

## Notice of meeting of

### Decision Session - Executive Member for City Strategy

**To:** Councillor Steve Galloway (Executive Member)

**Date:** Tuesday, 4 January 2011

**Time:** 4.00 pm

**Venue:** The Guildhall, York

## AGENDA

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### Notice to Members – Calling In

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

**10.00 am on Thursday 30 December 2010** if an item is called in before a decision is taken, or

**4.00pm on Thursday 6 January 2011** if an item is called in after a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

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Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Friday 31 December 2010**.

**1. Declarations of Interest**

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

**2. Minutes** (Pages 3 - 10)

To approve and sign the minutes of the last Decision Session held on 7 December 2010.

**3. Public Participation - Decision Session**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Friday 31 December 2010**.

Members of the public may register to speak on:-

- an item on the agenda;
- an issue within the Executive Member's remit;
- an item that has been published on the Information Log since the last session.

Note: Please note that no items have been published on the Information Log since the session.

**4. Six Monthly Review of Speeding Issues** (Pages 11 - 32)

This report gives an update on the collaborative Speed Review Process set up in conjunction with the Police and Fire Service. The report advises the Executive Member of further locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.

**5. City of York Local Transport Plan 3 - Draft 'Framework' LTP3 Consultation Responses** (Pages 33 - 84)

This report informs the Executive Member of the responses received from the consultation on the draft Framework LTP3, prior to submission of a draft Full LTP3 early in 2011.

**6. Any other business which the Chair considers urgent under the Local Government Act 1972**

Democracy Officer:

Name: Jill Pickering

Contact details:

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- E-mail – [jill.pickering@york.gov.uk](mailto:jill.pickering@york.gov.uk)

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

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above

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- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
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### Further information about what's being discussed at this meeting

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If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

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### **Holding the Executive to Account**

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

### **Scrutiny Committees**

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

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MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	7 DECEMBER 2010
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLOR KING

**41. DECLARATIONS OF INTEREST**

At this point in the meeting Members present were invited to declare any personal or prejudicial interests they might have in the business on the agenda. None were declared.

**42. MINUTES**

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 2 November 2010 be approved and signed by the Executive Member as a correct record.

**43. PUBLIC PARTICIPATION/OTHER SPEAKERS**

It was reported that there had been three registrations to speak at the meeting under the Council's Public Participation Scheme, one of which had since withdrawn. The Executive Member had also granted one request to speak received from a Council Member details of which are set out under the individual agenda item.

**44. WATER END/CLIFTON GREEN REVIEW : REINSTATEMENT OF LEFT-TURN TRAFFIC LANE AND CHICANE TRIAL**

The Executive Member considered a report which discussed the possible reinstatement of a left-turn lane on the Water End approach to the Clifton Green signals, whilst retaining a dedicated cycle lane. He also gave consideration to responses received in respect of proposals to take forward a chicane trial along Westminster Road and The Avenue.

The Executive Member confirmed receipt of late representations, one from a local resident who stated that he had used all modes of transport in this area and supported of the retention of the present scheme. The second from the Labour Group Spokesperson who supported the cycling groups concerns regarding possible conflicts and blocking of the suggested central cycle lane if the left-turn was reinstated. It was confirmed that he

also supported a rising bollard type solution on Westminster Road/The Avenue.

Representations also in support of the retention of the existing scheme were received from a resident of Poppleton who regularly cycled along this route. He stated that he would not be in favour of the reinstatement of the left-turn lane as this would result in vehicles encroaching into the central cycle lane.

Representations were also received from a resident of Westminster Road who reiterated residents continuing concerns at the high volume of through traffic on Westminster Road/The Avenue to avoid the lengthy queues at Water End. He referred to the vehicle speeds and requested the Executive Member to support reconsultation on an alternative chicane trial using planters.

Cllr King referred to the poor response rate to the consultation undertaken by officers and to subsequent consultation undertaken by Ward members. He reported that this consultation had resulted in a clear majority of local residents in favour of the reinstatement of the left-hand lane which was consistent with the earlier petition.

Officers confirmed that it was difficult to comment on the consultation undertaken by the Local Members without viewing details of the survey.

In relation to the reinstatement of the left-turn traffic lane the Executive Member considered the following options:

- Option 1 – Support the scheme proposals shown in Annex C for implementation;
- Option 2 – Amend the scheme proposals Shown in Annex C for implementation;
- Option 3 – Reject the scheme proposals shown in Annex C, and retain the current layout (i.e. Annex B).

In relation to the chicane trial the Executive Member considered the following options:

- A. To proceed with the chicane trial as proposed. This is not the recommended option because there is little support from local residents for such measures.
- B. To re-consult on an alternative chicane trial. This is not the recommended option because there is little support from local residents for such measures and some of the concerns due to the likely inconvenience expressed in the recent consultation will be relocated to the revised chicane points.
- C. To not implement the trial. This is the preferred option.

RESOLVED: That the Executive Member for City Strategy agrees:



- i) Option 3 to reject on safety and environmental grounds the left-turn traffic lane scheme proposals shown in Annex C and retain the current layout (i.e. as set out at Annex B of the officer report).
- ii) That the chicane trial on Westminster Road should not be implemented.<sup>1</sup>

REASON:

- i) To balance the various advantages and disadvantages linked to the proposal, and achieve the best overall layout for this arm of the junction.
- ii) As there is little support for the trial.

Action Required

1. Await decision of SMC (Calling In) 20 December 2010. JP

**45. OPTIONS TO IMPROVE THE COMMON ROAD JUNCTION WITH THE A1079 HULL ROAD AT DUNNINGTON**

Consideration was given to a report, which summarised the outcome of a feasibility study which evaluated options to make it safer and easier to access the Common Road junction with the A1079, Hull Road at Dunnington by installing traffic signals.

The Executive Member reported receipt of one late representation from Cllr Merrett. It was reported that he shared the concerns of the Cyclists Touring Club representative that consideration should be given to amending the scheme to make a more positive provision for cyclists at and through the junction.

The Executive Member confirmed that it was his view that it would be possible to significantly improve safety and reduce journey times at this junction by the introduction of traffic signals. He then gave consideration to the following options:

Option 1 – Approve in principle a road widening and traffic signal scheme for the A1079 Common Road junction at Dunnington, to be put forward for possible inclusion in the Transport Capital programme for funding in future years.

Option 2 – Abandon the current A1079 Common Road junction improvement proposals.

RESOLVED: The Executive Member for City Strategy agrees to:

- i) Note the contents of the report, which outlines the key issues, reviews potential solutions,

estimates implementation costs, and evaluates a possible option.

- ii) Put forward a traffic signal, with road widening, scheme at the A1079 Common Road junction at Dunnington for possible inclusion in the Transport Capital programme for funding in future years. <sup>1</sup>.

REASON: To make it safer and easier to access the Common Road junction with the A1079 at Dunnington.

Action Required

1. Include scheme in the Transport Capital programme for future years.

GK

**46. CRICHTON AVENUE CYCLE SCHEME - COMPLETION**

The Executive Member considered a report which set out details of the work undertaken to complete the Crichton Avenue cycle improvement scheme and of concerns raised by some local residents that the shared use areas across the railway bridge should be delineated.

Officers reported back on the road safety audit and on discussions undertaken with the Transport Planning Unit and the Department for Transport (DfT) regarding the segregation of shared use paths in York. It was confirmed that to address the road safety concerns it was proposed to undertake a 6 month trial of a new line type to enable the results to be fully assessed.

Cllr King confirmed his support for the segregation of the shared use paths in Crichton Avenue as requested in the petition raised by Cllr Douglas and residents.

The Executive Member stated that whilst the Crichton Avenue cycle lanes and paths had been successful in promoting additional cycle journeys it had soon become clear that the unsegregated section of the route could create conflict between pedestrians and cyclists. With this in mind he confirmed his support for the proposed trial scheme but with an early assessment for safety reasons.

RESOLVED: That the Executive Member for City Strategy agrees to:

- i) Note the contents of the report and road safety audit comments.
- ii) Note that this trial is a new, largely unproven approach that should be considered experimental until the trial is concluded.

- iii) Instruct Officers to action and monitor the trial for a 6 month period. <sup>1</sup>.

REASON: To complete the Crichton Avenue Cycle Scheme by informally delineating, as a trial, the use of space for walking and cycling over the railway bridge and respond to concerns raised by residents and the Ward Councillor for Clifton through their petition.

Action Required

1. Proceed with segregation trial and monitoring.

GT

**47. REVIEW OF COUNCIL SUBSIDISED LOCAL BUS SERVICE PROVISION**

The Executive Member was presented with a report, which set out details of the current subsidised bus network in York and the draft, revised, network of routes for his consideration. The decision would inform the contents of an open tendering exercise to be undertaken early in the new year prior to the expiry of existing service contracts in September 2011.

Officers reported that North Yorkshire County Council had now made public their proposals for service changes. These mainly affected Sunday and evening services which would have had some implications for the York area.

The Executive Member reported receipt of a late representation from Cllr Merrett who had raised a number of issues regarding services. He confirmed that he would ask Officers to examine these issues outside the meeting.

The Executive Member confirmed that there was a need for effective and efficient bus services whilst maximising customer accessibility and gaining the best value for money.

He then gave consideration to the following options:

- a. Tender the existing bus network, retaining all current bus routes
- b. Tender the existing bus network, discontinuing those routes which do not meet Council criteria for subsidy (in bold at Table A)
- c. Withdraw Council subsidy for all evening bus services
- d. Withdraw Council subsidy for all Sunday bus services
- e. Tender the network of services outlined at Table B, withdrawing the worst performing elements of the bus network.

RESOLVED: That the Executive Member for City Strategy agrees:

- i) That the proposed network of bus routes, as detailed in Option E of the officer report, be tendered in December 2010 for introduction from September 2011.
- ii) To the withdrawal of services as indicated in the officer report. <sup>1.</sup>
- iii) To request officers to report back if there are significant implications for the City caused by any reductions in subsidised bus services which may be agreed by neighbouring authorities. <sup>2.</sup>

REASON: This course of action will meet with the current efficiency agenda of the Council whilst providing the most comprehensive and attractive network of bus routes, which will retain an acceptable level of bus provision across the City.

Action Required

- 1. Go out to tender on routes detailed in Option E. AB
- 2. Report back if significant implications become apparent in relation to services agreed by neighbouring authorities. AB

**48. 2010/11 CITY STRATEGY CAPITAL PROGRAMME MONITOR 2 REPORT**

Consideration was given to a report which set out progress to date on schemes in the 2010/11 City Strategy Capital Programme, including budget spend to the end of October 2010 and informed the Executive Member of the likely outturn position for the programme.

It was reported that it was proposed to reduce the level of overprogramming to approximately £200k to ensure that the programme was kept within the budget outturn. Additional funding of £110k from grants and virements had also been introduced into the programme and details of the principal changes including reduced allocations for certain schemes were outlined in the report.

Officers confirmed that if the proposed changes were accepted the total value of the City Strategy Capital Programme for 2010/11 would be £6,183k including overprogramming of £197k, increasing the budget to £5,986k.

The Executive Member confirmed that generally schemes were progressing according to plan although it had been necessary to defer some work into the next year to reduce overprogramming. He went onto refer to a number of recently completed schemes, which had been welcomed, by both members and residents.

RESOLVED: That the Executive Member for City Strategy approves the:

- i) Adjustments to the programme set out in Annexes 1 to 4 of the officer report.
- ii) Variations to the 2010/11 City Strategy capital budgets, subject to the approval of the Executive.<sup>1</sup>

REASON: To enable the effective management and monitoring of the council's capital programme.

Action Required

1. Refer adjustments and variations to the Executive.

TC

Cllr Steve Galloway, Executive Member for City Strategy  
[The meeting started at 4.00 pm and finished at 4.30 pm].

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**Decision Session**  
**Executive Member for City Strategy**

**4 January 2011**

Report of the Director of City Strategy

## **SIX MONTHLY REVIEW OF SPEEDING ISSUES**

### **Summary**

1. This report gives an update on the collaborative Speed Review Process, set up in conjunction with the Police and Fire Service. This ensures that speed concerns are considered, and acted on, through partnership collaboration, giving a stronger and more robust response to the issues raised.
2. The report advises the Executive Member of further locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.
3. This report recommends the Executive Member supports the continuation of a partnership approach to dealing with speeding complaints; following the success of an approach developed and piloted in York.

### **Recommendations**

4. The Executive Member for City Strategy is recommended to:
  - I. Support the continuation of a partnership approach to dealing with speed complaints, which results in, a wider, more in depth process to tackle speed issues in York (Speed Review Process, Option 1).
  - II. Note, that from January 2011 North Yorkshire Police (NYP) will no longer regard the Speed Review Process as a “pilot” in the York and Selby areas.
  - III. Note that North Yorkshire Police have given notice to CYC that there will be a managed withdraw from the administration and management role they currently perform within the Speed Review Process, resulting in an increased work load within CYC, if the same level of service is to be provided.
  - IV. Note that NYP intend to only undertake action at community speed concern sites, once they have been analysed via the Partnership Speed Review Process.

- V. Note that new sites recommended for feasibility reviews by Engineering Services on the 6<sup>th</sup> July 10 and in this current report will not be assessed in detail until further Capital funding is available. As and when Capital funding is available, locations will be prioritised by one or all of the following criteria:
- Accident data
  - Mean and 85<sup>th</sup> percentile speeds
  - Proximity to schools and shops.
- VI. Note the petition from New Lane, Huntington, and that it has been investigated under the review process, with a recommendation to improve the “gateway” to the 30 limit. The work is due to be carried out from this years (2010/11) Capital budget.
- VII. Note the petition from Moorlands Road, Skelton, and that it has been investigated under the review process, and that it will go forward to the Engineering team for assessment of cost effective speed reduction measures, as and when Capital funding becomes available.

Reason: To advise the Executive Member of the current status of the speed review process and provide an update on individual petitions and speed complaints.

## Background

5. The Council receives many complaints about speeding vehicles from a number of sources including residents, elected members and representatives of local groups, such as resident associations. To help manage this, a data led method of assessing all speeding issues in York was approved at the Meeting of the Executive Member for City Strategy and Advisory Panel on 30 October 2006. This established that speeding issues should be assessed against certain criteria. The criteria for assessment are shown within **Annex A**.
6. In the past it was evident that many of these complaints were also reported to other agencies including the Police and the Fire Service, which resulted in an overlap of work that was not a cost effective or consistent way of dealing with these community concerns. By working together in partnership we have been able to pool resources, knowledge and expertise to fully investigate all concerns raised.
7. A simplified diagram of how the process works is shown at **Annex B**.
8. The form for reporting issues is available on the council web site and is reproduced at **Annex C**. An electronic system for reporting issues is planned.

## Progress on Speed Review Process and Partnership

9. Casualty reduction is a key target for the council. We await new Government policy on Road Safety, due in April 2011, but it is anticipated that casualty reduction will stay as a key commitment from the new



government. Casualty reduction was also a principal objective of the Council's second Local Transport Plan (LTP) and its Road Safety Strategy. It is anticipated that casualty reduction, will also form part of the third Local Transport Plan.

10. The last 3 years (to end of 2009) Killed and Seriously Injured statistics for York are shown in the table below.

<b>KSI</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Pedestrians	19	20	10
Pedal Cyclists	8	17	11
Motor Cyclists	28	22	11
Car Occupants	33	36	25
Other	5	0	3
<b>Total</b>	<b>93</b>	<b>95</b>	<b>60</b>

11. Assessment of speed complaints, through a data led process, highlights that most of the locations identified by residents do not have a speed related casualty problem. This suggests that a lot of community concerns around speed are of perceived danger or "accidents waiting to happen".
12. There are no locations, of the thirteen so far investigated within this report period (July – Dec 2010) where high speeding traffic is causing a casualty issue. (i.e. Sites that score a one or two on the criteria, as per **Annex A**).
13. It is acknowledged, however, that encouraging drivers to moderate their speed to suit the prevailing conditions is important, since driver error is the major contributory factor in many accidents. Lower speeds reduce the chances of a collision occurring, and the severity of resulting casualties.

## **Collaboration**

14. As part of the Speed Review Process all locations were visited and risk assessed by CYC & Police Officers prior to speed surveys being undertaken, to assess the environment. It is unlikely that it will be possible to continue this approach when the Police resources are removed, after January 2011. However it is planned that from January 2011 the CYC officer will make site visits with NYF&R who will fit the speed recorder data boxes, at the same visit. This ensures that a site visit and risk assessment of most of the sites is carried out and also assists our Partners, North Yorkshire Fire and Rescue (NYF&R) in increasing the number of radar boxes it is possible to fit in a given time.
15. NYF&R undertake speed surveys in areas identified as not having an injury issue, but where there are community or individual concerns about speed. As it is estimated that speed surveys cost c.£200 each to undertake the input of these resources by Partners helps to investigate community concerns in greater detail.
16. CYC will continue to fund speed surveys in areas highlighted (by Police Records) as "high" accident locations as part of the ongoing commitment to

reduce killed and seriously injured (KSI's).

17. Once speed surveys are returned, these are analysed by the Partnership team, to determine, where they fall within the criteria, and what, if any further action could be taken. (A summary of the various initiatives or “tools currently available to tackle speed” can be found at the end of **Annex A**)

### **Prioritisation of Speeding Issues Raised**

18. In the last 6 months between July 10 – Dec 10 there have been a total of 52 locations put forward for investigation, with a further 2 locations where petitions have been put forward.
19. All are documented in **Annex D**, along with any results from investigations. This shows that 13 of the 52 locations have been investigated, There are 39 locations that are still awaiting investigation; the slow progress is because of time and resource constraints on all Services and Partnership agencies involved. We shall continue to work on the investigations, as yet to be undertaken and will present findings via the regular 6 monthly review report. After analysis against the criteria the following actions have been advised.

### **Category 1 (high speeds and high accidents)**

20. None of the current complaints investigated fall within the category 1 criteria

### **Category 2 (low speeds and high accidents)**

21. None of the current complaints investigated fall within the category 2 criteria.

### **Category 3 (high speeds and low accidents)**

22. All the below sites have been scored category 3 under the criteria at **Annex A**. Those referred to Engineering for consideration of cost effective measures available to reduce speeds, will be looked at, as and when Capital funding becomes available.
  - a. Sim Balk Lane (10 91 0 070) – refer to Engineering
  - b. Eason View (10 91 0 080) – refer to Engineering
  - c. Usher Lane (10 91 0 190) – refer to Engineering
  - d. Murton Lane, Murton (10 91 0 260) – refer to Engineering
  - e. B1224 Wetherby Road (10 91 0 320) – refer to Engineering
  - f. Murton Way (10 91 0 230) – refer to Engineering and targeted enforcement

#### **Category 4 (low speeds and low accident)**

23. All the below sites have been scored category 4 under the criteria at **Annex A**, which also includes information on the SID (speed indicator device) Scheme. Please see Annex A for details.
- a. Moor Lane Murton (10 91 0 240) – offer SID
  - b. A1079 Hull Road, Nr Thornbeck, Dunnington (10 91 0 270) – No further action, SID not suitable for 40 mph limit roads.
  - c. Moorcroft Road, Woodthorpe (10 91 0 340) – offer SID
  - d. Oaken Grove (10 91 0 310, reported on at EMAP 2008) – can now also offer SID
  - e. North Lane, Huntington (10 91 0 170)- No further action. SID not suitable for 60 mph limit roads.
  - f. York Road, Haxby (South 10 91 0 210) – offer SID
  - g. Old Orchard, Haxby (10 91 0 290) – offer SID

#### **Petitions received**

##### **Petition 1, Moorlands Road Skelton**

*“The Residents of Moorlands Road, Skelton, York call upon the City of York Council to address the issue of speeding traffic along Moorlands Road, in accordance with the Speed Management Plan.”*

24. This location was investigated under the Review Process, and was reported on at the 6 July 2010 City Strategy Decision Session. The results of the investigation were as follows: -
- a. Accident Data – there have been no accidents at this location over the last 3 years. It is acknowledged that there was a fatal accident, on Moorlands Road in February 2010, but this was on a rural section, some distance from the residential area of concern.
  - b. Speed data – eight day x twenty four hour speed surveys were taken, at locations near to houses 7 & 8 ending on the 24<sup>th</sup> March 2010, these recorded the following results: -

	Mean (average speed)	85 <sup>th</sup> Percentile
Towards Skelton	33 mph	40mph
From Skelton	35 mph	43 mph

- c. The results of this investigation are that the speeds recorded at this location are too high for the 30 limit, however there are no accidents, thus under the Criteria shown at **Annex A** the location was scored as a “3” (high speeds, but low accidents). It has been referred to the engineering team for investigation into any cost effective measures available to reduce these speeds.
- d. The current situation is that there is insufficient Capital funding available for this scheme to be considered within the current 2010/11 period, but the location will be kept on a list for inclusion in the 11/12 programme if affordable. As and when Capital funding is available for Engineering work, locations will be prioritised by one or all of the following criteria: -
- Accident data
  - Mean and 85<sup>th</sup> percentile speeds
  - Proximity to schools and shops.
- e. NYP have made the following comments in relation to Moorlands Road. NYP are tasked to reduce casualties on the roads of North Yorkshire. The North Yorkshire Police therefore prioritise their finite resources to that endeavour. There is no injury accident history in the village or in the proximity of the currently posted 30mph speed limit. The current 30mph speed limit on Moorlands Road does not fit with DfT guidelines and the speed data indicates that it is poorly observed. The North Yorkshire Police officially objected to the making of the original order when it was first proposed as this situation was foreseen. The effective management of the road is the responsibility of the City of York Council and remedial action should be taken as appropriate by that organisation.

### **Petition 2, New Lane Huntington**

*“Liberal Democrats, Petition New Lane Speeding. As residents of Huntington we are concerned at the speed of traffic on New Lane, Huntington & request that City of York Council investigate what measures can be taken to address the problem.”*

25. This location was investigated under the Review Process, and was reported on initially at the EMAP in July 2008 and subsequently at the Decision Session in December 2009 and at the Decision Session in July 2010. The results of the investigation, initially reported at EMAP in July 08 were as follows: -
- a. Accident Data – 3 slight and 1 serious injury accidents, none of which

were speed related.

- b. Speed Data – seven day x twenty four hour data was recorded at 2 locations in the 30 limit, ending on 13<sup>th</sup> May 2008 the following results were recorded: -

South of Jockey Lane,

	Mean (average) speed	85 <sup>th</sup> percentile speed
To Jockey Lane	33mph	38mph
From Jockey Lane	32mph	36mph

North of Jockey Lane,

	Mean (average) speed	85 <sup>th</sup> percentile speed
To Jockey Lane	31mph	37mph
From Jockey Lane	30mph	35mph

- c. Thus, New Lane, Huntington scored a “3” under the criteria, as shown in **Annex A** and was forwarded to the Engineering team for investigation into any cost effective measures available to reduce these speeds.
- d. On 23<sup>rd</sup> November 2009, New Lane was chosen as a site to do a joint Partnership Speed Education day (Now superseded by NYP Speed Awareness Courses). Thirty speeding drivers were stopped in total. CYC road safety staff were actually involved in the day and it can be reported that 100% of those speeders stopped, were all residents from the surrounding local area.
- e. By December 2009, Partners had agreed to consider all speed complaints via a Partnership approach. Thus when new complaints were received from New Lane, Huntington, the results of the earlier investigation were again re-considered and reported on a Decision Session in December 2009. This resulted in New Lane, also being included in NYP target plan for speed enforcement.
- f. By July 2010, Engineering had concluded their investigation into any cost effective speed reduction measures, and these proposals formed part of Annex E on that report. (to improve gateways at 30 limit). This work is being funded from the 2010/11 capital fund, and should be concluded by the end of March 2011.

## **Update on other related issues.**

### **Electronic form for reporting**

26. The introduction of an electronic system was not supported by the police whilst the management of the process was under Police control. With administration of the scheme being transferred to CYC, development of electronic reporting will be progressed, when appropriate staff expertise and resources are available.

### **Engineering sites identified at July 10 Decision Session**

27. Funds have been allocated from the Capital budget 2010/11 to conclude the engineering work recommended in Annex E of the July 10 report. Currently there is no identified budget to progress any **new** sites that are to be put forward for Engineering consideration, from either the July 10 report or this current Jan 11 report. All locations will be kept on a list and will be considered for inclusion in the 2011/12 capital programme.

### **SID training at locations identified at July 10 Decision Session**

28. Of the thirty locations offered the SID scheme at the July 10 Decision Session, which would help communities to educate drivers who speed in their neighbourhoods no one has requested to join the scheme.

### **Police Enforcement**

29. From the July 2010 report ten locations were given to the Community Policing teams for targeted enforcement. It would be inappropriate to report on the numbers of tickets for speeding given out at these locations, as the whole point of the Police presence is speed compliance rather than speed enforcement. In most of the ten given locations, it is highly likely that the presence of officers will result is traffic obeying the limit and few, if any tickets being issues.
30. However it can reported that, as a whole in 2009, North Yorkshire Police issued 10,900 tickets for speeding. This does not include those reported for summons, but does include around 1,100 from the A1 where cameras are in use by the Highways Agency because of road works.
31. Under the present "Policing Pledge" feedback is given to communities, but purely in relation to the number of checks undertaken and tickets issued. The police can use Ward Committee Newsletters to indicate the location and results of speed checks.
32. Whilst the Police acknowledge that it would be extremely valuable to evaluate the impact of the measures taken, in the current circumstances and with current staffing levels, this would be difficult to achieve.
33. North Yorkshire Police have also stated that from January 2011 they will no longer regard the Speed Review Process as a "pilot" in the York and Selby areas. It is intended that the process will be rolled out across the whole of

the North Yorkshire County Council (NYCC) area with a 'go live' date of the 1st April 2011. The scheme, across North Yorkshire, will be administered and managed by NYCC Highways Staff and NYP have given notice to CYC that they will withdraw from the administration and management role they currently perform in York. Whilst NYP have made it clear that this service will not just suddenly be removed (and any required support will be available to CYC in the short term), this will mean a significant increased work load within CYC to pick up these roles.

34. NYP have also stated that following the Speed Review Process roll out, they will not undertake any action at a location identified by a community concern report unless it has FIRST been analysed via the process, with an agreed partnership decision made on that data.
35. NYP has intimated that from the 1st April 2011, they will direct all complaints received from members of the community regarding the speed of vehicles along any road to the appropriate highway authority.
36. NYP have stated that any enforcement requirement will be undertaken solely at their discretion and with due regard to their operational requirements

### **Safety Camera Update**

37. In March 2010, after a 95 Alive Partnership feasibility study into the viability of Safety Camera's in North Yorkshire, NYP and CYC both agreed "in principle" to the use of Safety Camera's. However, NYCC, the third member of the partnership, deferred their decision until the spring of 2011 because of the uncertain political and funding issues. No further progress has been made, and the 95 Alive Partnership await new Government proposals on Road Safety (due April 2011) and a clearer idea of what, if any funding will be available for a Safety Camera Partnership to be progressed across North Yorkshire.

### **Options and Analysis**

#### **Speed Review Process Options Proposals.**

##### **Option 1**

38. To continue with the Speed Review Process, in Partnership with the Police and Fire Service. However Members do need to be aware that in the last 12 months over the last two reports, all complaints have scored criteria as three, (low accidents, high speeds) or four, (low accidents, low speed).
39. This means that the work being done on the speed review process cannot be considered as "casualty reduction work" as in the majority of complaint locations, there are no "speed related casualties". Full criteria shown in **Annex A**.
40. The budget and action by the Council is limited where we cannot show a

reduction in casualties. Priority for funds must go to road safety initiatives and locations that target casualty reduction. We await further updates on changes to policy on Road Safety from the new Government due in April 2011.

41. Where speed has been evidenced as above the criteria (**Annex A**) it is recognised, by the Partnership, that evaluation could assess intervention effects. This evaluation could only be undertaken, given the necessary resources.

## **Option 2**

42. To revert back to our own, independent, but smaller process, which would exclude the help from Partners with speed surveys, and analysis of data and targeted enforcement. This would leave agencies and systems running concurrently. It would also mean that the 111 sites looked at over the last year, which scored three and four on the criteria would not have been investigated. As NYP are also stating that they will not undertake any enforcement at any community concern site, without it first going through the Speed Review Process, it could leave community concern sites, that could benefit from Police enforcement without any investigation.

## **Analysis**

43. Option 1, enables us to fully investigate and collect data on every speed issue brought to our attention, this is because a partnership approach brings extra resources and expertise to provide a more in depth, data led investigation. The extent and timing of the investigation and surveys will be affected by the resources available to each partner organisation.
44. Option 2, would ensure that speed issues that had a high casualty record would be fully investigated, but speed issues that did **not** have a high casualty record would not be as fully investigated. Without partner help we would not be able to do as many speed surveys or have evidence led, partnership agreement on the best use of tools and resource for dealing with individual community concerns.

## **Corporate Priorities**

45. The Council's Corporate Strategy aim is to increase the use of public and other environmentally friendly modes of transport is relevant to this report. Fears of being a casualty are a real deterrent to more people walking and in particular cycling. By implementing a robust programme of speed management measures to reduce excessive speeding, which targets the minority of drivers whose driving behaviour poses the greatest risk to others, overall safety can be improved and an increase in active transport use achieved. The recommendations therefore support the Safer City and Sustainable City priorities.



## **Implications**

### **Financial**

46. Revenue and capital funding for Safety and Integrated Transport schemes in 2011/12 and following years is anticipated to be substantially reduced compared to previous budgets. In addition, under option 1 increased resources would be required to maintain the same level of service due to the withdrawal of the police from their current administration role. Dependent on the prioritisation of resources to this service it is likely that response times for speeding complaints will significantly increase. Resources will be focussed on areas, which deliver the best value for money in terms of casualty reduction.
47. Capital funding for 2011/12 will need to be identified for those sites scoring "3" under the criteria at **Annex A**, to progress any of the locations to be forwarded to Engineering, from both this report and the earlier 6<sup>th</sup> July 2010 report.

### **Human Resources (HR)**

48. There are HR implications, in that NYP are due to hand administration of the scheme to CYC, whilst this will not stop the scheme from running, because of the extra work load on the CYC officer, it is likely that the number of sites that can be investigated over a given period of time will reduce and there will be a "waiting list" of sites. It is already evident from this report, that there are a number of sites, still awaiting investigation; this is because of the current strain on workload felt on all three agencies involved in the Speed Review Process. There are also HR implications, if the scheme were extended to include evaluation after intervention was to be carried out, the current level of staff within the partnership would not be sufficient.

**Equalities** -- There are no equality implications.

**Legal** -- There are no legal implications.

### **Crime and Disorder**

49. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy, however it is a Police responsibility to enforce the appropriate speed limit.

**Information Technology (IT)** -- There are no IT implications.

**Property** -- There are no property implications.

**Other** -- There are no other implications.

## Risk Management

50. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed, as below 16 and therefore require monitoring only.

### Strategic

51. There are no strategic risks associated with the recommendations of this report.

### Physical

52. Road accidents by their very nature are unpredictable and it is always possible that an injury accident will occur on a route that has been assessed where no action was taken. The data led method of assessing speeding issues ensures that routes with a casualty record are prioritised.

### Financial

53. It is now evident that demand for speed management treatments outweighs the capacity to deliver. All potential speed management administration and engineering treatments will be subject to budget allocation.

### Organisation/Reputation

54. There is likely to be opposition to a recommendation to take no action following the assessment of a speeding issue. However, the data led method of assessing speeding issues enables justification to be provided in instances when no action is deemed appropriate. With reduced allocations and increased administration workload it is possible that the level of service provided will be lower than the public's expectations leading to a risk that the council's reputation will suffer.

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		<b>Report Approved</b>	✓	<b>Date</b>	20 December 2010
<b>Specialist implications Officer(s)</b>					
<b>Financial</b>					
Patrick Looker Finance Manager, City Strategy 01904 551633					
					<b>All</b>
					<i>tick</i>
					✓
<b>For further information please contact the author of the report</b>					

## **Background Papers**

### **Speed Management Report**

Meeting of Executive Members for City Strategy and Advisory Panel, October 2006

### **Second Local Transport Plan 2006 –11**

(Including Road Safety Strategy and Speed Management Plan)

## **Annexes**

Annex A – Speed Review Criteria as set out in EMAP report October 2006.

Summary of options available

Annex B – Simplified diagram of protocol.

Annex C – Complaints form.

Annex D – List of sites, and data results.

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**ANNEX A****Criteria for assessing speed issues, as agreed at Meeting of Executive Members for City Strategy and Advisory Panel Oct 06:-**

This established that, speeding issues should be assessed against certain criteria:-

1. **a. Injury accident record** - based upon North Yorkshire Police data, for the preceding three years, and prioritised on severity using the standard categorisations of fatal, serious, or slight. Officers use a points scoring system to rank sites as high or low. This is based on a slight casualty receiving 1 point, with a fatal or serious casualty being weighted at 4 points. A total points score of 6 or more is need for the site to be given a “high” ranking.
  - b. Speed data** - collected using automatic counting equipment and conducted over a period of at least 24 hours.
2. The **mean (average) speed** recorded by the survey provides a good overall indication of the speed environment, but it does not give a good indication of how many drivers may be exceeding the legal speed limit by a significant amount.
3. The **85<sup>th</sup> percentile speed** helps to show this by indicating the speed not exceeded by 85 % of the traffic surveyed, and hence is the level exceeded by the other 15%. Based on national guidelines, the threshold levels generally used by the Police for speed limit enforcement purposes are worked out by the following formula:-
4. Threshold speed = speed limit + 10% + 2mph. For example in a 20 zone, the formula would look like:-
5. Speed limit + 10%+ 2mph = 20mph + 2 + 2mph = **24mph**
6. The table below summarises the thresholds above which vehicle speeds are regarded as “high” within the assessment framework adopted by the Council:

Speed Limit	Threshold (mean speeds)	Threshold (85 <sup>th</sup> percentile speeds)
20 mph	20 mph	24 mph
30 mph	30 mph	35 mph
40 mph	40 mph	46 mph
60 mph	60 mph	68 mph

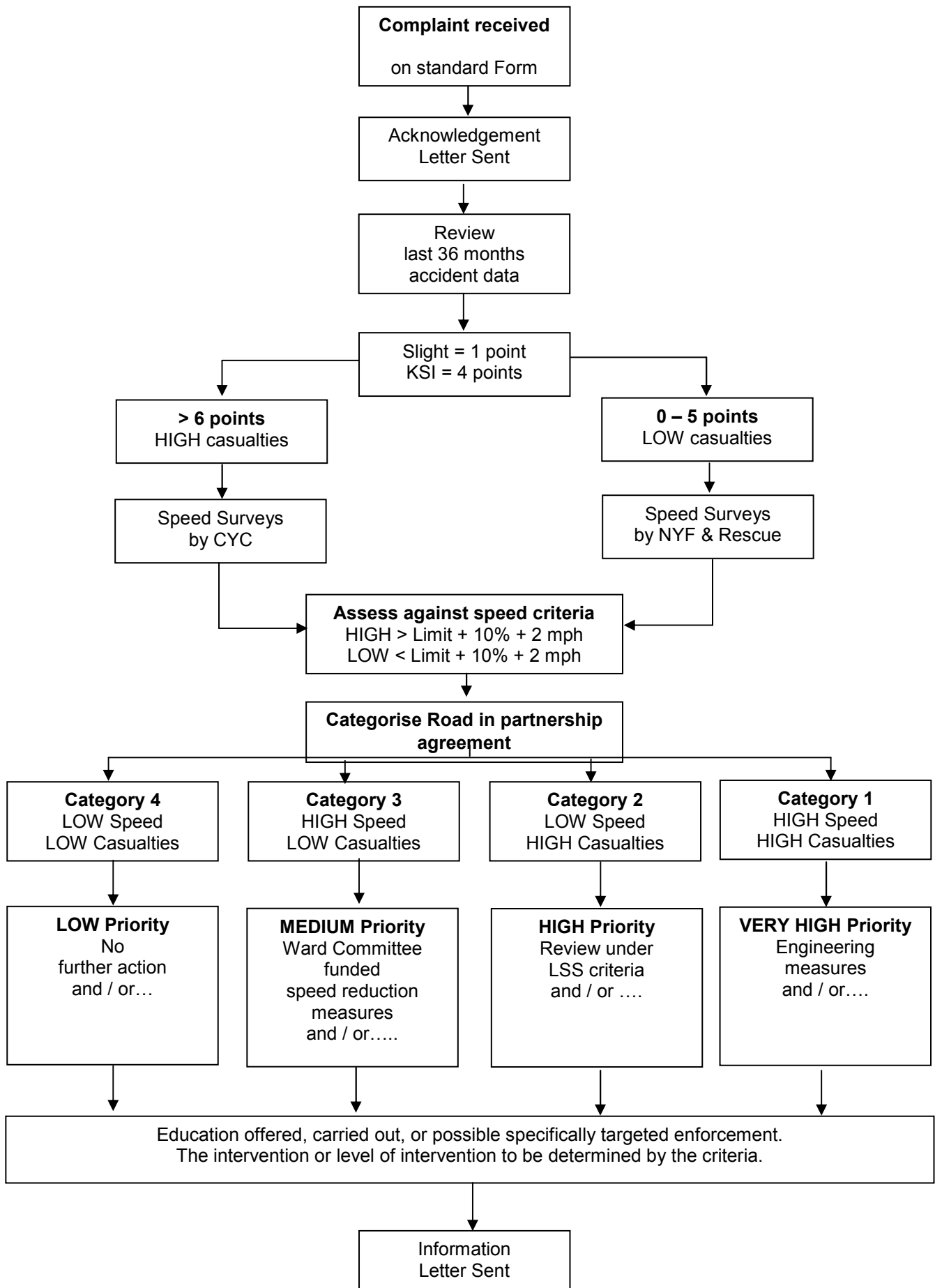
7. Based on the available speed data and the injury accident record, each road is then categorised using a scale of 1 - 4, with 1 being the highest priority, as shown in the following table:

Category	Speed	Casualties	Priority	Treatment
1	High	High	Very High	Speed management measures
2	Low	High	High	Casualty reduction measures
3	High	Low	Medium	Speed management measures, <i>if funds available or through Ward Committee Funding</i>
4	Low	Low	Low	*SID scheme, bin stickers etc.

### Summary of available options

- Sites could be referred to Engineering Consultants, to be considered for cost effective treatment under the Speed Management Budget those that fall within category one would be treated as a priority.
- Sites would be referred to Engineering Consultants, to be considered for cost effective treatment under the Casualty Reduction Budget as priority (if the casualty issues were not speed related – usually category two locations).
- Ward Committees could also consider funding initiatives.
- Speed data may help Police identify times of high speed activity, which in turn can be targeted for speed compliance, by providing a Police presence, doing speed checks
- SID scheme can be offered. SID is a “mobile” speed indicator device, which provides volunteer members of the local community, who have concerns about speeding, and wish to make a difference with the opportunity to address anti social behavior and influence motorists’ style of driving through education.
- SID works particularly well, when tackling the casual or local speeder who may not have realised that they are driving too fast or breaking the speed limit. SID notifies them of their speed and helps to make them more aware of potential hazards in the area and the appropriate speed at which they should be traveling.
- We ask that volunteers represent a group such as a tenants and residents association or Parish Council in order that the broader feelings of the community can be represented, rather than the feelings of one individual. It also means that there will be more volunteers on hand to operate the SID when deployed at the selected survey sights. Full training is offered to those communities that have been offered SID.

## Safer York Partnership Speed Review Process ( Simplified )



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Office use Only

Speed Concern Report

Please note – ALL details are required.

Name (Dr / Mr / Mrs / Ms / Miss) .....

Address.....

.....

Postcode..... Tel Number(s) .....

E mail .....

Vehicles exceeding speed limit along (Road name)

.....  
at / near to (house number / junction with)

.....  
MON / TUE / WED / THUR / FRI / SAT / SUN / ALL DAYS

Time(s)..... if all day is there any time that you feel is worse.....

Type of vehicle Car / Motorcycle / Lorry / Bus / All Vehicles

driven by Residents / General Traffic / Employees of.....

Additional Information .....

.....

.....

.....

Signature .....

I would be willing to participate in any Community Action initiatives regarding the issue I have raised.	YES / NO
--	----------

This form should be returned to -  
North Yorkshire Police, Traffic Management Office, Fulford Road,  
York. YO10 4BY.

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Road	Area	Speed data							3 year casualty record			Acc with speed causation			Overall (1 - 4)	
		Location/date	Direction	Duration	Limit	Mean	85th percentile	top speed	Fatal	Serious	Slight	Fatal	Serious	Slight		
Stockton Lane	Stockton-on-Forest (Kingsmoor to golf club)								0	0	0	0	0	0		
Sim Balk Lane	Bishophorpe	02-Nov-10	north	7 day	30	25	29	56	0	0	2	0	0	2	3	
Eason View	Dringhouses	02-Nov-10	s/west	7 day	20	24	29	51	0	0	1	0	0	0	3	
			n/east	7 day	20	21	27	14:54	0	0	1	0	0	0		
Tadcaster Rd	Nr Pulleyn Drive								0	2	1	0	0	0		
Tadcaster Rd	Dringhouses								0	1	4	0	0	0		
Wheldrake Lane	Elvington								0	0	2	0	0	0		
Black Dike Lane	Upper Poppleton								0	0	0	0	0	0		
B1222 Naburn	(North)								0	0	3	0	0	0		
B1222 Naburn	(Central)								0	0	0	0	0	0		
B1222 Naburn	(South)	18-Feb-08	to Naburn	7 day	60	45	53	85	0	0	1	0	0	0	4	Awaiting results from other
			from Naburn	7day	60	44	53	17:45	0	0	1	0	0	0		Loctions before review.
Manor Heath	Copmanthorpe	08-Jun-10	to Village	2 day	30	32	36	62	0	0	2	0	0	2		More surveys requested
			from Vill	2 day	30	35	40	06:36	0	0	2	0	0	2		2 days insufficient for review
Manor Heath	Copmanthorpe More surveys															
Westlands	Stockton Lane								0	0	1	0	0	0		
North Lane	Huntington	17-Nov-10	West	6 day	60	39	44	65	0	0	0	0	0	0	4	No further action.
			East	6 day	60	39	43	13:52	0	0	0	0	0	0		
The Village	Strensall								0	0	0	0	0	0		
Usher Lane	Haxby	17-Aug-09	to Haxby	7 day	30	30	36	72								
			from Hax	7 day	30	32	39	23:45								
Usher Lane	Haxby more surveys	20-Jun-10	to Haxby	7 day	30	32	39	69	0	0	1	0	0	1	3	Forward to Engineering
			from Hax	7 day	30	32	38	20:56	0	0	1	0	0	1		
Top Lane	Copmanthorpe								0	0	0	0	0	0		
York Road	Haxby (South)	18-Jun-10	to Haxby	5 day	30	30	33	77								
		LC 23	from Hax	5 day	30	33	38	07:15								
York Road	Haxby (South) more surveys	17-Nov-10	to Haxby	6 days	30	28	33	76	0	0	2	0	0	0	4	Offer SID
			from Hax	6 days	30	29	35	00:54	0	0	2	0	0	0		
Greengales Lane	Wheldrake	13-Aug-07	to village	4 days	30	31	37	61								Reported on Jan 08. Work done since
			from village	4 days	30	35	40	14:37								
Greengales Lane	Wheldrake	27-Jun-09	to village	7 day	30	30	34	59	0	0	0	0	0	0		
			from vill	7 day	30	31	36	20:06	0	0	0	0	0	0		
Greengales Lane	Wheldrake (more surveys)															
Murton Way	Murton (East of A64)	Jul-09	to village	7 days	30	32	38	68								
		on VAS	from vilage	7 days	30	34	40	22:17								
Murton Way	Murton (East of A64) more surveys	26-Jul-10	to village	7 days	30	34	42	69	0	0	1	0	0	0	3	Forward to Engineering
		nr VAS	from village	7 days	30	36	42	10:05	0	0	1	0	0	0		And Targeted Enforcement
Murton Way	Murton (West of A64)								0	0	1	0	0	1		
Moor Lane	Murton	24-May-09	to village	7 days	30	27	30	47	0	0	1	0	0	1	4	Offer SID
		on VAS	from village	7 days	30	27	32	17:27	0	0	1	0	0	1		
A166 Stamford Bridge Rd (Holtby Manor Bends)	Dunnington								1	0	4	0	0	3		Referred to Danger Reduction
Murton Lane	Murton	26-Jul-10	to village	7 days	30	31	36	68	0	0	1	0	0	0	3	Forward to Engineering
			from vill	7 days	30	32	38	08:50	0	0	1	0	0	0		

Road	Area	Speed data							3 year casualty record			Acc with speed causation			Overall (1 - 4)	
		Location/date	Direction	Duration	Limit	Mean	85th percentile	top speed	Fatal	Serious	Slight	Fatal	Serious	Slight		
A1079 Hull Road	Nr Thornbeck, Dunnington	12-Jul-09	to York from York	7 days 7 days	40 40	39 38	43 43	94 00:25	0	1	1	0	1	0	4	No further action.
North Lane	Haxby			0 0	0 0	0 0	0 0	0 00:00	0	0	0	0	0	0		
Old Orchard	Haxby	17-Nov-10	to Holly Tree from Holly Tree	6 days 6 days	30 30	21 22	26 26	40 01:10	0	0	0	0	0	0	4	Offer SID
A19 Crockey Hill									0	2	4	0	2	2		
Oaken Grove	Haxby (nr 86 - 104)	13-May-08	to moor l from moor	7day 7 day	30 30	28 32	33 38	58 14:37	0	0	0	0	0	0	Reported on EMAP and decision session Offer SID	
B1224 Wetherby Road	(Nr. 112 - 54)	02-Nov-10	east west	7 day 7 day	30 30	32 31	36 35	71 05:28	0	0	0	0	0	0	3	Generally a good compliance, but referred to engineering because of 36.
Main Street	Wheldrake								0	0	2	0	0	0		
Moorcroft Road	Woodthorpe	02-Nov-10	south north	7 day 7 day	30 30	17 17	19 20	32 11:41	0	0	0	0	0	0	4	Offer SID
Ridgeway	Acomb								0	0	2	0	0	0		
Brockfield Drive	Huntington								0	0	1	0	0	0		
Burdyke Avenue,	Clifton								0	1	0	0	0	0		
Towthorpe Moor Lane	Strensall								0	2	1	0	1	0		
Holly Bank Road	Holgate								0	0	1	0	0	0		
Nelsons Lane	Tadcaster Road								0	0	1	0	0	0		
Grassholme	(Nr Lindale)								0	0	0	0	0	0		
Fordlands Road	Fulford								0	0	1	0	0	1		
St. Oswald's Road	Fulford								0	0	0	0	0	0		
Station Road	Upper Poppleton								0	0	0	0	0	0		
Tuke Avenue	Tang Hall								0	0	1	0	0	0		
Green Lane	Clifton								0	0	1	0	0	0		
Scarcroft Road									0	0	0	0	0	0		
Grosvenor Terrace									0	0	0	0	0	0		
The Village	Wigginton								0	2	2	0	0	0		
Main Street	Askham Richard								0	0	0	0	0	0		
St. Philips Grove	Clifton								0	0	0	0	0	0		
A1079 Hull Rd EAST	Carlton Ave - RB Field Lane								0	0	2	0	0	0		
1079 Hull Rd WEST	Carlton Ave - RB Field Lane								0	0	2	0	0	0		
1079 Hull Rd	Melrose gt - Tanghall Ln								0	2	6	0	0	1		
Eastfield Lane	Dunnington								0	0	0	0	0	0		



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**Decision Session  
Executive Member for City Strategy****4 January 2011**

Report of the Director of City Strategy

**City of York Local Transport Plan 3 – Draft ‘Framework’ LTP3  
Consultation Responses****Summary**

1. The purpose of this report is to inform the Executive Member of the responses received from the consultation on the draft Framework LTP3, prior to submission of a draft Full LTP3 early in 2011.
2. The main focus of the consultation was to seek views on the types of measures that could be put in place and gain an appreciation of the relative priority of the measures for the short-term, medium-term and long-term, to address transport issues in York.
3. The widely differing priorities raised through each of the consultation opportunities available for returning views on the draft Framework LTP3 (and the previous Stage 1 consultation), obscured finding any clear consistent view of what the priorities for the various measures should be. However, some common themes did appear to be present within the responses; which could be taken forward for preparing the Draft Full LTP, as listed below:
  - Measures that reduce vehicle speed and promote road safety
  - Having a larger car-free area in the city centre
  - Continuing the importance for providing safer cycle routes and facilities
  - Improving public transport (buses and bus information).
4. The outcome of the consultation will, alongside policy influences, evidence and previous consultation feedback, be used to inform the preparation of the draft Full LTP3 for subsequent approval by Executive early in 2011, ready for publishing the Full LTP3 in March 2011.
5. The report also provides details of the responses to the Outline Sustainability Appraisal for LTP3.

**Recommendations**

6. The Executive Member for City Strategy is recommended to:
  - i) Note the contents of the report.

- ii) Approve the proposals for taking forward the comments in the responses to the Draft Framework LTP3 Outline Sustainability Appraisal, in preparing the Draft Full LTP3.

Reason: To advise the Executive Member of the outcome of the consultation, and how it will inform the preparation of the Draft Full LTP3 document and its associated Sustainability Appraisal.

## **Background**

7. The council has a duty to produce a new Local Transport Plan (LTP3) by April 2011 to replace the existing Local Transport Plan (LTP2), which was published in March 2006 and is due to expire in March 2011.
8. Work to prepare LTP3 began in early 2009, and updates on its progress and previous consultations have been presented to the Executive Member at previous City Strategy Decision Session meetings, as listed in the Background Papers section of this report.
9. The first stage of public consultation on LTP3 was carried out between late 2009 and early 2010. A city-wide consultation document entitled '2010 Budget Consultation and Towards a New Local Transport Plan for York' was issued in November 2009 to all residents. The city-wide consultation sought to identify the way York might change over the next 20 years, identify transport challenges for the future, and identify possible solutions to these challenges. Over 12,000 responses (14% response rate) were received.
10. Meetings were also held with stakeholder groups as part of the first stage of consultation.
11. The outcome of the first phase of consultation was reported to the March 2010 City Strategy Decision Session meeting, and has been used to inform the development of the draft LTP3 document.
12. A further informal 'dialogue' consultation was carried out in Summer 2010 to identify any gaps in the evidence, and determine how any new evidence or information might help inform the development of the Draft LTP3.
13. In addition to the LTP3 consultations, a separate but associated consultation on transport issues was carried out in March 2010 as part of the Traffic Congestion Scrutiny Committee review. This has also been given due consideration during the development of LTP3.

## **Draft Framework LTP3 Consultation**

14. As agreed following the report to the May 2010 City Strategy Decision Session meeting, a consultation on the draft Framework LTP3 document was carried out in October 2010. The consultation sought to gather views on the draft Framework LTP3 document, which gave an overview of the strategic aims for the LTP3. In particular, the consultation sought to identify respondents' priorities for measures in the short-term and into the medium-to-long-term to address transport issues in York.

15. The consultation opportunities comprised:
- Staffed exhibitions in the city centre, Monks Cross and Clifton Moor shopping centres, and Acomb Explore.
  - Displays in all libraries, with feedback forms available for responses.
  - Online survey at [www.york.gov.uk](http://www.york.gov.uk).
  - Emails to [ltp3@york.gov.uk](mailto:ltp3@york.gov.uk) (feedback forms and other comments).
  - Article and feedback form in the October issue of 'Your City' magazine, which is distributed to all households in the city.
  - LTP3 workshop at a meeting of the York Business Forum.
  - LTP3 workshop at a meeting of the York Youth Council.
16. Over 100 people attended the exhibitions held between 18 October and 26 October, and there were almost 1,300 responses to the consultation overall (returned feedback forms, completed online surveys, and responses to the 'Your City' article).

### **Draft Framework LTP3 Consultation Results**

17. Each of the various opportunities offered for returning responses had a different response rate. The results are, therefore, presented in the order of highest to lowest response rate.

#### **A 'Your City' Consultation Responses**

18. The October issue of Your City magazine included an article on LTP3 with a feedback form. Respondents were asked to select the four actions from the following list that they felt the council should take to achieve the aims of LTP3:
- Increase the capacity of northern bypass (A1237).
  - Carry out more road safety schemes, training and education.
  - Work with employers, schools and developers to reduce car dependency.
  - Provide better bus and train information.
  - Improve access to and facilities at rail stations.
  - Improve Park & Ride provision.
  - Provide more cycle routes and other cycling facilities.
  - Improve bus reliability with more bus priority measures and more use of technology.
  - Ensure better road and path layouts in new building developments to reduce the need to drive.
  - Promote the benefits of non-car travel.
  - Provide facilities for electric or other low emission vehicles.
  - Reduce vehicle speed in the city.
  - Expand the car free zone within the inner ring road for all or part of the day.
19. A total of 1,200 responses were received from the Your City consultation, the majority of which (over 1,100) lived in the CYC area. The top four measures selected are shown in Table 1.

**Table 1: Most Popular Measures (Your City responses)**

<b>Proposed Measures</b>	<b>Total Votes</b>
Reduce vehicle speed in the city	721
Expand the car free zone within the inner ring road for all or part of the day	352
Carry out more road safety schemes, training and education	321
Provide more cycle routes and other cycling facilities	223

Total Responses: 1,200<sup>1</sup>

20. The Your City feedback form also included information and a question seeking respondents' preference from three options for setting 20mph speed limits within the city. The majority of the respondents completed both the LTP3 consultation and gave their preference for setting 20mph speed limits (reported separately from the draft LTP3 consultation responses). 'Reducing vehicle speed in the city' accounts for nearly 26% of the total votes from in the Your City responses. Further analysis of the results showed that over 650 of the LTP3/20mph responses had been collected by the '20's Plenty' campaign group and submitted to the council by the group. The top four measures from this group's responses are shown in Table 2.

**Table 2: Most Popular Measures (Your City responses as collected and submitted by the 20's Plenty campaign group )**

<b>Proposed Measures</b>	<b>Total Votes</b>
Reduce vehicle speed in the city	625
Carry out more road safety schemes, training and education	287
Expand the car free zone within the inner ring road for all or part of the day	245
Provide more cycle routes and other cycling facilities	95

Total Responses via 20's Plenty campaign group: 687<sup>2</sup>

21. Subtracting the responses obtained via the 20's Plenty campaign group from the total Your City responses (returned forms only) results in the top four measures as shown in Table 3.

<sup>1</sup> Includes email responses. See also paragraph 20

<sup>2</sup> Returned paper forms only, email responses not included



**Table 3: Most Popular Measures: Your City responses  
(Excluding forms submitted by the 20's plenty  
campaign group)**

Proposed Measures	Total Votes
Increase the capacity of northern bypass (A1237)	186
Improve bus reliability with more bus priority measures and more use of technology	165
Provide more cycle routes and other cycling facilities	128
Work with employers, schools and developers to reduce car dependency	117

Responses excluding 20's Plenty campaign group: 429

22. The Your City feedback form also allowed respondents to make additional suggestions for measures that were not included in the list above. The suggestions made covered a wide range of transport issues and measures, and also included comments on specific locations and schemes.

#### **B Results from the Online Survey and Exhibition Feedback Forms**

23. The LTP3 feedback forms and online survey asked for respondents' views on the proposed short-term transport measures to be implemented over the first few years of LTP3, and their views on the proposed medium and long-term transport measures for future years. The consultation also asked for respondents' priorities for transport funding in future years, and their overall views on the draft LTP3 document.
24. Respondents were asked to review the proposed short-term measures (shown in Annex A) and asked which five of these they felt were the most important. The results are shown in Table 4.

**Table 4: Most Popular Short-Term Measures  
(Online Survey and Exhibition Feedback forms)**

Short-Term Measures	Votes
Maintain and upgrade traffic signalling equipment to improve traffic flow through junctions	31
Ongoing improvements to safety for cyclists in the main urban areas at junctions	23
Using bus tracking technology to let passengers know how long their bus will be	23
Review and change, where appropriate, vehicle speed limits	19
Working with employers on work based travel plans	14

Total Responses:72

25. Respondents were then asked to review the proposed medium and long-term measures (shown in Annex B), and select any measures that they would like to

see implemented earlier (i.e. in the short term). Table 5 shows the most popular medium and long-term measures to be brought forward.

**Table 5: Measures to be Brought Forward**

Medium and Long Term Measures	Votes
Develop a bus priority and demand management programme	12
City of York Council take control of moving traffic offences to allow smoother operation of City Centre	8
More cycle routes linking villages and main urban areas	7
Target any cycle parking gaps	7
Support rail connections to Selby, Leeds, Harrogate and other surrounding areas of strategic relevance	7

Total Responses: 72

26. Respondents were then asked to select two priority areas of transport investment, due to the lower funding available for transport measures in the next few years. The results are shown in Table 6.

**Table 6: Priority Areas for Investment**

Medium and Long Term Measures	Percentage
Encouraging and improving facilities for bus use	26
Encouraging and improving facilities for cycling	24
Encouraging and improving facilities for walking	16
Maintenance of existing roads	12
Supporting the use of rail / trains	9
Travel plans at schools and workplaces	8
Road safety	5

Total Responses: 72

27. Respondents were also asked for any additional comments on the draft LTP3 document and transport issues. A broad range of responses were received, including:
- Comments on bus services and ticketing, congestion, cycle routes, pedestrian issues, road safety and speeding.
  - Comments on the policies included in the draft Framework LTP3 document.
28. In addition to the comments made on the returned forms and the online survey, many people who visited the exhibitions held in October also had comments and questions about LTP3 and transport issues in general. These included:
- Traffic levels, including city centre traffic.

- Bus services – frequency, reliability, costs and ticketing, and bus routes (including changes to bus routes).
  - Availability of bus information (including real-time information).
  - Cycle routes – comments on existing routes and suggestions for new routes.
  - Recently implemented transport schemes.
  - Locations with specific issues/ problems, including maintenance issues.
29. A number of comments were also made at the exhibitions regarding the proposed withdrawal of bus services (for example, a section of the Service 13 route that had recently been proposed for withdrawal, by the operator).

**C Email Responses – Comments**

30. A number of responses via emails to [lt3@york.gov.uk](mailto:lt3@york.gov.uk) were received from stakeholder organisations, including the Highways Agency, English Heritage, First West and North Yorkshire, political groups and the Chair of the York Quality Bus Partnership. These included general comments on the draft Framework LTP3, as well as responses to the questions included on the feedback forms, and are available as background documents.

**D York Business Forum Feedback**

31. The top five measures arising from the workshop with the York Business Forum are shown in Table 7.

**Table 7: Most Popular Measures (York Business Forum)**

Review the use, function and design of the inner ring road
Implement Park & Ride measures from Access York Phase 1
Extend and improve the Foot Streets
Traffic Free Centre
Improve cycle parking prioritising city centre, schools, employment sites, retail, healthcare and York Station

**E York Youth Council Feedback**

32. The top five measures arising from the workshop with the York Youth Council are shown in Table 8.

**Table 8: Most Popular Measures (York Youth Council)**

Using bus tracking technology to let passengers know how long their bus will be
Continue safe routes to school
(= 3rd) Ongoing improvements to safety for cyclists in the main urban areas at junctions
(= 3rd) Promotion of alternative fuel use e.g. recharge points, reduced parking charges
Working with schools on travel plans for staff and pupils

33. In addition to the consultation on the Draft Framework LTP3 a consultation undertaken by the Council’s Sustainability Officer for the Climate Change

Framework and Action Plan (CCFAP) was carried out from 29 June 2010 to 01 September 2010. One of the questions in the consultation asked *'What could the council and the Without Walls partnership (WoW) do to encourage you to reduce your carbon emissions?'*

34. The majority of the transport related responses to this question suggested improving public transport (predominantly buses), in terms of frequency and affordability. More improvements to cycle routes were also suggested by many respondents.

### **Analysis of Responses**

35. The responses from the consultation on the Draft Framework LTP3 show that there are a variety of priorities for transport in York. Respondents to the consultation identified traffic flow, cycle facilities, road safety and traffic speed, and bus priority and information as priority measures for LTP3. As can be seen from Tables 1 to 4, respectively, the priorities identified from the Your City feedback forms differed from those identified from the online survey and exhibition feedback forms.
36. The '20's Plenty' campaign has a high profile at the present time, and may have influenced the responses received via the '20's Plenty' campaign group.

### **Comparison With LTP3 Stage 1 Consultation Responses**

37. The consultation document issued in November 2009 (see paragraph 9) included a list of proposed actions to address transport issues in York, and asked respondents how important they felt the actions were. The results are shown in Table 9. The options and measures selected as the most important by respondents to the Draft Framework LTP3 have some similarities to the results of the first stage consultation (e.g. improving public transport).

**Table 9: Most Popular Actions (from First LTP3 Consultation)**

<b>Proposed Actions</b>	<b>Total Votes</b>
Improving public transport	5,234
Managing the amount of traffic entering the city	5,204
Better management of delivery vehicles	4,747
Promoting and providing for more active travel such as walking and cycling	4,274
Making better use of the transport networks	4,164
Planning new developments to be more accessible by all forms of transport	3,999
Measures to improve road safety	3,556

Total Responses: 12,000+

38. The widely differing priorities raised through each of the consultation opportunities available for returning views on the draft Framework LTP3 (and the previous Stage 1 consultation), obscured finding any clear consistent view of what the priorities for the various measures should be. However, some

common themes did appear to be present within the responses, as listed below:

- Measures that reduce vehicle speed and promote road safety
- Having a larger car-free area in the city centre
- Continuing the importance for providing safer cycle routes and facilities
- Improving public transport (buses and bus information).

### **Outline Sustainability Appraisal Consultation**

39. In addition to the general consultation on the draft Framework LTP3, the Department for Transport's guidance for the preparation of LTPs states '*European legislation<sup>3</sup> requires that a Strategic Environmental Assessment (SEA) be undertaken of all LTPs.*' Also, the Planning and Compulsory Purchase Act 2004 makes a Sustainability Appraisal (SA) mandatory for Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).
40. The purpose of a SA is to identify and evaluate a plan's impacts on a community, the environment and the economy, which are the three core themes of sustainability. Although the requirement to undertake SA and SEA is distinct, it is possible to combine them into a single appraisal process. This approach (combining the SEA and SA) has been taken for preparing an Outline Sustainability Appraisal (OSA) of the draft Framework LTP3 against the sustainability objectives of York's emerging Local Development Framework.
41. The OSA for the draft Framework LTP3 (see Annex C) has assessed each Strategic Transport Aim and their associated Statements within the document against the SA sustainability objectives to understand the positive and negative impacts of each aim, and determine how compatible it is with sustainable development principles. The five Strategic Transport Aims stated in the draft framework LTP3 and subsequently assessed are:
  1. Provide quality alternatives (to the car)
  2. Provide strategic links
  3. Support and implement behavioural change
  4. Tackle transport emissions
  5. Improve the public realm
42. The OSA was issued for consideration and comment to the Council's Sustainability Officer and the following Statutory consultees:
  - English Heritage
  - Natural England
  - The Environment Agency.

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<sup>3</sup> EU Directive 2001/42/EC on the assessment and effects of certain plans and programmes on the environment; Implemented in England via the Environmental Assessment of Plans and Programmes Regulations 2004 (*Statutory Instrument 2004/1633*).

43. The consultation responses were generally positive. They are available as background papers, and the key feedback from them is summarised in Annex D.
44. Table 10 shows a summary of the appraisal scoring for each of the strategic aims against each of the sustainability objectives. It can be seen from this table that Strategic Aim 3 '*Support and implement behavioural change*' has the most positive impact on the sustainability objectives. Strategic Aim 2 *Provide strategic links*, could, potentially, have the most negative impacts on the objectives, depending on how it is implemented, as it could encourage longer trips as employer an education/training establishment catchment areas increase or markets for goods expand. This is particularly relevant if future employment growth outstrips housing supply, resulting in more inward commuting. Therefore, in pursuing this aim, it is important to focus on more sustainable transport solutions.
45. The OSA appraised the principles (the strategic aims) for transport within the draft Framework LTP3 as an intermediate step in preparing the Full LTP. Therefore, it is not intended to amend the OSA to incorporate the responses received. However, the OSA needs to be developed into a full Sustainability Appraisal (SA) of the more detailed strategy, policies and measures within the Full LTP3.
46. In the first instance, due consideration of the responses (as outlined in Annex D) will be taken in preparing the draft Full LTP3, which will be presented at a future Decision Session meeting. A full SA will be issued for consultation to the statutory consultees prior to LTP3 being submitted to Full Council for adoption.

### **Analysis of Outline Sustainability Appraisal Consultation**

47. Overall the consultation responses to the OSA were positive. Several suggestions were made to improve either the OSA or to be taken into consideration for preparing the full Sustainability Appraisal on the Draft Full LTP3.

**Table 10 - Summary of Outline Sustainability Appraisal Scores for Draft Framework LTP3**

Key to the appraisal matrices		Likely effect on the SA Objective																																				
++		The strategic aim is likely to have a <b>very positive</b> impact																																				
+		The strategic aim is likely to have a <b>positive</b> impact																																				
0		<b>No significant effect / no clear link</b>																																				
?		<b>Uncertain</b> or <b>insufficient information</b> on which to determine impact																																				
-		The strategic aim is likely to have a <b>negative</b> impact																																				
--		The strategic aim is likely to have a <b>very negative</b> impact																																				
I		The strategic aim could have a positive or a negative impact depending on <b>how it is implemented</b>																																				
Objectives	Headline Objective	EC1	EC2	EC3	EC4	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	EN1	EN2	EN3	EN4	EN5	EN6	EN7	EN8	EN9														
Strategic Aim 1	+	+	+	+	+	+	+	I	++	+	-	0	++	+	I	++	0	+	+	+	I	?	I	+	I	+	I	I	++	0	0							
Strategic Aim 2	+	-	++	+	++	+	-	++	+	I	+	I	+	-	0	I	+	-	+	I	0	+	I	+	+	-	?	I	+	-	+	I	0	+	I	0	+	I
Strategic Aim 3	+	++	++	++	+	+	+	-	++	++	0	++	+	I	0	0	+	+	+	+	++	++	+	+	0	++												
Strategic Aim 4	+	?	I	0	?	I	0	0	+	++	+	0	I	0	0	0	0	+	+	+	++	+	+	0	++													
Strategic Aim 5	?	I	0	0	0	0	+	+	I	+	I	+	I	0	+	+	+	0	+	0	++	+	I	+	I	+	I	0	+	-	0	0						

## **Corporate Objectives**

48. LTP3 is a cross-cutting document that encompasses and contributes to all of the council's outward facing corporate priorities.

## **Implications**

- **Financial** – None identified at present. The full LTP3 will contain a proposed implementation plan with associated capital and revenue expenditure.
- **Human Resources (HR)** – None identified at present
- **Equalities** – The Sustainability Appraisal assesses the economic, environmental and social impacts of the five Strategic Transport Aims within LTP3. Therefore, many of the equalities impacts have been considered within this. A more detailed assessment of these impacts will be made as part of the full Sustainability Appraisal.
- **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
- **Sustainability** – See Annex C
- **Other** – There are no other implications

## **Risk Management**

49. In compliance with the Council's Risk Management Strategy, the main risk associated with preparing LTP3 is a 'reputation' risk due to the council not fulfilling its statutory duty to have a new Local Transport Plan in place by 01 April 2011. Failure to have this strategic transport plan in place by the due time undermine the validity of any future transport programmes and jeopardise the success of any bids for funding necessary transport improvements the Council may make.

## **Ward Member comments**

50. Not appropriate at this stage.

## **Non Ruling Group Spokespersons' comments**

51. Non-ruling group spokespersons have been contacted, but no responses have been received to date.



## Contact Details

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**Chief Officer Responsible for the report:**

Richard Wood  
Assistant Director of City Strategy

Report Approved

Date 20 December 2010

**Specialist Implications Officer(s)** *List information for all*

Wards Affected:

All

For further information please contact the author of the report

**Annexes**

Annex A: LTP3 Proposed Short-Term Measures  
Annex B: LTP3 Proposed Medium and Long Term Measures  
Annex C: Outline Sustainability Appraisal Document  
Annex D: Outline Sustainability Appraisal Responses

**Background Papers**

Guidance for the publication of LTP3, DfT, July 2009  
Decisions Session, Executive Member City Strategy 1 September 2009, Item 11  
Decisions Session, Executive Member City Strategy 20 October 2009, Item 12  
Decisions Session, Executive Member City Strategy 2 March 2010, Item 5  
Scrutiny Management Committee (Calling In) 8 March, 2010, Item 4  
Executive (Calling In) 9 March, 2010  
Decision Session, Executive Member City Strategy 11 May 2010, Item 10  
Stakeholder responses

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<b>Provide Quality Alternatives</b>	<b>Code</b>
Timetables at every stop and bus maps in every shelter	S1
Composite timetables at bus stops in city centre	S2
Implement a maintenance strategy for all stops and shelters	S3
Ensure city centre bus stops on key corridors are assessed for accessibility and improvements made where necessary	S4
Using bus tracking technology to let passengers know how long their bus will be	S5
Implement park and ride measures from Access York Phase 1	S6
Provide cycle links to and between the outer villages	S7
Improve cycle parking prioritising city centre, schools, employment sites, retail, healthcare and York Station	S8
Continue safe routes to School	S9
Commence safe routes to work, leisure sites and others	S10
Ongoing Improvements to safety for cyclists in the main urban areas at junctions	S11
Implement the dropped crossing programme	S12
More and improved crossings of the Inner Ring Road	S13
Local Safety Schemes (cluster site identification and analysis)	S14

<b>Provide Strategic Links</b>	
Review of the condition of the council assets(roads etc) including consultation with the public as to what is most acceptable	S16
Development of Haxby Rail station	S17
Work alongside North Yorkshire County Council on rail improvements	S18
Support improvements to the East Coast Main Line	S19
Lobby rail operators for more rolling stock for routes serving York	S20

<b>Implement Behavioural Change</b>	
Continue guided ride programme	S21
Working with employers on work based travel plans	S22
Working with schools on travel plans for staff and pupils	S23
Review design standards and management practices for roads and other infrastructure to encourage sustainable development	S24
Complete the Public Rights of Way Improvement Plan	S25
Joint working with health sector on initiatives such as walk your way to health	S26
Joint working with health sector on GP referrals	S27
Education and awareness on alternative and sustainable modes	S28
Partnership working with emergency services and other local authorities	S29
Complete a cross regional 'Speed Review Protocol' with North Yorkshire County Council	S30
Support North Yorkshire police with speed awareness courses	S31
Deliver more pedestrian training to children	S32
Deliver more National standards cycle training in every school	S33
Adult and family cycle training to all	S34

<b><u>Tackle Transport Emissions</u></b>	
Develop parking strategies that encourage the use of lower emission vehicles through pricing for car parking	S36
Work alongside operators to introduce one or more hybrid or alternative fuel buses	S37
More Euro iii+ buses on the network	S38
Promotion of alternative fuel use e.g. recharge points, reduced parking charges	S39

<b><u>Improve the Public Realm</u></b>	
Standardise the hours of the footstreets across the week, extend the hours of operation of the footstreets and review signing and lining to improve parking and enforcement	S40
Review and change, where appropriate, vehicle speed limits	S42
Review the use, function and design of the inner ring road	S43
Reduce the highway maintenance backlog	S44
Maintain and upgrade traffic signalling equipment to improve traffic flow through junctions	S45

<b>Provide Quality Alternatives</b>	<b>Code</b>
Develop Statutory Quality Partnership where it will increase attractiveness and reliability of bus service	M1
Develop a bus priority and demand management programme	M2
City of York Council take control of moving traffic offences to allow smoother operation of City Centre	M3
Follow and or refresh bus stop maintenance strategy	M4
Replace shelters and stops on key commercial routes where necessary	M5
Renew city centre bus stop infrastructure with high class York specific design walkways and shelters	M6
Every bus equipped with Real Time Passenger Information (RTPI)	M7
Every city centre bus stop to have RTPI displays	M8
All Park & Ride (P&R) buses equipped with 'next stop' displays	M9
Develop the RTPI system for bus operators and Council to send live messages i.e delays	M10
Maintain information displays on stops and shelters	M11
Investigate use of technology for booking and scheduling demand responsive transport	M12
Introduce debit/credit swipe card	M13
Introduce mobile phone payments for P&R	M14
Work with operators to assist delivery of new ticketing technology	M15
Develop Greenways network	M16
Link Greenways into neighbouring authorities	M17
More cycle routes linking villages and main urban areas	M18
Improve end of trip cycle parking	M19
Work with operators and York station on high quality cycle parking at the station	M20
Target any cycle parking gaps	M21
Aim to reduce any cycle theft blackspots	M22
Update cycle infrastructure audit	M23
Ensure suitable routes to any new station entrances	M24
More safe routes to... programmes	M25
Investigation of pedestrianised areas at local centres out of city centre	M26
Implement a Cycle Tourism Strategy	M27
Lobby rail operators to encourage more bikes on trains	M28
Organise city wide Bicycle User Group	M29
Identify Cycle Champions	M30
Work with operators and York station on high quality cycle parking at the station	M31
Implement medium term 'Footstreets Review' cycle related measures where appropriate	M32
Implement long term 'Footstreets Review' cycle related measures where appropriate	M33
Address severance for other reasons i.e road, river, rail	M34
Upgrade pedestrian bridges to make them more accessible for the mobility impaired (River Foss nr Earswick as a priority)	M35
Safer road crossings across outer ring road	M36

Improved pedestrian crossings of the River Ouse and Foss	M37
Undertake an area-wide signing audit and rolling rationalisation programme	M38
Themed, interpretive pedestrian routes	M39
Support rail usage	M40
Road Safety Route Assessments	M41
Achieve coach friendly city status	M42
Improve coach rendezvous points	M43

<b>Provide Strategic Links</b>	
Support road maintenance and improvements to East Riding, Selby, Leeds, Harrogate and other surrounding areas of strategic relevance	M44
Support rail connections to Selby, Leeds, Harrogate and other surrounding areas of strategic relevance	M45
Ensure good quality cycle routes are provided with new developments	M46

<b>Implement Behavioural Change</b>	
Bike maintenance included into advanced children's training programme	M47
Cycling personalised journey planner	M48
Implement city wide cycling questionnaire	M49
Ensure good quality cycle routes are provided with new developments	M50
Update cycle infrastructure audit	M51
Develop day ride programme to include maps and extend into countryside	M52
Targeted travel planning including cycle maps from home	M53
Interactive active transport website with downloads available	M54
Themed, interpretive pedestrian routes	M55
Travel Planning with employers and schools	M56
Development of walking trails	M57
Travel planning at new development sites	M58
More bridleways in the north of York	M59
Completion of the definitive map	M60
Digitising the Definitive map	M61
Campaigns, marketing and education programmes	M62
Promote Car Share York more and work with more partners	M63
Support York City Car Club further for council and non council business	M64
Update and implement City or York Council travel plan	M65
Collect and analyse Stats 19 data	M66
Road safety partnership working	M67
Road safety evaluation of work undertaken	M68

<b>Tackle Transport Emissions</b>	
Investigate if number of buses can be reduced in Air Quality Management Areas	M69
Review of bus operations in order to meet 40% reduction in CO2 by 2020	M70
Promotion of alternative fuel use e.g recharge points, reduced parking charges	M71
Support the Low Emission Strategy where possible	M72
Low emission zone for buses	M73
Review of bus vehicle sizes to match patronage levels	M74
P&R to run on alternative fuels	M75
Implement an alternative fuel strategy	M76
Explore the potential for expanding the low VED parking discounts into off-street car parking (beyond pay-by-phone)	M77
More electric or hybrid buses	M78
<b>Improve the Public Realm</b>	
Review the use, function and design of the inner ring road	M79
Develop Greenways network	M80
City centre bus routeing review	M81

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**City of York's  
Draft 'Framework' Local Transport Plan  
2011 onwards (LTP3)**

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Outline Sustainability Appraisal

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November 2010

## Contents

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<b>INTRODUCTION .....</b>	<b>3</b>
<b>SUSTAINABILITY APPRAISAL ANALYSIS.....</b>	<b>4</b>
STRATEGIC TRANSPORT AIM 1 – PROVIDE QUALITY ALTERNATIVES (TO THE CAR) .....	4
<i>Description: .....</i>	4
<i>How this might be achieved:.....</i>	4
STRATEGIC TRANSPORT AIM 2 - PROVIDE STRATEGIC LINKS .....	9
<i>Description: .....</i>	9
<i>How this might be achieved:.....</i>	9
STRATEGIC TRANSPORT AIM 3 – SUPPORT AND IMPLEMENT BEHAVIOURAL CHANGE.....	15
<i>Description: .....</i>	15
<i>How this might be achieved:.....</i>	15
STRATEGIC TRANSPORT AIM 4 – TACKLE TRANSPORT EMISSIONS.....	20
<i>Description: .....</i>	20
<i>How this might be achieved:.....</i>	20
STRATEGIC TRANSPORT AIM 5 – IMPROVE THE PUBLIC REALM .....	24
<i>Description: .....</i>	24
<i>How this might be achieved:.....</i>	24
<b>SUMMARY OF APPRAISAL SCORES .....</b>	<b>28</b>

## Introduction

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This document includes the sustainability appraisal matrices arising from the Outline Sustainability Appraisal (OSA) for city of York's draft 'Framework' Local Transport Plan, 2011 Onwards (LTP3) and makes recommendations on how to make the principles therein more sustainable. The findings of the OSA should be taken into consideration and reflected within the adopted LTP3 to ensure that it maximises its contribution to future sustainability. A full Sustainability Appraisal for the draft 'Full' LTP3 will be produced for consultation before the LTP3 comes into effect, in April 2011.

Department for Transport Guidance for the preparation of Local transport Plans states that European Legislation requires that a Strategic Environmental Assessment (SEA) be undertaken of all LTPs. Also, the Planning and Compulsory Purchase Act 2004 makes a Sustainability Appraisal (SA) mandatory for Regional Spatial Strategies (RSS), Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). SA is essentially a process through which the relationship of a plan to sustainable development is assessed by referring to sustainability objectives. The purpose of a SA (or OSA in this case) is to identify and evaluate a plan's impacts on a community, the environment and the economy, which are the three core themes of sustainability.

Although the requirement to undertake SA and SEA is distinct, it is possible to combine them into a single appraisal process.

Furthermore, the current stage of preparing the LTP3 (draft framework, setting out broad principles and strategic aims) is such that a rigorous SA is not possible. Therefore, the SEA and SA processes have been combined into an Outline Sustainability Appraisal (OSA) assessing the draft Framework LTP3 against the sustainability objectives of York's emerging Local Development Framework.

The OSA for draft Framework LTP3 has assessed each Strategic Transport Aim and their associated Statements within the document against the SA sustainability objectives to understand the positive and negative impacts of each aim and determine how compatible it is with sustainable development principles.

Following consultation on the OSA with key statutory consultees, due consideration will be given to comments received in preparing the draft Full LTP3 and its SA, (including further consultation thereon), before the LTP3 comes into effect. The SA process also involves monitoring the agreed indicators, which will begin once the LTP3 is in place.

Extensive consultation has been carried out in preparing the LTP3, comprising:

- Stage 1 – City-wide consultation on Issues, transport challenges and possible actions to tackle the challenges, carried out in the winter of 2009/10
- Stage 2 – Informal 'dialogue' to gather further evidence in areas where the evidence base may have needed strengthening, carried out in summer 2010.
- Stage 3 – citywide consultation on draft 'Framework' LTP3 in October/November 2010

## Sustainability Appraisal Analysis

### Strategic Transport Aim 1 – Provide quality alternatives (to the car)

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+	ST to LT	<p>This aim could widen the more sustainable and/or more active forms of transport options available to people, which could lead to their greater use, thereby leading to a lower consumption of fossil fuels.</p> <p>Although transport is a contributor to York's Ecological Footprint, it is not the largest contributor. However, any progress made in reducing transport related emissions will reduce York's Ecological Footprint.</p> <p>Although newer, more onerous (Euro) emission standards aim to reduce CO<sub>2</sub> emissions they may make new buses less fuel-efficient, thereby, increasing fuel consumption for the same length of journey. This could be mitigated by the development of alternative fuels (and the use of renewable energy sources to produce them, such as renewable sourced electricity to produce hydrogen for hydrogen fuel cells) and measures to tackle congestion.</p>

EC1	Good quality employment opportunities for all	+	ST to LT	Widening transport choice could improve accessibility to workplaces for people who may have otherwise not been able to take-up opportunities due to not having access to a car. Widening transport choice could also be positive for enlarging employers recruitment catchment areas.
EC2	Good education and training opportunities for all which build the skills of the population	+	ST to LT	Widening transport choice could improve accessibility to education establishments for people who may have otherwise not been able to take-up opportunities due to not having access to a car. Widening transport choice could also be positive for enlarging the catchment areas for education and training centres (establishments).
EC3	Conditions for business success, stable economic growth and investment	+	ST to LT	Provision of an efficient and quality transport infrastructure is critical to maintain business success and investment. Maintaining and improving accessibility into and around York is positive for enlarging employers recruitment catchment areas as well as allowing successful business travel across a wide area for goods and commuters. Further to this improving the transport network could help to reduce congestion in the city allowing for more reliable journey times to and from work and York which may encourage business success.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	+	St to LT	Widening transport choice could improve accessibility to a wide range of activities, services and facilities to people that do not have access to a car.
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	+	MT to LT	Widening transport choice could encourage a modal shift toward more sustainable forms of transport, thereby reducing congestion arising from the anticipated employment and housing growth in York and, ultimately, enhancing access to urban and rural landscapes. This objective could also be met through the expansion of the walking and cycle network, which could also improve access to public open space / recreational areas and leisure and cultural facilities, and enhance open spaces/recreational areas in a more sustainable way.

S2	Maintain or reduce York's existing noise levels	+/I	ST to LT	Widening transport choice could encourage a modal shift toward more sustainable forms of transport, thereby reducing congestion arising from the anticipated employment and housing growth in York and, ultimately, noise. Achievement of this objective will depend upon implementation Also, the promotion of alternative fuels and other technologies could lead to quieter vehicles.
S3	Improve the health and well being of the York population	++	ST to LT	Widening transport choice to promote a modal shift in transport using integrated pedestrian and cycle networks could encourage more active forms of travel which will be positive for people's health. In addition to this, reducing congestion through the use and promotion of a sustainable transport network as well as more efficient vehicles will be positive in limiting further adverse effects in air quality. This will also be positive for people's health.
S4	Safety and security for people and property	+/-	ST to LT	Improving the alternatives to the car could lead to more people using more sustainable forms of travel. This, in turn, could lead to improved safety as car drivers become more aware of pedestrians and cyclists and adjust their driving accordingly, and improve security for users of public transport by having 'safety in numbers' particularly in the hours of darkness. Improvements to pedestrian and cycle routes should design in safety mechanisms in order for the routes to be safe and attractive. There is a potential for increased walking and/or cycling permeability through residential areas to increase the risk of burglary. In the longer term such concerns could be addressed by better designs leading to more natural surveillance.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this aim and the objective.
S6	Reduce the need to travel by private car	++	ST to LT	This aim could directly meet this objective as widening transport choice could encourage a modal shift toward more sustainable forms of transport, to a wide range of activities, services and facilities, thereby reducing reliance on a private car. This objective could be met through the expansion of the walking and cycle network, and improvements to the public transport network.

S7	Development which provide good access to and encourage use of public transport, walking and cycling	+/I	MT to LT	This aim could help deliver developments that are located in highly accessible areas and/or help secure the provision of suitable designs and investment to make them more accessible. Achievement of this objective will depend upon implementation
S8	A transport network that integrates all modes for effective non-car based movements	++	ST to MT	This aim could directly meet this objective. The aim is to provide <b>quality</b> alternatives, which could include the better integration between modes and the information available. Aiming to improve the transport infrastructure through improving the quality of provision for alternative modes could provide an incentive to reduce the population's reliance in the car, particularly for short journeys. In conjunction with this, integrating improvements to the pedestrian and cycle network could prove positive in encouraging alternative mode use, which is positive for this objective.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this aim and the objective.
S10	Social inclusion and equity across all sectors	+	St to LT	Widening transport choice could improve accessibility to a wide range of activities, which is positive for social inclusion.
EN1	Land use efficiency that maximises the use of brownfield land	+	MT to LT	Widening transport choice could encourage a modal shift toward more sustainable forms of transport for people travelling to/from and within new developments.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+/I	MT to LT	This aim could be positive for this objective through the promotion of alternative modes to the car primarily resulting in less congestion and vehicle movements upon York's historic road structure. Limiting the amount of vehicles could have particularly positive impacts on the preservation and character of city centre. The full impact of this, however, will depend upon the package of measures through LTP3 and depend upon their implementation.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	?/I	MT to LT	Whilst providing quality alternative modes to the car could make the natural environment and recreational space more accessible, there are potential conflicts with regards to biodiversity. Reducing the amount of vehicle movements could have a positive effect on wildlife, but the impact will be dependent upon how the transport network is implemented. In making pedestrian and cycle routes attractive, the use of 'Green Infrastructure' could help to mitigate any adverse effects and promote biodiversity.

EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+/I	ST to LT	This aim could directly meet this objective as widening the transport options available to people, which could encourage them to use more sustainable and/or more active forms of transport, leading to a lower consumption of fossil fuels. Reducing the use of fossil fuels could also reduce carbon emissions and pollutants from cars, thereby, being positive in the long-term for climate change. In addition the standards for the use of alternative fuels could also contribute positively to this objective.
EN5	Improve air quality in York	+/I	ST to LT	This aim could directly meet this objective as widening the more sustainable and/or more active forms of transport options available to people which could lead to their greater use, thereby leading to a lower consumption of fossil fuels, and reduced emissions of air pollutants from vehicles. Achievement of this objective will depend upon implementation
EN6	The prudent and efficient use of energy, water and other natural resources	I	N/a	Encouraging people to use sustainable transport modes could be effective in reducing fossil fuel use in vehicles, thereby having a positive effect on this objective, although this will be dependent upon take up and implementation of alternative modes to the car for example.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	++	ST to LT	This aim could have a positive effect on air pollution through the use of more sustainable transport network which reduces fossil fuel use and vehicle emissions.
EN8	Maintain and improve water quality	O	N/a	There is no clear link between this aim and the objective.
EN9	Reduce the impact of flooding to people and property in York.	O	N/a	There is no clear link between this aim and the objective.
Recommendations:				
○				



**Strategic Transport Aim 2 - Provide Strategic Links**

<b>Description:</b>				
<p><b>This aim encompasses the need to provide and support links to areas of importance for York. These areas, for example, may have economic and employment significance. Some of these include the Leeds City Region and commuters living to the east of York.</b></p>				
<b>How this might be achieved:</b>				
<ul style="list-style-type: none"> <li>• <b>Maintaining and improving road links to adjacent cities and towns and other strategic areas</b></li> <li>• <b>Improving services and infrastructure on main rail routes and improving local stations</b></li> <li>• <b>Better access to and within new developments.</b></li> </ul>				
Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+/-	ST to LT	Although this aim could improve York's connectivity to neighbouring towns and cities there is the potential for journey distances to increase as people commute further to/from York. More effective use of public transport could mitigate this, particularly if more renewable energy sources are used to either power vehicles or produce the fuels to power them. Further mitigation could be achieved through the introduction of more longer-distance strategic cycle routes and links to them.
EC1	Good quality employment opportunities for all	++	ST to LT	Improving connectivity through provision of strategic links is positive for increasing the size of the effective catchment area for employers. It could also widen the market for goods and services, hence profitability and job creation, due to journey time reliability improvements and/or reduction in journey times.
EC2	Good education and training opportunities for all which build the skills of the population	+	ST to LT	Improving connectivity through provision of strategic links is positive for increasing the size of the effective catchment area for education establishments and training opportunities.

EC3	Conditions for business success, stable economic growth and investment	++	ST to LT	<p>Improving connectivity is critical to maintain business success and investment. Providing high quality transport links that enable more reliable journey times is a positive for maintaining and expanding employers recruitment catchment areas as well as allowing successful business travel across a wider area.</p> <p>It could also enable widen the market for goods and services, hence profitability and job creation, due to journey time reliability improvements and/or reduction in journey times.</p>
EC4	Local food, health care, education / training needs and employment opportunities met locally.	+/-	ST to LT	<p>Improving connectivity is a positive for maintaining and expanding employers recruitment catchment areas, as well as allowing successful business travel across a wider area.</p> <p>It could also enable widen the market for goods and services, hence profitability and job creation, due to journey time reliability improvements and/or reduction in journey times.</p> <p>However, these same improvements could lead to food and other goods being sourced or delivered further away as markets expand and /or people travelling further as employment catchment areas expand.</p>
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	++	ST to LT	<p>This aim could directly meet this objective as improving connectivity through provision of strategic walking routes (through implementing the Public Rights of Way Improvement Plan, for example) and strategic cycle routes could increase ease of access to public open space / recreational areas and leisure and cultural facilities in a sustainable way..</p>
S2	Maintain or reduce York's existing noise levels	+/I	ST to LT	<p>Improving connectivity through provision of strategic links could reduce noise in some areas of York, but increase it in other areas. Achievement of this objective will depend upon implementation</p> <p>The potential increases in noise could be mitigated through landscaping (noise bunds or tree screening) and the promotion of alternative fuels and other technologies, which could lead to quieter vehicles.</p>

S3	Improve the health and well being of the York population	+/I	ST to LT	<p>Improving connectivity through provision of strategic walking and cycling links (including walking and cycling links to public transport stops and stations) could encourage more active travel, which will be a positive for people's health. Improving connectivity through provision of strategic links could also reduce noise and emissions in some areas of York, but increase them in other areas.</p> <p>Achievement of this objective will depend upon implementation</p> <p>The potential increases in noise could be mitigated through landscaping (noise bunds or tree screening) and the promotion of alternative fuels and other technologies, which could lead to quieter vehicles. The promotion of alternative fuels could also reduce emissions, thereby improving air quality.</p>
S4	Safety and security for people and property	+/-	ST to LT	<p>Providing new strategic links could lead to improved safety and security on existing routes due to traffic being abstracted onto the new links.</p> <p>New links should design-in safety mechanisms in order for them to be safe and attractive</p> <p>There is a potential for increased walking and/or cycling to or from new links adjacent to residential areas to increase the risk of burglary. In the longer term such concerns could be addressed by better designs leading to more natural surveillance..</p>
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this aim and the objective.
S6	Reduce the need to travel by private car	I	ST to LT	<p>Improving connectivity through provision of strategic links could increase the length of journeys required to reach opportunities services or facilities. If such journeys can not be adequately catered for by public transport or cycling, it is likely that the need to travel by private car will increase.</p> <p>Achievement of this objective will depend upon implementation</p>

S7	Development which provide good access to and encourage use of public transport, walking and cycling	+/-	MT to LT	<p>This aim could help deliver developments that are located in highly accessible areas and/or help secure the provision of suitable designs and investment to make them more accessible.</p> <p>There is a potential for increased walking and/or cycling to or from new links adjacent to residential areas to increase the risk of burglary. In the longer term such concerns could be addressed by better designs leading to more natural surveillance...</p>
S8	A transport network that integrates all modes for effective non-car based movements	+/I	ST to LT	<p>This aim could directly meet this objective</p> <p>Improving connectivity through provision of pedestrian, cycling or public transport strategic links could prove positive in encouraging use of more sustainable forms of transport and facilitating better integration of them.</p> <p>However, if the links predominantly cater for private motorised transport integration between non-car modes is not likely to become more effective.</p> <p>Achievement of this objective will depend upon implementation.</p>
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this principle and the objective
S10	Social inclusion and equity across all sectors	+/I	ST to LT	<p>Improving connectivity is a positive for enlarging the catchment area for various facilities, services and/or employment, education, or training opportunities, thereby increasing access to them.</p> <p>However, if the links predominantly cater for private motorised transport social exclusion could increase.</p> <p>Achievement of this objective will depend upon implementation.</p>
EN1	Land use efficiency that maximises the use of brownfield land	+	MT to LT	<p>This aim could help deliver developments that are located in highly accessible areas and/or help secure the provision of suitable designs and investment to make them more accessible.</p>
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+/-	ST to LT	<p>Improving connectivity through provision of strategic links could remove a significant amount of through traffic from the city centre.</p> <p>Improving connectivity could also widen its visitor catchment area, thereby increasing travel to it, although the adverse effects could be mitigated through promoting travel to York by more sustainable forms of transport, such as cycling and use of public transport. .</p>

EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	?/I	ST to LT	Improving connectivity through provision of walking and cycling links could improve access to the countryside. In providing walking and cycling links, the use of use of Green infrastructure could help mitigate any adverse effects and promote biodiversity. Other strategic links could remove a significant amount of through traffic from the city centre, but could also increase longer distance traffic and its associated pollutants, which could adversely affect habitats, although these could be mitigated by the promotion of alternative fuels and other technologies, which could lead to quieter vehicles and lower vehicle emissions. Achievement of this objective will depend upon implementation.
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+/-	ST to LT	Improving connectivity through provision of strategic links could remove a significant amount of through traffic from the city centre. However, improving connectivity could also make York more attractive for employment and tourism from a wider area, thereby increasing travel to it, particularly by longer distance traffic. The associated emissions, could be mitigated by the promotion of alternative fuels and other technologies
EN5	Improve air quality in York	+/I	ST to LT	Improving connectivity through provision of strategic links could remove a significant amount of through traffic from the city centre, thereby improving air quality in the AQMA and other areas. However, it could also increase emissions in other areas of the city, which could be mitigated by the promotion of alternative fuels and other technologies. Achievement of this objective will depend upon implementation.
EN6	The prudent and efficient use of energy, water and other natural resources	O	N/a	There is no clear link between this aim and the objective.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+/I	ST to LT	Improving connectivity through provision of strategic links could remove a significant amount of through traffic from the city centre. It could also increase longer distance traffic. and its associated emissions, although these could be mitigated by the promotion of alternative fuels and other technologies. Achievement of this objective will depend upon implementation.

EN8	Maintain and improve water quality	O	N/a	There is no clear link between this aim and the objective.
EN9	Reduce the impact of flooding to people and property in York.	+/I		The provision of strategic links could also include diversionary/alternate routes to maintain access by all forms of transport. It could also increase longer distance traffic and its associated pollutants, such as CO <sub>2</sub> , which could otherwise lead to increasing (winter) rainfall through climate change, although these could be mitigated by the promotion of alternative fuels and other technologies.
<p>Recommendations:</p> <ul style="list-style-type: none"> <li>○ Need a balanced approach to delivering connectivity improvements for private, public and freight transport as people and goods may travel further as employment and education/training centre catchment areas and markets expand.</li> </ul>				

### Strategic Transport Aim 3 – Support and Implement Behavioural Change

<b>Description:</b> <b>The LTP3 will aim to encourage and enable residents and visitors to York to use sustainable modes of transport for appropriate journeys. Encouraging people to be less reliant on their car will be done through education, information and awareness campaigns. Part of this is the need to make people aware of how transport choice effects the environment, their health and safety.</b> <b>How this might be achieved:</b> <ul style="list-style-type: none"> <li>• <b>Partnership working with other organisations, such as the health sector.</b></li> <li>• <b>Development and implementation of travel plans</b></li> <li>• <b>Training</b></li> <li>• <b>Marketing campaigns.</b></li> </ul>				
Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+	ST to LT	This aim could directly meet this objective as giving people the information, training and encouragement they need to use more sustainable and / or (more particularly) more active forms of transport, whenever they can, could lead to their greater use and hence a lower consumption of fossil fuels. Although transport is a contributor to York's Ecological Footprint, it is not the largest contributor. However, any progress made in reducing transport related emissions will reduce York's Ecological Footprint.
EC1	Good quality employment opportunities for all	++	ST to LT	Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access jobs they might have otherwise perceived to have been inaccessible to them . Encouraging more use of public transport could not only keep existing services viable, but make them suitably attractive to warrant their expansion. This could, in turn, expand the catchment area for employers as fewer employees would be reliant on private motorised transport for getting to work.

EC2	Good education and training opportunities for all which build the skills of the population	++	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access the education and training they might have otherwise perceived to have been inaccessible to them .</p> <p>Encouraging more use of public transport could not only keep existing services viable, but make them suitably attractive to warrant their expansion. This could, in turn, expand the catchment area for education and training facilities as fewer students/trainees would be reliant on private motorised transport for getting to work.</p>
EC3	Conditions for business success, stable economic growth and investment	++	ST to LT	<p>This aim could directly meet this objective through:</p> <ul style="list-style-type: none"> <li>• Increasing the catchment area for employees (who may not have otherwise been aware of how they could travel to employment opportunities)</li> <li>• A more healthy and productive workforce as more people use active forms of travel more of the time.</li> <li>• Reducing transport costs through more efficient transport management.</li> <li>• More efficient use of space (as less space may be devoted to car parking)</li> </ul>
EC4	Local food, health care, education / training needs and employment opportunities met locally.	+	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access the Opportunities, services or facilities they might have otherwise perceived to have been inaccessible to them .</p>
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	+	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access the facilities they might have otherwise perceived to have been inaccessible to them .</p>
S2	Maintain or reduce York's existing noise levels	+/-	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could reduce noise.</p> <p>Expansion of the public transport network might increase noise and vibrations in some areas, although this could be mitigated through new vehicle technologies.</p>



S3	Improve the health and well being of the York population	++	ST to LT	Providing full information about the transport options available to people and encouraging them to use more sustainable and (more particularly), more active forms of transport could directly improve people's physical and mental health. It could also reduce traffic and associated emissions, thereby improving air quality.
S4	Safety and security for people and property	++	ST to LT	This aim could directly meet this objective as the increase in use of more sustainable forms of travel, such as walking and cycling, could increase motorised vehicle drivers' awareness of their presence and so adopt safer driving techniques. More training for pedestrians and cyclist could improve safety. Higher numbers of public transport users could improve perceived and actual personal safety issues relating to travel on public transport, particularly in the hours of darkness, due to 'safety in numbers'.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this principle and the objective.
S6	Reduce the need to travel by private car	++	ST to LT	This aim could directly meet this objective as it could give people the information, training and encouragement they need to use more sustainable and / or (more particularly) more active forms of transport, whenever they can, thereby reducing their reliance on the private car.
S7	Development which provide good access to and encourage use of public transport, walking and cycling	+/I	MT to LT	This aim could give developers the information, and guidance they need to design and build developments that enable the use of more sustainable forms of transport. The preparation, implementation and appropriate monitoring of travel plans could make a substantial positive contribution to this objective, but achievement of this objective will depend upon implementation.
S8	A transport network that integrates all modes for effective non-car based movements	O	N/a	Although there is no clear link between this aim and the objective, giving people the information, training and encouragement they need could make it easier for them use more sustainable forms of transport, whenever they can.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this principle and the objective.

S10	Social inclusion and equity across all sectors	+	ST to LT	<p>Providing full information about the transport options available to people and encouraging them to use more sustainable/active forms of transport could enable them to access opportunities, services and facilities they might have otherwise perceived to have been inaccessible to them .</p> <p>Encouraging more use of public transport could not only keep existing services viable, but make them suitably attractive to warrant their expansion. This could, in turn, make it easier for people who are currently excluded from fully carrying-out their everyday activities to do so.</p>
EN1	Land use efficiency that maximises the use of brownfield land	+	MT to LT	<p>This aim could give developers the information, and guidance they need to design and build developments on suitable brownfield sites that have access strategies that maximise the use of sustainable forms of transport. However, achievement of this objective is dependent upon implementation.</p>
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+	ST to LT	<p>This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic in the city.</p>
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+	ST to LT	<p>This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions</p>
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+	ST to LT	<p>This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions</p>
EN5	Improve air quality in York	++	ST to LT	<p>This aim could directly meet this objective as it could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions, particularly in the city centre, where the principal AQMA is located.</p>

EN6	The prudent and efficient use of energy, water and other natural resources	+	ST to LT	This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car and the fuels used to power them
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+	ST to LT	This aim could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions
EN8	Maintain and improve water quality	0	N/a	There is no clear link between this principle and the objective.
EN9	Reduce the impact of flooding to people and property in York.	++	ST to LT	This aim could directly meet this objective as it could give people the information, training and encouragement they need to use more sustainable forms of transport, whenever they can, thereby reducing their reliance on the private car, thus reducing traffic and its associated emissions, particularly CO <sub>2</sub> which could otherwise lead to increasing (winter) rainfall through climate change.
Recommendations:				
○				

**Strategic Transport Aim 4 – Tackle Transport Emissions****Description:**

**Transport contributes to the carbon footprint of York due to Carbon Dioxide (CO<sub>2</sub>) emissions from vehicles. Transport also affects air quality in York due to other vehicle emissions, mainly nitrogen oxides (NO<sub>x</sub>). LTP3, alongside other policies, will aim to reduce CO<sub>2</sub> and NO<sub>x</sub>**

**How this might be achieved:**

**Through the promotion of less polluting fuels and other technology developments, and the reduction of vehicle numbers.**

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	+	ST to LT	This aim could lead to a significant reduction in vehicle emissions. Although transport is a contributor to York's Ecological Footprint, it is not the largest contributor. However, any progress made in reducing transport related emissions will reduce York's Ecological Footprint.
EC1	Good quality employment opportunities for all	?/I	ST to LT	The promotion of alternative fuels and other technologies may lead to business start-up or expansion opportunities in this field. However, introducing measures that restrict the movement of vehicles in and around the city could have an adverse affect on the economy. Achievement of this objective will depend upon implementation.
EC2	Good education and training opportunities for all which build the skills of the population	0	N/a	There is no clear link between this principle and the objective, although the promotion of alternative fuels and other technologies may lead to business start-up or expansion opportunities in this field

Annex C  
Outline Sustainability Appraisal

EC3	Conditions for business success, stable economic growth and investment	?/I	ST to LT	The promotion of alternative fuels and other technologies may lead to business start-up or expansion opportunities in this field. However, introducing measures that restrict the movement of vehicles in and around the city could have an adverse affect on the economy. Achievement of this objective will depend upon implementation.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	O	N/a	There is no clear link between this aim and the objective.
S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	O	N/a	There is no clear link between this aim and the objective.
S2	Maintain or reduce York's existing noise levels	+	ST to LT	The promotion of alternative fuels and other technologies could lead to quieter vehicles and/or vehicles that cause fewer ground-borne vibrations. Reducing vehicle numbers could also reduce noise.
S3	Improve the health and well being of the York population	++	ST to LT	This aim could directly meet this objective as reducing traffic and its associated emissions could reduce severance and improve air quality or otherwise improve people's quality of life through improving the local environment (e.g. lower traffic volumes could reduce accidents).
S4	Safety and security for people and property	+	ST to LT	This aim could reduce traffic in the city thereby making it safer for people to use more sustainable forms of transport, such as walking and cycling. Reducing traffic could also improve road safety.
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this aim and the objective.
S6	Reduce the need to travel by private car	I	ST to LT	This aim could reduce traffic in the city thereby making it safer and easier for people to use more sustainable forms of transport, such as walking and cycling. It could also, by easing congestion, improve the reliability of public transport in the city. Making these more sustainable travel options safer and easier to use could have a positive effect on reducing reliance on the private car.

Annex C  
Outline Sustainability Appraisal

S7	Development which provide good access to and encourage use of public transport, walking and cycling	O	N/a	There is no clear link between this aim and the objective.
S8	A transport network that integrates all modes for effective non-car based movements	O	N/a	There is no clear link between this aim and the objective.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between this aim and the objective.
S10	Social inclusion and equity across all sectors	O	N/a	There is no clear link between this aim and the objective, although reducing traffic in the city make it safer and easier for people to use more sustainable forms of transport, such as walking and cycling. Also reducing vehicle emissions could have a positive effect on people's health, particularly in areas of the city that experience relatively high levels of traffic
EN1	Land use efficiency that maximises the use of brownfield land	O	N/a	There is no clear link between this aim and the objective.
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	+	ST to LT	This aim could reduce traffic and its associated emissions, particularly in the city centre. This in turn could lead to improved access to the city centre by more active forms of transport and more reliable bus services to the city and be a positive influence for enhancing the character and setting of the historic city (augmented by complementary policies such as the Local Development Framework City Centre Area Action Plan). New vehicle and fuel technologies, could reduce emissions, thereby improving air quality, as well as reducing other adverse impacts.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+	ST to LT	This aim could reduce traffic and its associated emissions, thereby reducing adverse impacts on the natural environment
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+	ST to LT	This aim could lead to a significant reduction in vehicle emissions including CO <sub>2</sub>
EN5	Improve air quality in York	++	ST to LT	This aim could lead to a significant reduction in the number of vehicles and vehicle emissions, including those which contribute to poor air quality, particularly in the AQMAS.

Annex C  
Outline Sustainability Appraisal

EN6	The prudent and efficient use of energy, water and other natural resources	+	ST to LT	This aim could lead to a reduction in the number of vehicle-kilometres travelled hence fuel use and emissions. New vehicle and fuel technologies could also lead to a further reduction in fuel use and vehicle emissions.
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+	ST to LT	This aim could lead to a reduction in the number of vehicle-kilometres travelled hence fuel use and emissions. New vehicle and fuel technologies could also lead to a further reduction in fuel use and vehicle emissions.
EN8	Maintain and improve water quality	0	N/a	There is no clear link between this principle and the objective
EN9	Reduce the impact of flooding to people and property in York.	++	ST to LT	This aim could lead to a reduction in traffic and a significant reduction in its associated emissions, particularly CO <sub>2</sub> which could otherwise lead to increasing (winter) rainfall through climate change.
Recommendations:				
○				

**Strategic Transport Aim 5 – Improve the public realm****Description:**

**This aim is for transport and transport measures to enable an attractive city to thrive and to improve the public spaces throughout York. Transport can support this through, for example, having fewer vehicles in the city centre.**

**How this might be achieved:**

**Having an appropriate freight policy, introducing measures such as low emission zones (as part of a wider low emissions strategy) and creating an environment that promotes better health, safety and well-being.**

Ref	SA Objective	Score	Duration of effect	Appraisal
	Headline objective: Reduction of York's Ecological Footprint	?/I	LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier and safer for more sustainable forms of transport, particularly more active forms of travel. Although transport is a contributor to York's Ecological Footprint, it is not the largest contributor. However, any progress made in reducing transport related emissions will reduce York's Ecological Footprint.
EC1	Good quality employment opportunities for all	O	N/a	There is no clear link between this aim and the objective, although a more attractive environment could attract more investment and employment in the city.
EC2	Good education and training opportunities for all which build the skills of the population	O	N/a	There is no clear link between this aim and the objective, but see EC1 comment.
EC3	Conditions for business success, stable economic growth and investment	O	N/a	There is no clear link between this aim and the objective.
EC4	Local food, health care, education / training needs and employment opportunities met locally.	O	N/a	There is no clear link between this aim and the objective.



Annex C  
Outline Sustainability Appraisal

S1	Enhance access to York's urban and rural landscapes, public open space / recreational areas and leisure and cultural facilities for all	+	LT	This aim could lead to easier access to landscapes and facilities, through, for example, the development of a 'greenways' network and better use of the Public Rights of Way network
S2	Maintain or reduce York's existing noise levels	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including noise. Displacement of traffic could increase noise in other parts of the city, although this could be mitigated by vehicle technology improvements. Achievement of this objective will depend upon implementation
S3	Improve the health and well being of the York population	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city, although this could be mitigated by vehicle technology improvements. Achievement of this objective will depend upon implementation
S4	Safety and security for people and property	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increase noise/severance and increase the risk of road accidents in other parts of the city. Achievement of this objective will depend upon implementation
S5	Vibrant communities that participate in decision-making	O	N/a	There is no clear link between this aim and the objective.
S6	Reduce the need to travel by private car	+	ST to LT	Improving the public realm, particularly linked internal and external routes for pedestrian and cyclists primarily, could discourage short journeys by car.

Annex C  
Outline Sustainability Appraisal

S7	Development which provide good access to and encourage use of public transport, walking and cycling	+	MT to LT	This aim encourages walking and cycling through the network of linked public realm. This could have a positive impact on this objective.
S8	A transport network that integrates all modes for effective non-car based movements	+	ST to LT	This aim could lead to better consideration of the function of the public realm in relation to transport and connectivity, which could in turn lead to a more integrated transport network.
S9	Quality affordable housing available for all	O	N/a	There is no clear link between the aim and the objective
S10	Social inclusion and equity across all sectors	+	N/a	This aim could lead to people having better access to public space thereby being more able enjoy them and take part in activities which will help to bring together the community and get them involved in the local area.
EN1	Land use efficiency that maximises the use of brownfield land	O	N/a	There is no clear link between the aim and the objective
EN2	Maintain and improve a quality built environment and the cultural heritage of York and preserve the character and setting of the historic city of York	++	LT	This aim could directly meet this objective as improving the public realm could help to achieve a quality built environment. Ensuring that existing features from York's character or Green Infrastructure network are planned-in could be instrumental in the success of achieving this objective.
EN3	Conserve and enhance a bio-diverse, attractive and accessible natural environment	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city. Achievement of this objective will depend upon implementation
EN4	Minimise greenhouse gas emissions and develop a managed response to the effects of climate change	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city. Achievement of this objective will depend upon implementation

Annex C  
Outline Sustainability Appraisal

EN5	Improve air quality in York	+/I	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city. Achievement of this objective will depend upon implementation
EN6	The prudent and efficient use of energy, water and other natural resources	O	LT	There is no clear link between this principle and the objective
EN7	Reduce pollution and waste generation and increase levels of reuse and recycling	+/-	ST to LT	This aim could lead to a change of function of many of the streets and roads in and around the city centre, thereby making access easier for more sustainable forms of transport and reducing the adverse impacts of motorised traffic, including emissions. Displacement of traffic could cause air quality issues, increased noise or severance in other parts of the city. Achievement of this objective will depend upon implementation
EN8	Maintain and improve water quality	O	LT	There is no clear link between this aim and the objective
EN9	Reduce the impact of flooding to people and property in York.	O	LT	There is no clear link between this principle and the objective
Recommendations:				
○				

## Summary of Appraisal Scores

Key to the appraisal matrices		Likely effect on the SA Objective																																				
++		The strategic aim is likely to have a <b>very positive</b> impact																																				
+		The strategic aim is likely to have a <b>positive</b> impact																																				
0		<b>No significant effect / no clear link</b>																																				
?		<b>Uncertain</b> or <b>insufficient information</b> on which to determine impact																																				
-		The strategic aim is likely to have a <b>negative</b> impact																																				
--		The strategic aim is likely to have a <b>very negative</b> impact																																				
I		The strategic aim could have a positive or a negative impact depending on <b>how it is implemented</b>																																				
Objectives	Headline Objective	EC1	EC2	EC3	EC4	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10	EN1	EN2	EN3	EN4	EN5	EN6	EN7	EN8	EN9														
Strategic Aim 1	+	+	+	+	+	+	+	I	++	+	-	0	++	+	I	++	0	+	+	+	I	?	I	+	I	+	I	I	++	0	0							
Strategic Aim 2	+	-	++	+	++	+	-	++	+	I	+	I	+	-	0	I	+	-	+	I	0	+	I	+	+	-	?	I	+	-	+	I	0	+	I	0	+	I
Strategic Aim 3	+	++	++	++	+	+	+	-	++	++	0	++	+	I	0	0	+	+	+	+	++	++	+	+	0	++												
Strategic Aim 4	+	?	I	0	?	I	0	0	+	++	+	0	I	0	0	0	0	+	+	+	++	+	+	0	++													
Strategic Aim 5	?	I	0	0	0	0	+	+	I	+	I	+	I	0	+	+	+	0	+	0	++	+	I	+	I	+	I	0	+	-	0	0	0	0	0	0	0	

**Outline Sustainability Appraisal Responses and proposals for taking them forward**

Consultee	Strategic Aim	OSA Objective	Consultation comment	Proposed action / comment
CoYC Sustainability Officer	1 to 5	Headline objective (reduction of Ecological Footprint)	Transport accounts for 19% of York's ecological footprint. Therefore the impact of LTP3 is greater than stated in the OSA. Score increased to ++	Agreed. To be taken forward to the full SA
	1	Description	Need a better definition of quality and what a suitable trip is	Agreed. To be taken forward to the full SA
		S1	Need to avoid degradation of landscapes etc. if access to them is improved	Agreed. To be taken forward to the full SA
		S2 & S4	Need to consider safety when introducing quiet(er) vehicles	Agreed. To be taken forward to the full SA
		EN2	Concerns relating to the negative affects of too large public transport vehicles in the city on the built environment.	Not expecting any vehicles larger than the largest currently used
		EN5	Concerns regarding the affects of an increase in diesel-powered public transport	Higher order Euro standards set substantially reduced allowable emission levels. This has to be balanced with other vehicle advances to avoid higher fuel consumption.
		EN2	Need to give due consideration to the underlying archaeology and its protection	Agreed. To be taken forward to the full SA
	2	EN6	Need to use recycled construction materials wherever possible in the construction of strategic links	Agreed. To be taken forward to the full SA
		EN9	Inappropriately implemented infrastructure may increase surface runoff	Agreed. To be taken forward to the full SA
	3	S10	Public transport needs to be priced appropriately to allow all segments of society to take advantage. The development of 'incentives' could allow this.	Agreed. To be taken forward to the full SA

Consultee	Strategic Aim	OSA Objective	Consultation comment	Proposed action / comment
	4	S6	Promoting alternatively-fuelled vehicles could increase congestion as more people take advantage of the opportunities they provide	Agreed, as people may perceive the environmental dis-benefits of using private transport are mitigated/outweighed by the benefits from using alternative technologies. Congestion delay may still be a governing factor. To be taken forward to the full SA
English Heritage	General Comment		No record of having been consulted on a Scoping Report for this latest Local Transport Plan for the City of York.	A draft Scoping Report has been prepared as an update of the LTP2 scoping report, and has not been subject to formal consultation. A full Scoping report (as an update to the LTP2 scoping report) is intended to accompany the Full SA.
			The Aims are extremely broad and could well include specific measures which might have negative effects upon the historic environment of the City. The Environment Report will need to assess each of the specific LTP3 proposals under these Aims.	Agreed. To be taken forward to the full SA
			English Heritage strongly advises that the Council's conservation and archaeological staff are closely involved throughout the preparation and implementation of the assessment of the LTP.	Agreed.

Consultee	Strategic Aim	OSA Objective	Consultation comment	Proposed action / comment
Natural England	General Comments		limited information on the methodology used for carrying out the appraisal. This should be explained in the main SA report	Agreed. To be taken forward to the full SA
			The main report should make clear what baseline data has been collected, what the key sustainability issues are in York and how the SA objectives have been decided.	Included in Baseline Evidence background paper to LTP3, but need to update for SA issues
			The sustainability objectives should be tested against each other to determine any potential conflicts,	Agreed. To be taken forward to the full SA
			Further guidance and guidance on SEA returned	To be considered in preparing full LTP3 and SA
	1 to 5	EN3	Need to conserve and enhance geodiversity as well as biodiversity	Agreed. To be taken forward to the full SA
			An accessible natural environment may be better included as a 'social' objective under S1.	The SA objectives are the same as for the LDF therefore unlikely to change unless LDF SA changes.
The Environment Agency	No bespoke comments on the LTP and environmental report returned, but Environment Agency 'Local Transport Plan (LTP) Checklist notes' supplied			

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DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 4 JANUARY 2011

Annex of additional comments received from Members, Parish Councils and residents since the agenda was published.

Agenda Item	Report	Received from	Comments
4	Six Monthly Review of Speeding Issues Pages 11 – 32	Cllr K Hyman  Huntington Ward Member	<p>Re Item 4 . Safety Measures New Lane, Huntington</p> <p>The Ward Councillors welcome the proposal to improve the 'gateway' into Huntington from Malton Road and we would urge that the impact of the proposed works is monitored to assess their effectiveness.</p> <p>However, considerable efforts have been made over the last 2 years to reduce speed of traffic along the full length of this major route and we feel that the repc does not address the other issues raised in earlier reports. Relatively cheap measures such as road painting etc were suggested around Cleveland Way an Hambleton Way but these do not appear in the recommendations. Also, there v very strong backing for at least one VAS sign on New Lane and that was report in 2009 when there was discussion about using the existing sign, LTP funded, c... Mill Hill or supporting the installation using Ward funds if central funds were not available. There are 2 large Primary Schools and the largest Comprehensive in York that use these areas daily and there are regular requests from residents and parents to improve the situation. Cllr Runciman and I have held talks with Huntington Primary in the hope that some action could be taken.</p> <p>Therefore, although supportive of the measures that will be taken based on the recommendations, we feel that further works should be carried out to further enhance the safety of pedestrians and cyclists and would ask that officers be tasked to work in conjunction with the 3 Ward Members to find a way forward.</p>

4	Six Monthly Review of Speeding Issues Pages 11 – 32	Cllr A Reid Dringhouses and Woodthorpe Member	I am pleased to see that action is recommended for Eason View and Moorcroft Rd. Eason View in particular is a well used pedestrian route and the double yellow lines along the full length do make it easier for people to exceed the speed limit. I do, however, receive regular complaints about the speed of traffic on Tadcaster Rd with buses being cited as particular culprits. I was therefore disappointed to see that there has not yet been the resources available to carry out any work on Tadcaster Rd. I was also disappointed to see that the Police are withdrawing their admin support from the process but hope that this will enable them to carry out more speed checks "on street". Residents firmly believe that a Police presence does reduce speeding and feel that more proactive work does reduce speed so a partnership approach to these problems is welcome.
4	Six Monthly Review of Speeding Issues Pages 11 – 32	Cllr Susan Galloway Westfield Ward Member	I should like to suggest that the Police be asked to undertake more regular speed checks on Wetherby Road (between the boundary and the junction with Beckfield Lane). With a top speed of 71 mph recorded (albeit early in the morning) in a 30 mph limit, residents would like to see more obvious evidence of Police enforcement activity in the area. There is a case for local speed control issues to be discussed regularly using the Capable Guardian mechanism. Copies of the speed reports (like Annex D) should routinely be made available - via the Neighbourhood Management Unit - for consideration at Capable Guardian meetings.

4	<p>Six Monthly Review of Speeding Issues</p> <p>Pages 11 – 32</p>	<p>Simon Rodgers</p> <p>Holgate Ward Campaigner</p>	<p>I am in general agreement with the policies being pursued by the Council but would like to ask for a more visible attempt to be made by the Police to enforce speed limits. While considerable amounts of money have been spent on traffic calming, vehicle speed signs, "gateways" and other engineering deterrents to speeding, we simply don't see enough evidence of Police enforcement action in our residential areas.</p> <p>Without that deterrent there is no point in changing speed limits as most drivers will simply drive at a speed that they consider to be safe, while a small minority will openly flout any limit.</p> <p>I hope that the Council will ask the Chief Constable to delegate speed enforcement in residential areas to the local Neighbourhood Policing teams, acting through the new "Capable Guardian" structure, and that they will actively get out onto the streets and try to catch the worst offenders.</p> <p>I have particular concerns about the speed of traffic in the Holly Bank, York Road, Poppleton Road, Sowerby Hill and Leeman Road areas. This is a view shared by local residents of these areas.</p> <p>It is surely time that the process for requesting speed checks was fully automated. Production of a hard copy complaint forms is wasteful in terms of residents and Councillors time, while processing the forms manually must take resources away from proactive enforcement duties?</p>
5	<p>City of York Local Transport Plan 3 – Draft "Framework" LTP3 Consultation Responses</p> <p>Pages 33 - 84</p>	<p>Cllr A Reid</p> <p>Dringhouses and Woodthorpe Member</p>	<p>I generally support the approach outlined especially as there is no overwhelming consensus on the best way to tackle the transport issues that the City will face in the coming years. The common themes outlined in paragraph 38 are worthy of support as they do give an integrated approach. I certainly feel that the Council should continue to focus resources on the prevention of accidents at locations where problems have been identified. Speed is also an issue that residents feel should be addressed although a blanket 20mph limit is not necessarily the answer. Residents often identify streets where vehicles travel in excess of the current 30mph limits and I find it difficult to believe that drivers who currently don't adhere to 30mph will suddenly slow down to 20mph. We need to take a proportionate view of traffic issues and problems.</p>

5	City of York Local Transport Plan 3 – Draft “Framework” LTP3 Consultation Responses Pages 33 - 84	Simon Rodgers  Holgate Ward Campaigner	I hope that the Council will continue to prioritise the use of its resources to target road safety in streets where there are continuing problems with accidents.
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