



Local Transport Strategy Consultation results

Scrutiny Presentation
21 May 2024



What was Our Big Transport Conversation?

Most far-reaching consultation on transport in York since 2010

We visited the rural villages, suburban areas and city centre to get a real-life picture of current travel needs

Will help create key documents for the way we travel, long into the future – Local Transport Plan, Movement & Place Plan, and influence others (eg accessibility, walking & cycling)

Aims to help transport deliver the Council's four key priorities;

- Equality
- Affordability
- Climate
- Health

The consultation ran from November 2023 to February 2024. In March 2024 we brought initial results to Executive and thanked those who had taken part online.



Who did we reach?

Headline results

Thank you to everyone! These are our interim results – more detailed analysis will follow.



Our **Transport** **Big** Conversation

SUBMIT

1,342 online responses



50+ events



More than 1,000 people met in person including 350 children and students



93 hours of events



More than 100,000 social media impressions



7 villages were visited with York Explore Mobile Library



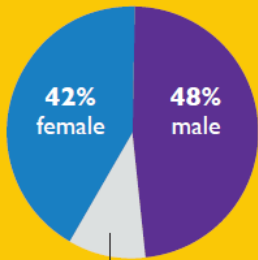
15 libraries displayed information & had paper copies available through our partnership with Explore York Libraries and Archives

Conversations with interest groups ranging from



- environment and heritage
- disabled residents
- business and tourism groups
- learning disability self advocates
- schools and colleges
- NHS patients
- cycling and walking groups
- bus users
- older people

Online respondents only (ie not the people we met in person)



10% No gender stated

Largest age categories

- 29% 40-55
- 26% Over 65s
- 18% 25-39
- 18% 56-65

25% identified themselves as having a disability

Support for the 10 policy focus areas



Accessibility 90%



Improve walking, wheeling and cycling 85%



Shaping healthy places 85%



Improving public transport 88%



Safeguarding our environment 74%



Create a Movement and Place Plan 81%



Reduce car dependency 78%



Improving freight and logistics 85%



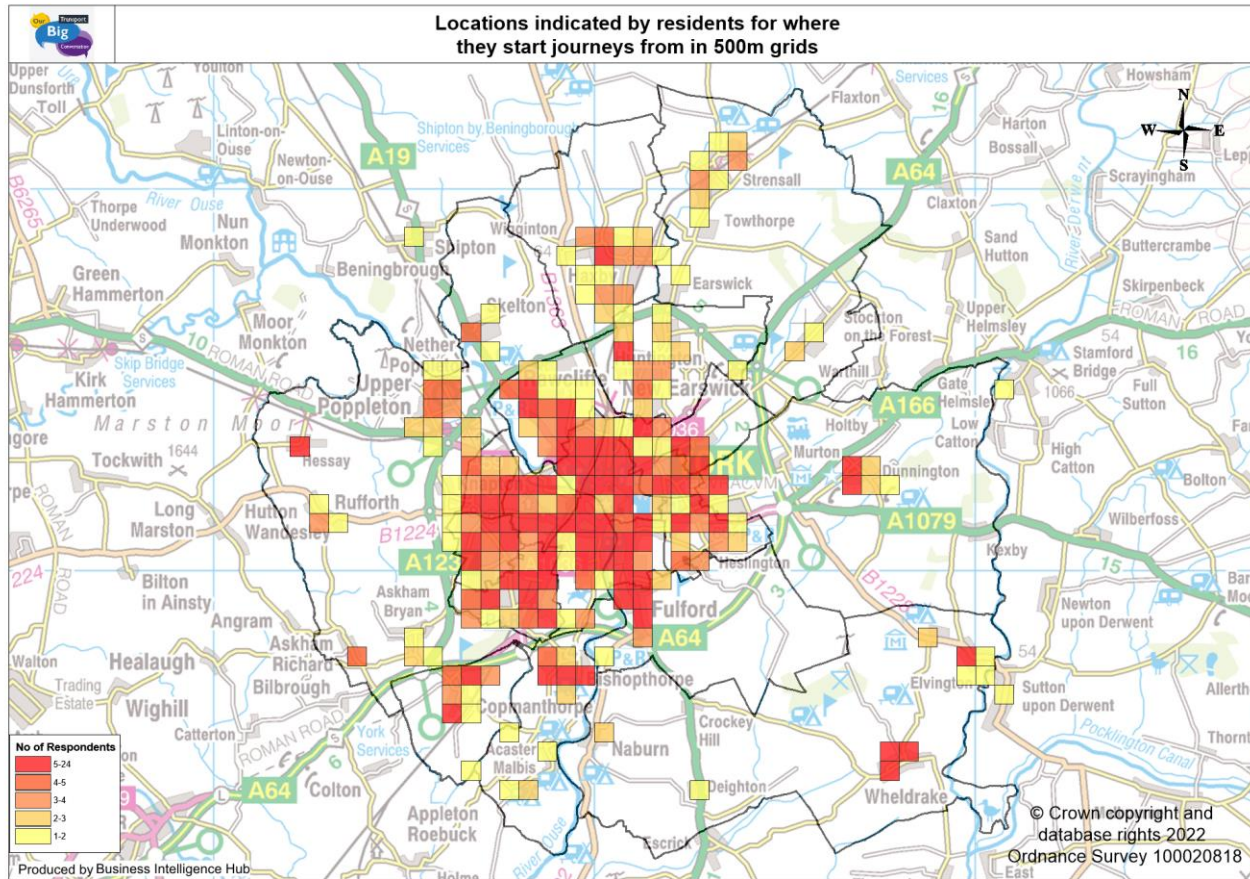
Effective maintenance and enforcement 83%



Monitoring the transport network and financing the changes 81%



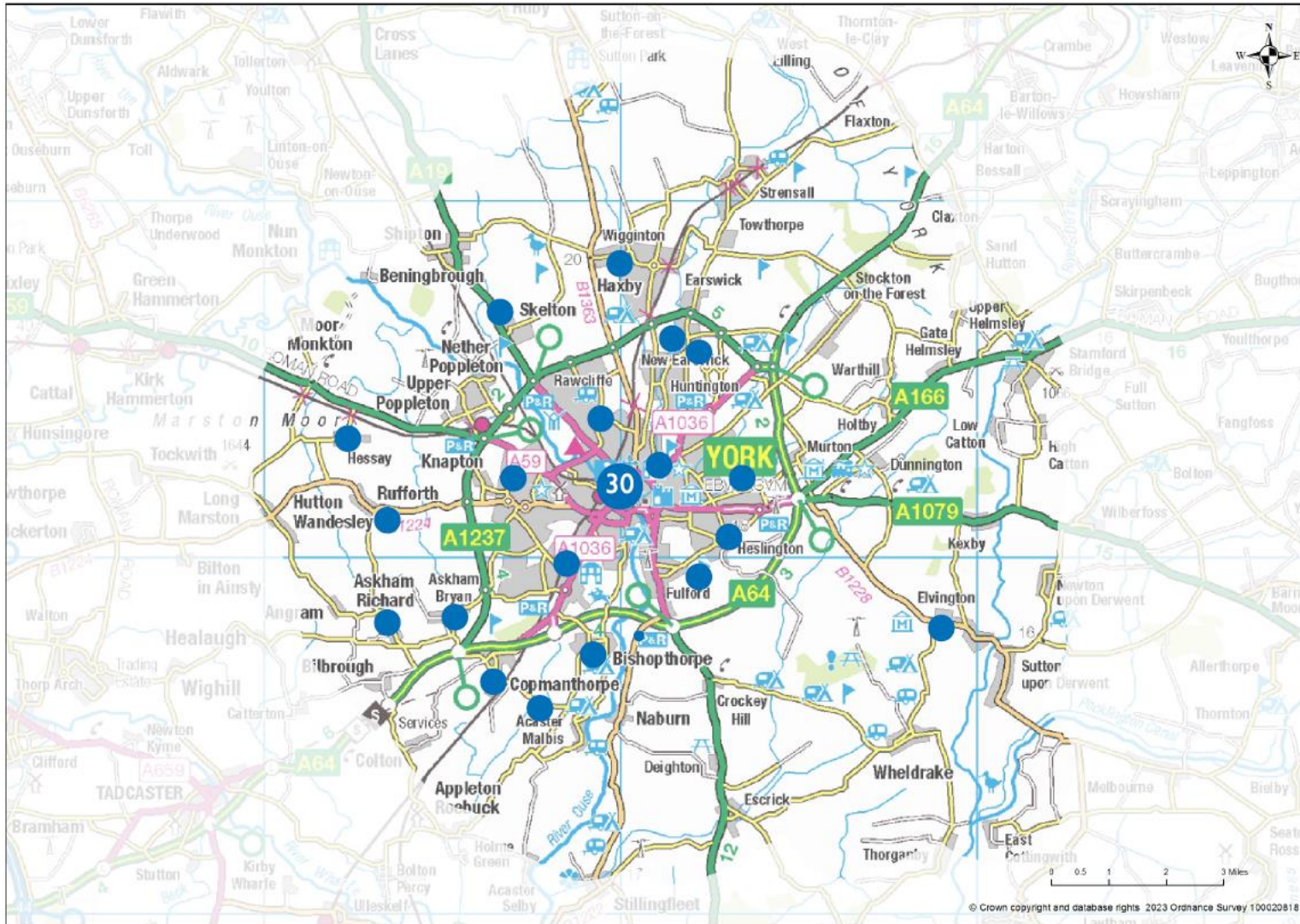
Who responded?



Heat map of starting location postcodes from online respondents

- Online: 25% said they have a physical or mental health condition expected to last 12 months or more – comparable with Census data for York
- Age of respondents: 25yo+ well represented online
- In person events targeted college and school students to ensure we included their thoughts
- Gender representation was broadly equal
- Non-white ethnicities are under-represented in the sample
- Most respondents said that they had no religious beliefs.

Where did we go?

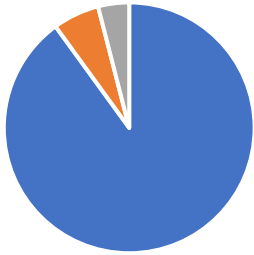


Map showing locations of in-person events. '30' represents events where attendees came from all wards/areas of interest

What were the results?

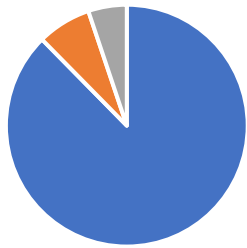
Interim results – top-line analysis of online survey completed, more analysis to be done

1. Shape a city that is accessible to everyone



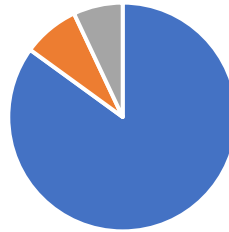
■ % support ■ % neutral ■ % not support

2. Improve walking, wheeling and cycling



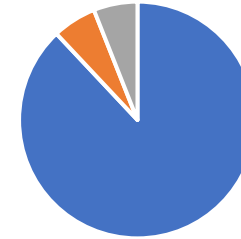
■ % support ■ % neutral ■ % not support

3. Shape healthy places



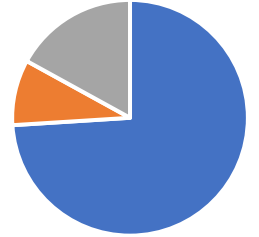
■ % support ■ % neutral ■ % not support

4. Improving Public Transport



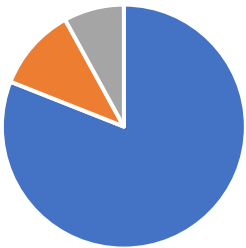
■ % support ■ % neutral ■ % not support

5. Safeguarding our environment by cutting carbon, air pollution and noise



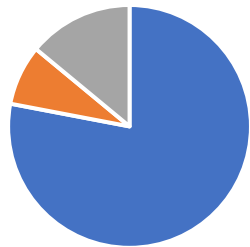
■ % support ■ % neutral ■ % not support

6. Manage the road network for Movement and Place



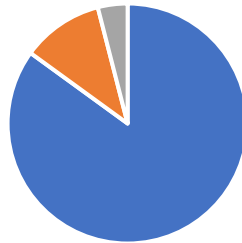
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7. Reduce car dependency



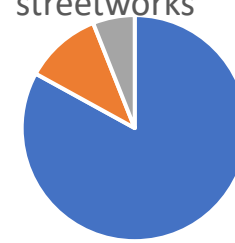
■ % support ■ % neutral ■ % not support

8. Improving freight and logistics



■ % support ■ % neutral ■ % not support

9. Effective maintenance and enforcement and management of streetworks



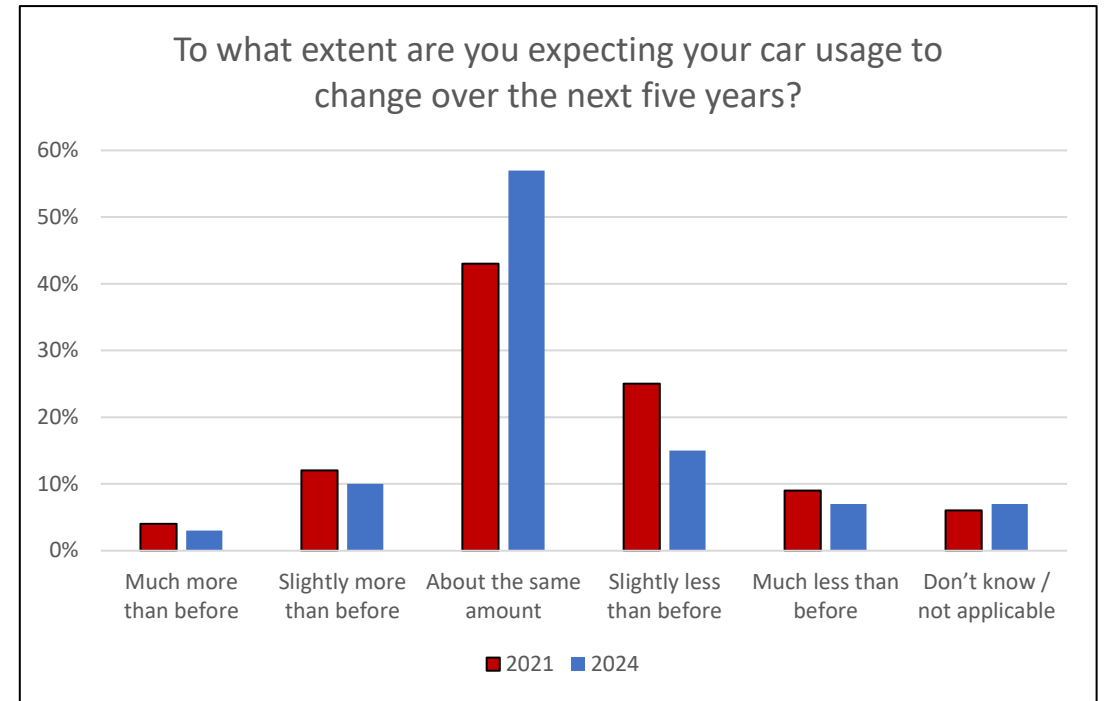
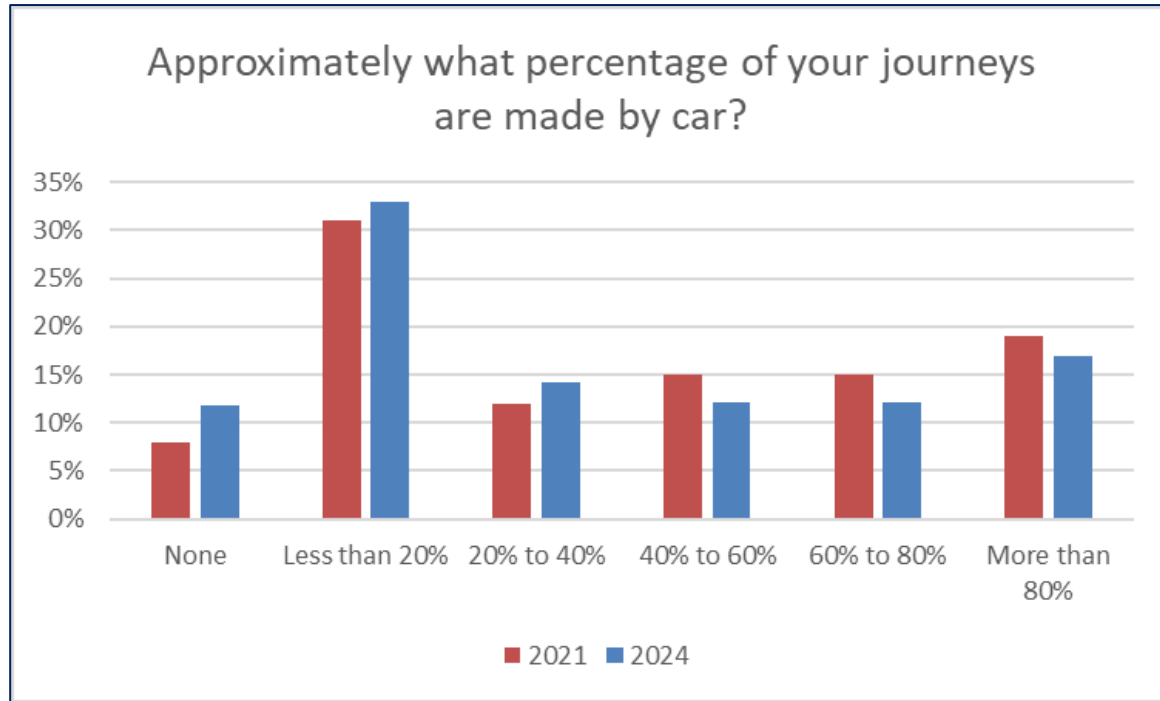
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10. Monitoring the transport network and financing the changes

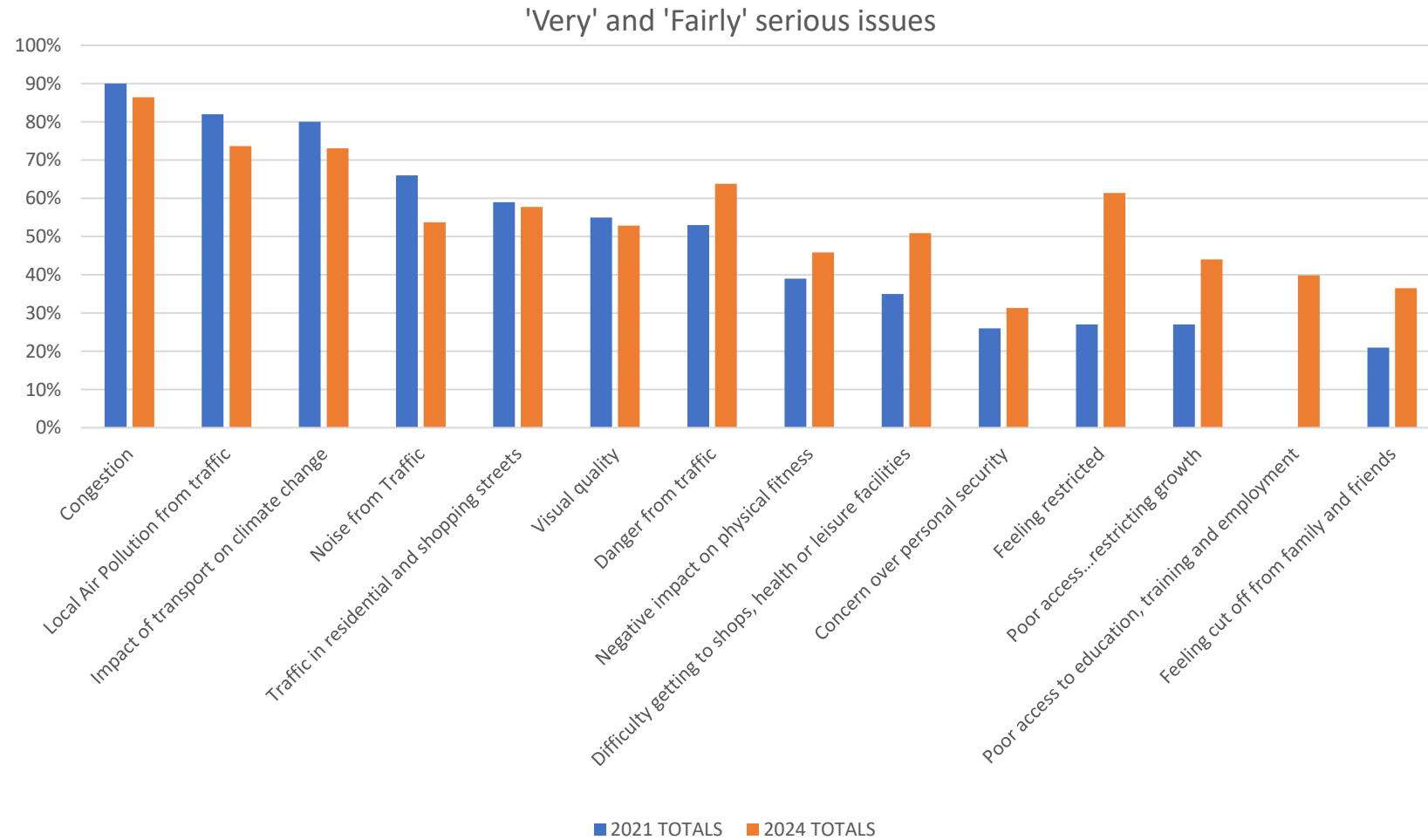


■ % support ■ % neutral ■ % not support

Benchmarking against 2021



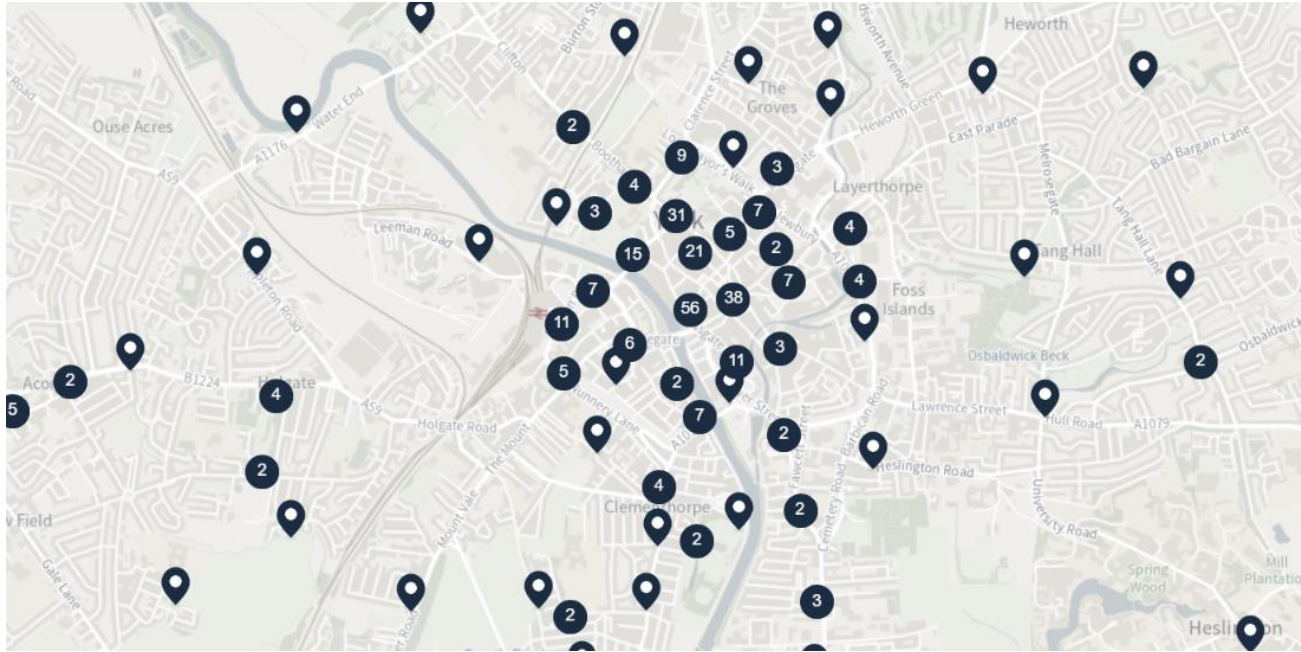
Please indicate how serious you think each of the problems listed below is in York



2021 data (blue) 2024 data (orange)

- Showing growth in concern for more local, social issues
- Congestion remains the topic of most concern, although it has fallen slightly ['very' or 'fairly' gone from 90% to 86%]
- **Top 3 issues remain the same; congestion, air pollution and impact on climate change**
- Danger from traffic risen from 23% to 29%
- Feeling cut off risen from 8% to 13%
- Sharing: in 2024 we split pavements and roads – total answer risen from 14% to 36%
- Difficulty getting to shops & facilities risen from 10% to 14%
- **Feeling restricted risen from 10% to 22.9%**
- Poor access for business risen from 9% to 15%

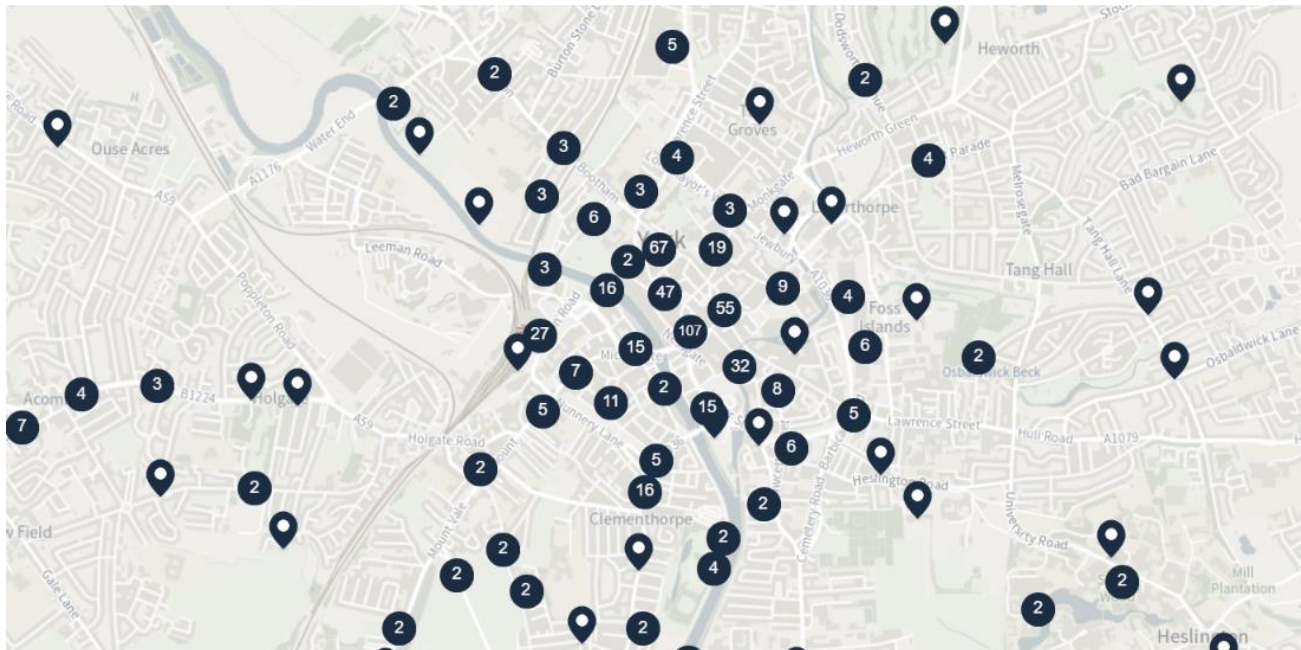
Policy Area 1 – Shape a city that is accessible to everyone



Please note that the numbered dots on all maps represent the number of respondents who have indicated an issue at that location. Dots without a number represent a single response.

1.2 Cycle parking locations – city centre Female respondents

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1.2 Cycle parking locations – city centre Male respondents

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1.2 Cycle parking locations – examples of village suggestions, all respondents

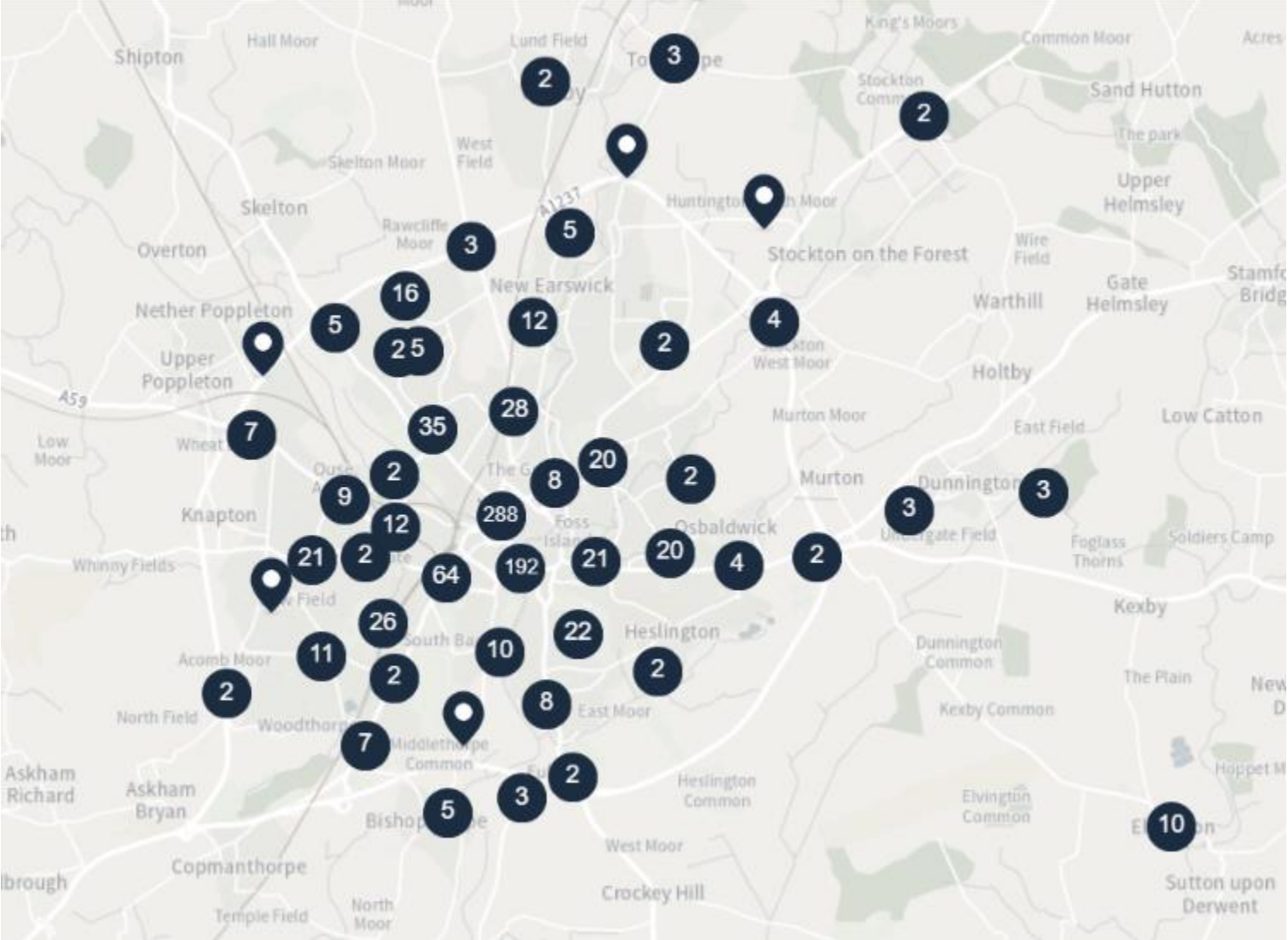
Haxby and Wigginton



Dunnington

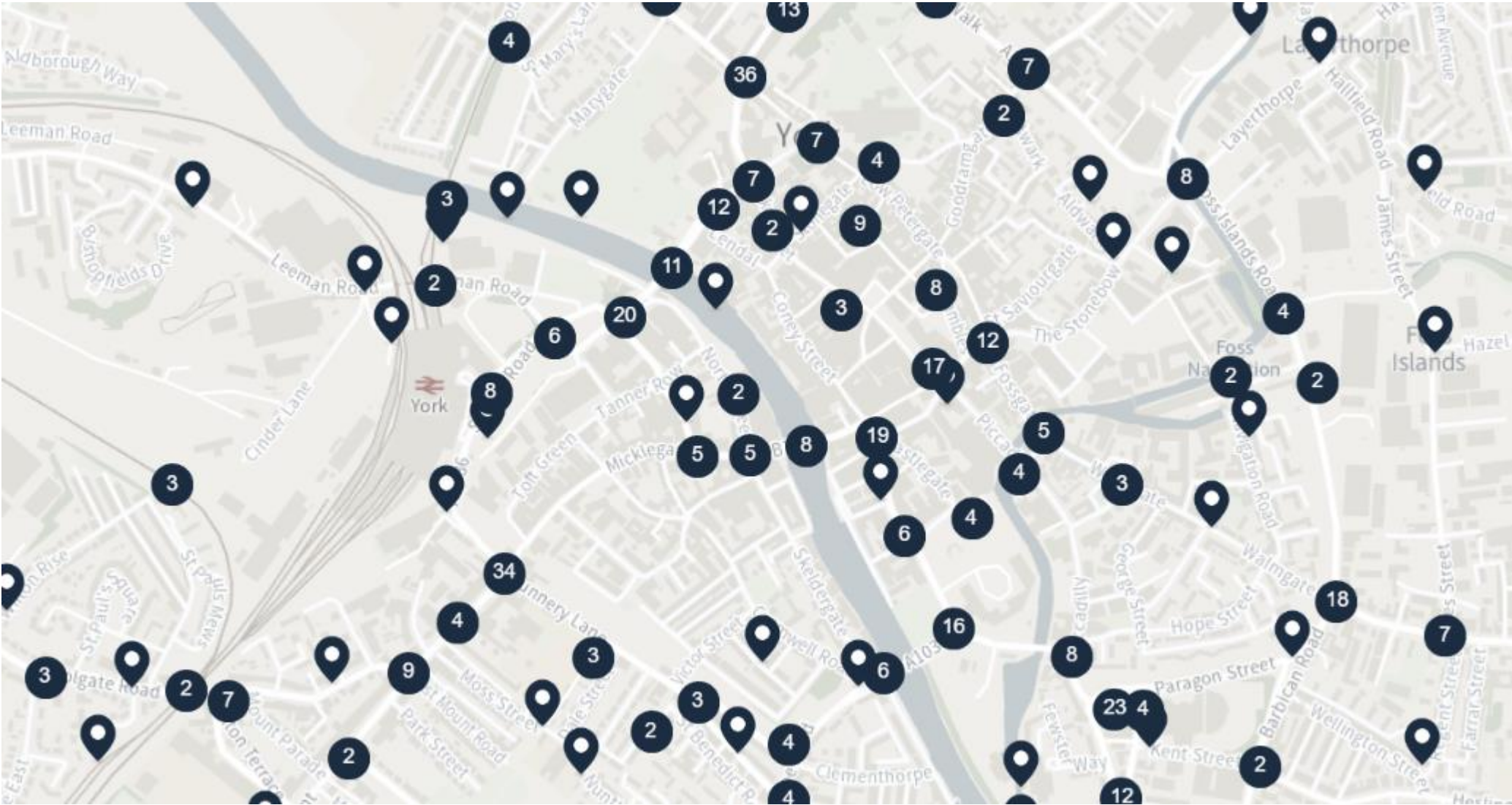


1.3 Junctions needing attention from an accessible design perspective



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1.3 Junctions needing attention from an accessible design perspective – City centre

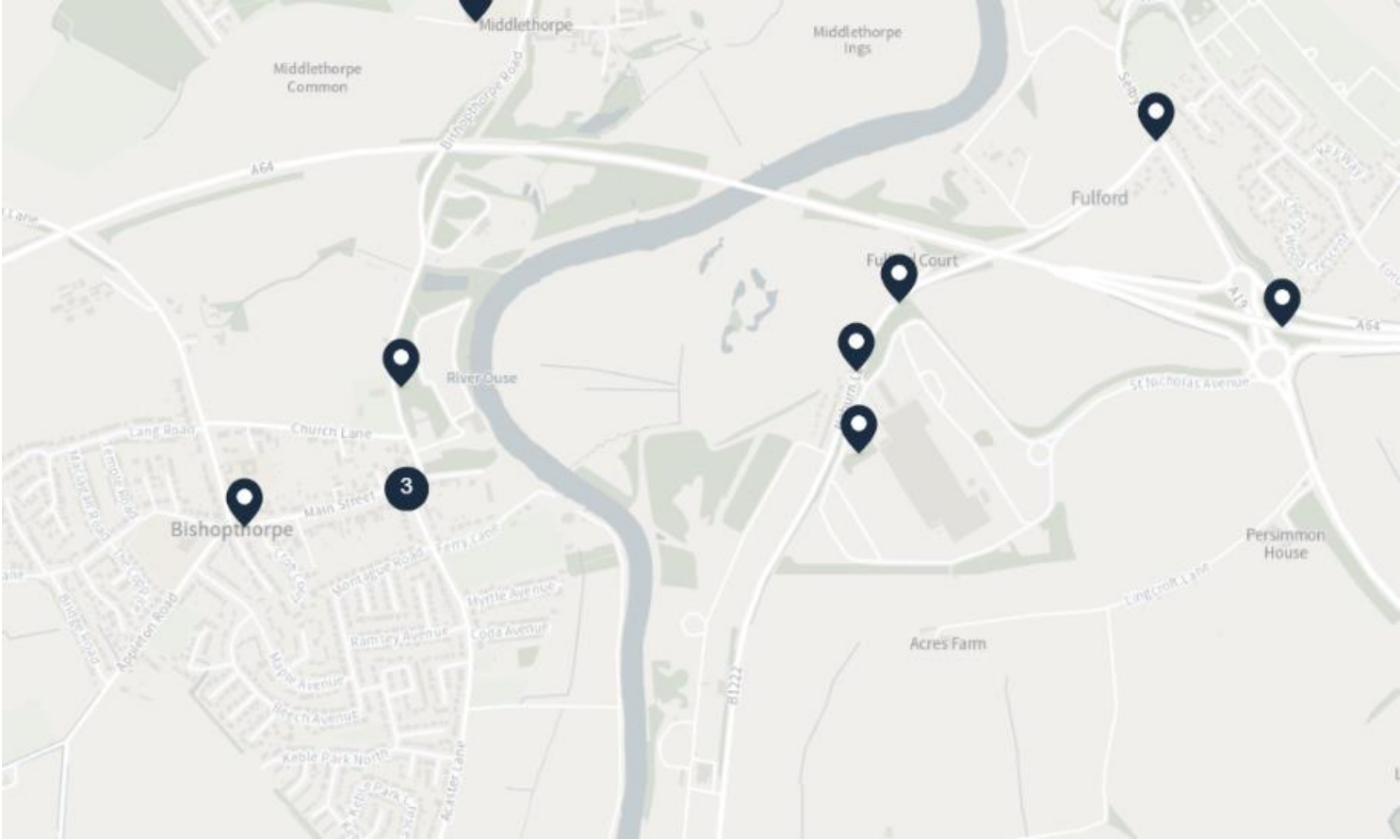


1.3 Junctions needing attention from an accessible design perspective – examples of villages

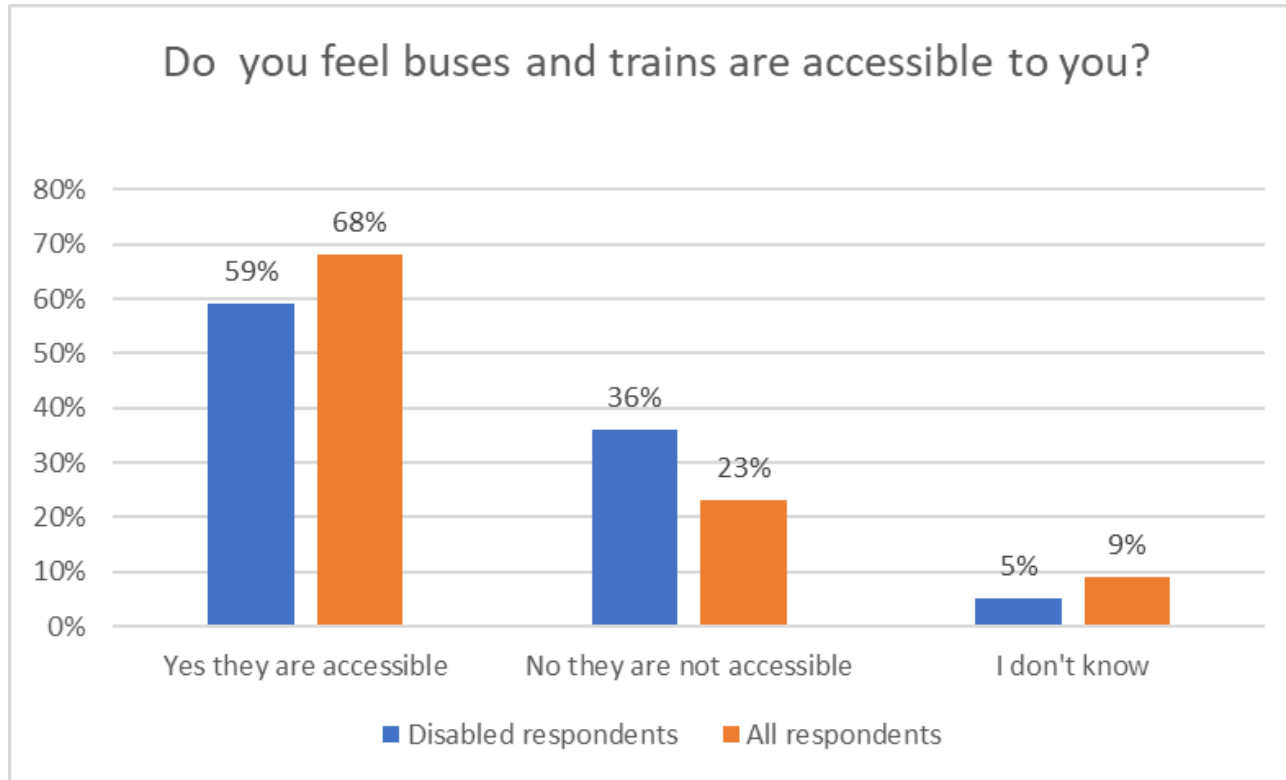
Elvington



Bishopthorpe / A64



1.4 Do you feel buses and trains are accessible to you?



“Either late or cancelled. Too expensive. Trains too crowded. But can be a great and relaxing way to travel when done right. Love not having to worry about parking. Bus drivers always friendly.”

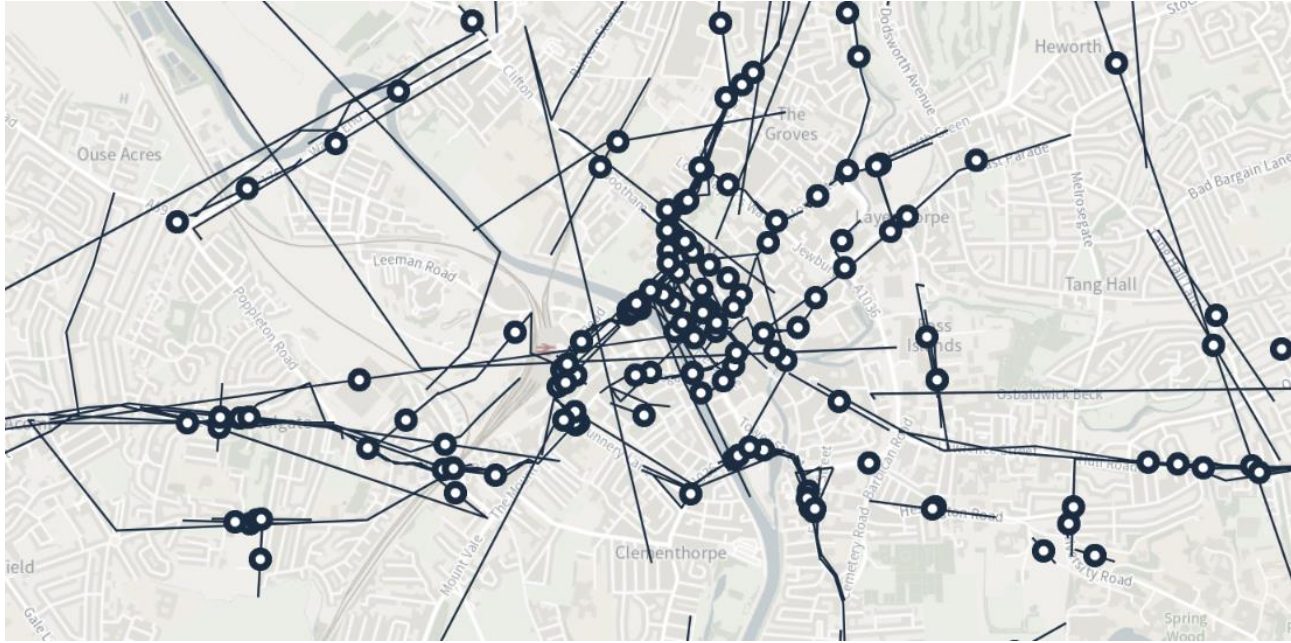
“I use number 13 bus. Stops around 6pm and randomly changes the timetable to withdraw or merge busses and no service on Sundays”

“Not enough buses and always delayed due to congestion and road works”

“Regular though slow bus route into York .
No mobility problems”

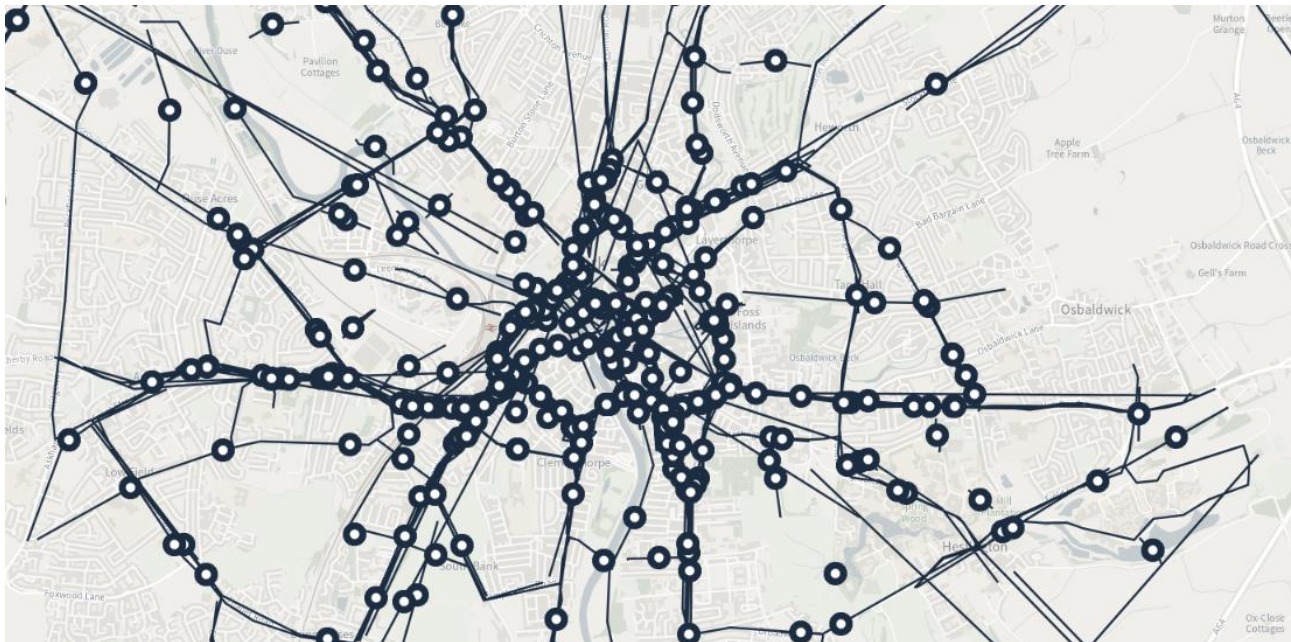
“Too expensive unreliable and limited”

Policy Area 2 – Improve walking, wheelchair access and cycling



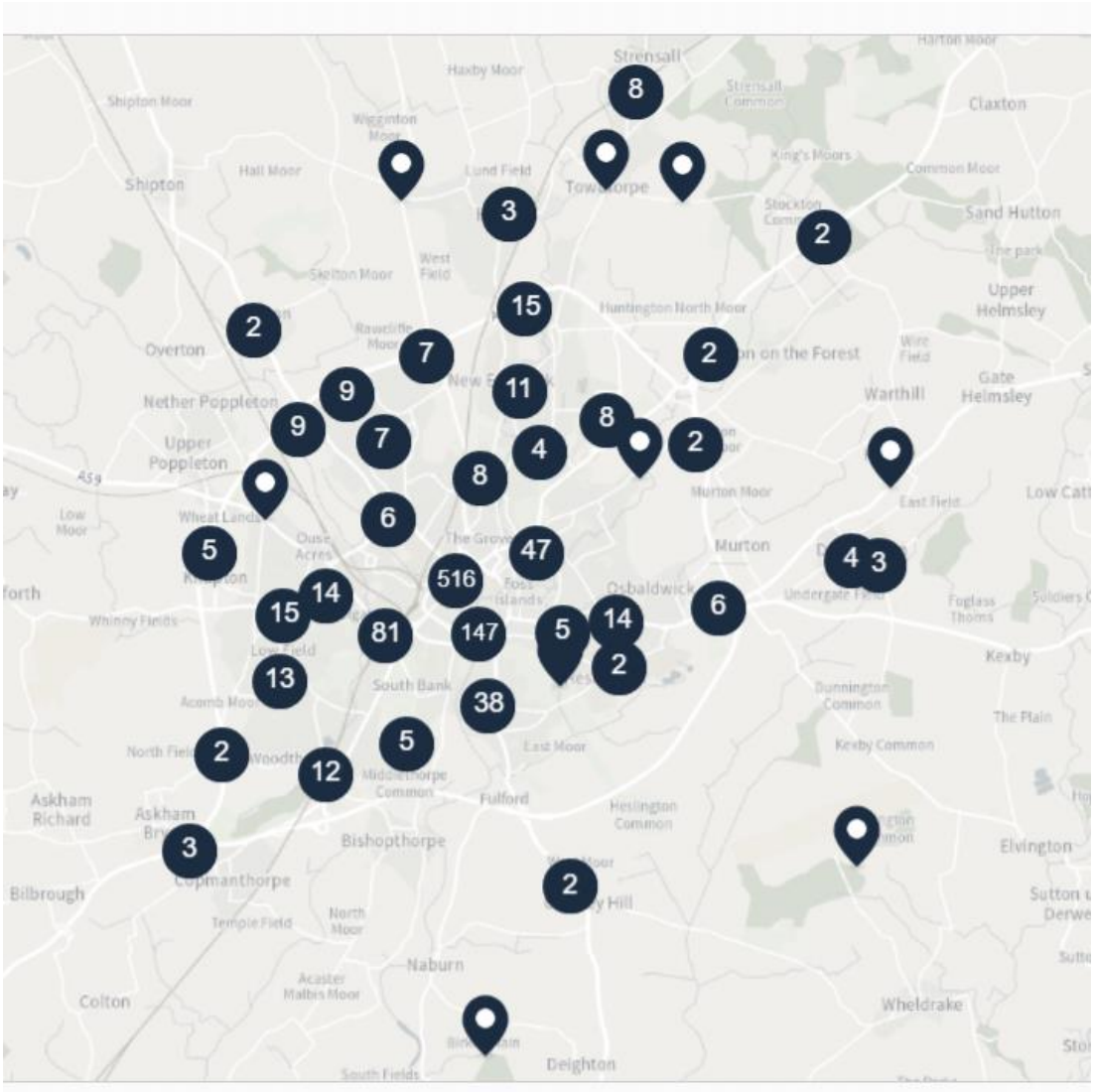
**2.2 Gaps in walking & wheeling network:
Female respondents**

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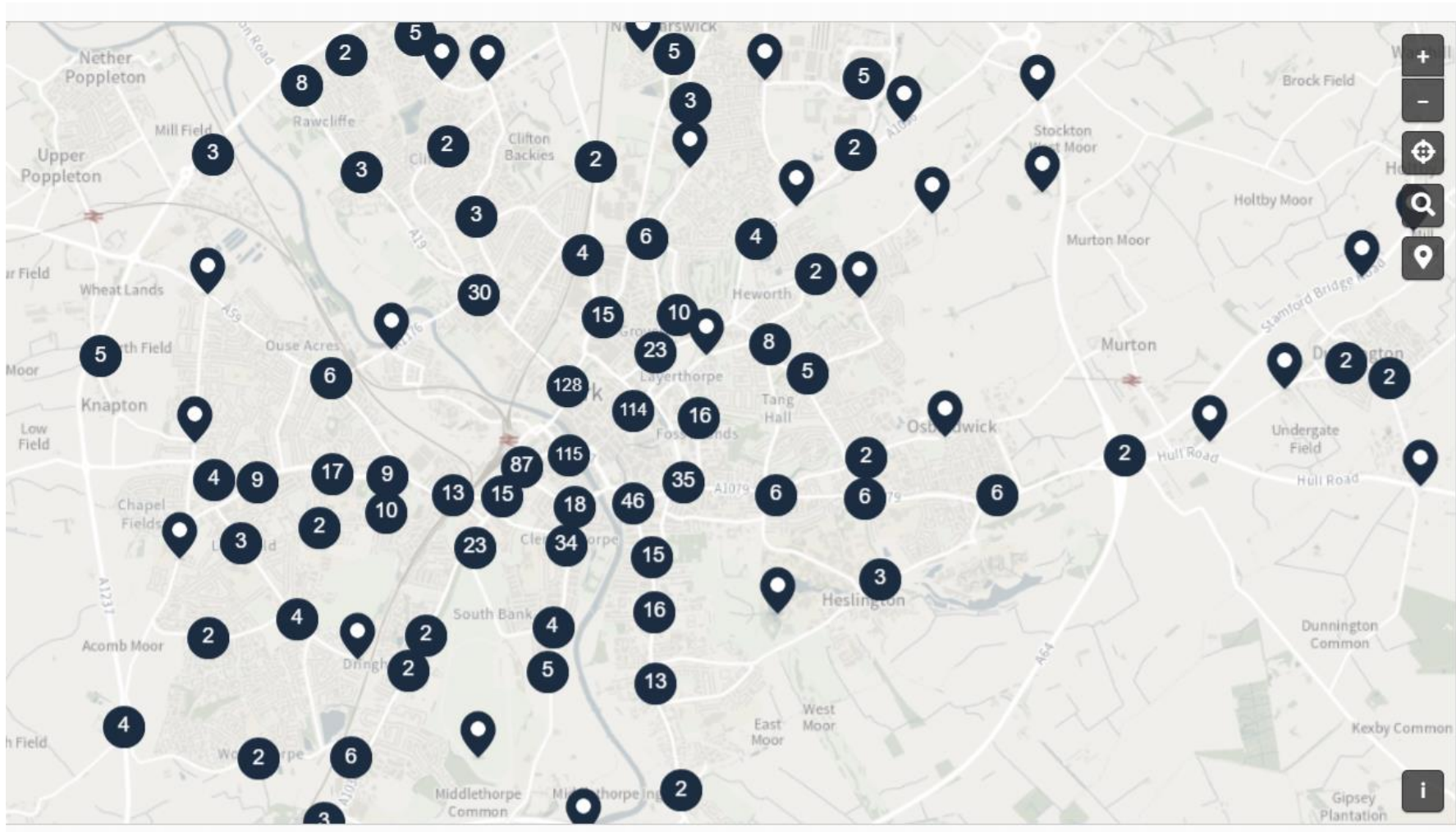


**2.2 Gaps in walking & wheeling network:
Male respondents**

2.3 Pedestrian crossings – priority areas to be upgraded, all respondents (map 1)

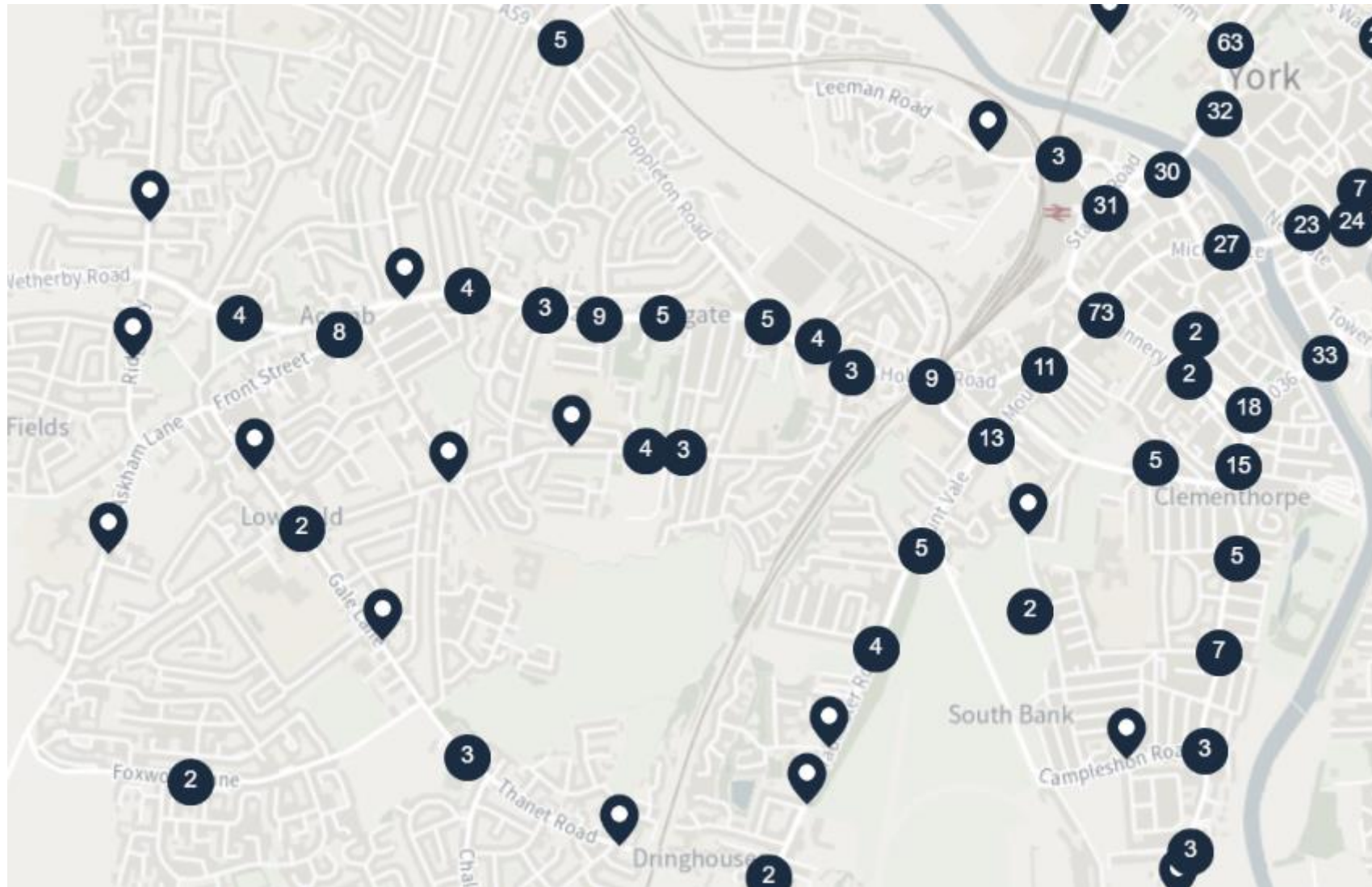


2.3 Pedestrian crossings – priority areas to be upgraded, all respondents (map 2)

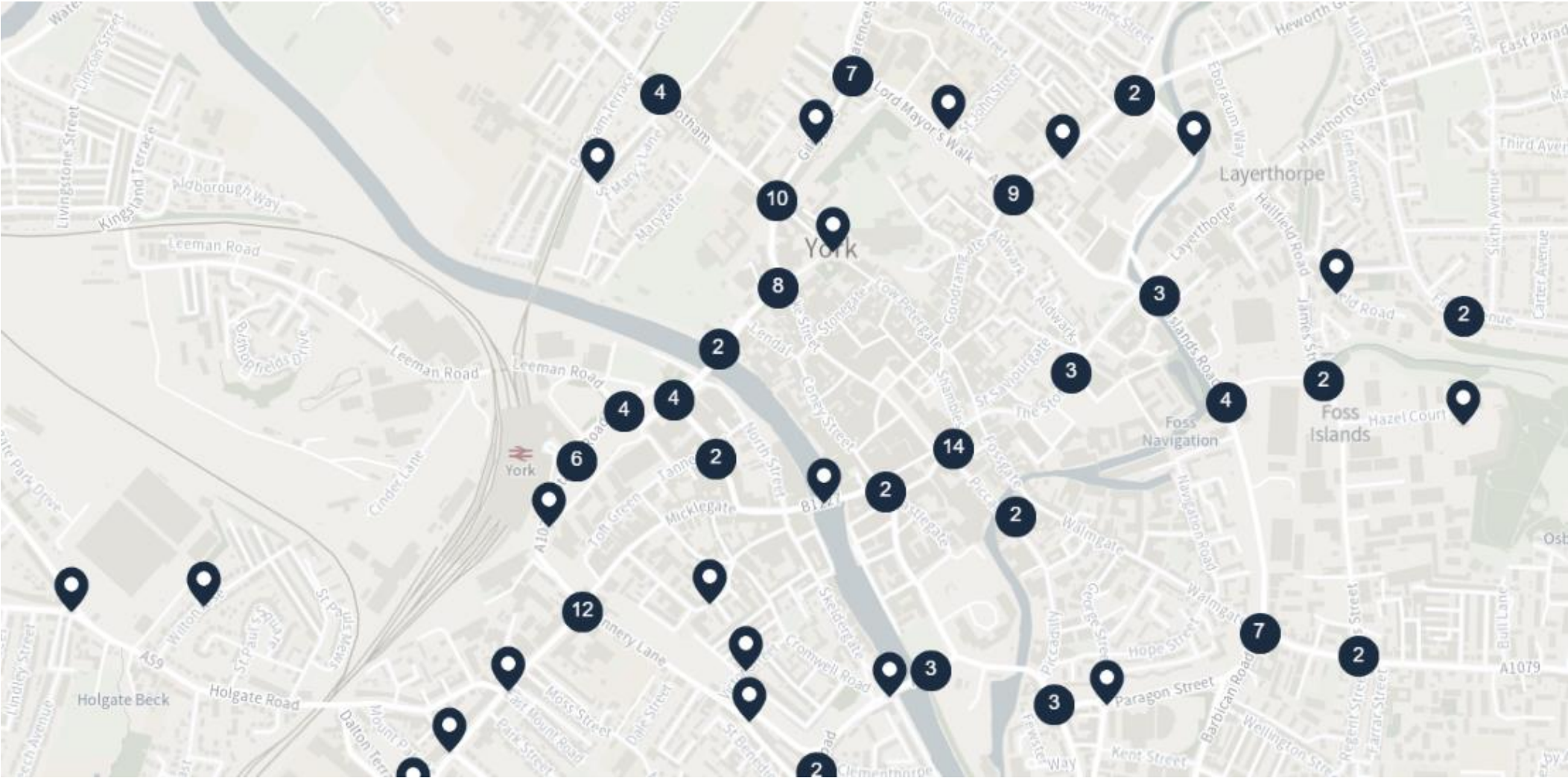


2.3 Pedestrian crossings – priority areas to be upgraded, all respondents, Acomb & Holgate (map 3)

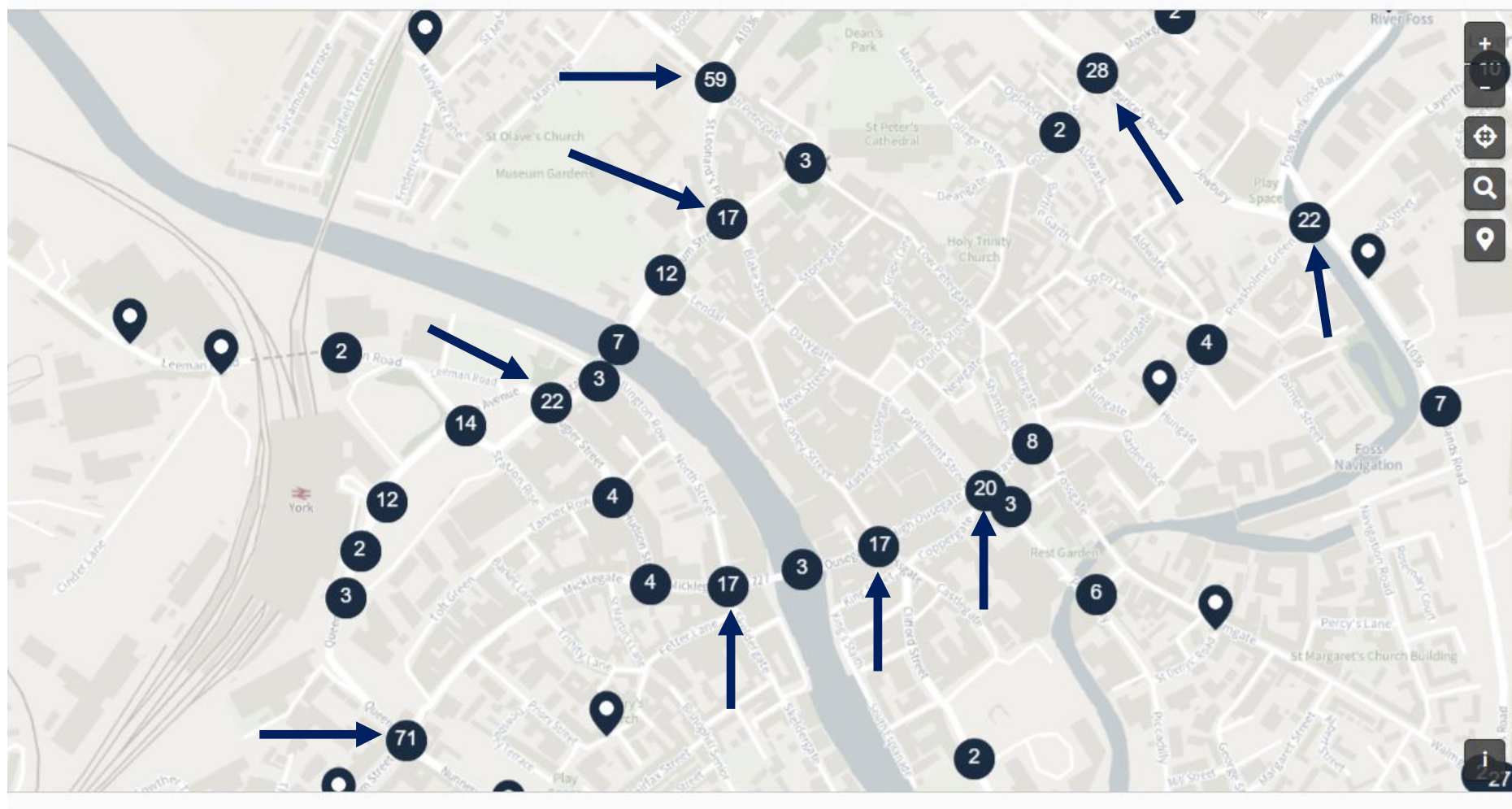
Western York – Acomb, Holgate, Clementhorpe



2.3 Pedestrian crossings – priority areas to be upgraded, disabled resident responses, city centre (map 4)



2.3 Pedestrian crossings – priority areas to be upgraded all respondents (map 5)

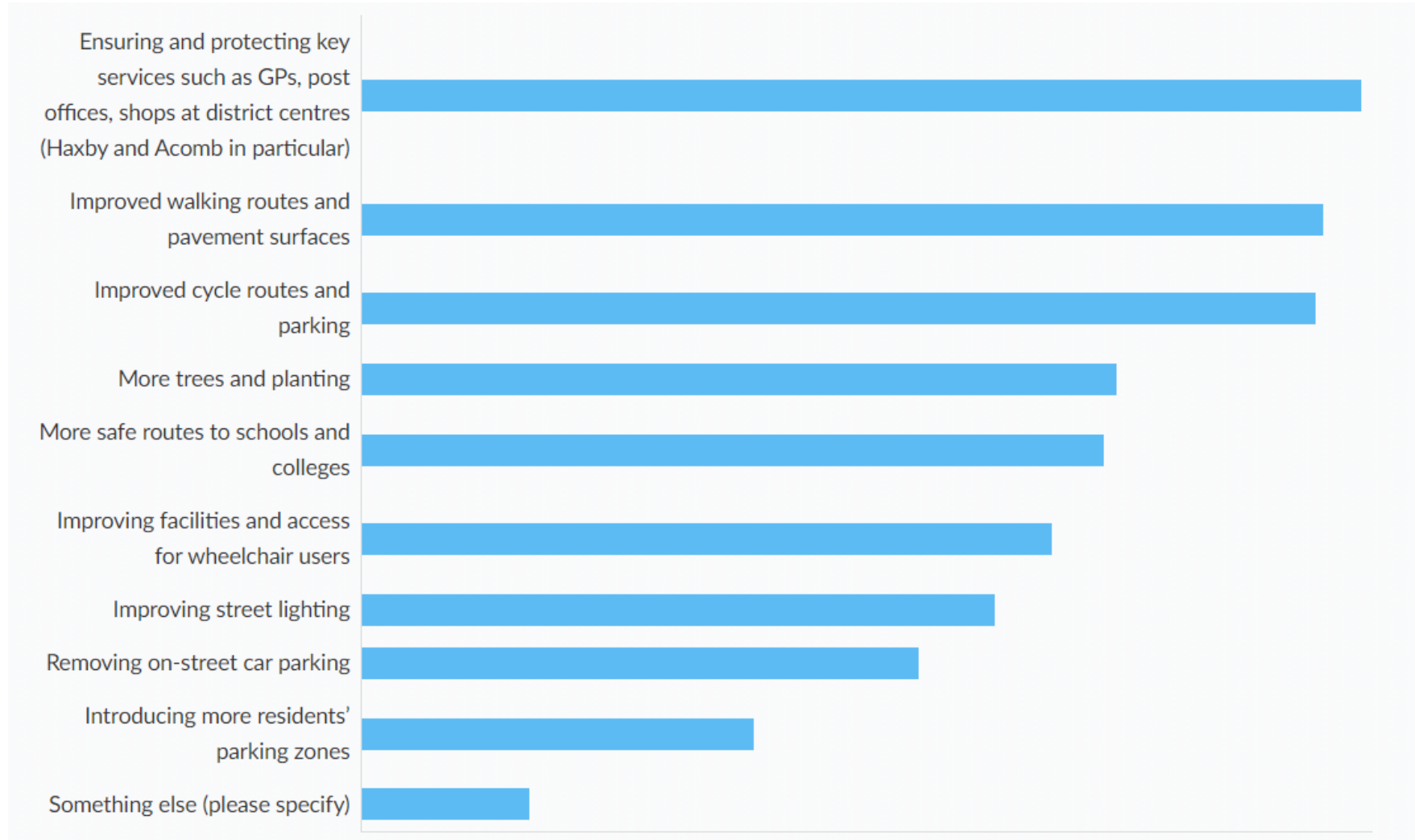


Policy 3: Shaping Healthy Places

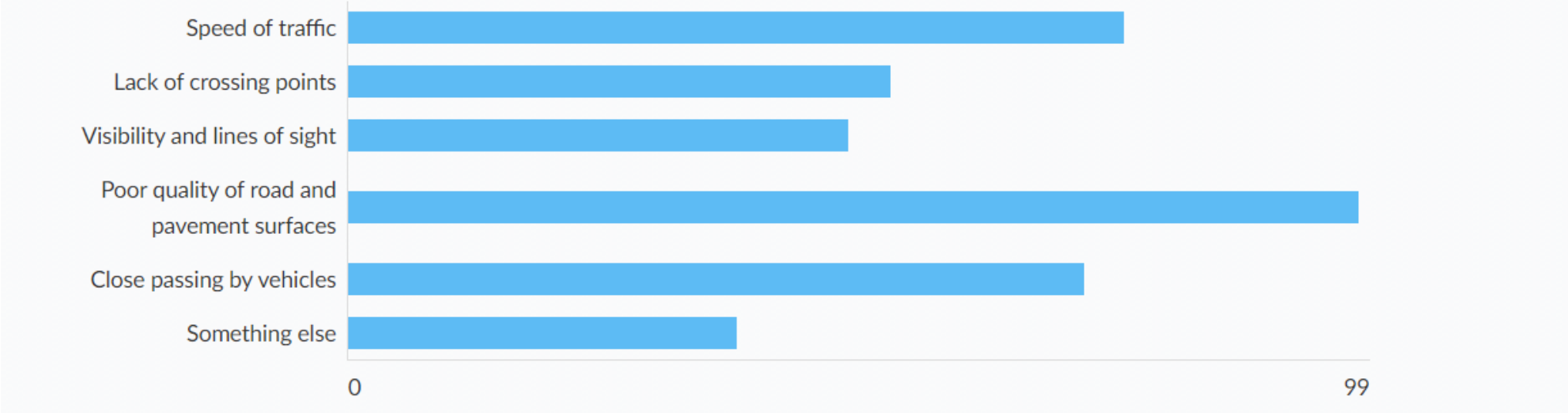
Which cities do you feel 'does it better'?

- Oxford
- Bath
- Edinburgh
- Cambridge
- Leeds
- Manchester
- London
- Anywhere with a tram network
- Copenhagen
- Anywhere in the Netherlands
- Ghent
- Luxembourg
- Berlin
- Amsterdam

3. What are your priorities for making York and its villages inclusive, safe and healthy places to live? (all respondents)

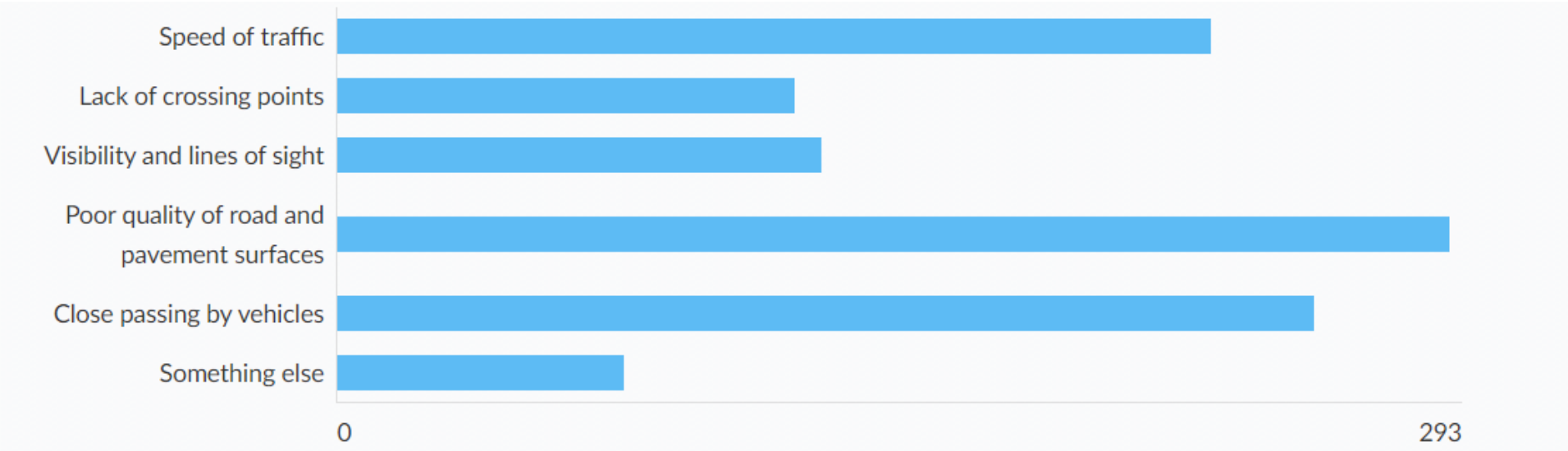


3.6 What areas of road safety concern you the most – disabled resident respondents



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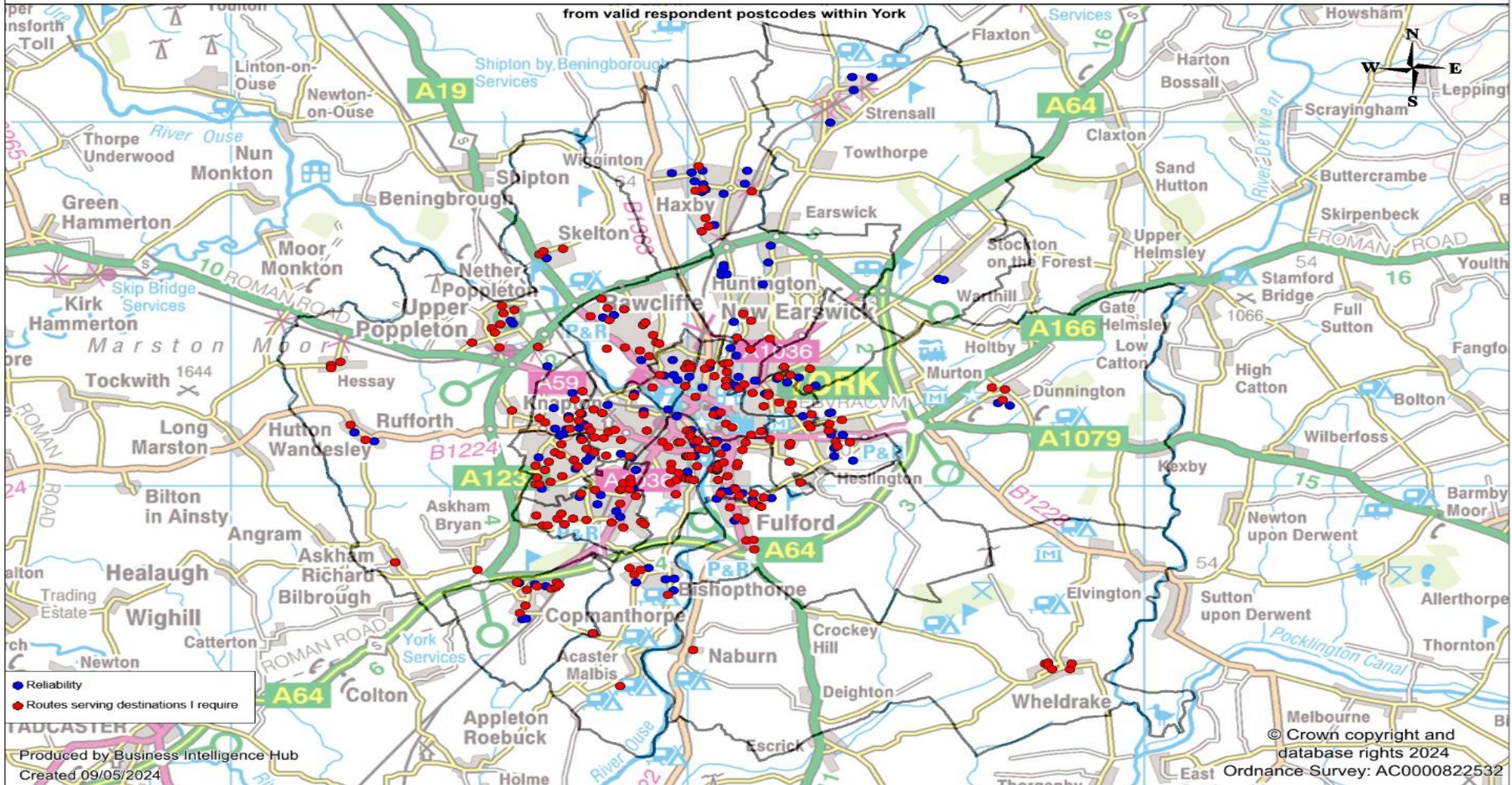
3.6 What areas of road safety concern you the most – replies from all respondents



Policy 4: Improving public transport

4.1 Bus Network - Reliability What issues do you face with the bus network in York?

from valid respondent postcodes within York



Comments on the bus network from online respondents in suburbs / rural / village locations

No regular buses operating in/out of rural area where I live - Hessay

[Male, age 40-55, online]

Crossing the road safely in Naburn Lane area of the A19 to catch a bus, that wont wait

[Male, 65+, online]

No late evening buses from York to Pocklington/East Riding after 9pm Mon to Thurs - even earlier on a Sunday.

[Male, age 56-59, online]

Lack of evening services from outlying areas

[Male, no age given, online]

I can struggle to understand where to look for the timetables and so to understand how to know where to go and at what time to get a bus. This can result in a lot of waiting, which alongside the price, can put me off using the bus

[Female, 25-29, disabled resident, online]

First X46 departure to Hull in mornings has been retimed and does not get me to work there by 9 am any more

[Female, 40-55, online]

Comments on the bus network from in-person events & written submissions

Lots of people with learning disabilities live in and around Haxby and would like to use the bus more

[Learning disability self advocate, in person]

Bus operators and passengers should be consulted on any potential [active travel] schemes, and they should not be to any detriment to bus journey times, or the waiting environment for passengers

[Bus & coach industry stakeholder submission]

In the development of Park and Ride sites to become transport hubs, disabled people must be forefront. Inclusive design principles clearly demonstrate that if you get it right for disabled people you get it right for everyone else

[Disability rights submission]

We need to get more people on buses so that there's fewer cars

[Primary school pupil, in person]

People with disabilities also should be provided with a reliable and accessible transport system.

[Male, aged 25-39, online]

When we start to choose our apprenticeship placements we'll have to think about how to get there. It can take 2.5 hours each way to get to a placement

[College student, in person]

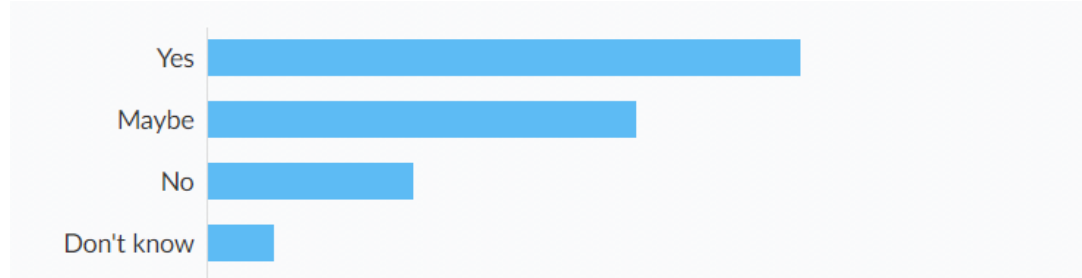
Timetables are really important but the buses aren't reliable so you can't use them

[College student, in person]

Some students attendance is at 75-80% due to cost of travel. Some parents have to choose whether to spend money on going to work or send their children to college

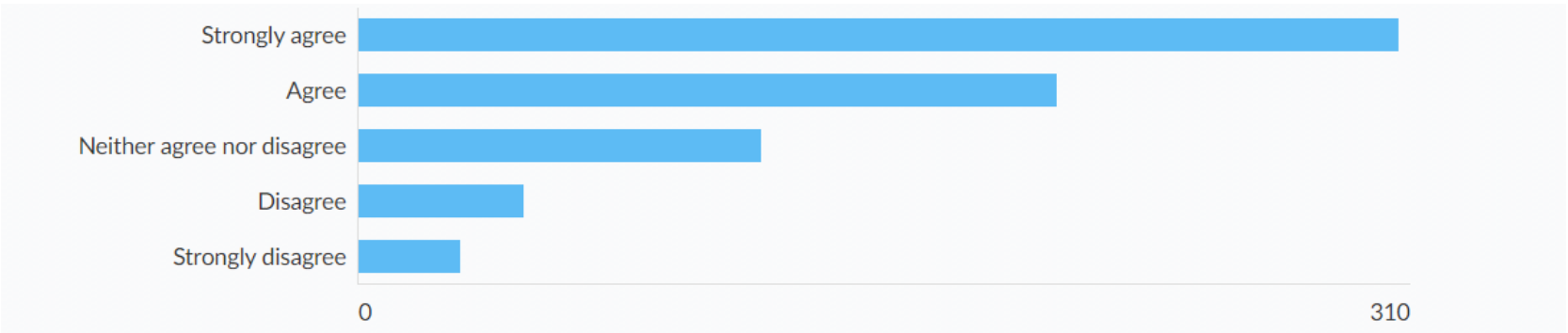
[College tutor, in person]

4.2. Would you use buses more often if we introduced dedicated priority routes for buses & sustainable transport?



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4.3. To what extent do you agree or disagree with the introduction of dedicated priority routes for buses and sustainable transport?



72% agree or strongly agree

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4.6 What transport measures can we put in place to make it easier to arrive at...railway stations without using a car?

Signalise the station access to allow taxis to get out of the station

Male, age 25-28, online response

Improve bus service to and from the station. There needs to be more frequent buses that get people to parts outside the city centre without taking a grand tour of half of York.

[no details left, online submission]

Bus direct to each from Skelton

[Female, age 20-25, online]

Safe & maintained cycle routes from all areas of the city. Reliable bus services (I prefer to walk 4k to the station with luggage, knowing that it will take 1hr, rather than worry about whether the bus will turn up, or get stuck in traffic.

Female, age 40-55, online response

time buses with big commuter services such as the half 8 train at York from Leeds

[Male, age 16-24, online]

Ensure that stations have step-free access to all platforms. Where changing to or from bus services requires crossing a road, ensure adequate crossing facilities are provided

[Male, age 65+, online]

Policy 5. Safeguard our environment by cutting carbon, pollution and noise

5.3. Comments received online about a Movement & Place Plan

“Only if resident interests hold sufficient influence”

“Long overdue. Look at Ouse Bridge - packed with pedestrians, yet dominated by cars carrying just a few individuals.”

“Necessary document but action needed now not in ten years time.”

“It sounds like a good idea but I would not prioritise this over actually doing the work of making York more sustainable. It could end up being a plan for the sake of a plan.”

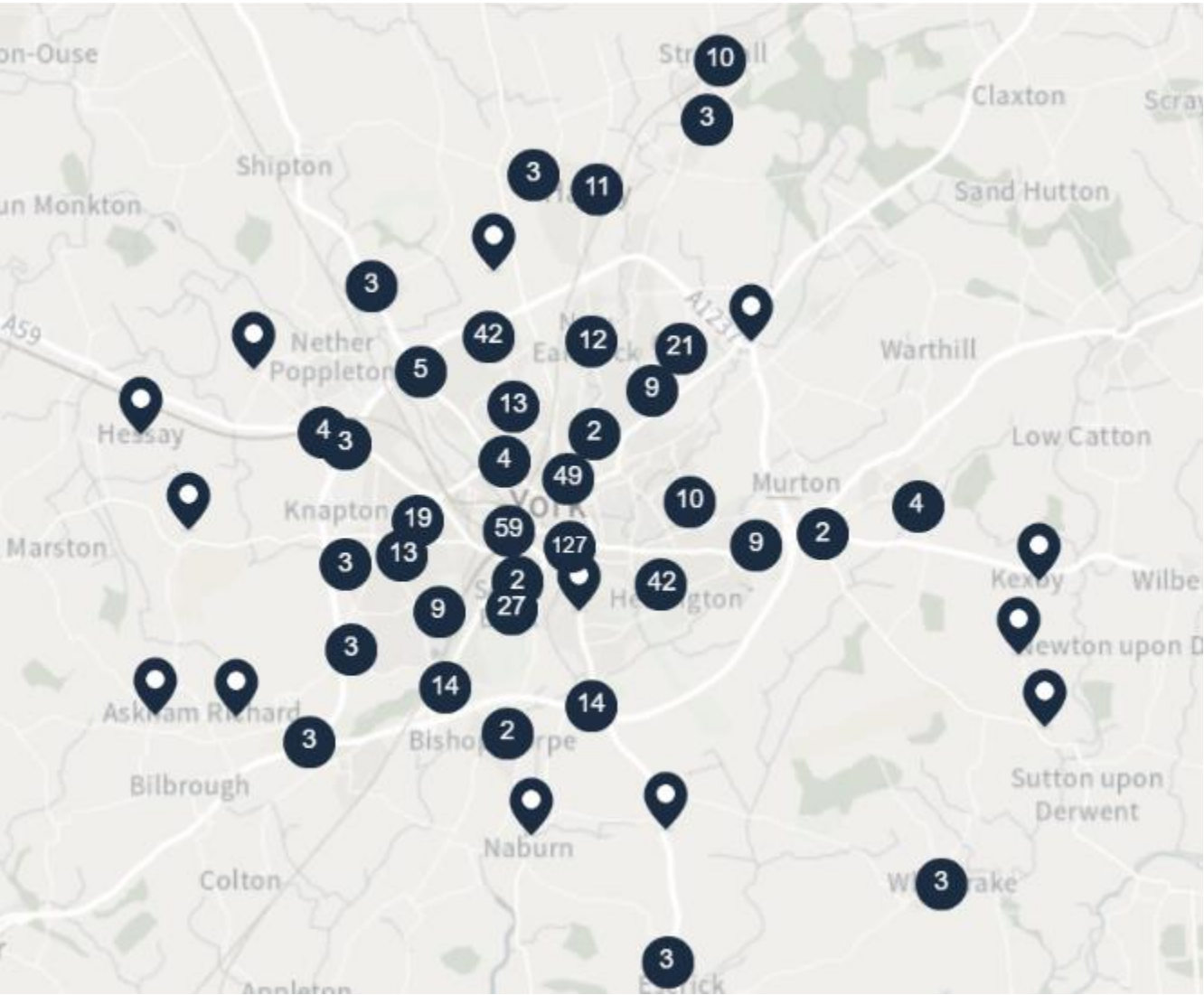
“There are far more important things to be focussed on than this.”

“Place matters - we need people to be able to walk and cycle anywhere without fear of fast traffic”

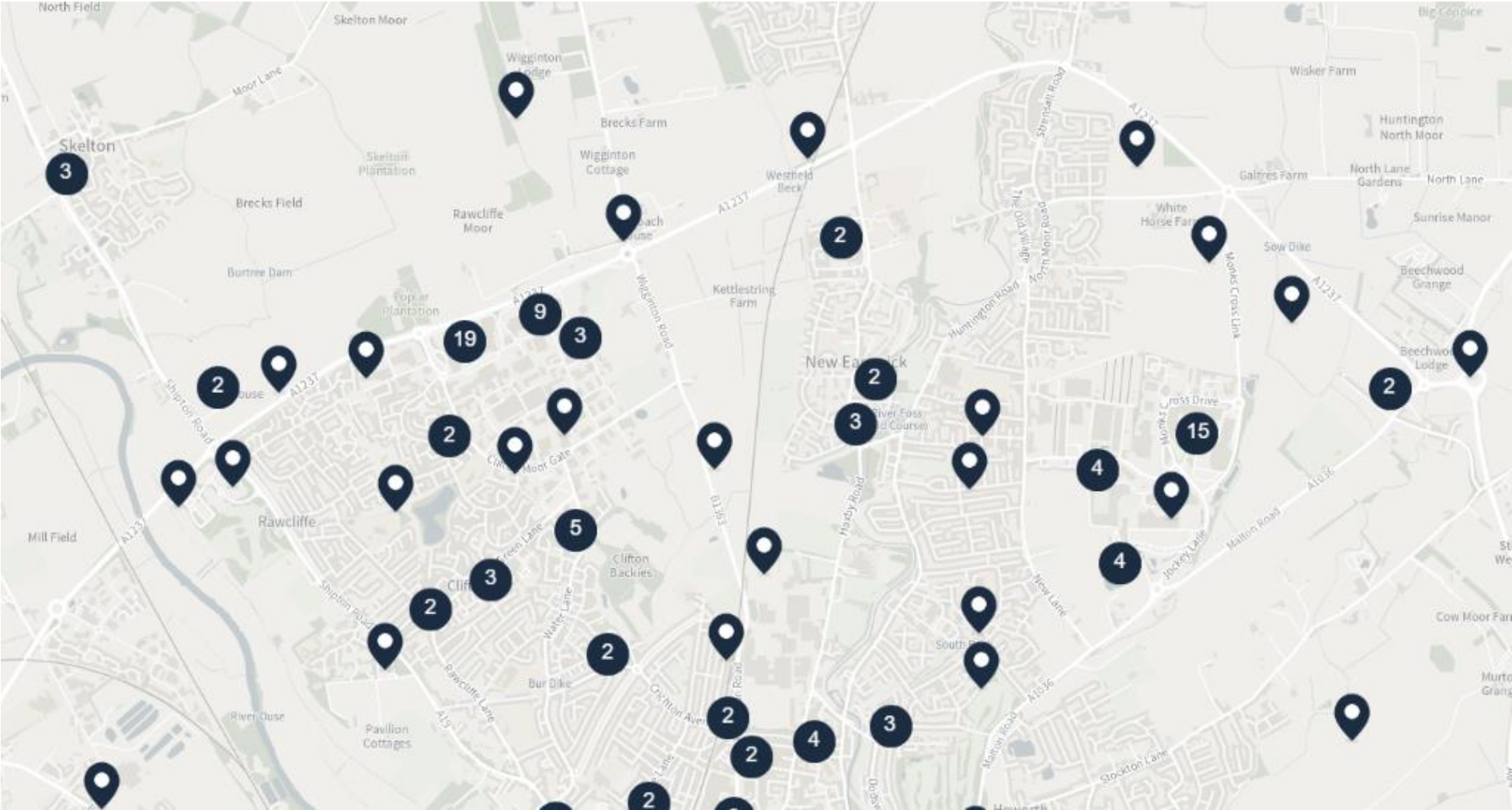
“An over-arching plan for the city is important, as otherwise we get piecemeal and sometimes counter-intuitive developments.”

“lots of talk not much action”

5.1. Tell us about locations where you would like to see EV chargers installed



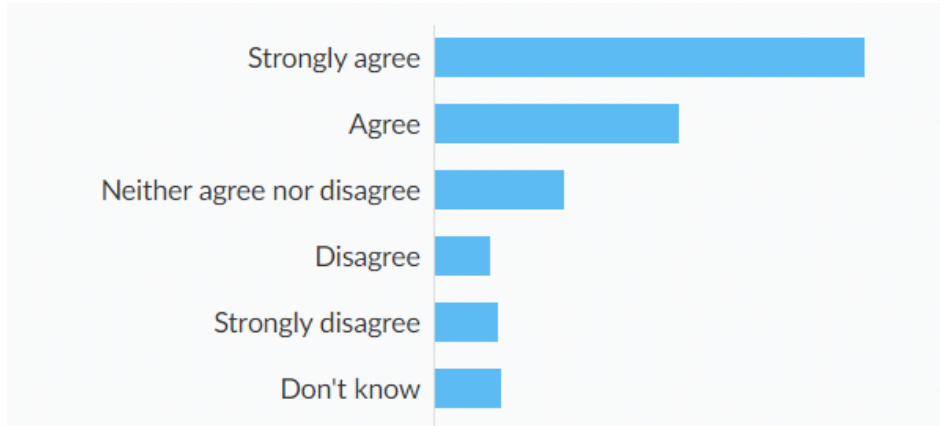
5.1. Tell us about locations where you would like to see EV chargers installed



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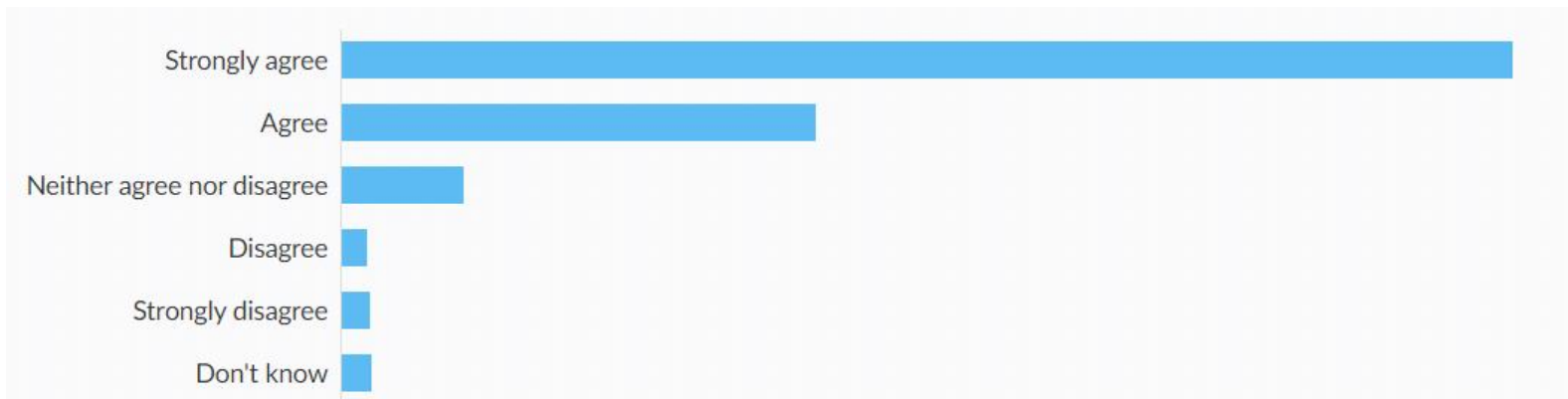
North York showing clusters at major shopping destinations

5.3. To what extent do you agree or disagree with including larger and heavy vehicles in the current Bus Clean Air Zone?



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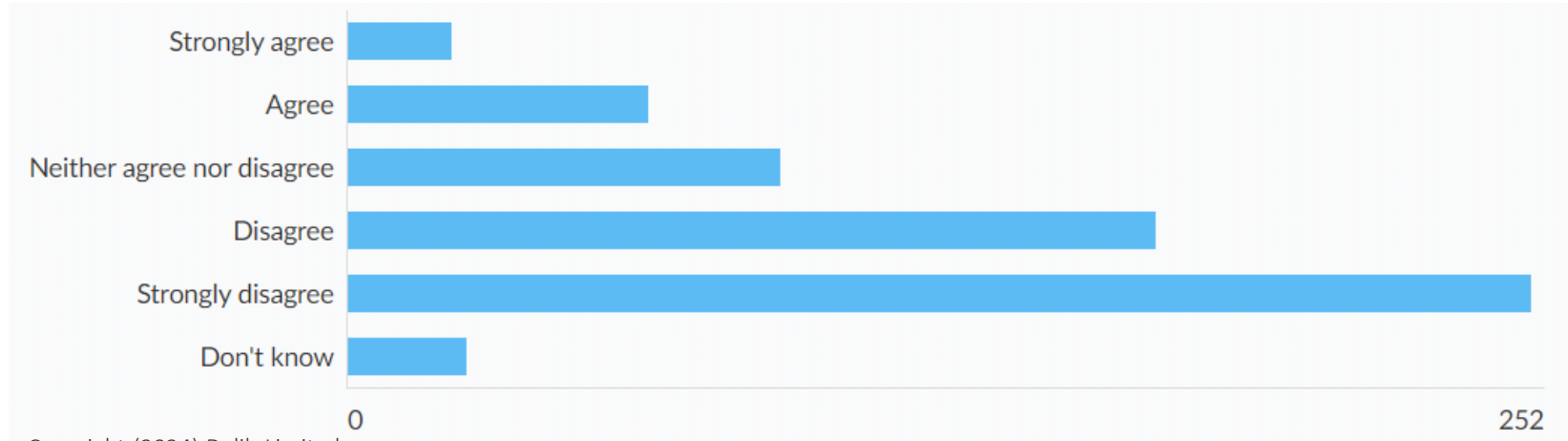
5.7 To what extent do you agree or disagree with ensuring new developments and infrastructure support the local environment?



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Policy 6. Manage York's transport networks for movement and place

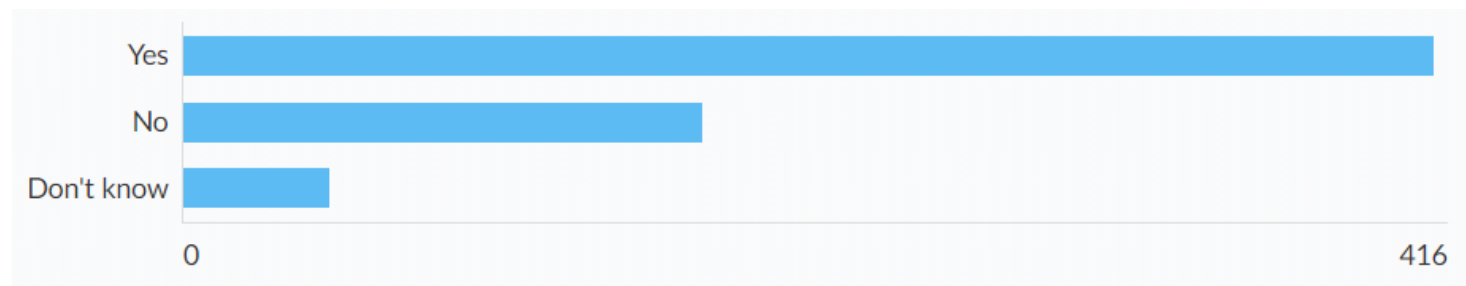
6.1. To what extent do you agree or disagree that the Inner Ring Road is fit for purpose?



67% disagree or strongly disagree

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6.4 Do you support the introduction of a 20mph default speed limit through residential areas, near schools in villages and at retail parks...?



65% - Yes

27% - No

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Comments received online with regards to the Inner Ring Road

“With some intelligent work on mapping traffic flows and having a pragmatic flexible approach, I think the current situation could be significantly improved.”

“It is too narrow in parts and is often badly congested. It is obvious that it's not really a "ring road" at all - just a combination of various streets.”

“Very congested and easily gridlocked. Difficult to cross as a pedestrian or cyclist. Significant delays on my morning commute where I have to effectively cross it 4 times to get from Wellington St to Skeldergate due to mess at Barbican/Fishergate”

“It generally works fine, the issue is the amount of traffic - cars - on it.”

“Weird corners and edges and poor signage, bad road markings”

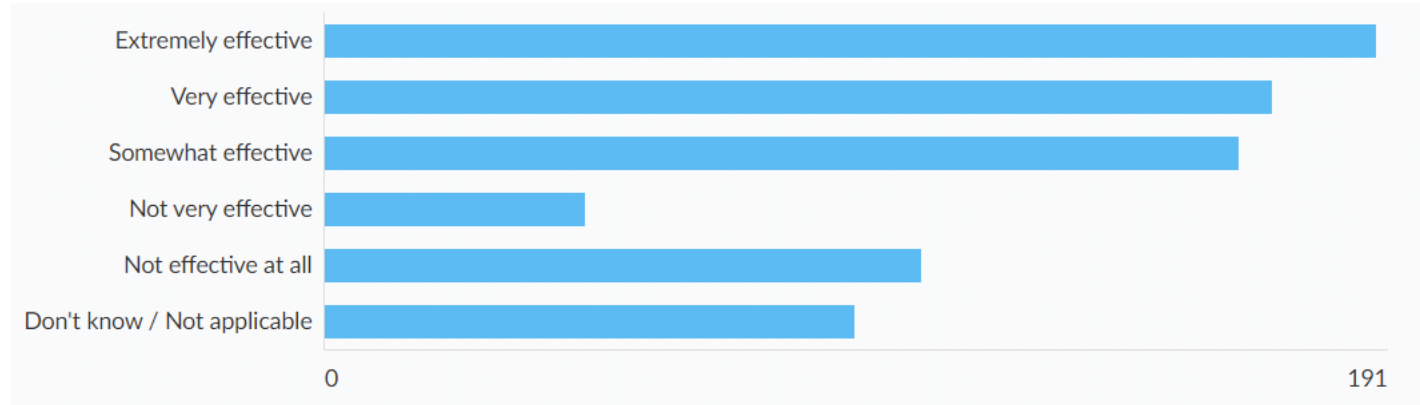
“Too much traffic on old congested narrow roads”

“Some of those roads are poor for cycling along either because of surface quality or road segregation / width.”

“It is essential to keep traffic circulating”

Policy 7: Reduce car dependency

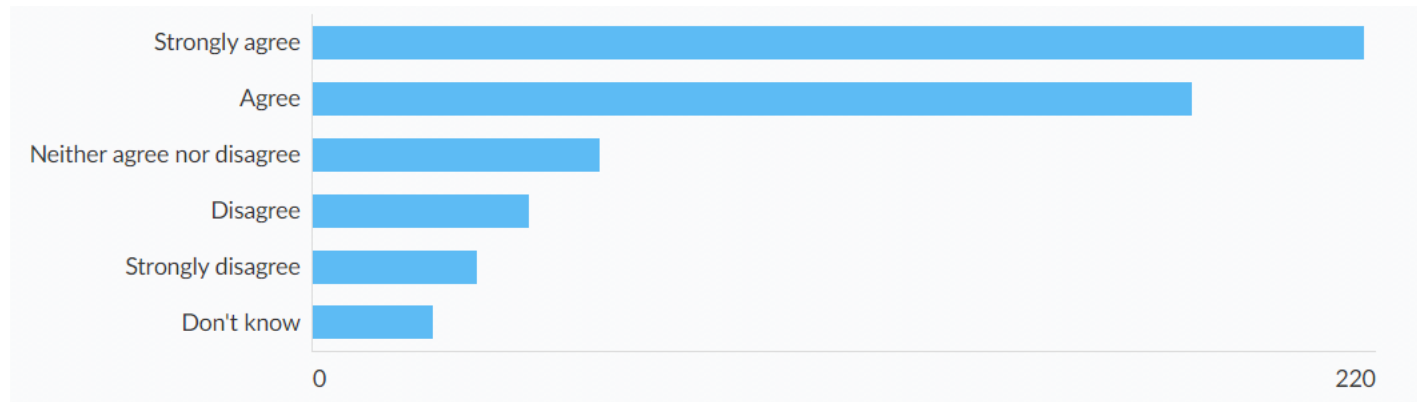
7.4. How effective would these active travel measures be in encouraging you to travel more sustainably? - showing answers for 'more secure cycle parking'



68% said extremely, very or somewhat

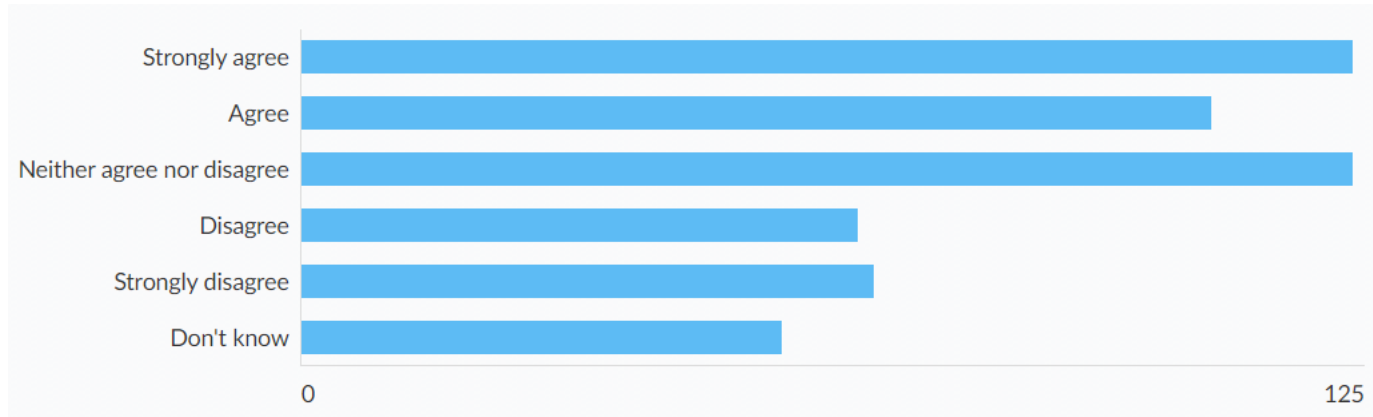
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7.5. To what extent do you agree or disagree with developing a car parking strategy which offers space for essential journeys, while making Park & Ride, walking and cycling more attractive?



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7.6 To what extent do you agree or disagree with extending residents' parking zones to include areas not currently covered?

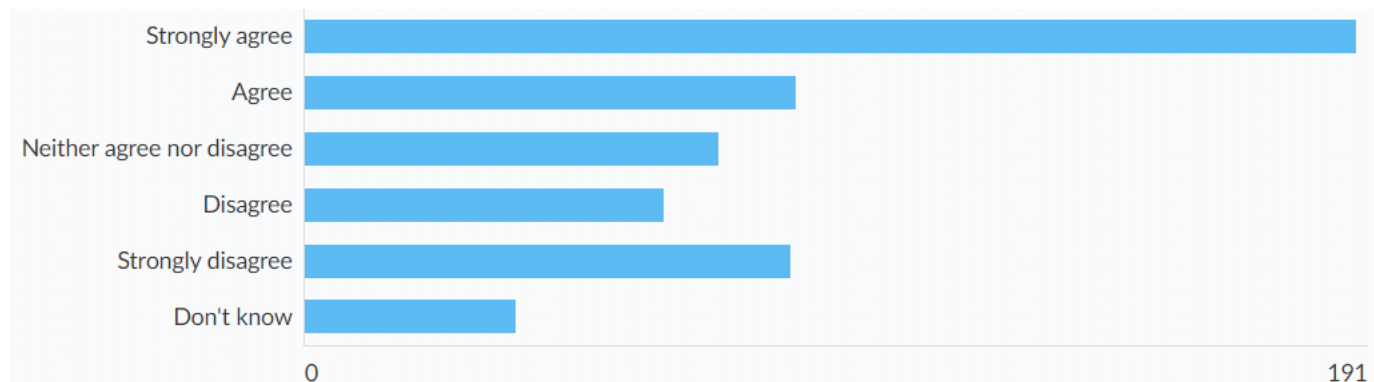


42% said strongly agree or agree

24% said disagree or strongly disagree

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7.8 To what extent do you agree or disagree with adopting revised standards of parking provision within new developments, working with developers to reduce the impact of private cars on our roads?



51% said strongly agree or agree

28% said disagree or strongly disagree

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Policy 8. Improving freight and logistics

If you work in the distribution industry or live nearby to places which receive a lot of deliveries, please tell us about your experiences:

As an emergency engineer I struggle to get through the city at times when deliveries are being made and during pedestrian time.

Male, age 60-64, online response

Some vehicle deliveries cause a hazard to pedestrians in Goodramgate in the morning

Male, age 65+, online response

Delivery vehicles frequently park on pavements. When my mom came to visit in her wheelchair it was hard to get around where I live and in city centre because pavements were frequently blocked by delivery vehicles. It seemed odd to me that they couldn't park a little further away and entirely on the street.

Male, age 25-39, online response

Live adjacent to Hull Rd so can be very noisy when heavy vehicles go past and can occasionally shake the house.

Female, age 40-55, online response

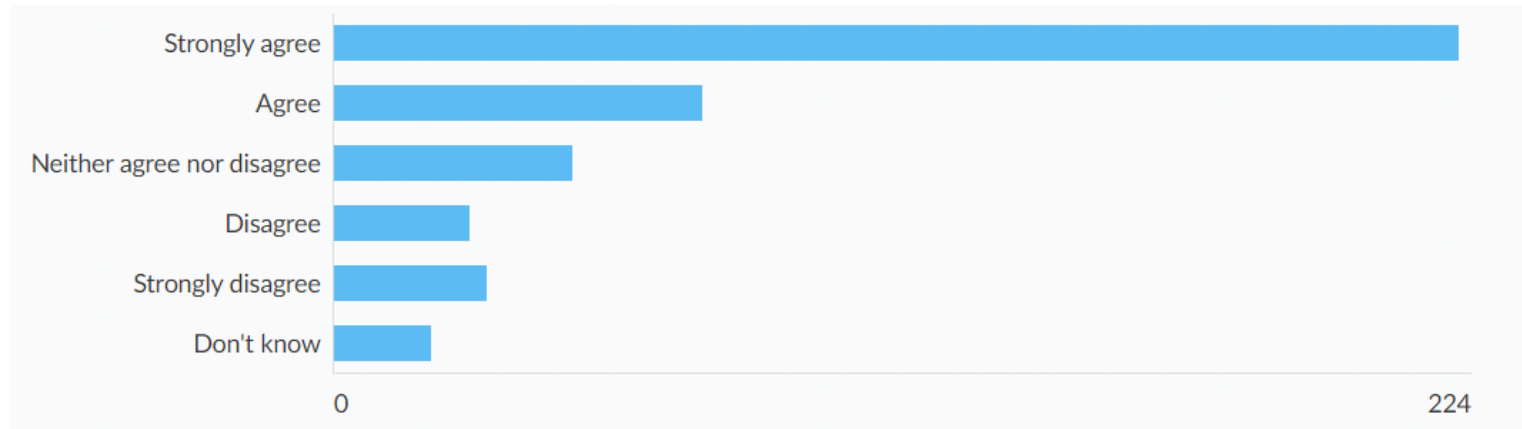
I am a bus driver
Lorries should be banned from inner ring road between 8am-6pm

Male, age 40-55, online response

Designated loading areas are often used as ordinary parking, creating a knock-on effect for the lorry and wider traffic

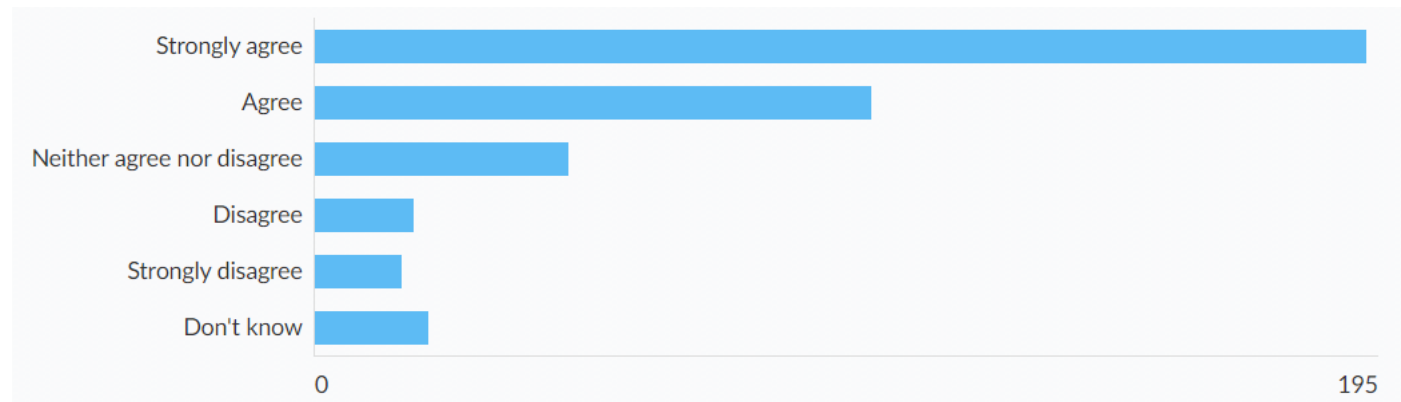
Female, age 25-39, online response

8.2 To what extent do you agree or disagree with promoting and supporting the use of cargo bikes across York?



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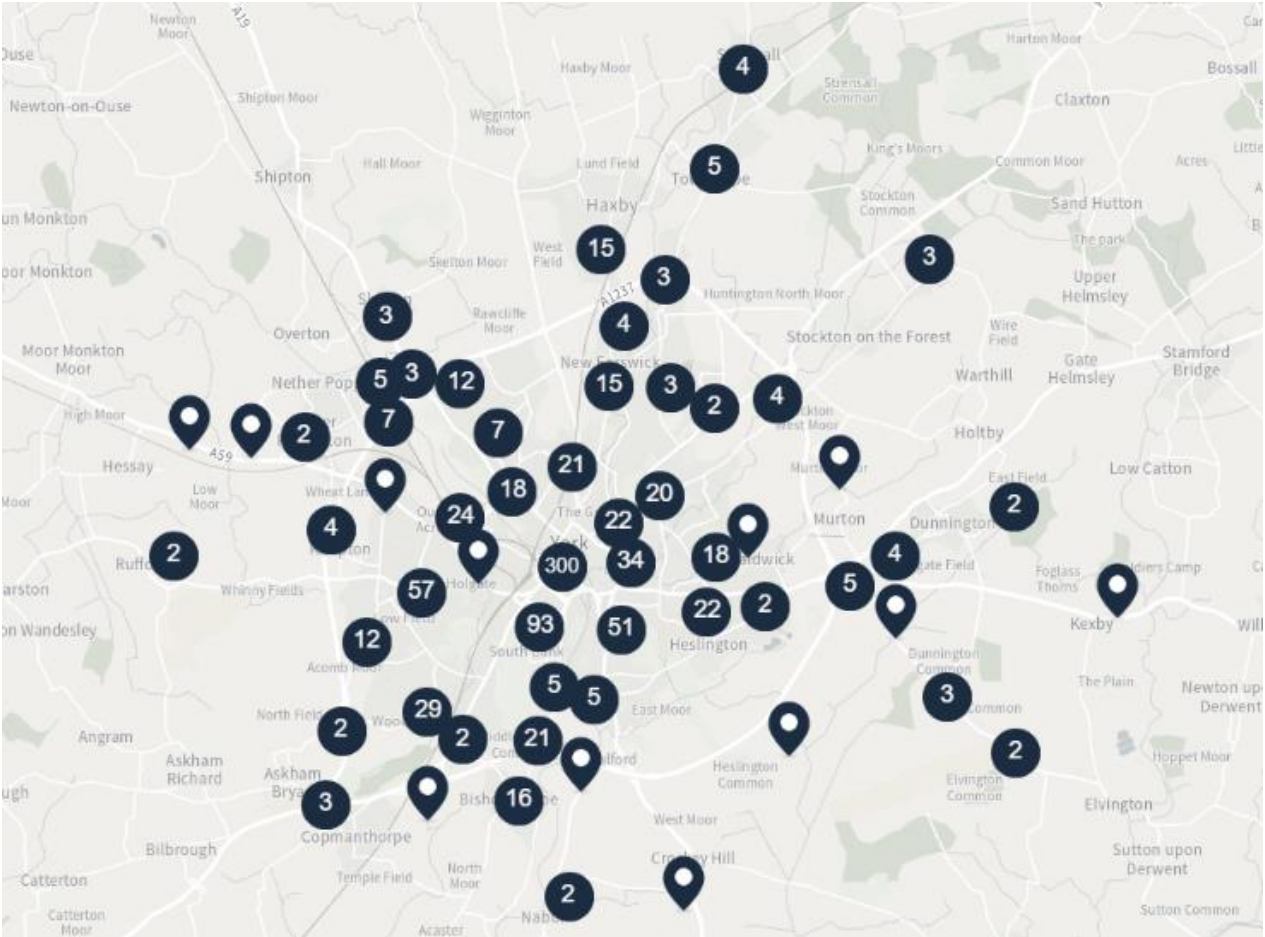
8.3 To what extent do you agree or disagree do you agree with the development of a road network for vehicles over 7.5 tonnes which allows for access to key destinations but takes these vehicles away from narrow and residential roads?



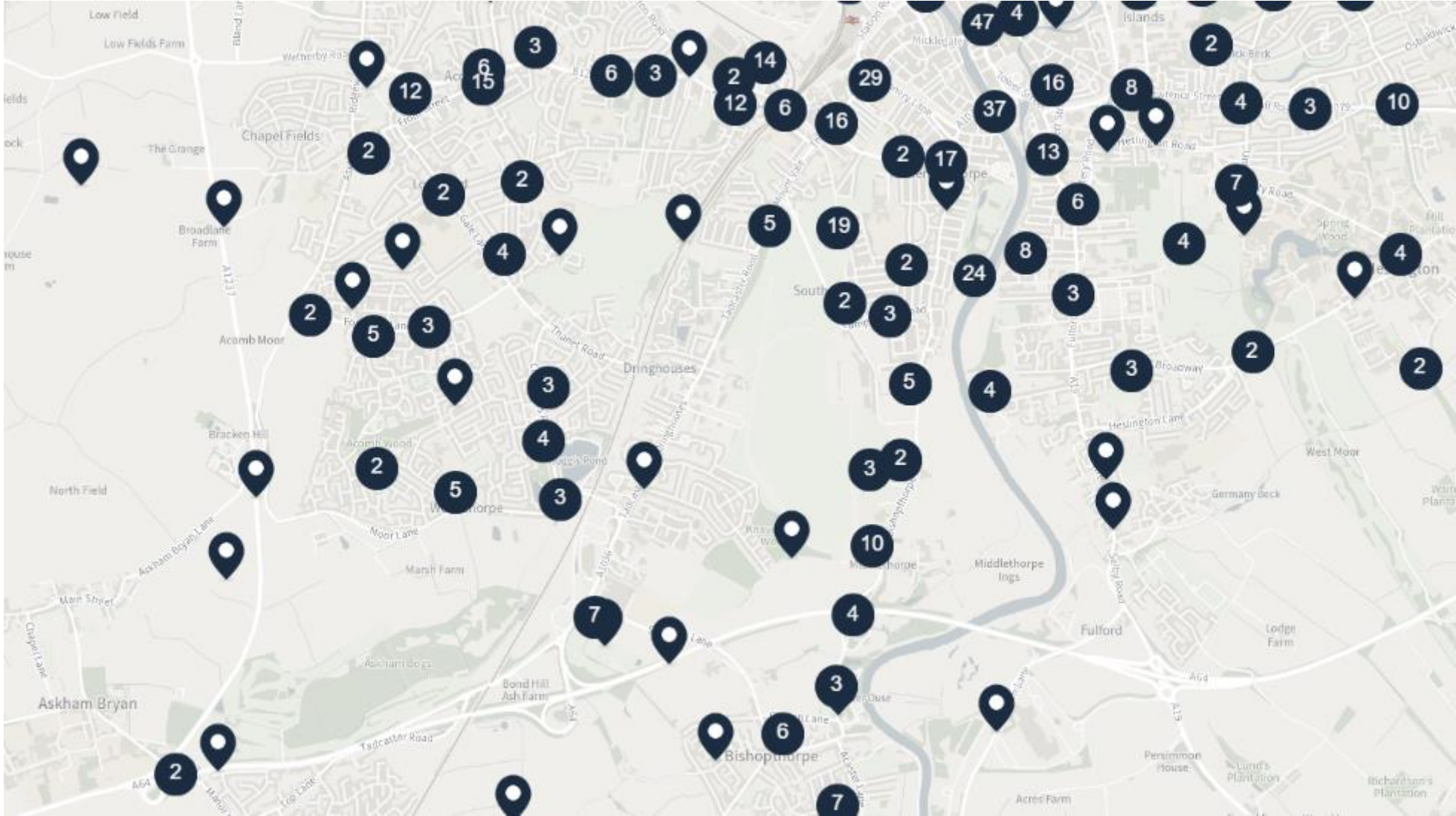
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Policy 9. Effective maintenance, enforcement and management of streetworks

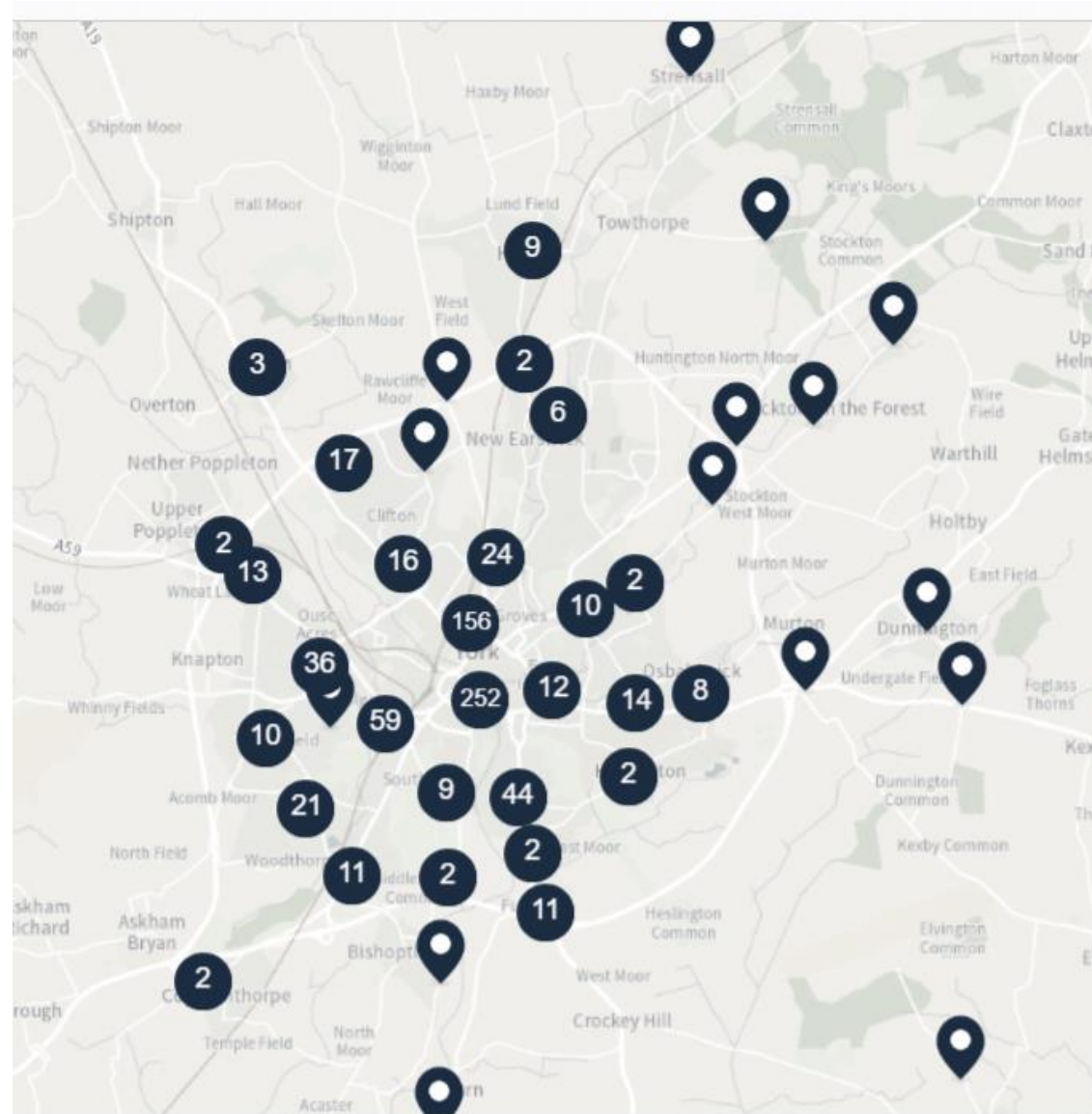
9.1 Please tell us about any areas in York where you would like to see improvements made to pavements and cycleways – all results in CYC boundary



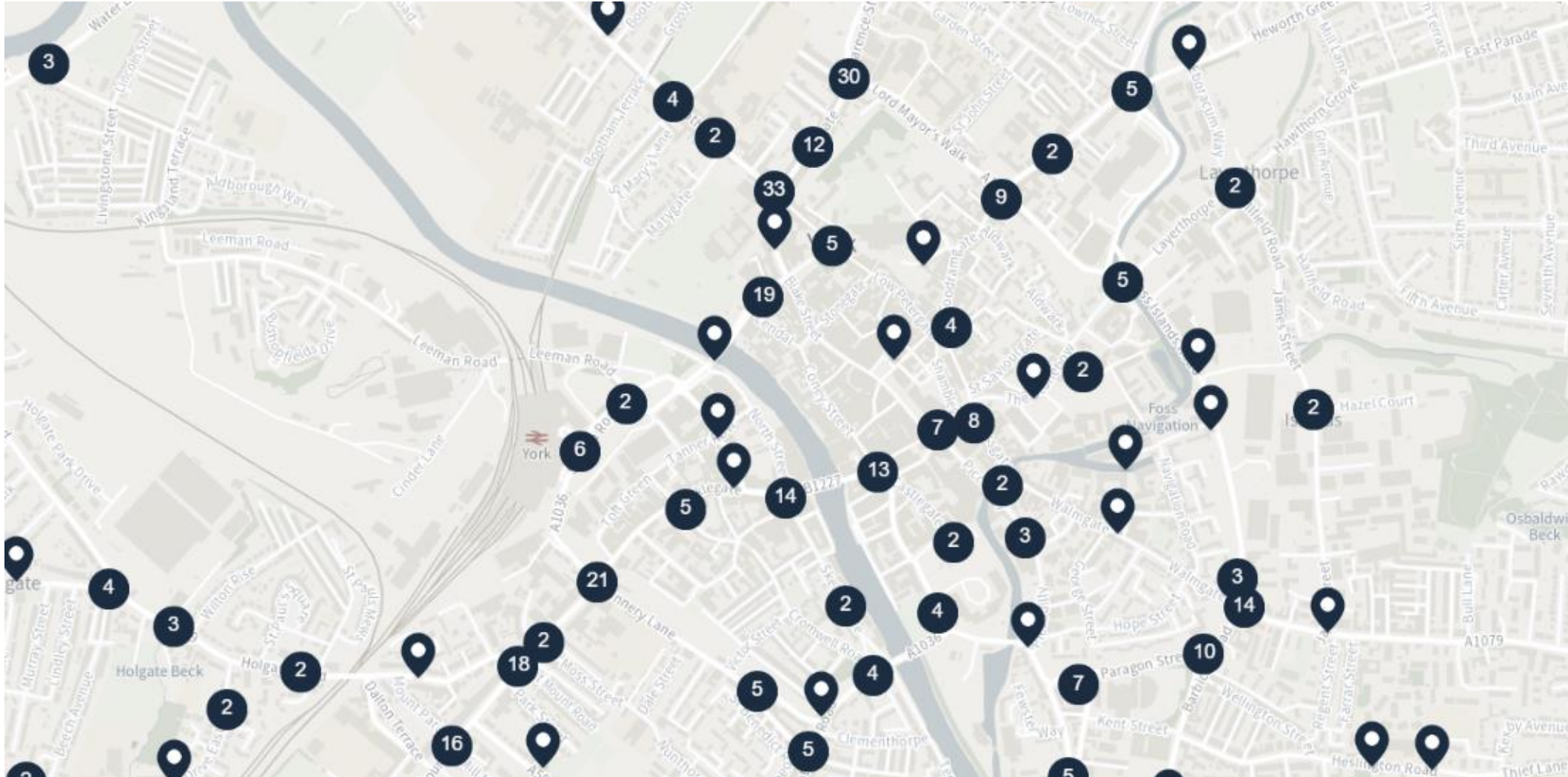
9.1 Please tell us about any areas in York where you would like to see improvements made to pavements and cycleways – showing clusters along radial routes to West and South York



9.2 Please tell us where you currently experience problems caused by traffic not abiding by the rules (for example parking on double yellow lines, at box junctions, through bus-only roads, red light jumping). CYC boundary



9.2 Please tell us where you currently experience problems caused by traffic not abiding by the rules (for example parking on double yellow lines, at box junctions, through bus-only roads, red light jumping). Showing results for City Centre



Policy 10. Monitoring the transport network & financing the changes

10.1 Many of the changes we need to make will require significant sums of money. We will have to choose which schemes to prioritise based on cost-effectiveness and maximum benefit. Which type of transport schemes would you like to see prioritised?

Schemes that improve reliability of buses; Schemes that make cycling safer:
Think if you focus on these two it will ease congestion and improve accessibility space for disabled people. Also public transport let for accessibility.

Female, age 25-39, online

Schemes that deter cars near and in the inner ring road

Male, age 25-39, online

Nothing that makes private travel more difficult.

Male, age 40-55, online

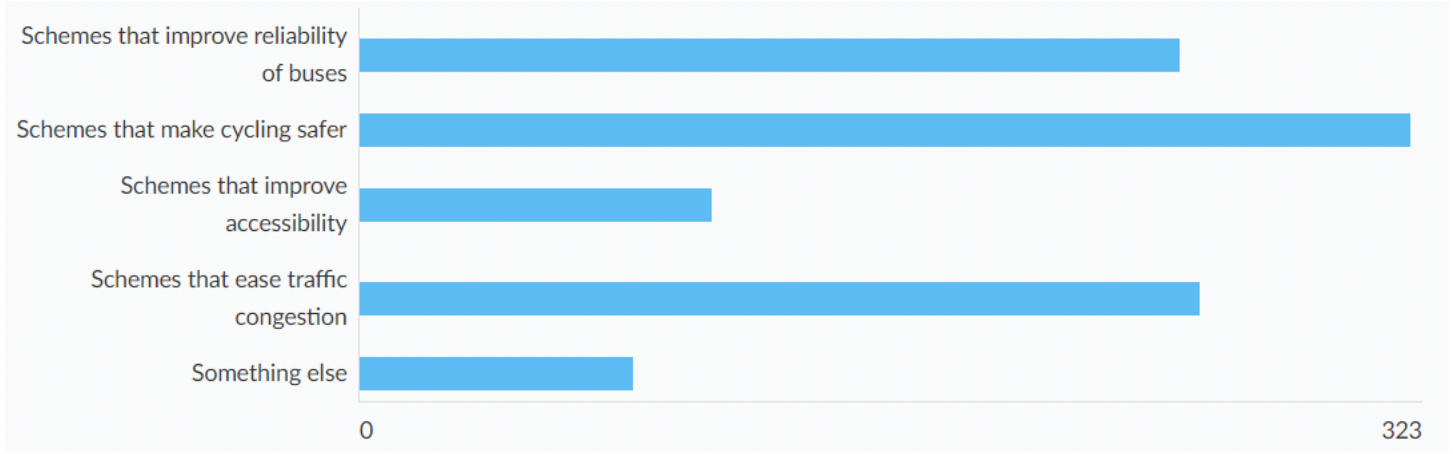
Scheme to look at transport accessibility in the villages

Female, age 56-59, online

Stop punishing motorists, If we could live without a car we would but unfortunately we need our cars.

Male, age 25-39, online

10.1 Many of the changes we need to make will require significant sums of money. We will have to choose which schemes to prioritise based on cost-effectiveness and maximum benefit. Which type of transport schemes would you like to see prioritised?



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