

Comments for Planning Application 22/00923/FPM

Commenter Type: Organisation

Stance: Customer made comments neither objecting to or supporting the Planning Application

Comment Reasons:

Comment:On Behalf of Cycling UK Stevenage

In Statement 4.2.6 of the Transport Statement there is a statement that: "the site is currently linked by the cycleway system to many of the surrounding residential areas, including Broadwater..." Although this may appear to be the case, there is no direct access to the site from the South of Stevenage as there is no cycle infrastructure along St Georges Way on either side of the road. St Georges Way is a very busy dual carriageway. The cycle access onto St Georges Way at the southern end is very close to the roundabout junction with Six Hills Way and at a very acute angle making it difficult for cyclists to join the road. At the Northern end of St Georges Way is a two-lane roundabout. The cycleway access to the site from the cycleway alongside Monkswood Way would involve travelling alongside Six Hills Way past Lytton Way, turning alongside the railway towards the northern end of the town before turning right alongside Fairlands Way before being able to access the site, in effect circumnavigating the whole of the Town Centre rather than a direct approach, this route applies to many residents in the East and Southern areas of Stevenage. The plan needs to incorporate a safe route parallel to St Georges Way that links directly to the site.

In the Workplace Travel Plan

3.12 A new crossing point is proposed to the south-east corner of the site across St Georges Way, linking the site to the existing Leisure Centre.

A crossing here would not currently link onto any cycle infrastructure, leaving cyclists to have to join traffic on the busy St Georges Way dual carriageway. There need to be some definite plans for the extension of this crossing onto the cycleway system both to the East and the South as part of the proposal.

The developers make the assumption in the Transport Statement 4.2.5 that: "It is worth noting that this area is currently being re-developed, therefore the cycle routes will improve"

This statement is unfortunately not necessarily true as witnessed by the recent TRO proposed by Stevenage Borough Council looking at removing cycling access from Danesgate. Additionally, the new site on the old Marshgate car park has cycle parking but no safe way for cyclists to get to and from the site on their cycles.

Stevenage Borough Council and the developers need to give specific improvements that will occur and the dates by which they will be in place.

Cycle Parking

The only cycle parking provision for the public appears to be Sheffield Stands that are open to the elements. A secure cycle parking area where cyclists could leave their cycle as well as the contents of any bags securely and weatherproof would be a welcome addition to this plan.

Conclusion

Both the developers and Stevenage Borough Council should produce a detailed plan of existing and proposed cycling routes to and from the site that also enhance access to the cycle parking in the Indoor Market, the development on the old Marshgate car park and along St Georges Way. There need to be safe and direct routes from all areas of Stevenage. Without this the Workplace Travel Plan and Transport Statement do not fulfil their purpose. There should also be consideration given to the provision of secure indoor parking facilities for all visitors to the site.