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**Decision Session – Cabinet Member for  
Transport, Planning & Sustainability**

**13<sup>th</sup> March 2013**

Report of the Director for City & Environmental Services

**Strategic Cycle Network Review : Post-Consultation  
Recommendations**

**Summary**

1. This report presents a revised strategic cycle route network for approval by the Cabinet Member to take to the Local Plan Working Group. The network would then replace the one adopted in the previous Local Plan. The proposed network has been split into distinct, deliverable links which have then been prioritised to enable them to be delivered in a suitable order. The network and prioritised list have been revised to take into account feedback from the city-wide consultation which took place over the summer of 2012. Once approved the list and network will be used to inform the cycling infrastructure component of future years' transport capital programmes and also the management of future development in the city.
2. Although the network and list do not cover all potential routes they are living documents and as such should be able to be updated via the Local Plan Annual Monitoring Report if necessary (subject to approval) in order to take into consideration new developments.

**Recommendations**

3. The Cabinet Member is asked to:
  - 1) Approve the revised strategic cycling network map in order that it can be taken to the Local Plan Working Group for potential inclusion in the emerging Local Plan. The network would then replace the previous version adopted several years ago.

Reason: to help to achieve an effective future cycling network, to ensure future developments take it into account and contribute towards it.

- 2) Approve the cycling scheme prioritisation methodology and prioritised list of schemes and use them as the evidence base for both development management and transport capital programme investment decisions.

Reason: to influence future development in the city and to shape future Transport Capital Programmes.

## **Background**

4. The current proposed cycle route network was adopted in the mid-1990s and replaced the original one adopted by York City Council in the late 1980s.
5. As part of the preparatory work for production of the emerging Local Plan officers were instructed by the Cabinet Member in early 2012 to review the strategic network taking into consideration current land use patterns and the latest Transport Strategy and to revise it if necessary.
6. The original adopted network covered all types of route and included leisure routes as well as utility routes. The revised network takes a more strategic overview in an attempt to identify those sections which have the potential to influence travel behaviour most and to improve the safety of existing cyclists.
7. As part of the network review process a decision was taken to split the proposed sections into distinct, deliverable links and to then prioritise these against various criteria. These criteria included such things as the type and number of destinations served by the link, its potential to improve safety of users, its contribution to route continuity, potential future usage, cost to construct and build-ability.
8. A revised network and the associated prioritised list identified by officers was brought to an earlier Decision Session on 3<sup>rd</sup> May 2012 for approval to undertake a city-wide consultation on them.
9. Following approval at the Decision Session the consultation took place over the summer months and is detailed in the section below.

## **Consultation**

10. The city-wide consultation comprised:
  - Web-based consultation on the Council's website
  - Paper copies of consultation materials at all libraries and the reception at 9 St Leonard's Place
  - Correspondence with all Parish Councils
  - Correspondence with all elected Members
11. A summary of the consultation responses is included as Annex C. Although a majority of Parish Councils responded there were very few responses from Ward Members. Twenty two responses were received from members of the public. Some of the public responses dealt with provision for cyclists in general across the city rather than individual schemes but are included in the Annex for reference.
12. Taking into consideration the consultation responses, the network has been revised to reinstate some of the strategic links to smaller rural villages which would otherwise have been taken off the map. This contributes to several of the themes of the transport strategy in the current Local Transport Plan (LTP3) by providing quality alternative to the car, improving strategic links and encouraging behavioural change. Other schemes suggested by members of the public have also been added if they were deemed appropriate. The revised map is included as Annex A. The prioritised list has also been revised to include the extra schemes and then re-prioritised, this is included as Annex B (available online only or on request).
13. Unfortunately it has taken slightly longer than originally envisaged to bring the results of the consultation back to this Decision Session. This was partly due to some of the parish responses taking longer than expected to filter back and also officers' busier workloads towards the end of the financial year.

## **Options**

14. There are two options available to the Cabinet Member:
  - Option A - Keep the current, out of date proposed cycling network and mostly reactive scheme prioritisation system

- Option B - Approve the revised network which better reflects current land use patterns and the comments received during the consultation exercise and take this to the Local Plan Working Group for potential inclusion in the emerging Local Plan. Adopt the updated prioritisation methodology for assessing current and future scheme requests and the prioritised list of schemes to influence future capital programmes and development management.

## **Analysis**

15. Option A – the main advantage of this option is that new schemes are able to be parachuted into the programme more easily and aren't necessarily assessed against other schemes. The disadvantages are that it doesn't take into account all the factors which will influence the decision as to whether a scheme should be delivered or not.
16. Option B – the advantages of this option are that the updated network better reflects current land use patterns and once adopted into the Local Plan will shape, more appropriately, future cycle route provision both by the council and developers. The new prioritisation methodology will enable schemes to be compared more easily and improve scheme filtering to identify those which don't meet various criteria. The option also enables a longer term delivery plan to be prepared and a bigger picture to be seen of where the gaps are. The disadvantage of this option is that the prioritised list will need to be updated as and when new schemes are highlighted or circumstances change. It may also be difficult to deliver the schemes in the prioritised order with limited budgets so the smaller, more affordable ones may still be delivered first even though they may not necessarily be top of the list.

## **Council Plan**

17. The outcome of this report will contribute to the following aspects of the Council Plan:
  - Create jobs and grow the economy – provision of some of the links to employment sites will make it easier for staff to access their workplace safely by cycle. It may also influence employers' decisions as to whether they set up in York. By encouraging more people to cycle to work this should reduce

congestion in the city which then makes the movement of other vehicles more efficient thus saving businesses money in lost time.

- Get York moving – making cycling a more attractive and efficient mode of travel should reduce residents' reliance on motorised transport thus reducing congestion and helping to get the remaining traffic moving better
- Build strong communities – provision of better cycle links between parts of York should help communities by reducing severance caused by major roads, rivers and railways
- Protect vulnerable people – cyclist are one of the most vulnerable types of road user and provision of cycle route infrastructure will help raise awareness of cyclists by other road users and should improve road safety
- Protect the environment – cycling is one of the most sustainable forms of transport so the more people who can be encouraged to cycle the better it will be for the local environment both in terms of air quality and the visual impact of parked vehicles

## Implications

18. The outcome of this report will have the following implications:

- **Financial** – the prioritised list will be used to inform future CoYC Transport Capital Programmes. Any resultant schemes will also add to the council's list of Transport Assets and maintenance burden. The approximate cost to deliver the full prioritised list will run into tens of millions of pounds and at current levels of funding provision will take several decades to complete.
- **Human Resources (HR)** – there are no HR implications
- **Equalities** – there are equalities implications and they have been taken into consideration in the prioritisation criteria.
- **Legal** – there are no legal implications
- **Crime and Disorder** – there are no Crime & Disorder implications
- **Information Technology (IT)** – there are no IT implications

- **Property** – Where any proposed cycle path would be located on land owned by the Council then the Head of Asset and Property Management should be consulted to check on the current and potential future use of this land to avoid any conflict in requirements.
- **Highways** – as the majority of the suggested schemes are on-highway or use land which is designated as adopted highway there will, in several cases, be an impact on the current highway network as a result of reallocating road space or through the implementation of measures to reduce traffic speeds. As per the Financial Implications above any resultant schemes will add to the Council’s list of Transport Assets and maintenance burden.

### **Risk Management**

19. The recommendations of the report seek to reduce any risk to the council’s reputation by clearly demonstrating the justification for future cycle scheme implementation. If the cabinet member were not to accept the recommendations it may leave the council open to criticism about selection of future schemes if there isn’t sufficient evidence to support this.

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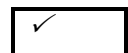
**Report  
 Approved**



**Date** 1<sup>st</sup> March 2013

**Wards Affected:**

**All**



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**For further information please contact the author of the report**

**Background Papers:** “Review of Strategic Cycle Network & Strategic Cycle Scheme Prioritisation” - Report to Cabinet Member for City Strategy Decision Session, 21<sup>st</sup> May 2012

### **Annexes**

*Annex A – Revised Strategic Cycle Route Network Map*

*Annex B – Newly Prioritised List of Strategic Cycle Schemes (**Available online only or on request – best viewed as A3 document**)*

*Annex C – Consultation Responses*