



To: Executive Councillor for Planning and
Climate Change – Cllr Tim Ward
Report by: Simon Payne – Director of Environment
Relevant scrutiny
committee: Environment 12/03/2013
Scrutiny
Committee
Wards affected: Castle Ward; Market Ward; Newnham Ward

Cambridge City Centre Cycle Parking Project Key Decision

1. Executive summary

This report seeks to agree the project proposal, programme and scope for the Cambridge City Centre Cycle Parking Project.

It further seeks approval to commence consultation on the on-street cycle parking proposals included within a Preliminary Design Report.

2. Recommendations

The Executive Councillor is recommended:

2.1 To approve initiation of the project, the scope and the programme in accordance with the project documentation referenced in this report, with implementation subject to further scrutiny through approval of project appraisals.

Specific approval is sought for the project, which includes the following:

- Project Proposal Report (**Appendix A**)
- Project Programme (**Appendix B**)

2.2 To approve commencement of the design and consultation of the on-street parking proposals detailed in the Preliminary Design Report (**Appendix C**).

3. Background

- 3.1 A capital bid of £500,000 for this project was approved at Council in October 2012, which proposes to provide up to 1,000 additional cycle parking spaces in the heart of the city centre.
- 3.2 The city centre has ever growing pressures over its use, which is set to increase as the city expands, particularly around its fringes due to the significant growth agenda.
- 3.3 The City Council's vision of a city where getting around is primarily by public transport, bike and on foot is a key driver for this project.
- 3.4 The demand for secure cycle parking in the city centre is clear for all to see and this project aims to significantly increase capacity in the heart of the city centre where the demand is at it highest.
- 3.5 With that in mind, the project has two key aims, the first being to provide localised on-street cycle parking throughout the city centre where space allows and the demand for cycle parking is high.
- 3.6 Table 1.0 overleaf shows the potential locations that have currently been identified for additional on-street cycle parking provision and includes the number of additional spaces that could be created.
- 3.7 Some of these proposals involve a reduction in on-street metered parking bays, disabled parking and green space.
- 3.8 These factors will need to be investigated in more detail prior to public consultation, particularly with Cambridgeshire County Council, which is responsible for on-street parking.
- 3.9 Estimated cost of Table 1.0 is within the £500,000 budget.

ON-STREET LOCATION	ESTIMATED NUMBER OF NEW CYCLE STANDS	TOTAL ADDITIONAL CYCLE PARKING SPACES
Bene't Street	10	20
Christ's Pieces	34	67*
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

* 1 single-sided stand due to restrictive space

Total new cycle stands **356** generating **710** additional cycle parking spaces (two spaces would be defunct due to restrictive space).

Table 1: Proposed On-street Cycle Parking Provisions

3.10 The second key aim of the project is to investigate the provision of a third dedicated undercover secure cycle parking facility within the heart of the city centre.

3.11 Various locations have been identified and their feasibility for providing secured off-street cycle parking facilities is currently being investigated. These include the following locations:

- Lion Yard courtyard;
- Market Square underground toilets;
- Guildhall basement;
- Grand Arcade Car Park.

3.12 A further report on the detailed feasibility of these sites will be reported back to this Committee, once the preferred location has been finalised.

Governance/Decision Making

- 3.12 A project board will be set up, as outlined in the terms of reference in the Project Proposal Report in **Appendix A**. The board would meet bimonthly and be chaired by the Executive Councillor for Planning and Climate Change. Invitees would include Councillor Gail Marchant-Daisley and board members would provide steer on various project related issues throughout the life of the project.
- 3.13 Following this initial Scrutiny Committee, it is proposed that the project proceed with consultation of current on-street proposals. Following this period of consultation the project will be taken to West/Central Area Committee for review and subsequent recommendation to the Executive Councillor for Planning and Climate Change with regard to implementation. The project would then be taken to Asset Management Group and then approval requested from the Executive Councillor at Environment Scrutiny Committee.
- 3.14 Full details of current project risks are available in the Project Proposal Report (**Appendix A**), however the current headline risks are as follows:
- Change in political priorities resulting in funding being pulled or allocated to an alternative project.
 - Inability to successfully appoint appropriate contractor.
 - Insufficient/inappropriate engagement/consultation resulting in negative response to consultation.
 - Lack of co-operation from project partners (Cambridgeshire County Council).
 - Inability of Cambridgeshire County Council to provide necessary resources resulting in delay to project completion.
 - Scheme overrun due to factors out of project control such as consultation responses.

4. Implications

(a) Financial Implications

The financial implications for the project will be reviewed for both the on-street cycle parking and the off-street cycle parking proposals.

There are potential revenue implications associated with both the on-street and the off-street proposals that will be fully assessed as proposals are finalised.

For some of the on-street options, a certain number of existing car parking bays have been identified for removal and conversion into cycle parking. This would affect Cambridgeshire County Council's revenue income generated by such parking bays and as such, further discussion will be required.

(b) Staffing Implications

The Project Delivery Team, within the Streets and Open Spaces Service, will undertake the project. However, other resources may be required for specialist services and advice, such as the council web team. Officers from various council departments may be requested to attend Officer Working Group and Project Board meetings as and when needed.

(c) Equal Opportunities Implications

An equality impact assessment was completed for this project. No negative impact was identified and no further action required.

The Equality Impact Assessment appears in **Appendix D**.

(d) Environmental Implications

An environmental impact assessment was carried out for the project. The assessment rated the project as +M (medium positive environmental impact).

The Climate Change Rating appears in **Appendix E**.

(e) **Procurement**

All highways works associated with the project will be procured through Cambridge City Council's forthcoming Civils Framework contract.

Procurement for all other works/items associated with the project, which are not covered by this framework, will be undertaken in accordance with the existing Cambridge City Council procurement policy.

(f) **Consultation and communication**

All communications, consultations and engagements with residents and stakeholders will be undertaken through various media outlet including: the Cambridge City Council website, Cambridge Matters, news/press releases, Twitter and Facebook.

(g) **Community Safety**

The expected benefits of this project are:

- It would improve community safety by allowing secured cycle parking, which would deter would-be criminals therefore reducing bicycle theft within the city.
- It would help to improve pedestrian safety by allowing cyclists to utilise dedicated cycle parking spaces rather than parking their bicycles along railings, sides of buildings and footways. The latter often looks unsightly and provides a trip hazard to pedestrians, especially those who are visually or mobility impaired.

5. Background papers

These background papers were used in the preparation of this report:

- Department for Transport – *Local area walking and cycling statistics: England 2010/11*: <<http://assets.dft.gov.uk/statistics/releases/local-area-walking-and-cycling-in-england-2010-11/local-area-walking-and-cycling-2010-11.pdf>>
- Cambridge News – *Cyclists pursue idea of a third bike park*: <<http://www.cambridge-news.co.uk/News/Cyclists-pursue-idea-of-a-third-bike-park-11042012.htm>>
- Cambridge News – *1,000 cycle parking spaces proposed in £500k project*: <<http://www.cambridge-news.co.uk/News/Cyclists-pursue-idea-of-a-third-bike-park-11042012.htm>>
- Cambridge City Council – *Medium Term Financial Strategy 2011/12 – 2015/16*: <<http://mgsqmh01/documents/s13580/MTS Version 2 Executive - FINAL 2.pdf>> [Access only available to those who have Intranet access]
- Cambridge City Council – *Climate Change Strategy 2012 – 2016*: <<http://mgsqmh01/documents/s13710/Appendix A Cambridge City Council Climate Change Strategy.pdf>> [Access only available to those who have Intranet access]

6. Appendices

- Appendix A:** Cambridge City Centre Cycle Parking Project Proposal
- Appendix B:** Cambridge City Centre Cycle Parking Project Programme
- Appendix C:** Cambridge City Centre Cycle Parking Project Preliminary Design Report
- Appendix D:** Equalities Impact Assessment
- Appendix E:** Environmental Impact Assessment

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

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