

1 Two major plans have been completed and are presented to Council for approval. They are:

2 **a. Local Development Framework (LDF) Core Strategy**

3 Following considerable consultation and discussion, including the publication of issues and
4 options papers, the LDF core strategy is now ready for submission. Any comments received at this
5 stage will be forwarded to the Planning Inspectorate for consideration at a public examination
6 into the document.

7 An all party working group has managed the LDF process and a consensus has been possible on
8 many issues.

9 The areas of disagreement relate to housing and the protection of the green belt. The Executive
10 recommends that the preference of the majority of residents, who responded to the public
11 consultation, be respected and that housing development be restricted to land with planning
12 permission and to brownfield sites.

13 Some additional housing will be needed to support any growth in the jobs market where a
14 maximum of 1000 in a year is catered for. Over the last few years the average number of new
15 jobs created has been in the order of 300 p.a.

16 Number of jobs in the City 2002 = 100,300

17 Number of jobs in the City 2009 = 102,100

18 The number of homes completed (net) over the last few years has averaged 570.

2006-2007 798

2007-2008 523

2008-2009 451

2009-2010 507

19 Currently there are outstanding planning permissions for the erection of over 4000 new homes in
20 the City.

21 The LDF allows for the construction of an average of 575 additional homes each year. This figure
22 will allow the draft green belt boundaries to be confirmed.

23 The LDF encourages the development of a City respectful of both its historic built heritage and its
24 natural environment, with high employment levels, increased opportunities for leisure activities
25 and an improved transport system.

26 **b. Local Transport Plan (LTP) Issue 3**

27 LTP3 covers the period April 2011 to March 2015 and beyond to 2031. It sets out the transport
28 policies and measures that will contribute to the city's economic prosperity over the next 20
29 years, whilst meeting challenging national and local targets for reducing emissions.

30 This plan builds on the key successes of the first two Local Transport Plans. The key achievements
31 from the second Local Transport Plan (LTP2), which expires on 31 March 2011, included:

- 32 • Peak period traffic levels stable since 2006;
- 33 • improved safety and access at several junctions on the A1237 Outer Ring Road;
- 34 • construction of a scheme on the main southern radial route into York to improve facilities
35 for pedestrians, cyclists and public transport users;
- 36 • bus patronage remaining stable, despite falling patronage elsewhere in the country
- 37 • around 3 million Park & Ride passengers carried annually
- 38 • a 45% reduction in killed and seriously injured road casualties – achieved a year ahead of
39 the target.

- 40 • schools in York have a travel plan in place, and
41 • gaining funding to implement the ‘Cycling City Programme’ resulting in a significant
42 increase in the numbers of people cycling in the City.

43 Even with these achievements, any future growth in jobs and housing could lead to current levels
44 of delay increasing over the next 15 – 20 years. Our priority therefore is to provide a high quality,
45 well planned, fully integrated and efficiently operated transport network to reduce this impact
46 and to enable the city to continue to function.

47 We aim to do this by:

- 48 • Significantly improving other forms of transport so that people choose an alternative to the
49 car for local journeys;
50 • Providing good connections from where people live to major destinations such as
51 employment centres;
52 • Informing residents of the potentially wide transport choices available to them,
53 • Promoting the use of less polluting modes of transport and limiting the entry of high
54 emission vehicles into areas where air quality is poorest,
55 • Improving safety, health, the City’s appearance and the environment.
56 • Expanding Park & Ride as a mass transit system as an essential element of the long-term
57 strategy to provide a high quality, more sustainable alternative to car travel.
58 • Improving to the outer ring road and encouraging more people to make cross city journeys
59 around the city rather than through the middle.

60 This will help people who live or work in York, to enjoy more healthy lifestyles and make the City a
61 more attractive destination for visitors. This plan will ensure that York remains prosperous while
62 promoting a clean, pollution free, environment.

63 **Capital programme**

64 Nearly £ 6 million will have been invested during 2010/11 in improvements to the transport
65 network in York.

66 In 2011/12 less investment will be possible. The bulk of the budget will be focused on completing
67 committed schemes. The most significant of these are the multi modal improvements at:

- 68 • Blossom Street (improvements between the Queen Street/ Blossom Street junction and
69 The Mount bus gate close to Holgate Road). This scheme will include the upgrade of all of
70 the traffic signals in the area to enable them to be linked to increase efficiency and
71 capacity. A continuous inbound cycle feeder lane through to Queen Street will also be
72 provided.
- 73 • Fishergate: for the provision of signalised pedestrian crossings to the central Fishergate
74 island and through to the Barbican. This will improve accessibility and safety for
75 pedestrians travelling to the Fishergate island and to the Barbican. In addition alterations
76 to the road layout will improve safety for all users. This will involve narrowing traffic lanes
77 and allocations and possibly widening of footways. It is anticipated that a trial operation
78 of the proposed layout will be required before implementation.

79 It is proposed to carry out a review of bus stop provision and bus routes in the city centre and
80 develop options for improvement. Funding has also been included for work to roll out the

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81 installation of the Bus Location and Information Sub-System (BLISS) onto the remainder of the bus
82 fleet (primarily subsidised services) and to improve rail/ bus interchange signage at York Station. A
83 review of bus route reliability, particularly in relation to parked vehicles and junctions, will be
84 carried out and low cost improvement measures undertaken where possible. An allocation has
85 been provided for the upgrade of the Park & Ride bus stops and facilities at the sites and in the
86 city centre.

87 The Air Quality and Traffic Management budget includes an allocation for further upgrades of the
88 Urban Traffic Management & Control (UTMC) system across the city to maximise the capacity of
89 the road network by linking the operation of traffic signals. An allocation has also been included
90 for the further development of Phase 2 of the James Street Link Road (Heworth Green to
91 Layerthorpe). The provision of the road is dependent on the progression of the development
92 which the road passes through.

93 The Access York Phase 1 allocation has been included to complete the design work on the Askham
94 Bar site and prepare the final bid for submission to the DfT by September 2011.

95 The implementation of a new shared-use path across Rawcliffe Recreation Ground, improving
96 connections to the pedestrian network and linking to the new Rawcliffe primary school, will start
97 in April 2011 following deferral last year. An allocation for the implementation of minor upgrades
98 to pedestrian facilities, including dropped kerbs at junctions, has also been included.

99 The main scheme in the Cycling block is the allocation for Links to the University Cycle Routes,
100 which includes the second/third phase of the cycle route along Heslington Lane, and the design of
101 an off-road cycle route along University Road to link to the University expansion scheme at
102 Innovation Way. Funding has also been included for the completion of Cycling City schemes from
103 2010/11.

104 The Village Access Schemes allocation has been included for schemes to improve access to public
105 transport, walking, and cycling routes to and around villages, including the completion of a review
106 of the Common Lane/ A1079 Dunnington junction.

107 An allocation has also been included for the implementation of safety improvement schemes
108 across the city, including schemes developed to reduce the number of accidents at identified
109 cluster sites, address danger reduction issues raised by the public, manage speed along routes,
110 and carry out a review of speed limits. Measures such as the provision of Vehicle Activated Signs
111 will be considered at locations where a speeding issue meets the intervention criteria.

112 The School Schemes block includes an allocation for the continuation of the Safe Routes to School
113 programme, which will include the development of a programme of work by working with
114 schools, implementation of schemes identified in feasibility studies in 2010/11, and an allocation
115 for a review of cycle parking at schools. Subject to a detailed review of costs, schemes will be
116 progressed at Fulford, Joseph Rowntree, Danesgate, Robert Wilkinson and Wheldrake. If a
117 suitable site is available, cycle parking will be provided at Elvington primary school – the last
118 school in York without any cycle parking.

119 In addition to these schemes a bid to the Sustainable Transport Fund is in course of preparation.

120 **Cycling City**

121 The latest monitoring results are now available. Headline figures are

- 122 • Overall cycling levels are up on a baseline year of 2008 by between +10% and +16%.
- 123 • A larger percentage increase is generally seen on the on-road sites +15% compared to off
124 road +10%.
- 125 • Limited surveys of bridges have shown a +16% increase with Millennium Bridge being the
126 busiest river crossing.
- 127 • Some 80% of commuting cycling trips make use of on road facilities, 20% use the off road
128 (mainly riverside) routes to access the city centre.
- 129 • Blossom Street is the busiest on-road radial cycle route (1775, 12-hour two way flow)
130 followed by Bootham (1550, 12-hour 2 way flows) (table 1).
- 131 • Tuesdays and Wednesdays are the busiest cycling days whereas Sunday is the quietest.
- 132 • Hob Moor and Cinder Lane show high levels of cycling during peak periods, 70% of trips
133 during the peak, 30% off peak. In comparison Naburn Bridge has a more even split with 53%
134 during peak 47% off peak - more leisure cycling.
- 135 • Cycling levels show a reduction of approximately -20% on wet days with longer distance
136 (leisure) routes far more affected than commuting routes.
- 137 • September, June and July are the busiest cycling months (up to 40% above the annual
138 average), whereas December and January are the quietist.

139 **Thanks**

140 I should like to take this opportunity to thank the Councils officers for their hard and effective
141 work during the course of the present Council. The Council has achieved many successes over the
142 last 4 years but perhaps the greatest is the reduction in the numbers of killed and seriously injured
143 on our roads. This has fallen from an annual average toll of 119, in the 5 years leading up to 2007,
144 to a 2010 figure of 62. There are probably residents living today who, but for the Councils efforts,
145 might no longer be with us.