

Pedestrian priority design

Walking and cycling

The development must promote both walking and cycling as the most convenient and pleasant travel choice to get around the development and to connect to the local area.

Contextual analysis for proposals should include consideration of the location of existing pedestrian and cycle networks, and planned improvements so that these can provide a starting point for design.

All new streets must be safe and overlooked with frontages, and correspond to their role in the street hierarchy. Design guidance for the enclosure and hierarchy of streets can be found in the [Built Form](#) and [Public Spaces](#) sections of the Code.

Junctions and crossings

Junctions must prioritise walking and cycling movement, and given significance by a combination of surrounding building frontages, living landscape, changes in road surface and as a focus for social activity.

Crossings should be located at junctions, and at other convenient points and desire lines to key destinations.

Streets must incorporate inclusive design for all users.

Signage should be carefully integrated to minimise street clutter. Planting and street furniture should be positioned clear of visibility splays. Refer to the Manual for Streets for appropriate visibility splay dimensions.

Junctions will be important focal points for social meeting and wayfinding. Design guidance for street corners can be found in the [Built Form](#) and [Identity](#) sections of the Code.

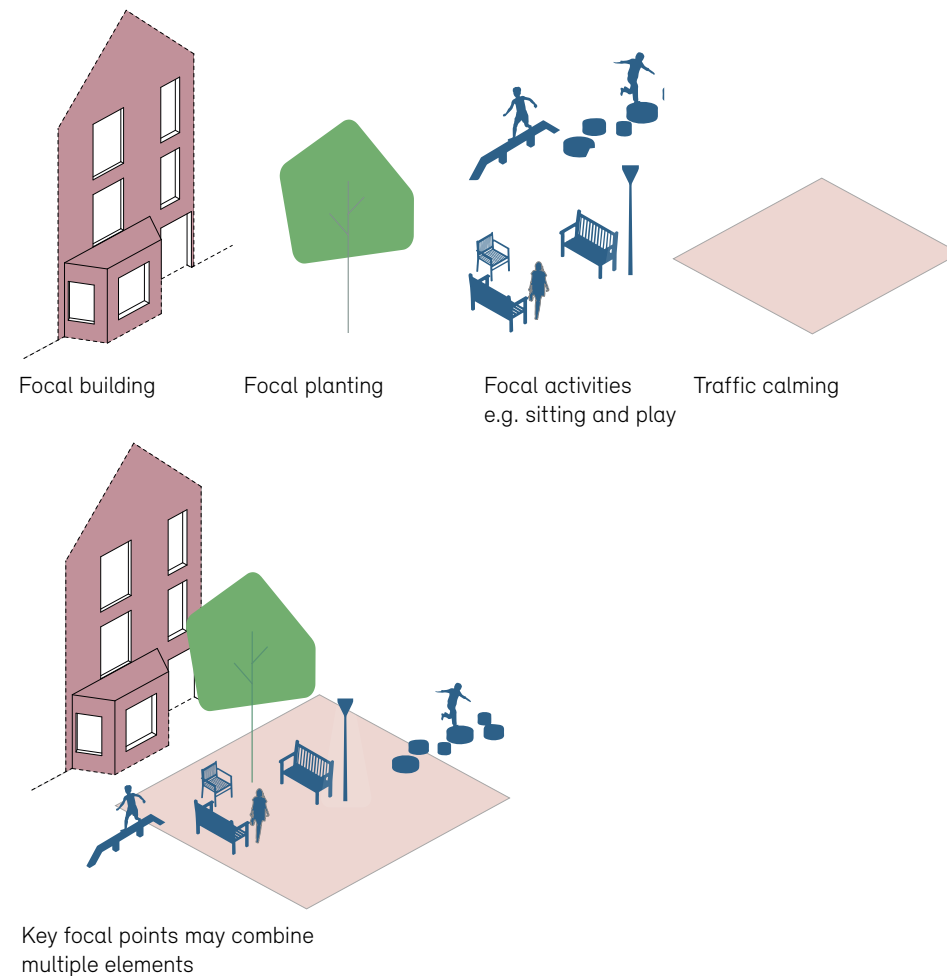
Low speed street design

Street designs must produce a low design speed of maximum 20mph on the primary and secondary street network, and a maximum of 15mph on all other streets.

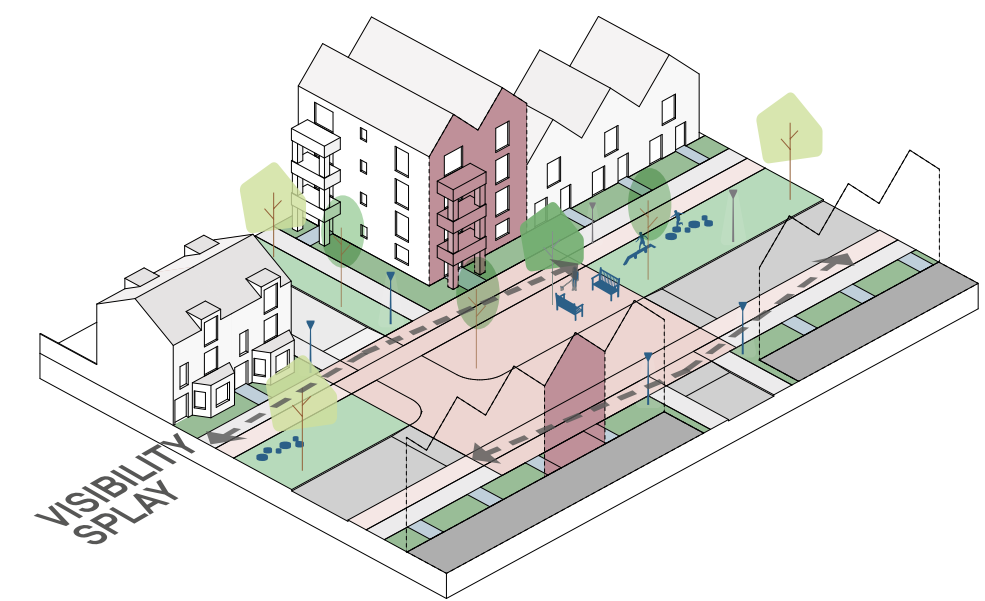
Build outs should reduce the carriageway width to a minimum of 2.75 m to achieve single file traffic.

Key to promoting walking and cycling and socially active streets will be low traffic speeds. Low speeds and pedestrian priority can be delivered through a mixed approach, combining raised tables at junctions, providing vertical deflection, minimising turning radii (e.g. 6m or 4.5m on lower trafficked streets), and with landscaped build out to provide horizontal deflection as well as changes in surface finish to visually break the linearity of the carriageway.

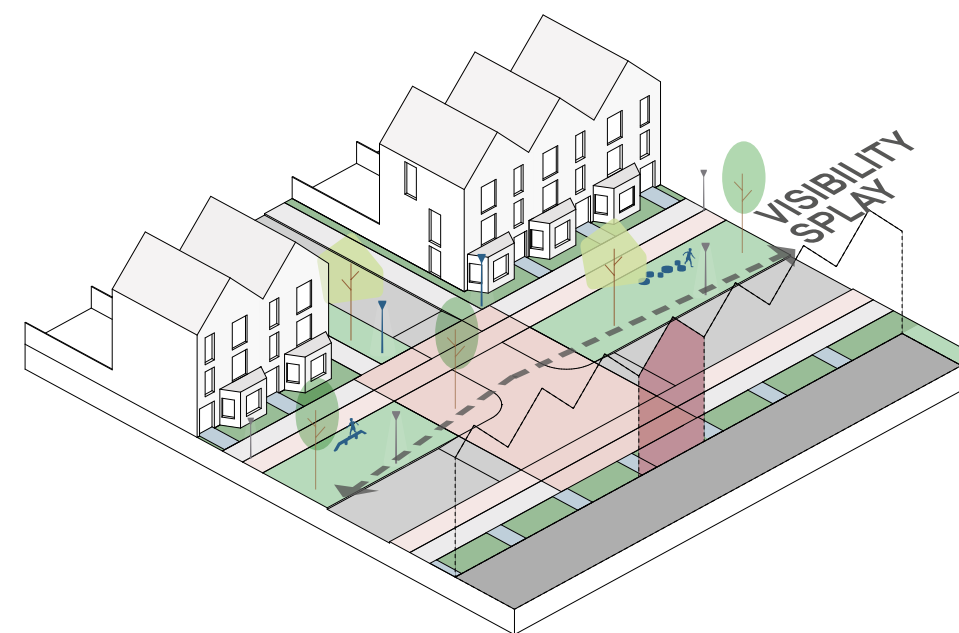
Family of focal points



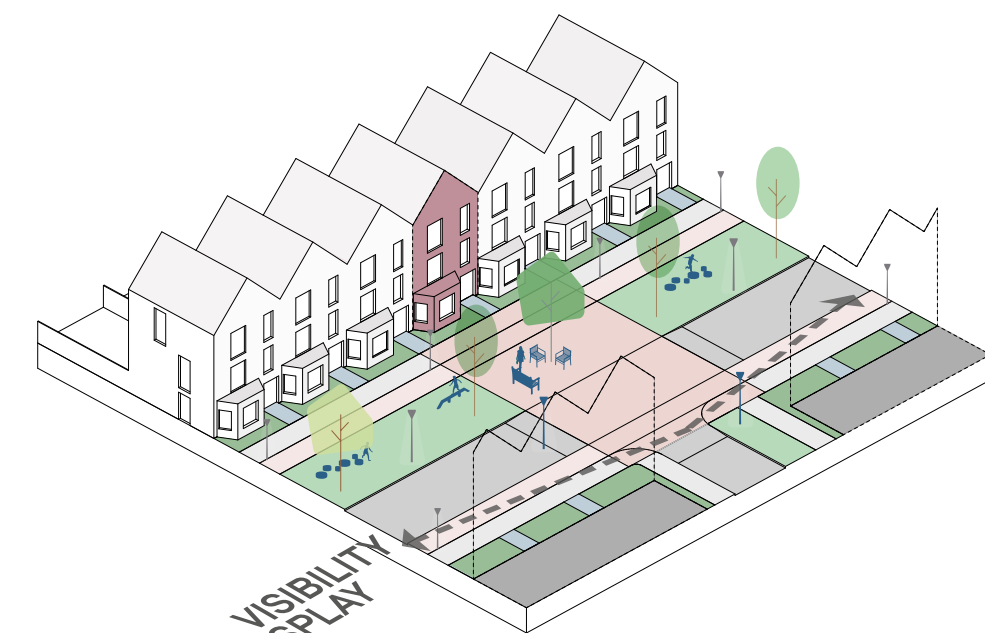
Movement and urban grain



Staggered junctions between primary and tertiary networks terminate vistas and provide opportunity for wayfinding



Opportunity to introduce nodal spaces, by adapting development parcels, to introduce small pocket parks at key locations in the masterplan



Tree-lined streets and strategic tree locations

The development aims to create a leafy and tree-lined movement network. This will need a strategic approach to be taken to all aspects of street design. Specific trees will be located to act as focal points and for wayfinding.

- Street trees must be included on all primary and secondary streets to provide a visually continuous effect
- Street trees should be included on all tertiary streets
- Special and memorable trees should be strategically located to create focal points
- A mixture of tree species must be interspersed within each street to help provide disease resistance
- Street tree and services design must be coordinated at an early stage to avoid clashes
- Tree pits for street trees must be a minimum of 2-2.5m in hard paving and 2.6-1.8m in soft areas
- Street lighting columns should be located a minimum of 5m from tree canopies
- Tree pits in hard paving may require cellular soil products or similar depending on below ground and adjacent conditions.

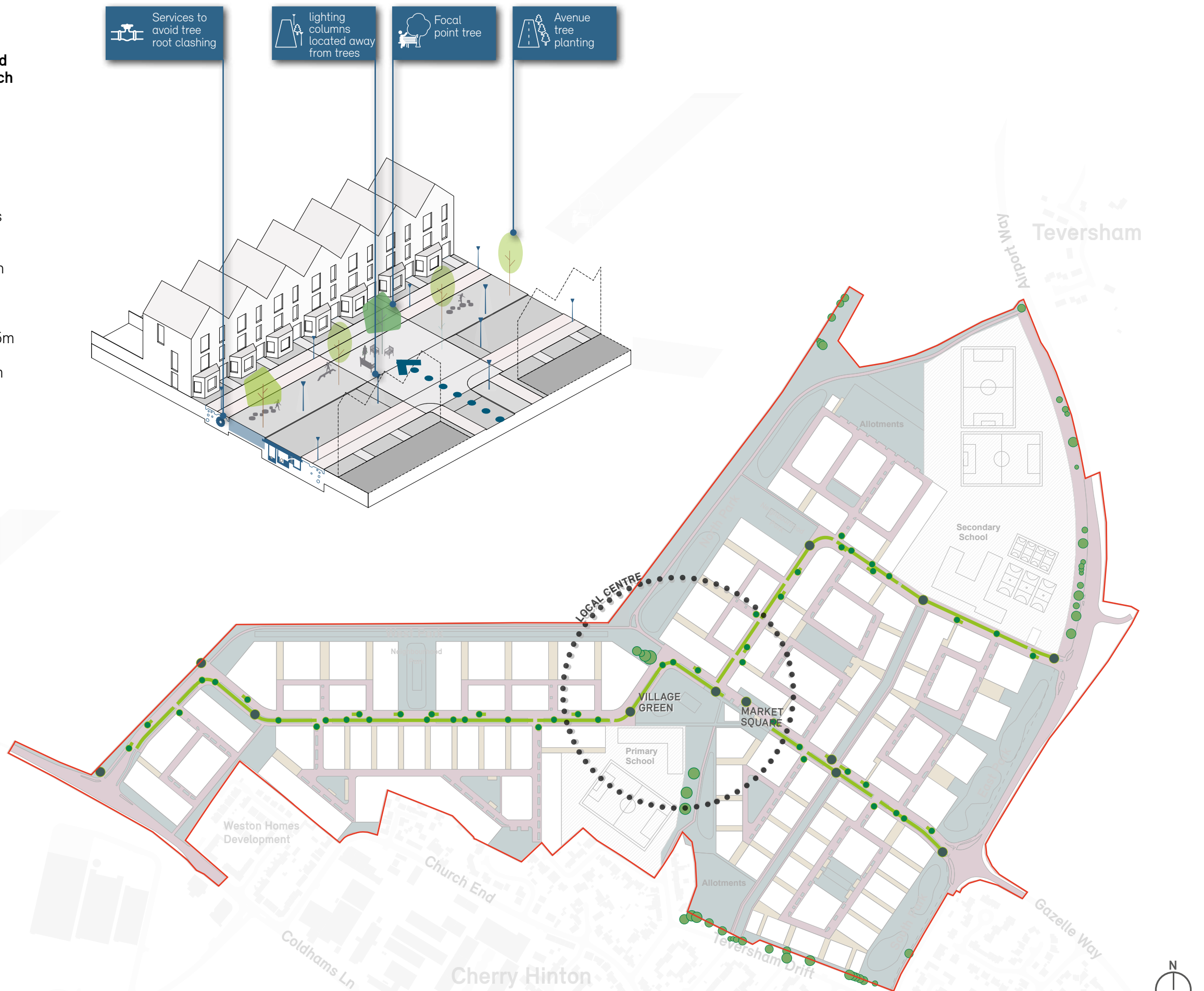


Illustration showing intended integration of cycle parking into public, private and shared spaces

Cycle parking

Good cycle parking for all residents and visitors must be provided to encourage regular cycling.

All proposals must comply with the local authority requirements for cycle parking (Cycle Parking for New Residential Developments SPD or successor document), and Local Plan 2018 standards for residential cycle parking including:

- Cycle parking delivered using Sheffield or A-frame Sheffield stands.
- Visitor cycle parking conveniently provided within each open space and near entrances of flat blocks, shops and public buildings
- Visitor cycle parking must be clear of the highway and be well overlooked
- Cycle parking should be provided at key arrival “landing points” in public open spaces
- Shared and visitor cycle parking spaces should be capable of accommodating at least two cargo bikes.

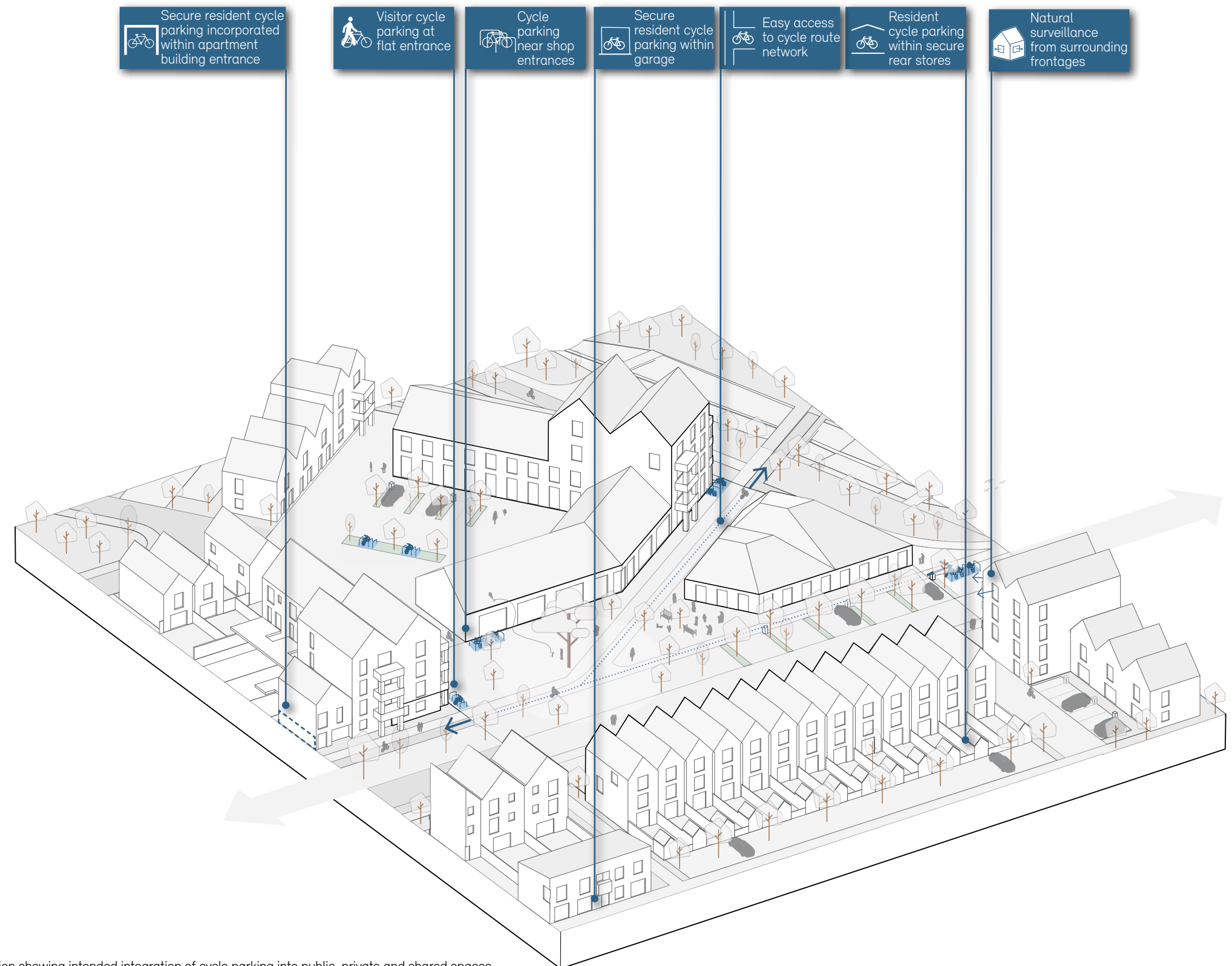


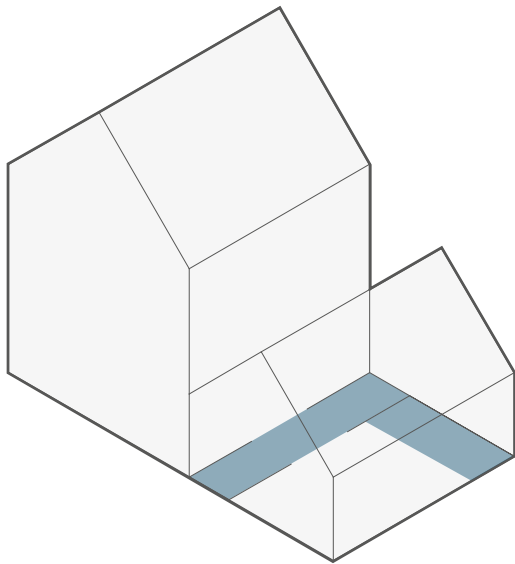
Illustration showing intended integration of cycle parking into public, private and shared spaces

Cycle parking standards

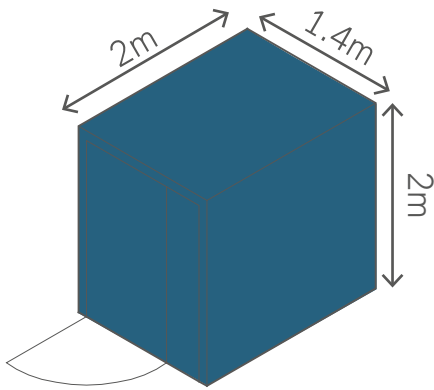
- Where cycle parking is provided as part of the garage, garage dimensions must be a minimum of 4050mm*6m or 3.3m*7m
- Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses must be provided where cycle parking provision is located in the back garden
- Sheffield (or equivalent) stands must allow a minimum of 1m distance between each stand.

Cycle parking provision

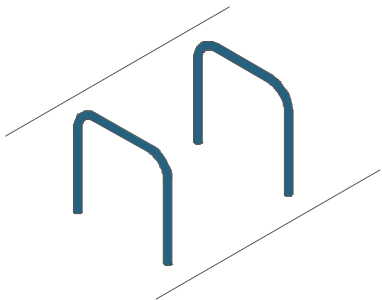
- 1 space per bedroom up to 3 bedroom dwellings
- Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc.



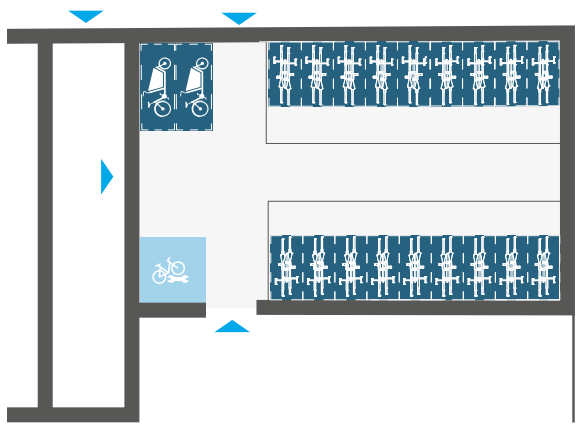
Example garage arrangement incorporating cycles



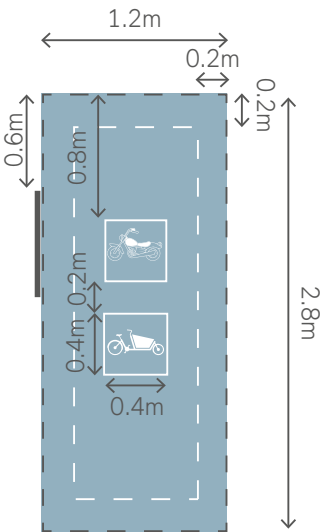
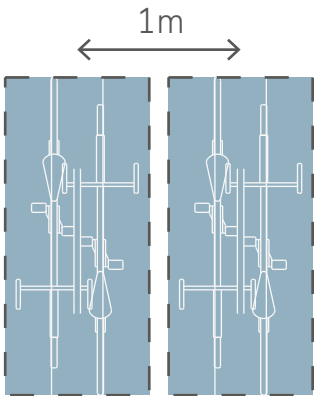
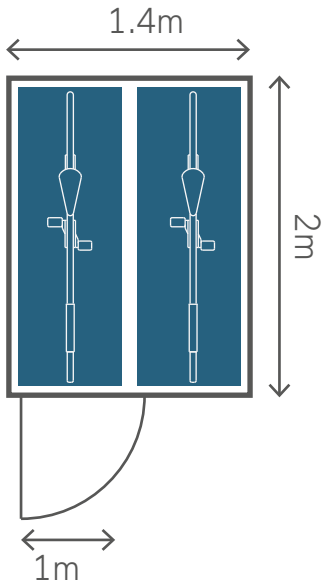
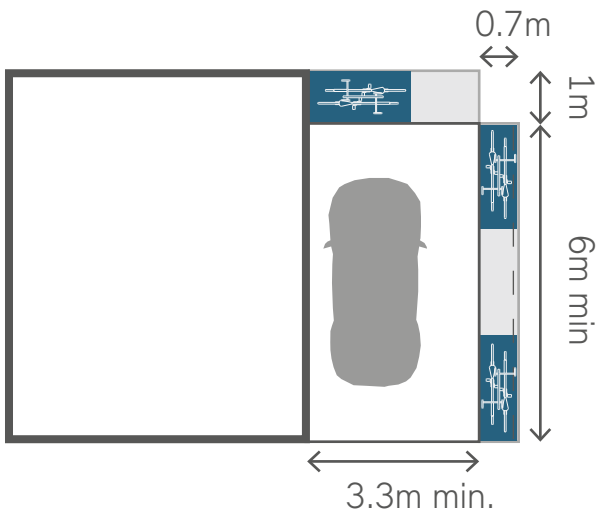
Example of secure covered cycle store for a 2 bedroom house.



Example of sheffield stands for visitor cycle parking.



Example of a cycle store integrated into footprint of apartment building with bike maintenance area and space for off-gauge cycles.



Cycle parking for houses

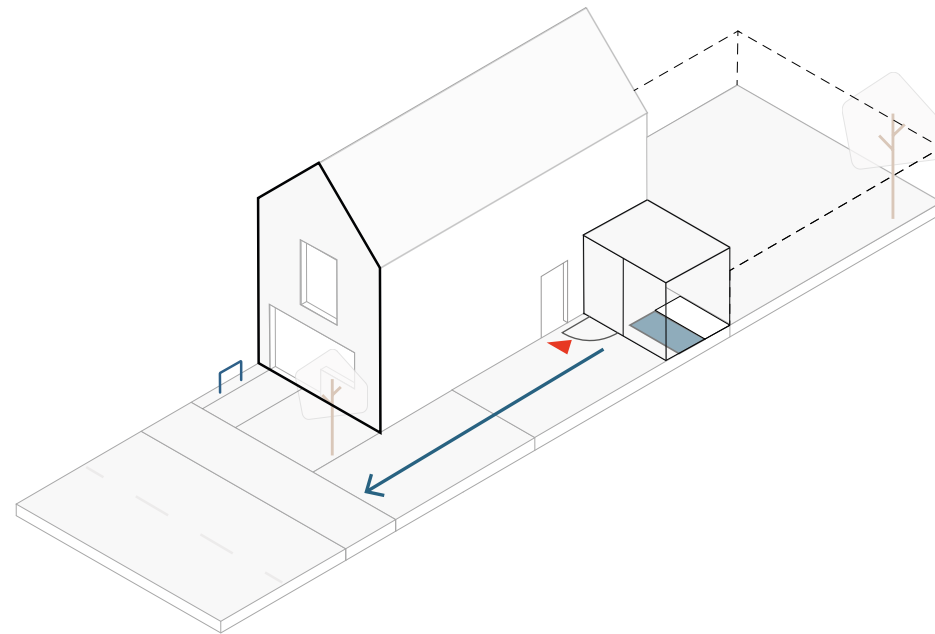
Cycle parking for residents must be provided for in an accessible location that is at least as convenient as the car.

All cycle parking enclosures and secure storage must be lockable, good quality, and must be incorporated into the plot without being intrusive. Every home must provide adequate space for the secure parking of a future cargo bike and must have access to a fixing point for visitor bikes located conveniently for the front door.

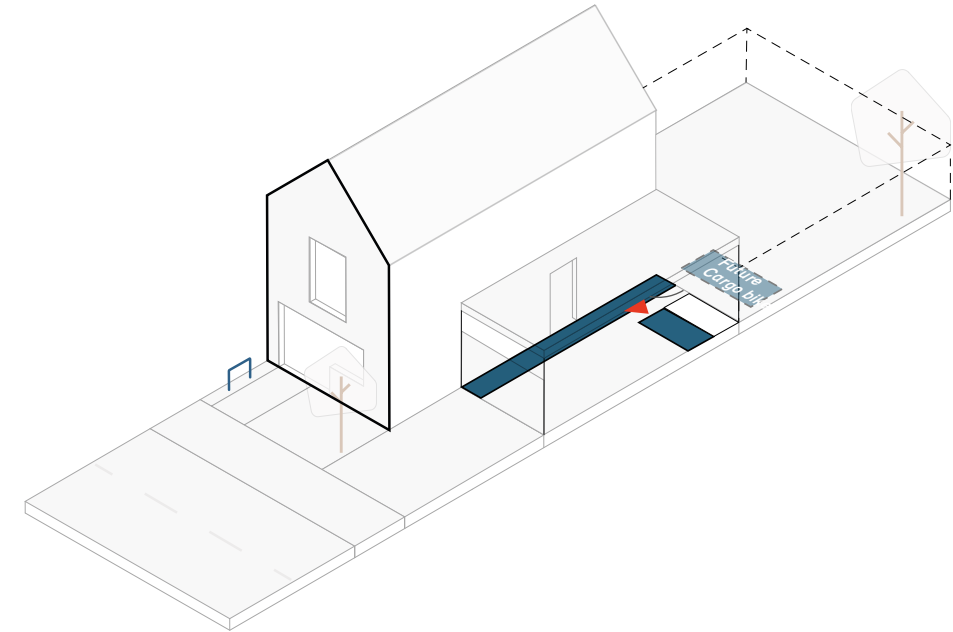
Separate stores within the front threshold should be considered for smaller homes, where no more than 2 bike spaces are required, to form part of a coordinated design that does not rise above the boundary to the public realm.

Large family homes, typically 3 bedrooms and above, require significant amounts of cycle, car and waste storage – which often overload tight, urban, plots. Unless space allows, the code recommends combining home storage requirements within a garage or similar provision, which can be incorporated into the streetscape, or more typically tucked to the side of the home.

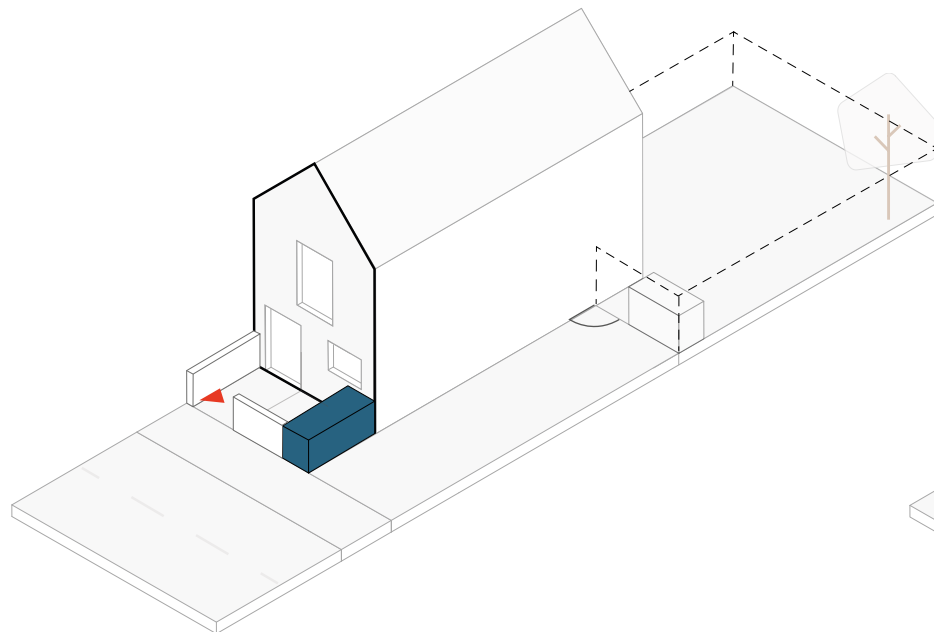
Where a garage is used for cycle parking, it must allow cycles to be removed easily without first driving out any car parked within it. Transport stores or arches may be used in place of a garage, but must meet the same space requirements, and be secured with a gate. The illustrations also include a “mini-garage” – a full width bike garage located on the driveway.



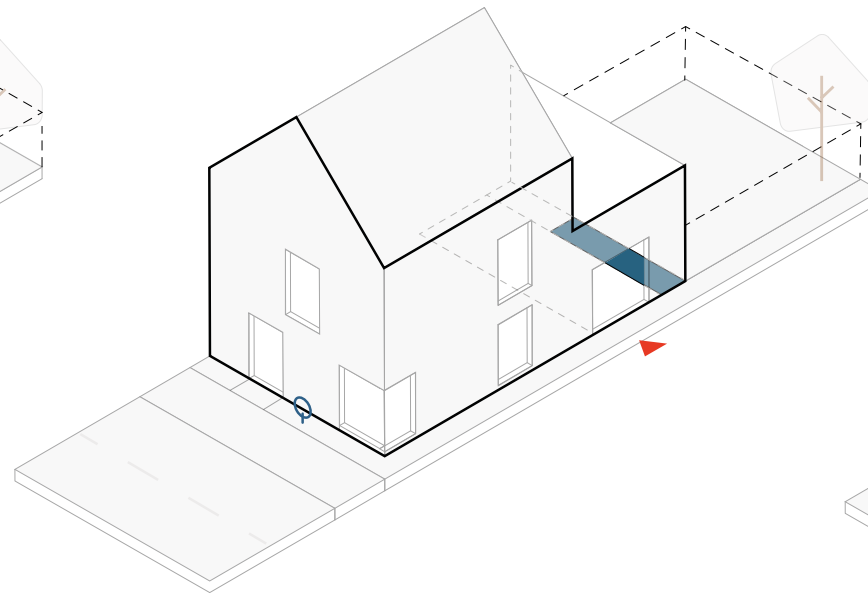
Mini-garage
Full width bike garage located on the driveway.



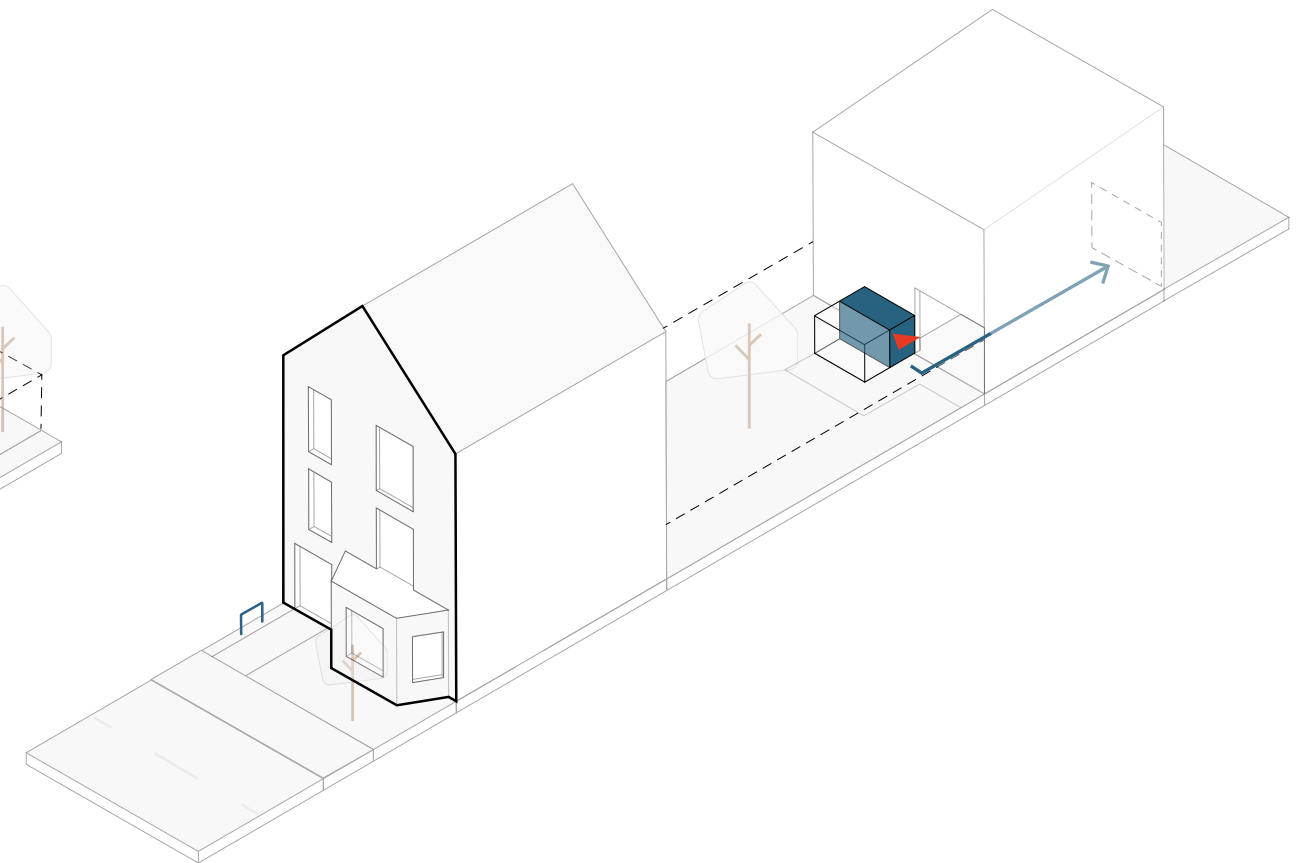
Secure transport stores
Transport stores must be set on or behind the building line, with a secure a gate.



Threshold cycle parking
Threshold store incorporated into front garden boundary for small home requiring 2 cycle spaces or less



Integrated cycle storage
Cycles must be able to be removed easily without removing a car.



Secure cycle store to rear of the coach house
Must include paved access.

Cycle parking for houses

Cycle parking for residents must be provided for in an accessible location that is at least as convenient as the car.

Where a garage is used for cycle parking, it must allow cycles to be removed easily without first driving out any car parked within it. Where a separate store is used, this must be lockable, and must not rise above the boundary to the public realm.

Cycle parking for flats

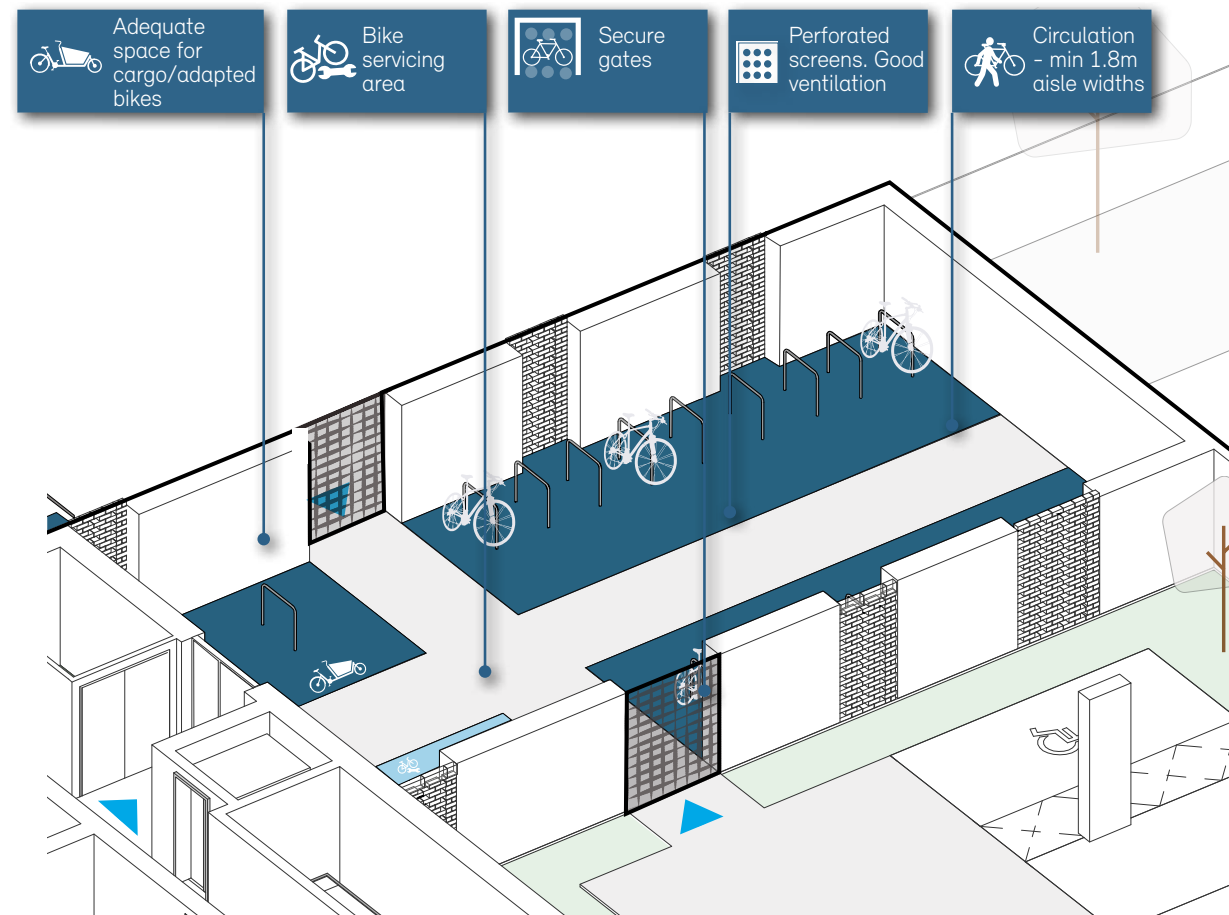
Where possible, cycle parking for flats should be incorporated into the design of the shared entrance area to improve social interaction, convenience, and perception of safety in use.

Avoid the use of basement cycle stores for flat blocks, all cycle parking should be achieved at ground floor level. If cycle parking is external to the block, it should be located within 20m of the entrance of the building, be well lit, covered, and overlooked.

Visitor cycle parking

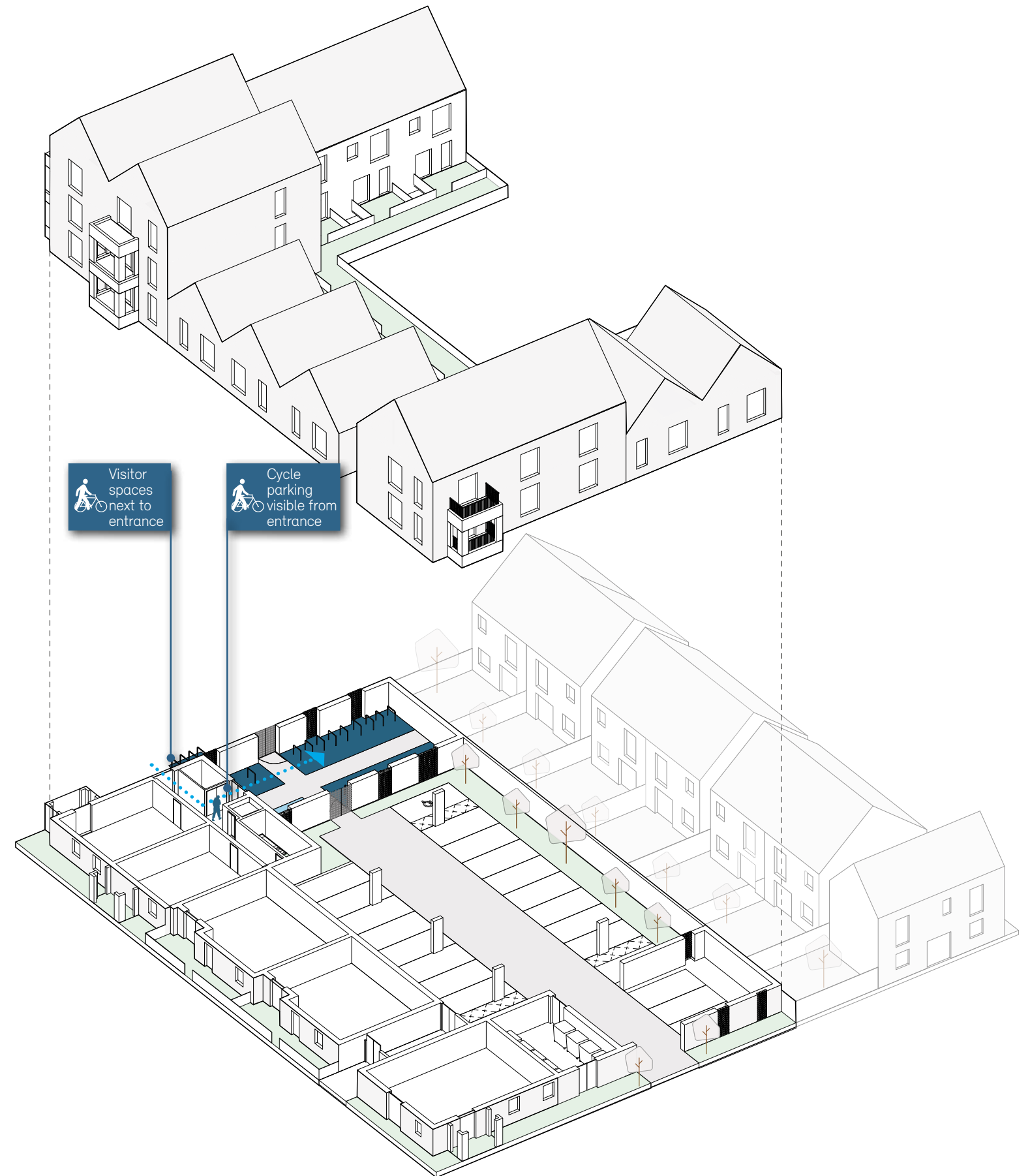
Visitor cycle parking should be conveniently provided within each open space and near entrances of flat blocks, shops and public buildings.

Visitor cycle parking must be clear of the highway and be well overlooked. All visitor cycle parking must be delivered using Sheffield stands.



Cycle parking within an apartment building

Pollard Thomas Edwards



Car parking and car storage

Car parking must be accommodated without being visually intrusive or creating a negative impact on place-making.

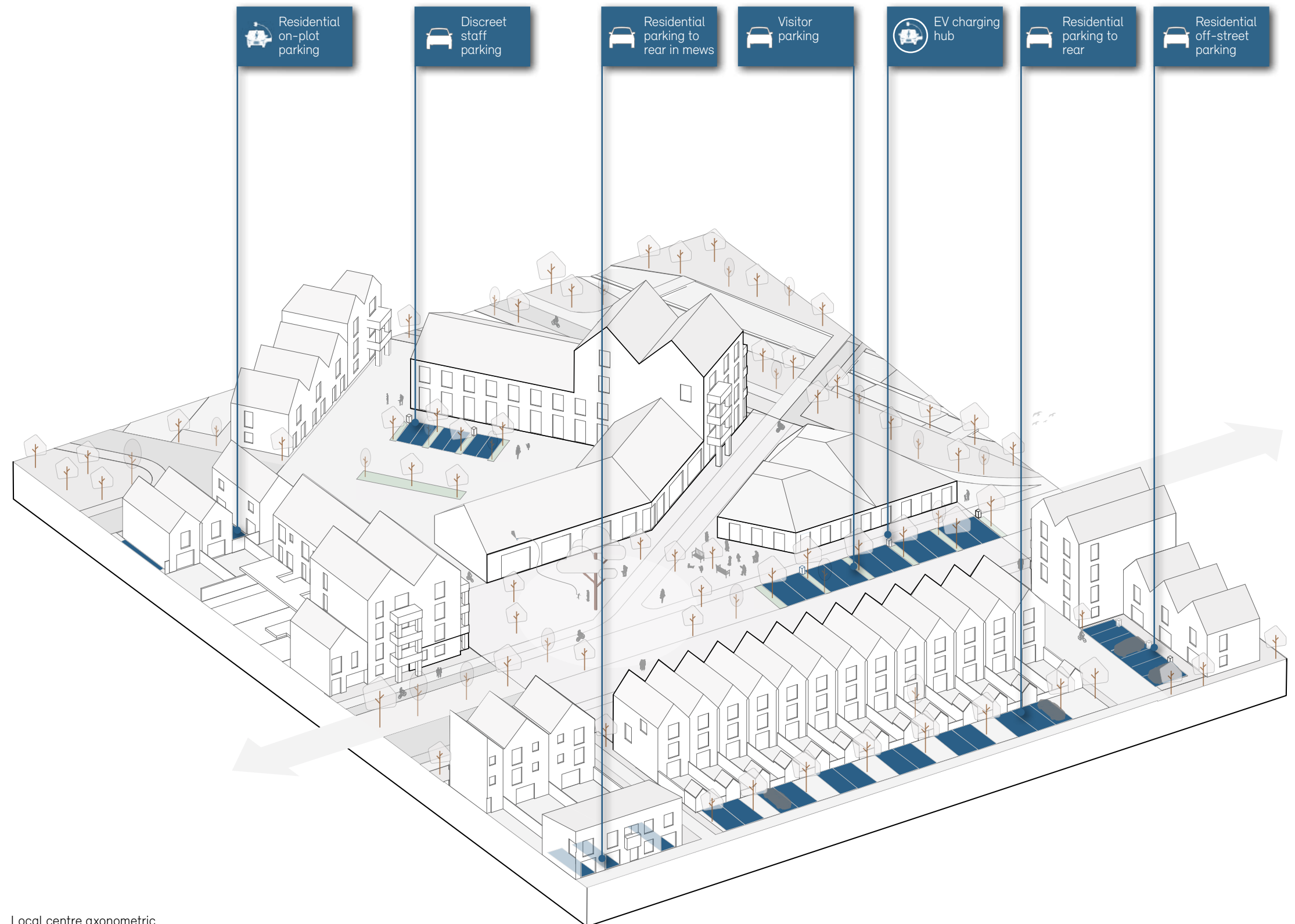
All proposals must comply with the local authority requirements for car parking. Current Cambridge residential car parking standards are as follows:

Up to 2 bedrooms	0 - 1.5 spaces per dwelling
3+ bedrooms	0.5 - 2 spaces per dwelling

Frequent private car use is to be discouraged by the design of the development and the council's parking numbers per unit must be treated as a maximum.

Staff car parking provision for the non-residential uses must be based on the implementation of an active travel plan to reduce parking required.

Spaces should be discreetly located off-street to the rear of buildings.



Local centre axonometric

Residential parking

All on-plot car parking must be designed so it prevents over-sailing of the footway and front privacy strips. In practical terms this will mean driveway parking should be no more than 10m in length to prevent “squeezing” extra cars onto driveways.

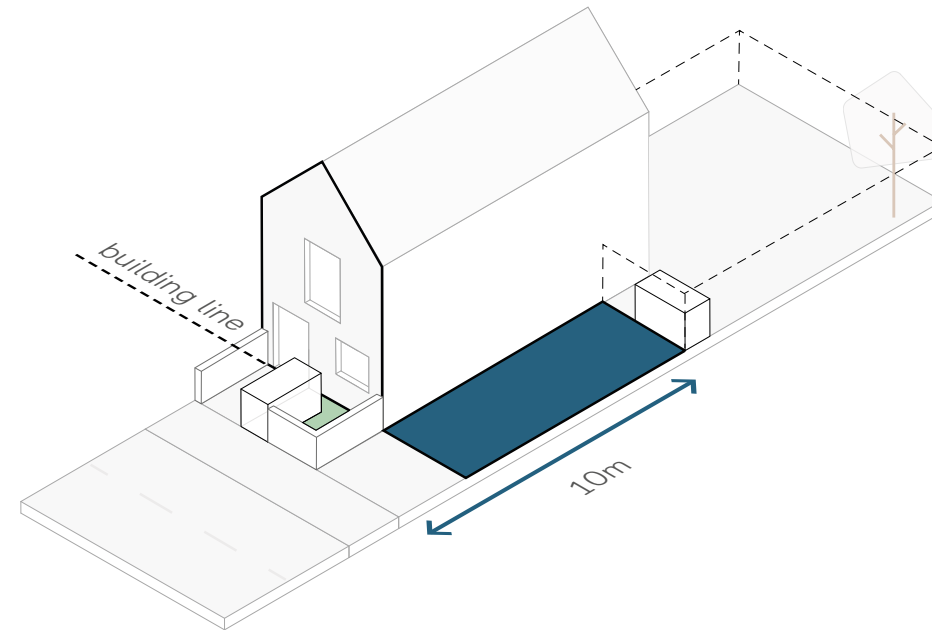
All residential car parking must be equipped with electric car charging, or with the infrastructure in place to have it fitted.

Parking for flats must be considered as an integral part of the building, landscape and placemaking design.

Residential visitor spaces should be distributed strategically across the development. This can include on-street parking.

Proposals must integrate a range of car storage solutions that support the living infrastructure and living buildings requirements of the code. Parking strategies should be clearly demonstrated from the outset.

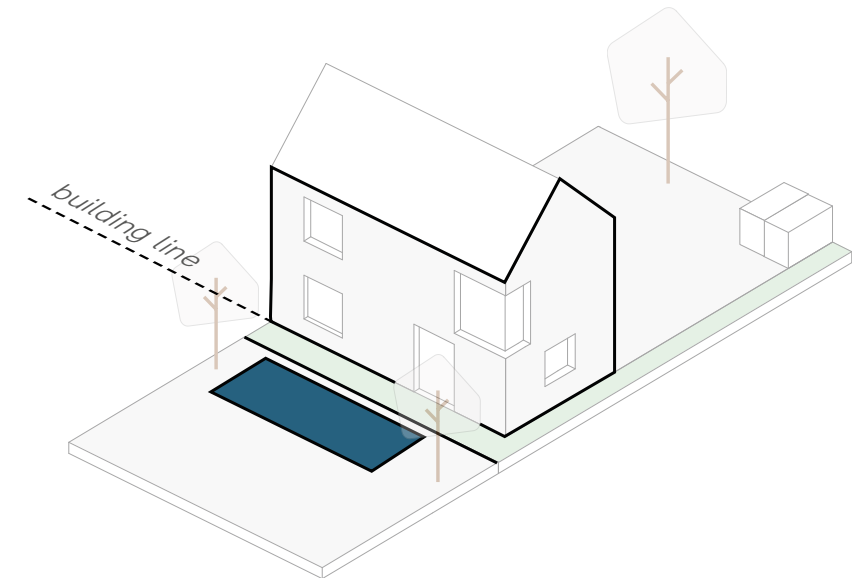
Visibility splays for parking arrangements must be kept clear or no boundary higher than 0.6m.



On Plot: side of house

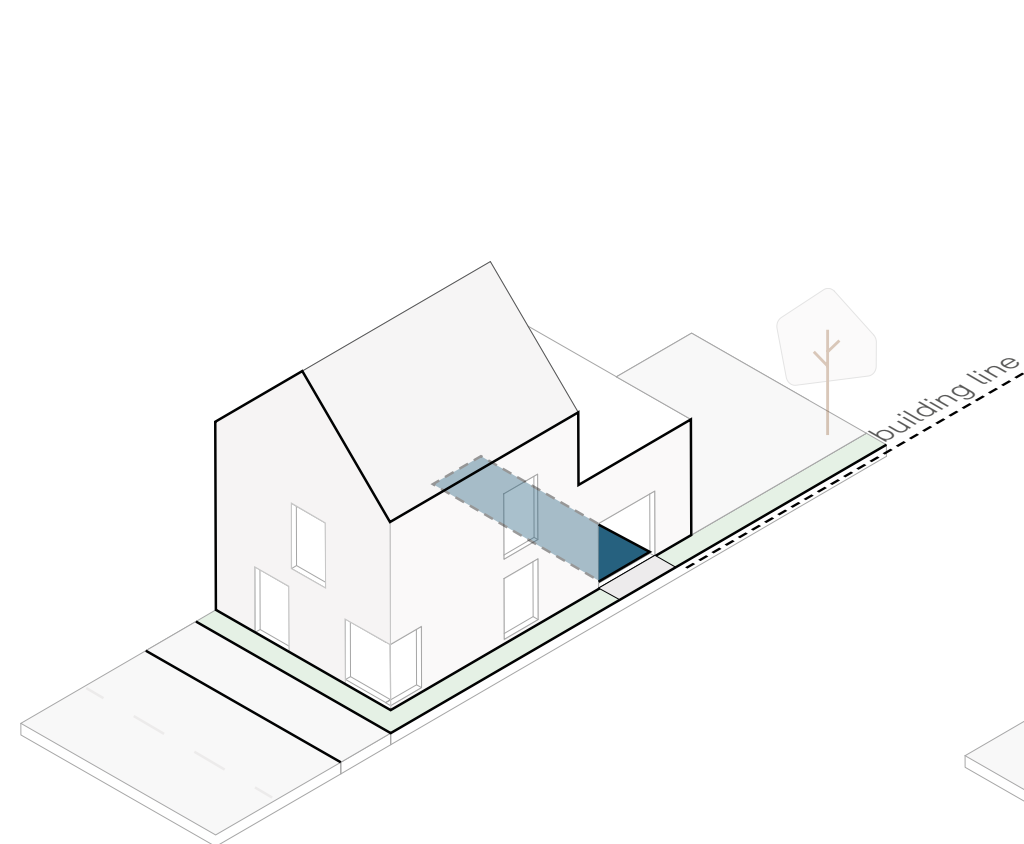
Could be in a garage, in a car port or uncovered

- Any structure or parking space must be behind the building line.
- Widths must be 3.2m min to allow circulation space past stored car



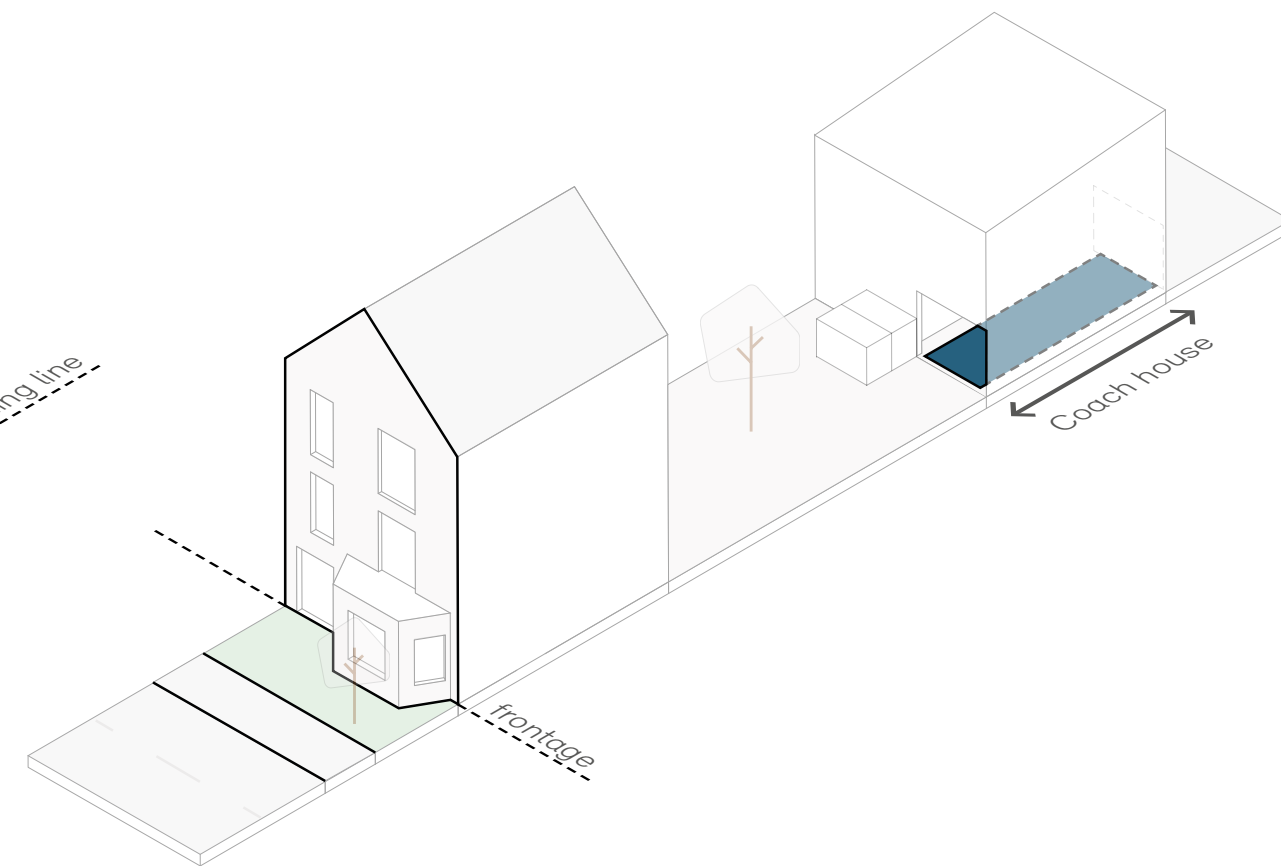
On Plot: in front of house

- Any structure or parking space must be behind the building line.



On Plot: Integrated garage parking

- Any structure or parking space must be behind the building line
- Should be used in locations where continuous building frontage is required.
- Must meet minimum garage dimensions (shown on page 22).



Parking at rear of the house

- Must be accessed from mews street to the rear of the property
- Should create continuous building frontage on the primary and secondary street network.
- Must meet minimum garage dimensions (shown on page 22).