



Project Appraisal and Scrutiny Committee Recommendation

Project Name: Cambridge City Centre Cycle Parking Project

To: Cllr Tim Ward, Executive Councillor for
Planning and Climate Change

Report by: Simon Payne – Director of Environment

Scrutiny committee: ENVIRONMENT 8 October 2013

Wards affected: Market

Recommendations;

1.0 Financial recommendations –

- 1.1 The Executive Councillor is asked to approve the commencement of the on-street cycle parking proposals, which is already included in the Council's Capital & Revenue Project Plan.
- 1.2 The total estimated cost of the on-street proposal is £235,000 funded from the City Centre Cycle Parking Project capital allocation SC549.
- 1.3 There are no on-going revenue costs for the project.

2.0 Procurement recommendations:

The Executive Councillor is asked to approve the carrying out and completion of the procurement of:

- 2.1 The construction of the proposed cycle parking locations as listed in table 1.0 and detailed in the package of drawings in Appendix C of this report.
- 2.2 Construction subject to positive consultation of the additional new sites included in table 1.0 namely;
 - St Mary's Street
 - East Road
 - Peas Hill/Wheeler St

2.3 Subject to:

- The permission of the Director of Resources being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.
- The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%.

Project Name: Cambridge City Centre Cycle Parking Project

SUMMARY

3.0 The Project

The project aims to provide 1,000 additional secure cycle parking spaces in the heart of the city centre. This is planned to be achieved through the provision of;

- *Localised on-street cycle parking throughout the city centre where space allows and the demand for cycle parking is high.*
- *Introduce a third undercover secure cycle park, similar to those at Park St and Grand Arcade car parks.*

This report provides an appraisal of the on-street element of the project. Feasibility work is currently underway to look at the options for a third undercover secure cycle park.

Target Dates:

Detailed Design & Production of Information:	October to December 2013
Start of Procurement:	December 2013
Award of Contract:	December 2013
Construction Commencement:	January 2014
Construction Completion:	March 2014

4.0 Anticipated Cost

Total Project Cost	£ 235,000
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Cost Funded from:

Funding:	Amount:	Details:
Reserves	£ 235,000	Capital Plan Ref: SC549
Repairs & Renewals	£	
Developer Contributions	£	
Climate Change Fund	£	
Other	£	

A further breakdown of costs can be found in Appendix A of this report

5.0 Procurement process

- 5.1 Procurement for the implementation will be through the Braintree District Framework Agreement, which includes six contractors and is in accordance with the requirements of the City Council's Contract Procedure Rules.
- 5.2 Following receipt of tenders, the winning tender will be identified following assessment by a skilled officer panel.

6.0 Project Background

- 6.1 A detailed street level study of the city centre has been carried out, to determine the areas of the city centre where there is currently a shortage of secure cycle parking, leading to informal and sometimes obstructive abandonment of cycles.
- 6.2 The scope of this project was confined to the city centre and did not have a remit to look at wider provision across the city, for example at local centres such as Mill Road. A plan of the scope area can be found in the consultation report in Appendix B of this report.

- 6.3 The areas surrounding the Guildhall and Market Square itself were highlighted as having a significant shortfall in cycle parking, whilst having the most potential for additional parking provision.
- 6.4 The main objective of this project is to provide secure cycle parking in the heart of the city centre and the Guildhall and Market Square area is regarded as the focal point within the historic core.
- 6.5 A considerable emphasis was therefore placed on the design of additional cycle parking in this area, whilst taking into account conflicting demands from others, such as loading access, pedestrian flows and street vendors.
- 6.6 The preliminary design of this scheme has also been carried out in conjunction with Cambridgeshire County Council, as the majority of the proposals affect the public highway for which it is responsible.
- 6.7 Many of the proposals also impact on existing traffic regulation orders, such as on-street pay and display bays, disabled bays and taxi ranks. A further statutory process will therefore be required to amend these orders, which will need to be carried out through close working with the County Council.
- 6.8 This statutory process will also involve further consultation on the final proposals, with any objections received determined by County Cllr Mac McGuire, Deputy Leader of Cambridgeshire County Council and with responsibility for Highways & Community Infrastructure.
- 6.9 Throughout the concept and preliminary design stages of this project, many potential locations for additional cycle parking have been discounted for various reasons. These have ranged from the potential for adverse effects on the public highway to refusal from private landowners.

7.0 Proposed measures for implementation

- 7.1 The measures proposed to be implemented, taking into account the comments and feedback received from the consultation are listed in table 1.0 overleaf.
- 7.2 Implementation of many of these measures, as indicated in table 1.0, will still be subject to the statutory traffic regulation order process.

Table 1.0: Recommended Cycle Parking Measures for Implementation Approval

**Quoted numbers are based on the number of spaces not stands and assumes two spaces per stand.*

Location	Drawing number	Existing Provision	Proposed at Consultation	Recommended	Net Gain	Comment	Impact	TRO Required?
Market Square	014-018/000/101	0	48	22	22	Proposal outside M&S and Oasis on the east side of Market Square had been dropped. County Council will not approve due to the numerous conflicts that exist on this side of the square. Proposal outside Great St Mary's remains.	Out of hours taxi rank halved in size. New additional rank to be provided on opposite side of Market Square to maintain capacity.	Yes
Peas Hill (including St.Edward's Passage)	014-018/000/102	28	140	112	84	Redesigned taking into account public consultation and stakeholder comments. Particularly comments about visibility from Market Square to Bene't St area and the loading activity for both theatres. Disabled bays are currently regularly at capacity based on County Council usage data. The area of double yellow line outside the Arts theatre is also well used, with peak use of 4 and an average of 2 to 3 throughout each quarter of the past year.	Reduction in disabled parking from 4 bays to 3 bays. Reduction in disabled parking capacity on existing double yellow lines outside Arts Theatre on Peas Hill - replaced with loading bay with disabled parking during the evening.	Yes
Guildhall Street	014-018/000/103	12	68	56	44	Redesigned taking into account public consultation and stakeholder comments. Particularly comments about visibility of the Market from Fisher Square and access to the Guildhall entrance for loading/unloading activity relating to the small and large hall.	Small reduction highway capacity for loading/unloading and disabled users within current no waiting at any time restriction. (one car or one van)	Yes
Trumpington Street 1	014-018/000/004	42	120	114	72	Extension of section close to King's Lane over that proposed at consultation	Loss of 6 on-street Pay & Display bays.	Yes
King's Parade	014-018/000/004	0	10	10	10	It has been agreed with the County Council that these are feasible, despite the suggestion that it will impact on pedestrian movements past the front of the Chop House, which has a small street café.		No

Location	Drawing number	Existing Provision	Proposed at Consultation	Recommended	Net Gain	Comment	Impact	TRO Required?
Bene't Street	014-018/000/004	0	20	20	20	It has been agreed with the County Council that these are feasible, despite comments that these will impact on the problems that are currently experienced around the clock at the junction of Bene't St and Kings Parade.	Current no waiting at any time restriction to be removed.	Yes
Park Terrace	014-018/000/005	10	20	48	38	Increase in provision proposed, following numerous suggestions received at consultation.		No
Regent Terrace	014-018/000/006	0	82	0	0	Significant objection to loss of green space on Parker's Piece. Proposal dropped. Regent Terrace itself has also been deemed to be too narrow for the current proposed cycle parking. Significant issues for larger vehicles to pass and unrestricted parking to be resolved in conjunction with further options to provide formal parking along the fence line of Parkers Piece to be investigated.	Waiting restrictions on Regent Terrace to be altered to restrict parking at any time, whilst maintaining the residents parking towards Gonville Place.	-
Quayside	014-018/000/007	0	20	0	0	Objections to this area received through consultation. Provision to be provided as part of the EIP Project which proposes to redesign the area adjacent to Bridge St.		-
Jesus Lane	014-018/000/008	0	14	14	14	The current disabled bay has a capacity of 9 vehicles. Usage data from the County Council for this disabled bay shows peak usage of 7 and an average usage ranging from 5 to 7 throughout each quarter of the past year.	Removal of 2 of 9 disabled bays proposed.	Yes
St John's Street	014-018/000/009	0	36	0	0	This proposal has been objected to by St John's college on grounds of loading capacity requirements and aesthetics.		-

Location		Drawing number		Existing Provision		Proposed at Consultation		Recommended		Net Gain		Comment		Impact		TRO Required?	
Trinity Street		014-018/000/009		38		56		56		18		Despite some objection to this in the consultation, the impact of reducing the loading bay by one vehicle length is not deemed to have significant detrimental impact on the area, when balancing it against the need for additional cycle parking provision.		Reduction in size of loading bay opposite Trinity College entrance. (one vehicle length)		Yes	
Sidney Street		014-018/000/010		28		46		34		6		Proposal outside Edinburgh Woollen Mill to be dropped following objection and on advice from the County Council.				No	
Lion Yard/Sidney Street		014-018/000/011		22		44		64		42		Stands past the Church to be echelon layout to improve existing problems with pedestrian flow.		The existing out of hours taxi rank on the footway outside Phones4U to be relocated to a more appropriate location in the carriageway		Yes	
Christ's Lane/Pieces		014-018/000/012		0		20		20		20		Christ's Lane stands already implemented				No	
Tennis Court Road		014-018/000/013		0		16		20		20		Proposal remains as per consultation layout.		Loss of 1 on-street pay & display space		Yes	
Free School Lane		014-018/000/014		14		36		50		36		Proposal remains as per consultation layout.		Loss of 2 on-street pay & display spaces.		Yes	
Trumpington Street 2		014-018/000/015		0		36		36		36		Proposal remains as per consultation layout.		Loss of 4 on-street pay & display spaces.		Yes	
Granta Place		014-018/000/016		0		14		6		6		Recent installation of bollards impacts on this proposal. Section nearest to entrance to remain.				No	
Trinity Lane		014-018/000/017		0		30		0		0		Proposal dropped due to concerns over impact on pedestrian and vehicular movements.				-	
Park Street		014-018/000/018		0		8		8		8		Proposal remains as per consultation layout.				No	
Castle Row		014-018/000/019		0		8		8		8		Proposal remains as per consultation layout.				No	
St.Andrew's Street		014-018/000/020		10		22		22		12		Proposal remains as per consultation layout.		Loading and disabled parking remains unaltered due to extension of existing build-out. TRO required to reposition existing disabled and loading facility towards the city centre.		Yes	
Regent Street		014-018/000/021		4		22		22		18		Proposal remains as per consultation layout.		Removal of loading order in lay-by outside Essex House required.		Yes	

Location	Drawing number	Existing Provision	Proposed at Consultation	Recommended	Net Gain	Comment	Impact	TRO Required?
								Yes
Elm Street	014-018/000/022	0	8	8	8	Proposal remains as per consultation layout.		Yes
Fitzroy Lane	014-018/000/023	0	10	0	0	Thought to impact on service yard access to the Grafton Centre, particularly for large vehicle		-
Burleigh Place	014-018/000/024	0	18	18	18	Proposal remains as per consultation layout.		No
Norfolk Street	014-018/000/024	0	16	16	16	Proposal remains as per consultation layout.		No
TOTAL					576			

New Proposed Locations - subject to consultation

East Road		16	0	28	12	Outside the British Heart Foundation Store in the footway.		No
Market Hill		0	0	26	26	In the small loading bay outside the Cambridge University Press store.	Removal of loading bay, but considerable capacity exist immediately after this bay.	Yes
Peas Hill - O/S Jamie's		20	0	24	4	Redesign of this area to also improve accessibility which currently does not exist for mobility impaired.	Loss of one parking space for the Guildhall	Yes
Additional Total					42			
Potential Overall Total					618			

8.0 Major issues for stakeholders & other departments

- 8.1 Impact on Cambridgeshire County Council – The infrastructure placed on the public highway will become property of the County Council once it is installed. As such it will have responsibility for maintenance of the new infrastructure.
- 8.2 Should these proposals be approved for implementation, a significant statutory traffic regulation order process will be required to be carried out by the County Council, to vary the existing traffic orders at some locations. This will have a resource implication on the County Council; however the City Council will be providing its own resources to assist in this process in order to mitigate any potential risk of delay to the project.
- 8.3 A number of the proposed locations impact on disabled parking facilities, either official marked bays, or existing no waiting at any time restrictions.
- 8.4 Data on usage at these locations has been provided by the County Council, collated by Civil Enforcement Officers.
- 8.5 The area of greatest impact on this provision is on the Peas Hill side of the Guildhall, where there is a proposed loss of one official space. The proposal also replaces the section of no waiting at any time outside the arts theatre with a loading bay. This will also remove the legitimate use of this stretch by disabled users.
- 8.6 It is proposed to permit parking by disabled users in this loading bay during the evening and on a Sunday, which will provide an improved facility over that which currently exists in this location during these times.
- 8.7 However, day time facilities will be reduced and users will be required to use alternative facilities close by, such as on Kings Parade or at the Grand Arcade car park.
- 8.8 The locations proposed along Trumpington Street, Tennis Court Road and Freeschool Lane all propose the loss of a total of 13 on-street pay & display bays operated by the County Council.
- 8.9 This has been agreed by the County Council, despite the loss of income that is currently generated by these bays.
- 8.10 Both theatres around the Guildhall, namely the Corn Exchange and Arts Theatre, both have the potential to generate considerable loading activity, which currently causing occasional issues in the Peas Hill and Wheeler Street area.

- 8.11 Limited coordination currently takes place between the two theatres, which could lead to the potential for these issues to escalate.
- 8.12 The concern of the original proposals that were consulted on has been taken into account in the revised proposal included in this report, which has provided a loading bay outside the arts theatre in a bid to provide an official facility for loading activity by large vehicles that deliver to both theatres.
- 8.13 However, the number of articulated HGV vehicles that deliver at anyone time to this area can sometimes be as many as 3 or even 4.
- 8.14 Access also currently take place by Police escort in order for these vehicles to contravene to the one way order that exists on Bene't St between Peas Hill and Kings Parade.
- 8.15 These vehicles then turn around on Peas Hill in order to face the correct direction to leave the area.
- 8.16 These vehicles are also regularly issued tickets by Civil Enforcement officers for contravening parking restrictions in this area.
- 8.17 Both the Corn Exchange and the Arts Theatre have welcomed the changes to the proposed layout, which should see an improvement to the way in which both theatres are able to deal with their loading and unloading of large vehicles.

9.0 Consultation undertaken

- 9.1 Full details of the consultation can be found in the consultation report in Appendix B of this report.

10.0 Financial implications

- 10.1 Appraisal prepared on the following price base: 2013/14
- 10.2 There are no specific grant funding conditions.

11.0 Net revenue implications (costs or savings)

There are currently no revenue implications envisaged for this project.

12.0 VAT implications

There are no VAT implications arising from this project.

13.0 Energy and Fuel Savings

(a) Is this project listed in the Carbon Management Plan?	No
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14.0 Climate Change Impact

Positive Impact		No effect	Negative Impact	
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The implementation of this project would provide improved cycle parking facilities for the city centre and encourage cycling as a mode of transport. As such it would help to increase the number of road users opting to use this mode, and potentially reduce the number of journeys undertaken by private car.

15.0 Other implications

- 15.1 An Equality Impact Assessment (EqIA) has been prepared for this project and is attached at Appendix D.
- 15.2 An Environmental Impact Assessment has also been prepared for this project and is attached in Appendix E

16.0 Staff required for the delivery of the project

Service	Skills	Total Hours
<i>Streets and Open Spaces, Project Delivery team</i>	<i>Project management Procurement Detailed design Contract management Project Quality Control</i>	<i>Project Officer – 800 hrs Project Leader – 75 hrs Project Delivery and Environment Manager- 30hrs</i>

17.0 Dependency on other work or projects

17.1 The project is very much dependent on the outcome of the statutory traffic regulation order process. Many of these proposals that require traffic regulation order amendments may not be delivered should any statutory objections be upheld by the County Council.

18.0 Appendices & Background Papers

APPENDIX A
Financial Breakdown

APPENDIX B
Consultation Report

APPENDIX C
Proposals for Implementation

APPENDIX D
Equality Impact Assessment (EqIA)

APPENDIX E
Environmental Impact Assessment

19.0 Inspection of papers

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