

Item	Summary of Camcycle Comments	Response to Camcycle
1	Policy requirements Application 22/02771 ... does not comply with Policy T1/2 of the local plan	<p>The scheme has been designed to reduce the need to travel by car, and integrates well with the walking, cycling and public transport connections adjacent to the site.</p> <p>The layout provides multiple points of connection for pedestrians and cyclists into surrounding infrastructure, providing a permeable layout for these modes of travel. Proposed routes connect into existing provision, and provide opportunities for future connection when later phases of development progress. Improvements are proposed to the existing shared route alongside Chesterton Way are proposed that will benefit pedestrians and cyclists travelling through the site.</p> <p>Extensive secure cycle parking is proposed across the site for residents, employees and visitors. This comprises a mix of provision to cater for standard and non-standard cycles.</p> <p>The application is accompanied by a Transport Assessment, a Travel Plan and a Low Emission Strategy, consistent with the requirements of Policy T1/2.</p> <p>The application is in accordance with the requirements of Policy T1/2.</p>
2	1 Milton Avenue cycle access A clear route between the cycle track and the cycle entrance should be provided.	<p>Minor amendment to the layout: A single planter has been re-orientated to allow a logical turn into S4/1 Milton Avenue cycle store entrance.</p> <p>Please refer to updated drawings: 630_01(MP)001 Landscape Masterplan P2 630_01(MP)201 1 Milton Avenue and Milton Walk</p>
3	1-3 Station Row cycle access The entrance to the building via cycle is at the rear which is the complete opposite side to the main cycle path on Station Row. This makes cycle access difficult because cyclists are required to go all the way round the building to enter which is unnecessary and does not promote cycling.	<p>The access to the basement cycle parking provision has been re-located to the Station Row frontage of nos 1 and 3. The surface level non-standard parking is served by a separate access to seek to address Camcycle's point about the risk of it being used first by standard bikes. These areas would be clearly signed for the use of larger and non-standard cycles.</p> <p>Please refer to updated drawings: 1818-MAKE-S06-PA1949 rev 01, 1818-MAKE-S06-PA1950 rev 02, 1818-MAKE-S06-PA1999 rev 01, 1818-MAKE-S06-PA2000 rev 02, 1818-MAKE-S07-PA1999 rev 01, 1818-MAKE-S07-PA2000 rev 02, 1818-MAKE-S06-PA2150 rev 01, 1818-MAKE-S06-PA2151 rev 01, 1818-MAKE-S06-PA2200 rev 01, 1818-MAKE-S06-PA2202 rev 01, 1818-MAKE-S07-PA2200 rev 01, 1818-MAKE-S07-PA2202 rev 01, 1818-MAKE-S07-PA2202 rev 01</p>
4	Visitor cycle parking location Page 285 of the design and access statement shows the visitor parking far away from the entrance to the buildings of 1 and 3 Station Row. There should be visitor parking available at the entrance to the building for better access.	<p>Cycle parking in front of building is limited due to proximity of cycle lane. Minor amendment: visitor cycle parking has been added to Chesterton Square to improve access.</p> <p>Please refer to updated drawings: 630_01 (MP) Landscape Masterplan P2 630_01 (MP) 202 Chesterton Square 630_01 (MP) 203 Station Row</p> <p>For clarity, a Cycle Strategy drawing has been added to show distances: 630_01(MP)022 Cycle Strategy (West) P1 630_01(MP)02 Cycle Strategy (East) P1</p>
	there is no note as to what specifications the visitor cycle parking will be and whether there will be parking for large cycles such as cargo bikes	<p>For clarity, a Cycle Strategy drawing has been added to show Cargo and recumbent cycle stands: 630_01(MP)022 Cycle Strategy (West) P1 630_01(MP)02 Cycle Strategy (East) P1</p>
5	Cycle lifts either an accessible ramp (1/20) should be provided down to the basement or an accessible bike lift must be provided alongside the shallow stairs that can cater for a number and range of different bikes	<p>It is proposed to provide an automated wheel ramp alongside the stairs to facilitate access to the basement cycle parking for all users.</p> <p>Please refer to updated drawings, 1781-MAKE-S04-PA2000 rev 01 1818-MAKE-S06-PA1999 rev 01, 1818-MAKE-S06-PA2000 rev 02, 1818-MAKE-S07-PA1999 rev 01, 1818-MAKE-S07-PA2000 rev 02,</p>
6	S8 and S9 the indicated floor plans show an unsatisfactory layout, where the steps to the cycle parking is poorly located and the racking locations would create poor circulation in the basement.	<p>The floor plans are outline only at this stage however, options to address comments raised have been considered. This will be picked up in detailed design and refined further however, there is space within the basement to off some future flexibility on the arrangements.</p>
7	Accessible and oversized cycle parking spaces parking on the ground floor needs to be designed to protect its intended users. The layout should be improved to clearly direct most cyclists down to the basement cycle parking to reduce the likelihood of the accessible spaces being used by others; if all cyclists must pass directly through the accessible and oversized parking, unfortunately these spaces will be taken up.	<p>The layout in S4 has been re-organised so that the route to the basement does not pass directly 'through' the accessible parking. In addition, clear signage will be added to the new walls and suitable management of the spaces put in place to ensure adequate segregation.</p> <p>Please refer to updated drawing: 1781-MAKE-S04-PA2000 rev 01</p>
8	Proportion of Double-stacked spaces The Cambridge cycle parking guide states that two-tier parking should be seen as a part solution only and on constrained sites. The main issues with two-tier cycle parking racks are that they are hard to use and there is a risk of hitting your head on the upper racks. As a new development we do not consider this site overly constrained. We propose that no more than 20% of cycle parking is provided by two-tier systems.	<p>The proposed provision is in line with provision accepted elsewhere and has been accepted as appropriate for this location by the County Council in their response to this application.</p>
9	Mobility hub The additional 194 car parking spaces for rail use were requested by the rail industry but are not supported	<p>The mobility hub offers flexibility to be re-purposed. The Design and Access Statement includes plans showing how the structure has been designed to enable re-purposing in the future to accommodate increased cycle parking, retail space and residential uses.</p> <p>Please refer to the Design and Access Statement chapter 7.3 Mobility hub, pages 292 – 295.</p> <p>In the meantime, it is proposed that the mobility hub will accommodate car club provision and micro-mobility hire options.</p>
10	Bus-way use by general traffic Allowing private vehicles on the busway will negatively affect the public transport provision and should not be allowed	<p>Chesterton Way is a private estate road that connects to the guided busway and is used by bus services to connect to the stops at Cambridge North Station. Access to the residential quarter is provided from Chesterton Way however, due to the limited car parking proposed, vehicle trips would be expected to be at a low level. To seek to enforce this, signage referring to residents only access could be installed. The masterplan proposals include traffic calming measures along this section of road to slow vehicle speeds. It is considered that these measures will make Milton Avenue a more attractive route for most vehicles circulating within the site. Dedicated bays for deliveries are proposed to avoid vehicles parking and obstructing traffic (including buses). Consequently, it is considered unlikely that there would be any delay to buses resulting from other traffic on this section of estate road.</p>
11	Residential cycle parking Bike Store accesses are often shown within the courtyard when the cycle track is running alongside the outside of the courtyard. Entrances to cycle parking should be directly off the cycle routes. No detail is provided as to the location of the bike storage within the building.	<p>Please refer to Design and Access Statement, chapter 6, page 206 for a marked up plan indicating bike store accesses.</p>
12	Chesterton Way width Significant additional cycle flows onto the shared surface along Chesterton Way will create additional conflicts, a review of the proposed flows must be undertaken, and additional widening considered.	<p>The masterplan has been amended to include a segregated route within the site. Brookgate is supportive of improvement along full length of busway which could be undertaken with some of the development's S106 contribution.</p> <p>Please refer to updated drawings: 630_01(MP)001 Landscape Masterplan P2 PENDING 630_01 (MP) 103 Chesterton way 1 of 3 P2 PENDING 630_01 (MP) 104 Chesterton way 2 of 3 P2 PENDING 630_01 (MP) 105 Chesterton way 3 of 3 P2</p>

Formal Consultation Response Comments

		Summary of Camcycle Comments	Response to Camcycle
	13	Cowley Rd north Cowley Road North provides inconsistent pedestrian provision on the southern side of the Road and creates priority to basement entrances and not to the primary north-southwalking and cycling route.	Zebra marking have been added at crossing and also at basement accesses. Please refer to updated drawings: 630_01(MP)001 Landscape Masterplan P2 630_01 (MP) 203 Station Row P2 630_01 (MP) 106 Cowley Road North P2
	14	Station Row The 3-metre wide bi-directional cycle track on Station Road is probably insufficient for bi-directional use.	Guidance set out in LTN 1/20 suggests that 3m is the desirable minimum width for cycle routes with a peak hour flow of 300-1000. The proposed arrangement is therefore considered suitable.
	15	Off-site infrastructure The cycle routes that surround the site are congested...at Cambridge Regional College cyclists and pedestrians often get stuck because of the lack of path width. The Jane Coston Bridge...is already heavily congested with both cyclists and pedestrians.	These have not been identified as issues by Cambridgeshire County Council in our discussions with them. However, a contribution towards addressing these could be considered as part of the overall Section 106 package.
	16	Wider connectivity Lack of footpath down the majority of Cowley Road. The shared path that runs parallel with the road has no crossing, meaning pedestrians are forced to walk on the verges to access Cambridge Commercial Park...to access the driving range on foot pedestrians also must walk on the verges due to a lack of footpath...another bridge over the brook and onto the share use footpath that runs parallel to the road is required.	Brookgate is supportive of the principle of delivering improvements to Cowley Road, and consider that there is a package of safety based improvements that could be delivered as part of the overall Section 106 package. A Section 106 contribution was made by Brookgate in connection with the One Cambridge Square office building under construction for the delivery of two bridge crossings of First Public Drain that runs parallel to Cowley Road on the southern side. From discussions with CCC we understand that it is progressing with developing these proposals.
	17	More bus services A further issue with the development plans is that there is a lack of planning regarding bus services that go to Cambridge North. There are no plans in place to add any further bus services on any routes.	Discussions regarding the package of Section 106 measures continue to progress with the LPA and LHA. Measures such as this will be considered within these discussions as part of an overall Section 106 package covering a range of transport elements, alongside other measures.
Additional Points Discussed with Camcycle	18	Treatment of cycle route crossings Suggestion to include zebra crossing markings at pedestrian crossings of cycle routes within the site as a recognisable feature that is widely understood.	The landscape masterplan has been amended to include zebra crossing markings at crossing points.
	19	Bramblefields Way Cycle Contra-flow Camcycle requested that cycle contra-flow be accommodated along Bramblefields Way.	Amendments to the arrangement at the southern end of Bramblefields Way have been made to provide a shared foot/cycleway on the southern side of the junction to connect with the crossing point of Chesterton Way. This would remove the conflict between cyclists and vehicles at the junction and is considered to offer a safer option. Speed tables have also been added along the link to maintain low vehicle speeds. This arrangement would be supported by signage and markings to reinforce the contra-flow arrangement.
	20	Creche drop-off arrangements Suggestion from Camcycle to increase the level of parking for non-standard cycles around the creche to facilitate drop-off and to re-position the vehicular drop-off bay to increase space for pedestrians and cyclists accessing the creche.	The creche drop-off bay has been re-positioned to the north, on the end of the parking bays. This removes the pinch point to the north of the creche. Further parking for non-standard cycles has been included adjacent to the creche.