

Formal Objection to the Heslington Road Bikehanger Experimental Traffic Regulation Order

To: [REDACTED]

Re: Cycle shelter installed on 25th September 2019

Ref: [REDACTED]

We, the undersigned, as the local businesses community (& the neighbours, available at short notice) in the direct vicinity of the on-road cycle shelter, installed almost 6 months ago, wish to each register our individual objections to the above experiment TRO below.

We are highly concerned that the 18th month experimental order has been purported to be shortened to 6 months. Several residents have not received the letter shortening the period in which they can object and therefore do not know to object to the experimental order yet. In these circumstances and those highlighted below, the Traffic Regulation Order **cannot** be made permanent. The experiment should be immediately suspended and the cycle shelter removed for the following reasons:

- 1) **Dangerous.** The shelter and poor judgement in positioning of it and extra bollards creates a hazard on the road in an already congested area. There are 3 bollards at one side and one at the other which are difficult for road users to see and negotiate, especially with buses unable to pull in due to further bollards at the bus stop. The road design has not been thought out adequately and actually serves to put people off cycling through the area. Children are unable to see over the shelter whereas they often can see over and through parked cars. The shelter has been regularly observed to encourage double parking, where drivers would not do so next to another parked vehicle.
- 2) **Failed in its Unique Selling Point.** Far from being a benefit for cyclists, it is a hindrance. Cyclists visiting local shops for coffees, browsing, hair cuts, food and purchases, are put off cycling and stopping in the area. Cycling customers have very little places to park and cannot use the shelter adhoc. Residents using the shelter generally have other alternatives for cycle storage within their properties. A service for cycling customers to local businesses would have been a better use of public funds and more accepted by the community.
- 3) **Loss of amenity.** Two parking spaces have been taken up by the shelter which are valuable for encouraging passing trade at a time when small businesses are particularly under pressure.
- 4) **Not in keeping with the local area.** Incongruous design is out of character directly adjacent to local shops and is an eyesore which is detrimental for businesses attracting custom at a time when they are vulnerable.
- 5) **Size.** The cycle shelter and two bollards take up two parking spaces. This is disruptive to the local businesses because customers and delivery drivers are not able to park and/or pick up from the several local shops in the direct vicinity.
- 6) **Alternative cycle stands.** The space that the secure cycle shelter takes up for merely 5 cycles would have been better served by providing Sheffield-type Cycle Stands to enable over a dozen cycles to be locked securely on the street for both residents and importantly the customers of local businesses.
- 7) **Utilisation.** The cycle shelter, located adjacent to the local businesses' forecourts, is constantly monitored. On an average day there are only 2 cycles stored in the shelter. The adjacent businesses have observed only one user, who lives on Gordon Street. One other user lives and works in London, her deceased mother used to live on Belle Vue Street around 2 years ago. Although people appear to have signed up and paid for the shelter, this appears a sham. It is largely underused and never have there been more than 2 bikes stored inside. We strongly urge a public investigation into the use of this shelter.
- 8) **Location.** The cycle shelter has been poorly located; it is not a service to the businesses that it has been located so close to, but a severe disruption. As it is mainly a residential service it should be located to minimise the disruption it causes to local shops by being located in a more appropriate residential location.
- 9) **Hindrance to several local businesses.** The area of road that the cycle shelter has been located in is the loading location for at least 4 local shops/businesses. This has caused much difficulties and disruption for loading and unloading for deliveries. Vehicles are now often doubly parked, and with buses and wagons regularly using the busy route there are regular holdups in traffic flow. We see this as a severe and unnecessary effect that is not warranted for the provision of just 5 cycles, which could be located in a more appropriate place.
- 10) **Severe hindrance to the adjacent business of Zidane's.** Zidane's is a dessert and 'cakeaway' business and provides a much demanded service, particularly to the University of York. This involves the quick loading and rapid delivery of delicate patisseries and frozen desserts. The business' delivery service is severely hindered by the unwanted and unconsented cycle shelter directly outside the business premises, preventing loading of its delicate goods by both delivery drivers and customers picking up.
- 11) **Severe hindrance to Zidane's outside seating.** Zidane's uses its forecourt in summer for outdoor seating for customers waiting and purchasing its desserts and/or hot drinks. The unwanted and unconsented cycle shelter causes cyclists and passers-by to encroach on its seating area when the shelter is in use. Under duties to the safety of its customers from being struck by a cycle manoeuvring or knocked by a passer-by (e.g. imposed by the Occupier's Liability Acts), Zidane's is being restricted from putting seating out again this summer. We require the experiment to be immediately suspended and the cycle shelter to be immediately removed in these circumstances.
- 12) **Positioning.** The cycle shelter has been deliberately positioned to align with the forecourt of private property, without consent. This was made clear from the CYC Officer at the install, when the cycle shelter was moved up to align with the forecourt of Zidane's so that when the shelter is being used, cycles can be manoeuvred on the private property and passers-by can use the private forecourt to walk past. This has created a wasteful gap on the road between it and existing bollards. A third and fourth bollard were needlessly placed to prevent the road either side from being used by motorcycles or small cars to park whilst visiting the nearby shops.
- 13) **Hindering the re-letting of empty business premises.** Potential tenants are commenting on the eyesore and worried about its restriction on loading and parking.
- 14) **Safety.** The cycle shelter is mounted on the kerb with the handle of the cycle shelter sticking out into the footpath. This restricts the width of the pavement on a busy stretch (particularly at school leaving time) and causes a hazard for pushchairs, pedestrians and wheelchair users.
- 15) **Restricting private property owner's use of their land.** If the owner of the adjacent forecourt wished to place a wall at the edge of his property, it would make the cycle shelter extremely difficult to use and cycle owners would be faced with scraping the wall with their cycles or having to lift them whilst alert passers-by waited to pass. There would be a strong possibility that passers-by would get knocked by the cyclist trying to use the shelter. This intimidates the property owner from being free to make decisions about his own land. Consent should have been sought before the installation of this contraption.
- 16) **Rainwater flow.** Poor judgement of installing the cycle shelter on the road means that it, and the cycles within, block the flow of water along the gully and into the roadside drain. Water is now seen backing up along the gully causing unreasonable difficulties for road users.
- 17) **Filth.** Because the cycle shelter, and cycles within, block the gully a large amount of debris in a short space of time has built up both within the shelter and at the edge of the shelter's structure. This is not only an eyesore but is also becoming a nuisance and a hazard.