



Ryedale District Council

REPORT TO: Policy & Resources Committee

DATE: 6th December 2007

REPORTING OFFICER: David Summers
Property Manager

SUBJECT: CYCLE STANDS - MARKET TOWNS

WARDS AFFECTED: ALL

1.0 PURPOSE OF REPORT

1.1 To seek Members views on the provision of cycle stands in Malton, Norton, Pickering, Kirkbymoorside and Helmsley.

2.0 RECOMMENDATIONS

2.1 That the Council engage with North Yorkshire County Council in respect of cycle stand provision in Malton, Norton, Pickering, Kirkbymoorside and Helmsley.

3.0 POLICY CONTEXT

3.1 To have effective and integrated communication and transport networks.

4.0 REPORT

4.1 Secure and conveniently located cycle parking is vital to promote cycle journeys since the lack of destination facilities and fear of theft are major factors discouraging cycling. Destinations identified for cycle parking usually are: -

- workplaces
- schools / colleges
- public transport interchanges
- retail centres
- hospitals and health centres
- libraries
- community areas
- tourist and heritage sites

Cycling is a sustainable form of transport, with considerable benefits for users. It is the most efficient form of transport and unlike car use; it has no impact on the environment, consumes virtually no energy, is inexpensive for the user and does not impose external costs on other road users.

Cycling has many benefits both for those who cycle and those who do not including:

- reducing traffic congestion if car drivers switch to cycling
- no atmospheric pollution and low noise
- promoting sustainability and LA21 by being energy efficient
- contributing to local economies
- improving health and fitness
- time efficient, especially when roads are congested
- far less dangerous than motor vehicles to other highway users
- offering freedom and independence of travel to almost everyone
- inexpensive to purchase, operate and maintain
- parking is easier and requires less space
- flexible, convenient and enjoyable.

The second Local Transport Plan was published by the highway authority (NYCC) in March 2006 and covers the period 2006 - 2011.

It is this document that sets out the aims and objectives to be delivered, including those relating to cycling.

So far, progress has been made on working with Sustrans, the sustainable transport charity in delivering elements of the National Cycling Network and in providing lockable cycle lockers at transport interchanges. Hence there are cycle lockers at Malton Station.

The intention is to introduce, through Service Centre Transportation Strategies (SCTS), further initiatives.

At present the Helmsley/Kirkbymoorside SCTS is open for consultation. Malton/Norton follows in February/March 2008 and Pickering thereafter.

While the highway authority can progress stands etc., on the highway, they will have difficulty progressing schemes on land not under their control.

The aim of the SCTS process is to prioritise schemes for each area and then allocate funding. Obviously the prioritisation process will result in certain schemes proceeding and others in the ranking being delayed or not moving forward for some considerable time, if at all.

As the District Council owns Helmsley Market Place and leases Malton Market Place (until 2009); it would be appropriate for us to engage with

the County Council during these consultation exercises on the Helmsley/Kirkbymoorside, Malton/Norton and Pickering SCTS.

5.0 OPTIONS

- 5.1** Options A. Engage with the County Council SCTS.
Option B. Provide stands on the areas under district council control.
Option C. Do nothing.

6.0 RESULT OF OPTION APPRAISAL

- 6.1** Options A and B would meet corporate priorities, however Option A is likely to achieve the most "joined-up" approach.

7.0 FINANCIAL IMPLICATIONS

- 7.1** There are no identified budgets available. Sheffield type racks are approximately £550 each. Shelters are approximately £2,500 each. Delivery, costs etc will add several hundred pounds per installation. This will be dependant on existing base available etc.

8.0 LEGAL IMPLICATIONS

- 8.1** There should be no implications on any installation going on land that the council owns or controls.

9.0 ENVIRONMENTAL

- 9.1** Encouraging people out of cars and onto bicycles has to have environmental benefits.

10.0 RISK ASSESSMENT

- 10.1** There would appear to be no significant risks however, any risks present would be reduced by engaging with the highway authority is moving this issue forward.

Background Papers:

OFFICER CONTACT:

Please contact David Summers, Property Manager if you require any further information on the contents of this report. The officer can be contacted at Ryedale District Council, 01653 600666, Ext 461 and e-mail david.summers@ryedale.gov.uk