

Dear Planning Inspector,

The Federation of Cambridge Residents Associations (FeCRA) represents over 100 community groups, including environmental and heritage groups. Our members are supportive of the need for well designed cycling infrastructure and of the principle of the Chisholm Trail which aims to encourage a modal shift towards public transport and walking and cycling. The FeCRA Design Guide (attached) was submitted to the Greater Cambridge City Deal Partnership in March 2017 as comments on the 'Design Guide for Transport Infrastructure' which was intended to inform all City Deal projects. The Chisholm Trail is a City Deal funded scheme and it is therefore very disappointing that a revised Design Guide for Transport Infrastructure as requested by Board Members has not been approved in time to inform the design.

Our comments on the Section 38 planning application to widen pathways on Coldhams Common reflect the view of the FeCRA Guide that there cannot be a one size fit all approach to cycleways and that we shouldn't start out with 'minimum' widths. There is a need for context and flexibility: right size, right place, right design.

With regard to the cycling/walking network on Coldhams Common the inclusion of passing places has been suggested by members as an approach that might work in this environmentally sensitive location. This is important because a blanket application to widen paths for cycleways to at least 3.m, effectively a road, inevitably has an adverse impact on the unique rural character of Coldham's Common. It also sets a precedent for other precious and iconic Cambridge green spaces such as Grantchester Meadows and for the proposed Greenway projects which aim to link rural green spaces with city commons.

Choosing not just the right widths but the right surface is important. Asked to describe what makes Cambridge special and a good place to work in FeCRA members refer of course to the beautiful architecture of the historic centre but they talk just as much about the green spaces they experience on a daily basis: the city's meadows, fields and river and its pattern of open spaces, big and small. These open spaces are vital to people's wellbeing and in Cambridge, as Chris Smith, the former Head of the Environment Agency, the Master of Pembroke College, writing to FeCRA about what makes the city special says 'almost uniquely, the urban and the rural mix and abut, and this is what gives the city much of its character'. The spec chosen for the cycleway surface on Coldham's Common should be like that of a rural cycleway route, one that may cut across meadow or farm land rather than the spec of a grey tarmac road intended for a car so that the unique rural character of

Cambridge's green spaces is maintained.

The design and layout of the network should respect the character of the Common and be informed by professional landscaping design and ecological expertise. As an example of the standard that we believe the work on the Common should be aiming for, we include a link to the article by the well-known landscape architect Tom Turner on cycling infrastructure.

<https://www.landscapeinstitute.org/blog/cycling-infrastructure/>

Yours sincerely,

Wendy Blythe, Chair of FeCRA

Jean Glasberg, FeCRA Cycling Officer

Wendy Blythe  
Chair, FeCRA