

City Centre Cycle Parking – Local Consultations – Summer 2013

Following in-principle approval by the Reinvigorate York Design Board, I approached local Ward Members and nearby frontages (on 6 June 2013) for any comments / objections etc that they might have regarding the proposed new cycle parking proposals. It has now been several weeks so i have now brought this consultation to a close. Summaries of comments received and my response to each point are detailed below:-

1) Goodramgate



Local Ward Member – Cllr Janet Looker (via email)

States that she is very happy to see additional cycle parking in the city centre.

'Watkinsons Shoes' – Goodramgate (via email)

Understands the need for extra cycle parking in the area, but has objections on the basis that this would reduce the road size, making it more difficult for lorries to access the upper end of Goodramgate for deliveries.

'Vahe Bar' – Goodramgate (via telephone)

In principle agreement with proposals although has concerns regarding future potential for pavement-cafe outside his premises if cycle racks are there.

Officer's Response

There did used to be parking bays on this road until last year when they were removed and no-parking restrictions implemented, i.e. double-yellow lines put down throughout. Loading is permitted (outside Footstreets hours) and drivers with the appropriate disabled permit can park on-road (with double-yellow lines) for up to 3 hours.

The objection by Watkinsons Shoes is partially accepted in that this proposal would remove some space for potential deliveries to this area. However this general area should have all deliveries completed by 10.30am (start of Footstreets hours) and usually does not start being

used for disabled parking until after this time – therefore the two are mostly mutually exclusive and there is ample space elsewhere on Goodramgate to load/unload before 10.30am and for disabled parking thereafter. This proposal is unlikely to affect Watsons directly as the proposal is approximately 50 metres away further up Goodramgate from the premises in question.

The proposed area in question only occupies approximately the same space (length and width) as one large car. One vehicle during the daytime (often lone-occupancy) can usually accommodate about a dozen bicycles so is significantly more efficient use of space, for more customers of nearby businesses. .

The proposal here would reinforce the principal of locating cycle parking at the edges of the Footstreets zones. Also, a bank of cycle parking has a lot better pedestrian and visual permeability than a vehicle parked there all day.

The comment by Vahe Bar is a moot point in that this proposal seeks to locate the cycle parking completely within the carriageway.

Note: One point which has been brought to my attention is that this corner (of Deangate and Goodramgate) is used as a bit of a hair-pin bend when city centre cycle races are operating, so cycle racks here may pose a slight obstacle. Therefore my proposal would be to install toast-racks as opposed to the individually mounted racks, so that they can be easily temporarily moved on these occasions.

2) King Street



Local Ward Member – Cllr Janet Looker (via email)

States that she is very happy to see additional cycle parking in the city centre.

'Subway' – Clifford Street / King Street (in person)

Very supportive of the proposal and will be well used by their customers.

'Stone Roses Bar' – King Street (via email)

Objects on the basis that King Street is already narrow and with added cycle parking at the top of the street would narrow the entrance even further. This would have a detrimental effect on delivery wagons for premises accessed from the street, in addition to causing problems for refuse collection wagons. In addition, cycle racks here would provide an area to congregate and eat takeaway food at night-time and cause noise disturbance for residents of the street.

Officer's Response

Like most places in York with double-yellow lines, this street is often used for short-term parking by the disabled. In fact the proposed area for cycle parking often has vehicles parked there temporarily during the day and on an evening. Therefore with proposed cycle racks here only occupying the same space as one vehicle, it is difficult to accept the argument that this would narrow down the street any more than a parked car would (and regularly does). The racks would be positioned sufficiently down the street and away from the mouth of the street that any vehicles turning in should have no difficulty manoeuvring around them as they would with any vehicle parked there.

There is no evidence that cycle racks would 'promote' more noise outside the take-away on an evening than already happens.

Note: *At the request of the Reininvigorate York Board, so as not to damage the stone sets which make up the carriageway here, I would be proposing to install a toast-rack, bolted down. However, this would leave bicycles rather exposed to potential traffic strikes so some kind of bollard may be required to protect the rack.*

3) Lendal (existing parking @ Zizzi's)



Local Ward Member – Cllr Janet Looker (via email)

Very happy to see proposed additional cycle parking, especially on Lendal.

Officer's Comment

There is the potential to slightly extend the build-out at either side of the existing which would still leave room on one side for vehicles to access the alleyway at the side of Zizzi's and at the other side still leave room for potentially 1 vehicle to park (for loading or for disabled parking).

Note: *Doing this may only extend the provision here by a few racks at quite a high cost so could possibly be considered lastly, should there be sufficient funds remaining in the budget after some of the other larger scale cycle parking installations (such as further down Lendal).*

4) Lendal (new parking @ Post Office)



Local Ward Member – Cllr Janet Looker (via email)

Very happy to see proposed additional cycle parking, especially on Lendal.

'Main Post Office' – Lendal (via email)

Wishes to highlight the following points: Disabled customers will no longer be able to park directly outside the disabled access door; The postman collects and delivers from this area so would need to negotiate mail sacks along the pavement; This would cut down the number of disabled bays available; and this road is fairly busy with large trucks making deliveries to local pubs so how safe would the bicycles be parked on the road?

'Uppercrust of York' – Lendal (via letter)

Objects due to delivery wagons and lorries needing to load/unload in this area. On a morning it is especially congested in this area.

'Lendal Newsagents' – Lendal (via letter)

Objects due to delivery wagons and lorries needing to load/unload in this area, especially on a morning, with deliveries having to be made from the front as there are no rear entrances to premises on Lendal. Most delivery vehicles use this area in front of the Post Office. With most of the road being narrow, asks for reconsideration of the proposal so that deliveries aren't restricted further and main flow of traffic is not disrupted.

Officer's Response

Similarly to Goodramgate, there used to be parking bays on this road until last year when they were removed with double-yellow lines put down throughout. Short-term loading is permitted and drivers with the appropriate disabled permit can park on-road (with double-yellow lines) for up to 3 hours.

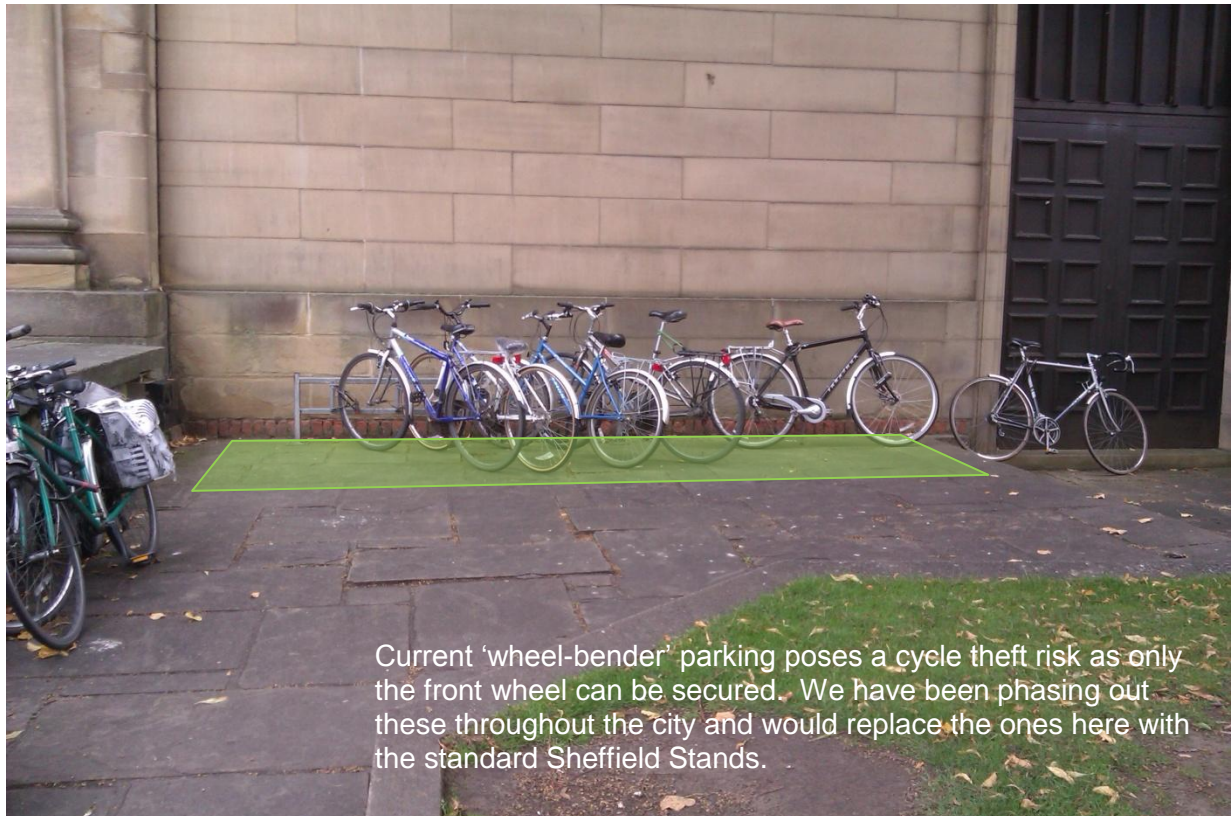
It is acknowledged that on a morning there are deliveries on this street which may utilise this space. However again, this general area (the stretch of double-yellow lines outside the Post Office which can accommodate several vehicles) should have all deliveries completed by 10.30am and is then generally used for ad hoc disabled parking, although is only very occasionally fully occupied. This proposal seeks the loss of only 1 potential 'space' – Again, a more efficient use of space.

The proposal seeks to give the many customers of the Post Office (and neighbouring premises) the opportunity to arrive by bike and park close to their desired destination, and again, a bank of cycle parking has a lot better pedestrian and visual permeability than a vehicle parked there all day.

As you are aware, many other nearby locations were considered for cycle parking in this area and this was deemed the most acceptable by the Reinvigorate York Board in terms of impact on disabled parking and/or loading, with the loss of only 1 vehicle space, since we are utilising the bend in the path outside the entrance to Banks Musicroom.

In terms of safety (raised by the Post Office), it is for this reason that I am proposing to locate the parking on a footway build-out as opposed to merely putting them in the carriageway itself. A kerb usually offers sufficient protection, but i would also consider a bollard if we appeared to be experiencing problems with bicycles being clipped. We don't appear to have experienced any issues with the similar build-out outside Zizzi's.

5) Castle Museum



Officer's Comment

Simple exchange of existing cycle parking with better quality replacements. No consultation required (other than permission by Castle Museum).

6) Piccadilly (White Swan)



Completed!



7) Library Square



Local Ward Member – Cllr Janet Looker (via email)

States that she is very happy to see additional cycle parking in the city centre.

Officer's Comment

Endorsed by the Reinvigorate York Board and located in a public square – no other real consultation is required.

8) Micklegate / Bar Lane



Local Ward Member – Cllr Julie Gunnell + Local Ward Member – Cllr Dave Merrett
Supportive of the proposal.

Micklegate Action Group (via public meeting and email)

The proposals were well received. There are plans to turn Bar Lane Studios into a cycling cafe so naturally happy about cycle space outside the premises. There was a general feeling that cycle parking spaces encouraged footfall as cyclists move to and from their bicycles (with footfall greatly needed in this street).

'Heaven Scent Florists' – Micklegate (via email)

A few concerns with the proposal. Firstly, concern with safety and possible accidents – When traffic is exiting left from Bar Lane, they do not always check left so any cycles leaving the stand (who have a habit of not checking for cars around them) could be put at risk of being knocked off. Also believe that taking some of the road away to create cycle parking would make Micklegate even more congested, especially when traffic busy with cars backing up Micklegate both ways – making it extremely hard for emergency services to get through and are often waiting for the lights to change so cars can move for them.

In addition consider that since the existing cycle parking further down Micklegate is rarely full, there is no real need for more. If the council think it is needed then the footpath is wide enough for the cycle racks to be put on there rather than building out into the road. Certain that these opinions won't count as they know York Council is all for the cyclist, but feel the need to stress some points.

Officer's Response

There is no evidence that positioning cycle parking partially on a buildout close to this junction holds any particular risk (i.e. similar situation at North Street). The buildout would only be very minimal into the carriageway so should not impede traffic or emergency vehicles.

Increasing the number of locations and availability of cycle parking in the city should not always be dependent on nearby existing locations always being full prior to any extra locations being considered. In fact cycling into the city centre is more encouraged if there is spare capacity at racks, so that 'lack of anywhere to park' is no longer a valid disincentive.

9) Micklegate / Barker Lane – Initial proposal



Local Ward Member – Cllr Julie Gunnell + Local Ward Member – Cllr Dave Merrett
Supportive of the proposal.

Micklegate Action Group (via public meeting and email)

There was a general feeling that cycle parking spaces encouraged footfall as cyclists move to and from their bicycles (with footfall greatly needed in this street).

'T D Fifteen Hairdressing' – Micklegate (via email)

Understands the desire to locate cycle parking on an area of double yellow lines so as not to reduce the parking on Micklegate. Busy junction area, which delivery vans, refuse wagons, and general traffic use to turn. Cyclists and/or cycles would be exposed to vehicles pulling out and reversing round the apex of the corner.

This is also one of the only areas for delivery vans to pull up and unload before the road drops off onto the cobbles. Further down the hill, the traffic backs up from the traffic lights at the bottom of Micklegate to the existing extremity of the row of parking spaces on the hill, making unloading there impractical. There is existing cycle parking further up which is used very inefficiently for cycle parking with only 5 'hoops' on a significant length of pavement. This could be very easily enhanced to provide more parking within the same footprint. With the nominal distance of a hundred metres or so, the location is academic.

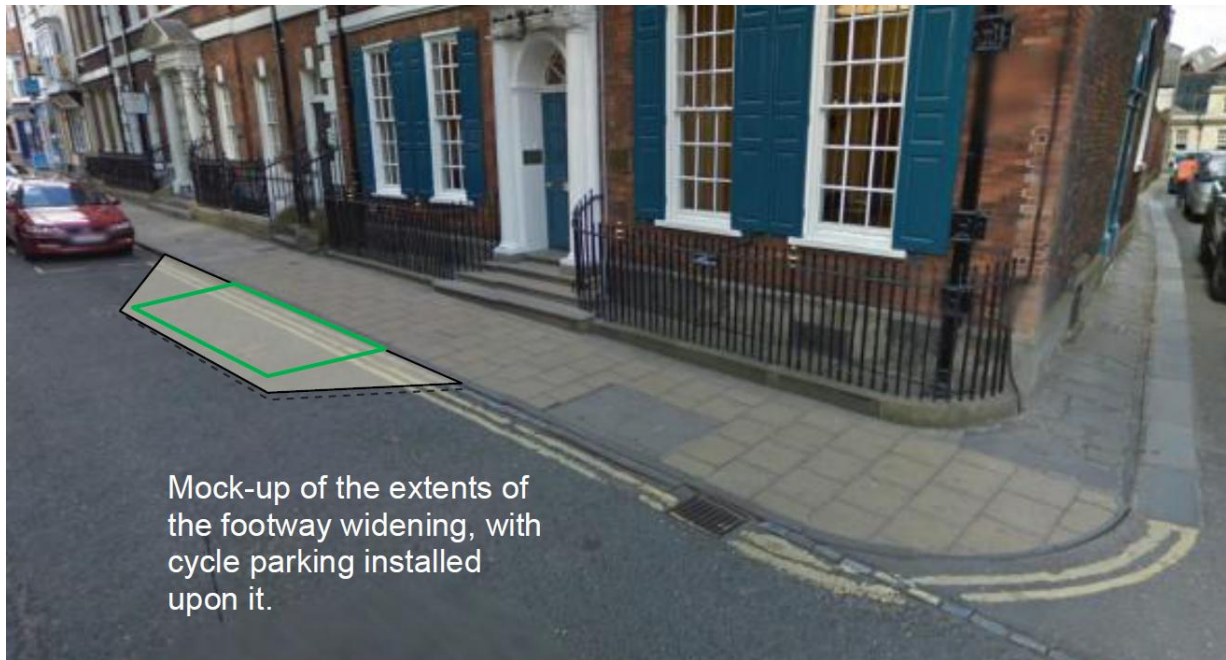
'Cafe 84' – Micklegate (via telephone)

Concern that this proposal is immediately in front of their premises and being a cafe and external catering business they do a lot of loading in that space throughout the day which would be seriously impeded should a footway buildout go ahead. Couldn't it go outside the Youth Hostel where there is space and little loading / unloading takes place?

Officer's Response

Again, we are wishing to increase the number of parking location options as well as increasing the net total of city centre cycle parking. However, some of the concerns have some merit and I can appreciate the difficulty the cafe and other businesses may have with loading if we occupy this space. Therefore I also proposed a revised option shown overleaf. It is accepted that the existing row of cycle parking hoops further up could be reset at right-angles to the road so as to include more hoops within the same footprint. I have ordered this work already.

9b) Micklegate / Barker Lane – Revised option



Local Ward Member – Cllr Julie Gunnell + Local Ward Member – Cllr Dave Merrett
Supportive of the proposal.

Micklegate Action Group (via public meeting and email)

The proposals were well received. There was a general feeling that cycle parking spaces encouraged footfall as cyclists move to and from their bicycles.

'BHP Barron & Barron' – Micklegate (via email)

Wishes to strongly object for the following reasons:

- 1) Do not want a cycle parking area in front of this building, which is grade two listed, as consider it not in keeping with the property.
- 2) It would be dangerous to locate the proposed cycle parking in front of the property as a significant number of coaches park here to drop off school children or at Ace Hostel. If the cycle parking was located here, the coaches would 'double park', blocking the access to Barker Lane, or park in such a way as to endanger the lives of those getting on / off the coaches.
- 3) As a firm of accountants, need access to the entrance for clients dropping off important information, especially elderly clients.
- 4) Relatively few cyclists use Micklegate.
- 5) View that the cycle racks further up Micklegate are not in full use, as well as half the shops on Micklegate being vacant.
- 6) Would not benefit from the cycle spaces personally, as already accommodate staff with own cycle parking situated in the premises grounds.

View that if consider more cycle parking spaces necessary, it would be more efficient to extend the one already in place which would offer less disruption to local residents.

Officer's Response

Certainly in terms of cyclist / vehicle safety, it would be preferable to locate any buildout away from on a junction where vehicles may be manoeuvring. Also the impact on adjacent businesses is less if we proceed with the revised option. Available cycle parking immediately outside a Youth Hostel seems sensible.