

**TRAFFIC REGULATION ORDER OBJECTIONS ASSOCIATED WITH  
THODAY STREET CYCLE PARKING**

*To:* **Cambridge Joint Area Committee**

*Meeting Date:* **23<sup>rd</sup> September 2014**

*From:* **Executive Director: Economy, Transport &  
Environment**

*Electoral division:* **Romsey**

*Forward Plan ref:* **N/A** *Key decision:* **No**

*Purpose:* **To determine objections received to the Traffic  
Regulation Order (TRO) associated with Thoday  
Street Cycle Parking**

*Recommendation:* **a) Determine the objections and make the order as  
advertised;  
b) Inform the objectors accordingly.**

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## **1. BACKGROUND**

- 1.1** Lack of cycle parking in the Mill Road area has been an issue for many years. Residents and visitors often lock their bicycles to available street furniture or lean them against walls on the footway. This can cause obstruction to pedestrians where footways are already narrow, particularly where car parking is accommodated partly on the footway.
- 1.2** In March 2010, as part of the Department for Transport (DfT) Cycling Towns project, residents on some streets in the Romsey area were asked for their views on whether or not they would support the removal of one or two car parking spaces to provide cycle parking. There were only four responses (from residents in Thoday Street) with three in support and one against. Two residents on Thoday Street later approached their local County Councillor together with County and City Cycling Officers to request that cycle racks be installed within the car parking spaces in front of their houses on Thoday Street.
- 1.3** Thoday Street has car parking legally marked out partially on the footway, on both sides of the street. Residents either leave their cycles in front of their houses, in their houses or in their back gardens, accessed via either a narrow alleyway or by carrying bikes through houses.
- 1.4** In consultation with local members it was agreed that a trial should be undertaken to ascertain whether there was support from residents for replacing some car parking with cycle parking. In September 2013 four temporary cycle racks were installed in two car parking spaces outside numbers 100 and 154 Thoday Street (**appendix 1**) for two weeks, and a letter was distributed to residents in the terraced housing section of Thoday Street (from St Philips Road).
- 1.5** The responses to the trial were fairly even with 16 residents who contacted the County Council in support of the permanent installation of cycle racks and 14 against (including a petition). Reasons given in favour included the problem of using the narrow alleyway both practically and from a personal security point of view, the ease of using the racks for visitor and short stay parking and the need to provide more equitably for both cars and cycles. Those against were concerned about reducing car parking and felt cyclists should use their back gardens for cycle parking.
- 1.6** At this point Officers asked local members for a further steer on how to proceed and this was discussed at the East Area Committee in January 2013. Given the lack of a strong majority in favour or against the scheme, two of the local ward Councillors then contacted residents along the whole length of Thoday Street, either face to face or with a letter drop. Out of 112 responses 61% were in favour and 36% against. Following further discussion at the East Area Committee meeting in February 2013 local Councillors advised officers of their support to advertise a Traffic Regulation Order (TRO) to install cycle racks in two car parking spaces.

## **2. TRO PROCESS**

- 2.1** The TRO procedure is a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a twenty one day notice period.
- 2.2** The TRO was advertised in the Cambridge News on 20<sup>th</sup> June 2014. The statutory consultation period ran from 20<sup>th</sup> June – 13<sup>th</sup> July 2014.
- 2.3** The statutory consultation resulted in nine objections and one comment of support. The responses received are detailed in **Appendix 2**. On the basis of this analysis, it is recommended that the Order is made as;
- for facilitating the passage on the road of any class of traffic (including pedestrians) and for preserving or improving the amenities of the area through which the road runs.

## **3. KEY ISSUES**

- 3.1** Car parking is an important issue for residents, particularly in this area and the removal of any spaces is always contentious. There are, however, a number of households on Thoday Street, including those requesting the cycle parking, who do not own cars. Residents can use an alleyway between the terraced housing to access their back gardens but this is only 800-900mm in width and so maneuvering a cycle around the alleyway is difficult and not possible for cargo-type cycles.
- 3.2** The proposed cycle parking is not covered and does not offer a high level of security and so is more suitable for visitor or short stay parking, although some residents will undoubtedly use it for longer term use, particularly those with larger cycles. Cambridgeshire County Council and Cambridge City Council both support and promote the use of sustainable transport. Making access to cycles at least as convenient as cars encourages residents to use cycles for local journeys whilst keeping the footways, already narrowed by car parking, clearer of parked cycles will be of significant benefit to pedestrians.

## **4 SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

The necessary resources and funding to progress this project have been secured through the European funded Bike Friendly Cities project.

### **4.2 Statutory, Risk and Legal Implications**

The statutory process for this TRO has been followed. Should the objections not be determined by this Committee, it may be necessary to hold a public inquiry.

#### **4.3 Equality and Diversity Implications**

As above, the reduction in cycle parking on the footway has benefits for those with disabilities.

#### **4.4 Engagement and Consultation Implications**

The statutory consultees have been consulted, including the Local County Councillor, the Police and Emergency Services.

Notices were placed in the local press and were also displayed in the roads affected by the TRO. The proposal was also available to view at the County Council offices.

#### **4.5 Localism and Local Member Involvement**

This scheme was originally requested by two local residents and local ward Councillors have been involved from the beginning of the scheme.

#### **4.6 Public Health Implications**

There is the potential for positive public health implications through the promotion of sustainable transport (and associated reduction in emissions from lower levels of car usage).

<b>Source Documents</b>	<b>Location</b>
Consultation responses Cycle Parking Trial Letter Draft Traffic Regulation Order Letters of objection	MTID Floor 2B Castle Court Cambridge CB3 0AP



## Appendix 1 – PROPOSED CYCLE PARKING LOCATION, THODAY STREET





## **Appendix 2 – RESPONSES RECEIVED**

<b>No.</b>	<b>RESPONSE RECEIVED</b>	<b>OFFICER RESPONSE</b>
1.	<ul style="list-style-type: none"> <li>a) Most people keep their bicycles in their back gardens, which is easily accessible and safer.</li> <li>b) It will set a precedent to allow further cycle parking schemes that will impact on car parking.</li> <li>c) Transient students would be the only ones who would choose to park their bicycles on street.</li> <li>d) Police advise not to leave your bike constantly in the same place.</li> <li>e) Bicycles often get neglected on the racks and will clutter it up until removed.</li> </ul>	<ul style="list-style-type: none"> <li>a) Access to back gardens is via a narrow, unlit alleyway. For those whose back gardens are at the far end of the alleyway it is particularly difficult to bring cycles to and from the back gardens and for those with larger cycles such as cargo bikes or those with trailers it is not possible. Some residents have reported a concern about using the alleyway at night. It is not convenient for visitors to use back gardens.</li> <li>b) If local residents request cycle parking there may be future schemes but only following public consultation.</li> <li>c) The cycle racks were well-used during the trial by residents some of whom include students. Students need to park their cycles and currently often park them on the footway.</li> <li>d) Cycles are currently often left on the footway and are not locked to anything. Those residents who can are still likely to use their back gardens or houses to park their cycles overnight or if they are not being used for a length of time.</li> <li>e) The City Rangers will remove any obviously abandoned cycle if contacted. This could also be a problem with cycles left on the footway.</li> </ul>
2.	<ul style="list-style-type: none"> <li>a) Bicycles parked on the road will increase levels of theft.</li> <li>b) Most people keep their bicycles in their back gardens, which is easily accessible and safer.</li> <li>c) 'Dutch bikes' will not fit on the</li> </ul>	<ul style="list-style-type: none"> <li>a) Given the number of cycles currently left on the footway the level of theft is unlikely to increase.</li> <li>b) See above 1a</li> <li>c) The permanent racks will be</li> </ul>

## **Appendix 2 – RESPONSES RECEIVED**

<b>No.</b>	<b>RESPONSE RECEIVED</b>	<b>OFFICER RESPONSE</b>
	<p>proposed cycle racks.</p> <p>d) Don't understand why this is being carried out in face of considerable opposition</p>	<p>installed at an angle and the dutch cargo-type bikes will fit within the space.</p> <p>d) Whilst there is opposition to the scheme there is also a strong level of support. The scheme was initiated by residents living on Thoday Street.</p>
3.	<p>a) Most people keep their bicycles in their back gardens, which is easily accessible and safer.</p> <p>b) Police advise against parking bicycles in the same place.</p> <p>c) This will set a precedent allowing other residents to have cycle racks in front of their properties.</p> <p>d) The street is too narrow and the racks will cause an obstruction to vehicles.</p>	<p>a) See above 1a</p> <p>b) See above 1d</p> <p>c) See above 1b</p> <p>d) The width of the cycle parking will be the same as the width of a car parking space,</p>
4.	<p>a) People keep their bicycles in their back gardens, which is easily accessible and safer.</p> <p>b) Installing the bicycle racks will impact on car parking places.</p>	<p>a) See above 1a</p> <p>b) The number of car parking spaces will be reduced. However, there are a number of residents who do not own a car.</p>
5.	<p>a) The cycle racks will impact on car parking.</p> <p>b) Unaware that cycle parking is a problem.</p>	<p>a) See above 4b</p> <p>b) The scheme was initiated by residents who have problems parking their cycles and there are often cycles left on the footway.</p>
6.	<p>a) The cycle racks will impact on car parking.</p> <p>b) Most people keep their bicycles in their back</p>	<p>a) See above 4b</p> <p>b) See above 1a</p>

**Appendix 2 – RESPONSES RECEIVED**

No.	RESPONSE RECEIVED	OFFICER RESPONSE
	gardens, which is easily accessible and safer.	
7.	<p>a) Most people keep their bicycles in their back gardens, which is easily accessible and safer.</p> <p>b) The cycle racks will impact on car parking.</p>	<p>a) See above 1a</p> <p>b) See above 4b</p>
8.	<p>a) Most people keep their bicycles in their back gardens, which is easily accessible and safer.</p> <p>b) The cycle racks will impact on car parking.</p> <p>c) It will not prevent indiscriminate cycle parking.</p>	<p>a) See above 1a</p> <p>b) See above 4b</p> <p>c) The scheme may not prevent cycles being parked on the footway but it improve the situation.</p>
9.	<p>Support the proposal.</p> <p>Find it difficult to park cycles when returning home for a short time as they have to take them around back to their own gardens.</p> <p>There is no space for visitors to park their bicycles.</p> <p>Taking the bicycles around to the back of the property at night can be very daunting.</p> <p>It is only fair that some car parking is replaced with cycle parking as the majority of residents own bicycles.</p>	noted



