

DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 1 FEBRUARY 2011

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

| Agenda Item | Report | Received from | Comments |
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| 5 | <p>City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3</p> <p>Pages 31-60</p> | <p>Ron Cooke</p> <p>Chair of Without Walls</p> | <ul style="list-style-type: none"> • Without Walls discussed the LTP3 document. I have responded with some personal views to Richard Wood that I hope may be useful. What follows are simply two personal pleas. • <i>Please be bolder.</i> LTP3 includes Access Phase 1 which is widely supported and should go forward; Access Phase 2 is desirable to most but is improbable in the near future. Beyond that, LTP3 offers numerous small sticking plaster solutions, and they may help, but they will not solve long-term problems. I won't elaborate on longer term solutions here, but here are a few of examples of the sort of strategic ideas that might be worth considering : <ol style="list-style-type: none"> 1. Be bolder in creating a traffic-free city centre (along the lines proposed by Alan Simpson, for instance) 2. Be bolder in creating bus only routes through the inner city 3. Be bold enough to consider closing a section of the inner ring road to all but essential traffic (c.f. the closure of Gillygate) 4. Be bold enough to consider an out-of-town shopping centre parking levy as a means of addressing the inner-city/outer city retail problem 5. Boldly consider changing the cost structure of the park-and-ride system • <i>Please be very careful indeed before you introduce 20 mph zones.</i> Like most, I support the general idea that traffic speeds should be below 20mph either within the ring road or within the inner city. You will know the arguments for and against (traffic rarely exceeds 20mph now, traffic accident evidence in side-roads before and after zoning, evidence of those who ignore speed limit signs etc). Given that, <i>it would be truly absurd to spend about £1,000,000 on this</i> |

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| | | | <i>policy now. For the policy to be affordable, a change in regulations is required from central government. I urge the council to secure that change before taking further action (York is not alone in facing this problem, so national support for a change is likely)</i> |
| 5 | City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3 Pages 31-60 | Mark Waudby St Stephen’s Road | <p>While I broadly support the draft LTP3 document, I do believe that greater investment is needed in catering for the transport needs of sub-ban areas.</p> <p>I look forward to the time when a frequent, reliable and low emission bus service is available from the Acomb part of York building on the success, with passengers, that the ftr initiative had.</p> <p>Real time information on when the next bus is due would be a boon for passengers as would an indication of expected journey times ("expected time to City centre x minutes" - similar to the signs that we now see on some motorways). This might usefully be supplemented by regular updates of, on board, information so that passengers know when they are likely to reach their destination.</p> <p>I am opposed to wasting, at a time where resources are very tight, upwards of £1 million on a City wide 20 mph zone which few want and which would have little practical effect.</p> <p>The LTP3 should address problems with parking provision in sub urban areas.</p> |
| 5 | City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3 Pages 31-60 | Richard Hill Scarborough Terrace | <p>I support the published proposals for LTP3.</p> <p>We need to reduce congestion on the northern by-pass to ensure that streets like Burton Stone Lane and Crichton Avenue attract fewer vehicles trying to short cut to destinations. Living in Scarborough Terrace I am all to aware of cars using the inner ring road because the outer ring road is overloaded. The City centre would also be a more pleasant to place to visit, pollution would be reduced and local businesses would have reduced costs because of time lost due to their vehicles being stuck in traffic. I would also like to see more attention given to dealing with sub-urban parking problems. Unless you live in this area, it is difficult to imagine how bad the parking has become.</p> |
| 5 | City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3 Pages 31-60 | Simon Rodgers | <p>There is a lot of merit in the proposals put forward by the Council officials. I would like to see more emphasis on accident reduction and on driver education. I welcome the plans for low emission transport and hope that the strategy will emphasise the need for infrastructure improvements which make cycling and walking an increasingly attractive option for short journeys.</p> <p>Having spoken with local residents, I am concerned about the provision for parking in some areas of Holgate, including the Sowerby Hill and Beech Avenue areas. I would like to see more parking provision made in these areas.</p> |