

## Annex 1

### Scrutiny Committee recommendations

A scrutiny review of cycling policies and facilities was undertaken during 2003 and 2004 and made eleven recommendations in that report as detailed below:

- i. 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.
- ii. 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.
- iii. That in developing on-road cycling provisions priority is given to:
  - Completing gaps in the network, especially at particularly dangerous and/or busy points.
  - Putting on-road cycle lanes on main roads where queuing is a regular occurrence, to allow cycles to bypass the queues.
- iv. That increased efforts are made to improve the quality, safety and coherence of York's cycling network. These should include initiatives that aim to:
  - 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.
  - 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.
  - 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.

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.

- v. 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.

- vi. 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.
- vii. That every effort is made to maximise the safety of York's cycle network through high quality and regular maintenance and (wherever possible and appropriate) the use of sufficient lighting to make routes accessible to people at all times.
- viii. 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.
- ix. 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.
- x. 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.

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.

- xi. 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.

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.

That this report is put together in partnership between the Board's Scrutiny Officer and the Transport Officer(s) responsible for implementing the recommendations