

24/00525/FPM

Bond International Cartwright Road Stevenage Herts SG1 4QJ

Demolition of existing buildings and structures and construction of a new building for Use Classes E(g)(iii), B2 and B8 (flexible), including hard and soft landscaping, parking, access, servicing and associated works.

Cycling UK Stevenage Comment

The Transport Statement submitted with this application includes in para 3.22 “The Site also benefits from existing footways on Wedgwood Way and Cartwright Road. These footways provide pedestrians and cyclists direct access to the surrounding area and are routes that are entirely separate from vehicular traffic.” This is incorrect - the footways referred to are pedestrian only paths where cycling is not permitted. A cyclist must leave the traffic-free environment of the main cycleway network at the junction with Martins Way and use the road carriageway on Wedgwood Way then turn right into the cycle access entrance – this is a barrier for people cycling and thus be against SP6 f.

Traffic free links to existing cycleway infrastructure on Martins Way to the South, Great Ashby bridleway to the North and Great Ashby Way to the East are essential if this development is to go ahead. In line with SBC Local Plan IT5 these links must be from the existing traffic free network to the entrance adjacent to the staff and visitor cycle parking provided.

Proper links to the cycleway network should be constructed before any building work on the site commences. This should include crossing points across Wedgwood Way and Cartwright Road which are in line with LTN 1/20 guidance.

The SBC Local Plan SP6 states the intent to “create the conditions for a significant increase in passenger transport, walking and cycling”. Traffic on Wedgwood Way already includes buses, car transporters and articulated lorries going to and from industrial units including the Allied Bakery on Cartwright Road.

Transport Statement para 4.10 states “Due to the size of the Site it is more likely to attract B8 occupiers.” Use for B8 Storage and Distribution will add to the traffic volume on Wedgwood Way and include the introduction of more large vehicles that are a particular hazard to cyclists and will affect people cycling to other destinations using Wedgwood Way.

There is currently no cycle path from the residential properties on Giles Crescent opposite the development site. Cyclists of all ages and levels of experience leaving Giles Crescent must turn right onto the road carriageway on Wedgwood Way and then negotiate the pedestrian crossing at the Martins Way junction to join the cycleway network.

The Design and Access Statement para 3.8 notes, with reference to pedestrian and cycleway networks, “There is opportunities to improve these networks to create more direct access into the site.” In line with SP6, the developer should be required to make financial contributions to the creation of a cycle link on the opposite side of the road between Giles Crescent and the cycleway network - including provision for crossing Wedgwood Way at the Martins Way junction - built in accordance LTN 1/20 guidance.

B8 use will also increase large vehicle movements along Gresley Way so a contribution towards the provision of a final 650m link of cycleway from Fairlands Way to Martins Way should also be a requirement if this development is to go ahead.

The secure cycle parking for staff should include facilities for non-standard bikes and electric charging points. The provision of only 2 visitor cycle parking spaces is not in line with SPD guidance - the developer should be expected to adhere to this guidance with no exception.

Additionally, a docking station for the Stevenage cycle hire scheme should be installed nearby.