



**Cambridge City Centre
Cycle Parking
Preliminary Design Report**

Document Control Sheet:

Document Title	Cambridge City Centre Cycle Parking Preliminary Design Report
Document ID / Version / Revision	3.0
Status	Final Report for Approval
Date	26/02/2013
Author	Shah Hussain
Authorised by	Andrew Preston

Revision History:

Document ID / Version / Revision	Status	Date	Reason for issue	Author
1.0	Draft	07/02/2013	Initial draft for discussion	Shah Hussain
2.0	Final Draft	12/02/2013	Final Draft for comments	Shah Hussain
3.0	Final Report	22/02/2013	Final Report for Approval	Shah Hussain

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1.0 INTRODUCTION

1.1 Project Background

The Cambridge City Centre Cycle Parking Project Proposal proposes to create up to one thousand (1,000) new cycle parking spaces within the heart of Cambridge.

This Preliminary Design Report discusses the current options that have been investigated and the number of suitable cycle parking spaces that could be potentially accommodated within the heart of Cambridge.

1.2 Study Breakdown

The study discusses the options available for providing suitable on-street cycle parking spaces.

Figure 1 below shows the historic core of the city centre where the study concentrates, while **Appendix A** (Drawing Number: 014-018/000/001) shows the location plan and the exact scheme extent.

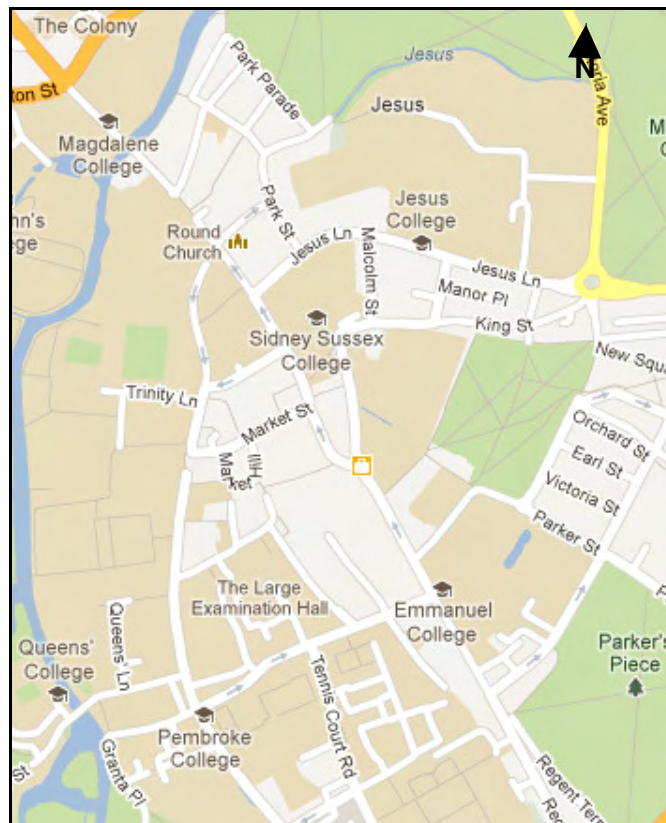


Figure 1.1: Map showing the heart of Cambridge

2.0 OPTIONS FOR ON-STREET PARKING

2.1 On-Street Cycle Parking Options

Localised cycle stands around the historic part of Cambridge city centre were investigated and these have been proposed at various locations.

2.2 Market Square

The carriageway (Market Hill) around Market Square is wide. At its widest the carriageway measures, approximately, 7m. While at its narrowest it measures, approximately, 5.5m.

It is proposed that some cycle stands are installed around Market Square. Due to constraints on location including: gullies, utility accesses, access and egress to and from shop-front entrances and exits, a limited number of cycle stands have been proposed ensuring that vehicular access and capacity is maintained particularly for loading vehicles and market traders.

A total of 12 new cycle stands have been proposed along Market Hill opposite Great St Mary's Church (see Photo 2.1).



Photo 2.1: Market Hill, opposite Great St Mary's Church

A further 9 new cycle stands have been proposed along Market Hill opposite Marks and Spenser and other shop frontage (see Photo 2.2).



Photo 2.2: Market Hill, opposite shop frontage

The proposed locations could potentially allow, up to, 21 cycle stands within Market Square, giving a total capacity of 42 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/002 in **Appendix B**) shows the proposed locations at Market Square.

2.3 Guildhall Street

Guildhall Street is accessed via Corn Exchange Street (a one-way system) and leads to Petty Curry (Pedestrianised Zone). There are waiting restrictions (double yellow lines) on the road with a single marked out disabled bay. The carriageway ends at Petty Curry opposite the Guildhall and Yo Sushi (see Photo 2.3).



Photo 2.3: Guildhall Street ends at Petty Curry

There are six existing cycle stands (which would allow for twelve cycle parking spaces) in this location and it is proposed that these six are removed and the area is redesigned to accommodate more cycle stands. Space in this area should be further increased by converting a section of the carriageway into footway.

The new design, incorporating part of the carriageway as a footway, would allow an increase in cycle stands. Approximately, 32 new stands could potentially be incorporated, which would mean an increase of 26 cycle stands (minus the existing six), which would give an increase in capacity of 52 cycle parking spaces.

Constraints on location to consider include: gullies, utility accesses, a pipe collecting rainwater from the Guildhall, which would need to be refitted to connect to the existing drainage system, and waiting restriction (double yellow lines), reduction in capacity for loading and unloading, and reduction in disabled parking.

A proposed plan (Drawing Number: 014-018/000/003 in **Appendix B**) shows the proposed location at Guildhall Street.

2.4 Peas Hill

Peas Hill is accessible either via Wheeler Street (a one-way system) or Bene't Street.

There are two possible locations where cycle stands could potentially be installed.

The first location is at the end of Peas Hill opposite Market Square (see Photo 2.4). This whole area should be rationalised and all the existing cycle stands, fourteen in total, should be removed allowing for this area to be redesigned.

The redesign would allow, approximately, 36 cycle stands, which would mean an increase of 22 cycle stands (minus the existing fourteen), giving an increase in capacity of 44 cycle parking spaces.



Photo 2.4: End of Peas Hill, opposite Market Square

The second location is along the carriageway at the junction with Wheeler Street, opposite Cambridge Arts Theatre (see Photo 2.5). It is quite feasible to install, approximately, 10 new cycle stands, which would provide a total of 20 cycle parking spaces.



Photo 2.5: Peas Hill, junction with Wheeler Street

Constraints on both locations to consider include: gullies, utility accesses and waiting restriction (both double yellow lines and single yellow line).

The proposed locations could potentially allow, up to, 32 cycle stands at Peas Hill, giving a total capacity of 64 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/003 in **Appendix B**) shows the proposed locations at Peas Hill.

2.5 King's Parade

On King's Parade, opposite King's College, there is potential space between the existing loading bays (see Photo 2.6), which could be utilised for cycle parking provisions. It is possible to install up to 10 cycle stands, which would allow for a total of 20 cycle parking spaces.



Photo 2.6: Space between loading bays opposite King's Collage

Further along King's Parade, on the junction with Bene't Street, there is a possible location for further cycle stands on the kerb build-out at the junction next to the existing loading bays (see Photo 2.7). It is quite feasible to install, approximately, 6 new cycle stands on this kerb build-out.



Photo 2.7: King's Parade kerb build-out at junction with Bene't Street

The proposed locations could potentially allow, up to, 16 cycle stands at King's Parade, giving a total capacity of 32 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/004 in **Appendix B**) shows the proposed locations at King's Parade.

2.6 Trumpington Street

There is potential to install a number of cycle stands on Trumpington Street, close to King's Lane (a pedestrian walkway to Queens' Lane).

It is quite feasible to install, approximately, 13 cycle stands along the carriageway (see Photo 2.8). However, there are certain constraints on location including: gullies, utility accesses and waiting restriction (double yellow lines).



Photo 2.8: Possible location along Trumpington Street for cycle stands

There are five existing cycle stands next to two pay and display (P&D) car parking bays close to King's Lane, in front of the Bull Hotel (see Photo 2.9). There is scope to install further cycle stands at this location, with a potential for 5 extra cycle stands, and removing the existing kerb build-outs and bollards would potentially increase the capacity further. Constraints on location include waiting restriction (single yellow line).



Photo 2.9: Existing cycle stands at Trumpington Street in front of the Bull Hotel

There is a further potential for increasing the capacity of cycle stands along Trumpington Street. This could be done by removing the two existing P&D parking bays mentioned previously (see Photo 2.10), which could provide an extra 14 cycle stands.



Photo 2.10: P&D parking bays at Trumpington Street in front of the Bull Hotel

Further along Trumpington Street there are twenty existing cycle stands opposite St Catharine's College, and next to them there are four more P&D parking bays (see Photo 2.11). It is proposed that two out of these four P&D bays are removed and the space is utilised for cycle stands, which could provide an extra 14 cycle stands.



Photo 2.11: P&D parking bays at Trumpington Street next to existing cycle stands

A proposed plan (Drawing Number: 014-018/000/004 in **Appendix B**) shows all three locations at Trumpington Street.

In front of the Pitt Building, along Trumpington Street there is a wide footway (see Photo 2.12). There is a possibility of installing cycle stands on the footway in front of the Pitt Building, between columns, with up to 15 cycle stands, which would give a total of 30 cycle parking spaces.



Photo 2.12: Possible locations for cycle provisions in front of the Pitt Building

There are rows of P&D parking bays next to existing motorcycle bays along Trumpington Street close to Fitzwilliam Street (see Photo 2.13). It is proposed that two of these P&D bays are removed and cycle stands are installed. It is quite possible to install 9 cycle stands, which would give a total of 18 cycle parking spaces.



Photo 2.13: P&D bays next to Fitzwilliam Street

Further south, along Trumpington Street, and opposite Grove Lane, there are rows of P&D parking bays (see Photo 2.14). It is proposed that two of these P&D bays are removed and cycle stands are installed. It is quite possible to install 9 cycle stands, which would give a total of 18 cycle parking spaces



Photo 2.14: P&D bays opposite Grove Lane

A proposed plan (Drawing Number: 014-018/000/015 in **Appendix B**) shows all three locations at Trumpington Street.

The total number of cycle stands that could potentially be installed within Trumpington Street is 79 cycle stands, giving a total capacity of 158 cycle parking spaces.

2.7 Park Terrace

There are eight cycle stands at Park Terrace, opposite the Jack Hobbs Pavilion.

Six of these stands are similar to the 'butterfly'-type cycle racks and can hold a single bicycle at a time (see Photo 2.15).



Photo 2.15: Existing 'butterfly'-style cycle stand

The remaining two of these stands are 'double-loop' stands, which could hold two cycles at a time (see Photos 3.16).



Photo 2.16: There are two 'double-loop' stands on location

Between the existing eight stands, they can hold ten cycles, however, it is proposed that this area is completely rationalised and redesigned to maximise capacity and all eight stands should be replaced by Sheffield Stands. Approximately, 12 new stands could potentially be incorporated, which means an increase in capacity by 14 cycle parking spaces (minus the ten available spaces from the eight existing stands to be replaced).

Located close by is a wide area separated from the existing motorcycle parking bays by a row of bollards (see Photo 2.17). There is potential to add 4 further cycle stands in front of these bollards, which would increase the capacity to 8 cycle parking spaces.



Photo 2.17: Potential location for cycle stands in front of motorcycle bays

The total number of extra capacity that could potentially be available on location at Park Street is 22 cycle parking spaces; this discounts the ten currently available.

A proposed plan (Drawing Number: 014-018/000/005 in **Appendix B**) shows the two above locations at Park Street.

2.8 Regent Terrace

There are ten existing cycle stands at the start of Regent Terrace, opposite the University Arms Hotel (see Photo 2.18).



Photo 2.18: Ten existing cycle stands at Regent Terrace

The barrier behind these cycle stands has been removed and cyclists utilise the land located behind the barrier at Parker's Piece as access and egress to these cycle stands (see Photo 2.19).



Photo 2.19: Cyclists using Parker's Piece to access and egress the cycle stands

The whole area should be redesigned and the land directly behind should be considered in the new layout which could potentially add an extra 25 cycle stands to the existing ten cycle stands. This would increase the capacity to 50 cycle parking spaces on location.

A proposed plan (Drawing Number: 014-018/000/006 in **Appendix B**) shows the redesign of the existing cycle stands and proposed location of new cycle stands directly behind at Parker's Piece.

2.9 Quayside

Quayside, opposite the waterfront has a very spacious open space, which could allow the installation of cycle stands along the waterfront between existing street furniture, as it is obvious that there is a need for cycle parking within this location, as cyclists currently leave their bicycles along the existing low-level barriers (see Photo 2.20).



Photo 2.20: Location for cycle stands along the waterfront

It is quite feasible to install, approximately, 30 new cycle stands at this location. This would give a total capacity of 60 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/007 in **Appendix B**) shows the proposed locations at Quayside.

2.10 Jesus Lane

On Jesus Lane there are rows of disabled parking bays (see Photo 2.21). The proposal to free up space by removing two disabled bays should be considered. Of course removing any disabled bays should not affect disability user parking, therefore a survey should be carried out on site to determine how well these bays are utilised and if this location could be considered for cycle stands.



Photo 2.21: Potential space to install further cycle stands

By removing two disabled bays, it is quite feasible to install, approximately, 13 new cycle stands at this location. This would give a total capacity of 26 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/008 in **Appendix B**) shows the proposed location at Jesus Lane.

2.11 St John's Street

On St John's Street, opposite of St John's College, there is a wide footway close to some loading bays near All Saints' Passage, which could be a potential location for high-capacity cycle racks, as there are numerous bicycles parked along railings and sides of buildings.

By installing high-capacity cycle racks, as opposed to installing traditional cycle stands, it is quite feasible to increase the capacity by 20% at this location. Up to 18 high-capacity cycle racks could be introduced, providing for a total capacity of 36 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/009 in **Appendix B**) shows the proposed location at St John's Street.

2.12 Trinity Street

At Trinity Street, along the shop front, the footway is wide and is used for loading and unloading. It is proposed that one loading bay is removed, possibly outside the Post Office, and this area is utilised for high-capacity cycle racks.

By installing high-capacity cycle racks, as opposed to installing traditional cycle stands, it is quite feasible to increase the capacity by 20% at this location. Up to 6 high-capacity cycle racks could be introduced, providing for a total capacity of 12 cycle parking spaces.

Close by, there are five existing cycle stands along the footway near All Saints' Passage, opposite Trinity College (see Photo 2.22). It is proposed that these stands are removed and high-capacity racks are installed, which would allow the capacity to increase by 20%. Six high-capacity cycle racks could be introduced, providing for a total of 12 cycle parking spaces, which would increase existing capacity by two extra spaces.

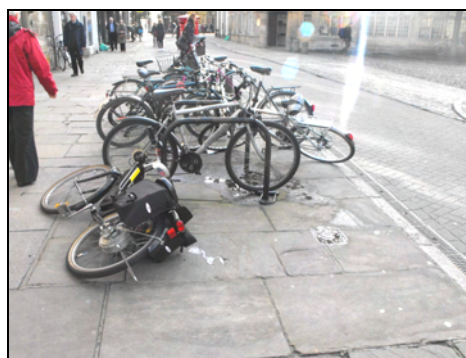


Photo 2.22: Existing cycle stands to be replaced with high-capacity racks

The total number of extra capacity that could potentially be available on location at Trinity Street is 14 cycle parking spaces, this discounts the ten existing spaces available.

A proposed plan (Drawing Number: 014-018/000/009 in **Appendix B**) shows the above two proposed locations at Trinity Street.

2.13 Sidney Street

There are fourteen existing cycle stands at Sidney Street on a wide footway opposite the shop's frontage (see Photo 2.23). There is a potential to remove these stands and provide high-capacity racks to increase capacity.



Photo 2.23: Existing cycle stands to be replaced with high-capacity racks

It is proposed that these fourteen stands are removed and high-capacity racks are installed, which would allow the capacity to increase by 20%. Seventeen high-capacity cycle racks could be introduced, providing for a total capacity of 34 cycle parking spaces, which would increase existing capacity by 6 extra spaces.

Further along Sidney Street, the footway is wide and is utilised for loading and unloading. It is proposed that one loading bay, outside The Edinburgh Woollen Mill (see Photo 2.24) is utilised as a possible location for high-capacity racks.



Photo 2.24: Location (vehicle parked) could be utilised for high-capacity racks

By installing high-capacity cycle racks, as opposed to installing traditional cycle stands, it is quite feasible to increase the capacity by 20% at this location. Up to 6 high-capacity cycle racks could be introduced, providing a total capacity of 12 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/010 in **Appendix B**) shows the above two proposed locations at Sidney Street.

Further along Sidney Street, close to Petty Cury, there is a possibility of installing high-capacity racks on the wide footway outside phones4u (see Photo 2.25).



Photo 2.25: Possible location for high-capacity racks outside phones4u

It is proposed that 15 high-capacity racks are installed within this location, which would increase capacity by 30 cycle spaces.

A proposed plan (Drawing Number: 014-018/000/011 in **Appendix B**) shows the above proposed location at Sidney Street/Petty Cury.

The total number of extra spaces that could potentially be generated along Sidney Street is 48 cycle parking spaces; this discounts the twenty-eight currently available.

2.14 Sussex Street

The footway along Sussex Street opens up widely in front of Sussex House (see Photo 2.26).



Photo 2.26: Possible location in front of columns at Sussex St for cycle stands

It is proposed that a row of 7 cycle stands is installed opposite the monument and close to the existing columns, which would generate 14 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/010 in **Appendix B**) shows the proposed location at Sussex Street.

2.15 Lion Yard/Petty Cury

At Lion Yard, opposite the Church of St Andrew's The Great (see Photo 2.27), there may a possibility of installing some extra cycle stands at an angle against the wall.

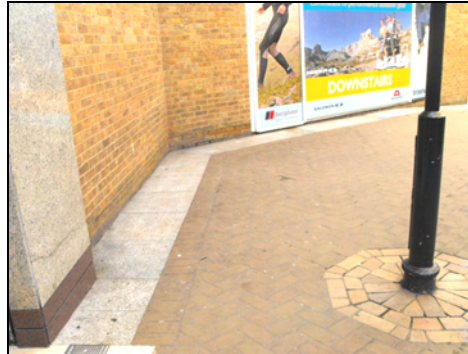


Photo 2.27: Possible location for cycle provision at Lion Yard

As space on location is quite restrictive, it may be possible to introduce 3 cycle stands at 45° angle, however, one cycle stand may need to be single-sided, bringing the total number of possible parking spaces on location to 5 cycle parking spaces.

Close to the Lion Yard location, between the junctions with Sidney Street/St Andrew's Street/Hobson Street, there are twelve existing 'hoop'-type cycle stands, allowing for twenty-four parking spaces (see Photo 2.28).



Photo 2.28: Existing 'hoop'-type stands to be replaced with high-capacity racks

It is proposed that these twelve stands are removed and high-capacity racks are installed, which would allow the capacity to increase by 20%. Fourteen high-capacity cycle racks could be introduced, providing for a total capacity of 28 cycle parking spaces, which would increase existing capacity by 4 extra spaces. There is extra space at this site, which could be utilised for 2 extra high-capacity racks, which would accommodate 4 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/011 in **Appendix B**) shows the abovementioned locations at Lion Yard.

The total number of extra spaces that could potentially be generated at Lion Yard is 13 spaces; this discounts the twenty-four currently available.

2.16 Christ's Pieces

There are a number of existing cycle stands at Christ's Pieces located close to the Drummer Street Bus Station. There is a possible location to install cycle stands along the existing walls of the public toilets (see Photo 2.29). It may be possible to install up to 4 cycle stands, however, due to site constraints, including tree roots and a gully, one of the stands would need to be single-sided, giving a capacity of 7 cycle parking spaces.



Photo 2.29: Possible location in front of building

A proposed plan (Drawing Number: 014-018/000/012 in **Appendix B**) shows the above location at Christ's Pieces.

The total number of extra capacity that could potentially be generated at Christ's Pieces is 7 cycle parking spaces.

2.17 Tennis Court Road

Along Tennis Court Road, close to Tennis Court Terrace, there are on-street car parking bays. It is quite feasible to install some cycle stands next to these parking bays (see Photo 2.31). There are existing constraints on site including waiting restriction (double yellow lines), gullies and a gate, which is used to access the University.



Photo 2.31: Possible location for cycle provision next to on-street car parking

It is possible to install, approximately, 8 cycle stands, which would give a total of 16 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/013 in **Appendix B**) shows the proposed location at Tennis Court Road.

2.18 Free School Lane

There are rows of seven P&D car-parking bays on Free School Lane (see Photo 2.32). It is proposed that two bays are removed and replaced with 9 cycle stands, which would allow for 18 cycle parking spaces.



Photo 2.32: Existing P&D parking bays

At the end of Free School Lane there are worn-down motorcycle bays and seven cycle stands. It is possible to add extra cycle stands within this location, as there is a clear need for cycle parking (see Photo 2.33). There are constraints on site including waiting restrictions (double yellow lines), gullies and low windows over-looking Free School Lane. However, it is feasible to install up to 9 cycle stands within this location, which would give a total of 18 cycle parking spaces.



Photo 2.33: Possible location for cycle provision

A proposed plan (Drawing Number: 014-018/000/014 in **Appendix B**) shows the above two locations at Free School Lane.

The total number of extra spaces that could potentially be generated at the above two locations within Free School Lane is 36 cycle parking spaces.

2.19 Bene't Street

Bene't Street, close to the junction with King's Parade, could potentially be utilised for cycle parking (see Photo 2.34).



Photo 2.34: Possible cycle provision

There are existing constraints on site including waiting restriction (double yellow line and single yellow line) and gullies. However, potentially, up to 10 cycle stands could be installed, giving a total of 20 cycle parking spaces.

A proposed plan (Drawing Number: 014-018/000/004 in **Appendix B**) shows the proposed location at Bene't Street.

2.20 Total on-street cycle parking provision

It is estimated that a total of **356** stands, which include a combination of Sheffield Stands and High-Capacity Racks, could potentially be installed within various locations discussed in the preceding sections.

Table 2.1 shows a breakdown of the proposed cycle parking provisions by location.

ON-STREET LOCATION	ESTIMATED NUMBER OF NEW CYCLE STANDS	TOTAL CYCLE PARKING SPACES
Bene't Street	10	20
Christ's Pieces	4	7*
Free School Lane	18	36
Guildhall Street	26	52
Jesus Lane	13	26
King's Parade	16	32
Lion Yard / Petty Cury	7	13*
Market Square	21	42
Park Terrace	11	22
Peas Hill	32	64
Quayside	30	60
Regent Terrace	25	50
Sidney Street	24	48
St John's Street	18	36
Sussex Street	7	14
Tennis Court Road	8	16
Trinity Street	7	14
Trumpington Street	79	158
TOTAL	356	710

* Single-sided stand due to restrictive space

Table 2.1: Proposed on-street cycle parking provisions at individual locations

A combined total of **710** cycle parking spaces could potentially be generated on-street.

Certain locations proposed within the historic core of the city centre may appear very bold, however, there should be no doubt that in order to provide an adequate number of cycle parking provisions these locations must be given serious consideration.

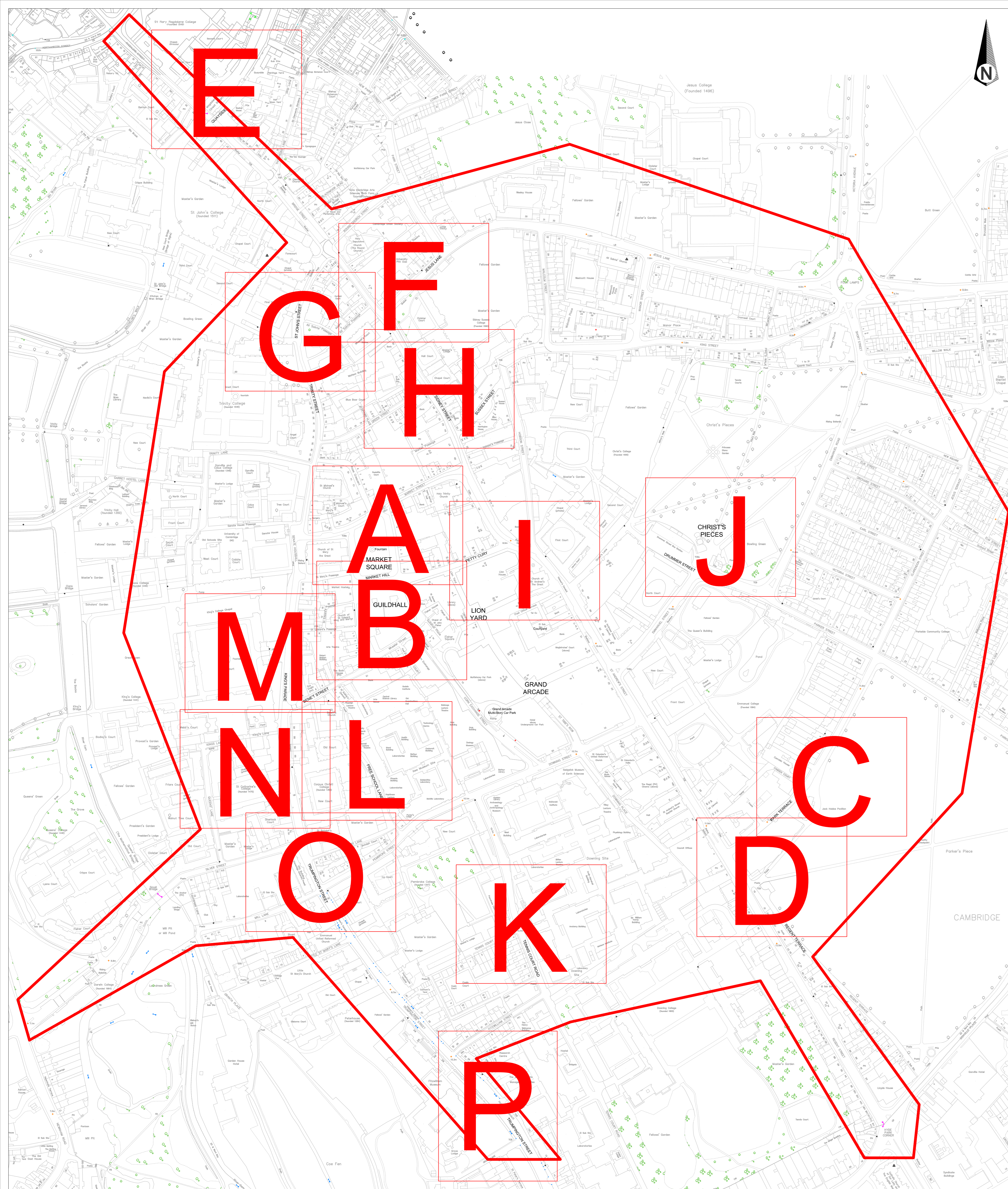
A total of ten P&D parking bays have been proposed for removal and replaced with on-street cycle stands (eight at Trumpington Street and two at Free School Lane). This of course would need to be agreed with Cambridgeshire County Council in order to take such proposals forward. The county's main concern may be the loss of revenue these ten parking bays currently provide, however, with the City's desire to reduce city centre traffic and increase cycle flows, this project is the perfect opportunity to deliver the desired outcome rather than looking at options on a piecemeal basis.

3.0 RECOMMENDATION

This Preliminary Design Report recommends that the Executive Councillor for Planning and Climate Change approve the proposed on-street locations in order to fully investigate, design and commence consultation on the on-street cycle parking provisions. In doing so, approximately **710** cycle parking spaces could potentially be provided. This would be the first phase of working towards providing up to 1,000 cycle parking spaces within the heart of Cambridge.

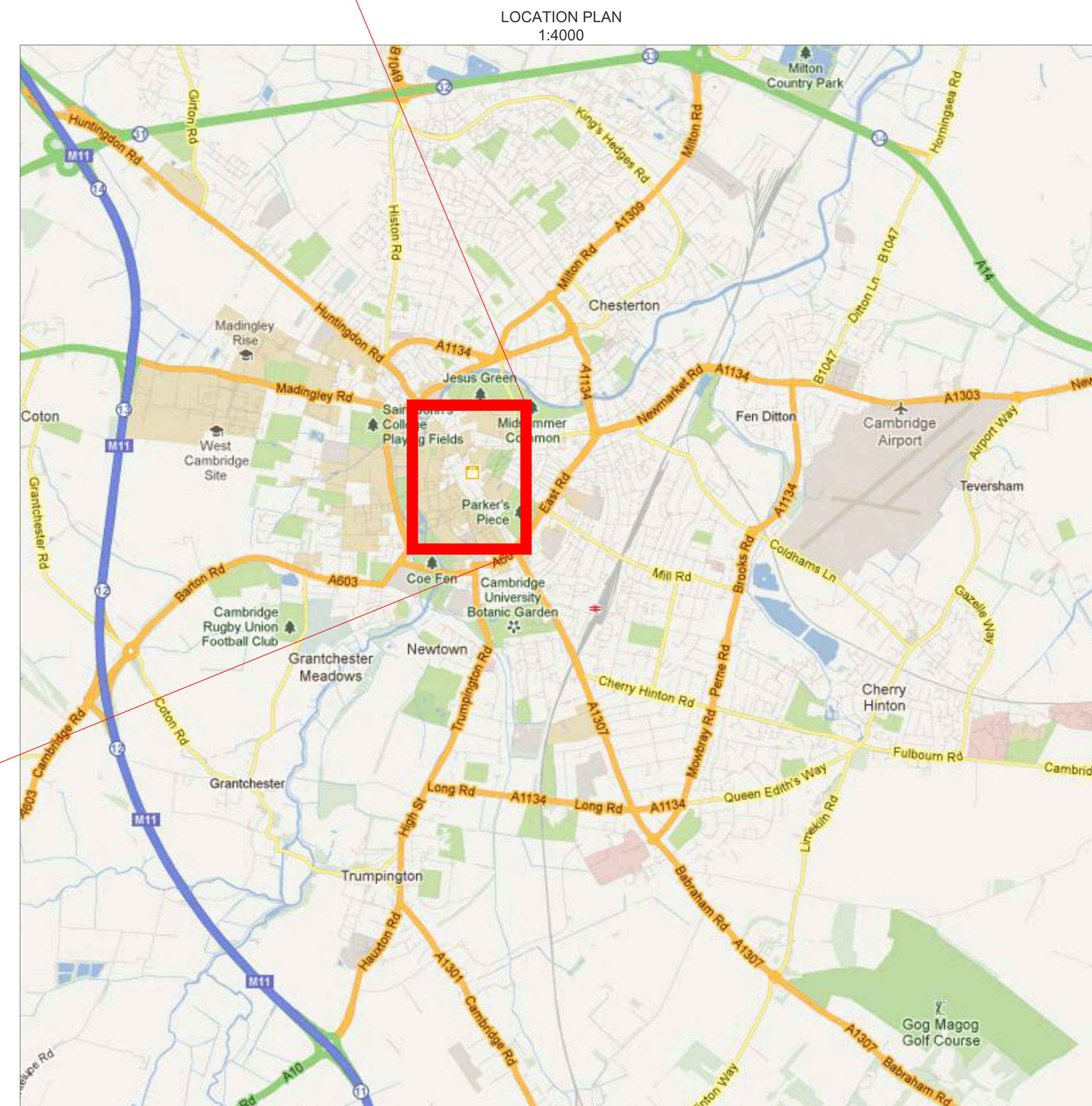
Appendix A: Location Plan

Drawing Number: 014-018/000/001
Location Plan and Scheme Extent



SCHEME EXTENT
Scale 1:500

CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT LOCATION PLAN



LOCATION PLAN
1:4000

Notes:

ON-STREET PARKING LOCATIONS

- Bena's Street
- Christ's Pieces
- Free School Lane
- Guildhall Street
- Jesus Lane
- King's Parade
- Lion Yard/Petty Cury
- Market Square
- Park Terrace
- Peas Hill
- Quayside
- Regent Terrace
- Sidney Street
- St John's Street
- Sussex Street
- Tennis Court Road
- Trinity Street
- Trumpington Street

The alphabets on the plan refer to the drawing numbers which show the proposed on-street cycle parking provisions:

- A = Drawing No. 014-018/000/002
- B = Drawing No. 014-018/000/003
- C = Drawing No. 014-018/000/005
- D = Drawing No. 014-018/000/006
- E = Drawing No. 014-018/000/007
- F = Drawing No. 014-018/000/008
- G = Drawing No. 014-018/000/009
- H = Drawing No. 014-018/000/010
- I = Drawing No. 014-018/000/011
- J = Drawing No. 014-018/000/012
- K = Drawing No. 014-018/000/013
- L = Drawing No. 014-018/000/014
- M & N = Drawing No. 014-018/000/004
- O & P = Drawing No. 014-018/000/015

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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 or making any shop drawings. Discrepancies to be brought to the contract administrator's / landscape architect's attention.

REV	AMENDMENTS	DATE

**ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY**

Simon Payne
Director of Environment
CAMBRIDGE CITY COUNCIL
PO BOX 700, Cambridge, CB1 0JH
Tel: (01223) - 457200 or 457201

Project
CAMBRIDGE CITY CENTRE
CYCLING PROJECT

Drawing
LOCATION PLAN AND SCHEME
EXTENT

Scale: VARIOUS @A0	Date: 23/01/2013
Drawn by: SH	Checked by: GR

Drawing No:
014-018/000/001

Appendix B: Proposed On-Street Locations

Drawing Number: 014-018/000/002

Market Square

Drawing Number: 014-018/000/003

Guildhall Street and Peas Hill

Drawing Number: 014-018/000/004

Kings Parade, Trumpington Street and Bene't Street

Drawing Number: 014-018/000/005

Park Terrace

Drawing Number: 014-018/000/006

Regent Terrace

Drawing Number: 014-018/000/007

Quayside

Drawing Number: 014-018/000/008

Jesus Lane

Drawing Number: 014-018/000/009

St John's Street and Trinity Street

Drawing Number: 014-018/000/010

Sidney Street and Sussex Street

Drawing Number: 014-018/000/011

Lion Yard, Petty Cury and Sidney Street

Drawing Number: 014-018/000/012

Christ's Pieces

Drawing Number: 014-018/000/013

Tennis Court Road


Drawing Number: 014-018/000/014

Free School Lane

Drawing Number: 014-018/000/015

Trumpington Street



Notes:
 Proposed cycle parking location

Market Square
 Proposed cycle stands at Market Sq. of 21 would provide a total capacity of 42 spaces

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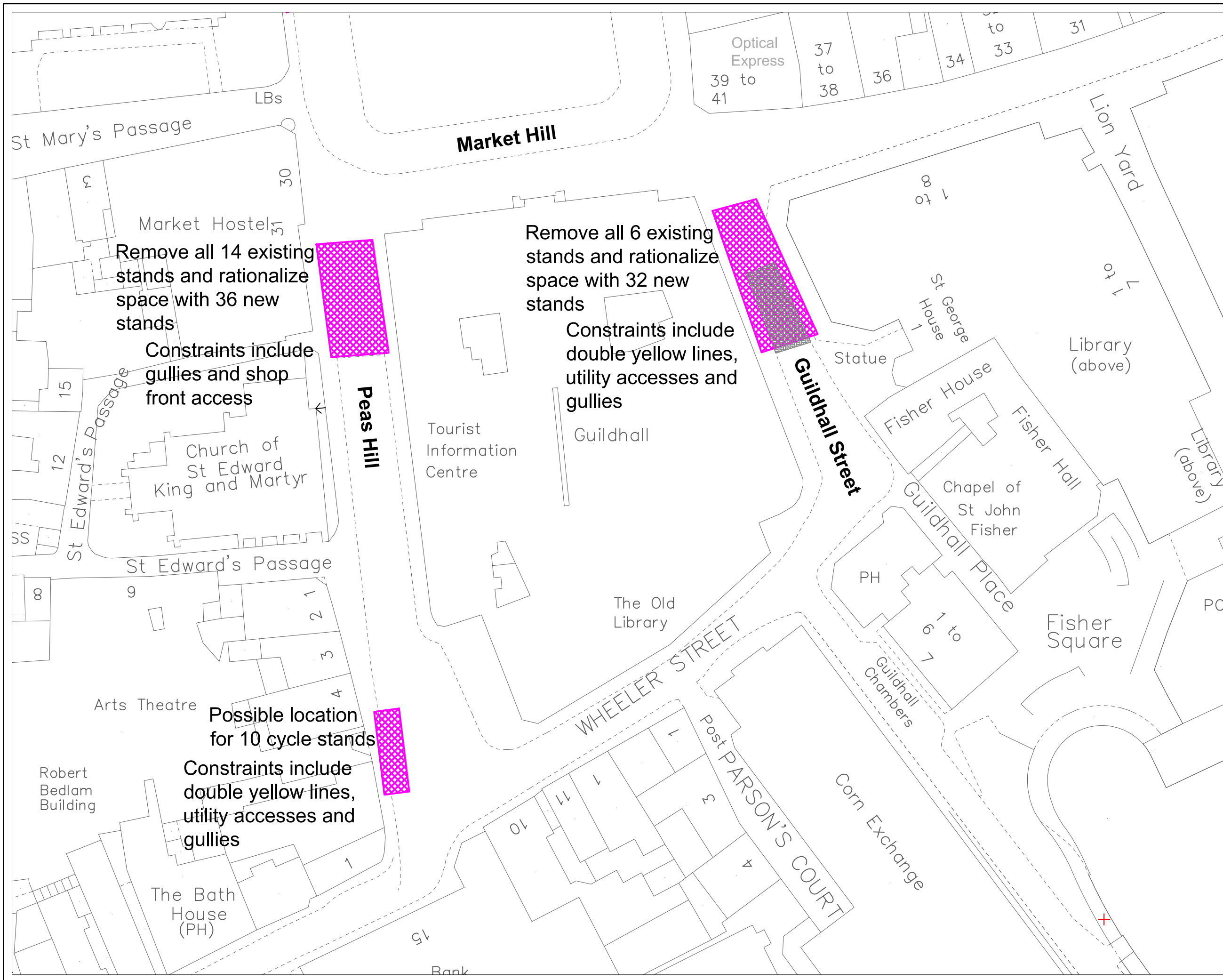
Project
 CAMBRIDGE CITY CENTRE CYCLE
 PARKING PROJECT



Drawing
 PROPOSED ON-STREET LOCATION
 MARKET SQUARE

SHEET 1 OF 14
 Scale: 1:500 @A3
 Date: 23/01/2013

Drawn by: SH
 Checked by: GR

Drawing No:
 014-018/000/002



Notes:
 Proposed cycle parking location
 New footway

Guildhall Street
 All six existing cycle stands at Guildhall St. to be removed and the area to be redesigned with 32 cycle stands. This would provide an additional 26 cycle stands, providing a total capacity of 52 spaces

Peas Hill
 All fourteen existing cycle stands at Peas Hill to be removed and the area to be redesigned with 36 cycle stands. This would provide an additional 22 cycle stands, providing a total capacity of 44 spaces

Proposed cycle stands on Peas Hill of 10 would provide a total capacity of 20 spaces

The above two locations at Peas Hill would generate a total capacity of 64 new cycle parking spaces

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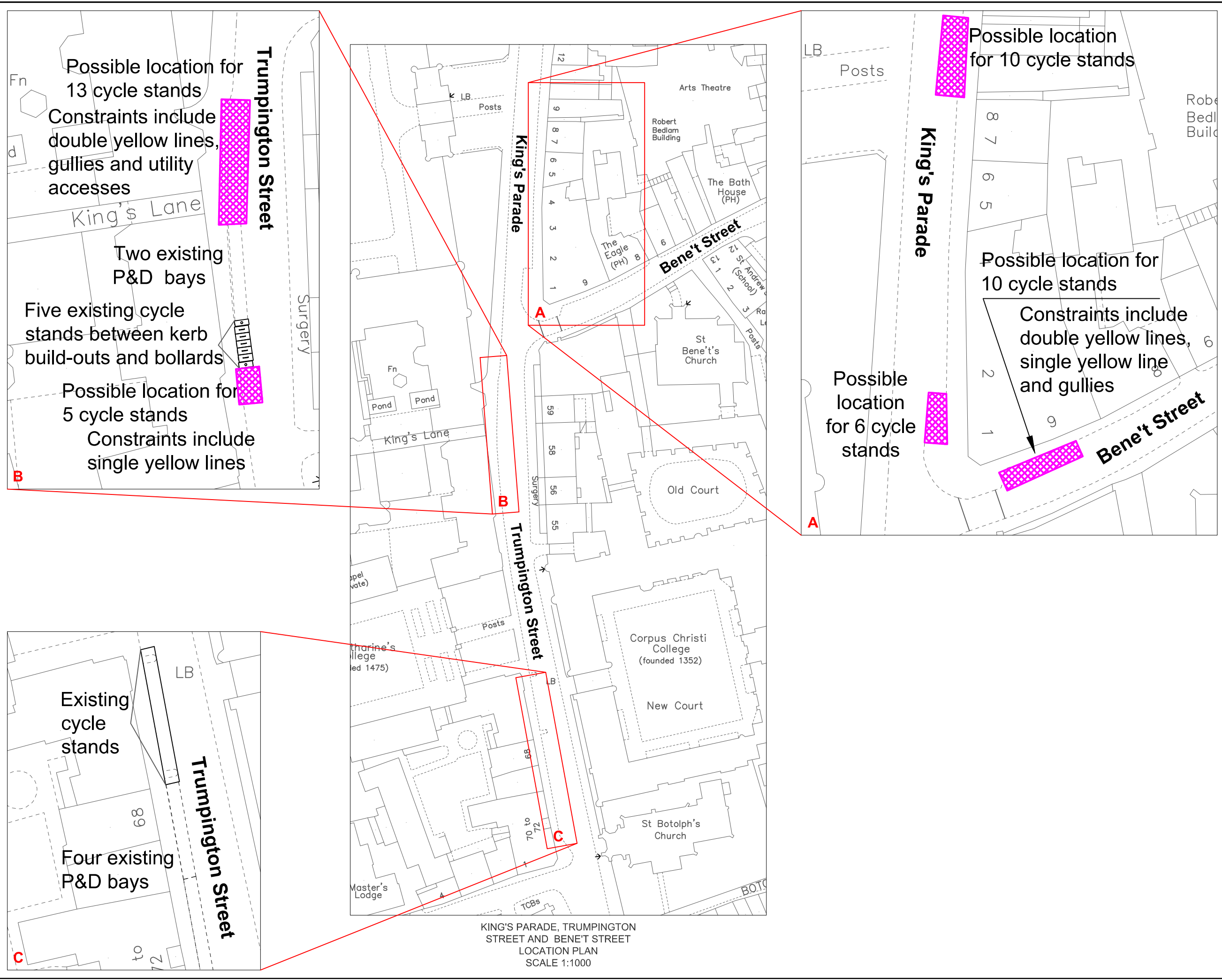
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Project
 CAMBRIDGE CITY CENTRE CYCLE
 PARKING PROJECT

Drawing
 PROPOSED ON-STREET LOCATION
 GUILDHALL STREET AND PEAS HILL

SHEET 2 OF 14
 Scale: 1:500 @A3
 Date: 23/01/2013
 Drawn by: SH
 Checked by: GR

Drawing No:
 014-018/000/003



Possible location for 13 cycle stands
 Constraints include double yellow lines, gullies and utility accesses

Trumpington Street

Two existing P&D bays

Five existing cycle stands between kerb build-outs and bollards

Possible location for 5 cycle stands
 Constraints include single yellow lines

B

Possible location for 10 cycle stands

King's Parade

Possible location for 10 cycle stands

Constraints include double yellow lines, single yellow line and gullies

Possible location for 6 cycle stands

A

Existing cycle stands

Trumpington Street

Four existing P&D bays

C

KING'S PARADE, TRUMPINGTON STREET AND BENE'T STREET
 LOCATION PLAN
 SCALE 1:1000

Notes:

Proposed cycle parking location

King's Parade
 Proposed cycle stands at King's Parade of 16 would provide a total capacity of 32 spaces [see insert A]

Trumpington Street
 Proposed cycle stands at Trumpington St. of 18 would provide a total capacity of 36 spaces

Two existing P&D parking bays [insert B] and two out of the existing four P&D parking bays [insert C] should be considered for removal, which could provide up to 28 cycle stands, providing a total capacity of 56

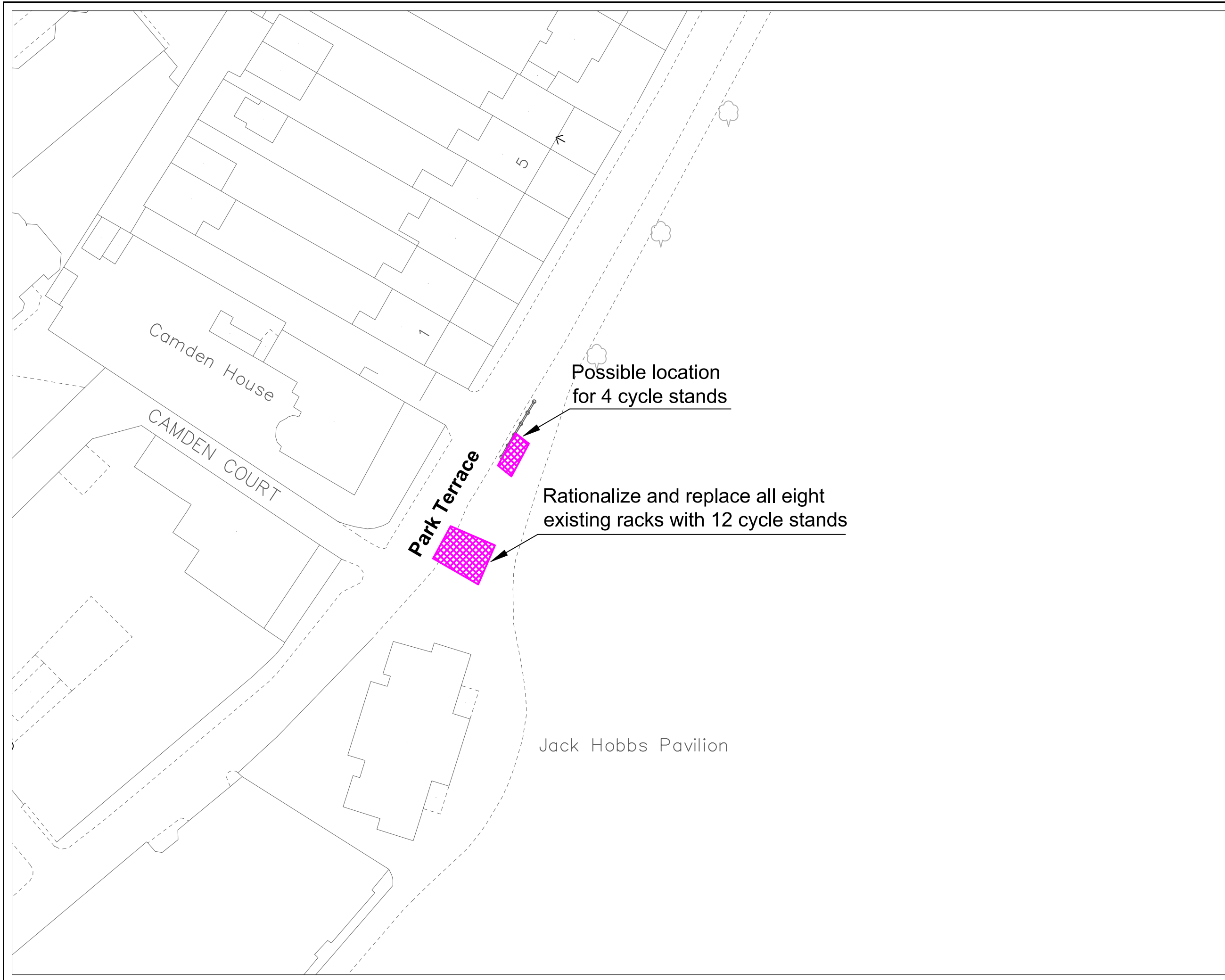
The above locations would generate a total capacity of 92 new cycle parking spaces

Bene't Street
 Proposed cycle stands at Bene't St. of 10 would provide a total capacity of 20 spaces [see insert A]


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Drawing PROPOSED ON-STREET LOCATION KING'S PARADE, TRUMPINGTON STREET AND BENE'T STREET		
SHEET 3 OF 14		
Scale: 1:500 @A3	Date: 23/01/2013	
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Notes:

 Proposed cycle parking location

Park Terrace
 There are eight existing cycle stands (six 'butterfly'-style and two 'double-loops') which between them can hold ten cycles. By replacing them with 12 Sheffield Stands, the capacity would increase to 14 cycle parking spaces


A further 4 cycle stands have been proposed which would provide for 8 cycle parking spaces

The above two locations would generate a total capacity of 22 new cycle parking spaces at Park Street

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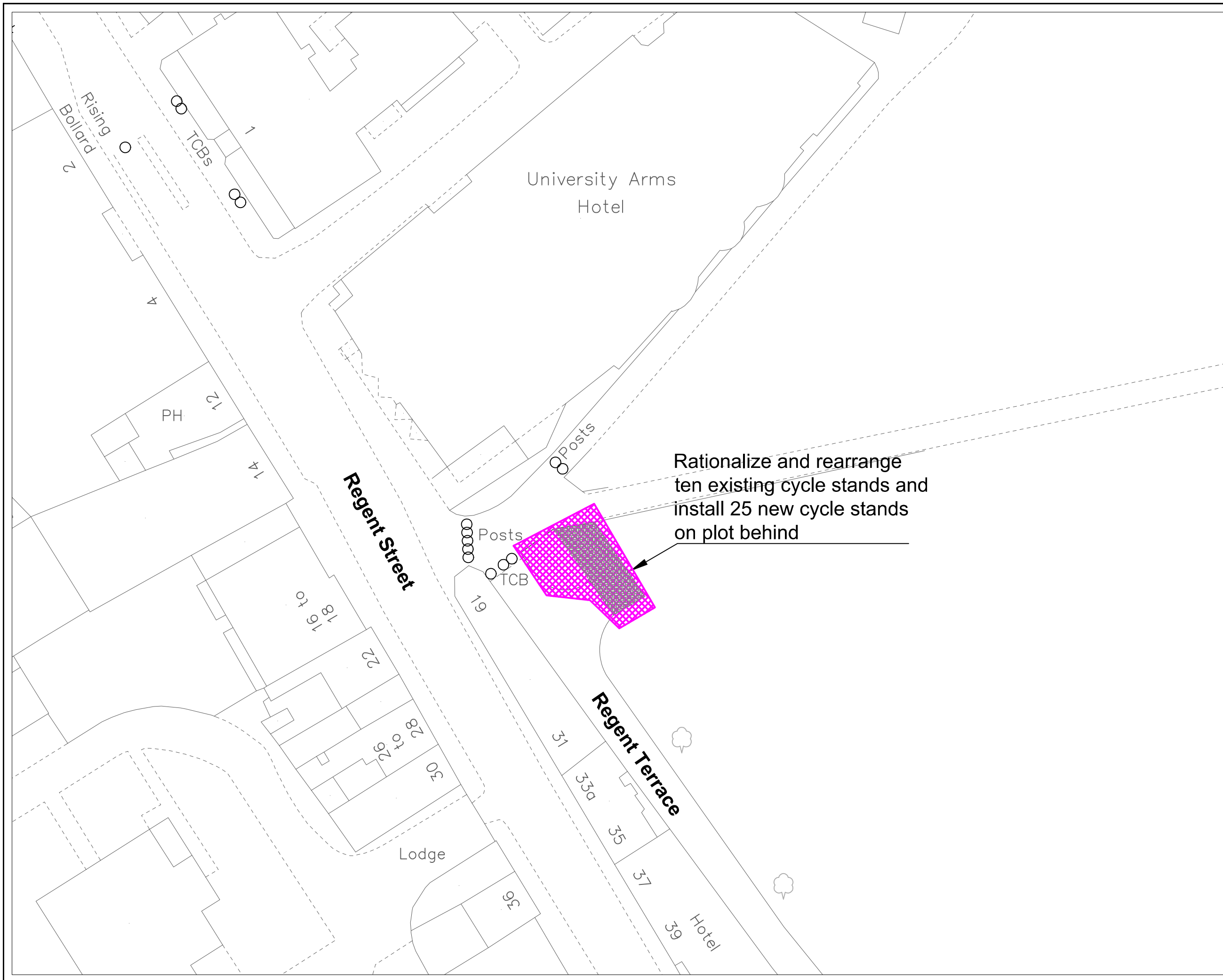
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 PARKING PROJECT

Drawing
 PROPOSED ON-STREET LOCATION
 PARK TERRACE


SHEET 4 OF 14

Scale: 1:500 @A3	Date: 23/01/2013
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Drawing No:
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Notes:

 Proposed cycle parking location

 New land for cycle stands

Regent Street

There are ten existing cycle stands at Regent Terrace, which will be rearranged to accommodate extra cycle stands.

A further 25 new cycle stands have been proposed on new plot of land behind the existing cycle stands, which would provide a total capacity of 50 spaces

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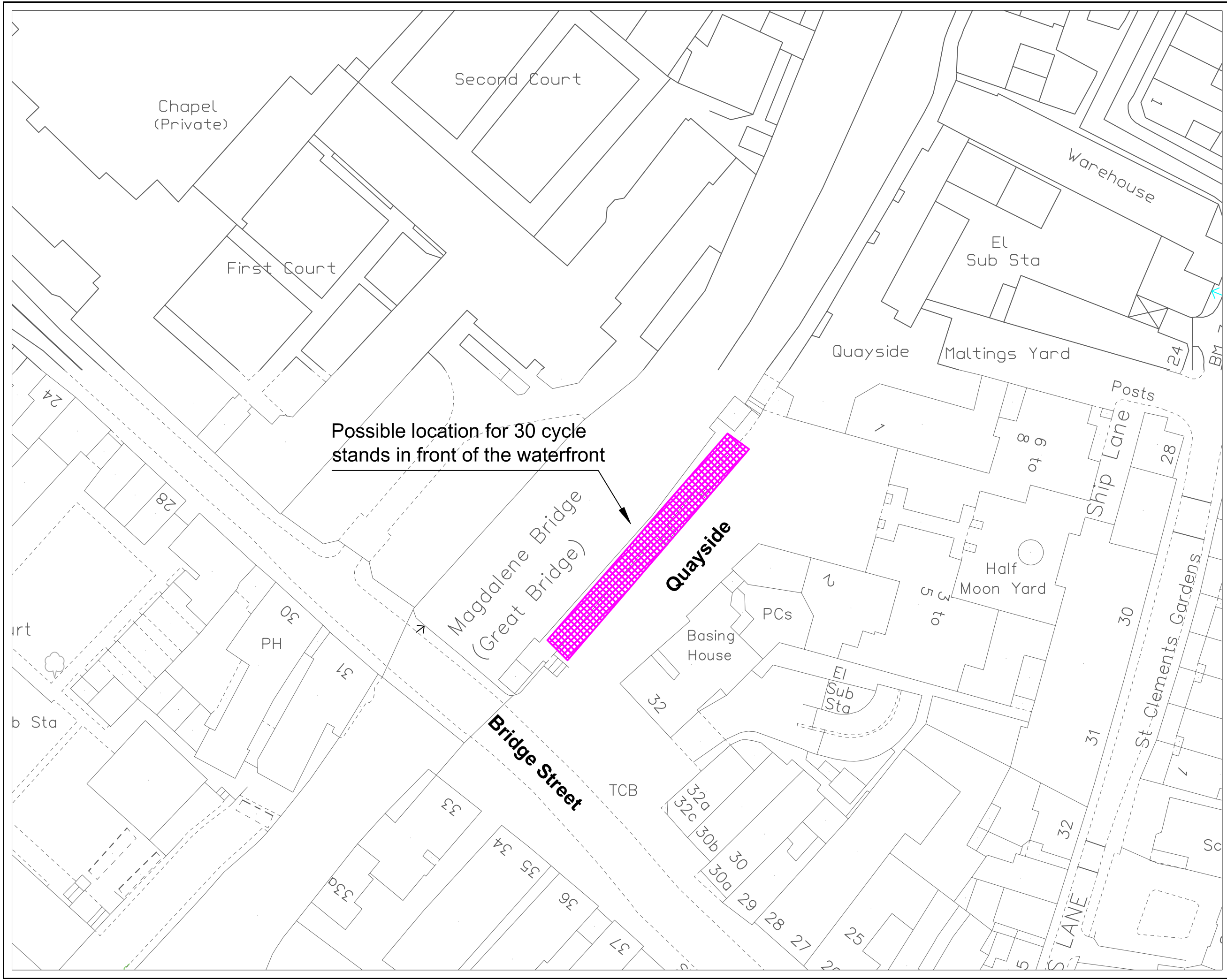
Drawing
PROPOSED ON-STREET LOCATION

REGENT TERRACE

SHEET 6 OF 14


Scale: 1:500 @A3	Date: 23/01/2013
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Drawing No:
014-018/000/006



Possible location for 30 cycle stands in front of the waterfront

Notes:


 Proposed cycle parking location

Quayside
Proposed cycle stands at Quayside of 30 would provide a total capacity of 60 spaces

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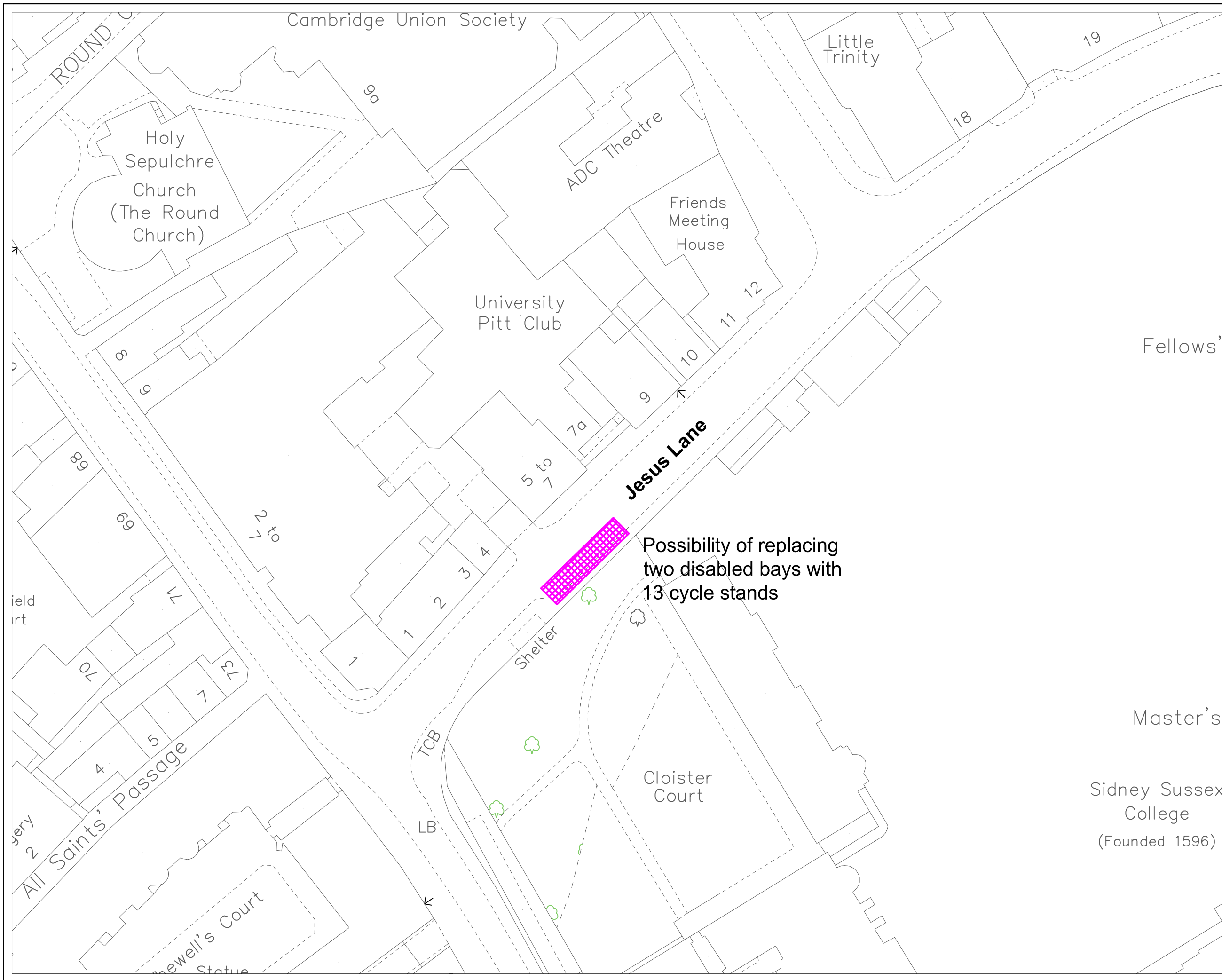
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CAMBRIDGE CITY CENTRE CYCLE
PARKING PROJECT


Drawing
PROPOSED ON-STREET LOCATION
QUAYSIDE

SHEET 6 OF 14

Scale: 1:500 @A3	Date: 30/01/2013
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Drawing No:
014-018/000/007



Notes:
 Proposed cycle parking location

Jesus Lane
 Proposed cycle stands at Jesus Lane of 13 would provide a total capacity of 26 spaces, however this would mean removing two existing disabled parking bays, each bay measuring 6.6m in length

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Project
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 PARKING PROJECT

Master's
 Sidney Sussex
 College
 (Founded 1596)

Drawing
 PROPOSED ON-STREET LOCATION
 JESUS LANE

SHEET 7 OF 14


Scale: 1:500 @A3	Date: 31/01/2013
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Drawing No:
 014-018/000/008



Notes:

 Proposed high-capacity racks

St John's Street
Proposed high capacity racks at St John's St. of 18 would provide a total capacity of 36 spaces

Trinity Street
There are five existing cycle stands (which provide ten cycle parking spaces). These five stands are to be replaced with 6 high capacity racks, which would provide 12 parking spaces, increasing the existing capacity by 2 spaces.

Proposed high capacity racks at Trinity St. of 6 would provide a total capacity of 12 spaces


The above two locations at Trinity St. would generate a total capacity of 14 new cycle parking spaces

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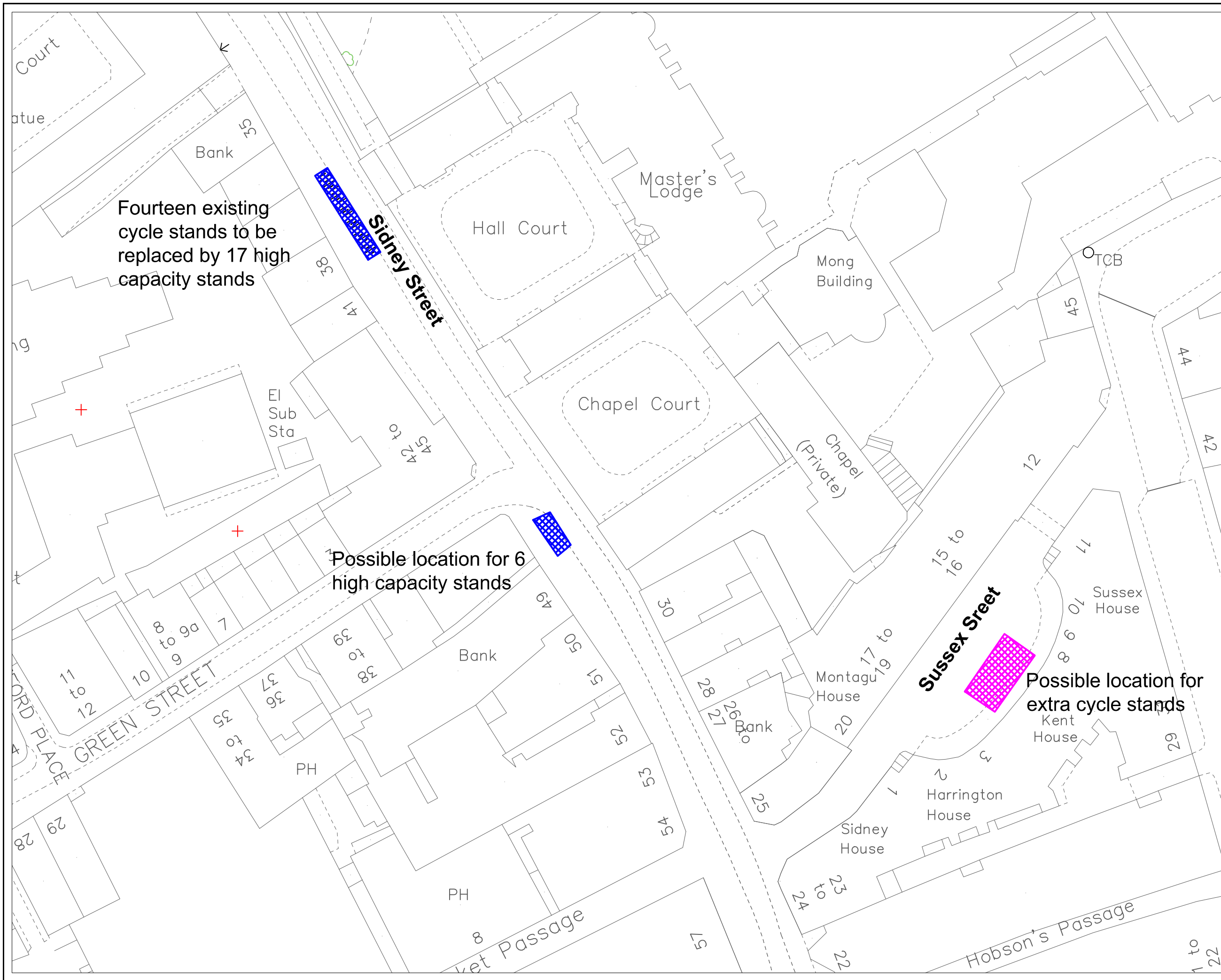
Project
CAMBRIDGE CITY CENTRE CYCLE
PARKING PROJECT

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



SHEET 8 OF 14

Scale: 1:500 @A3	Date: 31/01/2013
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Drawing No:
014-018/000/009



Notes:

-  Proposed cycle parking location
-  Proposed high-capacity racks

Sidney Street
 There are fourteen existing cycle stands (which provide twenty eight cycle parking spaces). These fourteen stands are to be replaced with 17 high capacity racks, which would provide 34 parking spaces, increasing the existing capacity by 6 spaces.

Proposed high capacity racks at Sidney St. of 6 would provide a total capacity of 12 spaces

The above two locations at Sidney St. would generate a total capacity of 18 new cycle parking spaces


Sussex Street
 Proposed cycle stands at Sussex St. of 7 would provide a total capacity of 14 spaces

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 PARKING PROJECT

Drawing
 PROPOSED ON-STREET LOCATION
 SIDNEY STREET AND SUSSEX STREET



SHEET 9 OF 14

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Drawing No:
 014-018/000/010



Notes:

-  Proposed cycle parking location
-  Proposed high-capacity racks

Sidney Street
Proposed high capacity racks at Sidney St. of 15 would provide a total capacity of 30 spaces

Lion Yard
Proposed cycle stands at Lion Yard of 3 would provide a total capacity of 5 spaces as one stand would be single-sided due to space

There are twelve existing cycle stands (which provide twenty four cycle parking spaces). These twelve stands are to be replaced with 14 high capacity racks, which would provide 28 parking spaces, increasing the existing capacity by 4 spaces. Two extra high capacity racks are proposed next to these, which would increase total capacity 8 spaces


The above locations at Lion Yard would generate a total capacity of 13 new cycle parking spaces

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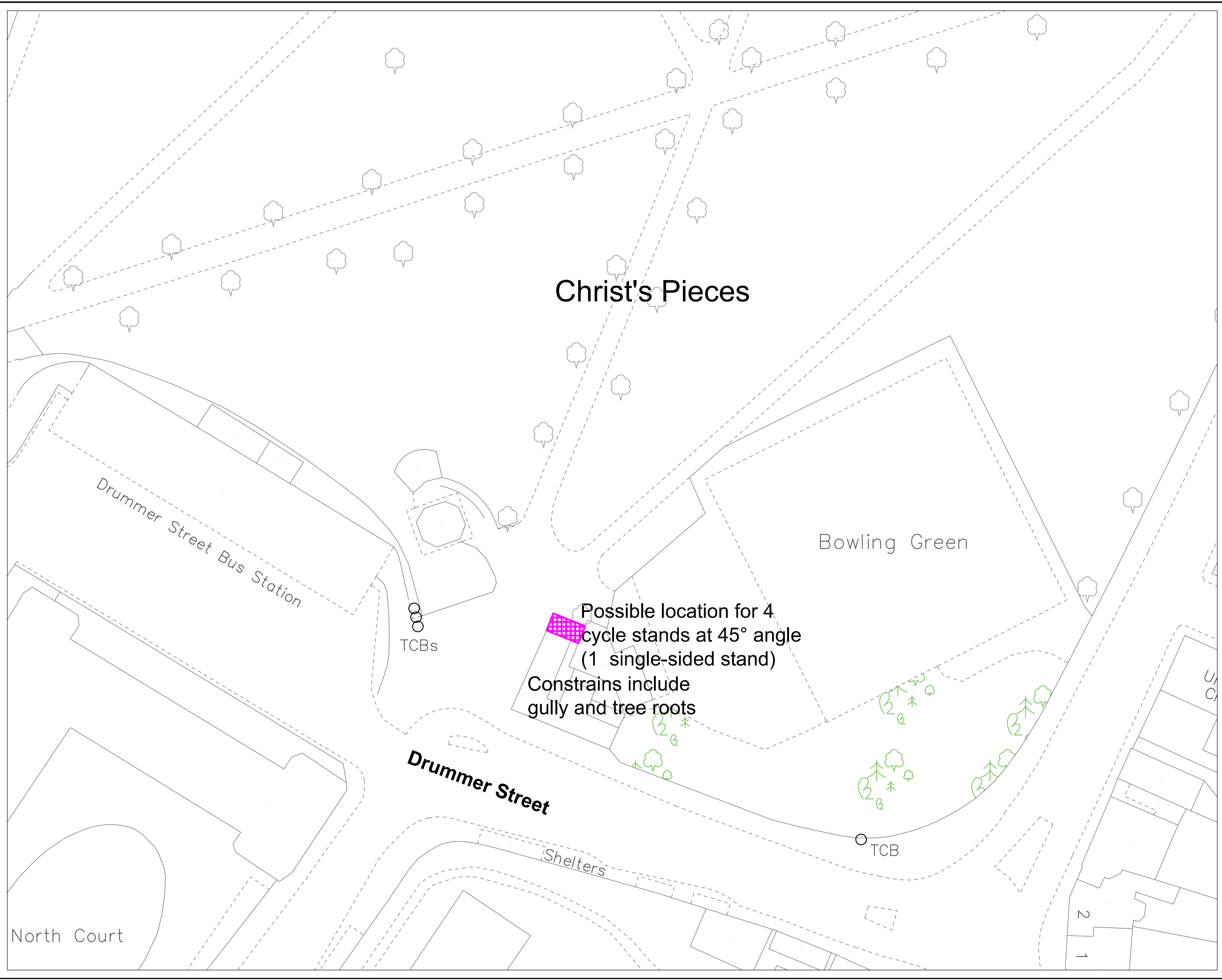
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Drawing
PROPOSED ON-STREET LOCATION
LION YARD, PETTY CURY AND SIDNEY STREET

SHEET 10 OF 14


Scale: 1:500 @A3	Date: 31/01/2013
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Christ's Pieces

Possible location for 4
cycle stands at 45° angle
(1 single-sided stand)
Constrains include
gully and tree roots

Notes:
 Proposed cycle parking location


Christ's Pieces
 Proposed cycle stands along the walls of existing public toilets at Drummer St. of 4 would provide a total capacity of 7 spaces as one stand would be single-sided due to restriction in space

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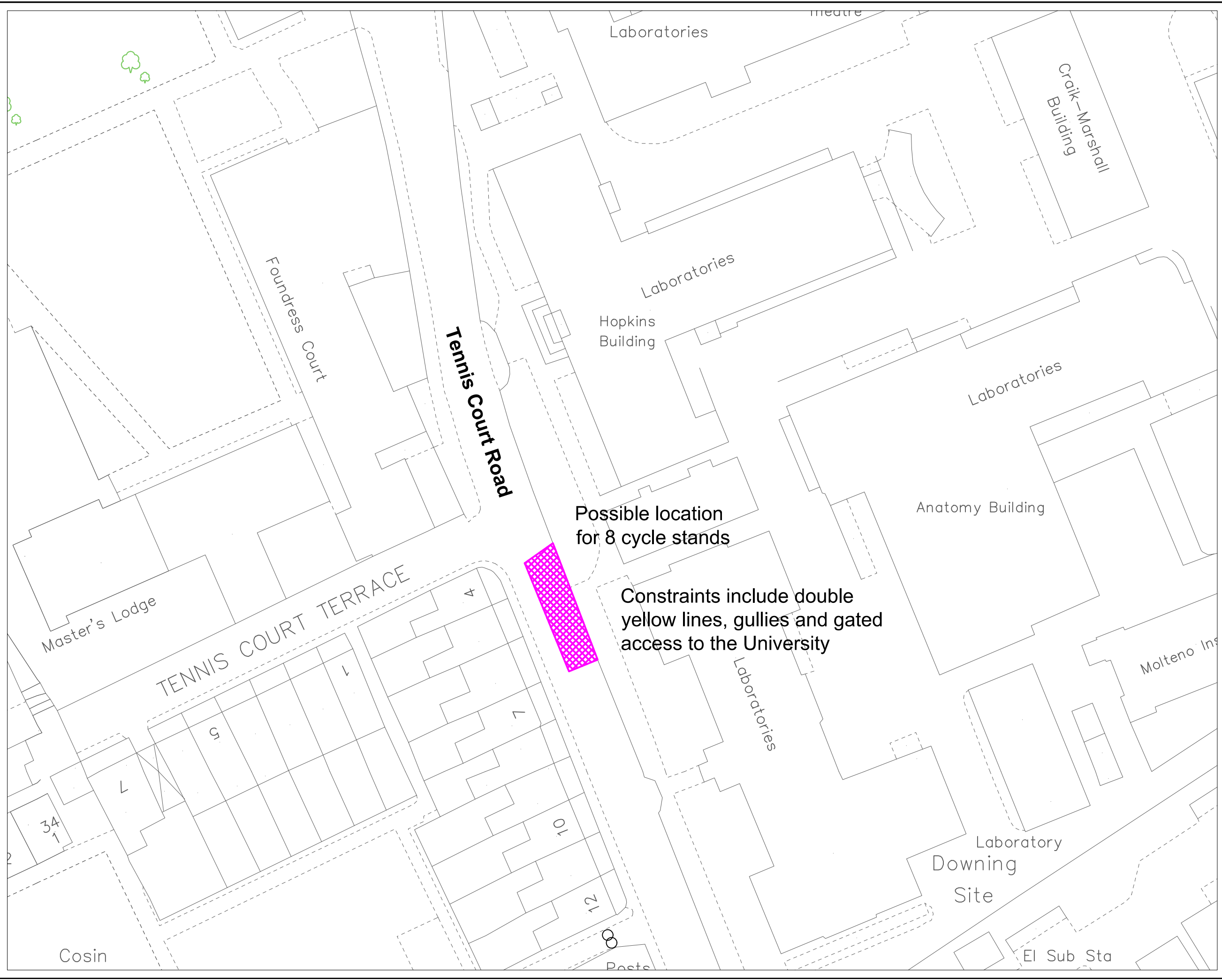
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 PARKING PROJECT


Drawing
 PROPOSED ON-STREET LOCATION
 CHRIST'S PIECES

SHEET 11 OF 14

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Notes:
 Proposed cycle parking location

Tennis Court Road
 Proposed cycle stands at Tennis Court Rd of 8 would provide a total capacity of 16 spaces

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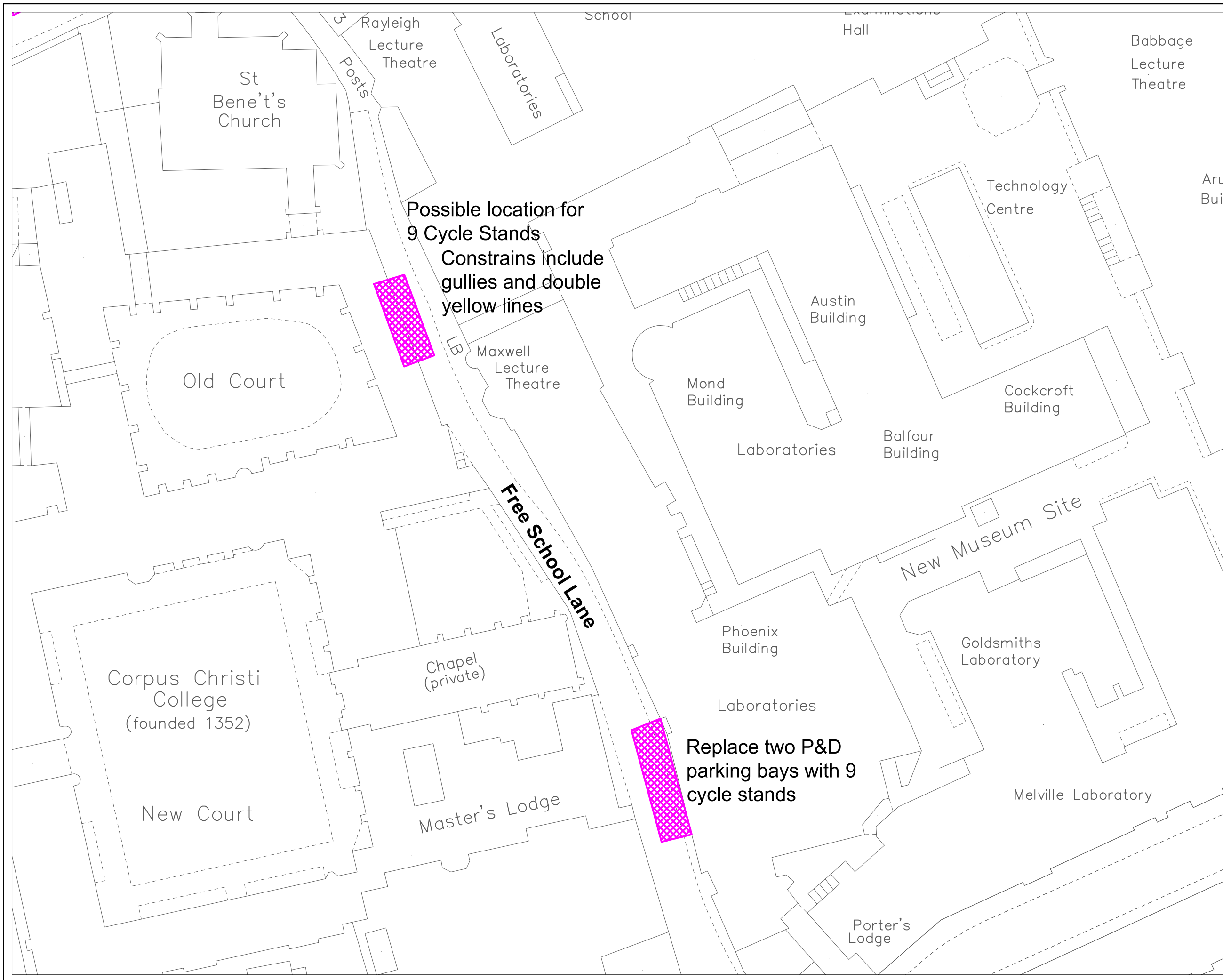
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Drawing
 PROPOSED ON-STREET LOCATION
 TENNIS COURT ROAD

SHEET 12 OF 14

Scale: 1:500 @A3	Date: 31/01/2013
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Drawing No:
 014-018/000/013



Notes:
 Proposed cycle parking location

Free School Lane
 Two existing P&D parking bays should be considered for removal, which could provide up to 9 cycle stands, providing a total capacity of 18 spaces

A further 9 cycle stands, providing a total capacity of 18 spaces, could be installed next to existing cycle stands and motorcycle bays near St Bene't's Church

The above two locations at Free School Ln would generate a total capacity of 36 new cycle parking spaces

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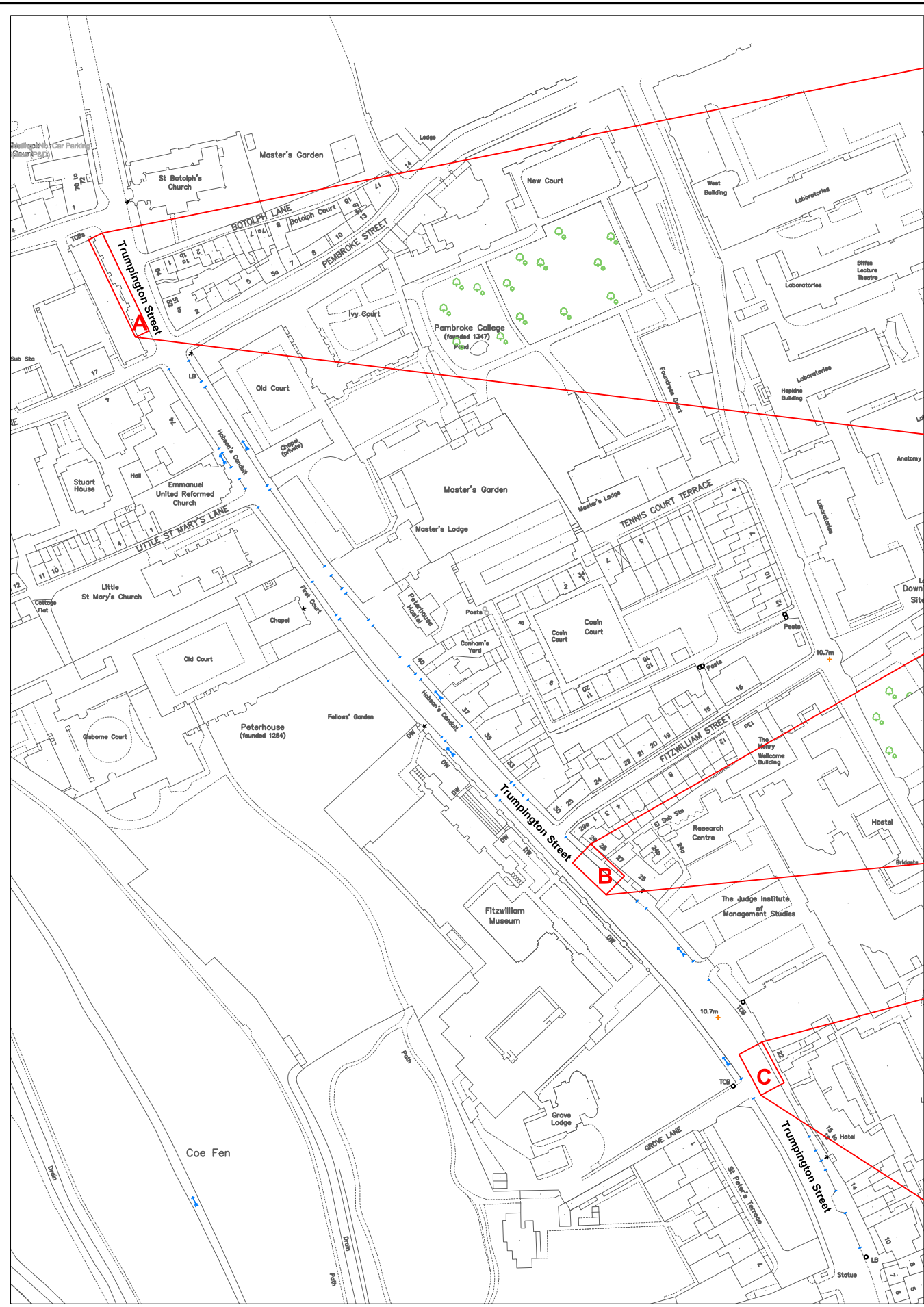
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 PARKING PROJECT

Drawing
 PROPOSED ON-STREET LOCATION
 FREE SCHOOL LANE

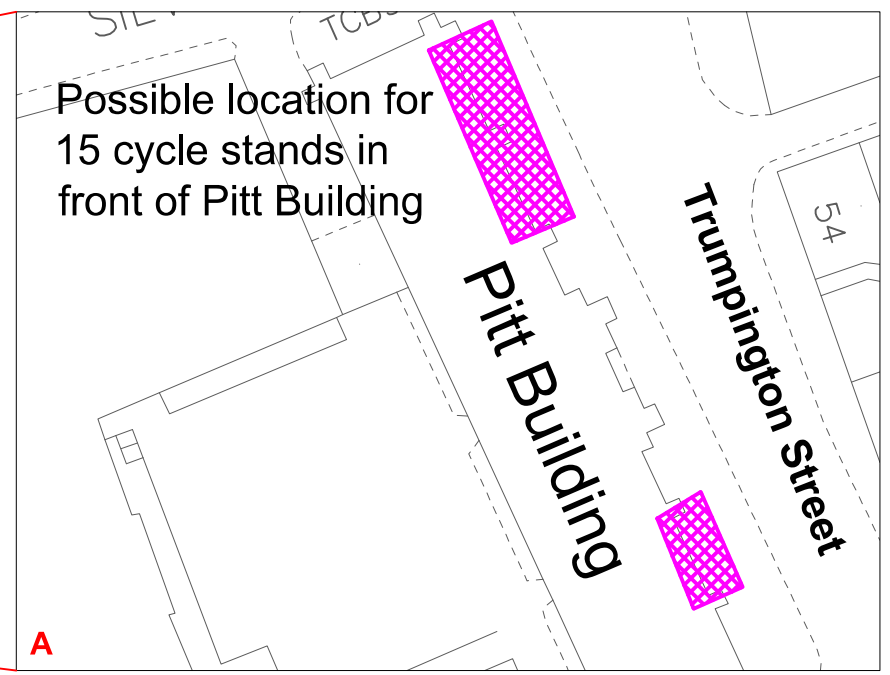
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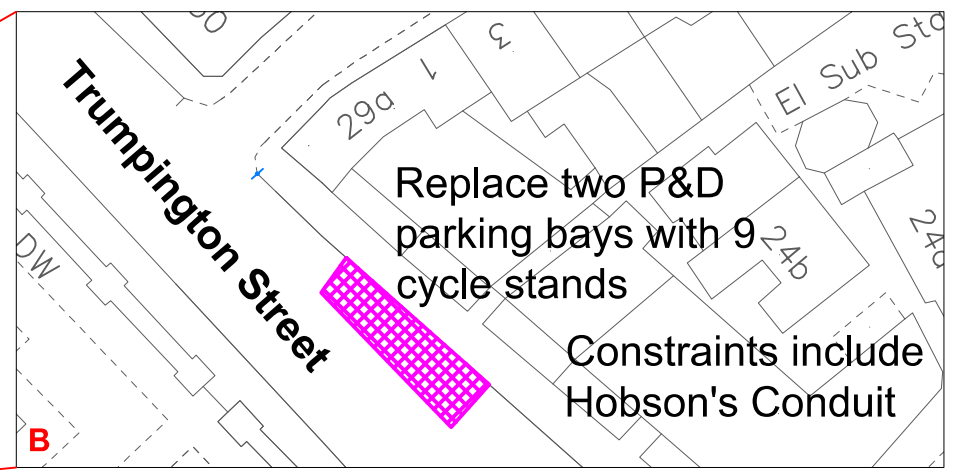


TRUMPINGTON STREET LOCATION PLAN
SCALE 1:2000



Possible location for
15 cycle stands in
front of Pitt Building

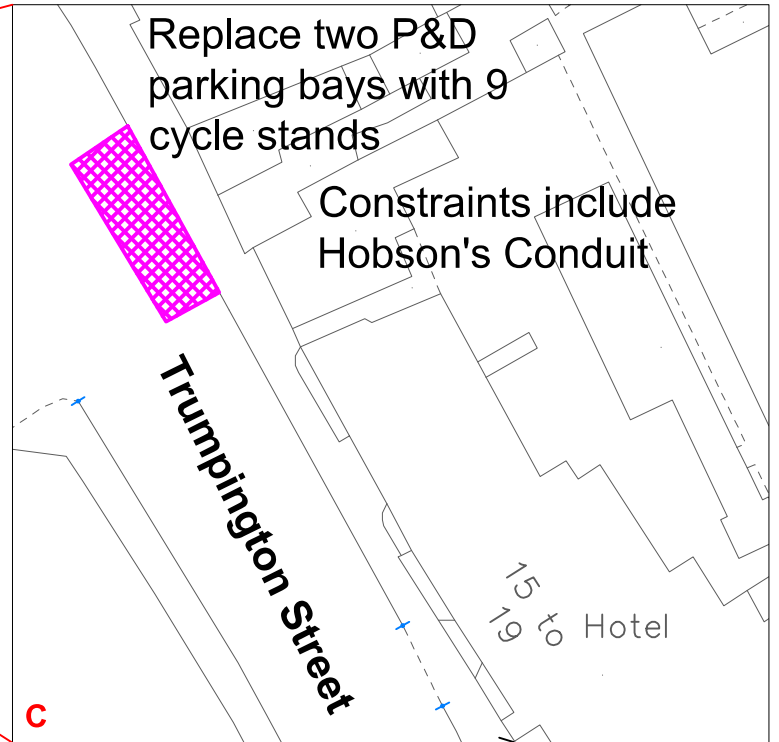
A



Replace two P&D
parking bays with 9
cycle stands

Constraints include
Hobson's Conduit


B



Replace two P&D
parking bays with 9
cycle stands

Constraints include
Hobson's Conduit

C

Notes:
 Proposed cycle parking location

Trumpington Street
 Proposed cycle stands at Trumpington St of 15 would provide a total capacity of 30 spaces [see insert A]


Removing two existing P&D parking bays would provide 9 cycle stands, which could provide a total capacity of 18 [see insert B]

Removing two existing P&D parking bays would provide 9 cycle stands, which could provide a total capacity of 18 [see insert C]

The above three locations at Trumpington St. would generate a total capacity of 66 new cycle parking spaces

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Drawing PROPOSED ON-STREET LOCATION TRUMPINGTON STREET		
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