



**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 9 March 2021

Time: 10.00 am

Venue: Remote Meeting

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Services by **5:00 pm** on **Thursday 11 March 2021**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 5 March 2021**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

- 2. Minutes** (Pages 1 - 8)
To approve and sign the minutes of the meeting held on 18 January 2021.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at remote meetings. The deadline for registering at this meeting is Friday 5 March 2021.

To register to speak please visit

www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Remote Public Meetings

Please note that, subject to available resources, this remote public meeting will be webcast including any registered public speakers who have given their permission. The remote public meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

- 4. Osbaldwick 20mph Speed Limit Objections** (Pages 9 - 16)

This report presents the objection made to a proposal to expand the existing 20mph speed limit in the Osbaldwick area and proposes the 20mph speed limit be introduced as advertised.

- 5. Access Fund and Programme update** (Pages 17 - 34)

This report provides an update of the iTravel Programme of work to benefit traffic flow, health and the environment through promoting behaviour change towards sustainable travel options.

6. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- Email – robert.flintoft@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جا سکتی ہیں۔ (Urdu)

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	18 January 2021
Present	Councillors D'Agorne and Widdowson
Apologies	

46. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. None were declared.

47. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 1 December 2020 be approved and signed by the Executive Member as a correct record.

48. Public Participation

It was reported that there had been six registrations to speak at the meeting under the Council's Public Participation Scheme. However, due to technical issues one speaker was unable to participate in the meeting.

Cllr D Smalley thanked officers for work that had been undertaken regarding item 4 and the proposal to invest in the junction. He highlighted support at a Ward Meeting for the introduction of a right turn, as well as, the introducing a hatched area to stop traffic leaving towards the ring road blocking Hurricane Way and improved signage to assist drivers to be in the correct lane at the junction. It was requested that anti idling signage be introduced in the area and that the TSL program include parish councils in consultations in future schemes.

Cllr S Waudby also spoke regarding item 4, as a Ward Member, highlighting delays in traffic at the junction and the requests for a right turn at the junction from residents. She highlighted that

the new Clifton Moor Gate estate would add additional traffic in the. While option 2 came with additional expenditure she requested that the option 2 be support believing that with a new estate being developed that it would be a missed opportunity to not progress with option 2 in the report.

Cristian Santabarbara spoke on behalf of York IWGB and requested amendments be made to the York footstreet restrictions, to allow cyclists working in the gig economy to cycle through the footstreets area as part of their work. He noted current restrictions left workers in danger of fines and lose of work due to time lost on delivers due to having to travel through the city of foot. He also highlighted the role cycle carriers had had during the pandemic to allow restaurants to remain open and the increased number of services carriers had performed for residents including those shielding.

Andy Shrimpton spoke on behalf of the York Cycle Campaign regarding item 10 and welcomed the Council committing to £650,000 match funding in the Active Travel Fund. He noted the importance of public consultations ahead of the proposed schemes and recommended the council involve independent experts to run the consultation. He requested that the Executive Member maintain greater oversight of the schemes than was proposed in the report to ensure the schemes delivered fit within the wider transport strategy. He noted the importance of a pipeline of future walking and cycling schemes, but requested that objectives be more tightly defined and commitment to reach net zero by 2030 and car free by 2023 be included.

Cllr R Melly highlighted the positive impact the E-Scooter trial had had so far, but requested that further work be undertaken to allow E-Scooters and E-Bikes to be used beyond the outer ring road to support residents living further away from the city centre from benefiting from their use. In relation to item 10 she noted that Government had supported the schemes but did not award full funding and enquired as to why this was and whether it would be a problem in relation to delivery. Finally she noted the need for schemes to be undertaken urgently, such as Acomb Road which had been resurfaced in the summer of 2020 but had not yet had new road markings installed.

Officers noted that in relation to Government funding for the Active Travel Fund, that the Council did not receive all the funding it had applied for. Firstly this was because the Council

had applied for additional funding over and above its nominal funding allowance. While the Council received 95% of its bid for funding, it was noted that, the inclusion of some advisory cycle lanes in the Council's proposed schemes did not meet the Department for Transport's required mandatory cycle lanes.

49. TSAR Traffic Signal Refurbishment - Clifton Moorgate / Hurricane Way YK2239

Officers introduced the report noting the recommendation for the Executive Member to support Option 1. It was stated that the additional £200,000 cost for Option 2 did not justify the additional expenditure and would cause HGV's to be redirected to a roundabout which was deemed unsuitable for HGV use. The prospect of a new housing development north of the outer ring road was raised, it was confirmed that should the scheme go ahead then alterations could be made if required to the junction. If required changes to the junction could then be made with Section 106 contributions from the developer.

It was confirmed that a Hatchet Area and anti-idling signs could be explored as part of the scheme. A list of upcoming Traffic Signal Refurbishment could also be shared with Parish Councils and Ward Members, to ensure they can engage in consultations as part of a schemes progression.

Resolved:

- i. Approved Option 1 to refurbish all on site Traffic Signal Equipment and realign the pedestrian / cyclist crossing over Hurricane Way so that it meets current guidance.

Reason: To achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically whilst also providing slight improvements to cycling and walking infrastructure.

50. Update on E-sooter Trials

Officers were joined by Jessica Hall from Tier Mobility to introduce the item. It was noted that the recommendation was to

expand the trial to include E-Bikes and allow both E-Scooters and E-Bikes to travel as far as the outer ring road. It was confirmed that extending the range of E-Scooters and E-Bikes could be considered and that the current range of the E-Scooters and E-Bikes had been determined for part of the trial.

It was confirmed that E-Bikes would have number plates like the E-Scooters. Virtual parking bays were proposed to be introduced as part of the trial to reduce the impact on the public highway.

Resolved:

- i. To expand the service area that e-scooters can be hired and used, including a phased increase in e-scooters up to 700. Introduce e-bikes as outlined in the body of the report. This would see implementation of e-bikes across the city using the same parking bays as currently used for e-scooters. The e-bikes would look to be introduced in Q1 of 2021.

Reason: To continue the Department for Transport's micro-mobility trial and develop more sustainable travel options in the city.

51. Haxby Road, New Earswick – Triple Cushion Replacement Trial

Officers introduced the results and evaluation of a trial road layout on Haxby Road, New Earswick, and introduced the recommendations for concluding the trial and completing the scheme. The Executive Member considered the feedback received and agreed to make the trial measures permanent with minor changes.

Resolved:

- i. Approved the suggested amendments in Option 3 and as shown in Annex B, which is to make the trial measures permanent with minor changes.

Reason: To improve on the existing layout and allay some safety concerns about the southbound direction.

There could also be minor reductions in noise and vibration nuisance to residents.

52. Draft Vehicle Crossings Policy

The Executive Member enquired about an equalities assessment for the Draft Vehicle Crossings Policy, officers confirmed that the report asks for us to begin an consultation which would include an impact assessment and the opportunity hold targeted engagement on any equalities impact with those engaged in the footstreets consultation.

Resolved:

- i. That the draft policy be subject to public consultation. The draft policy would then become final if no objections are received at the end of the consultation period (3 months) or would be presented to the Executive Member for decision if objections are received;
- ii. That the council ensure it does specific engagement on equalities issues as part of the public consultation.

Reason: To support the decision making process for vehicle crossing applications submitted to City of York Council.

53. Progress towards determining all outstanding DMMO applications

Officers introduced the report and the Executive Member confirmed his support for the recommendation to share the report with the Local Government Ombudsman.

Resolved:

- i. Noted the content of the report and gave authorisation for it to be forwarded to the Local Government Ombudsman.

Reason: To report to the Local Government Ombudsman the progress the Council has made to reducing the backlog of undetermined DMMO applications.

54. Consideration of Objections in respect of No Waiting on the Verge Regulation order on Intake Lane, Dunnington

Officers introduced the report and updated the Executive Member that the proposal would introduce a no waiting area at any time on both sides of the road. It was also noted that a cheaper sign post had been identified and therefore if approved would be selected for the new signage.

Resolved:

- i. Approved option one and over-ruled the objections and implement the proposal as advertised and install regulatory signs on posts identified by Ward Members.

Reason: To provide a solution to prevent parking on the grass verge whilst allowing legitimate vehicle access across the verge.

55. Active Travel Fund (ATF) Programme

The Executive Member welcomed the progress made regarding the Active Travel Fund programme and the proposed draft Local Cycling and Walking Infrastructure Plan. Officers outlined the report and give an update on the match funding alongside the awarded £800,000 that had been awarded by the Department for Transport. The progress in creating the Local Cycling and Walking Infrastructure Plan was also update. Discussion took place regarding the strategic value of developing a pipeline of compliant schemes.

It was noted that the Department for Transport required to be informed of which schemes the Council will to take forward by March 2021 and delivered by the end of March 2022. It was also identified that it was expected that the opportunities to bid for further funding for future years programs would be available.

Resolved:

- i. Noted the progress with scheme delivery;
- ii. To make a £600k commitment in-principle, with a final match funding budget set following scheme costing and preparation;
- iii. The Executive Member endorsed the proposed Consultation Plan;
- iv. That CYC develops a pipeline of compliant future schemes through working with stakeholder groups to develop and LCWIP;
- v. That delegation is given to officers for the responsibility to make decisions about how to resource the ATF programme in consultation with the Executive Member.

Reason: To allow the City of York Council to determine the most efficient distribution of match funding once more is known about the cost and delivery timescales for the programme as a whole and to ensure that the best possible schemes are progressed. As well as, assist City of York Council in attracting central government funds for active travel projects which will assist in meeting City of York Council's climate emergency strategy to decarbonise transport and improve air quality and health.

56. Urgent Business

It was confirmed that the Council had received a request from the IWGB Couriers Union York for the introduction of a permit, to allow cycle couriers the ability to access the cities extended footstreets area. The Executive Member outlined that further discussion was required with officers and other Executive Members before he would be able to make a decision.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.02 am and finished at 11.52 am].

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Agenda Item

Decision Session – Executive Member for Transport

9th March 2021

Report of the Assistant Director of Transport, Highways and Environment

Osballdwick – Objection to Proposed 20mph Traffic Regulation Order

Summary

1. To consider the objection made to a proposal to expand the existing 20mph speed limit in the Osballdwick area.

Recommendation

2. It is recommended that:

Option 1 be agreed and the 20mph speed limit be introduced as advertised.

Reason: because this will achieve a reduction in signs and poles on street in Osballdwick village and a reduction in the future ongoing maintenance costs.

Background

3. Following representations from the local ward councillor and a petition, approval was given at a previous Executive Member for Transport meeting to advertise an expansion of the existing 20mph speed limit in the Osballdwick area. This change was considered desirable because the speed survey data, shown within the previous report, that the traffic speed on the roads in question were already low enough and it would result in a reduction in signing in the area due to the removal of a significant number of speed limit terminal signs on the side roads where the limits changed from 30 to 20. The reduction in signing was considered good for the appearance of the area and for the reduction in the maintenance costs of the signs. Existing and proposed speed limits are shown on plans in Annex A.

Consultation

4. The proposals were advertised as required by the statutory process of notices on street, in the local press and to the statutory consultees.

5. During the 3 week advertising period one objection was received, see Annex B. Whilst the views expressed in the objection are understood there is nothing in the objection that gives a cause for concern to not implement the proposal as advertised and achieve the improvements in the appearance of the village and reduction in maintenance costs.

Options for Consideration

6. Option 1 – implement the proposed restrictions as advertised. This is the recommended option because it achieves the aims of the project and does not have any detrimental impact.
7. Option 2 – drop the proposals and take no further action. This is not the recommended option because it would not deliver the desired improvements.

Council Plan

8. The above proposal contributes to the Council Plan of:
 - A council that listens to residents with the use of evidence-based decision making,

Implications

9. This report has the following implications:

Financial – None.

Human Resources – None

Equalities – None.

Legal – None.

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

10. None.

Contact Details

Authors:

Alistair Briggs
Principal Traffic Projects
Officer
Dept. Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport

Neil Ferris
Corporate Director of Economy and Place

Date:

11/12/2020

Specialist Implications Officer(s)

None.

Wards Affected: Osbaldwick

All

For further information please contact the author of the report.

Background Papers:

Osbaldwick Area 20mph Speed Limit – 24th October 2019.

Annexes:

Annex A Existing and proposed speed limits

Annex B The objection

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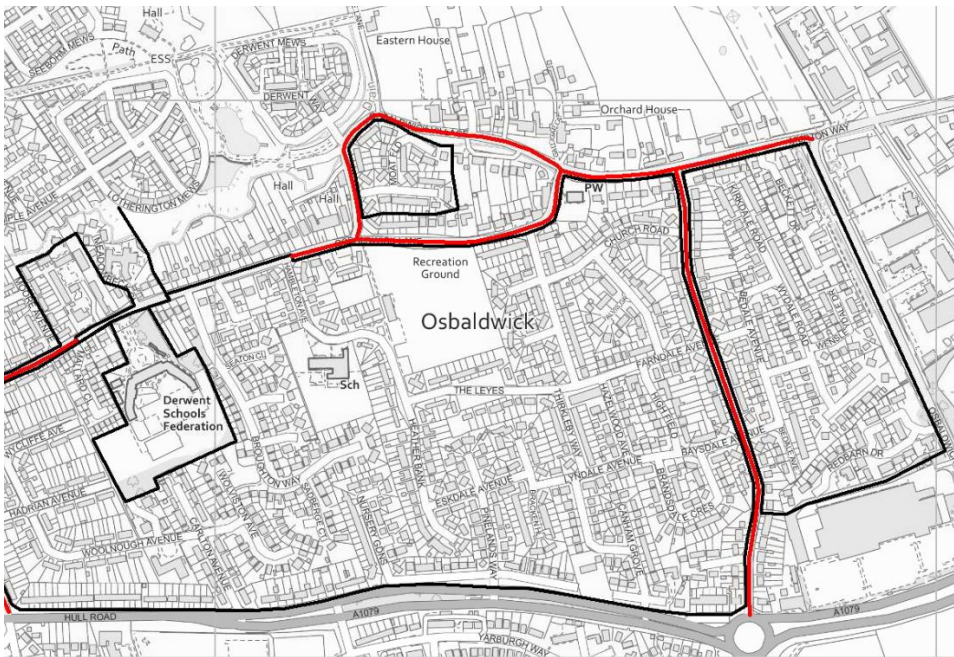
Annex A

Existing and Proposed Speed Limits

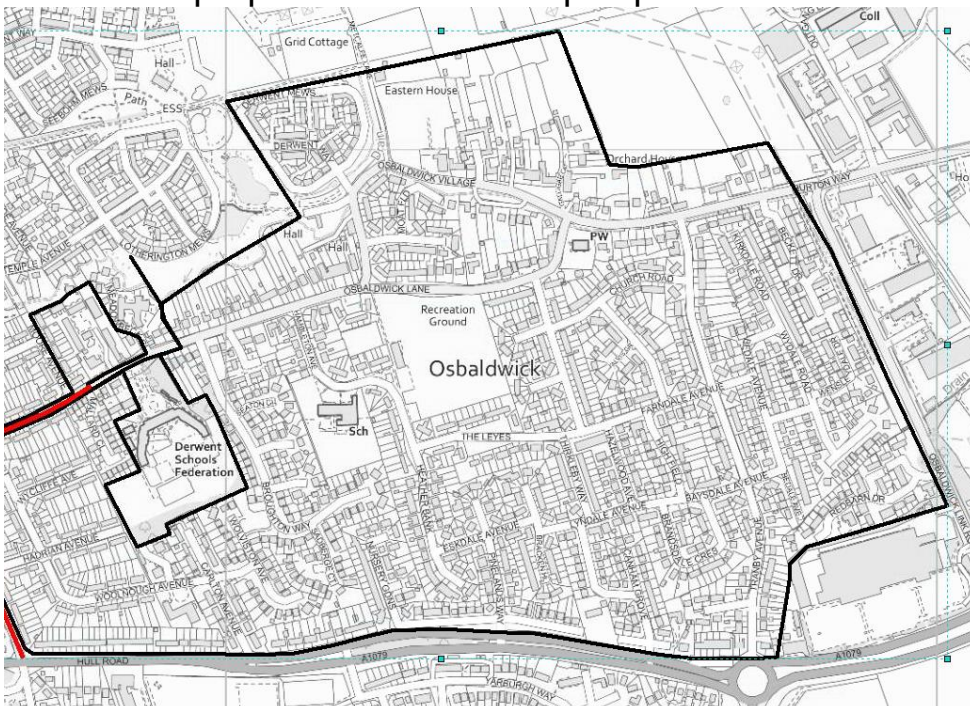
Plan of the existing 20 and 30mph speed limits

NOTE: Osbaldwick Village, Tranby Avenue, Murton Lane and Osbaldwick Lane (30mph) shown in red

The 20mph speed limit areas are shown bounded by a black line.



Plan of the proposed revised 20mph speed limit



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Annex B

The Objection

Dear Sir

I am opposed to the above limit for many common sense reasons

1 it is a fact that where such low limits are installed the limit is ignored so there is no point, a limit of 20 outside schools is of course acceptable

2 cyclists currently exceed this limit and the police have better things to do than enforce it

3 I am unaware of an excess number of accidents and speed does not cause accidents bad drivers do.

4 it is a waste of public money spending it on unnecessary, ugly and excessive signage, especially in these times when we are told our council is skint.

5 a notice on an out of the way light pole at the exit to the village is not sufficient notice to residents, every and all of the many neighbours I advised about the change was totally unaware of the new limit and there is no sign in the village itself that I have seen

6 parked cars already slow traffic on many streets especially Tranby Avenue and Yew Tree Mews eg is only 70 yards long and I doubt anybody even gets to 20 mph on that street

This nonsense should be stopped immediately as the current limit is sensible and easier to enforce

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Agenda Item

Decision Session – Executive Member for Transport

9th March 2021

Report of the Assistant Director of Transport, Highways and Environment

iTravel York progress report and programme 2021/22

Summary

1. This report provides an update of the iTravel Programme of work to benefit traffic flow, health and the environment through promoting behaviour change towards sustainable travel options.

Recommendations

2. That the Executive Member notes the proposed 21/22 iTravel Programme subject to funding.

Reason: to endorse the proposed approach to delivery for 2021/22 in support of the council plan outcome of enabling more residents to get around sustainably.

Background

3. The iTravel Team delivers travel behaviour change activities to benefit traffic flow, health and the environment in York. It is a Council team (currently 7 employees) within the Sustainable Transport Team. The iTravel programme is the means for delivering most of the travel behaviour change activities. It is funded by DfT's Access Fund, which is the main funding source for the iTravel Team.
4. The iTravel Programme is a set of work packages that belong to five categories/themes:

Themes
1. Employment Sustainable Travel uptake
2. Education Sustainable Travel uptake
3. Engaging Sustainable Travel uptake
4. Better Bus Promotion
5. Communication, Promotion

5. The iTravel Team works closely with the other teams in Sustainable Transport, which also draw some of their funding from the iTravel Programme. The Road Safety team provide child pedestrian training and adult and child cycle training. The Public Transport Team promote and provide information about bus and Park & Ride services.

Transport

Sustainable Transport Team

iTravel Team

Promoting sustainable travel

Road Safety Team

Promoting safer travel

Public Transport

Promoting/supporting bus and Park & Ride

Benefits of promoting sustainable travel

6. The role of the iTravel team is to encourage people in York to travel sustainably, e.g. walking, cycling, public transport, car sharing and low emission vehicles. The team primarily uses the method of ‘travel planning’ to help individuals to change to using sustainable travel. For example for cycling, some of that support can be free information, training, ‘tryouts’ and challenges. This could be provided directly by the team or through ‘travel plans’: documents developed by employers and other organisations about how travel to their site can be changed.
7. The following table relates the benefits of sustainable travel to the Council Plan core outcomes, illustrating how important it is to what the Council wants to achieve.

Benefit from increasing sustainable travel	Council Plan core outcomes that link with this
Reduced congestion by using road space more efficiently	<ul style="list-style-type: none"> • Getting around sustainably • Well-paid jobs and an inclusive economy
Improved air quality by emitting less or cleaner vehicle emissions	<ul style="list-style-type: none"> • Getting around sustainably • A Greener and Cleaner City
Reduced carbon emissions by emitting less or lower carbon vehicle emissions	<ul style="list-style-type: none"> • Getting around sustainably • A Greener and Cleaner City

Increased health through active travel. Walking to the bus is healthy.	<ul style="list-style-type: none"> • Good Health and Wellbeing
Cost savings to individuals. Walking/cycling is low cost, but bus and car sharing can save money too.	<ul style="list-style-type: none"> • Well-paid jobs and an inclusive economy
Safer travel through support to cycle safely.	<ul style="list-style-type: none"> • Safe Communities and culture for all

iTravel Programme: DfT funding allocations

8. The iTravel Programme is a programme of travel behaviour scheme initiatives. It is funded in revenue by the Department for Transport's (DfT) Access Fund, which followed similar funds such as the Local Sustainable Transport Fund. The Access Fund was awarded to us through a competitive bidding process for a 3 year programme – 17/18, 18/19, 19/20. An extension of funding was made by the DfT for 20/21.
9. See the funding received so far. Some funds included capital allocations, but only revenue is summarised below.
 - Cycle City York – £223K (08/09); £543K (09/10); £615K (10/11)
 - Local Sustainable Transport Fund (LSTF) – £180K (11/12); £647K (12/13); £777K (13/14); £896K (14/15)
 - LSTF 2 – £1m (15/16)
 - Sustainable Transition Fund – £399K (16/17)
 - Access Fund – £451K (17/18); £390K (18/19); £472K (19/20)
 - Access Fund extension – 2020/21 - £438K
10. The 21/22 budget is yet to be confirmed.

We have the potential of carrying forward about £130K underspend from 20/21 and we expect to receive a new 21/22 Access Fund grant (a top-up) from the DfT.

The carry forward is necessary because it was not possible to deliver all of the pre-notified programme during the Covid period. Partly this was because social distancing meant it was not possible to hold some of the

anticipated events, but also because some staff in the iTravel team were diverted to work on covid-related projects – see Section 6.1.

A £130K carry forward would be the minimum amount to continue the programme into 21/22. It would cover the April to September 2021 period and breaks down as follows:

Item	Details	Amount
iTravel Team staff salaries	Required to deliver the programme	£85.5K
Communications Officer salary (part funded)	Required to raise awareness of the programme's services	£10.5K
Sustrans schools contract	Travel behaviour engagement and highways feasibility work. Delivery to end of school year in July.	£34K
	Total	£130K

11. It is likely that iTravel will have a lower total budget compared to previous years. The lower anticipated top-up is related to DfT wanting to give all councils funding for travel behaviour change activity, as opposed to a subset of councils receiving a larger proportion of the pot (as has been the case) because they had live travel behaviour projects.

Covid and other impacts

12. The ability of the programme and team to operate has been significantly reduced by Covid restrictions and effects:
- Much of our work involves face to face contact with individuals and groups, e.g. at school, business and public events. Since March the team has worked from home according to Covid guidelines.
 - Likewise our work often involves providing physical resources, e.g. leaflets and cycles to try out. This hasn't been possible either.
 - Many of the journeys we have targeted have dramatically reduced in number, such as the commute and school run.

- Many of the organisations we have supported in the past have this year been inactive or too busy to engage with.
- With recruitment frozen internally, we weren't able to increase the number of staff back to the level that enables full delivery. One employee had seconded to another team and another has been on maternity leave.
- Numbers of bus passengers and their journeys have declined to around one-third of normal levels. This is because of restrictions and reduced capacity due to social distancing and messaging to discourage bus and rail use.

13. With the above challenges, there are however opportunities for increasing sustainable travel in York:

- a) Working from home and meeting online has reduced the number of journeys taking place. And there is probably a culture developing of partially maintaining this, for both individuals and organisations.
- b) Active travel has been encouraged as part of people's daily exercise during lockdowns and has been one of a few leisure exercises that need not involve proximity to others. Because numbers of journeys have decreased, active travel has probably decreased too, but has probably increased proportionally to other modes.
- c) Upcoming infrastructure that will benefit sustainable travel include the Active Travel Fund schemes, especially the A19 cycle route.
- d) New housing estates, such as Lowfield Green, give us an opportunity of new residents creating new journeys that we can influence.
- e) An increased online culture at work and at home might provide us with different ways to engage with people, outside of our usual face to face services.
- f) There is a need to support take-up of bus and rail again as social distancing measures are rolled back because widespread use of these modes is essential to York's strategy to make the city as accessible as possible, whilst managing congestion and pollution from car use.

How the programme / iTravel Team's activities changed in 20/21

14. As a result of the above issues and opportunities, the following changed.

- a) TryBike (people trying cycling) was to be our flagship scheme, but we have been unable to deliver it. There was no obvious scheme/concept to replace it.

We had planned to buy a fleet of cycles and provide to the non-cycling public to try. The concept itself required proximity and transition of resources that didn't suit covid restrictions.

- b) The Travel2School scheme, delivered by Sustrans, had to reduce the number of playground, assembly and other activities (to encourage walking and cycling). Online sessions replaced these, though face to face and physical activities will always give better results.
- c) Face to face engagement generally stopped. Travel plan meetings have largely not been able to take place. Travel advice and support hasn't taken place at stalls and events.
- d) The covid pandemic has also meant there has been a need for the iTravel team to support wider activities of the Transport Team in the following areas:
- Supporting the Bishopthorpe Road footway widening scheme consultation
 - Assistance gathering information on travel patterns and, in particular, on employers' plans for the return to work after the Spring lockdown
 - Similar partnership working to support the return to schools in September
 - Looking at cycle parking locations in April/ May for the Emergency Active Travel Fund
 - Liaison with Public Health around Covid health planning for transport
 - Provision of information about travel/covid through the iTravel website
 - The team has also been able to assist with the initial phases of research to support York's Local Transport Plan refresh.

iTravel Programme 20/21: Output and Outcome headlines

15. In terms of showing results of the programme it will always be difficult to calculate grand totals, because different schemes require different types of data collection.

As set out above, Covid has reduced the supply of and requirement for our services in 20/21. The results below cover fewer categories than normal with levels of participation also lower compared to previous years.

TryBike:

16. Our flagship scheme to enable non cyclists to try cycling could not take place, due to the inability during the Covid period to deliver.

Cycle Training:

17. Urban Cycle Skills for adults and families is delivered by Road Safety to usually 70-80 participants each year – members of the public who request a session. Despite social distancing guidance it has been possible to give 58 of these sessions in 20/21.

Cycle training is taking part at Mercure Hotel in February/March for up to 14 asylum seekers.

Bikeability training for children (also by Road Safety) is part-funded by the iTravel Programme. See the statistics for 20/21 below with what was expected in brackets.

Total number of Core Bikeability places delivered in schools from April 2020 – Feb 2021 = **457** (1244)

Level 1 & 2 combined = 299 (1000)

Level 2 only = 26 (41)

Level 3 = 132 (263)

Total number of Bikeability plus places delivered from April 2020 - Feb 2021 = 38 (129)

Bikeability Learn to ride = 2 (6)

Bikeability balance (reception children) = 36 (123)

18. Our 19/20 'Cycle Training at York Mosque' project won the 'Excellence in Cycling' award this year from Modeshift – a national award. In partnership with United Bikes, 20 women connected with the York Mosque learned to cycle confidently, substantially increasing their mobility and opportunity.

Quotes from participants:

- "I want to go home and tell my sons and grandsons. I want to do more so I can ride with my family and I know its good exercise"

- “This training gave me the courage to use a bike as means of transportation”

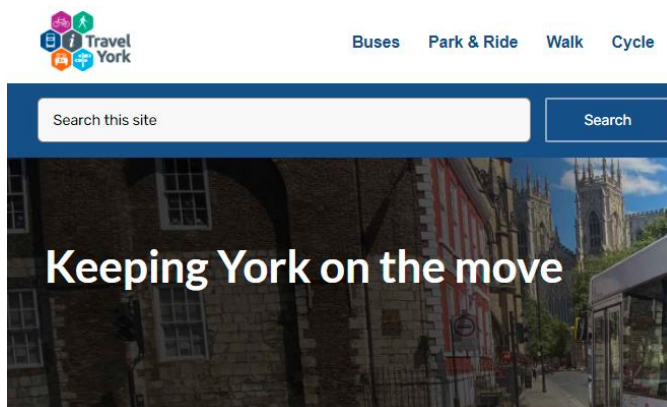


b) iTravel website reboot

A completely new version of the iTravel website was launched in June 2020.

Producing a new website brought the opportunity of making travel information and resources quicker and easier to find. Boosting the walking content has also been a priority.

The Council web team developed the website with the iTravel Team as the client.



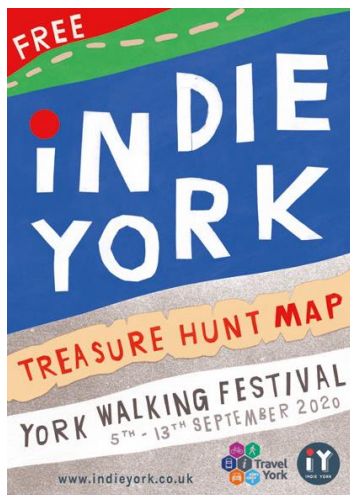
c) Exploring York Maps

10 walking maps were developed and launched during the York Walking Festival. Feedback so far has been very positive.



d) York Walking Festival

We successfully launched the York Walking Festival in September 2020 – the first in recent years. A programme of led walks wasn't possible (social distancing etc). Instead the week focussed on walking challenges. The highlight was the Indie York Treasure Hunt – a partnership success with Indie York. Though evidence is largely anecdotal, we are confident that public participation was high, resulting in increased footfall to shops. This shows the potential for walking initiatives benefiting the economy as well as the usual sustainable travel benefits.



e) Travel2School:

Sustrans engage with pupils about their travel choices, encouraging more walking and cycling in particular. They work in school years.

Sep17 – Jul20:

Car Use: Pupils reporting car use as their usual form of transport to school decreased by over 4 percentage points: from 28.4% at baseline to 23.8% at the end of year three.

Walking/cycling: Pupils who usually choose active travel to get to school increased from 65.9% at baseline to 69.0% after three years of engagement.

Park and Stride: Park and stride is less popular than active travel, but has increased from 3.8% at baseline to 6.8% at the end of year 3.

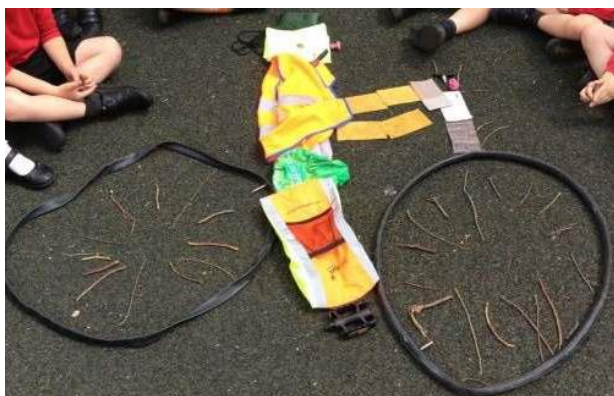
Travel preferences: After three years of engagement, 80.2% of pupils want to travel actively to school (up from 77.9% at baseline), and only 9.9% want to be driven to school (down from 13.1% at baseline).

44 schools have been involved at some point (there are 63 publicly funded schools in York in total). 15 contributed to the stats above.

Sep20 onwards:

66 activities have been delivered, with those going online during lockdowns. 8 schools involved – fewer schools for more intensive activity. Results not available yet.

Anecdotal evidence has also been positive. For example Carr Infants School: “There is definitely an increase in children coming on bikes and scooter - the sheds at the front are now always full and over flowing!”



Bike art at Robert Wilkinson Primary School

f) Other school activities:

- October 2020 Walk to School Week and Jack Archer Award. We had our joint best year with 32 (out of 49) primary schools (65%) taking part – total of 9847 pupils. Winning school was Clifton Green

primary with 89.6% travelling actively to school. Also delivered 2 assemblies via Zoom.

- From July to September 2020 we worked with Education Transport to help with the full return to school ensuring covid compliance.
- Work with 3 schools on inconsiderate parking, supplying resources.

The iTravel Programme has been part of the work to promote bus services in the city, in particular it has been crucial to promoting the many improvements we have made to the network – for example electrifying the bulk of the park and ride fleet and converting the diesel fleet to the highest current emissions standard in support of York's Clean Air Zone.

g) iTravel Programme: 21/22

h) The 21/22 iTravel programme will face the following issues and opportunities.

Issues:

19. We don't know to what extent Covid will restrict our ability to engage face to face with people and provide physical resources (e.g. leaflets/cycles), particularly during the warmer months when people often consider walking and cycling more. We are assuming however that there will be opportunities to do so increasingly from April 2021, albeit more limited than before.
- i. We don't know how available organisations/groups will be to partner with. Schools and businesses will still be adapting to Covid-related circumstances in 2021 and may be too busy to engage with iTravel as they did in the pre-covid world.

Opportunities:

- a) We should expect continued public interest in walking and cycling, that we can support.
- ii. Because of the drop in bus and rail use over the last year, the iTravel Team will have a key role in encouraging people back.
- iii. Our travel planning services could be expanded to support the increase in home working. Generally the increase in online/digital activity will give us more scope to engage with people online and through social media.

- iv. New infrastructure schemes will benefit from promotion to encourage use.
 - v. Travel planning remains very relevant at key locations in York, e.g. new residential estates, the hospital, colleges/universities, York Stadium.
 - vi. New developments also offer new opportunities for itravel to work with developers to reduce car travel. The developments currently coming forward (e.g. York Central) have large dedicated travel planning elements to their Section 106 agreements.
 - vii. More generally, the high amount of work in the transport team generally (for example, developing the Active Travel Fund projects and consultation elements of the Local Transport Plan).
20. In terms of funding, at the same point last year, we had clear direction from DfT about the upcoming 20/21 allocation and how to seek sign off on what we wanted to spend it on. This year we have only received an indication that funding will be available for 21/22, without any further guidance. And so no proposed programme has been submitted to DfT at this time.
21. The proposed programme by **area of work** is as before.

1. Employment Sustainable Travel uptake
2. Education Sustainable Travel uptake
3. Engaging Sustainable Travel uptake
4. Better Bus Promotion
5. Communication, Promotion and Project Management
Project management

22. The proposed programme by **scheme category** is as follows (again the same categories used in the original funding bid in 2017). The funding breakdown will depend on the budget that is yet to be determined.

iTravel - Adult Services	Area of work	Details
Workplace active travel support	1	Providing resources to these 3 groups, including cycle and bus try outs
Travel2Campus	2	
Community Cycling	3	
Road Safety - Services		

Inclusive cycling uptake	3	To enable community partners to promote inclusive cycles.
Cycle training	3	Funding for cycle training
Road safety promotion	3	
iTravel - School Services		
Travel to School	2	Schools engagement
Green Neighbourhoods	2	Feasibility work on school highway measures
iTravel - Events		
Festival of Cycling	3	Cycling promotion in Sep, but no special festival day.
Active Leisure led walks	3	York Walking Festival in Sep
Clean Air Champions	3	To help promote air quality action.
iTravel - Travel Planning		
Workplace Travel Network	1	Travel planning activity, facilitating the action of other organisations.
School Travel Planning	2	
iTravel - Comms + recruitment		
Active Travel Dashboard	1,2,3	An online challenge will help us to engage despite Covid restrictions
Community Champions	3	Building partnerships to increase our influence.
City promotional campaign	5	Our communications and events budget.
Website development	5	The iTravel website is an increasingly important resource. We will focus on developing route information.
Public Transport Team		
Better Bus information services	4	Funding that will be used to promote bus services.
Park&Ride promotion	4	
Bus network enhancements	4	
iTravel - Project Management		
Project management		Project and programme management.

23. The proposed 21/22 programme above takes the following approaches:

- Alongside work starting in 21/22, we should deliver as much as possible the activities we were unable to finish in 20/21. As well as our travel planning services, there is the feasibility work, carried out by Sustrans, to identify and consult on potential highway solutions for Badger Hill School and Clifton Green School.
- A greater emphasis on using iTravel staff rather than outsourcing delivery. The team has grown to be more effective and will benefit from being in control of its own delivery.
- Travel planning will continue to become our default way of operating. Though we can achieve much by providing services directly to individuals, by supporting organisations to tackle their own travel (an indirect approach) we can achieve much more. Travel planning for residential estates, will have a particular focus. We will continue supporting businesses and schools.
- Generally we will 'link up' more. We want to become a more partnership oriented team, working with community groups to influence travel. We also want to encourage people to use new infrastructure schemes (e.g. through the Active Travel Fund) and want to support work on the Local Transport Plan.
- We will assume that engaging face to face with individuals and partners will continue to be difficult (because of Covid), at least at the beginning of the 2021/22 year. Online resources are therefore a wise investment. An online challenge will encourage people to travel differently through e.g. incentives, games, challenges and peer influence. We would also like to produce videos of cycle routes and interactive audio guides of walking routes.
- Adult/family cycle training will continue to branch out. Road Safety are discussing delivery cycle training to about 25 young people who attend Blueberry Academy. This may also include pedestrian training and independent travel advice
- We have bid for a further £133K of funding to deliver a scheme that encourages people to try and buy electric cycles – announcement by early March. This will change our delivery for the year substantially if successful. Either way though we are interested in our proposed model (in the bid) of using a number of bike shops to provide such services through grants and vouchers. This concept is something we would like to try with normal cycles as part of the main iTravel programme.

Funding beyond 21/22

24. For the iTravel Team and the iTravel Programme there is currently no allocated funding for 22/23 onwards or funds made available by DfT to bid to. We have heard that the DfT may provide all local authorities in the UK funding – rather than the current situation, where through the 2017 bid select authorities have been allocated funding. Like all local authorities, we will await further announcements as DfT develops in Decarbonising Transport workstream. At this stage, there is an expectation, however, of a multi-billion pound funding settlement for the active travel element of this workstream over the next 3 years, plus a similar funding settlement for bus services.
25. A key aim for the iTravel Team is to diversify income so that it is less dependent on the annual DfT grant, which is potentially subject to change from year to year. Potential sources of additional funding which have been identified are:
- Section 106 funding for ‘travel plan implementation support’ in planning applications
 - Scheme funding – promoting use of new infrastructure
 - Scheme/LTP development funding – e.g. helping with consultation and gathering data on travel patterns
 - There may also be funding opportunities made available by the government to promote bus services that could be applied for in partnership with local bus operators.

Corporate Strategy

26. The key component of ‘Getting around sustainably’ relates to more people choosing to travel by public transport, walking or cycling – both through infrastructure and the iTravel ‘hearts and minds’ work. The iTravel Programme is referenced in the Council Plan document under this theme. The following key components are also relevant:
- ‘Good health and wellbeing’ – the programme contributes by encouraging active travel.
 - ‘A greener and cleaner city’ – a switch to sustainable travel from car journeys can reduce both local air pollution and carbon emissions.
 - ‘Well-paid jobs and an inclusive economy’ – the economy benefits from employees and jobseekers finding options for their commute.

Footfall to shops and other businesses could also increase, e.g. through promoting walking.

Implications

27. The following are the identified implications.

Financial – The proposals set out within the report will be subject to the level of grant awarded for 2021/22. As this has not been announced at the time the report is drafted the allocations will need to be reviewed upon confirmation. The proposed carry forward of £130k from 2020/21 into 2021/22 would enable existing commitments to be met in line with DfT requirements. The final level of carry forward will be dependent upon the overall level of spend in 2020/21 and again cannot be confirmed at this point. If further DfT funding is not received in 2021/22 the carry forward would also ensure the costs of the iTravel programme ending are funded if alternative sources of external funding cannot be identified.

- **Human Resources (HR)** – We are not planning to recruit staff in 21/22.
- **Equalities** – We will continue to make our iTravel Programme schemes and our travel planning services available to a broader range of people in the city. Publicity will be more citywide and we have increased our contact with community groups. There are no adverse impacts of this report on specific groups in the community and an Equalities Impact Assessment is not necessary for this report.
- **Legal** – There are no legal implications.
- **Crime and Disorder** - There are no Crime and Disorder implications
- **Information Technology (IT)** - There are no IT implications
- **Property** - There are no property implications

Risk Management

28. There continue to be risks to delivery from the impacts of Covid – in particular the uncertainty of our ability to engage with people face to face, though we are partly mitigating that through focussing on online resources.

Contact

Details:

Author

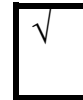
Duncan McIntyre
iTravel Programme
Manager
Tel No. (01904) 553786

Chief Officer Responsible for the Report

James Gilchrist
Assistant Director Transport Highways and
Environment

Neil Ferris
Corporate Director Economy and Place

**Report
Approved**



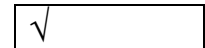
Date 26.02.21

Specialist Implications Officer(s)

Patrick Looker, Finance Manager

Wards Affected:

All



For further information please contact the author of the report.

Background Papers: None

Annexes: None

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