



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 14 January 2014

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 detailed in this report, the funding for which is already included in the Council's Capital & Revenue Project Plan.
- 1.2 The total estimated cost of these on-street proposals is £115,000 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 in accordance with the detailed drawings in Appendix B and C of this report relating to Peas Hill, Guildhall St, Jesus Lane, St Mary's St and East Road.
- 2.2 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 remaining on-street proposals for the project. Feasibility work is currently underway to look at the options for a third undercover secure cycle park.

Target Dates:

TRO Process, Detailed Design & Production of Information:	January – February 2014
Start of Procurement:	February 2014
Award of Contract:	March 2014
Construction Commencement:	March 2014
Construction Completion:	May 2014

4.0 Anticipated Cost

Total Project Cost	£ 115,000
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Cost Funded from:

Funding:	Amount:	Details:
Reserves	£ 115,000	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.

- 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 To this end proposals were submitted to this Committee on 8th October 2013, where the majority were approved for implementation, an additional 424 cycle parking spaces.
- 6.7 However, there were a small number of locations that were not approved, primarily due to concerns over the potential impact on disabled parking facilities.
- 6.8 Further work has since been completed on these sites, including consultation on a small number of additional sites.
- 6.9 This report now requests approval to implement the 180 additional cycle parking spaces that these sites provide, increasing the total number of additional on-street cycle parking spaces in the city centre to 604.

7.0 Revisions to Previous Proposals

JESUS LANE – 14 spaces

- 7.1 The original proposal for Jesus Lane proposed the loss of two disabled parking spaces from the nine that are currently available.
- 7.2 This was based on annual statistical data from the County Council, which showed that the bay is underutilised, with an average usage ranging from 5 to 7 and peak usage of 7.
- 7.3 Through a review of the design, this cycle parking can now be provided through the loss of only one space.
- 7.4 This would be achieved by removing the kerbed return of the bus stop, which generates the required space to move the cycle parking nearer to the bus stop itself.
- 7.5 The proposed layout is shown in appendix B of this report.

PEAS HILL – 84 spaces

- 7.6 This proposal has also had a minor redesign, based on concerns over the loss of one disabled space.
- 7.7 The current capacity of the existing on-street disabled bay is now maintained within the latest design proposal.
- 7.8 This has been achieved by reducing the length of the loading bay to the absolute minimum required for loading activity associated with the arts theatres.
- 7.9 The length of pedestrianised area has also been reduced by approximately one metre.
- 7.10 These changes have not had any impact on the cycle parking and the number of proposed additional cycle parking spaces has been maintained.
- 7.11 The loss of the current section of double yellow lines outside the Art Theatre will remove the facility for blue badge disabled parking for up to 3 hours.
- 7.12 Again County Council annual statistics show an average usage of between 1 and 3 vehicles.
- 7.13 However, this facility is not reserved for disabled parking, it can also be used for loading activity, so cannot be guaranteed upon.
- 7.14 The relocation of the existing official disabled parking bay to this location will provide a far more reliable facility and significantly improve access and egress for vehicles.
- 7.15 The existing disabled bay is currently located at the top of Peas Hill. Vehicles are regularly blocked in or prevented from accessing the parking because of loading activity, particularly that related to the art theatres.
- 7.16 Manoeuvring in and out of this bay is also quite challenging and requires the reversing and turning of vehicles in a relatively confined space.
- 7.17 The proposed layout, as illustrated in the drawing in appendix B, provides the most effective highway layout for all users, when incorporating the additional cycle parking and pedestrianised area.

GUILDHALL STREET – 44 spaces

- 7.18 The proposals for this area remain unaltered from those presented to this Committee in October.
- 7.19 The short section of carriageway that is proposed to be pedestrianised at the northern end of Guildhall Street is currently used by loading vehicles and not by disabled motorists.
- 7.20 This first section of carriageway is also often not parking in at all, because of the high probability of being blocked in by vehicles due to the narrowness of the carriageway.
- 7.21 Disabled parking takes place on the eastern side of Guildhall Street outside Fisher House and in the official disabled bay outside The Cow Public House. Both of these facilities will remain unaltered by these proposals.
- 7.22 The proposed layout can be found in appendix B of this report.

KINGS PARADE – 10 spaces

- 7.23 It is suggested that this proposal be dropped, as there are no opportunities available for resolving the perceived concern over the impact on pedestrian movement in this area.
- 7.24 The original proposal is shown in appendix B.

8.0 Proposed new sites

- 8.1 A number of new sites were consulted upon, following the report to this Committee in October.
- 8.2 One of those sites, the area outside Jamie's Italian on Peas Hill, was not consulted upon, due to issues that were determined following a swept path analysis for large loading vehicles that service both art theatres. This equates to a loss of only four additional cycle parking spaces.
- 8.3 The other two sites on East Road and St Mary's Street received no objections and are proposed for implementation, providing an additional 38 cycle parking spaces.

- 8.4 The St Mary's Street proposal is within an existing parking bay, which is used by tourist buses on a Sunday. The County Council has agreed to relocate the tourist bus stop to the adjacent loading bay on Market Hill, allowing this parking bay to be converted to cycle parking.
- 8.5 The proposed layout drawings for both sites can be found in appendix C of this report.

9.0 Major issues for stakeholders & other departments

- 9.1 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 and liabilities for the new infrastructure.
- 9.2 To that end, the County Council has requested a sum be commuted for maintenance of the cycle racks, based on a 25 year period.
- 9.3 This amounts to £25,000 and will be paid to the County Council on completion of the project.
- 9.4 The sum has been calculated based on the assessment of the risk of damage on a site by site basis, as well as the general liabilities that the County Council holds for all street furniture within the public highway.
- 9.5 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.
- 9.6 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 activity.

9.0 Consultation undertaken

- 9.1 All adjacent premises and key stakeholders were consulted in relation to the two new sites.

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 is currently no revenue implication envisaged for this project, as the County Council will be responsible for all locations and assets on completion.

12.0 VAT implications

There is no VAT implication 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 – 100 hrs Project Leader – 40 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

APPENDIX A
Financial Breakdown

APPENDIX B
Revised Proposals for Implementation

APPENDIX C
New Sites for Implementation

APPENDIX D
Equality Impact Assessment (EqIA)

APPENDIX E
Environmental Impact Assessment (EiA)

19.0 Background Papers

City Centre Cycle Parking Report – Environment Scrutiny
Committee 8th October 2013.

20.0 Inspection of papers

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APPENDIX A

Finance Sheet

