

Board and Topic	Rec No.	Recommendation	Update on Implementation of Recommendations as at January 2007	Update on Implementation of Recommendations as of 23 April 2007
Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	1	That all cycling policies take account of the fact that there are many different cycle user groups in York with different concerns and levels of concern. Wherever possible all of these groups should be catered for on York's cycling network and throughout its cycling provisions.	This policy has been adopted in the newly revised cycling strategy and will form the basis of cycle scheme design as it will be included in the briefs for cycle schemes. The "Design Cyclist" concept has been adopted and cycle facilities will now cater for a range of cyclists from inexperienced new cyclists to daily commuters.	Implementation complete
	2	That wherever possible cycle routes should allow access to all different types of cycles to ensure that cycling is available for different types of users right across the city	New barrier arrangements have been trialled and a new type of barrier adopted which accommodates as many types of cycles as possible whilst still preventing unauthorised access by motorcycles. Cyclists unable to negotiate the new type of barrier can still obtain RADAR keys to use the adjacent locked gates.	Implementation complete
	3	That in developing on-road cycling provisions priority is given to: 1. Completing gaps in the network, especially at particularly dangerous and/or busy points 2. Putting on-road cycle lanes on main roads where queuing is a regular occurrence, to allow cycles to bypass the queues	For the past couple of years the schemes implemented have concentrated on filling gaps in the network. The schemes proposed for next year will also satisfy this criteria. Junctions and cycle lanes will be addressed where appropriate and where other works are taking place and opportunities arise to undertake works.	This has become part of our working practices and all future works will be in-line with the recommendation made
	4	That increased efforts are made to improve the quality, safety and coherence of York's cycling network. These should include initiatives that § Ensure consistent and well connected cycle routes run throughout the city. § Develop and improve dedicated cycle tracks § Increase consideration of others and awareness of safety issues amongst all road users (challenging negative perceptions). A 'considerate road user' campaign should be looked at as a way of achieving this. § Using mandatory cycle lane specifications in preference to advisory ones.		The revised Cycling Strategy is part of LTP2 and contains long term action plans which will improve the quality, safety and coherence of York's cycling network.
In concentrating on filling gaps in the network this will be addressed				
Cycle audit and cycle review policies have been adopted as part of the new Cycling Strategy				
This has been put forward as part of the long term action plan in the new cycling strategy				
New cycle routes will specify mandatory routes in preference to advisory ones where appropriate, however, this may cause lengthy delays to the implementation process if large numbers of objections are received and it is necessary to hold a public inquiry.				

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Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)		§ Avoid wherever possible, features that hinder the safety or perceived safety of cyclists, such as narrow cycle lanes and combined bus and cycle lanes and provide full width segregated cycle lanes, if necessary by considering road space reallocation.	This will be included in briefs for new schemes but as the recommended minimum width for cycle lanes is 1.5m this may result in less being implemented where there isn't sufficient room (even with road space reallocation). Innovative solutions to such problems will be sought.	
		§ Enhance the land available for public highways when a development opportunity arises, to enable off road cycle paths or at second best full width cycle lanes on the road.	The council will continue to push for the maximum cycle and pedestrian facilities through new developments through the development control process. Promotion of off-road facilities over on-road solutions goes against the DfT's "hierarchy of provision" which has been adopted as part of the revised cycling strategy and which recommends that on-road solutions should always be considered before off-road where appropriate and that vehicle speeds and volumes should be addressed as a first point of concern to enable this.	
		§ That the points set out above are referred to the Green Belt Working Group for consideration as part of the amendments to the Local Plan.	The LDF will include the above as part of the revised cycling strategy	Implementation Completed
	5	That City of York Council identify potential opportunities in and/or around the city centre to build a safe and ideally sheltered cycle parking facility. This facility should use innovative ways to ensure a high level of security for bicycles parked in it. It should be considered through the council's regular planning procedures. That this is referred to the Green Belt Working Group for consideration as part of the amendments to the Local Plan.	The TPU are currently investigating 2 sites for secure cycle parks, namely, the former Lendal Sub-Station adjacent to Lendal Bridge and the disused tunnel which runs between Piccadilly Car Park and Castle Car Park, the latter would only be a temporary solution as the tunnel will form part of the Coppergate 2 development if and when it goes ahead. Property Services are also now aware that we are actively looking for potential sites for secure cycle parking.	
	6	That when a cycle lane comes across a difficult obstacle, innovative ways are explored of either enabling the lane to continue or suggesting a continued route for cyclists. This should be done with the aim of enabling all the different types of bicycles and cyclists to use as much of the network as possible	This has been adopted as a policy in the new Cycling Strategy	Implementation Completed

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	8	<p>That commitments to develop and improve York's road/cycle network (including commitments made as part of the forthcoming 'Local Transport Plan') are matched by adequate staffing levels to help the council to fulfil those commitments. Efforts should be made to ensure that all staff whose work impacts upon the cycle network, are sufficiently trained and skilled to enable them to deliver high quality, safe and cycle friendly improvements to the network effectively and efficiently</p>	<p>Staffing levels have been cut across most departments in recent years due to budget constraints the council no longer have a specific "Cycling Officer", however, there is now a bigger ownership of cycling across the Transport Planning Unit to avoid the loss of all the knowledge should one officer leave the authority as has happened in the past. The council are also investigating the training courses provided by the PTRC in tandem with Cycling England to bring cycling awareness levels up across other departments whose works impacts on cyclists.</p>	
	9	<p>That the Executive Member for Planning and Transport considers the existing method(s) used for prioritising cycling schemes with a view to assessing whether this needs to be updated in light of the recommendations of this report</p>	<p>A revised scheme prioritisation methodology was adopted as part of the new Local Transport Plan which takes into account such things as the DfT's shared priorities of Accessibility, Road Safety, Congestion and Air Quality.</p>	<p>Implementation completed as part of LTP2</p>
	10	<p>a) That the infrastructure suggestions outlined in paragraphs 6.1 and 6.2 above are taken into account during future analyses of the developments needed on York's cycle network</p>	<p>The recommendations of the board have been adopted as part of the revised cycling strategy which forms the basis for new scheme development</p>	<p>Implementation completed as part of LTP2</p>
		<p>b) That in future, officers take into account the emphasis placed on these developments by those consulted, when assessing the popularity and appeal to users of different cycle routes and network developments</p>	<p>As far as possible the wishes of the consultees were taken into consideration when rewriting the cycling strategy</p>	<p>Implementation completed as part of LTP2</p>

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Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	11	a) That a short interim update report on the progress made in implementing the recommendations outlined above be brought to the Planning and Transport Scrutiny Board in February 2005, or as near to then as possible	A presentation was given to the board of the draft cycling strategy before it was adopted as part of the LTP in December 2005	Implementation completed as part of LTP2
		b) That a full report on the progress of implementing the recommendations outlined above be brought to the Planning and Transport Scrutiny Board in June 2005 or as near to then as possible	A progress report was brought to the Planning & Transport Scrutiny Board in Sept 2005. It reported that some of the Board's recommendations were being taken forward into LTP2 and others into the revision of the cycling strategy.	Implementation Completed
		c) That this report is put together in partnership between the Board's Scrutiny Officer and the Transport Officer(s) responsible for implementing the recommendations	The Board noted that good progress had been made implementing the recommendations and it requested that the draft revised cycling strategy be presented to them for comment at the end of the year. This was received in December 2005 and their comments on it were fed back to officers for inclusion in the final document.	Implementation Completed