

Board and Topic	# Recommendation	Update on Implementation of Recommendations as at 29 Jan 2007	Update on Implementation of Recommendations as of 18 June 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.	No Change. This is adopted as Policy C1 in the Cycling Strategy which is contained Annex C to City of York's Local Transport Plan 2006-2011(LTP2)
	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.	This recommendation is adopted as Policy C2 in the Cycling Strategy which is contained as Annex C to LTP2. It is also acknowledged that to either prevent unauthorised use or abuse of cycle routes, or to facilitate safer use, barriers have had to be installed. The barrier arrangement being trialled is the physical application of Policy C2 that also acts as a suitable deterrent to unauthorised use of cycleways. The performance of the barrier is being monitored as part of the trials in order to determine its effectiveness use in the future. On-road cycle lanes are generally usable by all types of cycle. Wherever possible the maximum cycleway width possible within the councils design parameters., is implemented to facilitate ease of movement,. An emerging cycle network reveiw may examine these parameter to confirm their suitability.
	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 (Members want examples/evidence of gaps being filled and an explanation of network in this context. 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 opportunites arise to undertake works.	Both of these recommendations are incorporated into Policy C4 of the Cycling Strategy. 10km of on-road route has been built and advance stop lines have been installed at 54 junctions within the five year period of the first Local Transport Plan 2001-2006. Many 'quick-win' schemes were implemented in the early part of this period, but latterly more difficult and contentious schemes have not been implemented as the contentious issues have not been resolved. Feasibility studies have been undertaken for several cycle lane schemes. Many of these have been incorporated within other larger traffic studies and some short section have been constructed as part of other highway works. Schemes contained within the 2007/08 Capital Programme may also satisfy this criteria. Cycle lanes on main routes will be looked at in conjunction with corridor studies and where there is sufficient width will be investigated. Maximum use will be made of opportunities where other works are taking place. An emerging review of the Cycle network will examine the gaps in the network that to meet the needs of recent and future significant developments within the city and establish a methodolo
	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.	In concentrating on filling gaps in the network this will be addressed	Standards have been adopted for cycle route provision in the council's highway design guide to ensure consistency across the network, filling in gaps as discussed in point 3 above through the cycle network schemes contained within the 2007/08 Capital Programme should improve connectivity. An emerging review of the strategic cycle route network will identify whether the routes connect to the appropriate origins and destinations. Cycle lanes on main routes will be looked at in conjunction with corridor studies and will be investigated where there is sufficient width. Maximum use will be made of opportunities where other works due to take place.

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Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	3 § Develop and improve dedicated cycle tracks	Cycle audit and cycle review policies have been adopted as part of the new Cycling Strategy	No Change. This is adopted as Policy C5 in the Cycling Strategy which is contained Annex C to LTP2
	§ 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.	This has been put forward as part of the long term action plan in the new cycling strategy	Alternative ways of promoting cycling such as piggy-backing on other campaigns by the council (such as road safety) or other agencies (safer york partnership) are being explored as there are difficulties in resourcing a 'considerate road user' campaign .
	§ Using mandatory cycle lane specifications in preference to advisory ones.	New cycle routes (Members recollected that the review originally covered existing cycle routes and wondered whether any had been converted) 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.	Policy C5 in the Cycling Strategy, which is contained Annex C to LTP2, states an intent to use mandatory cycle lane specifications in preference to advisory ones. New on-road cycle routes will specify mandatory routes in preference to advisory ones where it is deemed appropriate. It should be noted that in many cases this may cause lengthy delays to the implementation process if large numbers of objections are received to the necessary Traffic Regulation Orders. No advisory lanes have yet been made mandatory as the process for converting them suffers from similar delays.
	§ 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.	This requirement has been incorporated into 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. (Members felt that it was not clear from this information that the policy had been reversed.	Policy C5 in the Cycling Strategy, which is contained Annex C to LTP2, seeks to optimise the land available for public highways when a development opportunity arises, to enable off road cycle paths (preferred choice), or the recommended width cycle lanes on the road. However, promotion of off-road facilities over on-road solutions goes against the DfT's "hierarchy of provision", 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. The DfT Hierarchy of Provision is adopted as policy C3 in the Cycling Strategy. Therefore, the anomaly between Policy C3 and Policy C5 needs to be corrected.
	§ 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	No Change

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Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	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.	The concept of providing several secure cycle parks around the periphery of the Footstreets area has been included in the Cycle Parking Review report which will go to the City Strategy EMAP in July. It is proposed to have a similar arrangement to the Park & Ride concept with the cycle parks located as close as possible to the junctions of the main commuter routes into the city centre and the inner ring road. A report was presented to Executive on 6th June 2007 detailing the responses from parties interested in operating a cycle park from Lendal Sub-station and giving the executive several options as to how they could proceed with such a venture. If the interested party's proposals are accepted it is envisaged that the cycle park could be open within a year. The other potential site in the Piccadilly tunnel will require further investigation given the potential for it to only be a temporary solution.
	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	This is adopted as a Policy C7 in the Cycling Strategy and cycle scheme briefs will specifically request that obstacles need to be overcome.
	7 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	Maintenance of the network will be continued through the budget specifically allocated to cycle route maintenance, however, this was cut back to £15K last year as a budget saving therefore the maintenance needs to be targetted, similarly the former £30K budget which was available a couple of years ago for cycle margin works on the carriageway has been cut. Funding from Ward Committees will be sought to help fund the Sustrans rangers who clean the off-road network. Discussions are to take place with the relevant officers in relation to the lighting of off-road paths to try to come to a solution which would make these routes more usable.	Maintenance of the network will be continued through the budget specifically allocated to cycle route maintenance. However, this has been cut back to £17K from £20K last year as a result of budget cuts. Therefore any maintenance needs to be well-targetted. Similarly, the former £30K budget which was available a couple of years ago for cycle margin works on the carriageway has also been lost to budget cuts. Funding from Ward Committees will continue to be sought to help fund the Sustrans Rangers who clean the off-road network. Discussions are to take place with the relevant officers in relation to the lighting of off-road paths to try to come to a solution which would make these routes more usable during the hours of darkness.

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Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	8 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	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.	Staffing levels have been cut across most departments in recent years due to budget constraints the council no longer have a specific officer whose role wholly involves dealing with cycling issues. However, attempts to mitigate this by having a wider ownership of cycling across the Transport Planning Unit have been made in an attempt to avoid the loss of all the knowledge should one officer leave the authority as has happened in the past. In practice this has not been very effective as the remaining officers have their own specialisms and workloads, and, therefore, do not necessarily have the time or resources to deal with other areas of work. Several council officers attended a taster session for the training courses provided by the PTRC in tandem with Cycling England which may be able to be used to bring cycling and designing for cyclists awareness levels up across other departments whose works impacts on cyclists. Budgets to fund these training courses being rolled-out corporately are being investigated.
	9 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	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. {Members were concerned that this appeared to have been done by officers with no referral to or consideration by EMAP. They asked for an explanation}	A revised scheme prioritisation methodology was adopted as part of the production of LTP2. This methodology takes into account the DfT's shared priorities of Accessibility, Road Safety, Congestion and Air Quality, Value for Money and Level of Risk. It also takes into account each scheme contribution toward achieving corporate targets and objectives. This is now used to assess schemes for inclusion in the LTP Capital Programme which is subject to approval by Members.
	10 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	The recommendations of the board have been adopted as part of the revised cycling strategy which forms the basis for new scheme development {Members asked for evidence to demonstrate this had been done}	The emerging cycle route network review will seek to create a hierarchy of routes similar to that adopted for the Pedestrian Route Network. The schemes suggested in paragraphs 6.1 and 6.2 will be assessed against this hierarchy and implemented at timescales according to their priority
	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	As far as possible the wishes of the consultees were taken into consideration when rewriting the cycling strategy	No change
	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	No Change

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Planning & Transport Board: Cycling Policy and Provision of Facilities (Oct 2004)	11	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 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	A progress report was brought to the Planning & Transport Scrutiny Board in Sept 2005. It reported that that some of the Board's recommendations were being taken forward into LTP2 and others into the revision of the cycling strategy. 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.	No Change