



Mr John Richards
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Dear Mr Richards

King's Parade Closure - Proposed Design

Thank you for providing my colleagues in Estate Management with the Bidwell's presentation which sets out your design proposals for the barrier on King's Parade. I have collated the University's feedback as well as some of our concerns regarding the surrounding streetscape for your consideration. I have summarised these below.

I must reiterate that the University is still supportive of the scheme objectives to remove the risk of a terror attack with vehicles travelling at high speed in a popular part of central Cambridge where there are large numbers of pedestrians and cyclists. However, we do have significant concerns over the proposed temporary measures for the following reasons:-

Impact on cycle access and permeability

- The need for change to create a pedestrian focussed environment is described in the briefing pack. The proposed 'temporary vehicle security barrier' would become a barrier for cycle and pedestrian movements as well as vehicles.
- We do not agree that King's Parade should become a pedestrian focussed environment through which cycle movements are discouraged or prevented. King's Parade is an important part of a network of cycle routes through the city centre which facilitates access to and between Colleges, University teaching and research facilities, museums as well as the administrative hubs at The Old Schools and the Student Services Centre on the New Museums Site. The University actively promotes cycling for sustainable travel and the removal of King's Parade from the network would make life much harder for staff and students 'going about their daily business'.

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- King's Parade is part of Route 12 of the National Cycle Network. Has consultation taken place with Sustrans or with local cycling groups?

Highway Safety

- Taxis and other vehicles will still drive up to the barrier to 'drop off' passengers. There are no proposals in the briefing pack to create a turning head, and we are concerned about highway safety with cars turning in the street and/or reversing into Bene't Street. We suggest the position of any structure, temporary or permanent, be reviewed to avoid the repeat creation of a 'drop off' space, similar to how the informal turning head adjacent to Great St Mary's is currently used.
- Greater consideration should be given to vehicle movements at this point and the surrounding streets.
- The removal of vehicular traffic is likely to result in greater volumes of pedestrian migration across the entire width of the King's Parade causing greater conflict with cyclist in this area which needs to be given further consideration in the current design proposals.
- We are also concerned about the variation of the surface level at the point where cyclist will pass when the gate is closed. Currently the proposal shows a kerb lip and drainage channel at 0.9m from the barrier which will cause a significant risk to cyclists.

Conservation and Design

- Installation of the proposed temporary vehicle security barrier would result in significant harm to the character and appearance of the conservation area and in particular the setting of listed buildings in this vicinity - many of which are Grade 1 listed. We do not believe that this is justified, even for a temporary period, and that a design-led solution is required for both a temporary and a permanent scheme. The City Council should apply its adopted planning policy and guidance robustly for its own schemes.
- We would recommend that a number of street furniture items within this area are removed to clean up the space and make it safer for pedestrians and cyclist to co-exist.
- The proposed barrier in front of Great St Mary's could be replaced with another stone seat, thereby creating better quality space for people to congregate.

We would welcome a meeting with Council Officers to discuss our concerns and to work in partnership to develop a more acceptable scheme which enhances the quality of the public realm in this highly visited area.

Yours sincerely



Graham Matthews