cycle parking in the city centre is clear for all to see and the fundamental aim of this project is to provide appropriate parking facilities for existing and targeted future cycling growth.

However, there are clearly many conflicting demands on space within the city centre and a fine balance will need to be found between the provision of additional cycle parking and the positive and negative impact it has on the users and general operation of the city centre.

1 Introduction

1.1 The City Centre Cycle Parking Project

A capital bid of £500,000 was approved at Full Council in October 2012, to fund the City Centre Cycle Parking Project, which aims to provide 1,000 additional cycle parking spaces in the heart of the city centre.

The city centre has ever growing pressures on its use, which is set to increase as the city expands, particularly around its fringes due to the significant growth agenda. The City Council's vision of a city where getting around is primarily by public transport, bike and on foot is a key driver for this project. The demand for secure cycle parking in the city is clear for all to see and this project aims to significantly increase capacity in the heart of the city centre where the demand is at its highest. With that in mind, the project has two key aims;

- To provide localised on-street cycle parking throughout the city centre where space allows and the demand for cycle parking is high.
- Introduce a third undercover secure cycle park, similar to those at Park St and Grand Arcade car parks.

1.2 Scheme Background

A detailed street level study of the city centre has been carried out, to determine the areas of the city centre where there is currently a shortage of secure cycle parking, leading to informal and sometimes obstructive abandonment of cycles.

The areas surrounding the Guildhall and Market Square itself were highlighted as having a significant shortfall in parking, whilst having the most potential for additional parking provision.

The main objective of this project is to provide secure cycle parking in the heart of the city centre and the Guildhall and Market Square area is regarded as the focal point within the historic core.

A considerable emphasis was therefore placed on the design of additional cycle parking in this area, whilst taking into account conflicting demands from others, such as loading access, pedestrian flows and street vendors.

The preliminary design of this scheme has also been carried out in conjunction with Cambridgeshire County Council, as the majority of the proposals affect the public highway for which it is responsible.

Many of the proposals also impact on existing traffic regulation orders, such as on-street pay and display bays, disabled bays and taxi ranks. A further statutory process will therefore be required to amend these orders, which will need to be carried out through close working with the County Council.

Throughout the concept and preliminary design stages of this project, many potential locations for additional cycle parking have been discounted for various reasons. These have ranged from the potential for adverse effects on the public highway to refusal from private landowners.

1.3 Scheme Programme

Project Start-up and Inception Stage	December 2012 to January 2013
Concept Design Stage	January to March 2013
Preliminary Design Stage	March to June 2013
Public Consultation	July to September 2013
Approval of Proposed On-street Measures	8 October 2013
Detailed Design Stage (Including traffic regulation order process)	October 2013 to December 2013
Production of Construction Information	December 2013
Construction	January to March 2014

Table 1.1 City Centre Cycle Parking Project Programme (On-street measures only)

2 Consultation Activity

2.1 Consultation Process

The public consultation was carried out to notify local residents, businesses and other key stakeholders of the scheme and its current proposals. It also aimed to encourage their involvement in the development of the scheme providing valuable input and feedback on the proposed measures.

The consultation period started on 16 July 2013 and finished on 23 August 2013. Responses and completed questionnaires were to be returned to the City Council by the last day of the consultation period, however the City Council decided to allow late submission of comments until 7th September 2013.

An exhibition of the proposals was also held in the Guildhall throughout the consultation period and officers were present on two occasions to enable those attending to discuss the proposals with the project team.

2.2 Leaflet, Questionnaires and Exhibitions

As part of the consultation process an A3 size leaflet was produced for each location to help the public gain an understanding of the overall project as well as illustrations of the detailed proposals at each individual location. Enclosed within each leaflet was a freepost questionnaire. Leaflets were delivered by hand to all premises in close proximity to, or with a view of, each proposed location.

The public exhibition presented A0 displays of the locations with detailed plans of the layouts proposed. Leaflets for each location were also available for visitors to complete and leave in a comments drop box.

The package of drawings that formed the basis for this consultation can be found in Appendix A of this report.

2.3 Website

A web page for this project was created earlier this year to provide information on the project, including its progress.

The project web page can be found at the following web address:

<https://www.cambridge.gov.uk/city-centre-cycle-parking>

The web page provided detailed information for each location proposed, but also included a number of features, enabling the public to give feedback at a time that was convenient to them. These features included:

- Downloading a PDF of each location and freepost questionnaire.
- Completing an “Online Questionnaire”
- Allowing the public to make open comments or suggestions about the scheme.
- Making known the e-mail and postal addresses to contact the relevant team at the City Council.

2.4 Stakeholders

A package of drawings and covering letter was sent to a range of key and statutory stakeholders and user groups, inviting them to give feedback and comments on the proposed scheme and attend the planned exhibitions.

Key stakeholders included;

Chief Fire Officer
Cam Sight
Cambridge Deaf Association
Cambridgeshire Mencap
Disability Cambridgeshire
East of England Ambulance Service
Policy Advisor, Cambridge Chamber of Commerce
Cambridge Past, Present & Future
Road Haulage Association Southern and Eastern Region
University of Cambridge
Steve Poppitt, Cambridge Police Safer Neighbourhoods Inspector

3 Public Consultation Responses

3.1 Public Consultation Results

The response data has been interrogated for two outputs, firstly for the responses to the questions as set out in the questionnaire concerning the four key aspects of the proposed scheme. The second output was the comments and suggestions made on the questionnaires and from separate individual responses from stakeholders and residents.

The City Council received over 200 recorded responses throughout the consultation period excluding those received from key stakeholders. Every effort has been made to ensure that the data has been entered and compiled as detailed from the responses received.

The general response to the individual proposed locations is illustrated below in table 1.2 and figure 1.0.

Proposed Location	Yes	No	Maybe	No Preference
Bene't Street	84	13	9	3
Castle Street	82	3	6	7
Christ's Lane	76	6	8	8
Christ's Pieces	81	3	6	8
Eden Street	77	5	8	6
Fitzroy Lane	76	3	10	8
Free School Lane	83	3	9	3
Granta Place	76	4	11	3
Guildhall Street	78	2	9	1
Jesus Lane	80	7	7	6
King's Parade	87	11	6	1
Lion Yard / Sidney Street	85	7	6	4
Market Square	81	58	10	1
Norfolk Street	79	2	10	6
Park Terrace	75	2	10	8
Peas Hill	78	18	8	4
Quayside	76	9	9	7
Regent Terrace - Parker's Piece	72	8	10	5
Regent Terrace	76	3	7	7
Regent Street	84	2	8	7
Round Church Street	82	2	7	3
Sidney Street	79	13	8	3
Senate House Passage	66	17	11	5
St. Andrew's Street	84	5	8	3
St. John's Street	76	10	8	5
Tennis Court Road	79	6	12	7
Trinity Lane	71	9	6	10
Trinity Street	74	7	13	2
Trumpington Street - Location 1	83	5	8	2
Trumpington Street - Location 2	84	6	6	3

Table 1.2 Overall responses to the individual locations.

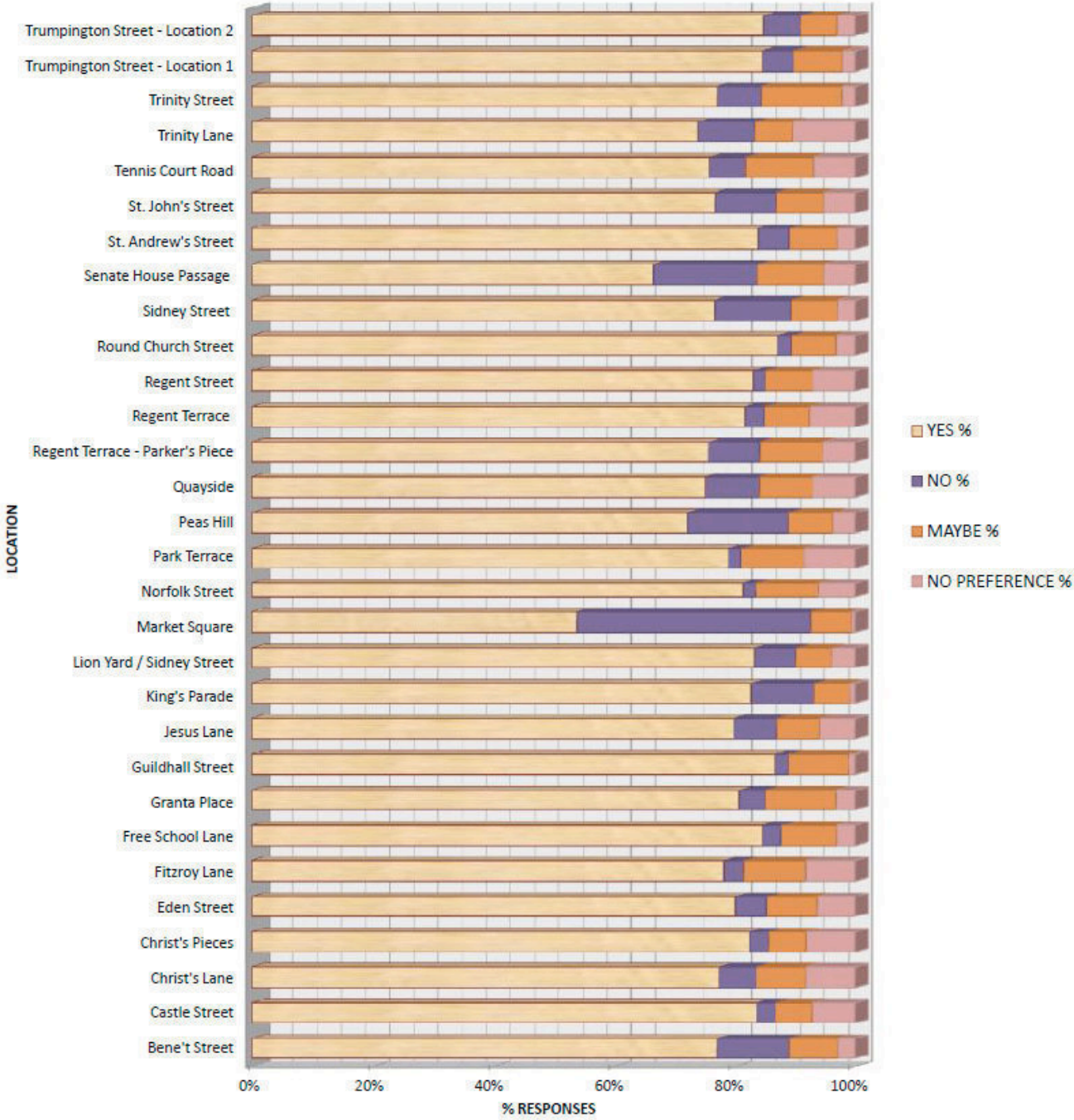
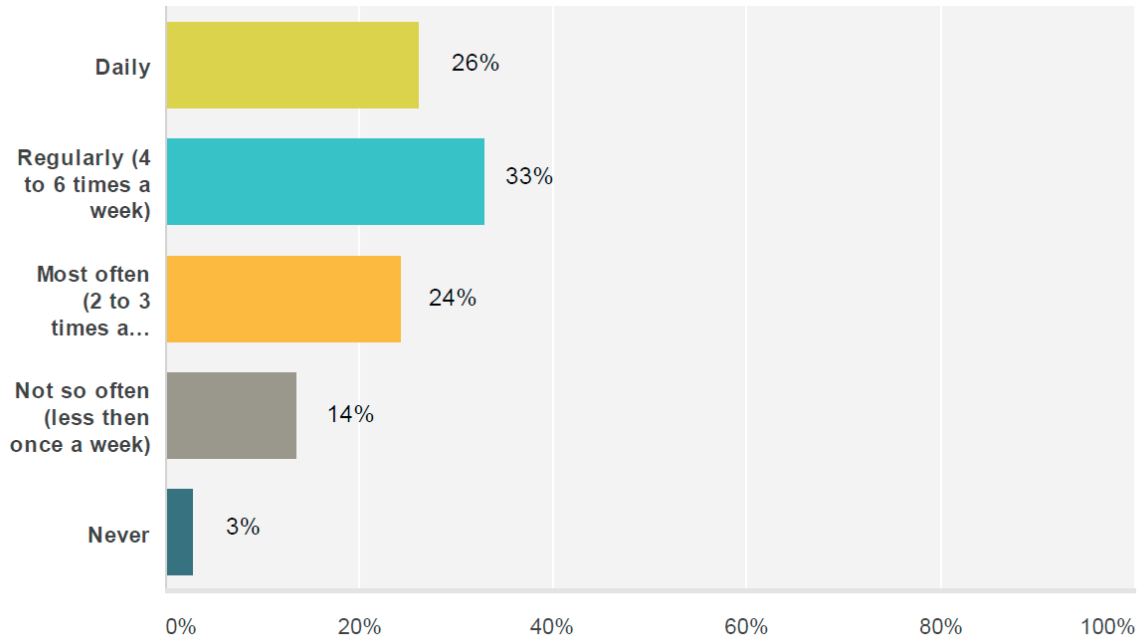


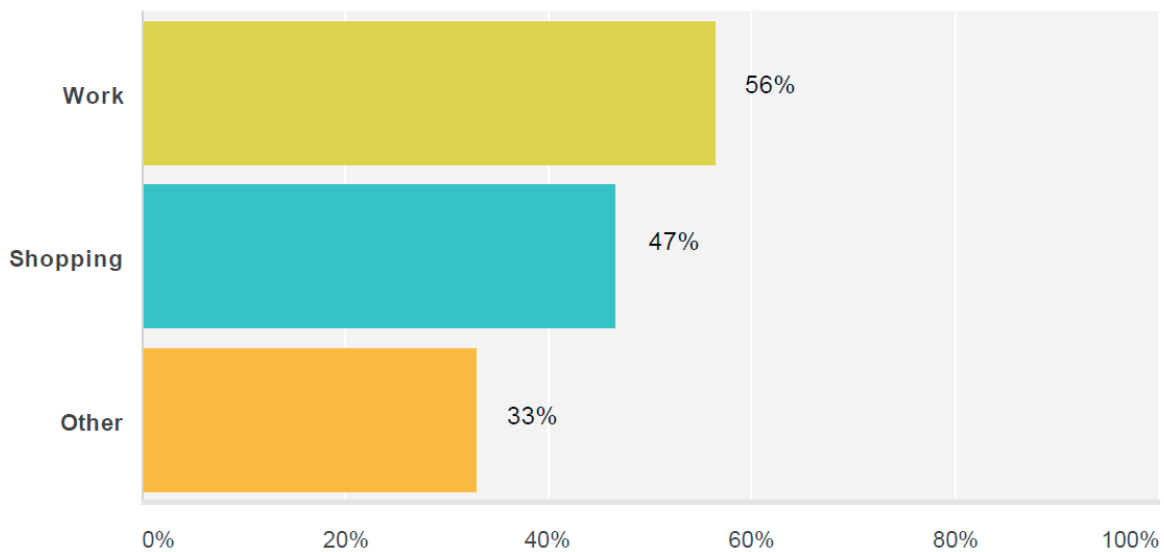
Figure 1.0 Chart illustrating the overall response to the individual locations

The received data for the remaining questions have also been collated and can be found below;

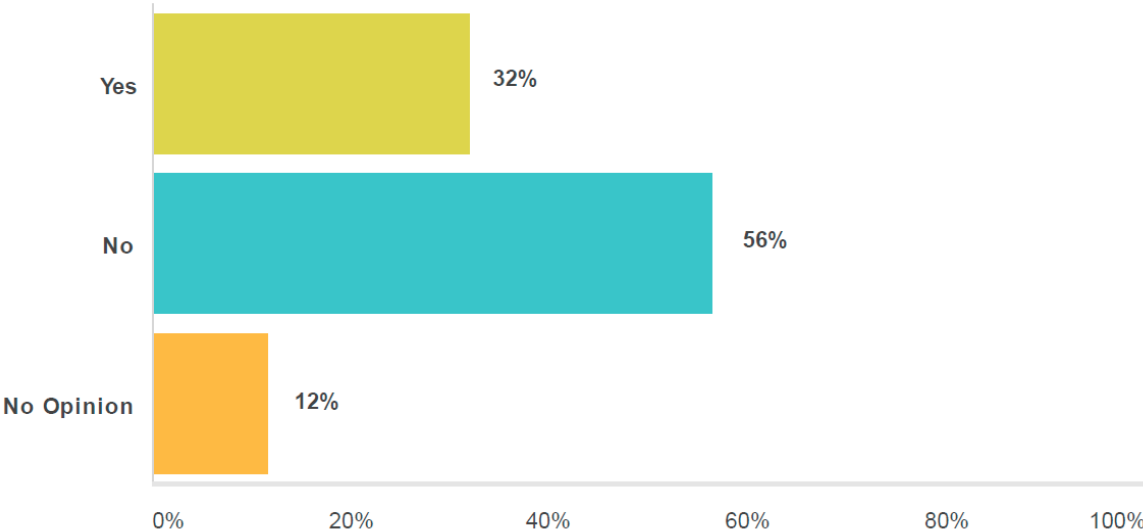
QUESTION: How often do you cycle in the city centre?



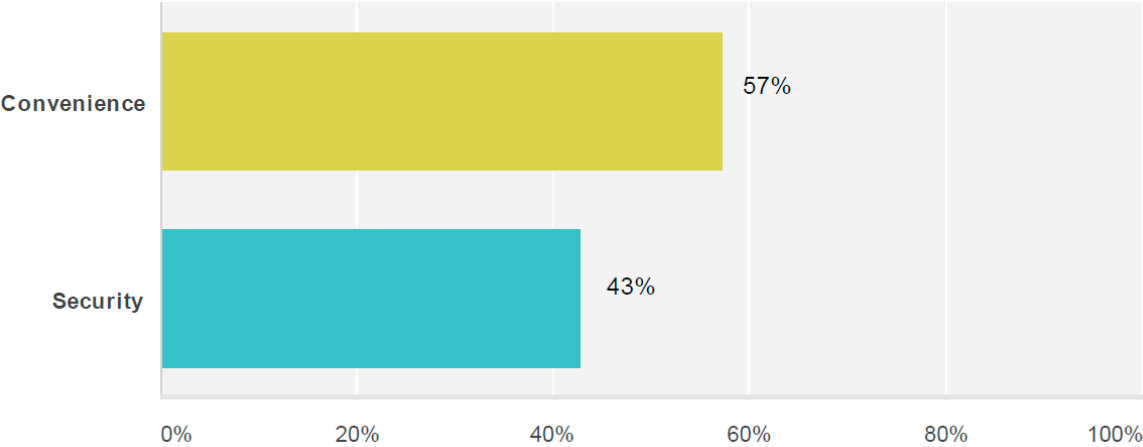
QUESTION: Please tell us the main reason you cycle in the city centre?



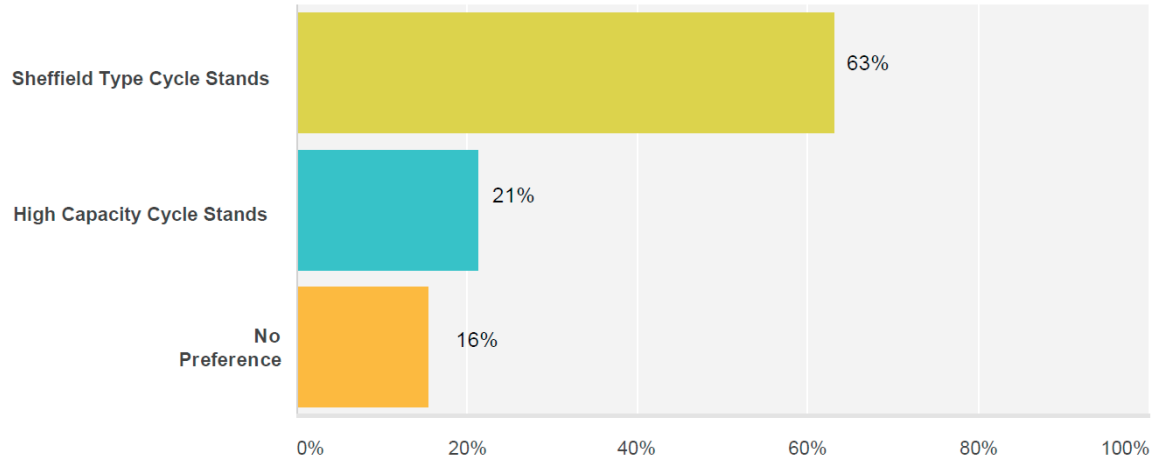
QUESTION: Does the lack of cycle parking affect your travelling choice?



QUESTION: What is the most important factor to you in terms of cycle parking?



QUESTION: Having viewed the image, please confirm which type of cycle stand you prefer?



Additional comments were made against many of the proposed individual locations. A comprehensive record of these comments can be found in Appendix B of this report.

The views expressed by those who responded to the public consultation are not necessarily endorsed by the City Council. Whilst serious consideration will be given to all suggested ideas, additions or changes to the scheme, these will not automatically be taken forward as part of the final scheme approval process.

3.2 Summary of public consultation response

The received data and comments from this consultation have been analysed and the main points can be summarised as follows:

- Firstly it was clear that this project is generally very welcomed by a significant majority of those responding to this consultation.
- General concerns were expressed over potential conflicts with other users, particularly pedestrians and loading activity in more confined busy locations, such as Sidney Street, the Market Square and Senate House Passage.
- Comments from disability groups highlighted the inherent benefits of the high capacity cycle stand and the proposals to formalise parking away from building lines particularly around either side of the Guildhall.
- One of the most common highlighted issues relates to the issue of abandoned cycles and the even greater need for management if the increase in capacity provided is to remain useable, especially considering the level of investment proposed.
- The aesthetic impact of cycle parking provision has been questioned by some, particularly in locations of high historic value, such as St John's Street, Trinity Street, Kings Parade and outside Great St Mary's Church in Market Square.
- The impact on loading activity on St John's St and Trinity Street was a concern expressed by the College's and businesses. This is a very narrow stretch of highway, with considerable potential for congestion caused by loading vehicles blocking the carriageway due to the lack of loading facilities.
- The main area of concern relates to the areas around the Guildhall, Market Square and vehicular access to the Peas Hill area at the rear of the Guildhall.
- A petition containing 46 signatures was received from Market Traders objecting to the proposed provision of cycle parking in Market Square on the grounds that it will have a significant adverse impact on their loading activities at the start and end of each day.
- An objection from Marks & Spencers was also received citing the potential for impact on access to their loading bay in Market Square.
- It was felt that the proposals on Guildhall Street on the Lion Yard side of the Guildhall could have the potential to impede access for events in the small and large halls of the Guildhall.
- The number of proposed cycle stands in this location was also thought to impede the views and therefore linkage through to Market Square from Fisher Square.

- There was a much stronger objection to the proposals on the Peas Hill side of the Guildhall, based on the number of proposed cycle stands impacting on the views and linkage through to the Bene't St area and the available space for loading and disabled parking activity.
- Concern was also expressed by the Corn Exchange and Arts Theatre with regard to the potential for impact on their significant loading activity, which is already problematic and difficult to manage, based on the existing highway layout and traffic order restrictions.
- Activity around the clock at the junction of Bene't St and Kings Parade was also highlighted as an issue by many, on the basis that it could be further exasperated by the proposed additional cycle parking.
- The final main area of contention was around the proposal to redesign and extend the current cycle parking on Parker's Piece at the end of Regent Terrace.
- This involved the loss of approximately 72m² of existing green space, which was strongly objected to in some responses.
- Comments on the use of the high capacity style stands were also received, with the majority favouring the standard 'sheffield' style stand. The results of the high capacity stand trial on Christ's Lane can be found in Appendix C of this report. Some of the issues cited have been resolved by the new design of high capacity rack, however the outstanding perceived issues were;
 - Overly complicated
 - Ugly
 - Add time & effort to lock/unlock
 - Bad for wheel bending
 - Difficult for some to lift bike onto higher side
 - Issues for those with baskets or panniers

3.3 Alternative Suggestions

Suggestions for additional cycle parking locations were also received as result of this consultation.

These included;

- The loading bay to the north of Great St Mary's Church.
- Outside British Heart Foundation store on East Road.
- Area beside Jamie's Italian restaurant on Peas Hill
- Outside Police Station on Parkside
- At Queens Anne Terrace Car Park
- Castle Street
- Around the bus station

4 Summary

It is generally felt that the Cambridge City Centre Cycle Parking Project Public Consultation has been conducted successfully. The consultation reached a wide and varied audience, with over 200 responses received from the public and further responses received from identified key stakeholders. Every premise with a view of each of the proposed locations was also hand delivered a leaflet.

The consultation further highlighted the clear demand for additional cycle parking in the heart of the city centre, but also the need to balance provision against the conflicting demands for space from other users and the impact on the streetscape.

It was also highlighted that the proposed level of investment in this additional parking provision also needs to be backed up by appropriate levels of management and maintenance, to ensure that the improved parking facilities are sustainable and effective going forward. The emphasis being on the need to ensure that a robust process exists for the timely management of abandoned cycles. This will require further discussion and development with Cambridgeshire County Council, in order to agree what is feasible in terms of the highways act and within resources currently available to both authorities.

The design of the high capacity cycle stand, particularly the revised design, whilst being criticised by some was still welcomed by many of those responding. The negative points that were raised will have to be balanced by the need to achieve high density facilities, due to the significant lack of available space in a very compact city centre. Their expected benefits for disabled users of the highway were also reinforced by responses received from such users.

The locations that have raised the most concern will be reviewed following the outcome of this consultation, before any final proposals are put forward for implementation. These will include the areas around the Guildhall and Market Square and the narrow streets such as Sidney Street, St John's St and Trinity St.

Some of the other locations that have raised concern may also be dropped completely, as there is very limited scope for redesigning the cycle parking provision, such as the area on Parker's Piece at the end of Regent Terrace.

Further consultation will be necessary on any new additional locations or revisions to existing proposals that are deemed to have a significantly higher impact, before their implementation could be considered.

For further information relating to the content of this report please contact:

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Project Delivery & Environment Manager
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Email: andrew.preston@cambridge.gov.uk

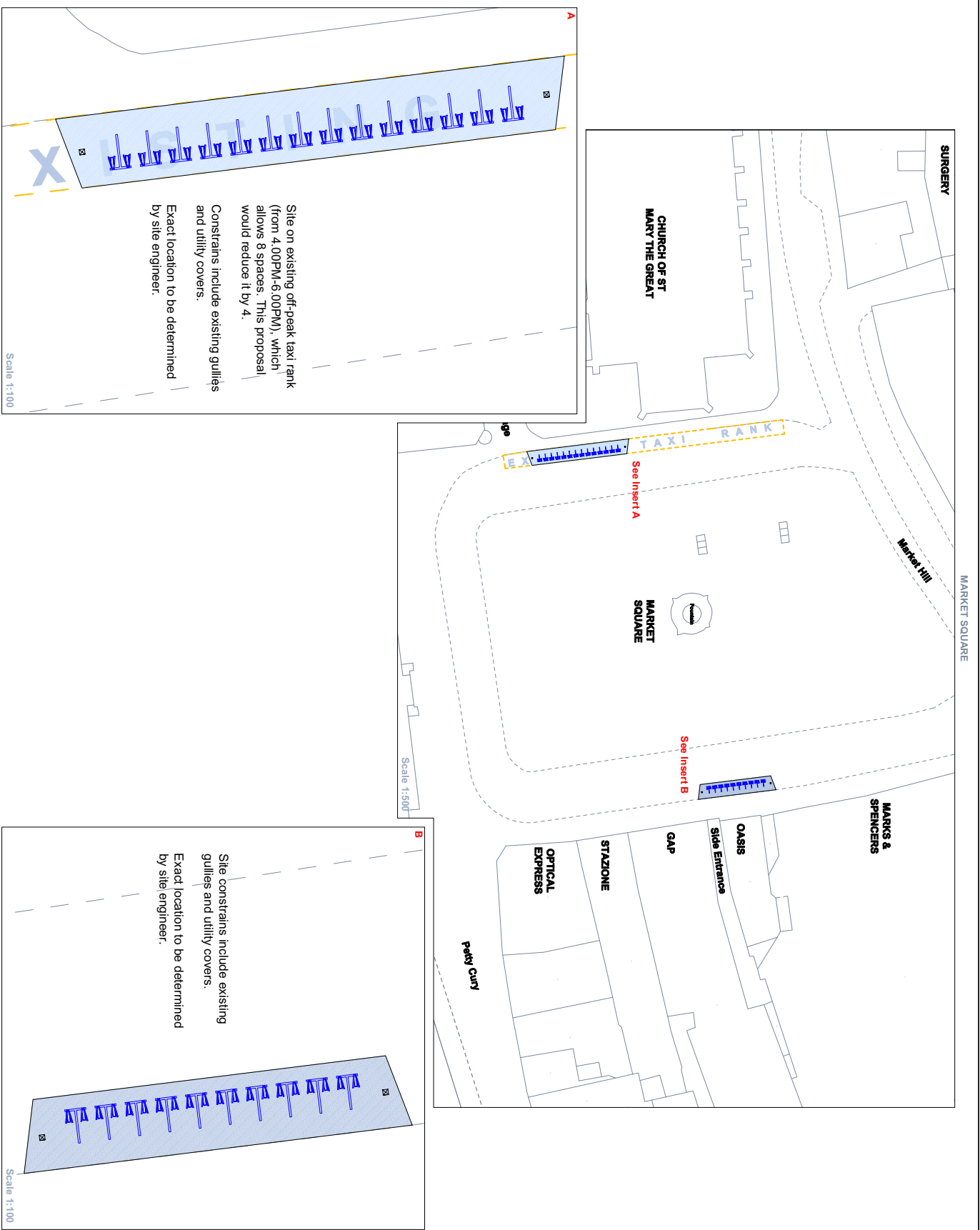
APPENDIX A

Consultation Drawing Package

CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT

O N - S T R E E T P R O P O S A L S

STREET NAME:	DRAWING NUMBER:
Bene't Street	014-018/000/004
Castle Street	014-018/000/019
Christ's Lane/Drummer Street	014-018/000/012
Christ's Pieces/Drummer Street	014-018/000/012
Eden Street	014-018/000/022
Fitzroy Lane	014-018/000/023
Free School Lane	014-018/000/014
Granta Place	014-018/000/016
Guildhall Street	014-018/000/003
Jesus Lane	014-018/000/008
Kings Parade	014-018/000/004
Lion Yard	014-018/000/011
Market Square	014-018/000/002
Norfolk Street	014-018/000/024
Park Terrace	014-018/000/005
Peas Hill	014-018/000/003
Quayside	014-018/000/007
Regent Street	014-018/000/021
Regent Terrace	014-018/000/006 / 014-018/000/021
Round Church Street	014-018/000/018
Senate House Passage	014-018/000/017
Sidney Street	014-018/000/010 / 014-018/000/011
St Andrew's Street	014-018/000/011 / 014-018/000/020
St John's Street	014-018/000/009
Tennis Court Road	014-018/000/013
Trinity Lane	014-018/000/017
Trinity Street	014-018/000/009
Trumpington Street	014-018/000/004 / 014-018/000/015



Notes:

- Proposed high capacity cycle stands
- Proposed kerb build-out for high capacity cycle stands

Market Square

Proposed high capacity cycle stands at Market Square.

Location A:
Opposite Church of St Mary The Great: 14 cycle stands

Location B:
Opposite M&S/Oasis shop frontage: 10 cycle stands

Total possible capacity for cycle parking: 48

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REV	AMENDMENTS	DATE
B	Modification of cycle stands opposite the church site by view	04 June 2013
A	Amendment for public consultation	14 May 2013

ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

CAMBRIDGE CITY COUNCIL

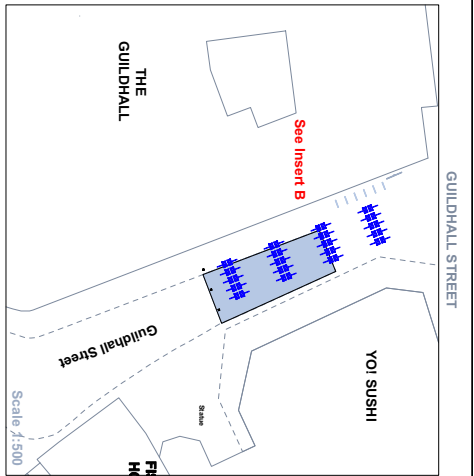
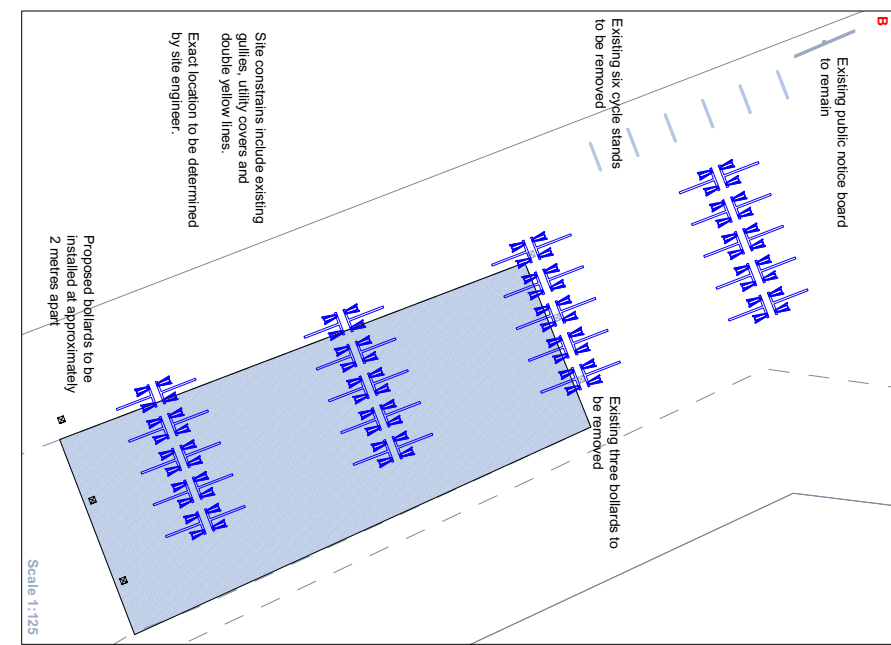
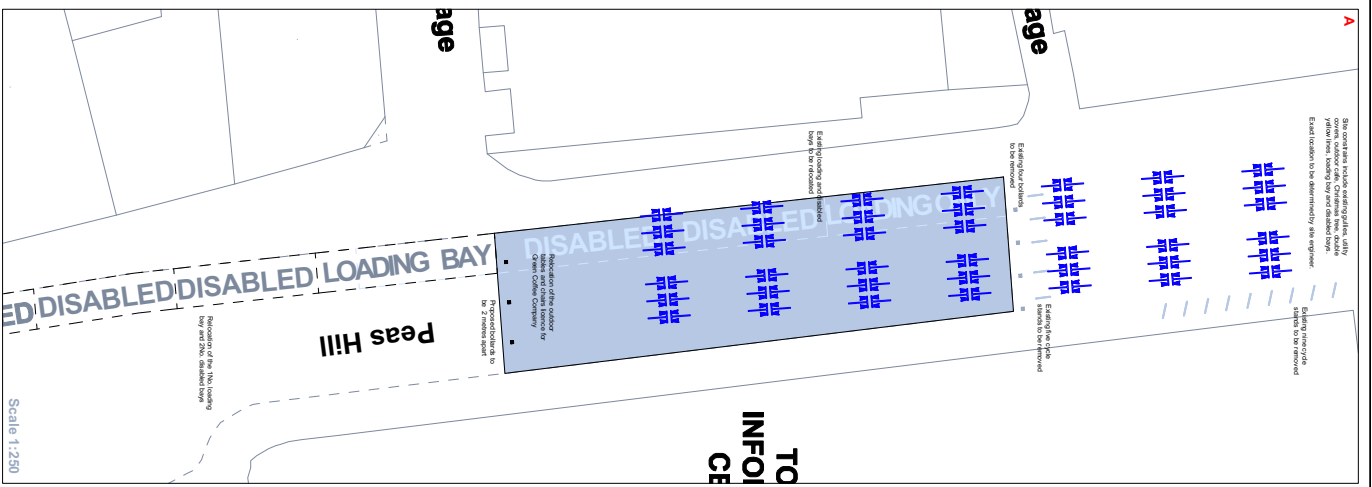
Simon Payne
Director of Environment
CAMBRIDGE CITY COUNCIL
17, Bridge Road, Cambridge, CB2 1UH
Tel: (0)1223 - 451200 or 457201

Project:
CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT

PUBLIC CONSULTATION

Drawing:
PROPOSED ON-STREET LOCATION
MARKET SQUARE

Scale:	VARIOUS @A3	Date:	14/05/2013
Drawn by:	SH	Checked by:	GR
Drawing No:	014-018/000/002	Rev:	B



Notes:

- Proposed high capacity cycle stands
- Proposed kerb build-out for high capacity cycle stands

Peas Hill

Location A:
Proposed high capacity cycle stands at Peas Hill opposite the Guildhall: **84** cycle stands

Total possible capacity for cycle parking: **168**

Guildhall Street

Location B:
Proposed high capacity cycle stands at Guildhall Street.

Opposite the Guildhall: **40** cycle stands

Total possible capacity for cycle parking: **80**

Peas Hill

Location A:
Proposed high capacity cycle stands at Peas Hill opposite the Guildhall: **84** cycle stands

Total possible capacity for cycle parking: **168**

Guildhall Street

Location B:
Proposed high capacity cycle stands at Guildhall Street.

Opposite the Guildhall: **40** cycle stands

Total possible capacity for cycle parking: **80**

Environment

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**Environment
Streets & Open Spaces
Project Delivery**

REVISIONS

REV	AMENDMENTS	DATE
0	Completed the drawings as shown and approved the author's work.	05 June 2013
A	Approved for public consultation.	21 May 2013

Scale: VARIOUS @A3

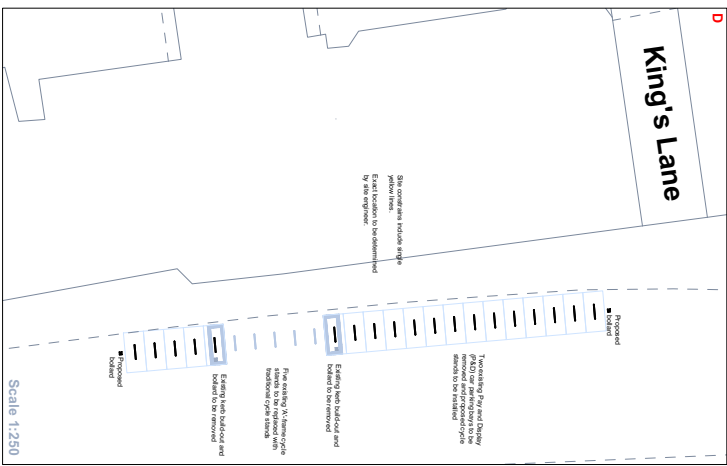
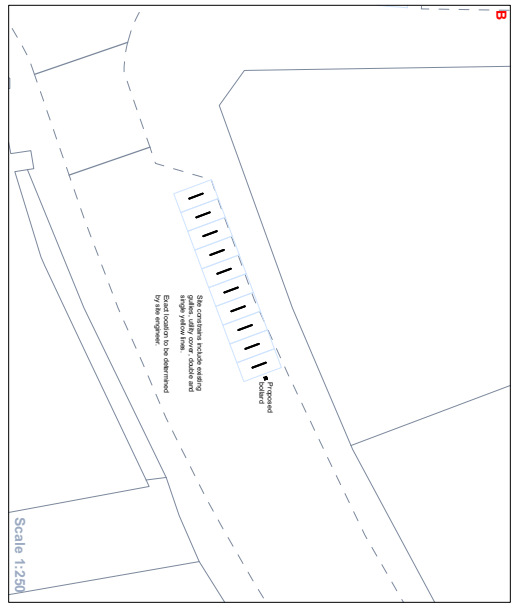
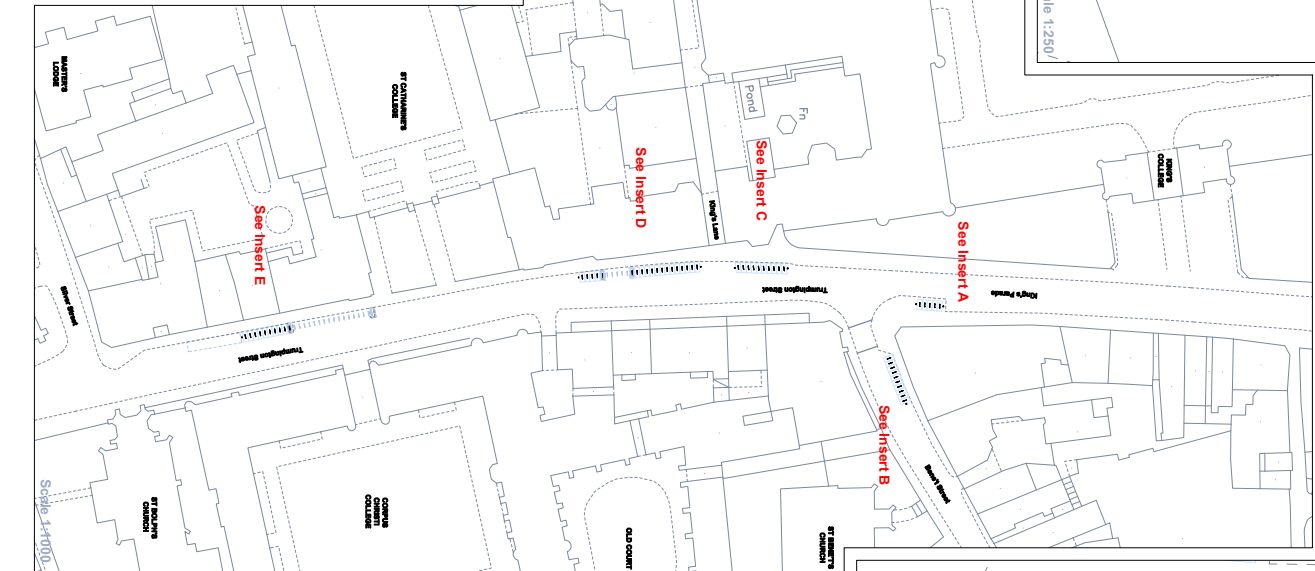
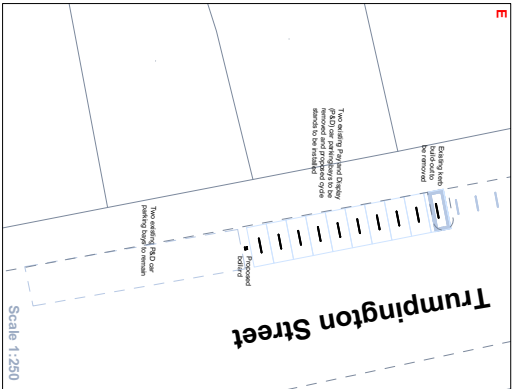
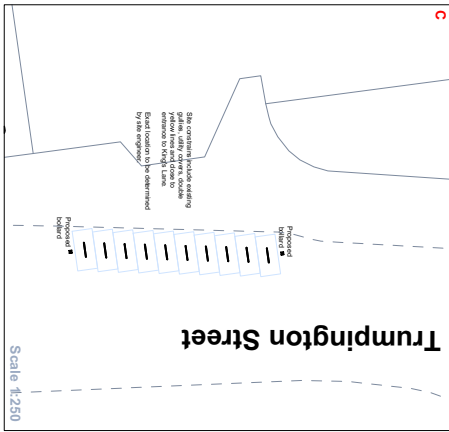
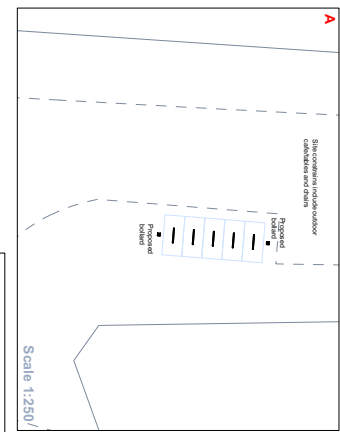
Date: 21/05/2013

Drawn by: SH

Checked by: GR

Drawing No: 014-018/000/003

Rev: A



Notes:

- Proposed traditional cycle stands

King's Parade

Location A:
Proposed traditional cycle stands opposite The Cambridge Chop House; 5 cycle stands
Total possible capacity for cycle parking: 10

Benet's Street

Location B:
Proposed traditional cycle stands opposite The Cambridge Chop House; 10 cycle stands
Total possible capacity for cycle parking: 20

Trumpington Street

Location C:
Proposed traditional cycle stands opposite Kings Lane (north); 10 cycle stands

Location D:
Proposed traditional cycle stands opposite Kings Lane (south); 24 cycle stands

Location E:
Proposed traditional cycle stands opposite Corpus Christi College; 10 cycle stands
Total possible capacity for cycle parking: 88

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REV	AMENDMENTS	DATE
B	Revised and proposed cycle stands for King's Lane and Benet's St.	12 July 2013
A	Revised and proposed cycle stands for King's Lane and Benet's St.	22 May 2013

ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

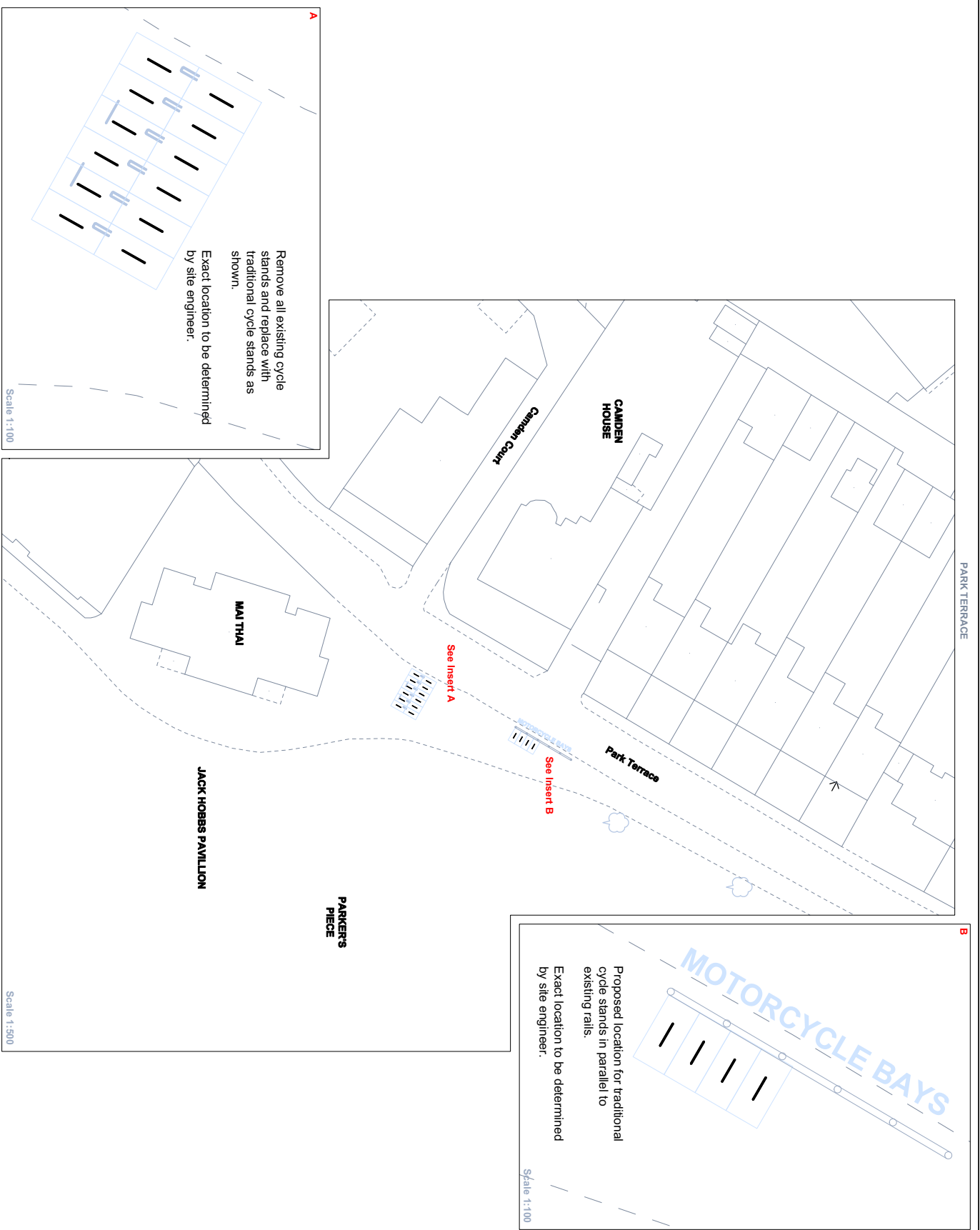
Simon Payne
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Tel: 01223 451230 or 457201

Project:
CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
PUBLIC CONSULTATION

Drawing:
PROPOSED ON-STREET LOCATION
BENET STREET, KING'S PARADE AND TRUMPINGTON STREET

Scale:
VARIOUS @A3
Date:
22/05/2013

Drawn by:
SH
Checked by:
GR
Drawing No:
014-018/000/004 Rev.B

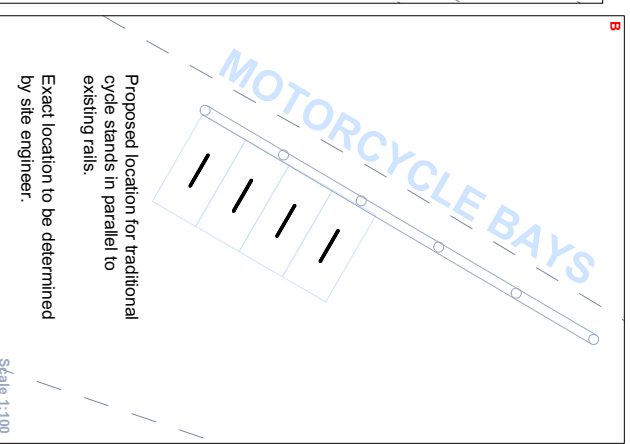


Notes:
 - Proposed traditional cycle stands

Park Terrace
 Proposed traditional cycle stands at Park Terrace.

Location A:
 The existing six 'butterfly'-style stands and two 'double-loops'-style stands (which between them have a capacity to accommodate ten cycle parking) are to be replaced with traditional cycle stands.

Opposite car park: 12 cycle stands
 Location B:
 Opposite motorcycle park: 4 cycle stands
 Total possible capacity for cycle parking: 32



DO NOT SCALE
 Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing work. Any discrepancy between the drawings and site conditions must be brought to the attention of the project administrator's / landscape architect's attention.

REV	AMENDMENTS	DATE
A	Approved for public consultation	22 May 2013

**ENVIRONMENT
 STREETS & OPEN SPACES
 PROJECT DELIVERY**

CAMBRIDGE CITY COUNCIL

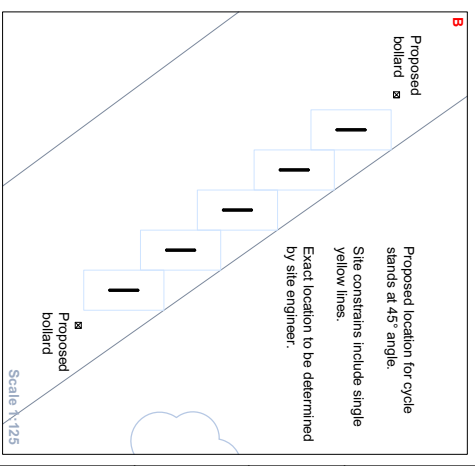
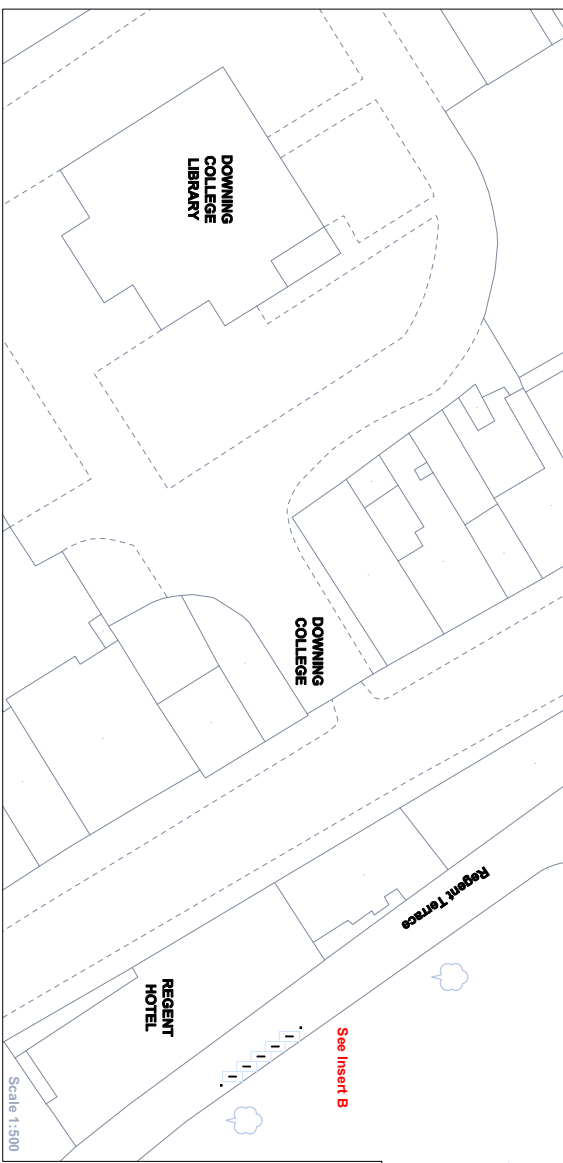
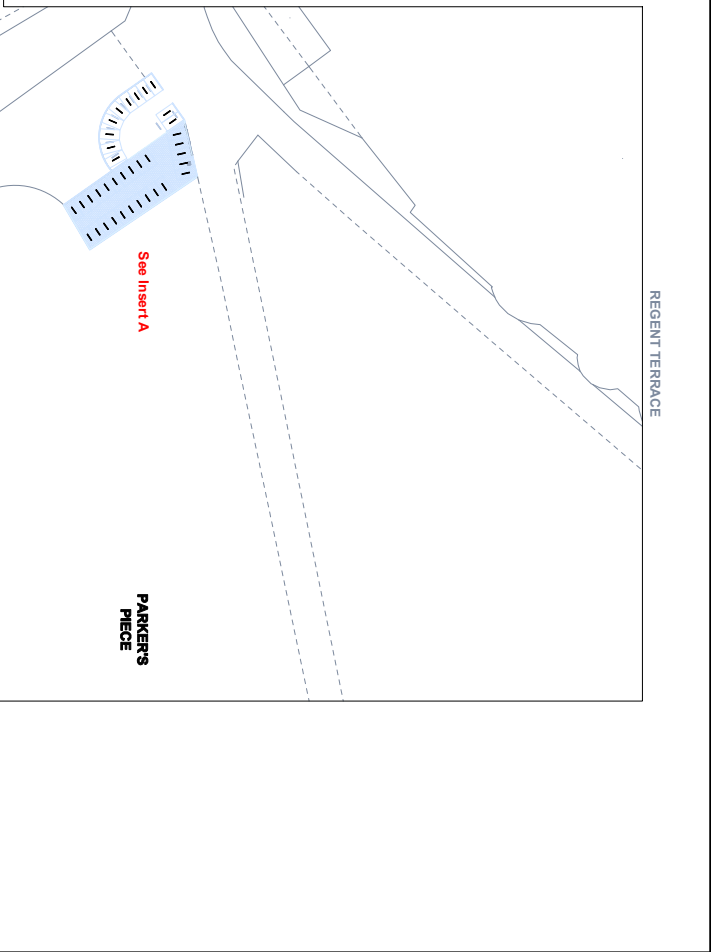
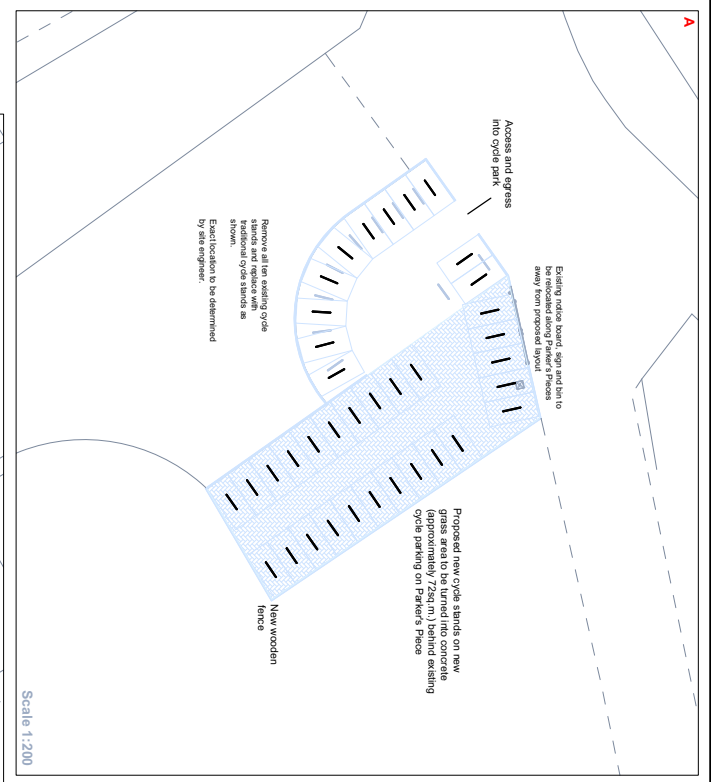
Simon Payne
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 110, Bridge Road, Cambridge CB2 3RQ
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Project:
 CAMBRIDGE CITY CENTRE CYCLE
 PARKING PROJECT
 PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 PARK TERRACE

Scale: VARIOUS @A3	Date: 22/05/2013
Drawn by: SH	Checked by: GR

Drawing No: 014-018/000/005 Rev/A



- Notes:**
- Proposed traditional cycle stands
 - Proposed land take-up for new cycle parking
 - Existing cycle stands to be replaced with new traditional cycle stands

Regent Terrace

Location A:
Ten existing cycle stands will be replaced with new traditional cycle stands and rearranged to accommodate further stands.
Proposed traditional cycle stands at Regent Terrace opposite the Pizza Hut on new land at Parker's Pieces: 30 cycle stands

Location B:
Proposed traditional cycle stands at Regent Terrace opposite the Regent Hotel: 5 cycle stands

Total possible capacity for cycle parking: 82

DO NOT SCALE
Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work. Discrepancies on site between drawings and actual dimensions should be brought to the attention of the project administrator's / landscape architect's attention.

REV	AMENDMENTS	DATE
B	Approved for public consultation	23 May 2013
A	Proposed location at Regent Terrace opposite Regent Hotel	05 May 2013

ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

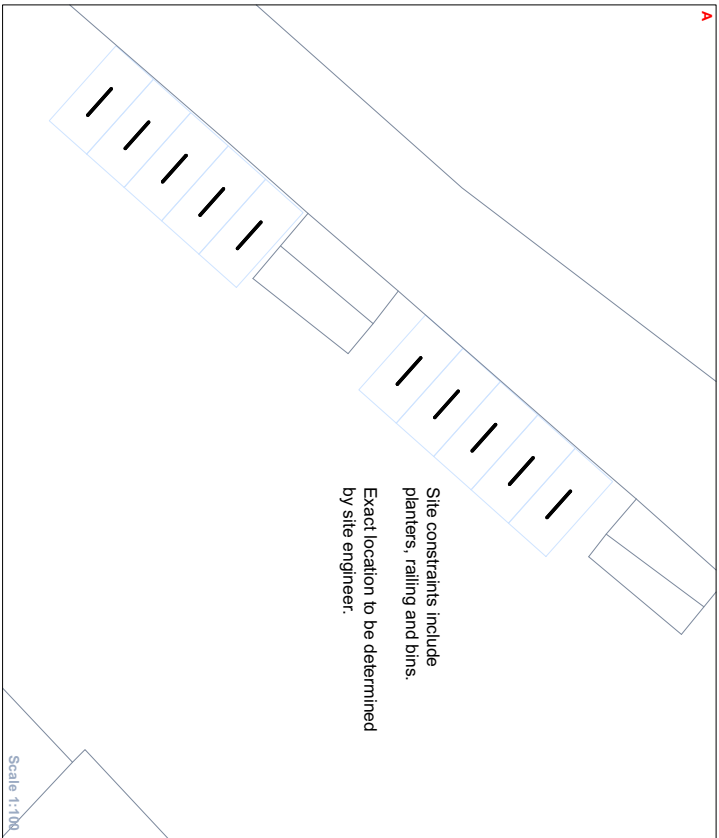
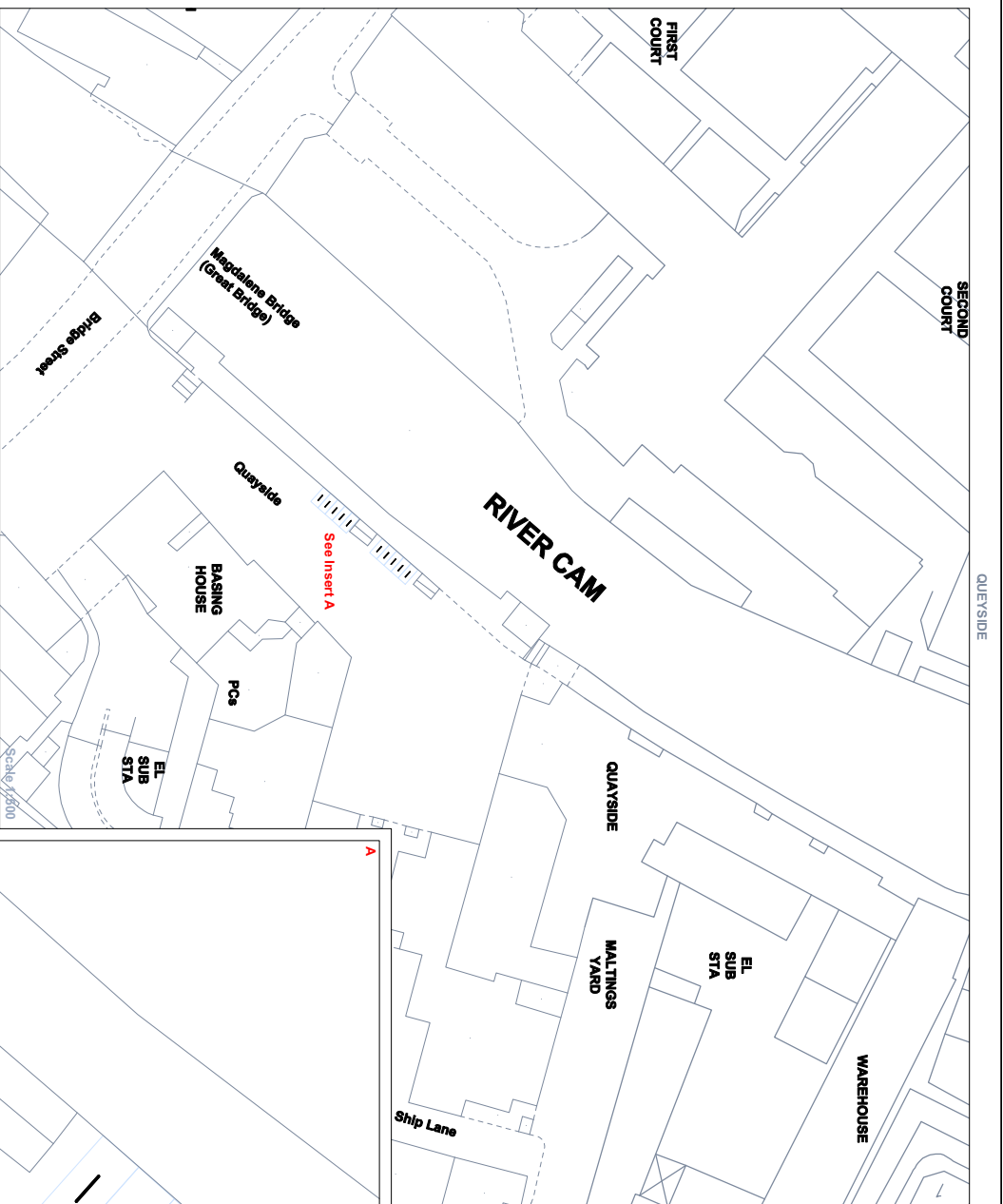
CAMBRIDGE ENVIRONMENT

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Project: CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
PUBLIC CONSULTATION

Drawing: PROPOSED ON-STREET LOCATION
REGENT TERRACE

Scale:	VARIOUS @A3	Date:	23/05/2013
Drawn by:	SH	Checked by:	GR
Drawing No:	014-018/000/006	Rev:	B



Site constraints include planters, railing and bins. Exact location to be determined by site engineer.

Scale 1:100

Notes:
 Proposed traditional cycle stands

Quayside
 Location A:
 Proposed traditional cycle stands at Quayside opposite the River Cam; 10 cycle stands
 Total possible capacity for cycle parking: 20

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REV	AMENDMENTS	DATE
A	Amended for public consultation	23 May 2013

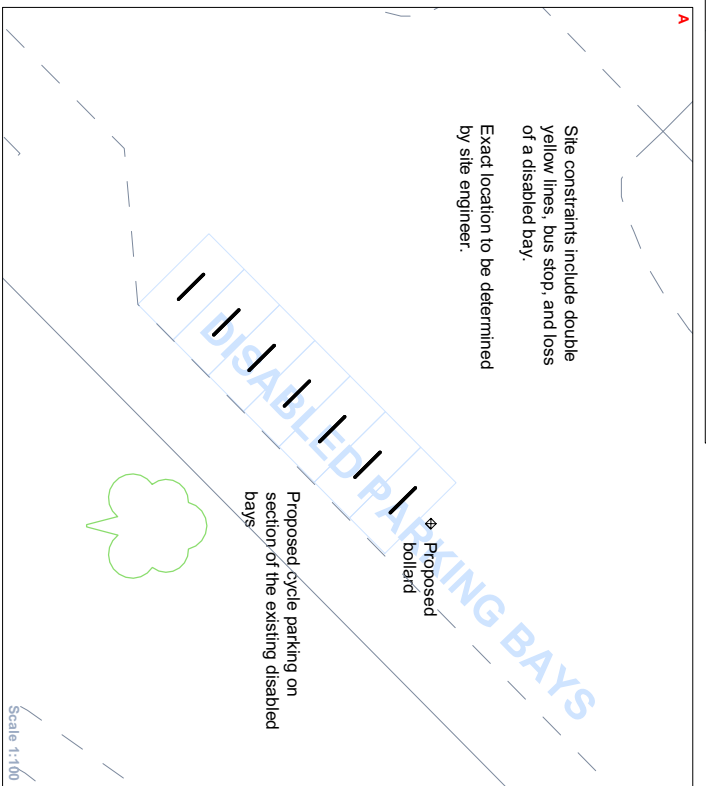
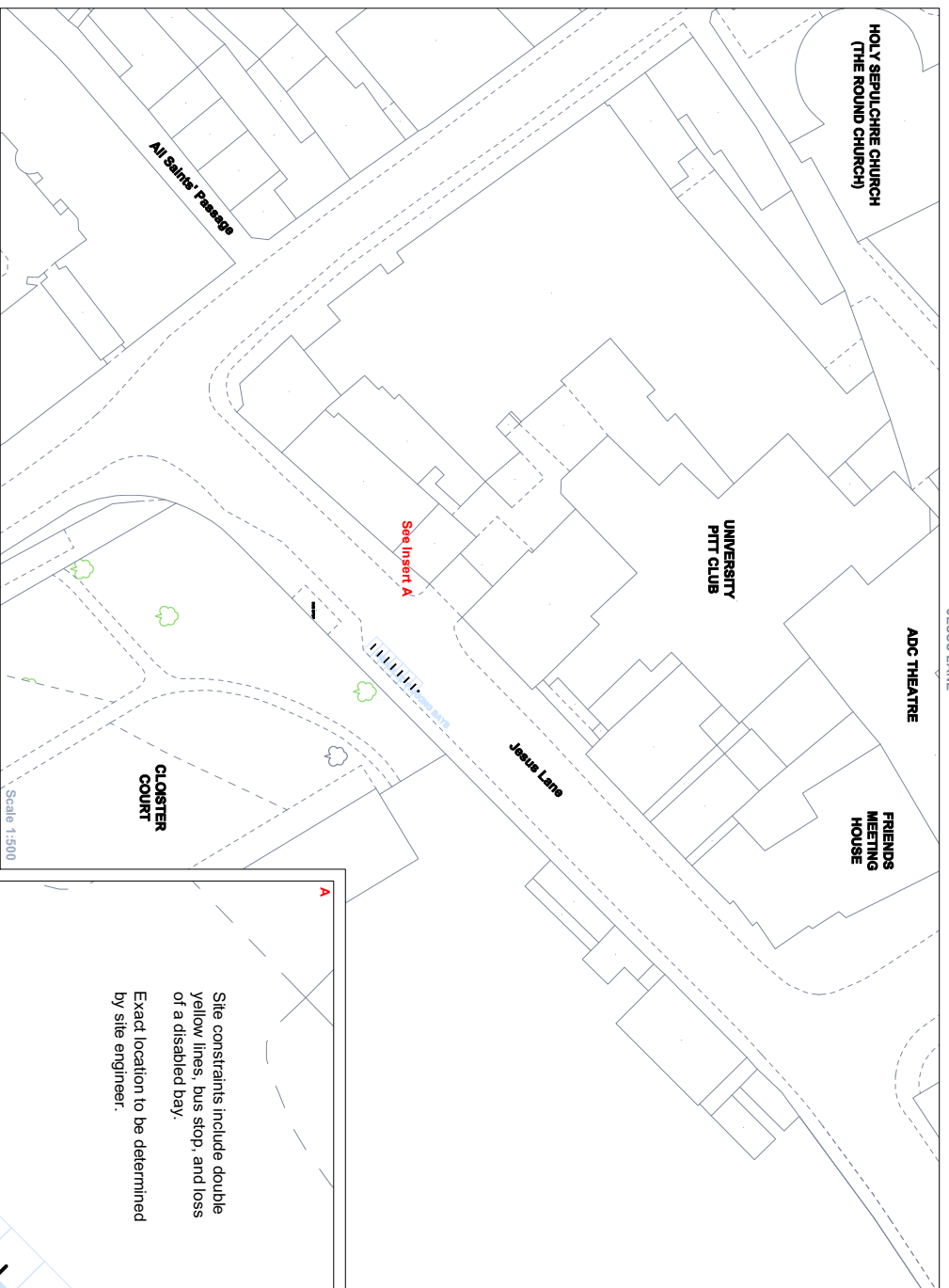
ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY

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Project:
 CAMBRIDGE CITY CENTRE CYCLE
 PARKING PROJECT

PUBLIC CONSULTATION
 Drawing
 PROPOSED ON-STREET LOCATION
 QUAYSIDE

Scale:	VARIOUS @A3	Date:	23/05/2013
Drawn by:	SH	Checked by:	GR
Drawing No:	014-018/000/007	Rev:	A



Notes:
 - Proposed traditional cycle stands

Jesus Lane
 Location A:
 Proposed traditional cycle stands at Jesus Lane: 7 cycle stands
 Total possible capacity for cycle parking: 14

DO NOT SCALE
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REV	AMENDMENTS	DATE
A	Approved for public consultation	23 May 2013

ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY

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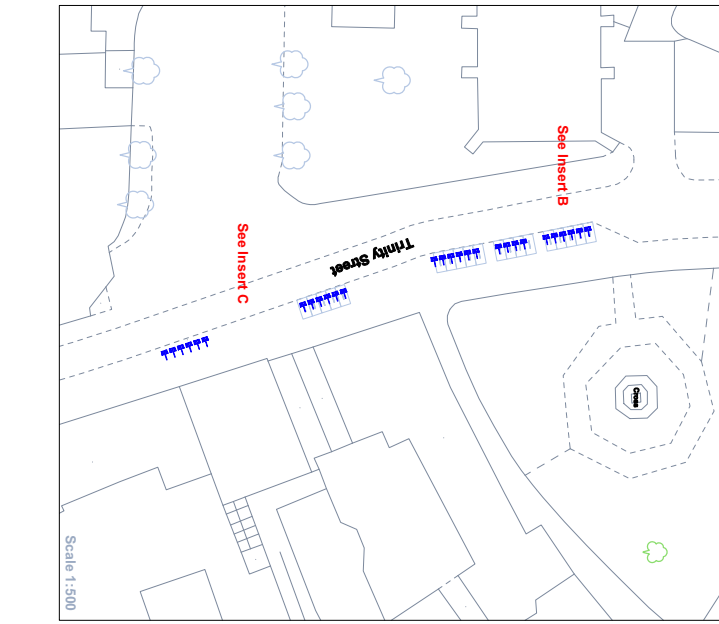
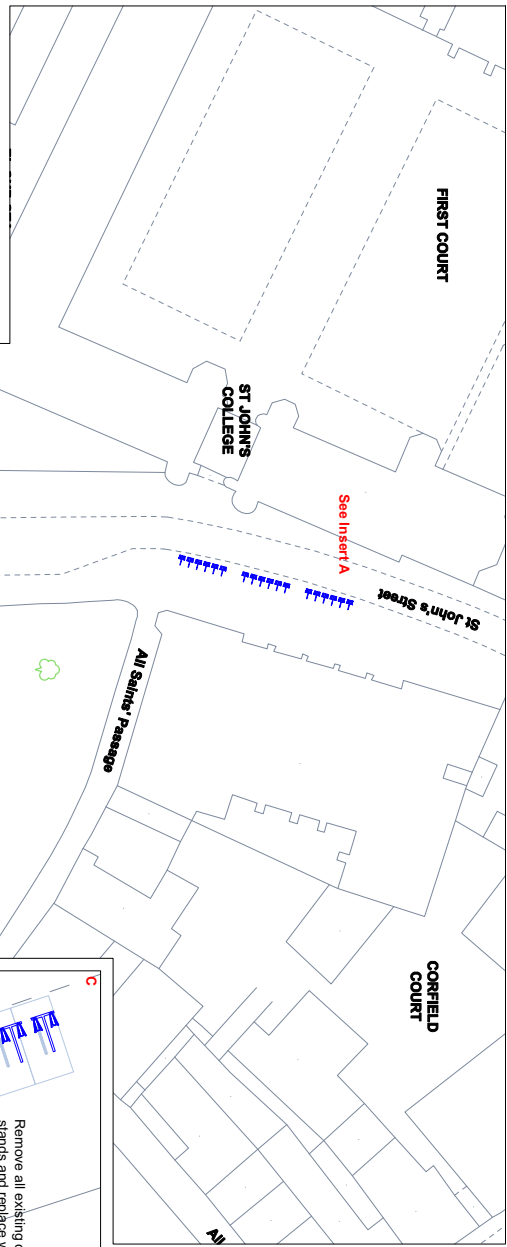
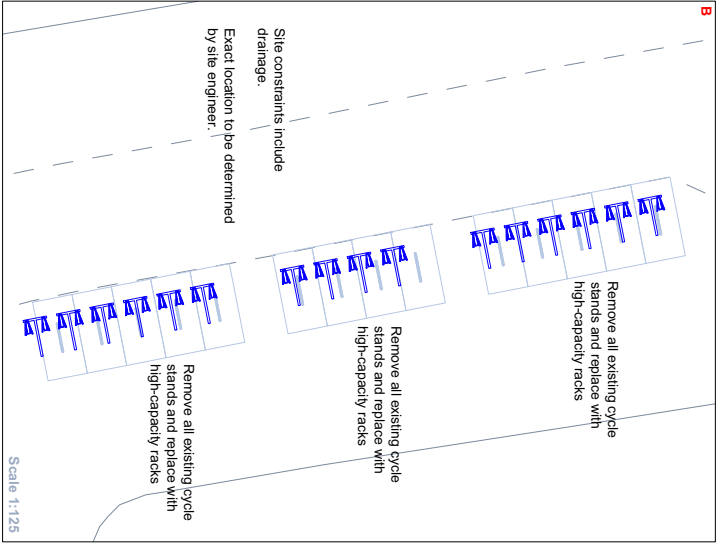
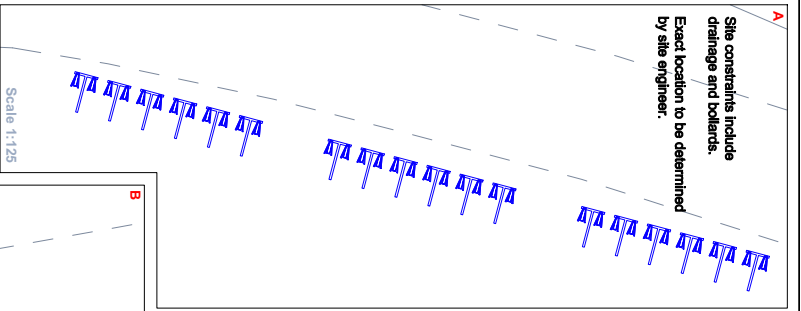
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Project:
 CAMBRIDGE CITY CENTRE CYCLE
 PARKING PROJECT
 PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 JESUS LANE

Scale: VARIOUS @A3	Date: 31/01/2013
Drawn by: SH	Checked by: GR
Drawing No: 014-018/000/008	Rev:A

Site constraints include drainage and bollards. Exact location to be determined by site engineer.



Notes:

- Proposed high capacity cycle stands
- Existing cycle stands to be replaced by high capacity stands

St John's Street

Location A:
Proposed high capacity cycle stands at St John's Street.

Opposite St John's College: 18 cycle stands

Total possible capacity for cycle parking: 36

Trinity Street

Proposed high capacity cycle stands at Trinity Street.

Location B:
Opposite All Saints' Garden Art and Craft Market: 16 cycle stands

Location C:
Opposite Trinity College: 12 cycle stands

Total possible capacity for cycle parking: 56

DO NOT SCALE

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Approved for public consultation

24 May 2013

REV	AMENDMENTS	DATE
A	Approved for public consultation	24 May 2013

ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

CAMBRIDGE

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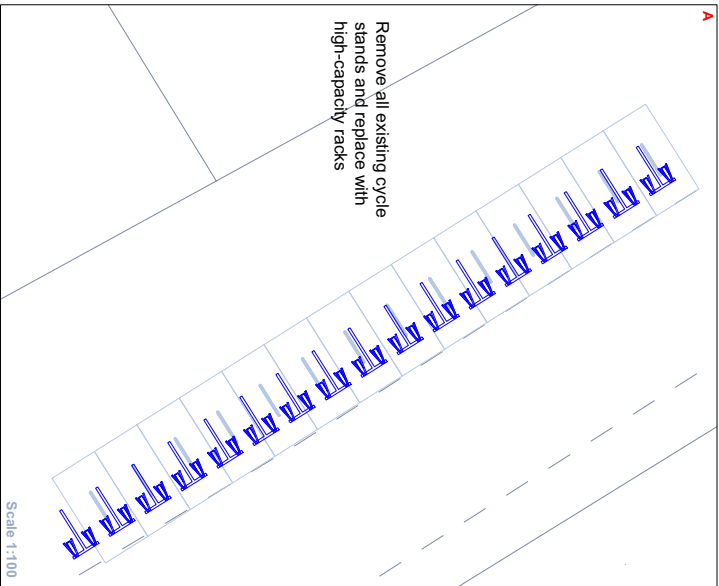
Project:
CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT

PUBLIC CONSULTATION

Drawing:
PROPOSED ON-STREET LOCATION
ST JOHN'S STREET AND TRINITY STREET

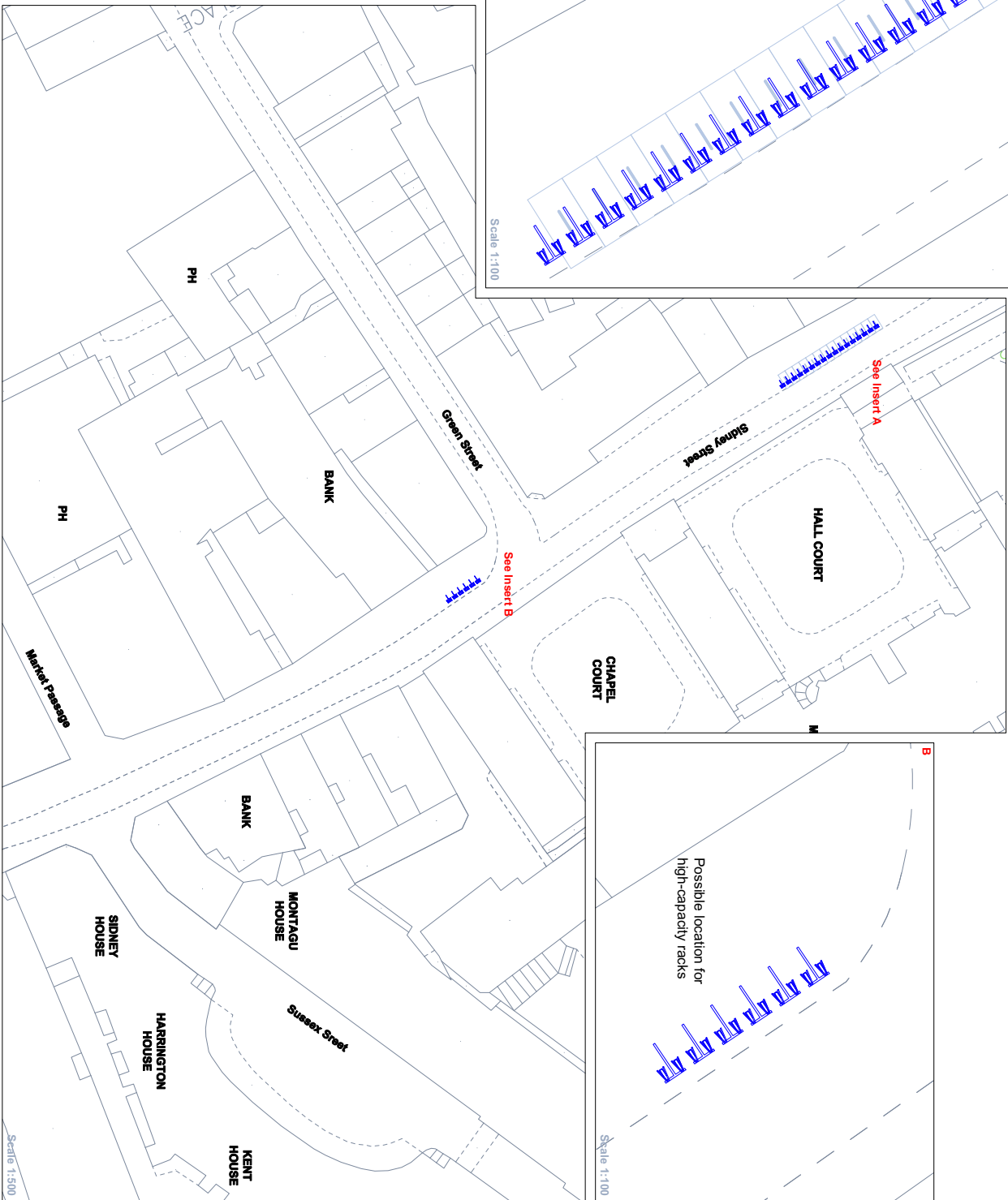
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Drawn by: SH Checked by: GR
Drawing No: 0144018/000/009 Rev.A

A



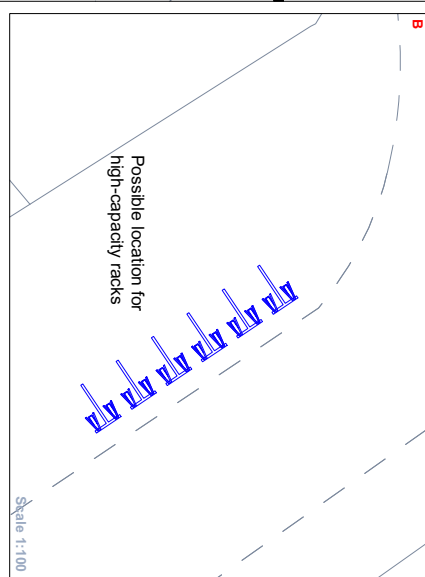
Scale 1:100

SIDNEY STREET



Scale 1:500

B



Scale 1:100

Notes:

Proposed high capacity cycle stands

Proposed traditional cycle stands

Sidney Street

Proposed high capacity cycle stands at Sidney Street.

Location A:
Opposite Sta Travel and Fopp (to replace the fourteen existing cycle stands); 17 cycle stands

Location B:
Opposite the Edinburgh Woolen Mill and Santander; 6 cycle stands

Total possible capacity for cycle parking: 46

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REV	AMENDMENTS	DATE
A	Approved for public consultation	29 May 2013

**ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY**

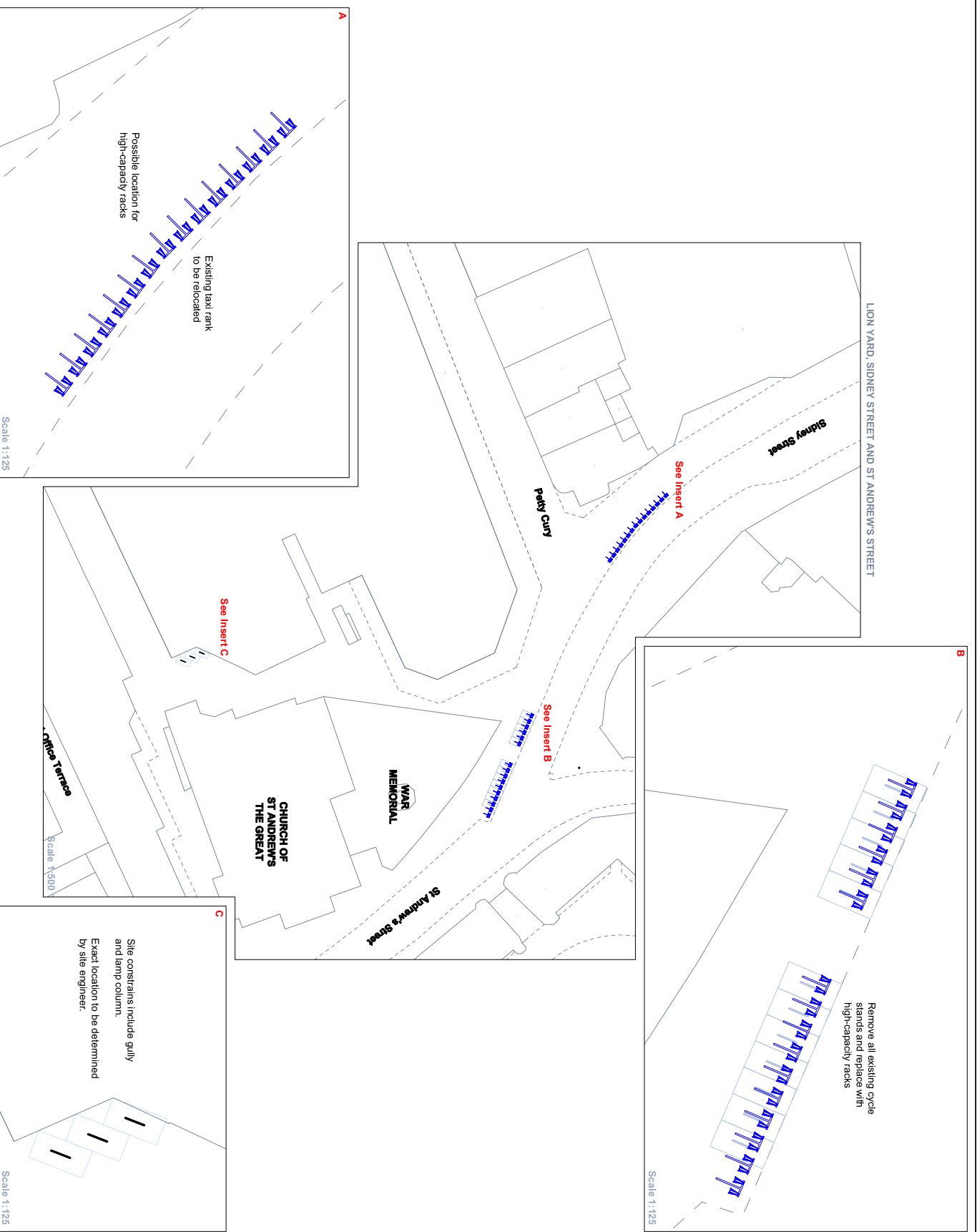
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Project:
CAMBRIDGE CITY CENTRE CYCLE
PARKING PROJECT
PUBLIC CONSULTATION

Drawing:
PROPOSED ON-STREET LOCATION
SIDNEY STREET

Scale:	VARIOUS @A3	Date:	29/05/2013
Drawn by:	SH	Checked by:	GR

Drawing No: 0144018/000010 Rev.A



Notes:

- Proposed high capacity cycle stands
- Proposed traditional cycle stands

Sidney Street
 Location A:
 Proposed high capacity cycle stands at Sidney Street opposite Phoenix4 - 15 cycle stands
 Total possible capacity for cycle parking: 30

St Andrew's Street
 Location B:
 Proposed high capacity cycle stands at St Andrew's Street opposite Lion House/War Memorial (to replace the twelve existing cycle stands) - 15 cycle stands
 Total possible capacity for cycle parking: 32

Lion Yard
 Location C:
 Proposed traditional cycle stands at Lion Yard opposite Church of St Andrew's The Great: 3 cycle stands

Total possible capacity for cycle parking: 6

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REV	AMENDMENTS	DATE
A	Approved for public consultation	30 May 2013

ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

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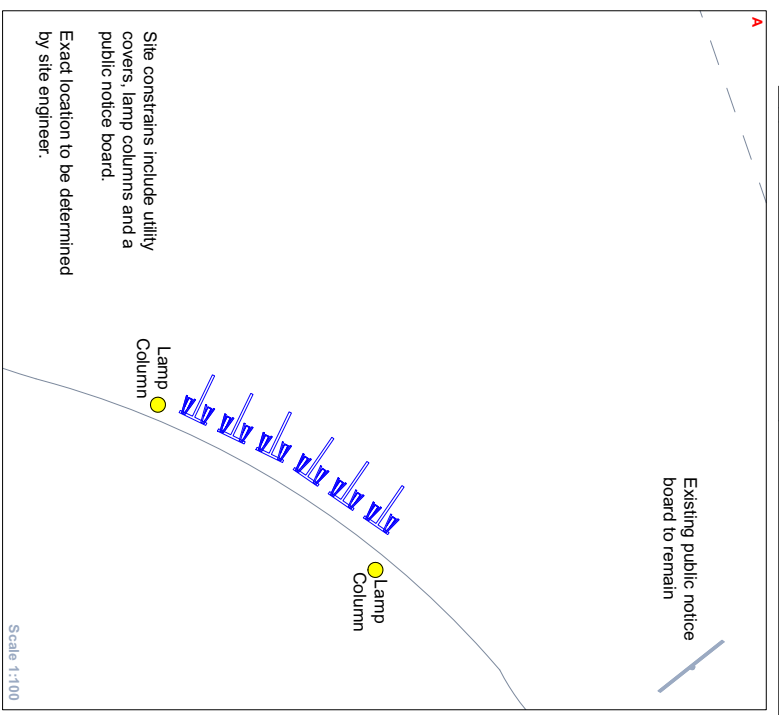
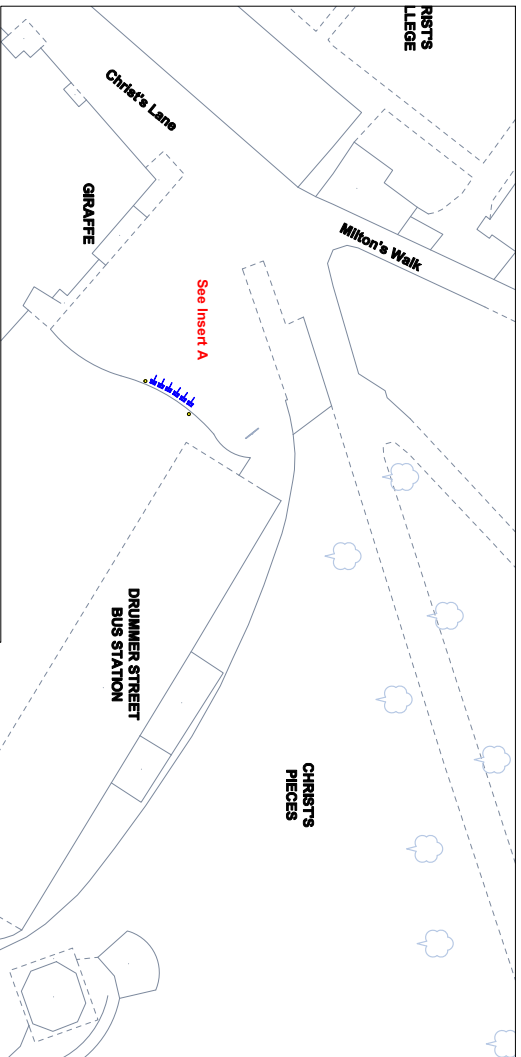
Project: CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
 PUBLIC CONSULTATION

Drawing: PROPOSED ON-STREET LOCATION
 LION YARD, SIDNEY STREET AND ST ANDREW'S STREET

Scale: VARIOUS @A3	Date: 30/05/2013
Drawn by: SH	Checked by: GR

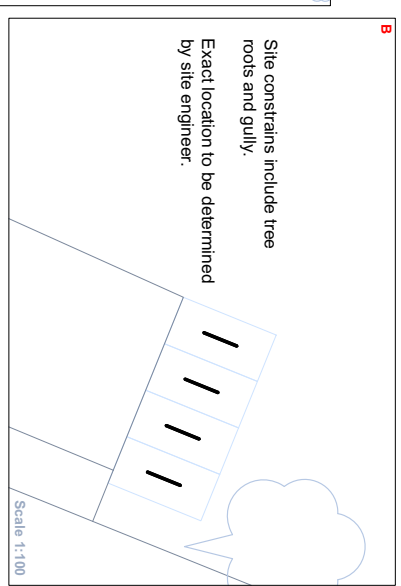
Drawing No: 014-018/000011 Rev.A

CHRIST'S LANE/DRUMMER STREET AND CHRIST'S PIECES/DRUMMER STREET



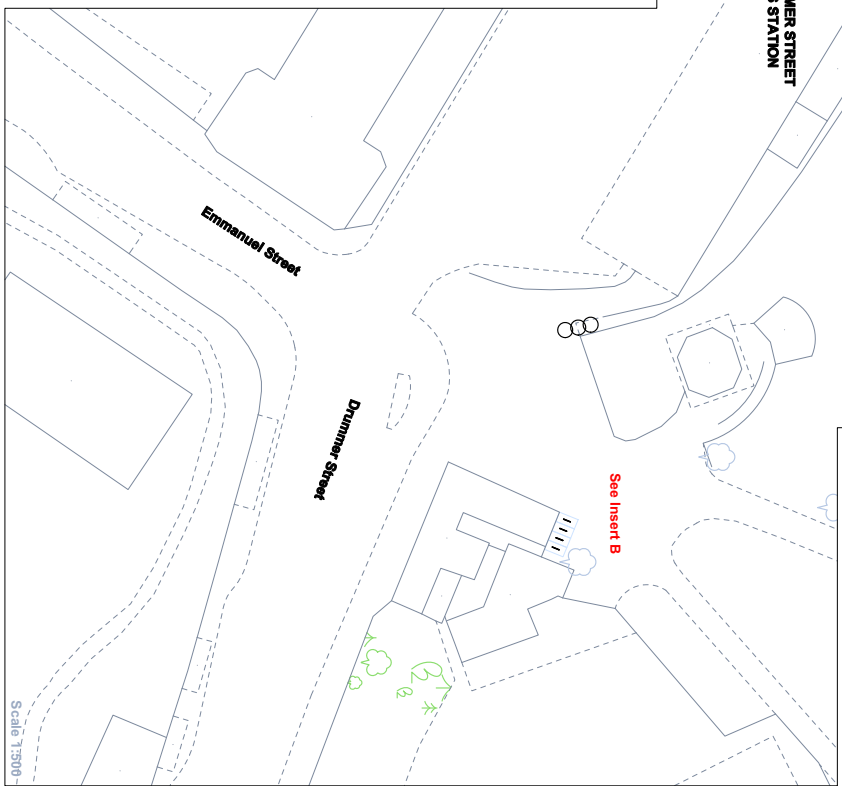
Site constraints include utility covers, lamp columns and a public notice board.
Exact location to be determined by site engineer.

Scale 1:100



Site constraints include tree roots and gully.
Exact location to be determined by site engineer.

Scale 1:100



Scale 1:300

Notes:
Proposed high capacity cycle stands
Proposed traditional cycle stands

Christ's Lane/Drummer Street
Location A:
Proposed high capacity cycle stands at Drummer Street/Christ's Lane.
Opposite bus station: 6 cycle stands
Total possible capacity for cycle parking: 12

Christ's Pieces/Drummer Street
Location B:
Proposed traditional cycle stands at Drummer Street/Christ's Pieces.
Opposite public tablets: 4 cycle stands
Total possible capacity for cycle parking: 8

DO NOT SCALE
Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing work. Discrepancies to be brought to the attention of the project administrator's / landscape architect's attention.

REV	AMENDMENTS	DATE
B	Approved for public consultation	9 May 2013
A	Proposed location opposite Drummer Street Bus Station	01 May 2013

ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

CAMBRIDGE CITY COUNCIL

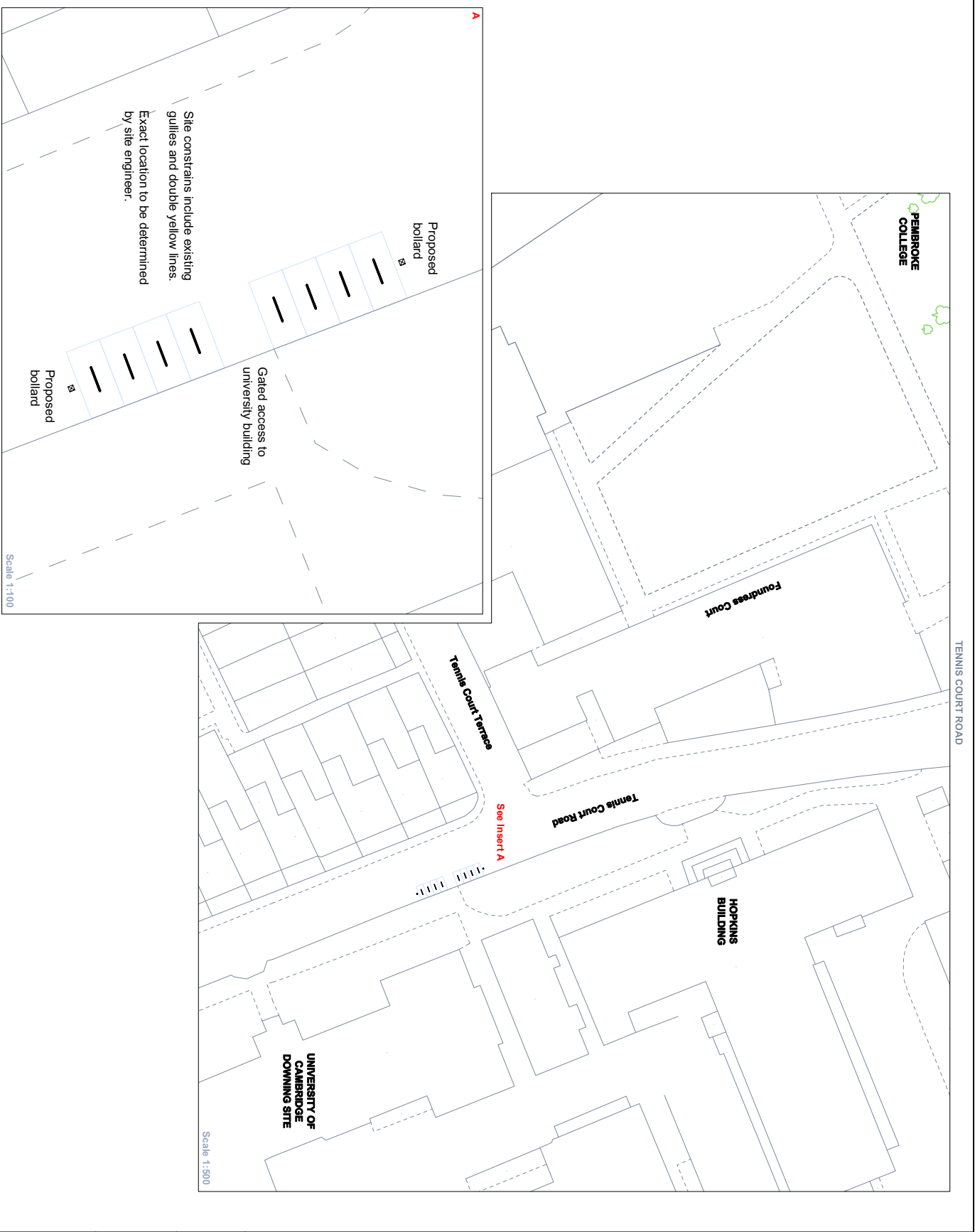
Simon Payne
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Project: CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
PUBLIC CONSULTATION

Drawing PROPOSED ON-STREET LOCATION
CHRIST'S LANE/DRUMMER STREET AND CHRIST'S PIECES/DRUMMER STREET

Scale: VARIOUS @A3	Date: 16/05/2013
Drawn by: SH	Checked by: GR

Drawing No: 014-018/000/012 Rev. B



Notes:

- Proposed traditional cycle stands

Tenniss Court Road

Location A:
 Proposed traditional cycle stands at Tenniss Court Road.
 Opposite University of Cambridge Downing Site: 8 cycle stands
 Total possible capacity for cycle parking: 16

DO NOT SCALE

Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing work. Discrepancies to be brought to the attention of the administrator's / landscape architect's attention.

REV	AMENDMENTS	DATE
A	Amended for public consultation	30/05/2013

ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY

CAMBRIDGE

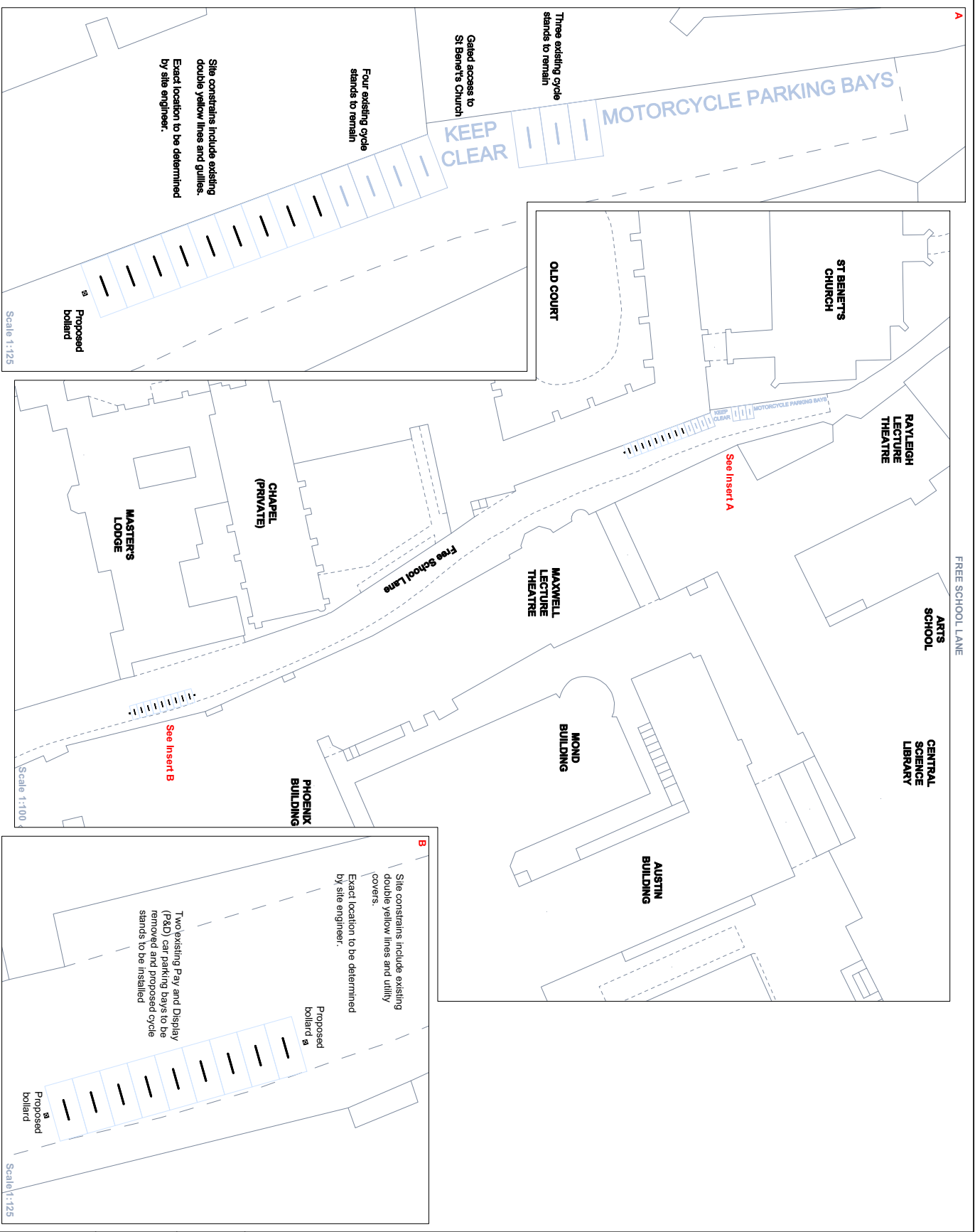
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Project:
 CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT

PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 TENNIS COURT ROAD

Scale:	VARIOUS @A3	Date:	30/05/2013
Drawn by:	SH	Checked by:	GR
Drawing No:	014-018/000/013	Rev:	A



Notes:

- Proposed traditional cycle stands
- Free School Lane
- Proposed traditional cycle stands at Free School Lane.
- Location A: Opposite Corpus Christi College: 9 cycle stands
- Location B: Opposite Phoenix Building: 9 cycle stands
- Total possible capacity for cycle parking: 36

DO NOT SCALE

Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work. Discrepancies to be brought to the attention of the architect/landscape architect's attention.

Cambridge University

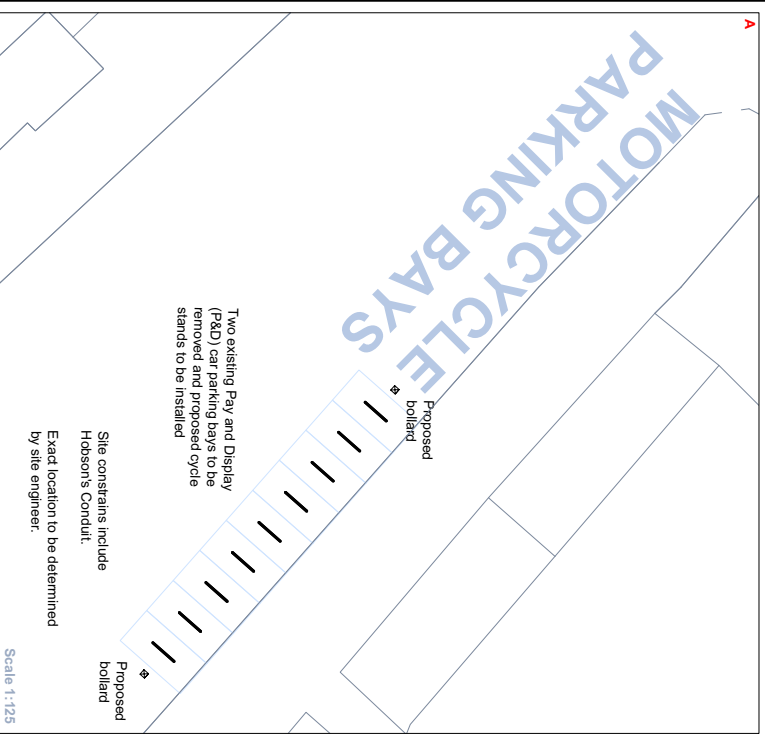
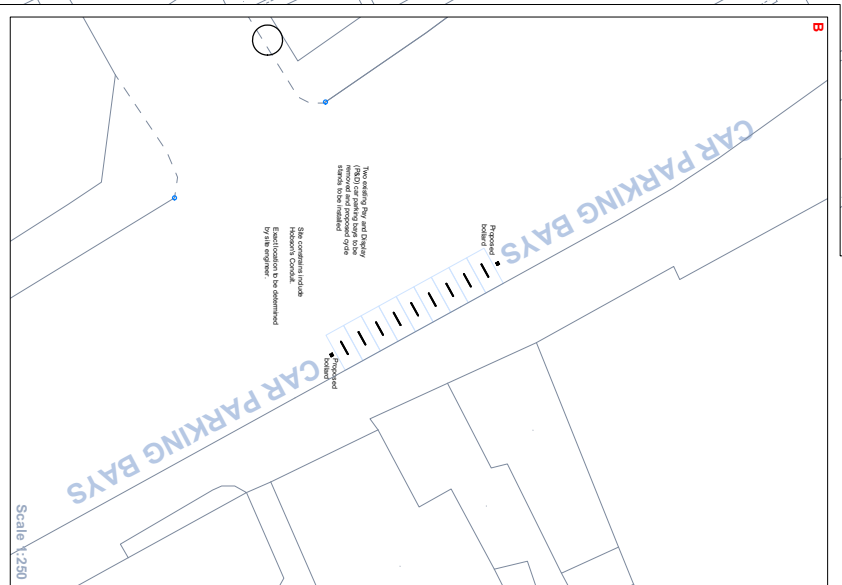
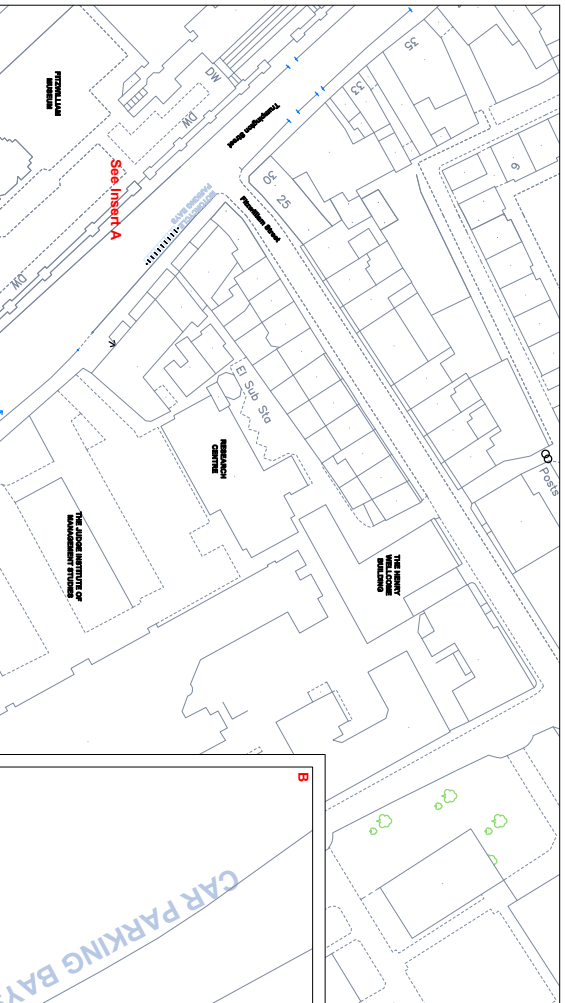
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ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

REV	AMENDMENTS	DATE
A	Approved for public consultation	30/05/2013

Scale: VARIOUS @A3 Date: 30/05/2013
 Drawn by: SH Checked by: GR
 Drawing No: 014-018/000/014 Rev.A

TRUMPINGTON STREET



Notes:

- Proposed traditional cycle stands

Trumpington Street
 Proposed traditional cycle stands at Trumpington Street.
 Location A:
 Opposite Fitzwilliam Museum: 9 cycle stands
 Location B:
 Opposite Grove Lane: 9 cycle stands
 Total possible capacity for cycle parking: 36

DO NOT SCALE
 Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work. Any discrepancies should be brought to the attention of the project administrator's / landscape architect's attention.

REV	DATE	AMENDMENTS
A	30 June 2013	Original design and information provided by client was amended for final conditions.
B	30 June 2013	Original design and information provided by client was amended for final conditions.

ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

CAMBRIDGE CONSULTANTS

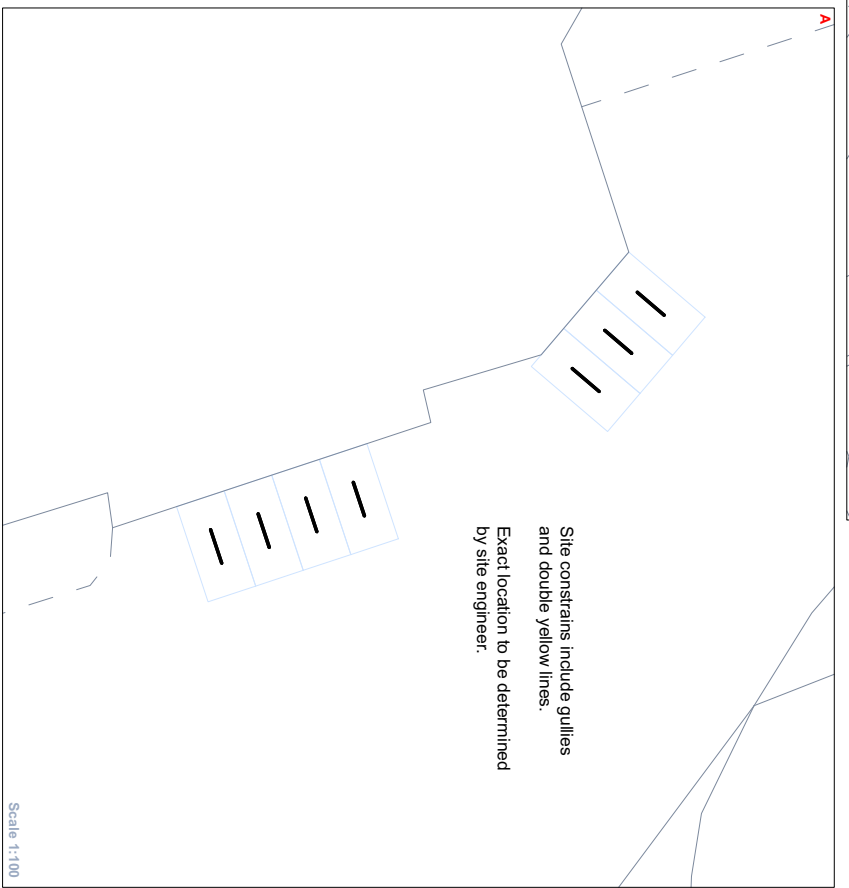
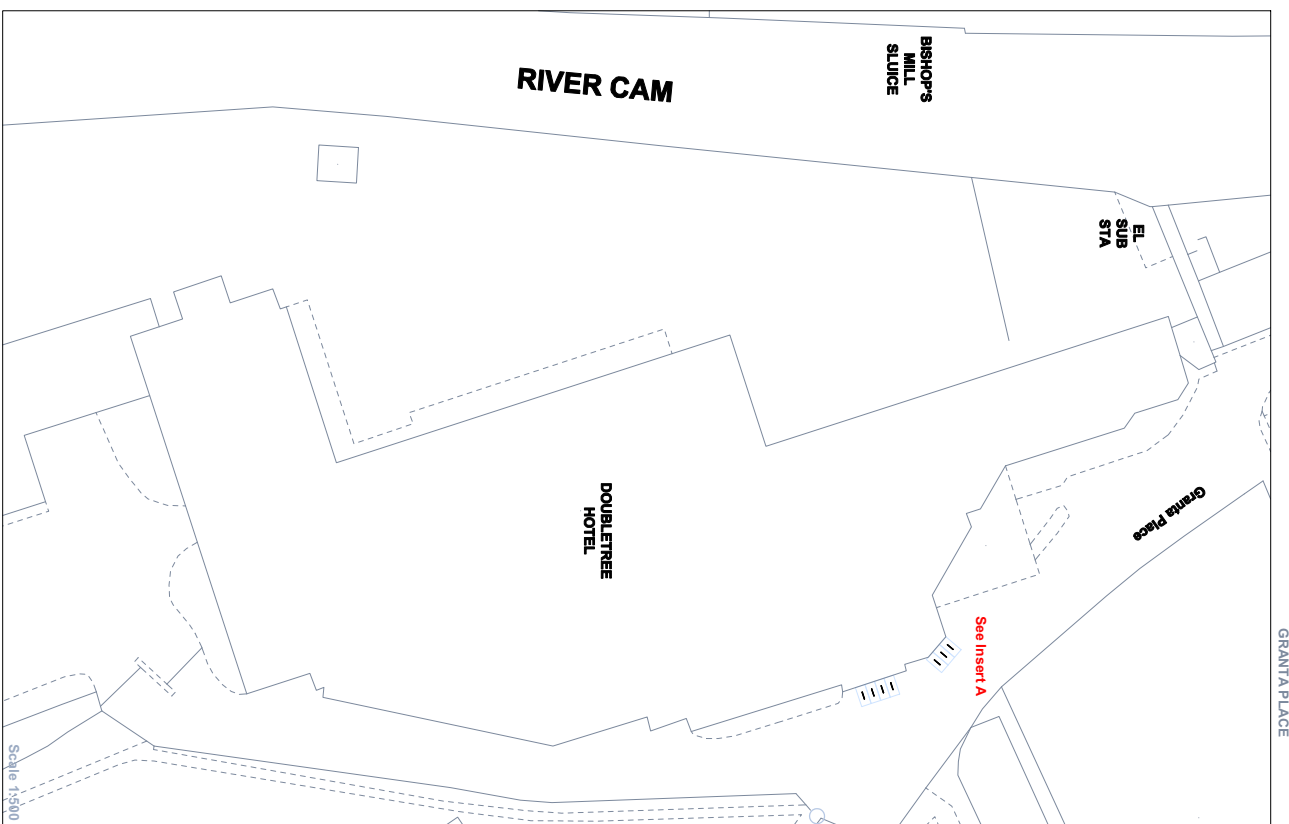
Simon Payne
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 Tel: 01223 457210 or 457201

Project:
 CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
 PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 TRUMPINGTON STREET

Scale:	VARIOUS @A3	Date:	30/05/2013
Drawn by:	SH	Checked by:	GR

Drawing No: 014-018/000015 Rev.B



Notes:
 - Proposed traditional cycle stands

Granta Place
 Location A:
 Proposed traditional cycle stands at Granta Place opposite Doubletree Hotel: 7 cycle stands
 Total possible capacity for cycle parking: 14

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REV	AMENDMENTS	DATE
A	Approved for public consultation	31 May 2013



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Project:
 CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
 PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 GRANTA PLACE

Scale: VARIOUS @A3	Date: 31/05/2013
Drawn by: SH	Checked by: GR

Drawing No: 014-018/000/016 Rev.A

Notes:
 Proposed location for traditional cycle stands

Trinity Lane
 Proposed traditional cycle stands at Trinity Lane.

Location #1:
 Opposite Trinity Hall; 6

Location #2:
 Opposite King's College; 5

Total possible capacity for cycle parking: 22

Senate House Passage
 Proposed traditional cycle stands at Senate House Passage.

Opposite Senate House; 4 cycle stands

Total possible capacity for cycle parking: 8

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REV	AMENDMENTS	DATE
A	Approved for public consultation	31 May 2013



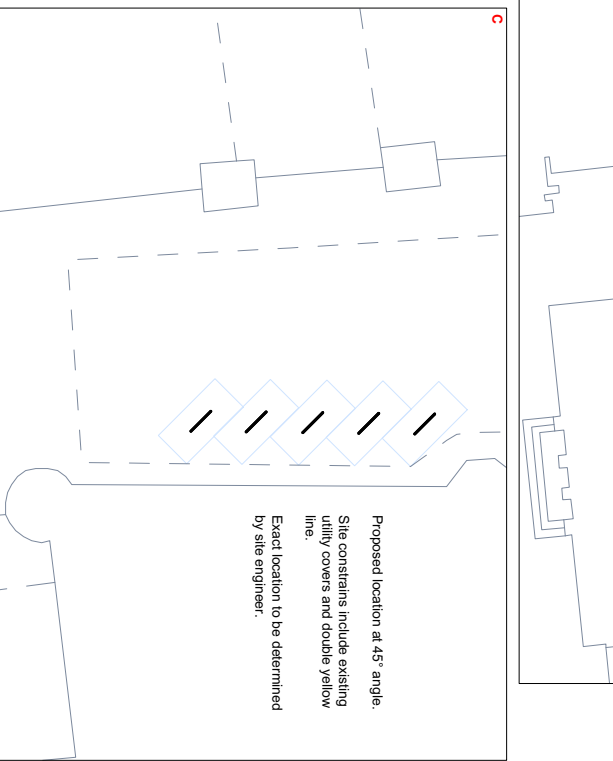
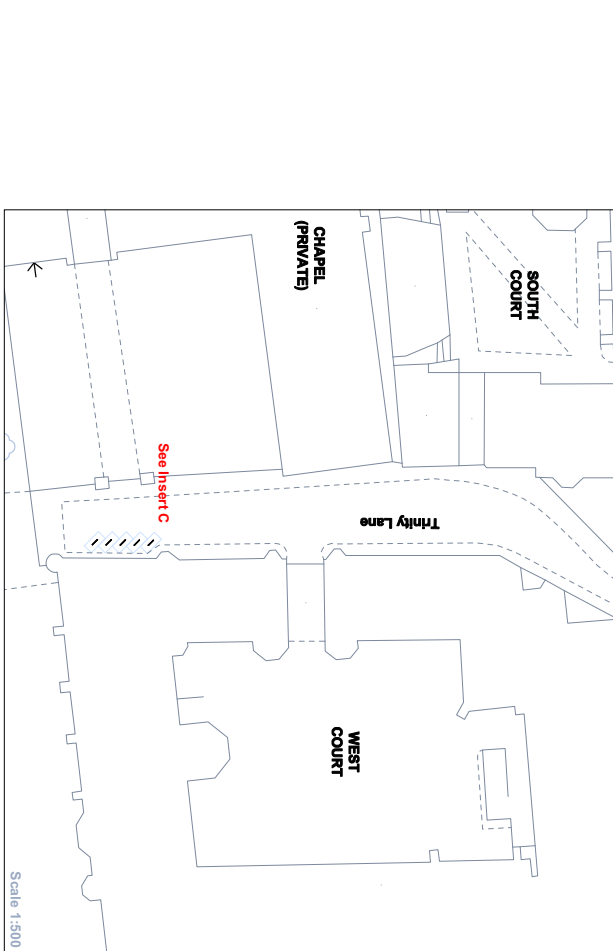
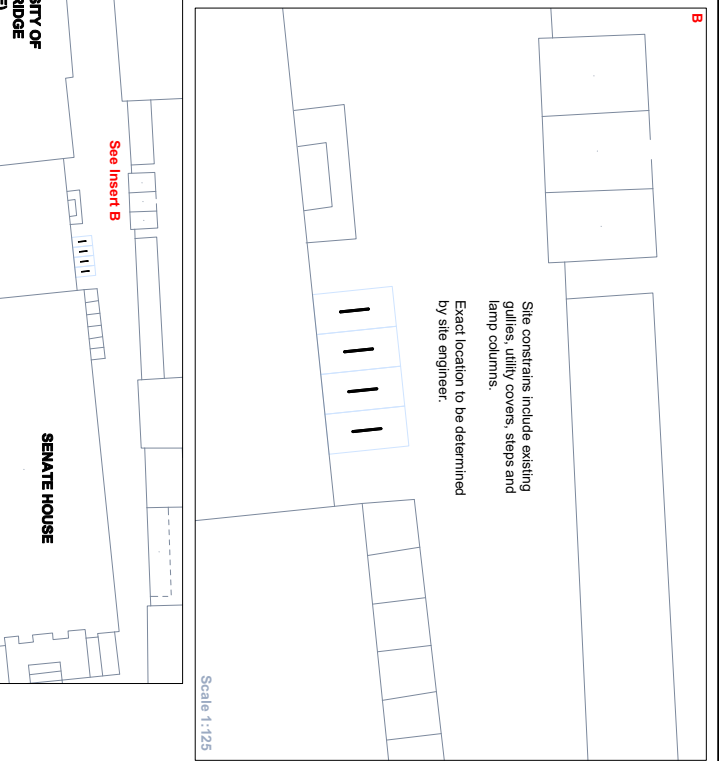
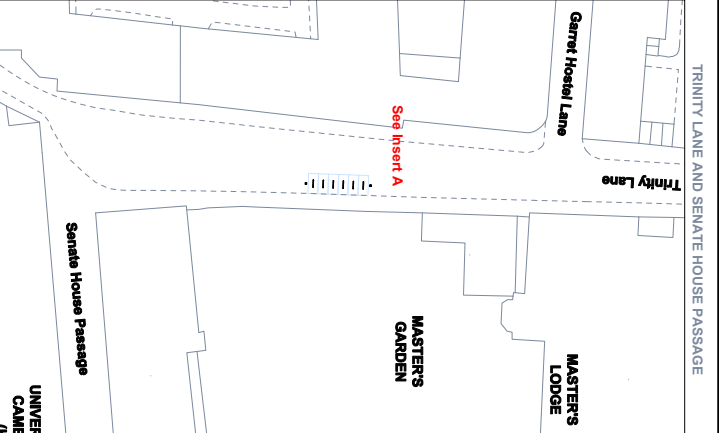
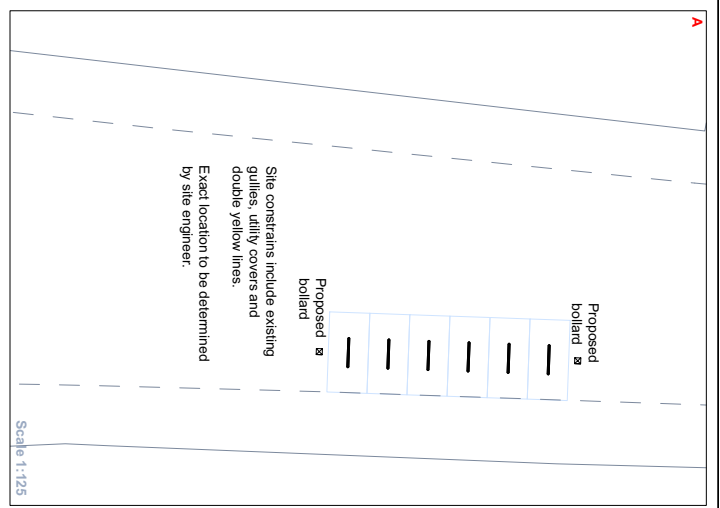
Simon Payne
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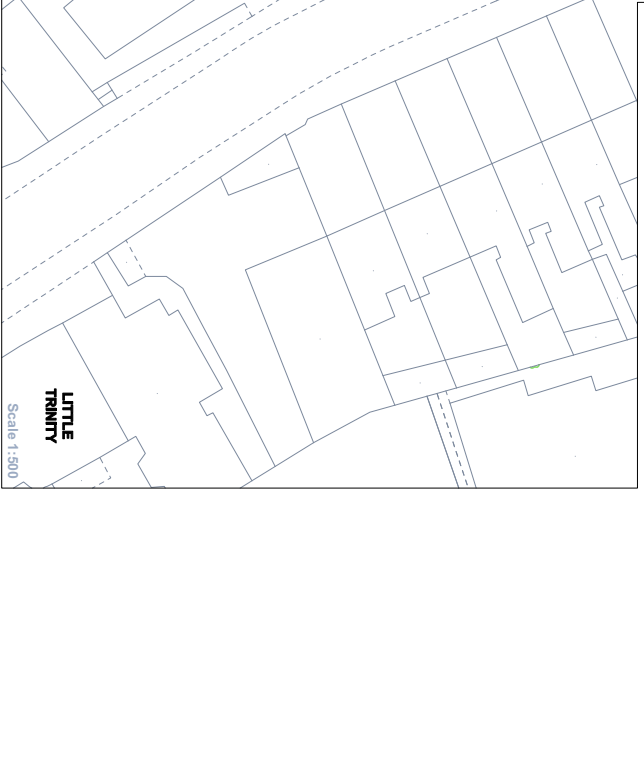
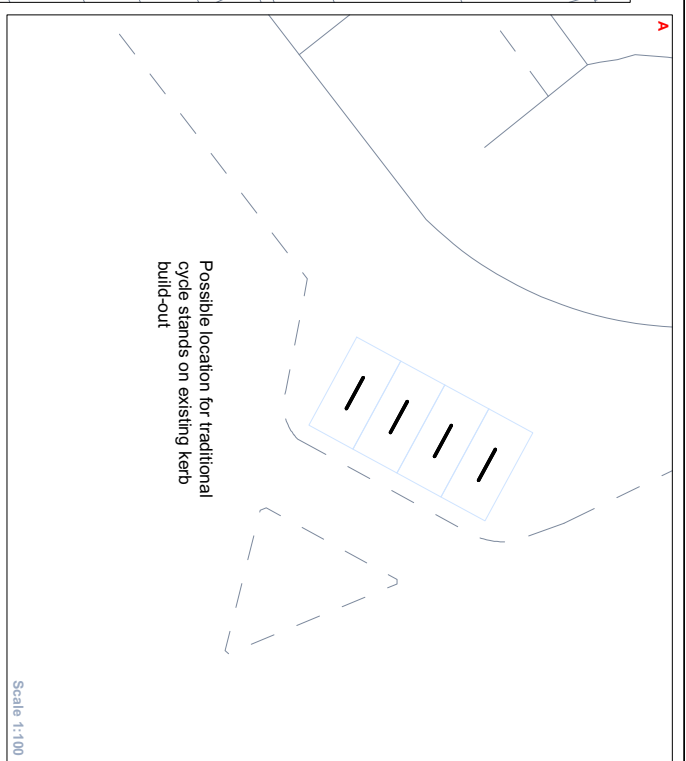
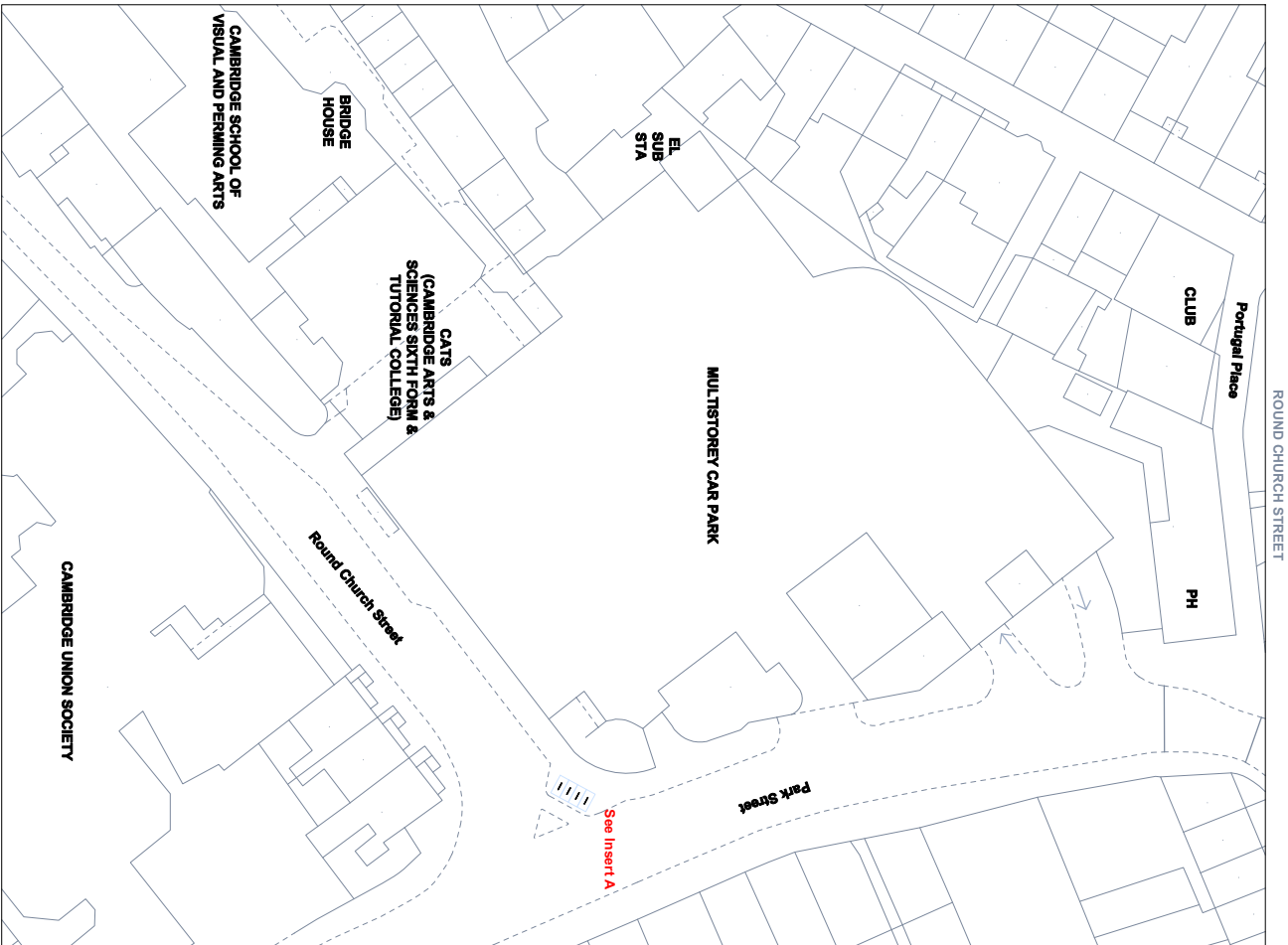
Project:
 CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT

PUBLIC CONSULTATION
 Drawing
 PROPOSED ON-STREET LOCATION
 TRINITY LANE AND SENATE HOUSE PASSAGE

Scale: VARIOUS @A3	Date: 31/05/2013
Drawn by: SH	Checked by: GR

Drawing No: 014-018/000017 Rev.A





Notes:

- Proposed traditional cycle stands

Round Church Street

Location A:
Proposed traditional cycle stands at Round Church Street.

Opposite Multistorey Car Park: 4 cycle stands

Total possible capacity for cycle parking: 8

DO NOT SCALE

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Cambridge City Council

Environment

Streets & Open Spaces

Project Delivery

REV	AMENDMENTS	DATE
A	Amended for public consultation	31 May 2013

Simon Payne
Director of Environment
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Scale: 1:500

VARIOUS @A3

31/05/2013

SH

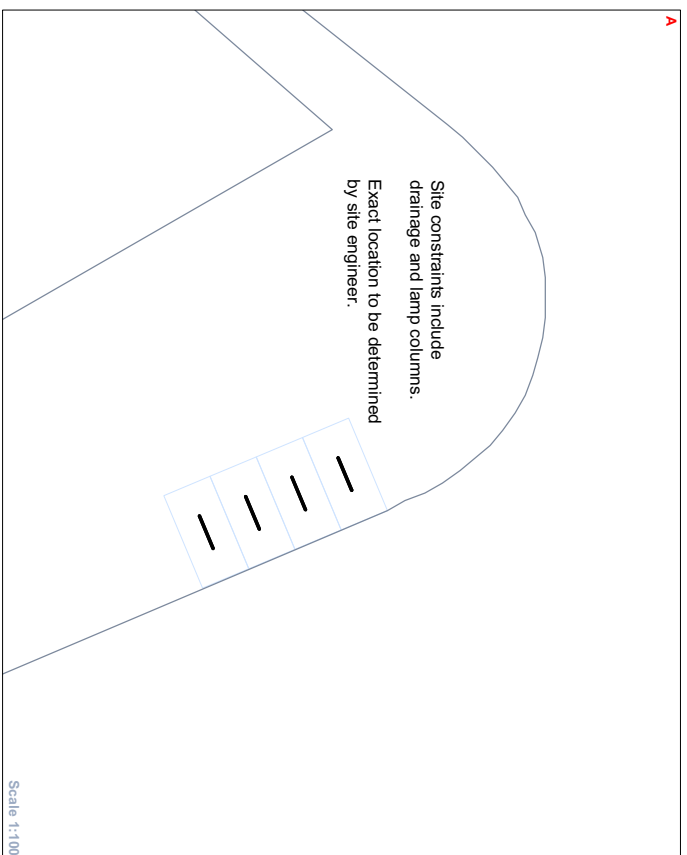
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Checked by:

Drawing No: 0144018/000018 Rev/A



Scale 1:500



Scale 1:100

Notes:
 Proposed traditional cycle stands

Castle Street
 Location A:
 Proposed traditional cycle stands at Castle Street.
 Opposite Multistorey Car Park: 4 cycle stands
 Total possible capacity for cycle parking: 8

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REV	AMENDMENTS	DATE
A	Approved for public consultation	31 May 2013

ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY

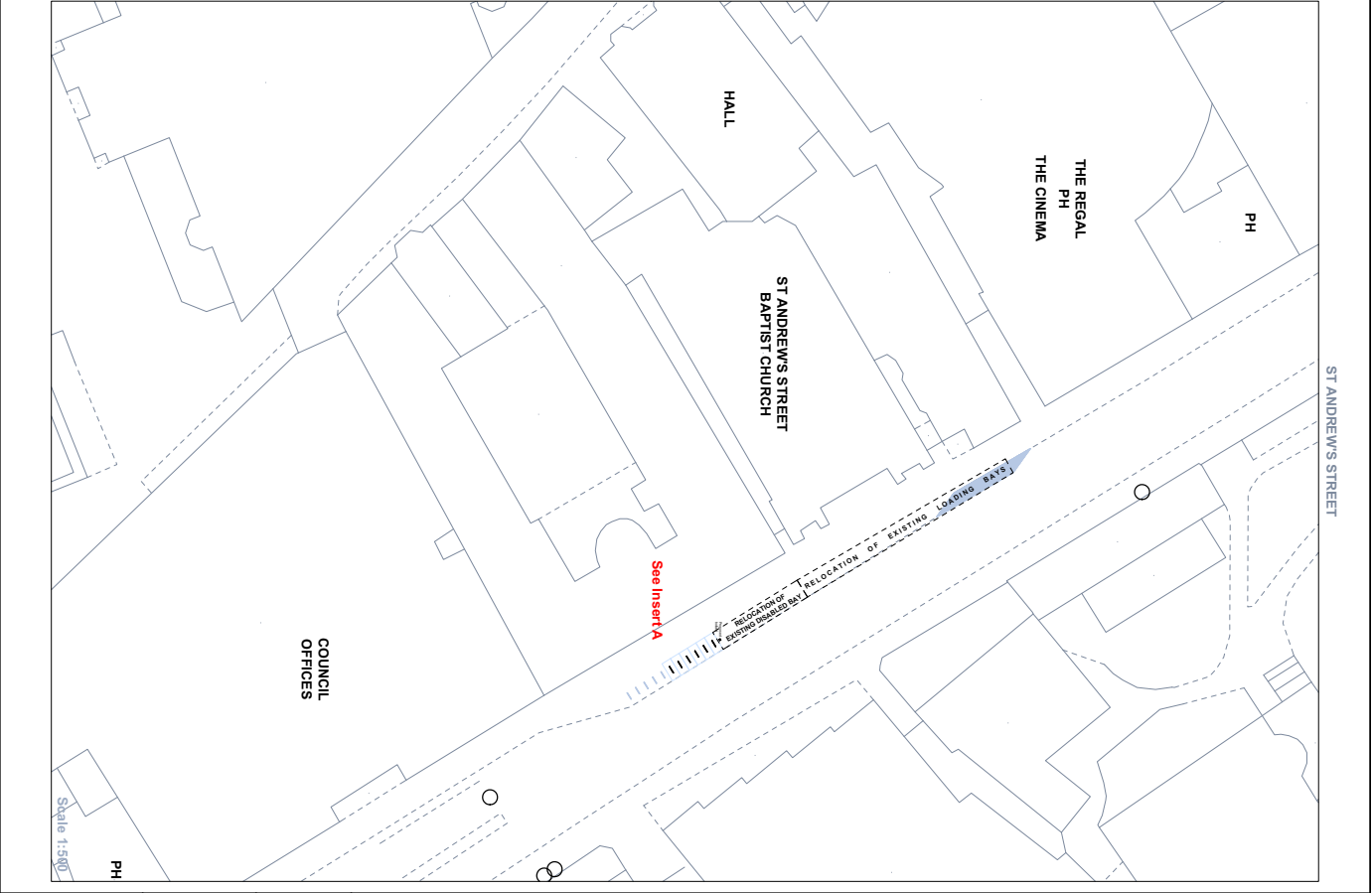
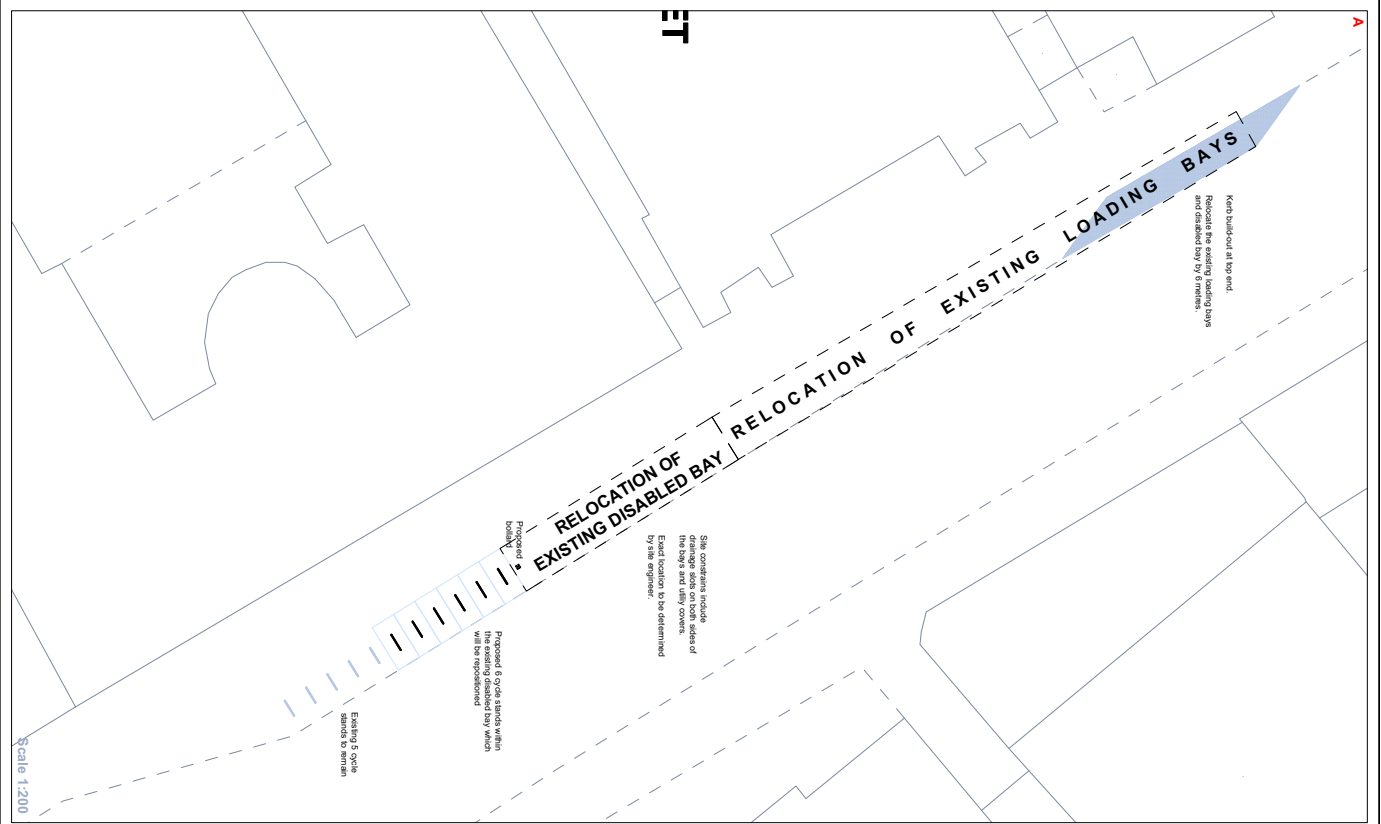
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Project:
 CAMBRIDGE CITY CENTRE CYCLE
 PARKING PROJECT
 PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 CASTLE STREET

Scale: VARIOUS @A3	Date: 31/05/2013
Drawn by: SH	Checked by: GR

Drawing No: 014-018/000/019 Rev.A



Notes:
 - Proposed traditional cycle stands

St Andrew's Street
 Location A:
 Proposed traditional cycle stands at St Andrew's Street opposite St Andrew's Street Baptist Church: 6 cycle stands
 Total possible capacity for cycle parking: 12

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REV	AMENDMENTS	DATE
B	Original survey work & drawings to reproduce layout removed as amended for public consultation.	05 June 2013
A	Amended for public consultation.	13 May 2013



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Project:
 CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
 PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 ST ANDREW'S STREET

Scale: VARIOUS @A3	Date: 31/05/2013
Drawn by: SH	Checked by: GR

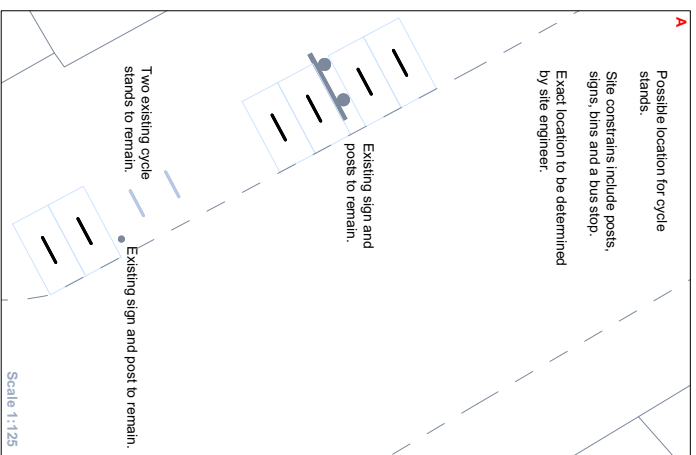
Drawing No: 014-018/000/020 Rev.B

A

Possible location for cycle stands.

Site constraints include posts, signs, bins and a bus stop.

Exact location to be determined by site engineer.



Scale 1:125

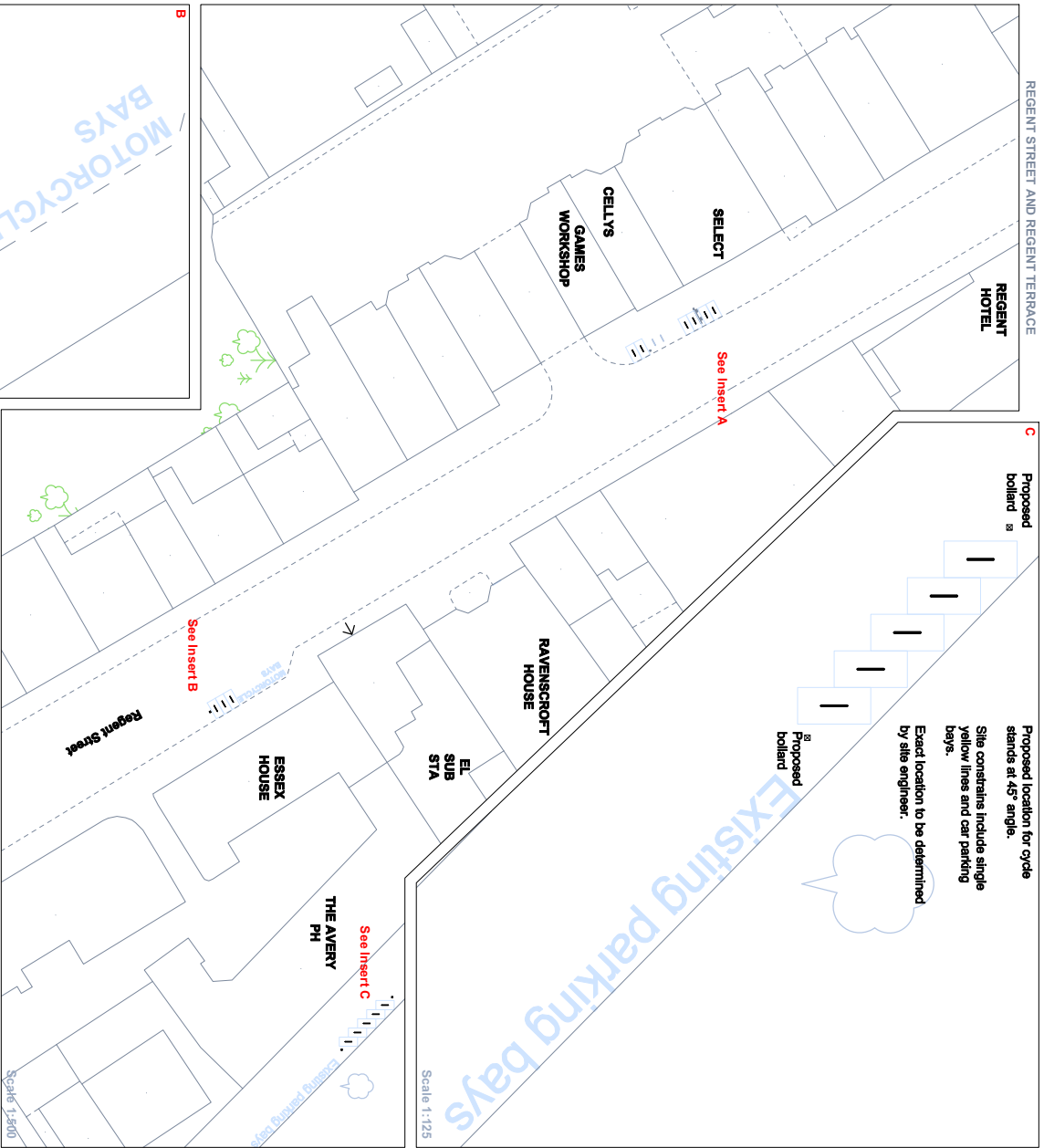
C

Proposed bollard as

Proposed location for cycle stands at 45° angle.

Site constraints include single yellow lines and car parking bays.

Exact location to be determined by site engineer.

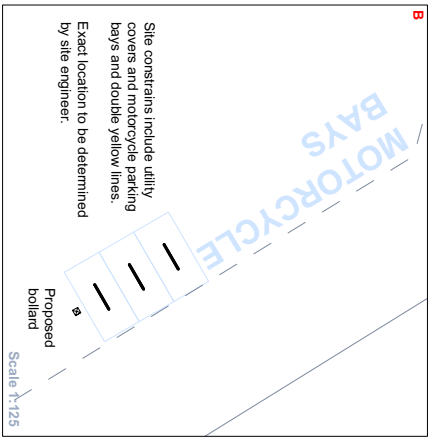


Scale 1:125

B

Site constraints include utility covers and motorcycle parking bays and double yellow lines.

Exact location to be determined by site engineer.



Scale 1:125

Notes:

- Proposed traditional cycle stands

Regent Street
Proposed traditional cycle stands at Regent Street.

Location A:
Opposite Select: 6 cycle stands

Location B:
Opposite Essex House: 3 cycle stands

Total possible capacity for cycle parking: **18**

Regent Terrace
Location C:
Proposed traditional cycle stands at Regent Terrace opposite 'The Avery' PH: 5 cycle stands

Total possible capacity for cycle parking: **10**

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REV	AMENDMENTS	DATE
B	As noted on drawing Regent Street location removed for the space	12 July 2013
A	Approved for public consultation	13 May 2013

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Project:
CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT

PUBLIC CONSULTATION

Drawing:
PROPOSED ON-STREET LOCATION
REGENT STREET AND REGENT TERRACE

Scale:	VARIOUS @A3	Date:	31/05/2013
Drawn by:	SH	Checked by:	GR

Drawing No: 014-018/000/021 Rev.B



Scale 1:500



Scale 1:100

Notes:
 - Proposed traditional cycle stands

Eden Street
 Location A:
 Proposed traditional cycle stands at Eden Street.
 Opposite House No. 73: 4 cycle stands
 Total possible capacity for cycle parking 8

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REV	AMENDMENTS	DATE
A	Approved for public consultation	03 June 2013



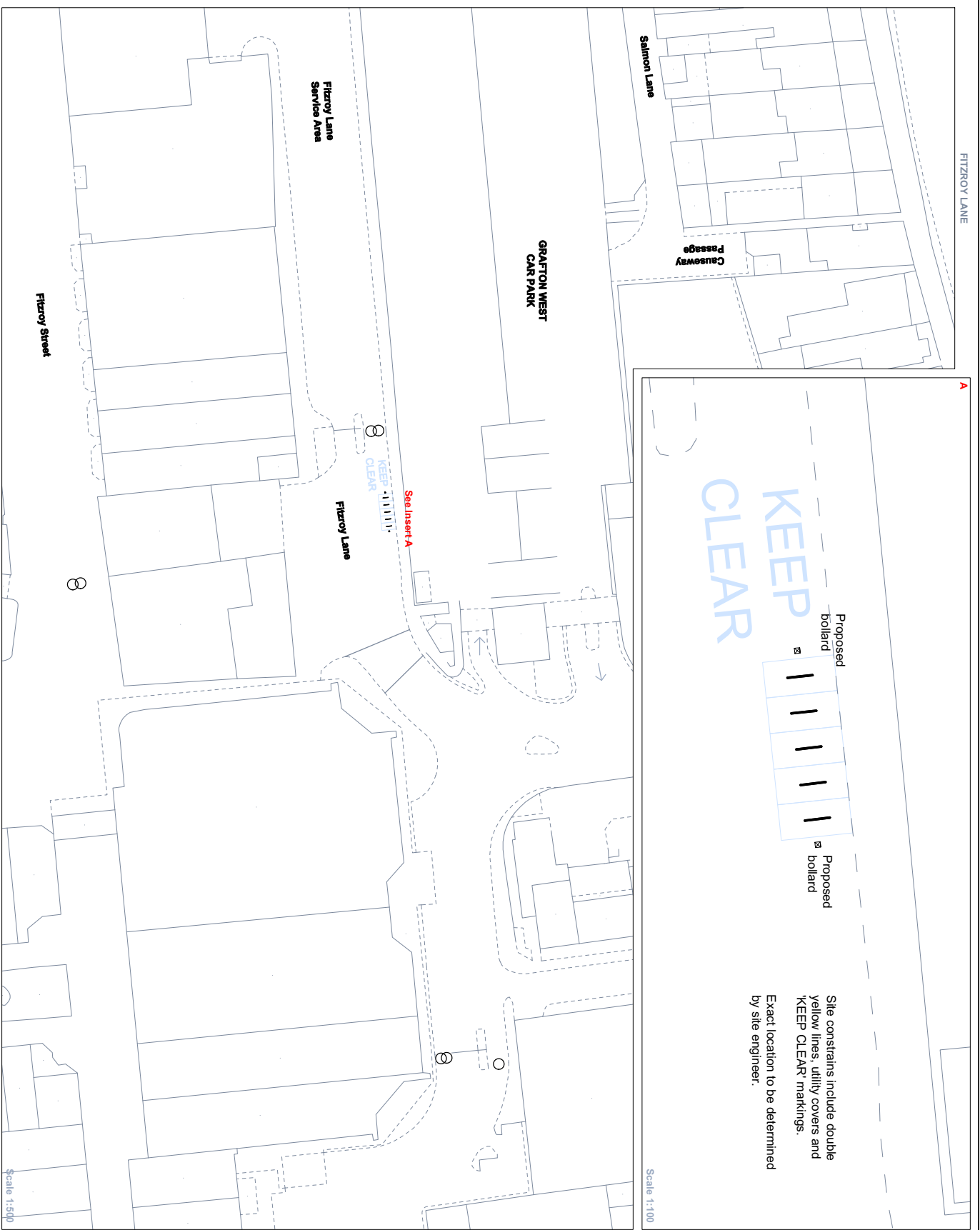
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Project:
 CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
 PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 EDEN STREET

Scale: VARIOUS @A3	Date: 03/06/2013
Drawn by: SH	Checked by: GR

Drawing No:
014-018/000022 Rev.A



Notes:
 - Proposed traditional cycle stands

Fitzroy Lane
 Location A:
 Proposed traditional cycle stands at Fitzroy Lane.
 Opposite Grafton West Car Park: 5 cycle stands
 Total possible capacity for cycle parking: 10

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REV	AMENDMENTS	DATE
A	Approved for public consultation	03 June 2013

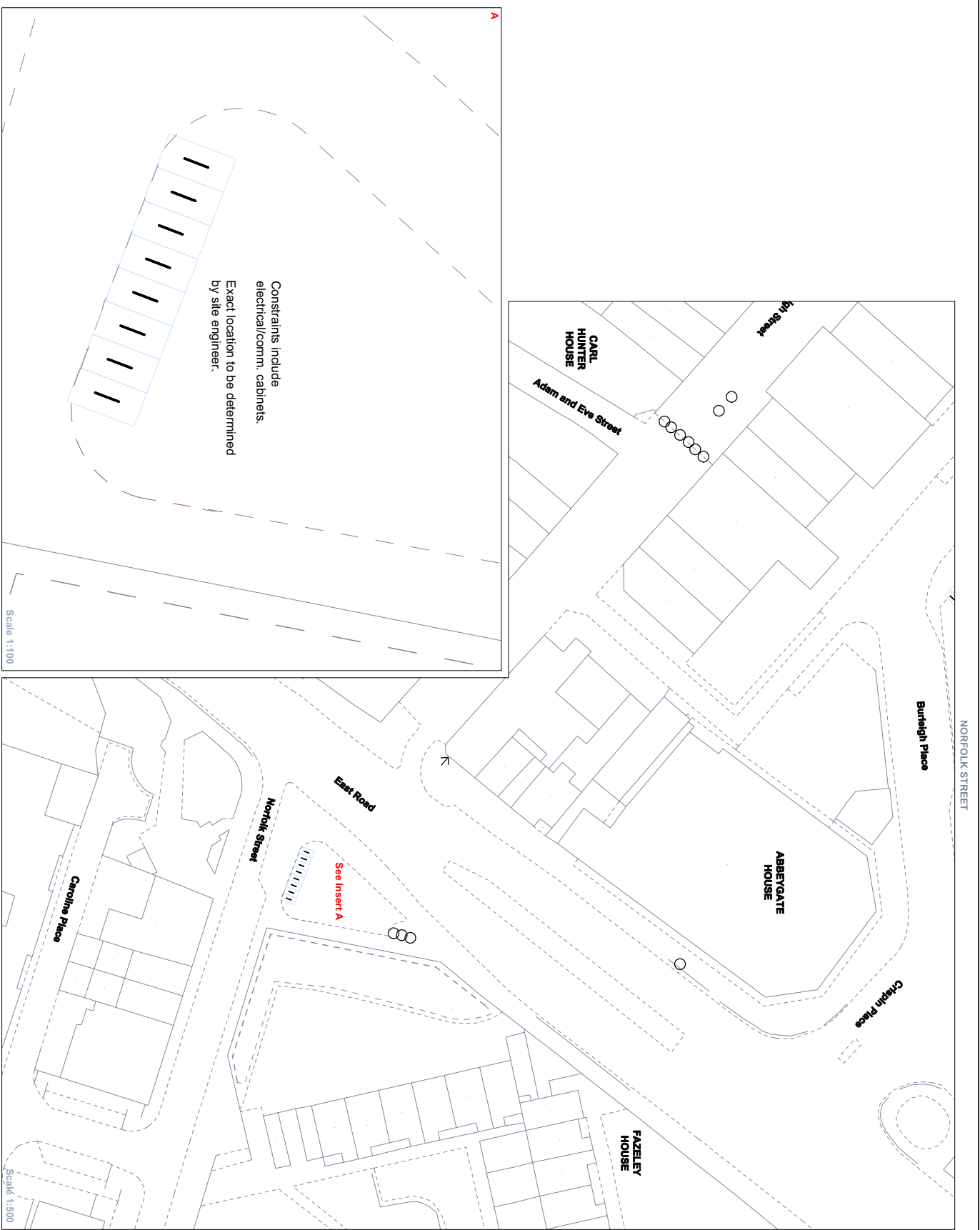
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Project:
 CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
 PUBLIC CONSULTATION

Drawing:
 PROPOSED ON-STREET LOCATION
 FITZROY LANE

Scale: VARIOUS @A3	Date: 03/06/2013
Drawn by: SH	Checked by: GR
Drawing No: 014-018/000/023	Rev:A



Constraints include electrical/comm. cabinets.
Exact location to be determined by site engineer.

Scale 1:100

Scale 1:500

Notes:
- Proposed traditional cycle stands

Norfolk Street
Location C:
Proposed traditional cycle stands at Norfolk Street.
Opposite East Road: 8 cycle stands
Total possible capacity for cycle parking 16

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REV	AMENDMENTS	DATE
B	Revised drawings have no proposal to be revised	12 July 2013
A	Approved for public consultation	03 June 2013

ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY

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Project: CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT
PUBLIC CONSULTATION

Drawing: PROPOSED ON-STREET LOCATION
BURLING PLACE AND NORFOLK STREET

Scale:	VARIOUS @A3	Date:	03/06/2013
Drawn by:	SH	Checked by:	GR

Drawing No: 014-018/000/024 Rev. B

APPENDIX B

Record of Detailed Comments Received

RECORD OF CONSULTATION RESPONSES TO CITY CENTRE ON-STREET CYCLE PARKING

Location: Bene't Street

From	Comments
Business	YES
Resident	YES
City Centre Management	This is one of the main exit routes from the Grand Arcade car park and opposite the Corpus Christi clock. It is already a very congested area and frequently there are people in the road at the top of Benet St with the junction with Trumpington St.
College	The proposals in this location have had no consideration to the impact upon the tenant, The Chop House restaurant. The cycle stands will be directly in front of both their Benet Street and Kings Parade entrances. Furthermore, the Kings Parade frontage of the premises has outside table seating which your proposals would impact upon. This could have far reaching consequences, particularly in respect of the College's interest at rent review. The Benet Street door is a fire exit for the Chop House as well as for the College's student hostel and will no doubt impact on egress from the building during an emergency evacuation. I visited this site yesterday, and the areas in question are busy with tourist traffic a lot of the time. The proposed cycle stands will force tourists out into the roads as they try to get photos of the Corpus Clock. Clearly this will have health and safety implications, not to mention frustrating the traffic movements coming from Peas Hill end of Benet Street
Resident	I have looked on your website and see that there are schemes to place additional cycle stands all over Cambridge. One other area I wish to comment on is Bene't Street. Tourists stopping to look at the Corpus clock often stand in the road. If the pavement was extended on the side of Corpus - and reduced on the side of the Chop House - then both the tourists and bicyclists would be safer. The cycle racks could then be put on the south side of Bene't Street, opposite the proposed site.
Resident	The general idea is great but King's Parade and Bene't Street are currently extremely cluttered however bikes are not the main culprits; they are parked cars and tables on pavements outside cafes. Reduce these first then add bicycle parking at least on King's Parade; the proposal for Bene't street may cause too much congestion to pedestrians. If something is not done to make it easier to walk on King's Parade someone will inevitably be run over by a car as he/she tries to find somewhere to walk. I am told the disabled parking facilities in Lion Yard are excellent; why do they need parking on King's
Resident	To be regretted as too close to Kings Parade.
	AGAINST Narrow access road used by many delivery vehicles. Concern about delivery vehicles being obstructed if cycle bays are over used with cycles parked carelessly.
Business	Cycle racks on Kings Parade will block the footpath where masses of tourists congregate especially to view the famous clock.
	Use high capacity stands opposite the Chop House / Corpus clock as it's a busy area
	Concerns over the installation of the cycles stands on the road, rather than on the pavement. Increased risk of damage to cycles by passing vehicles, and potential risk of accidents between dismounted cyclists and passing vehicles (for example, when locking or handling cycles).
	Would elongate a pinch-point on a contraflow. Makes road more dangerous for cyclists.
	Kings parade and benet st need this space left for large lorries turning for corn exchange and arts theatre productions . Already these vehicles have the need of police help and losing this space to bicycles would only make problem worse. Delivery lorries and brewery deliveries also need this space. Do not make it any more difficult for businesses to operate!
	With respect to Benet Street, the proposed parking location would extend the current pinch-point at the junction with Kings Parade, increasing the distance with which bikes entering from Kings Parade are in direct conflict with oncoming vehicles (and particularly delivery lorries that are wide). The street layout (width and furniture) offers no protection to cyclists and hence any increase in this conflict is a very bad idea.
	At Benet Street, these proposed stands would be firmly in the way of the contraflow cycle traffic, making it very difficult to turn into the road safely.
	Add to the danger of tourists standing on the road looking at the Corpus clock. Proposed area in Bene'ts St used by delivery lorries in mornings. Struggle to find space

Location: Castle Street

From	Comments
Resident	YES
Resident	the County council's land opposite offers better opportunities for cycle parking
	The Castle Hill area could really use bike parking venues.

Location: Christ's Lane

From	Comments
Resident	YES
Resident	YES
	Why not add high capacity cycle racks against wall all along Christs Lane.
City Centre Management	There is a new trading pitch adjacent to this location so close liaison with the Markets and Street Trading team will be important in implementing this location if approved.

Location: Christ's Pieces

From	Comments
Resident	YES
Resident	No comment. I would observe, however, that to re-organise all the cycle parking here and re-locate it together on the dog walking area, might be a good idea
	Christ's Pieces- think location could lead to thefts/dangerous for people (i.e attacks/mugging) late in evening. Sheltered location.

Location: Eden Street

From	Comments
Resident	MAYBE We have a big problem in this street with fast lorries driving in (sometimes by mistake by using sat nav; sometimes delivering furnitues etc) There is very little space to negotiate getting out (usually reversing). As I live on the corner I receive the full brunt of this and have had a lorry take a piece of the front wall on the corner of my house. After this the traffic people agreed that a bollard was needed to keep them off the pavement. I have to pay for the bollard myself in order to get it. so i feel abit annoyed naturally to see that for four cycle racks two bollards are to be allowed just to protect them from the lorries. Why do i have to pay to have my house protected then? however, this is nothing to do with the parking of cyles per se. i should say we do not have a big cycle parking problem here as we have good spaces up the street.
Resident	I do not agree with the proposals for cycle parking on Eden Street. As a car driver, I can state with confidence that the proposed cycle parking would seriously hinder the ability of cars to manoeuvre on Eden Street. As it stands, Eden Street is a very narrow cul-de-sac, due to the car parking bays, and the area currently proposed for cycle parking is an essential passing place. This area is often congested with cars waiting to pass as it is. This problem is worse for lorries and vans, which need more room. This is especially so given the blind corner onto Prospect Row, and the fact that if waiting cars back up too far, they will completely block the junction with Elm Street. Furthermore, rightly or wrongly, delivery vans and lorries (including Royal Mail, Tesco, couriers, etc.) often stop briefly in this area to complete their deliveries. If this area was not available due to cycle parking, then they would have nowhere to stop on Eden Street (most are to wide to get further down the road) - or worse, they would stop in any

	<p>The Kite Area is already a nightmare to drive around, with narrow streets and blind corners (I was involved in an accident a month ago, due to someone driving around these narrow streets at too great a speed) and so if bike parking is to be added, I would prefer it to be off-road to prevent further hazards. Perhaps expending the current provision at the other end of the street by the shops on the pedestrianised area would be a more sensible location.</p> <p>In any case, if this area is deemed to be safe for such a hazard. I would prefer it to be turned into residents' parking, given the known problems with Kite area residents' parking.</p> <p>Furthermore, I question how much of a problem there currently is with cycle parking on Eden Street. I rarely see bikes attached to fencing, and when I do it is minimal and tends to be on the corner by the Elm Tree pub outside Parkside School - here it does not block pavements, as there is ample room to pass on this quite wide passageway. Those going to town will use the facilities at the other end of the street, which means these would only be useful for those going to the pubs, whose bikes have never yet caused any great obstructions in the area.</p> <p>I would be most happy to provide you with further thoughts on the proposals.</p>
Business	Is the street really wide enough for this as delivery lorries such as removal vans must be able to pass. Could the racks be positioned parallel or diagonally to the footpath?
Resident	Will cause nuisance to households. Next to two pubs. Noise at night. Also encourage more bike thefts. Not a good place to put bike racks

Location: Fitzroy Lane

From	Comments
Resident	YES
	Think location could lead to thefts/dangerous for people (i.e attacks/mugging) late in evening. Sheltered location.
	At Fitzroy lane, I am uneasy about the traffic management around the stands - I feel that they impede the flow due to nearby island etc.. maybe move them a little further east?
	It's not clear what purpose the Fitzroy Lane location serves.

Location: Free School Lane

From	Comments
Resident	YES
Resident	YES
College	Free School Lane is dimly lit at both ends so cycle racking in this area is inappropriate without upgrading the lighting. The cycle racking will also cause delivery access problems to the College site which is of concern.
Resident	This is always very cluttered with cycles, especially around the bollards at the Bene't Street end. this arrangement seems to compound that. All "two wheeled" parking, inc. motor bikes, should be moved to a location, say opposite the Whipple Museum, where the carriageway is wider and parked vehicles will not obstruct the highway, as well as the narrow footways in the Lane.
Business	Is the street really wide enough for this as delivery lorries such as removal vans must be able to pass. Could the racks be positioned parallel or diagonally to the footpath?

Location: Granta Place

From	Comments
Resident	YES
	With regard to proposed parking at Granta Place, these should not be installed until the works at Pembroke College have been completed because of the regular presence of large delivery lorries that frequently use this access route. The placement of the loops on the corner of the Hilton places the bikes in conflict with large vehicles and with cars and taxis using the Hilton and overall I believe is a poor choice. The stands also require protection, by bollards at the corners.

Location: Guildhall Street

From	Comments
	Guildhall St will only be marginally disrupted, however, Peas Hill will be badly obstructed, for pedestrians, café clients, other cyclists and disabled parking. We do need more cycle parking, but not in such high density footfall areas
Resident	YES
City Centre Management	(for comments on Design and Scale and general access issues for area see Peas Hill entry) Access The new racks appear to extend beyond the side entrance of the Guildhall. This is the entrance that is most frequently used for access to events in the Halls and would cause difficulties for both loading and unloading of equipment and for access for visitors with mobility issues.
Resident	This will free up pavement space by the Guildhall entrances and must be welcomed.
Business	I believe the racks being both sides may be a block to Fire Engine access to the Market Square. It would also make fighting a fire in the guildhall or Lion Building (in Guildhall street very difficult.
	The proposals for Peas Hill and to an extent Guildhall St clearly haven't taken into account the requirements of the local business, in particular the Arts Theatre. This will also reduce parking for Blue Badge holders who frequently use the double yellow lines.
	On Guildhall Street it's going to cause conflict between cyclists and pedestrians (from cyclists wanting to get through rather than wanting to park their bikes). More sensible on Guildhall street would be to continue the existing cycle rank along the Guildhall itself and to widen the pavement out. (If the city was not so obnoxious then cyclists would already be able to lean their bikes against the Guildhall wall and that would be cheaper and more sensible.)

Location: Jesus Lane

From	Comments
Resident	YES
Theatre	YES The more parking at/around the theatre the better
Resident	No comment but this permanent obstruction, together with the bus stop, would be better positioned further east on Jesus Lane too permit traffic a better turning circle into Bridge Street.
	AGAINST Narrow access road used by many delivery vehicles. Concern about delivery vehicles being obstructed if cycle bays are over used with cycles parked carelessly.
	Concerns over the installation of the cycles stands on the road, rather than on the pavement. Increased risk of damage to cycles by passing vehicles, and potential risk of accidents between dismounted cyclists and passing vehicles (for example, when locking or handling cycles).
	The removal of Disabled bays on Jesus Lane should not be considered at any stage.
	Jesus Lane - taking over disabled parking space doesn't seem considerate, unless it's been proven that this space isn't occupied most of the time
	I am unsure if the Jesus lane modification is appropriate given the proximity to the bus stop, the width of the road, the large vehicles who use that section of road and the removal of a disabled parking bay.

Location: Kings Parade

From	Comments
Business	Great. Many thanks in advance.
Business	YES
Resident	YES

Business	I have reviewed the proposed cycle consultation. I am a bit concerned about the cycle racks due to be sited in Kings Parade outside Pitch Number 4. There would be very little space for pedestrians (particularly the disabled) in between my ice cream cart and the cycle racks.
Resident	These will be a disaster visually within this frontage. This street should have been closed to traffic 30 years ago and providing for more, official, cycle parking merely serves to underline the errors of yester-year.
	With regard to the Kings Parade proposal, unfortunately this location is used very often by large tour groups. Since it offers a large, off-road space for large groups to stand I believe it offers some protection to pedestrians from vehicular traffic and should be retained as such. Additionally, there is a good possibility that placing cycle parking here will unacceptably narrow the pedestrian access, particularly when restaurant establishments place tables outside in summer (refer to the Cambridge Wine Merchants recent planning application and comments received).
	On King's Parade there will not be enough space to walk down that footpath if a bike rack is put there because the restaurant puts chairs and tables in the footpath blocking half of it already.

Location: Lion Yard

From	Comments
Resident	YES
Resident	NO Location B: This is a particularly congested area and pedestrian space is at a minimum. Cycles leaning on the wall with railings add to the restriction. It is not viable to have cycle racks here and I propose their removal completely. Location A: The footway here is congested due to the 'burger stall' against the Church railings. The queues here obstruct pedestrian movement. It is proposed that the 'burger stall' is transferred elsewhere where there is more space. High capacity cycle racks to replace existing racks with access to the mounts from the carriageway.
	Welcome extra capacity. Find high density stands difficult to use (tend to load bike with shopping). Glad to see Sheffield hoops where room for cycle trailers - could they be labelled as such?

Location: Market Square

From	Comments
Business	NO Fixed Stands will make it impossible for suppliers and market traders' vans and lorries to negotiate the square. The road is narrow enough in that area already when there are vehicles parked on the opposite side.
Resident	YES
Resident	YES High security storage in town is needed
Business	No Because you already having a big problem with this road, people at the moment cant even move over easily and M&S lorry making the situation worse
Resident	YES More space for bikes will be a good thing for the Market Sq. as space is limited at present. Also it will stop cyclists parking against shop windows etc.
Market Trader	NO Object to proposed cycle parking in Market Square as they will cause an obstruction to the Highway between 7.30 - 10 am and 4 - 6pm every day whilst the Market Traders are setting and packing up. Agree for a need for increased cycle parking but object to having these located around Market Square.
Market Trader	NO Object to proposed cycle parking in Market Square as they will cause an obstruction to the Highway between 7.30 - 10 am and 4 - 6pm every day whilst the Market Traders are setting and packing up. Agree for a need for increased cycle parking but object to having these located around Market Square.

Market Trader	<p>As a market trader at All Saints Garden I was sent details of the consultation about new cycle stands in the centre of Cambridge by Emma Thornton. I have copied this to Cambridge Cycling Campaign, of which I am a member. Having more stands in the city centre would be wonderful, but on a brief inspection, there are two points that I would like to make immediately. I intend to come tonight to the exhibition, so there may be more comments coming your way.</p> <p>1. I am assuming that these stands are like the new ones outside Sainsbury's in Sidney St. I used to use the Sheffield stands here and after a terrible experience with the new ones I no longer use these stands. You can only get your bike into them one way - ie. from the pavement side. This is often full of pedestrians, so to get your bike in and out you cause lots of problems for pedestrians. This seems madness, since the road side is closed to traffic for most of the day and there are far less pedestrians there. It is also the natural direction for cyclists to approach the stand. There isn't that much traffic on the road at other times, and it is going slowly and most cyclist, including me accessed the stands from the road side in the past - why not again in the future? I refer back to my 2. Something that has been bothering me for a while is the use of bikes permanently propped up against lampposts/walls or parked in cycle stands which advertise events, shops, distribute leaflets etc. They are taking up much needed stands and the problem is proliferating, compounding the problem of cycle parking in the city centre.</p>
Market Trader	<p>NO</p> <p>Object to proposed cycle parking in Market Square as they will cause an obstruction to the Highway between 7.30 - 10 am and 4 - 6pm every day whilst the Market Traders are setting and packing up. Agree for a need for increased cycle parking but object to having these located around Market Square.</p>
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City Centre Management	Market Traders have already expressed concern regarding restricted access for loading/unloading through reduction in carriageway on either side of market square. M&S also have large delivery vehicles accessing this area twice a day and are already challenged with access. Close consultation should be sought with Markets Management Team and M&S. Cycle racks on Great St Mary's side could restrict access for lorry collecting cardboard from market twice weekly.
Resident	YES Good idea as there are too many bikes and not enough racks at this time.
Resident	All these spaces will be an absolute disaster in Townscape terms and can only serve as a permanent difficulty/obstruction for Market traders. I observe that the views of Great St Mary's can hardly be improved, either, by siting even more bikes below it.
	YES Very glad to see the increased capacity around Sidney Street and Market Square in particular - badly needed!
	I think the ones outside M&S will cause obstruction
	AGAINST There is a lot of pedestrian traffic around the market square and I think this option will be frustrating for cyclists and dangerous for pedestrians
	It would be good to keep the most historic views of St Edward the Martyr, Great St Mary's, Trinity St & St John's St clear of the ugly looking high capacity stands.

	There are often complaints about the lack of Taxi ranking space so I can see no reason why the Council would want to reduce this further on Market Square. The fact that the short stay P&D bays in the city are constantly full shows there is a very high demand for them. It is not always convenient to use the multi-storey car parks.
	AGAINST On Market Square the proposed spaces will get in the way of everyone, especially the spot in front of Oasis, it's crowded enough there without more obstacles (and dangerous ones to trip over).
Business	AGAINST Impede loading/unloading of food to our shop (M&S). Currently 40ft articulated lorries park parallel to M&S or wait until safe to reverse into loading bay. Cycle park will stop lorry safely reversing.
	AGAINST Proposed bike racks are in front of major fire exit for 3-4 Market Street and M&S and Oasis. They are also where Council store rubbish bins so they would have restricted access. If on pavement they would hinder pedestrians, if on road would hinder traffic from market and deliveries.

Location: Norfolk Street

From	Comments
Resident	YES

Location: Park Terrace

From	Comments
Resident	YES
	Park terrace (replacing existing bays) nearest to Mai Thai should be high capacity stance - concern over bikes falling over and increases capacity. Sheffield stands adjacent to motorcycle bays can accommodate basket bikes if needed.
	On Park Terrace it's ok if it doesn't constrict the flow on the pavement further (otherwise more conflict between pedestrians and cyclists).

Location: Peas Hill

From	Comments
Resident	YES Guildhall St will only be marginally disrupted, however, Peas Hill will be badly obstructed, for pedestrians, café clients, other cyclists and disabled parking. We do need more cycle parking, but not in such high density footfall areas
Resident	YES Any initiative to encourage people into town and into this historic part of the city is welcomed
Business	NO Cambridge City Council is proposing to place cycling racks where we currently operate a licenced outside seating area. This facility makes our business financially viable and its loss would cause immediate closure of our shop. Many visitors congregate on Peas Hill, particularly outside the Tourist Information Centre (TIC). The number of cycle racks would be unattractive and act as a subliminal and physical barrier, keeping people in Market Square rather than encouraging them down Peas Hill. We welcome pedestrianisation of Peas Hill, but believe the cycle racks would 'plug up' entrance to Peas Hill and put pedestrians into direct contact with large numbers of cyclists, restricting pedestrian flow. The increased level of cyclists would also affect disabled access to TIC, St Edwards Church and to disabled parking bays. The proposals would have a negative affect on numbers visiting TIC directly impacting on numbers visiting shop and thus our turnover. Concern that this could cause Council to eventually close TIC. Also affected would be Cambridge Gift Shop and other businesses in Peas Hill, Wheeler Street and Bene't Street.
Business	The Peas Hill side has more impact on the Arts Theatre, although the racks appear to extend beyond the side entrance and as this is the main disabled entrance for the Halls it would be expected that a drop off area would be available directly adjacent to that entrance.
	AGAINST The proposals for Peas Hill clearly haven't taken into account the requirements of the local business, in particular the Arts Theatre. This will also reduce parking for Blue Badge holders who frequently use the double yellow lines.
Resident	The current size of the loading bay would be insufficient for the Arts Theatre requirements, and there may be concern with disabled bays located so far from Market Square. Locating the disabled bays here could cause operational challenges for Arts Theatre as area is very congested when theatre goers arrive and depart.
Resident	MAYBE I am unable to make comments regarding the plans (visually impaired), however I do find the section by the Tourist Information Office very confusing. It is not easy following the building line to the back of the Guildhall. I hope there will be clear and easy footway separate from any cycle racks here. I am also dubious about proposals for removing any disabled bays in favour of cycle racks.
Resident	The current plans significantly reduce the usable road area around the Guildhall - a concern given number of new cafes, restaurants and other businesses opening and inevitable increase in deliveries. Both Arts and Corn Exchange require 24 hour access for large trucks in order to remain in business. Restricting road space available will cause more congestion, further frustrating other businesses trying to survive in the area.
Business	Taking all concerns into account, with creative design-led approach, we believe it might be possible for some additional cycle rack to be accommodated, but on smaller scale. Careful consideration will need to be given to ensure good access and attractiveness is not compromised.
Business	AGAINST I have the Cambridge gift shop and this will have a adverse effect on my business I struggle to be seen as it is if this development were to go ahead it would make it even harder to survive, please take this into consideration. I hope that you will consider my comment life is hard enough without anything else causing a lack of customers I work 7 days a week to try and make this business viable Thank you for taking the above into consideration.
	AGAINST On Peas Hill it's going to cause conflict between cyclists and pedestrians (from cyclists wanting to get through rather than wanting to park their bikes).

	<p>AGAINST</p> <p>User of disabled bays. Removal of 3 of 6 disabled bays is very unjust. Why do racks have to take up such central position. Not against cyclists but will make it very hard for those who need access. Object on visual grounds. Area becoming magnet for restaurants and will be spoilt with forest of bike racks. The loading bay for Arts Theatre is too small - theatrical scenery lorries are huge.</p>
City Centre Management	<p>Design and Scale</p> <p>This area is developing into a very attractive area of the city with a rich cultural offer and a wonderful selection of restaurants, cafes and independent retailers. As a result it is becoming a much busier area.</p> <p>In order to maximise footfall and provide a positive experience to users of this important part of the city (essential for the continued commercial success of the TIC, its tenants, the Arts Theatre and all the businesses in this area), we believe that it will be important to safeguard a clear vista looking down Peas Hill from the Market Square. In addition it will be important to maintain a clear and generous pedestrian walkway, in particular to the side of the Guildhall where it already gets very congested at times. This point has been raised regularly by businesses in the Wheeler St Benet St area and was fed back during the works on the Old Barclays Bank (now Hugo Boss) and every Christmas when the Christmas tree is in situ. During these times they have reported a noticeable reduction in footfall.</p> <p>The TIC team regularly received feedback of visitors having difficulty locating it - in spite of signage.</p> <p>Whilst moving the Green Coffee company external seating further down the carriageway could be beneficial, it would need to be aesthetically attractive - unlikely with the cycle</p> <p>Access</p> <p>The Peas Hill side has more impact on the Arts Theatre, although the racks appear to extend beyond the side entrance and as this is the main disabled entrance to the Halls it would be expected that a drop off area would be available directly adjacent to that entrance. The current size of the loading bay would be insufficient for the Arts Theatre requirements, and there may be concern with disabled bays located so far from Market Square. Locating the disabled bays here could cause operational challenges for Arts Theatre as area is very congested when theatregoers arrive and depart.</p> <p>The current plans significantly reduce the usable road area around the Guildhall - a concern given number of new cafes, restaurants and other businesses opening and inevitable increase in deliveries. Both Arts and Corn Exchange require 24 hour access for large trucks in order to remain in business. Restricting road space available will cause more congestion, further frustrating other businesses trying to survive in the area.</p> <p>Conclusion</p> <p>Taking all concerns into account, with creative design-led approach, we believe it might be possible for some additional cycle rack to be accommodated, but on smaller scale. Careful consideration will need to be given to ensure good access and attractiveness is not compromised.</p>
	<p>AGAINST</p> <p>Scheme will clutter with furniture. Good pedestrian circulation and leisure space. Ugly and poorly sited. Do not spend any of my Council Tax contribution on this scheme.</p>
Theatre	<p>AGAINST</p> <p>Need to regularly, weekly and twice weekly load/unload articulated lorries containing scenery, lighting and sound equipment. If loading and disabled parking areas are moved it will make it impossible to get visiting productions into the theatre.</p>
	<p>AGAINST</p> <p>Concern about loss of disabled parking near tourist information. A large bike stand in front of TIC will not help tourists find it - many of tours meet here.</p>
	<p>AGAINST</p> <p>Cycle racks will make this 'leisure area' feel very cluttered and act as physical barrier. Business takings will go down. Now three college hostels in Peas Hill. Cycle racks will just be filled permanently with college bikes. Where will Theatre lorries park? What about the disabled spaces?</p>

Location: Quayside

From	Comments
Resident	YES

College	<p>Magdalene College is like to have some concerns for the following reasons:</p> <ol style="list-style-type: none"> 1. Quayside offers some of the finest riverside views in Cambridge. A row of cycle racks in this location will obstruct these views and detract from the appearance of this attractive river frontage. 2. The racking will have a negative effect on the amenity value of Quayside generally, not only blocking the view, but also leading to clutter. The existing racking facing Prezzo are a good example of this. Before long, it is likely that the racks will become filled with abandoned bikes. 3. There is also the issue of congestion and circulation at different times of the day. This part of Quayside has to accommodate queues of people waiting to access Scudamore's pontoons as well as Cambridge Punting Company's booking desk. There are also the outside seating areas for the restaurants and cafes. <p>As you know, the College is currently working in partnership with the Project Delivery Team to develop a coordinated scheme of environmental improvements at Quayside. It would make sense for cycle parking to be considered as part of this initiative.</p>
Resident	These racks, at any location in this most public of river-side locations will be an environmental disaster.
	<p>AGAINST</p> <p>This is one of the few places where people can sit and look at the river. Bike racks create clutter, will obstruct the view, and make it difficult for people to sit on the edge of Quayside overlooking the river.</p>
	At Quayside, I do not believe that we should be encouraging cycling or parking this close to the river and in a heavily pedestrianised area.
	Quayside is too crowded with cyclists using footpath to get to Jesus green, which is not designed for cyclists. This should probably be discouraged.

Location: Regent Street

From	Comments
Resident	Good idea (unlike earlier proposal for Regent Terrace)
Resident	The provision of extra spaces is good, but certainly not on a scale which will remove or fill the need. Cyclists will continue to attach their bicycles to any available fixing therefore the only cure to obstruction is to remove the posts in the pavement and replace them with signs and lights which are attached to buildings, or in the case of the 50% which are superfluous just remove them. I enclose a photo of a typical street scene outside our building, this sign is one of 4 in the space of about 100m all with the same message, all close to other lamp posts or notices which could have been used. The poles attract cycles and thereby cause a considerable risk to pedestrians who go into the road or do not pay attention to emerging traffic, and to car drivers who may concentrate on circumnavigating the bikes rather than on pedestrians.
	Some maybe as possibly overkill (e.g. if have lots next to Pizza hut and opposite Avery on Regent Street then maybe don't need opposite Maplin as well).
	Regent Street (near sign) should be high capacity
	Decreases space on pavement on a hostile st. - worse for pedestrians.
	Regent street pavements are already congested with street furniture and "A" boards etc.

Location: Regent Terrace --- opposite Pizza Hut

From	Comments
Business	YES
Resident	YES
Resident	<p>MAYBE</p> <p>While it is important that Cambridge has more bicycle facilities, it is important that the Council take the time to ensure these facilities are able for all people - disabled and elderly - to use also,</p>
	<p>AGAINST</p> <p>Don't use green space on cycle parking. Maybes - these are in the middle of historic city scenes - not sure about the aesthetics. I can see the attractions of the high capacity stands but as someone who does most of their shopping by bike I have a large basket and I need it to be stable and balanced which makes the Sheffield stand more attractive to me.</p>

	<p>AGAINST Green spaces should not be encroached upon. they are precious. Businesses need access to the rear of their properties.</p>
	<p>Some of the suggestions around open spaces such as Parker's Piece need to be well thought out to ensure suitable lighting and general security for those parking their bikes. I myself would not feel comfortable around this area of town when dark which is an important consideration in the winter months in particular.</p>
	<p>AGAINST Loss of grass at Park Terrace. There are plenty of on street car parking spaces that can be removed to put cycle parking instead.</p>
	<p>AGAINST Should not be creating more hard surfaces on city centre green space.</p>
	<p>AGAINST There are enough roadside sites for potential bike parks without using grassed areas.</p>
	<p>AGAINST I object to any structures encroaching on the green spaces of the city including Parker's Piece.</p>
	<p>AGAINST We suggest that this is very undesirable as it will use up more precious green space rather than tarmac areas or even re-use of car parking spaces. Alternative locations for additional bike parking could include the Park Terrace area, or the Police Station on Parkside.</p>
	<p>AGAINST Don't sacrifice green (i.e. grassed) space from Parker's Piece; reclaim more tarmaced space from Park Terrace instead.</p>
	<p>Parkers' Piece - new space on grass should be on hard standing</p>
	<p>The additional stands are welcomed however the traffic flow around the cycle park and single access point look to cause 'jams'.</p>
	<p>More racks! In nice weather it proves difficult to park; many people use the fence round Parker's Piece to secure their bikes</p>

Location: Regent Terrace --- opposite Hotel

From	Comments
Business	Two fire exits and two garages will be compromised by location of cycle racks as shown. Health and Safety issue. Please refer to conversation with Clare Rankin of June 2012 and subsequent emails. Installation trials were never conducted.
	Concerns over the installation of the cycles stands on the road, rather than on the pavement. Increased risk of damage to cycles by passing vehicles, and potential risk of accidents between dismounted cyclists and passing vehicles (for example, when locking or handling cycles).

Location: Round Church Street

From	Comments
Business	Our opinion of the Round Church Street proposals are the site is possibly too small judging by the amount of locked cycles one sees around that area. Possibly more provision nearer to the existing car park wall? Provision might also be provided for keeping cyclists off the pavement, riding the wrong way, particularly when busy with pedestrians.
Resident	YES
Resident	Although these are located near the cycles in the adjacent multi-storey car park it is too conspicuous. The racks would be better located over the metal car park ventilation grilles, where no one wants to walk anyway, and subsume their impact by the scale of the multi-storey car park itself. Senate House Passage. Proposals for racks here would be a "Townscape Disaster". A street which remains un-cluttered and un-spoilt by any street furniture at all. This is perfect as it is. Let the textures and colours of the opposing walls and the floorscape below exist un-compromised. Don't ruin it, please. St Andrews Street. I cannot imagine what chaos this will create. This area, together with Emmanuel Street, is a bus station. What are bike racks being inserted in the midst of it for? Won't it be dangerous for all? And, wouldn't pedestrian crossings restored here, be better?
	AGAINST Narrow access road used by many delivery vehicles. Concern about delivery vehicles being obstructed if cycle bays are over used with cycles parked carelessly.
	AGAINST Not for Round church area as this gets very busy already with buses and narrow road and pavements. Would cause more congestion.

Location: Senate House Passage

From	Comments
College	I have looked at the drawings and would raise the point that the location of the cycle racks proposed for Senate House Passage (drawing 17) may be unpopular or even controversial as this where all the Fellows and Tutors of all Colleges gather to congratulate the students following graduation ceremonies in the Senate House. The installation of cycle racks would then force those gathered to receive the students out onto the main passageway thereby causing considerable congestion for pedestrians and cyclists wishing to travel along the passageway .
College	We are nervous about the particular plan for Senate-House Passage shown on Drawing 014-018/000/017. This places four traditional 'Sheffield' hoops opposite the Gate of Honour, which will obstruct the Doctors' Door exit from the Senate-House. I suspect that this compromises its safe use as a fire escape. It would also make for congestion along the route for emerging graduates heading to the Senate-House lawn at General Admission.
	AGAINST Some of the locations do not seem sensible based on their current usage for example Senate House Passage. This is already a nightmare whether a pedestrian or cyclist and parking racks will only exacerbate the issue.
	AGAINST Senate House Passage is already very narrow and difficult to get through.
Business	Only OK if placed diagonally
	Senate House Passage is often a tight squeeze as it stands, for pedestrians & cyclists alike; bike racks here would be a glaring hazard.
	In summer with tourists a very busy thoroughfare for pedestrians and cyclists.
	location in senate house passage would interfere very adversely with graduation ceremonies; the exit door for the senate house during graduation is immediately adjacent to the proposed location.

University	As Dr Secher says, the 'Doctors' Door' which leads from the dais of the Senate-House down a set of steps into Senate-House passage is a fire-exit (there are three possible exits from the House at ground-floor level, but effectively only two available from the gallery, of which one is the Doctors' Door). The route out via the Doctors' Door is likely to be our slowest exit anyway, because of the relatively narrow door and the steps down, so anything that might make movement away from the building more difficult would be undesirable. As far as Degree Congregations are concerned, we also have Congregations in October, November, January, February, March (2 days), April, May and July as well as the four days of General Admission in late June which he mentions. Large numbers of new graduates (1,000+ per day at some Congregations) pass out through the Doctors' Door and then walk down the steps to enter Senate-House Yard via the North Gate (the gate opposite the Gate of Honour). At General Admission some Colleges have a line of Tutors and College Officers standing in the Passage between
	AGAINST Senate house location is in regular use by the university. This will make it inconvenient on affected weekends.
	AGAINST Hoops here would cause serious difficulties for pedestrians and cyclists trying to share a space much frequented by visitors and students

Location: Sidney Street

From	Comments
College	YES Additional cycle parking is always welcome but this must be implemented with the prevention and removal of bikes that clutter pavements forcing pedestrians into the path of traffic
Resident	YES
Resident	Outside Sainsbury's and on Sidney Street is a major area of confusion with high congestion of shoppers, pedestrians and cyclists riding on the footway. At the junction of Green Street visibility is restricted and cyclists turning into Green Street are obscured. I propose that the 2 cycle rack areas be transferred to the opposite side of the road and placed next to the wall of Sidney College. The pavement here is narrow for pedestrians going in both directions especially when bikes are parked against the wall. Also it would be easier for cyclists to mount their bikes from the carriageway.
Resident	I know that this is where everyone wants to be but I believe that all these racks bring too many cyclists into the centre and that they, together with taxis, delivery lorries, and "permitted" vehicles make Sidney Street more akin to a fifties shopping environment than a modern, pedestrian, shopping street. All traffic, including cycles, should be removed from here and a principal shopping street allowed to function as a 21st century environment.
	YES Very glad to see the increased capacity around Sidney Street and Market Square in particular - badly needed!
Business	Is the pavement really wide enough for this. It is a very busy footpath and already overcrowded on many occasions especially by tour groups looking at Sidney Sussex and other college buildings in the area. If we must have them here, how about along the footway to narrow the space they occupy. Sidney Street – Locations C Is the pavement really wide enough for this on the right. The racks by Phones 4 U might be OK but it is a very busy pavement.

Business	<p>We do not agree with the proposals shown on the leaflet. The pavements are narrow for the numbers of pedestrians who use Sidney Street particularly at peak times. The existing racks cause congestion particularly outside Sainsburys (especially when bicycles are being put in or taken out of the existing racks or when push chairs are passing by); and at the south end of the street adjacent to the alley leading to Lion Yard where the path narrows as it joins St Andrews Street by the taxi rank and the volume of pedestrians is squeezed into a tight space. We note that the racks outside Sainsburys are proposed to be removed and relocated outside the Edinburgh Woolen Mill. This will move the congestion to a narrower section of pavement, increasing congestion of the footpath there. As Sidney Street is one way (although this not recognised by many cyclists) going north, the site line for vehicles and bicycles turning into Green Street and pedestrians crossing Green Street will be obscured by the repositioned racks, increasing risk of injury to users. The pavement outside Edinburgh Woolen Mill is used by vehicles for deliveries to all the adjacent shops and business premises (including our own) for both sides of the road at this part of the street. The council is currently relaying the pavement outside our office with block paving, presumably recognising that this is a necessary function of the pavement here. We note that Sainsburys have their deliveries made to the back of their premises which does not interfere with pavement usage. Our entrance door opens directly onto the street and does not have the benefit of set back doors as has Sainsburys and some other premises adjacent. At busy times this is already a disadvantage for us with the volume of people passing, particularly during the middle of the day rush, and we ourselves can cause obstruction to the pedestrian flow whilst unlocking the door to enter our office and making deliveries. One of the reasons</p> <p>The roads are not truly pedestrian between 10am and 4pm because of the volume of bicycle traffic and other vehicles so that pedestrians need to stick to the pavements for their safety. Thus the width of the pavements is critical. We question the desirability of parking bicycles in such a busy through route. Car parking has already been moved away to more neutral areas. Why is the same policy not followed for parking bicycles? Now that the pavement is being relaid with a reinforced concrete base and new block paving, which for us has been a noisy and disruptive operation, we are surprised to hear that the council is considering altering this again for new bicycle racks.</p>
	positions will obstruct pedestrians
	Next to Lloyds bank - the existing racks obstruct pedestrians at a very narrow entrance between the taxi rank and the gates so a bigger rack here will aggravate the problem.
	There are often complaints about the lack of Taxi ranking space so I can see no reason why the Council would want to reduce this further on Sydney St. The fact that the short stay P&D bays in the city are constantly full shows there is a very high demand for them. It is not always convenient to use the multi-storey car parks.
	With regard to the Sidney Street proposals, particularly at the northern end, I would suggest that the cycle parking be interspersed with loading bays (since delivery lorries tend to park on the pavement here) to formally delineate the area (and include bollards at all corners of the parking areas).
	On Sidney Street I don't think there should be any in front of Edinburgh Mill again because it's going to cause problems for pedestrians.
	<p>AGAINST</p> <p>I don't think it's appropriate to have cycle racks on existing footpaths in areas where large numbers of pedestrians walk and the footpaths are quite narrow. Particularly along Sidney Street, where taxis frequently drive far too fast down that road for pedestrians to safely walk down it to get around the bikes.</p>
	<p>AGAINST</p> <p>The position of the racks there seems to make an already narrow road even worse, making cyclists locking their bikes up in some danger?</p>
	<p>AGAINST</p> <p>Cycle rack in front of 47 Sidney Street would cause major health and safety concerns when delivering and our lorries would have problems parking.</p>

Location: St Andrew's Street

From	Comments
Resident	YES
Church	We will be affected by the new cycle parking facilities planned outside the council offices on St Andrews Street and the relocation of the existing disabled bay and loading bays. The disabled bay is often in use by people who are using the church both on weekdays and at the weekends.
Business	As a group of shops and colleges on the corner of Trumpington Street and Silver Street we have recently thought about different ways of improving our little corner of Cambridge to make the Street more appealing to local shoppers and tourists. At the moment the pavement outside our shops is narrow and we have pay and display bays directly outside all the shops meaning that on some days we have large vans and cars parked outside blocking any view of the shop fronts from the other side of the road. During the summer months a lot of tourists turn into Trumpington Street and fight their way along this narrow pavement to get to Kings Parade. As this is their first impression of Cambridge we feel that this corner can be improved. We are in discussion with Edward Quigley at the Cambridge Bid and will at the beginning of September put together a proposal to try and improve this stretch of pavement and Road to benefit all. The initial ideas are: 1. Making Trumpington Street one way from Kings Parade to Silver Street (there are restriction on entering Trumpington Street from the Silver Street end but they are never enforced). 2. Improving the junction with Silver Street and Trumpington Street to make it safer for cyclists and pedestrians crossing. 3. Creating dedicated cycle lanes on either side of the one way road.
	You are removing racks from an overused space without indicating where alternative increased space is available
	The removal of Disabled bays on St Andrews St should not be considered at any stage, surely removing Disabled spaces for Mandela House would be against policy.

Location: St John's Street

From	Comments
Resident	YES I cycle to work most days and when heading into town to shop/socialise and constantly struggle to find a spot to securely lock my bike, so I strongly agree there should be an increased amount of facilities
Resident	YES
Resident	NO - St John's College uses this layby for deliveries, as it is also used by market traders at All Saint's Passage.
City Centre Management	This is a very congested area first thing in the mornings and the proposed location for the cycle racks could cause access problems if vans and lorries cannot pull in to unload. Tailbacks of traffic can at times go as far back as the Round Church blocking the main bus route. The area is also close to the area used by the market traders from All Saint's Market for loading/unloading.
Resident	No no. This is private land anyway.
Business	Why not place the racks next to the building leaving the footway clear?
	It would be good to keep the most historic views of St Edward the Martyr, Great St Mary's, Trinity St & St John's St clear of the ugly looking high capacity stands.
	St John's Street scheme drawings appear to show the wrong / ambiguous stands. The key says one thing, the detail says another.

College	<p>NO (as property consultant for St John's College)</p> <p>The College is particularly concerned at the proposal to position new cycle stands within the lay-by on (Bridge Street) St John's Street opposite St John's College. This lay-by is used not only by the College, but also by a number of retailers and traders. St. John's Street / Trinity Street can become very busy with early morning deliveries and it is essential to have provision for vehicles to park when making deliveries to prevent the street becoming blocked during these restricted delivery periods.</p> <p>The College objects to this specific part of proposals and suggests that these ccle stands would be more appropriately relocatd just several metres to the south where there would appear to be room on the pavement in Trinity Street.</p>
College	<p>NO</p> <p>The College objects to the use of the lay-by for cycle parking as St John's Street and Trinity Streets are key thoroughfares for the delivery of goods to the colleges in the area, shops and businesses and stall-holders in All Saints Garden. The street is narrow at the point and already heavily congested with cyclists in morning rush hour. Forcing delivery lorries and vans to park in the road will increase congestion and prevent vehicles getting south. It seems perverse to adversely affect ability of cyclists to enjoy the road at such a busy time.</p> <p>The College owns part of the pavement area outside the Divinity School, so any proposal to site cycle racks away from the lay-by will need specifically to take account of such ownership.</p>

Location: Tennis Court Road

From	Comments
University	YES
Resident	I have just read your leaflet outlining the plans for extra bike racks on Tennis Court Road. As a daily cyclist I fully support these proposals. A couple of additional thoughts: - is there scope to fit more racks in here? - given the location is there a risk that they simply get used by the staff and students on the Downing Site, rather than by people visiting the town centre?
Resident	Having bollards at both ends is a very good idea but the problem is that cycles will stick out into the road - cycle parking in Cambridge is very messy - and there is no protection against being hit by oncoming cars, especially on days when there is a queue towards the city and there are many impatient drivers who turn around to escape via Fitzwilliam Street. Perhaps a raised pavement could be created between the bollards to demarcate the cycle stands more clearly.
University	I agree with the proposals. It would be better if more cycles could be parked in that space, hopefully with the new style stands instead of the Sheffield type. More cycle parking is
Resident	YES
Resident	NO There are already congestion problems on Tennis Court Road. At peak times queues on this road, primarily waiting to get to the Grand Arcade parking, make access to the main gate of the Downing Site very difficult. Extendeing the current parking bays by adding cycle parking will exacerbate this and also impede 2-way traffic flow on this part of Tennis Court Road.
	NO Not sure why Tennis Court Road would need the provision - the university has ample bike parking on the Downing Site and Old Addenbrooke's, and even if not should provide it for staff/students in such a location
	Cycle park will exacerbate stationary traffic in narrow road. Not really central so mainly be used by students not general cyclists.
	Cycle park will exacerbate stationary traffic in narrow road. Addition of cyclists would be additional hazard and distraction.

Location: Trinity Lane

From	Comments
Resident	Those located at the rear gate of King's College will be, at best unfortunate, but insulting to Clare's Main gate; the second group are simply to be regretted.
	Trinity Lane is often a tight squeeze as it stands, for pedestrians & cyclists alike; bike racks here would be a glaring hazard. slightly less often a squeeze, perhaps, than Senate House Passage, but when it *is* busy, bike racks would be hazardous here too.
	AGAINST Busy thoroughfare with pedestrians, cyclists and delivery lorries. Already dangerously short on space in mornings for HGVs manoeuvring around vulnerable road users.
	AGAINST With regard to Trinity Lane location A, I believe the proposals would create a pinch-point for pedestrians on this street which could lead to conflict with vehicular traffic, particularly delivery vans (since the kerbs are not wide enough for the pedestrian traffic that use this route under current circumstances). With Trinity Lane location B and Senate House Lane, my opinion with the number of tourists using that space in summer, is that the locations are inappropriate.
	AGAINST Hoops here would cause serious difficulties for pedestrians and cyclists trying to share a space much frequented by visitors and students

Location: Trinity Street

From	Comments
Resident	YES I work on Trinity St and commute by bike!
Resident	YES
College	MAYBE Support for cycle racks, but problems with proposal. Cobbled area between Great Gate and Trinity Street in College property. The lay-by areas in St John's Street and Trinity Street are used every day (in particular before 10am and after 4pm) by delivery vehicles to businesses in Trinity Street. There are already problems with parking on the cobbles or in road/pavement and blocking College access. Proposed locations and loss of lay-by space will exacerbate problems. Will cause congestion by delivery vehicles in Trinity Street, and increased risk of accidents with cyclists, especially between 8.30-9am.
College	I am writing on behalf of Trinity College, regarding the proposed cycle parking facilities, specifically along Trinity Street opposite Great Gate and also opposite Fopp Records on Sidney Street. We wish to formally object to these proposals. Not only will this have a detrimental effect on the attractive historic streets (already overrun with cycle parking restricting pedestrian movement) but also significantly decrease the loading bay areas for all shops along the street. On Trinity Street, it is likely to have a knock on affect for loading vehicles to park on the cobbled street opposite the main entrance, on Trinity's land.
Business	Our main concern with the proposed facility on Trinity Street is that it will severely reduce the parking spaces for delivery lorries which at times is already difficult. Whilst we appreciate that cycle parking needs to be improved it is important that it is not it does not interrupt the general flow of traffic along the narrow street. Although deliveries usually take place before 10a.m. rather than after 4p.m. when possibly there will be few bikes around, the static nature of the stands doesn't take this into account.
Resident	Comments as per Sidney Street (I know that this is where everyone wants to be but I believe that all these racks bring too many cyclists into the centre and that they, together with taxis, delivery lorries, and "permitted" vehicles make Sidney Street more akin to a fifties shopping environment than a modern , pedestrian, shopping street. All traffic, including cycles, should be removed from here and a principal shopping street allowed to function as a 21st century environment.). Architecturally, this is even more
Business	The pavement here is comparatively narrow and racks will not only block very busy paths but also cause bunching of tour groups in areas that will not hold them and cause them to spill into the road making cycling dangerous. Why not place the racks next to

	It would be good to keep the most historic views of St Edward the Martyr, Great St Mary's, Trinity St & St John's St clear of the ugly looking high capacity stands.
	In my opinion, the proposals for Trinity Street to the north of All Saints Passage may lead to greater conflict between pedestrians and vehicular traffic as the kerb on that side is quite narrow. The proposals to the south of All Saints Passage are acceptable.
	Trinity Street scheme drawings appear to show the wrong / ambiguous stands. The key says one thing, the detail says another.

Location: Trumpington Street --- opposite Kings's Lane/Corpus Christi College

From	Comments
Resident	YES
Resident	As a group of shops and College (Sam Smiley, Ben Hayward, Eve and Ravencroft and St Catharines College) we have been thinking of improvements in this area. Pay and display bays directly outside the shops mean large vans and cars block any view of shop fronts. Pavement is too narrow for all the tourists. In discussion with Edward Quigley at Cambridge Bid and will be putting together a proposal for improvements including: - making Trumpington Street one-way from Kings Parade to Silver Street - improving junction with Silver Street and Trumpington Street for the safety of cyclists and pedestrians - dedicated cycle lanes on either side of one-way road - increasing width of pavement from Silver Street to Kings Parade - restricting parking, but including loading/unloading bays. Please can a decision on cycle racks be made after talked to relevant parties.
	With regard to the Trumpington Street proposals, it would be beneficial to narrow the road, mark lanes and widen the pavement on the western side in addition to providing more parking, so that pedestrian access is not further restricted.
	Very useful to have additional cycle parking here. Existing stands are often full and encourage anti-social parking.

Location: Trumpington Street --- opposite Fitzwilliam Meuseum and Browns/Bistro

From	Comments
Resident	YES
	Please do not remove any motorcycle bays in order to place bicycle stands.
Church	Important for elderly/disabled members of congregation to park near church. Already very few parking spaces. Don't want to loose more to cycle bays.

Location: various

From	Comments
Resident	Having looked at the proposed sites for new cycle racks I am astonished at the quantity and position of many of them. As a Tour Guide of many years standing I find it harder and harder to find places to position my groups without blocking the paths. These proposals are going to make it almost impossible in some places. Most of the streets are going to be lined with bicycles which cause trip hazards, look unsightly and will clutter up many of the historic parts of Cambridge. You really don't seem to care about the image of Cambridge anymore; the beautiful streetscape ruined by a clutter of street signs, rubbish and bicycles. Many of these proposed sites are in prime locations including right outside the Tourist Information Centre. Why is everything turned upside
	Sheffield stands are far superior to the high capacity stands which are impossible to use if you have a large basket and mostly cycle into town to go shopping.
	I have lived in Cambridge all my life and cycled in Cambridge for 46 years but am still appalled by the behaviour of a not insignificant number of fellow cyclists nor the amount of chaos and disruption cause in a failed effort to "make it safer" for them. Yet cycle routes which I and many others use every day are poorly maintained, overgrown and full of potholes.

Resident	I trust that Members will also adopt measures of enforcement which might free up pavements for people. Enforcement which could ensure that narrow pavements, are free for prams and wheelchairs, pedestrian streets such as Sussex Street, Petty Cury and the recently restored/ relocated Christ's Lane, as well as inconsiderately parked bikes, are controlled by the Police, PCSO's or Traffic Wardens to allow them to be reclaimed by pedestrians. Such measures, at least, could placate shoppers most common complaint about cyclists in the City.
Resident (hearing and visually impaired)	<p>High-capacity cycle racks appear more favourable than standard Sheffield cycle racks - with cycles encased with tighter control. Therefore they will not fall over or stick out thus causing obstruction to pedestrian footways. The Sheffield cycle racks are extremely hazardous particularly when overloaded. They are moreover rather unsightly in what is a historic, beautiful city. It is advisable that access to the high capacity racks is made from the carriageway rather than the pedestrian footway. Cyclists are prone to ride to and from the racks on the footway thus impeding movement of pedestrians, particularly making it awkward for those with mobility problems and disabilities.</p> <ul style="list-style-type: none"> - 'Crossing' near to Emmanuel St / St Andrews junction. Many times there have been bikes on the tactile paving which is dangerous for the visually impaired. There seems to be no enforcement of removal of such dangers. No racks should be placed here. All isolated bikes should be removed. - Entrance to Christs Lane from St Andrew St. This is a difficult area to negotiate with street furniture and isolated bikes and cycle rack. High capacity racks should replace the Sheffield ones with access from carriageway. The tactile paving 'pedestrian crossing' is not safe. Controlled crossings (or zebra crossings' should be somewhere along this road. - Pettie Curie. I understood that riding in pedestrian zones was prohibited. But signage indicates cyclists should be 'considerate' of pedestrians. This is a mixed message. - In front of Round Church. Access here is difficult due to numbers of pedestrians and inappropriate bike parking. Bikes inappropriately parked should be regularly removed by cycle wardens. - Parker's Piece by Coach Stops. High capacity cycle racks separate from bus stop area is suggested - perhaps on corner of East Rd, Mill Rd and Gonville Place. Also cycle racks opposite Parkside School for students. - Christs Pieces. Suggest high capacity racks next to tennis courts near alleyway leading - Wardens should be given power to remove obstructive bikes. Funds should be provided for regular monitoring out of £8.2 million allocated to Cambridge City to promote cycling. - More Park-and-Ride sites, leading to conversion of multi-storey car-parks to bike parks. Cycling be banned in immediate city centre making freer and safer movement for
	High density cycle stands are only really useful for certain types of bikes. For town bikes which are popular around Cambridge thin wheels make it difficult to be held adequately and baskets and pannier racks pose additional hassles. I have these types of secure racks available at my place of work and actively choose not to use them. They can be very awkward to get bikes onto and handle bars regularly get tangled. With Sheffield stands bikes can be parked opposite ways round to avoid clashing handlebars.
	Presume there has been a site survey re demand – where are the people who leave their bikes in these areas now going? Are these sites full? Maybe get rid of all car parking in Regents Terrace and line it with bike racks? Is there a need for car parking here given Queen Ann Car park so close? Or create bike parking in Queen Anne? Increase bike parking in front of police station, and look for far more bike parking on this site when redeveloped.
	There should be no encroachment onto green spaces. Parking bicycles on grass is not a good idea. In a very short time the grass under them will be worn away and in wet weather, turned into mud then someone will have the bright idea to tarmac the area and a little bit of green space will be lost. I cycle into town a lot and always find somewhere to leave my bike.
	I generally approve of the increase in cycle racks. Cambridge should be an exemplar Cycling City for the rest of the UK!
	I would find it difficult to use the high density racks because of physical disability (RA in my hands) but appreciate that they will allow more people to park their bikes.
	Definitely encourage more secure (i.e. fixed to ground) parking so that bike isn't wheeled off. Some areas are particularly poorly provided for at the moment (e.g. Castle Street and around the bus station).
College	AGREE as too much congestion at prime spots - Clare College supports these improvements.

	<p>My greatest concern is that your plans are 'Not to scale' I believe this gives a deceptive view of the proposed cycle rack placing and width of roadway and footpaths. In many places 'diagonally placed racks would work better. The length of many cycles is greater than a car, especially when cycles are badly attached to a rack. They will block the roadway in narrow streets. Similarly, footpaths in Cambridge are regularly blocked by tour groups and in some place by just a couple standing talking without thought for others. It must be remembered that many people (especially families or foreign student groups) double or triple park on cycle racks and take more space than a perfectly placed single cycle will take. Have any tests with 'temporary' racks placed in the suggested positions been tried? I believe such a trial for a few days would test the viability of the schemes. Temporary freestanding racks, possibly lightly bolted down would be a relatively inexpensive way to avoid making costly mistakes should racks</p>
	<p>A better solution is to build specific cycle parks like the ones in Park St & Grand Arcade. Plenty of places for these to be sited. Under Market Place, empty cinema in Hobson St, more space in Park St car park, under New Square near Grafton Centre, King St etc. Colleges to be required to build stores to remove pavement obstruction such as on Sidney St. Excessive footway parking creates obstructions & inconveniences pedestrians & disabled. Encourages antagonism from motorists, probable vandalism & subsequent abandonment. This many proposed stands will be an eyesore & detract from pleasant College surroundings & deter tourists. It may be cheap but it will be money wasted in the long term. Follow the Netherlands example - that works.</p>
	<p>I am absolutely in favour of increased cycle parking availability. The areas I have said yes to are the ones where I spend the most time in the city centre and where I find existing cycle parking to be full to capacity. I hope increased cycle parking across the city centre will become a reality soon.</p>
	<p>About time we have greater capacity for secure bike parking in town!</p>
	<p>Because I don't use these streets so am not sure whether they are needed or not. Some already have cycle parking. Include some larger racks capable of taking bikes with child seats or Tagga attachments. Not quite city centre, but station could do with some spaces near the travel office and bus stops.</p>
	<p>In addition to facilitating easier cycle parking additional provision as suggested by the Council will help discourage motorists from entering the city centre and reduce the opportunistic and dangerous parking and manoeuvring that takes place. Please do be bold about this.</p>
	<p>Disabled parking spaces should not, in general, be lost to cycle parking. Relocated nearby, maybe, but not lost.</p>
	<p>I recently visited Cork in Ireland. The bike racks there along St Patrick's Street are excellent, and are far more attractive than either of the options presented above. An advantage, that you didn't list, of the Sheffield Stand over the High Capacity Stand is that the former typically allows for the attachment of two regular bicycles AND up to two folded Bromptons, i.e. FOUR bicycles simultaneously.</p>
	<p>on the whole these are good ideas. but still more stands required in the city centre</p>
	<p>I tried the new style racks and found them far preferable to regular Sheffield stand. I applaud the council on finding so many proposed sites for extra cycle racks, and I very much hope that you get the necessary approvals to go ahead with all of them.</p>
	<p>Seems strange to opt for only two types of stand (Sheffield type and High capacity stand) - although, I admit that I've not seen the public display at the Guildhall (which may have explained the reasons of this). The high capacity stands will create neater parking, only if users can be bothered use them correctly (and are physically and cognitively able to do so). Personally, I prefer the simplicity and robustness of the Sheffield stand, and there are other ways in which neat parking can be achieved with these (for example, grooves or gullies in the pavement to align the bikes/wheels).</p>
	<p>More cycle parking desperately needed, glad this is being addressed. High capacity stands don't keep bikes in straight row if your lock can't reach stand from frame. Already a problem on Sidney St outside Sainsbury's - I have a standard size D-lock.</p>
	<p>It is either is restrictive to pedestrians or could slow down traffic flows in congested areas. I would hope that the introduction of new cycle parking will lead to enforcement and removal of cycles that litter our beautiful city in numerous locations.</p>
	<p>The more cycle parking the better.</p>
	<p>I am very pleased to see that the Council is continuing to plan for cycle parking provision. However, I have long believed that many of the new racks provided are soon cluttered by abandoned bikes, which can be hard to identify, and take time to clear. Are there any other systems to deter this frequent problem other than reporting to the rangers? Also, I was alarmed to find that this afternoon, early August which is a very quiet time in the city, apart from tourists, the Grand Arcade cycle park was entirely full, which I have only previously encountered on Saturdays. It looks like Cambridge needs another high capacity bike park already rather than the piecemeal approach to on-street</p>

	Fully support more cycle parking. Is much needed.
	Great that you are planning more cycle parking.
	<p>Conducting walking tours as an official guide, I am aware of pedestrian congestion pinch points and feel some of these proposals will drive pedestrians into the roadway - which in itself will be added frustration to cyclists who already face danger from pedestrians who do not look before crossing a road.</p> <p>Please bear in mind how much space is required for the motion of parking and retrieving a bicycle. Usually the cyclist will pull the cycle in a backward motion from the stand before turning in the appropriate direction. In a place like Bene't St this means backing towards large delivery vehicles or other service vehicles which already fill the roadway as they pass. In a place like Senate House passage this will be nigh on impossible when large numbers of pedestrians are passing in either direction and cyclists too. It will add to congestion here and further limit standing space for tourist groups with their guide or even individual photographers.</p>
	It is important to be able to lock the bike frame to the rack. This is less easy on the high capacity racks.
	<p>Some locations seem too far out of the way to be useful. On King's Parade, Lion Yard (location D), Norfolk St, Quayside, Regent St and St Andrew St, I think the high-capacity stands would be a better choice because they get a lot of pedestrian traffic, and parked bikes would be in the way.</p> <p>I think a site should be found for another bike park (ideally with CCTV) like those at the Grand Arcade and Park St Car Park. I prefer to park my bike in this sort of place because it's less likely to get damaged by passers-by and because it's protected from the elements.</p>
	would much prefer cycle stand with central bar (bar across centre) in preference to plain U-shaped Sheffield stand as this can help deter vandals and thieves who loosen the foundations of the stand in order to steal bicycles. many thanks!
	As the city expands, it is sensible to discourage residents from using cars. More cycle parking can only help this.
	Can shops be encouraged /supported to put rails outside their windows instead of writing signs that say 'No Cycles?' (only where it is appropriate and safe of course) - eg Arjuna and Al Amin do this, but very few shops do
	Delighted that these plans are being made and hope to see them in place before too long.
	Wonderful that more cycle parking is proposed - simply, the more the better.
	<p>I don't believe more cycle parks in the Historic centre will have a positive impact on living in Cambridge. As a resident, pedestrian, cyclist and car driver, I would rather see safe cycling parks(use of car parks), in a 5-7 min walking distance from the centre that do not impose on pedestrians, so to encourage walking both by those with full mobility but also those who may not be as mobile as they could be and struggle getting around cycle obstacles. Above all please do not let Cambridge turn into a cycle scrap yard, Sydney Sussex Street and St Andrews Street is already starting to feel like this. As a re-locator to Cambridge I love the character, architecture and spacious feel it has, I would not wish to change this at all. I think if you targeted locations in the city people could commute to by bike and then walk the last 5-10 minutes this would be a fine balance to have achieved. There is no reason why a cyclist should be any more idol/expectant that a car driver, and should not expect to walk a short distance to and from their bikes. Keep the charm of Cambridge, encourage fitness for all, cyclists and pedestrians, and</p> <p>Great to see this initiative. Maybe: I might find them occasionally useful, but not</p>
	Thanks for putting this forward; please, please sort this out ASAP, it's so difficult to get into Cambridge and park my bike that it often puts me off, as you can't find any bike parking. Plus I certainly agree that unwieldy cycles can and do often block the way for wheelchairs, mobility scooters and pushchair users, as people are so desperate to park their bike securely that they often block the way.
	I'd really like you to consider having bike areas where vans cannot drive up alongside to steal your bike quickly. Combined with an effective ban on all traffic from the centre of town would largely solve mass theft incidents for many!
	The 'high capacity' stands are difficult to access and dangerous for wheel bending. Every possible location should be used. Dumped bicycles must be removed regularly. There are now times that it is impossible to park securely in the town centre.
	In favour. Please add cycle parking outside pubs which are otherwise car parking only. It is frustrating that I have nowhere safe to leave my bike outside for example The Cambridge Blue and the Kingston Arms. One or two car parking spaces could be easily converted. It would also reduce the annoyance to local residents by reducing the number of people who chain bikes to their drainpipes.

	I strongly support more cycle parking using the simple Sheffield hoops rather than the ugly high capacity stands. Increasing the public cycle parking area in the Grand Arcade car park would be preferable to cluttering the most historic Cambridge views.
	Cambridge City Centre desperately needs more cycle parking, so these proposals are very welcome. What about other areas of Cambridge, however? Mill Road parking for bicycles (particularly at popular locations like the Co-op) is also inadequate.
	I don't often cycle into the city centre due to the lack of secure cycle parking, and due to the high risk of theft and vandalism.
	Excellent idea. Dedicated parking is better than bikes locked to railings etc. A further bigger cycle park like that at the Car Parks would be useful too. Extra provision is still needed at the railway station, despite improvements. thank you.
	Against - Potential loss of disabled parking bays
	For all marked 'maybe', I favour having cycle parking in the designated location, but strongly prefer Sheffield stands. The high-capacity stands are overly complicated, and add time and effort to locking, unlocking, etc.
	A general comment on nearly all of the proposed cycle parking sites. The bollards, where shown, do not sufficiently protect parked cycles. I have parked a bike in the last "Sheffield stand" type hoop adjacent to the kerb and had a car or van hit it and destroy the wheel. This can only be prevented by placing the bollard on the outside corner of the parking area (not the centre as shown on the plans). And bollards need to be placed at every parking area, including those on kerbs as kerbstones do not deter all drivers from driving over them.
	Overall many of these proposals are well thought out and welcomed. Thank you for your hard work so far. However, in all instances where 'high capacity cycle stands' have been proposed I am against the scheme because I am against the use of these stands. They are more trouble than they are worth.
	Just too congested already in those areas - more people messing around with bikes, scratching each other, passers-by, etc. would be bad. PLEASE can we keep the lovely cycle park at Park Street parking garage - it's safe, has a roof on it, is just lovely. In fact, expand it! We need more cycles in the city, not more car drivers (and I speak as a car driver!). You should also publicize the grand arcade cycle park more - lots of people still don't know it exists.
	I rarely have trouble parking my bike in the city and the city should at all cost avoid creating potential cyclist / pedestrian conflicts just to try and pander to the cycling lobby (who of course only care about cyclists and not about anyone else). And I hate those high capacity stands.
	Why the obsession with high capacity stands? Any kind of stand which attempts to hold a wheel is liable to end up bending the wheel and I avoid this kind of stand at all times, finding an alternative place to park. Also, there is precious little space between stands as it is, so scrambling around even closer packed bikes with baskets, wide handlebars, child seats and so on makes locking/unlocking bikes very difficult, often dirty and sometimes painful. Please try to balance parking space with some common sense about usage - i.e. try some of the stands out yourself when they are full of the assortment of bikes we have in Cambridge and see how easy it is to use them.
	I'm in favour of more on-street cycle parking in the city centre, and I'm less bothered about the details (such as exact location and type of stand). I think it could also be useful to have "culls" every now and again (e.g., termly) whereby bikes identified as abandoned can be removed.
	Historic old streets/narrow/ too cluttered/ existing car parking p an d lost
	It would be great if the cycle racks could have signs to say that if bikes left for long periods of time will be removed to the Depot and then periodically bikes removed by officers so that the racks are available for people to use them.
	Please squeeze in as much as possible, but have some spaces where trailers can be accommodated
	Please consider adding more parking in Jesus Lane near the Friends Meeting House/Theatre. Please also consider installing cycle parking further out of the city centre in Mill Road, and near popular pubs such as the Kingston Arms, Cambridge Blue, Devonshire, etc. Please consider adding cycle parking on Devonshire Road by the Station car park, or in that corner of the Station car park itself. These plans are fantastic - well done! Please add more and more though...
	Any additional parking space would be welcome. I often take the bike simply because there is nowhere to park the car even if I needed it and the traffic makes timing impossible to predict. Therefore to encourage cyclists it is essential to have places to safely and easily secure a bike. I don't like stands that you have to lift the bike onto, as am not usually strong enough to do that and my bike has a basket.
	Less likely to use these so don't have a strong opinion. Definitely need more cycle parking in town. Be good to remove abandoned bikes where possible.

	In favour. Keep looking for opportunities for cycle parking...
	I am looking forward to the possibility of locking up my bike in Cambridge closer to where I am going without having to hunt for a parking space.
	A good start, not nearly enough. Is this around 1000 extra places, for something like 50,000 cycles in Cambridge? Also, much of the nearby ring of the centre (so up to mile from the city centre) desperately needs spaces. We know that Newtown suffers greatly from theft, and there's a big lack of spaces there. People ride bikes there as well, although obviously not quite as much as the very centre.
	Not sure there is room
	Several locations would be better served with plain Sheffield-style stands. These are much more cycle-friendly than other designs.
	This is a very good start! Let's have this every year!
	Sheffield bars are simple to use, and suitable for all types of bikes (some grooves are too narrow for knobbly tyres, for example). Admittedly, women's bikes or any bikes with very low crossbars, and bikes with baskets are difficult to accommodate on any bars, and make it difficult for other users.
	A VERY STRONG emphasis needs to be made to cyclists: 1. wear reflective clothing and have bicycle lights on in the dark 2. NOT hold and speak on their mobiles when cycling, which distracts them from their safety and of others 3. NOT to be talking to fellow cyclists side by side on a road ignoring other traffic, and holding up the flow of traffic 4. To remain in the cycling lanes and not to weave in between vehicles on a road, the driver is unable to predict where the cyclist will cycle next and it is difficult to keep an eye on them constantly whilst being weary of other sensible cyclists, pedestrians and other vehicles. 5. to cycle safely, NOT to cycle along in their cycle lanes and then cut across a zebra crossing without due notice, care or attention for other traffic 6. To stick to road safety and understand other vehicles also use the roads. I am also a cyclist as well as driver, and the lack of road safety and care cyclist have is almost always beyond belief. Understand there are bad drivers, but being a bad cyclist can mean the end of one's life. Any promotion of greater cycling NEEDS a greater attention to road safety -

APPENDIX C

High Capacity Cycle Stand Trial Survey Results

**CAMBRIDGE CITY CENTRE CYCLE PARKING
PROJECT HIGH CAPACITY CYCLE STAND TRIAL:
USER SURVEY**



How would you rate the use of the high capacity cycle stands?			
		Response Percent	Response Count
Easy to use		34.8%	8
Moderately easy		30.4%	7
Difficult to use		34.8%	8
If you have answered 'Difficult to use' please tell us why and how we may improve it?			9
answered question			23
skipped question			0

**CAMBRIDGE CITY CENTRE CYCLE PARKING
PROJECTHIGH CAPACITY CYCLE STAND TRIAL:
USER SURVEY**



How secure do you feel about locking your bicycle on these stands?

		Response Percent	Response Count
Very secure		31.8%	7
Relatively secure		54.5%	12
Not secure		13.6%	3
answered question			22
skipped question			1

**CAMBRIDGE CITY CENTRE CYCLE PARKING
PROJECTHIGH CAPACITY CYCLE STAND TRIAL:
USER SURVEY**



Using a scale of 5 to 1 how would you rate the appearance of the high capacity cycle stands? (5 = very attractive, 1 = least attractive)

		Response Percent	Response Count
5		31.8%	7
4		9.1%	2
3		27.3%	6
2		9.1%	2
1		22.7%	5
		answered question	22
		skipped question	1

**CAMBRIDGE CITY CENTRE CYCLE PARKING
PROJECTHIGH CAPACITY CYCLE STAND TRIAL:
USER SURVEY**






Do you feel the cycle stands are suitable to the environment of Cambridge?			
		Response Percent	Response Count
Yes		68.2%	15
No		27.3%	6
No Opinion		4.5%	1
answered question			22
skipped question			1

**CAMBRIDGE CITY CENTRE CYCLE PARKING
PROJECTHIGH CAPACITY CYCLE STAND TRIAL:
USER SURVEY**



Overall do you prefer this particular type of cycle stand over other types of stands you have previously used?

		Response Percent	Response Count
Yes		28.6%	6
No		52.4%	11
No Opinion		19.0%	4
answered question			21
skipped question			2

I think this may be the best that could be done locally in order to get high capacity and OAPs will simply have to hope to be able to find a space at a lower level.

9/9/2013 11:57 AM [View Responses](#)

the stands installed at Sidney St, which are high capacity, are very difficult to use. I haven't been able to try those at Drummer st, but there are 2 problems with those in Sidney St which must not be replicated elsewhere. 1. the stands are accessed from the pavement/shop side and not the street. that means bikes are mixing with pedestrians - very difficult to get your bike out after having used the stands. 2. the bike can not be placed close enough to the rack/bar if you have a short/medium D-lock. short/medium length D-locks are the best type of lock for security as it makes it harder for thieves to break the lock by twisting. But the bike can not be located close enough to the rack in Sidney St. to enable the bike to be locked to the rack. the design of this new high capacity racks look a little different, but they must be installed and checked to avoid these 2 problems.

9/8/2013 4:12 PM [View Responses](#)

I do not like the high capacity stands. The tyre holder makes it very difficult for me to securely lock my bicycle. I have a D Lock and prefer to lock through the frame and the front wheel of my bicycle as this reduces the likelihood of theft of the front wheel. The tyre holder holds the cycle away from the stand and makes it difficult to lock through all parts of the cycle. I also do not like having less space to stand next to my cycle when trying to lock and unlock it. Please do not use these in future developments around Cambridge.

8/30/2013 10:51 AM [View Responses](#)

I want to lock the frame of my bicycle to the main part of the stand. But the part of the frame that holds the front wheel forces the whole bicycle to be slightly too far away from the frame. The part of the stand that holds the front wheel should be closer to the central main part of the stand.

8/30/2013 9:40 AM [View Responses](#)

When using the 'high level' space, the handlebars of the bike in the 'low level' space is level with your frame, when they remove their bike, their handlebar scratches your frame.

8/30/2013 9:32 AM [View Responses](#)

They're utterly unsuitable for use with disc brakes, which are increasingly common even on cheap bikes

8/30/2013 8:59 AM [View Responses](#)

Because they are always full

8/26/2013 10:34 AM [View Responses](#)

It's a bit difficult to use shorter D locks around the bike frame and the stand, as the bike is held some distance away from the main body of the stand. (Locking through the wheel only is insecure.)

8/20/2013 10:08 PM [View Responses](#)

They are useless for locking. The central bar is too far from the frame. I fail to see how they increase lockable capacity. They are also impossible for any non-standard bike, of which there are many in Cambridge.

8/9/2013 12:21 AM [View Responses](#)