

---

## Meeting of the Executive Member for City Strategy and Advisory Panel

16<sup>th</sup> July 2007

Report of the Director of City Strategy

### **SECURE CYCLE PARKING**

#### **Summary**

1. This report informs the Advisory Panel of the current situation regarding the provision of cycle parking both in the city centre and elsewhere in the authority area. It also suggests potential improvements which can be made to improve both the level of security and the level of provision.

#### **Background**

2. York has one of the highest instances of cycle theft in the UK per head of population, 1414 cycles were stolen in 2006/07 across the authority area (this figure includes those stolen from privately owned properties). However, this should be viewed against a backdrop of York having a much higher than average percentage of the population who actively cycle (in the 2001 census 12% of the working population cycled to work compared to the national average of 2.8% and in the 2007 school travel survey almost 7% of children cycled to school compared to the national average of less than 2%). York also has a significant amount of formal cycle parking with over 1300 secure cycle parking spaces being available in the city centre, over 2000 spaces at the city's schools and well over a thousand spaces in total at workplaces.

#### **City Centre Cycle Parking Trends**

3. Cycle parking in the city centre area is monitored on a fortnightly basis. As part of this monitoring the numbers of cycles parked against racks and in well-known locations where informal parking takes place are logged to give an ongoing picture of cycle use in the city centre. No monitoring currently takes place of the use of cycle parking outside the city centre due to the large numbers of sites and lack of resources to fund such monitoring.
4. For the purposes of this report the city centre has been defined as the area within, or on the immediate periphery of, the inner ring road and includes York Station.

5. Levels of cycling in the city have varied over the past five years, rising slightly in the peak hours but dropping slightly over the whole of the daylight period. Despite this, the total number of cycles parked in the city centre has risen over the past five years but dropped slightly in the central Footstreets area. These drop in the Footstreets parking could be due to several factors including the fear of theft or changing patterns of employment or shopping venue. It may also reflect the fact that new cycle parking was installed at several sites outside the Footstreets area in 2003 and 2004. This additional cycle parking may be located in more convenient sites for some users or may have created extra capacity where sites were otherwise full, thus attracting cyclists away from the Footstreets area.
6. Cycles parked at the station have risen gradually since 2003 having remained fairly static in previous years. This is most probably due to the installation of additional cycle racks by GNER to create extra capacity and the upgrading of CCTV coverage of the area.
7. Annex A shows a chart of the above trends and Annex B contains a table showing the actual figures from cycle parking surveys from 2000-2006.

### **Review of current provision**

#### City Centre

8. An audit of the current provision was undertaken in August 2006 and repeated in January 2007. The audit assessed the amount of parking available, the type, the condition, levels of pedestrian footfall in the vicinity, CCTV coverage and the level of streetlighting in the area. The results of this audit are attached as Annex C.
9. In summary, there are 1326 official cycle parking spaces in the city centre with 370 of these located at the station. There are many more unofficial areas where cycles are regularly locked to street furniture. Just over 94% of the cycle parking is in the form of Sheffield stands (see Annex D for types of cycle parking used in the city centre). Most of the racks are still in reasonable condition. However, in some cases the protective coating has come away from the racks and they are starting to rust. Some of the sites are not in areas where there are high levels of footfall and, therefore, do not benefit from indirect surveillance by the general public. Many of the sites are also not covered by CCTV, probably due to the cycle racks being installed before the CCTV network had been fully developed and the fact that the system is mainly used for network management and public order purposes. Most of the sites are in areas that are covered by streetlighting with the exception of a couple of sites where the level of lighting could be improved.

#### Areas Outside the City Centre

10. Traditionally cycle parking tended to be provided on a reactive basis in areas outside the city centre, however, this is now being addressed on a more proactive basis with obvious attractors of cycling trips being targeted. The types of sites being addressed include schools, leisure facilities, shops, healthcare sites, transport interchanges and

employment sites (the latter being addressed through the development control process or through business travel plans).

11. In 2007/08 it is proposed to introduce cycle parking in the above targeted manner in two of York's peripheral villages (Poppleton and Strensall) and to roll this out to further villages and areas in future years.
12. An audit of existing publicly available cycle parking outside the city centre will also be undertaken on an area by area basis to identify the quantity and quality of existing infrastructure. In parallel with this new potential sites for cycle parking will be identified through consultation with local ward committees, parish councils and cycling groups. This information will then be used to shape the future cycle parking aspects of the LTP capital programme.

### **Cycle Theft Task Group**

13. Levels of cycle theft have not significantly reduced in the past few years and have, therefore, been identified by North Yorkshire Police as an area of concern. As a result of this, a Cycle Theft Task Group was formed in February 2006, this comprised officers from the police, the Safer York Partnership, Community Watch and the council. This task group's remit is to identify measures that can be implemented to reduce the numbers of bike thefts throughout the area.
14. The task group has drawn up an action plan, aimed at reducing levels of cycle theft across the city as a whole, which it is currently working through. Several initiatives are already being implemented from this plan. The major initiative has concentrated on making cycles less attractive to potential thieves by fitting them with electronic tags. Home Office funding was obtained to buy several thousand tags and sponsorship was also negotiated with employers who have taken part in the scheme. Up to now tags have been fitted free of charge to the public. The mobile police office has been made available for tagging events together with both police officers and Police Community Support Officers. Members of the task group have also assisted by organising events and with form filling. So far, 43 events have taken place and 4636 cycles have been tagged. Since the start of this initiative only 22 tagged cycles have been reported as stolen to the tag manufacturers (who maintain a database of the owners' details). Of these, 7 were subsequently recovered leading to 6 arrests being made. The cycle theft task group is currently undertaking a further assessment of the impact of this initiative.
15. Two mobile CCTV cameras have been purchased on the group's behalf for deployment at suitable sites identified in the city centre as hot-spots for bike thefts. These should act as both a deterrent and also assist in the efforts to catch cycle thieves. North Yorkshire Police believe that a large proportion of the city centre cycle thefts are undertaken by a small group of repeat offenders and that if these people can be apprehended and punished then thefts may decrease significantly.
16. As mentioned earlier, 1414 cycles were reported stolen in 2006/07 in the York area (this figure includes areas outside the city centre and also thefts from private properties). This represented a slight reduction from

the 1457 cycles which were reported stolen in 2005/06. This has been achieved by concerted efforts from the Cycle Theft Task Group to address the issue by tagging cycles; proactive policing to target known offenders and random stop-and-scan operations. Although this is a reduction it is not of the order which had been predicted therefore new avenues will be explored to further reduce thefts including partnership working with local cycle retailers.

17. The Guildhall and Micklegate wards have, by far, the highest levels of reported cycle thefts and as the city centre area is mostly contained within these two wards it has been targeted as the area that needs to be addressed as a priority. Acomb ward has also been identified as needing to be addressed as it has the highest concentration of cycle thefts outside the city centre.
18. Several hot-spots have been identified by North Yorkshire Police and these will be addressed as a matter of urgency. The sites with the worst records are St Andrewgate, Blake Street, Davygate and Parliament Street in the city centre, and Front Street in Acomb. The characteristics of these sites are as follows:
  - St Andrewgate has a large number of cycle racks but is not covered by CCTV. Despite being very close to the busy King's Square area it has fairly low levels of footfall immediately past it and does not benefit by being overlooked by adjacent properties.
  - Blake Street, does have high levels of footfall past it at most times of the day, but is probably targeted by thieves because of the easy escape routes available as it is on the edge of the Footstreets zone at a major junction, it is also not currently covered by CCTV.
  - Davygate is a hot-spot despite having very high levels of footfall. All three sets of cycle racks on the street are within the areas covered by at least one CCTV camera and they are within the Footstreets area with no easy escape route. Adjacent shops and cafes also overlook them.
  - Similar to Davygate, Parliament Street has one of the highest footfalls of any street in the Footstreets zone. The cycle parking is also located close to seating and overlooked by shops. Although there are CCTV cameras at either end of Parliament Street the cycle parking is barely visible due to trees and toilet buildings obscuring the view of the camera.
  - Front Street has many small clusters of "Sheffield" stands serving the shops and facilities along its length. It has high levels of footfall but currently has no CCTV coverage. However, the majority of the racks are overlooked by the shops which they front.
19. It should be pointed out that the first four locations above are the largest clusters of cycle parking spaces in the city centre and that Front Street is the largest concentration of cycle racks outside the city centre. This in itself makes them more attractive targets for potential thieves. Some of

the reported thefts at these locations were also of cycles that were not locked to formal cycle parking but merely left outside shops.

### **The Issues to be Addressed**

20. There are many factors influencing people's decisions as to whether or not they should use their cycle for their journey. One of the most important of these is the security of the cycle at the final destination. This is especially important for long stay cycle parking. Factors affecting the level of security range from:
  - The type of cycle parking
    - Are there either formal good quality racks to lock a cycle to, or informal provision such as street furniture?
    - Is the cycle parking sheltered?
  - The surveillance of the location
    - Is it in an area covered by CCTV?
    - Is it in an area with high footfalls, and therefore indirect surveillance?
  - The convenience of the location for the user
    - How close is the parking to the destination?
  - The ease of use
    - Are the racks adequately spaced to accept a range of cycles?
    - Are they suitable to enable the cycle to be locked at several key points such as the frame and both wheels?
    - Is the parking well signed?
  - Safety for the user
    - Is the area well lit and not hidden away?
    - Is the area away from road safety hazards such as dangerous junctions or does it need busy roads to be crossed to access it?
  - The type of user
    - Is the user working in the city centre and will therefore require long stay cycle parking or are they visiting or shopping in which case they may only require short stay parking?
21. York city centre is a fairly compact area and has very high levels of pedestrian use by shoppers, commuters and visitors throughout the day and night. Given the layout of the city centre with its fairly narrow streets and the fact that many vehicles require access to service retail, entertainment and licensed premises outside the Footstreets hours space tends to be at a premium. Finding suitable areas to install cycle parking where there is an identifiable need (usually demonstrated by cycles being locked to street furniture), which would be attractive and secure (due to large numbers of people passing by, being within the range of CCTV cameras and in well-lit areas) is proving more difficult as time passes due to most of the obvious sites already having been provided. Demand for cycle parking remains high evidenced by many of the existing sites operating at capacity throughout most of the day. Some suitable sites have been identified but are on privately owned land and it

has therefore proven extremely difficult to negotiate the necessary permissions to install cycle parking (e.g. in the vicinity of City Screen).

22. More recently, the problem of competition for space within the city centre has emerged, especially on Parliament Street where many festivals, markets and events take place throughout the year which have an influence on the space available for cycle parking. Furthermore, the city centre partnership has indicated that if the cycle racks on Parliament Street could be located elsewhere in the city centre it would free up additional space to better accommodate festivals and other events. This would obviously be to the detriment of cyclists who currently choose to park their cycles on Parliament Street for many of the reasons in the paragraphs on the previous page, and who, if the parking were moved to a less convenient or less attractive location, may then choose not to use their cycle to get to the city centre.
23. The latest revision of the Cycling Strategy has, as one of its policies a recommendation to explore whether a secure, covered cycle park could be provided as close to the city centre as possible to cater for long stay cycle parking. Whilst this has the potential to reduce levels of theft by providing secure, weatherproof storage in a staffed facility, there are very few suitable sites available both in terms of location, size and cost.
24. Another problem which has been identified is one of cyclists either not locking their cycle properly or not at all. This tends to be a particular problem when cycles are left outside premises whilst the cyclist goes inside especially when they think they will only be away for a couple of minutes and therefore don't bother locking their cycle. Similarly, there is also a tendency to only lock one part of the cycle to the stand or piece of street furniture giving thieves the opportunity to steal parts of the cycle which are easily removable such as quick-release wheels or saddles.

## Consultation

25. Comments have been received as follows;

Consultee	Comments
Cllr. Janet Looker	Would be tempted to use a secure cycle park for trips other than those which involved shopping where the nearest racks would be used out of convenience. Also feels there is a need for more racks at the end of Petergate by the Minster. Welcomes the report and looks forward to progress.
Cllr. Sandy Fraser	Points out that care needs to be taken when looking at further secure cycle park sites not to undermine the viability of the Lendal Sub-Station scheme.

York Cycle Campaign	<ul style="list-style-type: none"> <li>• Clear standards for the installation of racks needed</li> <li>• Cycle racks needed at City Screen, Marygate, Racecourse, Station, Micklegate, Bishopthorpe Road shops, St Leonard's Place, Coney Street, Ousegate and Piccadilly</li> <li>• Replace old racks on Piccadilly and Merchantgate with new ones</li> <li>• Signs needed letting cyclists know which racks are covered by CCTV</li> <li>• Would rather money was spent on more racks and encouraging businesses to cater for cyclists than on one large secure city centre cycle park</li> <li>• Leaflet outlining importance of good quality cycle locks would be useful</li> <li>• Nothing wrong with Sheffield stands</li> <li>• Need to remove abandoned cycles from the Station's cycle racks</li> <li>• Vandalism of cycles, especially at night, needs to be addressed</li> </ul>
Cyclists' Touring Club	Need to include employee and visitor cycle parking at offices and retail sites and investigate what can be achieved at these and new developments on top of the issues discussed in the report

## Proposals/Options

### Cycle Parking Locations

#### *City Centre*

26. A study of the positioning of city centre cycle racks, taking into account all the factors affecting levels of theft and the levels of usage, is currently being undertaken and will most probably propose the relocation of some of the existing city centre parking areas where problems have been identified if those areas cannot be made more secure by other means. It is proposed that all wheel-gripping cycle racks be replaced with racks which offer support for the whole cycle and which also offer more positions through which to lock the cycle (such as Sheffield stands), see Annex D for examples of these types of rack. If cycle racks are moved as a result of the review, the opportunity to provide space for non-standard cycles (such as tandems, trailer-bikes, tricycles, tag-alongs and children's cycles) will be taken. Any new locations will also provide for these types of cycle in addition to standard cycles.
27. The "Sheffield" stand has been the preferred cycle rack for the council for many years, however, cycle rack design has moved on and new types of

rack are emerging which claim to offer a higher level of security to cyclists. It is proposed to undertake a six month trial with several of these new designs of cycle rack around the city centre (where they can be easily monitored in conjunction with the police) with the aim of identifying whether the council should continue with its current preference for Sheffield stands or should instead be promoting an alternative design. Factors such as levels of subsequent use, numbers of cycles stolen and user-friendliness will be taken into account when making this decision.

#### *Outside the City Centre*

28. An audit of existing publicly available cycle parking will be undertaken on an area by area basis to identify unsuitable facilities for removal or replacement. This will be done in tandem with identification of new sites as discussed earlier in paragraph 12. As above these new sites will cater where appropriate for non-standard cycles.

#### CCTV Coverage

29. As stated earlier in paragraph 9 the current CCTV network was developed with network management and maintaining public order in mind and as such does not cover many of the cycle parking areas. A review of CCTV provision in York is currently underway and it is recommended that cycle parking is considered during this process and that if more CCTV camera sites are required that cycle parking areas not currently covered be given due consideration. It is also recommended that the policies relating to the monitoring of the CCTV camera network should state specifically that cycle parking should be monitored on a regular basis to act as both a deterrent and to increase the probability of cycle thieves being caught.

#### Secure Cycle Parks

30. The council's Executive have recently decided to lease the former Lendal Sub-Station to BikeRescue, a York-based Community Interest Company, for them to convert to a secure cycle park provided they can attract sufficient grant funding to do so. This decision followed a feasibility study which reported that it was possible for the building to accommodate such a facility, but that significant work would be required to undertake such a conversion. The building has the potential to accommodate up to 100 cycles but the final figure will be dependent upon the other ancillary uses. BikeRescue propose to charge users £1 per day to park their cycle in the building and also propose to offer other services such as cycle hire, cycle repair, cycle sales and left-luggage facilities.
31. Other potential sites are also being investigated for secure cycle parks which, if feasible, would operate on a similar principal to York's Park & Ride service where sites would be located at key approaches to the city centre near junctions of radial routes and the edge of the Footstreets zone.
32. Some sites which are currently under investigation are the disused access tunnel which runs between the front of Piccadilly Car Park and the rear of Castle Car Park, an area on the ground floor of the Piccadilly



car park between the circulatory ramps and in some of the council's city centre car parks as shown in Annex E.

33. Some very rough feasibility work was undertaken on the tunnel and Piccadilly car park sites which came to the conclusion that they may be suitable for an unstaffed facility but that further feasibility work would be required on issues such as how the scheme would be administered and how any personal security issues could be addressed. The Cycle Theft Task Group's advice is being sought as to how best to address these issues. If a secure cycle park was located on either of these sites it would need to take into account any future development of the Coppergate Centre and Piccadilly area and as such may result in a temporary facility being provided until such a point as a more permanent facility could be secured (possibly as an integral part of any future development).
34. If any of the above sites came to fruition they would most probably comprise a caged area with a roof and a locked door at either end for which users would pay for a key or smartcard. The charge would probably be slightly lower than that proposed for the Lendal Sub-station cycle park as the facility would be unstaffed, however, this will be addressed further down the line. The compounds would need to be lit and have their own CCTV coverage to further improve the level of security.

#### Awareness Campaigns

35. One of the campaigns being rolled out by the cycle theft task group is designed to raise awareness of cycle security and to encourage people to invest in a good lock, to know which parts of their cycle need to be locked and to deter theft by having their cycle tagged, this will come under the banner of "Lock it or Lose it!". The group are in the process of bringing as many of the local independent cycle retailers on board to take the cycle tagging initiative to the next level of fitting tags at the point of sale and retrofitting to older cycles and also to promote good quality cycle security devices. An initial meeting with some of the retailers had a very positive outcome and it is hoped that the remainder of the York retailers will sign up to the scheme. A partnership approach by the council, the police, the local colleges / universities and the retailers is seen as the best solution to tackling cycle theft across the city and it is hoped that future co-ordinated campaigns and events will raise cyclists' awareness and act as a deterrent to potential cycle thieves.

#### Analysis

36. Relocation of cycle racks around the city centre to sites which are more suitable and more secure may be unpopular with cyclists if they perceive the new sites to be further away from their destination or not in an area where they have traditionally left their cycles, however, this will be balanced by better levels of security which may also encourage non-cyclists to start cycling to the city centre if their perception is that the new locations are better. It may be possible to provide smaller groups of cycle racks but at more locations to ensure there is no net loss of overall

spaces and to give more choice to cyclists. This could also reduce the visual intrusiveness of large blocks of cycle racks given the sensitivity of the city centre from an urban design perspective. If reasonable alternative sites can be found to those on Parliament Street this will help reduce the conflict between people visiting the market stalls and people trying to park or remove their cycles.

37. A review of the Footstreets pedestrian priority zone is to be undertaken in the 2007/08 financial year, this will cover many issues and cycle parking and cycle access will be assessed as part of this study.
38. Improvements to the CCTV coverage of cycle parking areas will improve the perceived security of those sites therefore making them more attractive to current and potential users. Better CCTV coverage also increases the deterrent factor for potential thieves and improves the chances of them being caught. The flexibility of having a camera that can be deployed wherever it is needed will further improve the likelihood of thieves being caught.
39. If one or more secure cycle parks were available in or close to the city centre this should be attractive to long stay cycle parking provided the charges are set at a reasonable tariff. If some existing long stay parkers were to use this service this would also have the added benefit of freeing up racks elsewhere in the city centre for short stay use. Short stay cycle parking tends to be more secure due to the higher turnover of spaces thus increasing the activity in the area and making them less attractive to thieves due to the risk of being disturbed. Cycle parks also have the potential to attract cyclists who otherwise wouldn't cycle to the city centre because they do not want to leave their cycle on street in all weathers because of its value.
40. Awareness campaigns have the potential to reduce levels of theft by actively promoting the registering of cycles that will not only enable recovered cycles to be returned to their owners but will also act as a deterrent to thieves if they know a cycle is tagged or marked in some way that cannot be removed easily. The promotion of better locks and security devices and advice on how best to lock a cycle should also help reduce levels of theft by making cycles harder to steal in the first place.

## **Corporate Priorities**

41. The scheme, if successful, would contribute to the following Corporate Priorities:
  - Increase the use of public and other environmentally friendly modes of transport.  
*The proposals will make cycling into the city centre more attractive for current and potential cyclists and have the potential to increase levels of cycling. Cycle parking which is suitable for any type of cycle will also appeal to users of non-standard cycles who may not use the city centre because their cycle won't fit on any existing cycle racks*

- Improve the actual and perceived condition and appearance of the city's streets, housing estates and publicly accessible spaces.  
*If new racks were to be installed in new sites the potential for using more attractive racks or smaller, less visually-intrusive blocks of cycle racks at more locations could enhance the appearance of the city centre.*
- Reduce the actual and perceived impact of violent, aggressive and nuisance behaviour on people in York.  
*Any reduction in the levels of crime in the city centre will make it more attractive for all types of user both in the daytime and, more significantly, in the evening when there are very few cycles parked in the city centre.*
- Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest.  
*The scheme will encourage more people to cycle with the added benefits of improved health. Cycling is also an ideal mode of transport for people on low-incomes whose health may be poorer.*
- Improve our focus on the needs of customers and residents in designing and providing services.  
*These proposals would help cater for all types of cycles giving non-standard cycle-owners more options. They also give long stay cycle parkers another option that may be more attractive than the existing arrangements.*
- Improve the way the Council and its partners work together to deliver better services for the people who live in York.  
*The potential cycle park, if it is commercially viable, at the former Lendal Sub Station will have been achieved by partnership working between the public and private sectors.*

42. Local Transport Plan (LTP): The scheme would contribute to several of the aims of the recently submitted LTP, namely:
- To reduce the need to travel, especially by car, and encourage essential journeys to be undertaken by more sustainable modes;
  - To improve economic performance in a sustainable manner;
  - To reduce the levels of actual and perceived safety problems;
  - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
  - To improve the health of those who live or work in, or visit, York;
  - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

## **Implications**

43. This report has the following implications:

- **Financial** - This report has implications for the allocation of the LTP capital programme. The potential costs of each aspect of the proposals will be assessed as part of the capital programme scheme prioritisation process. It is estimated that the cost of undertaking all the measures in the report could be in the region of £200,000 to £300,000 if all the cycle park sites are found to be suitable, however, this spending would be spread across the whole of the LTP2 period and possibly beyond to reduce the impact on the remainder of the capital programme.
- **Human Resources (HR)** – there are no HR implications for the council
- **Equalities** - Appropriately designed and well placed cycle racks need to be provided in order to prevent cyclists locking their bikes to street furniture. This can cause obstructions to disabled people, such as wheelchair users, and increases the number of objects visually impaired people have to negotiate their way around. Positioning of new facilities should also bear these issues in mind.

Disabled people who cycle may also need non-standard racks to store tricycles for example, if they aren't able to ride standard two-wheel cycles. Storage facilities that allow for bikes with trailers, attached child bikes or indeed separate child cycles will help and encourage parents and children to cycle in and around the city.

Any enclosed cycle-storage facilities would need to be accessible for disabled people, for example height of locks, width of doors, gradient of ramp (if present) and so on.

- **Legal** – There are no legal implications
- **Crime and Disorder** – Tackling cycle theft is a priority for SYP. In relation to cycle theft we are 15th in the top 15 worst performing Crime and Disorder Reduction Partnerships (CDRPs) within our most similar family in respect of levels of cycle theft. We would fully support the proposals in the report and are keen to ensure that secure cycle parking alongside a range of innovative multi-agency measures to reduce cycle theft is implemented as a community safety priority.
- **Information Technology (IT)** – there are no IT implications
- **Property** – No comments.
- **Sustainability** – No comments
- **Other** - None

## Risk Management

44. In compliance with the Council's Risk Management Strategy the main risk that has been identified in this report could lead to the inability to meet the council's objectives (Strategic).
45. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

## Recommendations

46. That the Advisory Panel advise the Executive Member for City Strategy to:
  - i. Endorse the proposals discussed in paragraphs 26 to 35 and ask officers to investigate these in conjunction with other city centre schemes such as the review of the Footstreets Pedestrian Priority Zone and the City Centre Events Review;  
Reason : To enable an holistic solution to be achieved that will not only benefit cyclists but also help other users of the city centre.
  - ii. Recommend that officers bring a further report back to the panel in late Autumn 2007 at which point the results of the survey work will be known and specific sites identified as requiring action.  
Reason : To keep members apprised of specific measures proposed and at which sites

## Contact Details

### Author:

Andy Vose  
Transport Planner  
Transport Planning Unit  
Ext. 1608

### Chief Officer Responsible for the report:

Damon Copperthwaite  
Assistant Director (City Development & Transport)  
City Strategy

Report Approved  Date 03/07/07

Wards Affected: Mainly Guildhall, Micklegate, Acomb

All

For further information please contact the author of the report

### Specialist Officers Consulted

#### Financial –

Patrick Looker  
Finance Manager  
City Strategy

#### Crime & Disorder -

Jane Mowat

#### Equalities –

Heather Johnson  
Asst. Equalities Officer  
Chief Executives

#### Property –

Neil Hindhaugh

Director  
Safer York Partnership  
**Sustainability –**  
Kristina Peat  
Sustainability Officer  
City Strategy

Head of Property Services  
Resources

**Background Papers:**

None

**Annexes**

Annex A	Cycle Parking Chart 2000-2006
Annex B	Cycle Parking Table 2000-2006
Annex C	City Centre Cycle Parking Audit
Annex D	Types of cycle parking used in the city centre
Annex E	Potential Sites for Secure Cycle Parks