
Executive

31 March 2009

Report of the Director of City Strategy

CYCLING CITY PROJECT - PROGRESS REPORT

Summary

1. This report updates members on the progress of the Cycling City Project since the previous report brought in September 2008. It advises members of the approval of the strategy by Cycling England in December and highlights the activities carried out in 2008/09. The report also describes a proposed approach and identifies schemes and activities in the remaining two years of the project. Finally it makes a proposal for allocating the funding to the various programmes of work and recommends that further reports on specific schemes and activities are regularly reported to members.

Background

2. The previous report relating to the Cycling City Project was brought to members in September 2008 at the stage where the project's strategy was being developed prior to being submitted to Cycling England (CE) and the Department for Transport (DfT). Since this time a significant amount of work has been undertaken to get the strategy signed off and to begin to deliver the schemes and interventions during the first year of the three year project.

Strategy

3. The Cycling City strategy was submitted to CE at the end of September and following feedback from Cycling England was reformatted slightly to fit in better with other Cycle Towns submissions, this was then resubmitted in early December and signed off just before Christmas. A copy of the final strategy is included as Annex A. The strategy was accompanied by a map showing where proposed new infrastructure schemes fitted into the network, an updated copy of this plan is attached as Annex B.
4. In summary, the strategy included the overarching aims of increasing the level of cycling in York by 25%, increasing cycling to work by 10% and children cycling to school by 100%. These are very challenging targets given the baseline level of cycling in York. To help achieve the targets, six objectives were set as follows: -
 - Improving elements of strategic infrastructure.

- Improving minor infrastructure and equipment.
 - Working innovatively with schools to encourage even higher levels of cycling.
 - Engaging with groups that have low cycling participation to increase cycling levels.
 - Helping businesses to increase the proportion of their workforce cycling to work.
 - Using the opportunity created by the Cycling City designation to refresh and expand our marketing approach.
5. To support this strategy we have engaged with the city through a city wide consultation so we may understand where residents have barriers to cycling. Key to this was identifying resident's priorities for both on and off road routes as well as the most dangerous locations for cyclists. It is hoped that by addressing these barriers more residents will be encouraged to cycle.
 6. With the very challenging targets our strategy must be focused on achieving them within the project period. In the short term we must overcome the barriers, encourage and support existing and new cyclists. However this cannot be achieved by the cycling initiatives alone and must be part of the city's overall traffic and transport strategy. Part of those complementary measures may include demand restraint which may not be popular as they will restrict access.
 7. It is very difficult for us to assess what pent up demand there may be to cycle, however the results of the consultation suggests that if the circumstances are right with the barriers removed and there is an encouragement to cycle, then significant numbers of new or lapsed cyclists will start to cycle.
 8. It is not possible for us to predict with any certainty the outcome of the strategy and the delivery plan as there is no model or standard that can be used to forecast the likely increase in cycling.

Delivery Plan

9. A key element of the project is to link marketing of the existing opportunities for cyclists with targeted improvements to the network and other better cycling facilities. The key messages are continuity and awareness. Route continuity will be delivered by undertaking infrastructure works at key constraints on the network and awareness will be raised by better signing, marketing and training. Indicative allocations are shown in Annex C. Detailed proposals for significant schemes will be submitted separately for member approval.
10. To highlight the opportunities for cycling a route branding exercise will be undertaken based upon a schematic map of the city. Routes will be ranked in a hierarchy with improvements targeted on the most heavily used

sections of the network and links which open up new areas of the City. A co-ordinated signing and marketing initiative will be progressed to promote the improved cycle network. Infrastructure improvements will be targeted at the following areas:

- Overcoming the barriers
- The Orbital Route
- Missing Links
- Cycle Parking

Overcoming the Barriers

11. The citywide consultation identified a number of locations for both on and off road routes. These locations included :
 - Blossom Street
 - Wigginton Road
 - Fulford Road
 - Hull Road
 - Holgate Road
 - Gillygate and Lendal Bridge
 - Tadcaster Road
 - Ring Road
 - Fishergate
 - Railway Station
12. To address these we must first analyse the results of the consultation in more detail so we may understand the specific pinch points that residents have concerns about. With many of our roads in the main urban core there is insufficient space to accommodate dedicated cycling facilities safely, so we must look for alternative routes that allow cyclists to avoid these sections of road. Alternatively we can remove road space so that dedicated space for cyclists can be provided with consequential traffic delay and congestion not just to cars but also to buses.
13. Pinch points identified by the review of the network and highlighted by the public in the cycling city consultation will be targeted across the city. Improvements are proposed at Blossom Street and Fishergate Gyratory in 2009/10 with further works proposed on the Inner Ring Road and other key locations in future years.

Orbital Route

14. Key to this strategy is the 8 mile orbital circuit which links the existing principal off-road cycle paths (Millennium Route and Foss Islands Route) within the city and provides better access between the main radial routes.

Over half of this route is already on off-road paths with the majority of the remainder on quiet traffic calmed streets. This route will improve the opportunities for cycling between residential areas, schools and the main employment sites in the outskirts, whilst also improving access to the key radial paths into the city centre. Improvements to the Water End section of the route over Clifton Bridge are being undertaken this year with further works proposed on the Clifton Green to Wigginton Road, Hob Moor to Poppleton Road and James St. to University sections over the next two years. The works will include the provision of off road cycle routes where possible, better crossing facilities at busy roads and improved links to the radial network.

Missing Links

15. The missing links programme will deliver new sections of improved cycling facilities on key routes. New off-road cycle routes will be provided on Fulford Road as part of the multi-modal project in 2009/10. Improvements to the Wigginton Road route in the hospital area will also be progressed over the next two years. Routes through the city centre will be reviewed as part of the City Centre Accessibility Masterplan and Area Action Plan currently being undertaken. Cycle facilities will also be improved on the A59 and Wigginton Road as part of the Access York Phase 1 Park & Ride project, which is programmed to start in 2010/11.

Cycle Parking

16. The availability and security of cycle parking has been highlighted by many cyclists and non-cyclists as one of the reasons for not cycling. To overcome this concern improved cycle parking will be provided at the city centre and at key employment/retail/education locations around the city. Manned secure cycle parking will be provided at the Hub Station on North Street and covered parking at other locations in the city centre. Locations for cycle parking will be identified by working with employers during the improved travel planning initiative.

Softer Measures

17. A key part of the delivery plan is focussed on softer measures, including both training and other initiatives through to marketing and events. All are designed to raise awareness and change people's perception of cycling and encouraging modal shift from the private car. The enthusiasm of the stakeholder groups delivering these measures will greatly assist in achieving increased levels of cycling in the City.
18. Lessons from the Cycling Demonstration Towns across the country have shown that these methods are highly successful in delivering significant increases in the uptake of cycling. The proposed initiatives will complement the major infrastructure works to improve the cycle network as well as the smaller schemes such as covered cycle parking and signage. Improved maintenance of the existing network will also be undertaken to address the concerns raised in the consultation.

19. The package of proposals includes a programme to aid more extensive and connected training and events in schools and out of school activities to be launched later this year. In addition the following areas will be targeted:
- Guided rides - over 45s, people with disabilities, females
 - Girls only bike maintenance courses
 - Over 45s/ people with disabilities
 - Beauty and the Bike - girls initiative
 - Family learning initiative
 - Ward specific projects

Funding

20. Funding of approximately £3.7m is available over the three years to deliver the proposed programme with equivalent match funding provided from CYC and partner resources. The funding for Year 1 was set at £500,000. The programmes for Years 2 and 3 are set at around £1.6m. The split between capital and revenue across the programme is approximately 30% revenue and 70% capital, although there is some flexibility in the approach. The revenue schemes are all aimed at getting groups that only participate at low levels into cycling, encouraging greater involvement in cycling through marketing initiatives, and working with employers to encourage greater levels of cycling to work. In addition, during the CE visit, they particularly wanted a greater investment in cycling margin works, and the programme was expanded accordingly.

Media Launch

21. On the advice of CE a decision was taken to launch the Cycling City project to the media before our strategy and programme were officially signed off to enable them to disseminate information to residents who may have been wondering what was going on and why they hadn't heard much about the project since we informed them of the success of the bid. This launch took place on 10th December at the Merchant Taylors' Hall. It was agreed by all that this event was well attended and a good start to the project.

City-Wide Consultation

22. In tandem with other initiatives being developed a questionnaire was designed which was subsequently delivered to all households in the council area. The aim of the questionnaire was to identify how many non-cyclists and lapsed cyclists there were in York and what measures the council could take to encourage them to start cycling whilst also encouraging existing cyclists to cycle more. The questionnaire sought to identify the barriers to cycling for non-users and areas where new facilities were needed. The questionnaire was combined with the citywide Budget Consultation to avoid duplication of effort and expense and was also available online.
23. An unusually high response rate of just over 10% was achieved with approximately 9,000 responses received. Approximately 57% of the

respondents categorised themselves as a cyclist, 32% were lapsed cyclists and 11% said they had never cycled (note: these figures cannot be used as an indication of the proportion of the population who cycle as the sample is still fairly small and cyclists may have been more likely to fill out the form than non-cyclists because of their interest in cycling).

24. Some of the headline results from the questionnaire are shown below.

Cyclists

- Almost half cycle at least 4 times per week with a further third cycling 1 to 3 times per week
- Over a third use the bike as their main form of transport with a similar proportion using the car as their main mode
- Almost three-quarters stated that providing more dedicated cycle tracks away from roads would encourage them to cycle more
- The top priorities for more cycle parking are the city centre, station, Clifton Moor and the hospital
- The most dangerous locations for cyclists are Blossom Street, Gillygate, station and the ring roads

Non-Cyclists

- The main reasons for not cycling are that it is too dangerous, there is too much traffic or they are too old
- One fifth of those who had never cycled cited a lack of training as their main reason for not cycling
- Almost a half of lapsed and non-cyclists drive a car as their main mode of travel with a quarter using the bus
- If improvements were made for cyclists lapsed and non-cyclists are more likely to cycle for leisure than for utility trips
- The most dangerous locations identified by lapsed and non-cyclists are Blossom Street, Gillygate, ring roads, Wigginton Road and Bootham

25. The questionnaire by its nature was relatively general in its questions and so we are working toward a better understanding of the results. We are also investigating how other authorities have addressed the issue of barriers and what techniques and standards they have adopted. It is likely that we will trial some of these techniques on confined roads as well as at junctions and crossings to explore what works and what does not.

Stakeholder Involvement

26. Throughout the bid preparation period and the development of the strategy both internal and external stakeholders have been involved and contributed their expertise to the project. The project, with its potential wide range of benefits from improving health, the environment and social inclusion has helped strengthen relationships across several directorates of the council with a common aim.

27. Six themed delivery groups have been set up to deliver the strategy.
- Major Infrastructure
 - Minor Infrastructure/Equipment
 - Marketing/Information
 - Travel to Work
 - Schools
 - Participation
28. These groups are made up from both council staff and external stakeholders and have been structured to maximise the potential skills available to the project, each group is led by an employee of the council. Each group has been allocated a number of schemes from the programme to deliver over the three financial years. These groups will meet regularly to take the project forward into Years 2 and 3.
29. The Management Agreement between Cycling England and the City of York Council requires the authority to set up a Steering Group to guide the Project throughout its life. Cycling England required the Steering Group to include representatives from the following organisations as a minimum - the local PCT, the station/rail franchisee, key employers, key developers and local cycling organisations. It is hoped to hold the first meeting of the Steering Group during March/April. Further progress will be reported at the Executive meeting.

Project Management

30. A temporary project manager was appointed in October 2008 to help establish the project and the structures needed to take it forward successfully. A permanent project manager (for the life of the project) has now been appointed and started in post 2 March 2009.
31. A fixed term contract (for the life of the project) for a Transport Planner to support the Cycling City project has also been filled. The appointee will take up the post on 8 April 2009 and will support all aspects of the project schemes including design, marketing and implementation.

Early Visits

32. Cycling England have already made a visit to York to check on our progress and to provide support and encouragement to the project. They made some helpful suggestions with regard to the detail of some of our infrastructure projects but have encouraged us to develop and implement new initiatives that improve the cycling experience in York. We will therefore be seeking to introduce new ideas into some of the schemes proposed for next year as a means to demonstrate new initiatives.
33. In February, Paul Clark, the minister with a responsibility for cycling, visited us to talk about our progress and the early successes. He was particularly

keen to understand our strategy and was impressed with the level of commitment the council has to increasing the number of people cycling in the city.

Delivery of the Programme in Year 1

34. The delays in getting the strategy and programme signed off by CE and the funding released by DfT have meant that the six themed groups set up to deliver various aspects of the project have had less time than originally envisaged to deliver the first year programme, however, there are many schemes underway and planned for delivery before the end of 2008/09 and some which will run across more than one financial year. We are confident that we will spend the allocation of £500K before the end of the financial year.

Capital Schemes

35. Despite the delayed start significant progress has been made delivering cycling improvements using the additional funding in 2008/09. The delivery of some of the schemes has been re-profiled to ensure that the full allocation is achieved within the year.
36. The largest infrastructure scheme in the 2008/09 programme is the Clifton Bridge cycleway and the associate links at either end. The route stretches from the Salisbury Road junction to the Clifton Green junction and forms a key part of the proposed “orbital” route, it will also fill one of the major gaps on the cycle route network. This scheme is on track to be completed this financial year.
37. On the suggestion of CE the council has identified a raft of quick-win measures to raise the profile of cycling by refreshing existing facilities or renewing the section of the carriageway where cyclists ride on roads where full resurfacing is not appropriate (cycle margin works). A list of appropriate schemes has been drawn up and approximately £80K is programmed to be spent on these improvements before the end of the financial year.
38. Beckfield Lane (Ostman Road to Boroughbridge Road) cycle scheme has been brought forward in the capital programme and will provide improved off-road cycle facilities to link to Manor School in time for the opening of the new school.
39. The opportunity was taken to improve the cycle access to the York College during the bridge replacement works on Moor Lane with both on and off road facilities.
40. Signs are being manufactured to fit onto all the “Welcome to the City of York” boundary signs on routes into the city to highlight to residents and visitors that York is a Cycling City.
41. The following schemes have been transferred for delivery later in the programme:

- Lendal Hub Station (a secure cycle parking facility, recycled bicycle sales and repairs shop located in the decommissioned electricity sub-station adjacent to Lendal Bridge) is one of the key schemes included in the strategy, which was originally planned to be delivered in 2008/09. Unfortunately issues arising from the Listed Building Consent application delayed this scheme. Council officers also needed to agree a management and delivery strategy for the project with Bike Rescue and their architect. This delivery plan has now been agreed and the architect is addressing the concerns expressed during the listed building control process. If all goes as planned, conversion could be completed by late summer with Year 2 funding. A structural survey was completed in February 2009 and plans submitted for listed building consent. That consent is still awaited and the detailed costs for the building conversion are currently being prepared. A separate report on the delivery of the Hub Station will be submitted to members once the Listed Building Consent is granted and estimates for the conversion works have been finalised.
- Covered cycle parking in the city centre, which will be influenced by the ongoing Footstreets Review and conservation issues in the city centre, is now likely to progress in the next financial year because of the difficulties of approval in such a sensitive area. A design exercise is being examined for one location as a way of exploring the possibilities and likely impact.
- Trialling of low level, solar-powered, LED (light emitting diode) lighting on a section of off-road cycleway across Bootham Stray. Due to an existing planning condition relating to lighting on this path planning approval will be needed. If approval is granted this scheme will be progressed in the next financial year but if it is refused an alternative location will be sought.

Revenue Schemes

42. The Participation Group has made impressive progress in getting initiatives underway aimed at getting more people cycling. The group has delivered a number of guided rides (led by volunteers), which have proved to be very successful. In addition 18 volunteers have been trained on a Cyclists' Touring Club (CTC) Ride Managers Course to lead guided rides according to a set policy and protocol. The Council is one of the first local authorities to complete this training.
43. A number of participation events have been planned to take place during March 2009. These events are predominantly located at schools in the most deprived wards in the city (Clifton, Heworth, Westfield and City Centre). They are aimed at increasing cycling levels across all target groups.
44. The Schools Group has made progress, with measures to increase training initiatives well under way. Cycling trainers have been trained in cycle maintenance and a "women only" cycle maintenance course is being piloted in March 2009. Family cycle training events are being planned to train parents and children together. The Biking Viking event will take place in

April. The event (organised in conjunction with Sustrans) will involve pupils from four schools riding into the city centre proving that cycling can be fun and safe.

45. The Marketing Group has dealt effectively with preparations for the launch and is making good progress towards establishing a dedicated website and having promotional materials available to support of the other initiatives, e.g. redesigning the York cycle map. Currently information is being provided on the council's website but Cycling England would like to see the project have more prominence.
46. A crucial part of determining the success of the Project will be studies and analysis independently commissioned by Cycling England from their consultant Sustrans. A baseline level of cycling needs to be established so that future growth can be determined. Agreement has been reached with Sustrans on the extent of monitoring equipment that needs to be upgraded or installed to provide the necessary data. Orders have been placed for this equipment and significant expenditure will take place during March, with the remainder of the purchase and installation work planned for early in 2009/10.
47. Some of the schemes that have been deferred to later in the programme include:
 - Deferment of the planned 2-day cycling festival to the summer of 2009 and delays by Cycling England in preparing personal journey planning software has meant that funding not spent on those activities will be directed to additional cycle margin improvements. Works will also be brought forward in this programme to absorb the under-spend anticipated in several other minor revenue funded schemes, which have been delayed by the later than anticipated start on the project.
48. The Council submitted a claim to Cycling England in January 2009 for approximately £183,000. It was the only one of the new Cycling Town / City local authorities to submit a quarter three claim. A second claim will be submitted in March 2009 for quarter four and it is expected at this stage that the claim will be in the region of a further £320,000, taking the total up to the full allocation of £500k.

Delivery in Year 2

49. An internal review by the inter-departmental delivery team is underway to prepare the work programme for Year 2. Following feedback from the Stakeholder Group at their first meeting, it has been recognised that resources identified in the Bid submitted to Cycling England might be better redirected to other measures. Stakeholders and officers are of the opinion that the strategy identifies the correct objectives and target groups for delivering increases in cycling. However, if significant increases in cycling are to be obtained the focus of the project should be reconsidered and greater emphasis and funding should be directed at schemes and initiatives that will address the concerns raised by the city-wide consultation and

encourage cycling to school and employment, particularly major employers in the city.

50. The schematic map in Annex B identifies the strategic cycling network. The completion of this network is a long-term aspiration and delivering capital infrastructure schemes in the Cycling City project will be a significant step towards achieving it.
51. The schemes and initiatives that make up the Cycling City project will be delivered through a number of funding streams, i.e. the Local Transport Plan, Cycling City funding, Access York Phase 1 and a Road Safety growth item. These funding streams will contribute towards delivering different areas of the programme in Years 2 and 3.
52. The key priorities for Year 2 are set out below and include items which may be funded through the project, subject to Members decision regarding the capital programme:
 - Fulford Road (cycle elements of the scheme) – radial
 - Crichton Avenue (may be delivered over Years 2 and 3) – orbital
 - Blossom Street junction improvements – key junction
 - Hospital route cycle link - radial
 - Fishergate Gyratory improvements – key junction/radial
 - Hub station secure cycle parking and city centre cycle parking improvements
 - Cycle infrastructure at key employment sites, including CYC, Nestle, Hospital (subject to further discussion)
 - Cycle training, including adult and family sessions
 - Guided rides initiative
 - Cycle maintenance courses
 - Events promotion – Biking Vikings (April), Bike Week (June), 2-day bike festival (August), Tour of Britain (September), In Town Without My Car (September)
 - Marketing campaigns (to be decided), production and promotion of a new cycling city website, revised York cycle map, and leisure ride maps
 - Signing and lining maintenance and improvements
 - Funding of a full-time Transport Planner and supporting promotion and marketing work on a part-time basis
 - Maintenance of the existing network
 - Access to Station – Expenditure on works associated with station access improvements is scheduled to start in the next financial year. It is worth noting that the new franchise holder for the East Coast Main Line – National Express – has indicated that it is very supportive of cycle

access to the station, and it is hoped that this will give extra emphasis to the schemes planned to start next year, and possibly even allow expenditure to be brought forward. The current proposals are to provide a ramped access into the station car park and additional cycle parking. Outline plans have been prepared in relation to improvements to Scarborough Bridge but insufficient funding is currently available within the project to fully progress this item.

Evaluation

53. It will be important to evaluate the projects included in the proposal. The schemes and the overall project will be monitored by CYC and Cycling England through the monitoring arrangements with Sustrans. The Council will be expected to participate in reporting progress and to assist where necessary in other monitoring arrangements that Cycling England are undertaking e.g. telephone surveys, on-site interviews.

Consultation

54. Consultation with stakeholders and partners is ongoing through the delivery of the individual schemes and through the Steering Group. Further consultation with residents to understand the detail of the survey responses will be undertaken as the project progresses.

Corporate Objectives

55. The project, if successful, would contribute to the following Corporate Priorities:
 - Reduce the environmental impact of council activities and encourage, empower and promote others to do the same. *There is considerable scope for encouraging a shift from car use to cycle use for people throughout the city.*
 - 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.*
 - 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 and cyclists as they focus on children and a number of hard to reach groups as well as providing general improvements in cycling facilities.*

- 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 at the former Lendal Sub Station will be achieved by partnership working between the public and private sectors. The project delivery groups will provide the means for officers and stakeholders to work together.*
56. Local Transport Plan (LTP): The scheme would contribute to several of the aims of the 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

57. **Financial** – The grant has to be match funded by contributions from the Council, developers and stakeholders. The grant cannot be carried forward into future years, any underspend would be reallocated to another cycling town project and will be lost to the York cycling city project. Indicative allocation profiles for the remainder of the project are indicated in Annex C. Subject to the agreement of Cycling England it is proposed to adjust the split between revenue and capital grant funding within the same overall funding envelope to increase the availability of revenue funding for marketing/cycling promotion initiatives.
58. **Human Resources (HR)** -- The additional posts for the Project Manager and Transport Planner have been created within the Transport Planning team and funded from the Cycling City project.
59. **Equalities** – The project will deliver a range of improvements to facilities and training that will provide residents and visitors to York with travel options to reach key services around the city. Cycling has a valuable part to play in reducing social exclusion by improving accessibility for people who can't afford or don't have access to cars or bus services.
60. **Legal** – The grant from the DfT is made under Section 31 of the Local Government Act 2003 and the Council has entered into a funding arrangement with the DfT in order to be able to access the grant.
61. **Property** – The conversion of the Lendal Hub Station, which is owned by the authority, will enhance the usefulness of the building and increase the overall value of the property portfolio.

62. **Crime and Disorder** – The provision of better cycle parking and the secure manned Hub station facility together should reduce the level of cycle theft within the city.
63. There are no implications information technology or other areas.

Risk Management

64. The main risks associated with the Project are connected with non-delivery of future levels of cycling (strategic). This is a high profile project and it is aimed at not only increasing the size of the dedicated cycle network, but also altering the balance of road space in favour of cyclists at a number of locations. Failure to achieve targets will mean that Cycling England may be guarded in future about further investment, and the funding body behind Cycling England, the Department for Transport, could lose confidence in the ability of the authority to deliver the objectives and targets.
65. 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

66. The Executive is asked to
 - a. Note the progress made on the Cycling England Project in Year 1.
 - b. Approve the delivery plan for Year 2 subject to receiving detailed reports on significant schemes.
 - c. Agree to receive a further progress report in 6 months time.
 - d. Note that a further report on the Lendal Hub Station will be prepared after listed building approval has been obtained and estimates for the costs have been finalised.
 - e. Agree the proposed allocation of funding in Annex C.

Reason: To ensure the project stays on track and delivers the measures necessary to increase levels in cycling, and, ensure that funding is allocated to schemes most likely to deliver the project objectives.

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Wards Affected: all

All

For further information please contact the author of the report

Background Papers:

Annexes

Annex A Cycling City Strategy
Annex B Network Map
Annex C Indicative Allocation Profiles for 2009/10 & 2010/11