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MEETING	DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY
DATE	1 FEBRUARY 2011
PRESENT	COUNCILLOR STEVE GALLOWAY (EXECUTIVE MEMBER)
IN ATTENDANCE	COUNCILLORS GILLIES AND MERRETT

#### **54. 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.

#### **55. MINUTES**

RESOLVED: That the minutes of the last Decision Session – Executive Member for City Strategy, held on 4 January 2011 be approved and signed by the Executive Member as a correct record.

#### **56. PUBLIC PARTICIPATION/OTHER SPEAKERS**

It was reported that there had been 4 registrations to speak at the meeting under the Council's Public Participation Scheme. The Executive Member had also granted two requests to speak from Council members details of which are set out under the individual agenda items.

#### **57. 20 MPH SPEED LIMITS: YOUR CITY RESULTS AND AN UPDATE ON POLICY DEVELOPMENT**

The Executive Member considered a report which presented residents opinions gathered through the recent consultation on citywide 20mph speed limits undertaken through Your City. Details of the initial impact of the 20mph trial in the Fishergate area were also reported. Consideration was given to the options available together with the impact of the introduction of 20mph limits in other cities.

Officers confirmed that, as a precautionary measure, the speed surveys had been retaken in the Fishergate area following a couple of issues with equipment and signage. It was confirmed that the speed data results had been very similar to those already published in the report.

Representations were made by the 20's Plenty for Us Group representative who detailed the benefits to be gained from lowering speed

limits to improve safety, cut pollution levels and encourage smarter travel choices. She referred to the success of the Grange Street trial and to the high level of respondents to the consultation in support of the introduction of 20mph limits on all roads within the outer ring road. She therefore supported a 2 year phased introduction of these limits without the need to install physical traffic calming measures together with its inclusion in the LTP3.

Representations were also received from a resident of her experiences as a road safety/school travel adviser over a 4/5 year period and work in Munster and the evidence that this provided. She confirmed that this had shown how widespread 20mph zones and low cost compliance could boost cycling and walking in vulnerable key age groups and support Council projects such as Cycling City. She therefore requested the Executive Member to reconsider the recommendations.

Representations were received from an organiser of a petition on behalf of residents seeking a 20mph speed limit on Bishopthorpe Road and surrounding streets. He referred to the speed of vehicles on this heavily residential road and to the absence of a pedestrian crossing. Also pointing out that a lowering of the speed limit would not increase journey times but would assist vulnerable residents.

Councillor Gillies referred to the inconclusive trials in Fishergate and to national guidance which provided little evidence that 20mph limits had a significant affect. He pointed out that the introduction of a blanket 20mph speed limit would require half the present transport budget, diverting funds from other important works. He confirmed that he had written to the DfT suggesting a potential way forward in line with the localism agenda. He proposed legislation which would allow local authorities to erect signs indicating that drivers should travel at 20mph under the existing speed signs in 30mph zones for implementation nationwide. This would meet the expectations of all groups, be compulsory, not advisory and have the same affect for less money.

Councillor Merrett confirmed that he echoed the comments of the earlier speakers. He stated that both the volume and speed of traffic was a major deterrent to cyclist's safety. He stated that a different approach was required which did not simply require signage but sought to engage the hearts and minds of the public. He therefore requested the Executive Member to reconsider his draft recommendation and support Option B with further exploration of the options for 20mph speed limits and reductions in signage costs.

Officers confirmed that they felt that, in view of the response received and as there had already been a 22% reduction in accidents in the York area that further investigation/options were required prior to any revision of the existing policy.

The Executive Member confirmed the Council's current policy of applying the most appropriate speed limit to a road or group of roads bearing in mind their characteristics. Any requests for changes were then considered at approximately 6 monthly intervals. He went on to refer to the

consultation undertaken on the provision of a citywide 20mph zone, to the low response rate and claims made regarding reductions in accident levels in residential streets. He confirmed that his conclusions were that there was some support in limited parts of the city however he was not convinced that the introduction of a city wide zone was either necessary or would have a favourable impact on overall accident levels.

The priority the Executive Member felt was to continue to educate drivers and focus on problem locations. He therefore wished to continue supporting the current approach and went on to consider the following options:

**Option A.** To continue with current policy and to proceed with the South Bank trial to enable officers to assess the benefits or otherwise of 20mph speed limits in York.

**Option B.** To undertake more detailed feasibility work for the two citywide 20mph speed limit options included in the consultation and present recommendations to a future decision session meeting.

**Option C.** To undertake more detailed feasibility work for the introduction of 20 mph limits on all roads and present recommendations to a future decision session meeting.

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

- i) Note the results of the 20mph speed limit consultation.
- ii) Confirm the Councils current policies on setting speed limits within the City of York Council area.
- iii) Requests officers to consider how greater influence could be given to local communities and neighbourhoods in determining the speed limits applied to residential streets in their areas.<sup>1</sup>

REASON: To enable a policy on 20mph speed limits to be developed in line with amended national guidance.

Action Required

1. Await results of SMC Calling In meeting on 28 February 2011.

TC

**58. CITY OF YORK LOCAL TRANSPORT PLAN 3 - 'SUMMARISED DRAFT' LTP3**

The Executive Member considered a report which presented a Summarised Draft Full 'City of York Local Transport Plan, 2011 Onwards' (LTP3), as part of the procedure leading up to the publication of the LTP3, by 31 March 2011.

Officers circulated amended copies of the draft LTP3 report which had been updated to incorporate changes as a result of written representations subsequently received.

Representations were received from a local resident and Friends of the Earth member who confirmed that the plan was generally good but there could be improvements. He referred to climate change, rising traffic levels and difficulties in reaching the emissions targets. He asked that the plan be strengthened in a number of areas including the setting of clear targets for cutting greenhouse gas emissions for transport, setting dates for bringing illegal levels of air pollution down below legal limits, the establishment of car free areas and the setting of more ambitious cycling targets.

Councillor Merrett thanked the Executive Member for the amendments made to the draft Local Transport Plan and confirmed that he welcomed the changes but felt that the ambitions were not ambitious enough. He went on to refer to the air quality theme and expressed the hope that there would be faster progress than the aim of *implementing measures to meet* the EU legal requirement *from* 2021. He also made references to improvements required to the local bus and cycle networks.

The Executive Member referred to the considerable work that had gone into the preparation of the Transport Plan and he thanked officers for their efforts in trying to address the many issues that had been raised during the consultation process. He confirmed that it had not been possible to cover all viewpoints but that the plan did represent a package of changes that were deliverable.

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

- i) Note the contents of the report.
- ii) Agrees, in principle, the suggested amendments to the summarised Draft Full LTP3 document tabled at the meeting (copy annexed to these minutes).
- iii) Requests officers to include within the draft, when it is forwarded to the Executive, additional options which seek to address the comments contained in the written representations which have been received (i.e. sub urban parking issues, the acceleration of the introduction of low emission public transport, improved journey time information both at bus stops and 'on board' buses, the early phasing of improvements to the northern by pass, changes to the role of at least part of the inner ring road, the creation of additional city centre public transport only corridors and the possible review of parking policies, with complementary measures to encourage greater use of more sustainable forms of transport at out of city centre retail/leisure centres).<sup>1</sup>

REASON: To approve the required changes to the strategy and action plan to be incorporated within the full LTP3 for publication by the end of March 2011.

*[As amended at the City Strategy Executive Member Decision Session held on 1 March 2011.]*

Action Required

1. Await results of SMC Calling In meeting on 28 February 2011.

IS

**59. ACCESS YORK PHASE 1 - UPDATE REPORT**

The Executive Member considered a report, which provided him with an update on the current situation regarding the Access York Phase 1 scheme.

It confirmed that the submission of the Expression of Interest to the Department of Transport (DfT) on 4 January 2011 and set out the ongoing issues associated with the preparation and submission of the Best and Final Funding Bid during the summer. Details of the costs of continuing with the bidding process during 2010/11 and 2011/12 were also provided.

As part of the bid it was confirmed that it would be important to demonstrate that a bus operator would be procured with the required fleet of buses for the new Park and Ride site.

Officers confirmed that DfT guidance and feedback on the Expression of Interest was still awaited.

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

- i) Approve the proposals for the preparation and submission of the Best and Final Funding Bid as set out in paragraphs 16 to 19 of the report.
- ii) Approve a revised budget for the Access York Phase 1 scheme in 2010/11 as proposed in paragraphs 22 to 24 of the report.<sup>1</sup>

REASON: To ensure that the Access York Phase 1 project continues to progress satisfactorily and to maximise the potential for DfT funding.

Action Required

1. Continue with preparation and submission of bid.

PT

## 60. REVENUE BUDGET ESTIMATES 2011/12 - CITY STRATEGY

The Executive Member considered the 2011/12 budget proposals for City Strategy. As part of the consultation process the Executive Member had been asked to provide comments or alternative suggestion on the proposals shown in Annexes 2 and 3 of the officers report.

Officers summarised details of the proposed budget proposals for 2011/12 made up of the following:

- |  |         |
|--|---------|
| • Base Budget 2010/11                  | £4,866k |
| • Adjustment for former service grants | £1,807k |
| • Allocation for increments            | £ 148k  |
| • Service pressure proposals           | £ 505k  |
| • Savings proposals                    | £1,349  |

The Executive Member confirmed that the budget proposals did represent a significant shift in the level of resources that would be available to the Directorate next year. He stated that whilst savings were being made the core functions would continue with the aim of minimising inconvenience to customers.

Councillor Merrett stated that he would reserve his position on this issue until the budget Council meeting.

RESOLVED: That the Executive Member for City Strategy notes the report and recommends it to the Executive for incorporation into the Councils budget for 2011/12.<sup>1</sup>

REASON: As part of the 2011/12 budget consultation.

### Action Required

1. Refer to Executive.

PL

## 61. REVENUE BUDGET 2011/12 - CITY STRATEGY FEES AND CHARGES

Consideration was given to a report which advised the Executive Member of the proposed fees and charges for the City Strategy portfolio for the 2011/12 financial year together with the anticipated increase in income which they would generate. It was confirmed that in most cases the increase would be at a minimum in line with inflation.

The Executive Member had been asked for comments or alternative suggestions on the fees and charges proposals as set out in the Annexes to the officers report.

Councillor Merrett stated that he would reserve his position on this issue until the budget Council meeting.

The Executive Member stated that he hoped that an increase in car parking charges could be avoided and that respark charges would be frozen for low emission and small vehicles.

RESOLVED: That the Executive Member for City Strategy notes the fees and charges proposals and recommends them to the Executive for incorporation into the Councils budget for 2011/12. <sup>1</sup>.

REASON: As part of the consultation for the 2011/12 budget setting process.

Action Required

1. Refer to the Executive.

PL

Cllr Steve Galloway, Executive Member for City Strategy  
[The meeting started at 4.00 pm and finished at 4.55 pm].

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**Summarised Draft Full  
LTP3  
Version 2.0**

**DRAFT**

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## **1. Introduction**

- 1.01 This document is a summary of the third Local Transport Plan (LTP3) for York.
- 1.02 This will be the third Local Transport Plan published by City of York Council, and will cover the period April 2011 to March 2015 in the short term and beyond to 2031 in the medium and long term.
- 1.03 City of York Council seeks to ensure a successful future for York through developing the Sustainable Community Strategy (SCS), The Local Development Framework and the Local Transport Plan. These three documents are the planning backbone of the city and work together to ensure that York will be able to meet a prosperous future such as the 'New City Beautiful' vision for York as described in the York Economic Vision Masterplan. The Masterplan aims to support future investment in the city and encourage high standards of design.
- 1.04 High quality sustainable transport in York is vital for enabling its economy to thrive and for building sustainable local communities. It also contributes to the achievement of stronger and safer communities, healthier people, equality and social inclusion. It will also help address local and global environmental concerns, such as greenhouse gas emissions, poor air quality and, given the importance of tourism, protecting and enhancing York's heritage.
- 1.05 LTP3 seeks to continue with and develop further the balanced approach to delivering transport improvements taken in the city's previous LTPs to ensure a sustainable future for York, and the area around it, as it continues to grow.

## 2. Key Issues

### Evidence

2.01 Throughout the development of the Local Transport Plan evidence has been gathered in order to gain further information on the transport situation in York and what the priorities are for the new LTP3.

2.02 The key issues and challenges for York that have been identified are summarised below.

#### *High carbon (greenhouse gas) emissions*

2.03 York residents have a higher than average carbon footprint.

#### *Flood risk to the network*

2.04 Flooding affects key parts of the network and also impacts disproportionately on sustainable modes.

#### *Localised congestion*

2.05 This is as a result of the historical layout of the city and increasing demand for travel

#### *Rail demand*

2.06 York is the busiest rail station in the York and North Yorkshire sub region and is increasingly important for business purposes

#### *Increasing elderly and dependant population*

2.07 Which will require services to adapt to meet changing demands and needs

#### *Population growth and change*

2.08 York's population is growing faster than the rest of Yorkshire and Humber. There is an increasing demand for travel.

#### *Air Quality*

2.09 Air quality monitoring shows a general increase in emissions across York.

#### *Worsening health*

2.10 Levels of obesity are increasingly putting pressure on health resources. Transport can play a role in this.

### *Road accident levels*

- 2.11 Casualty levels have been reduced over the last 10 years, but every casualty has an impact and cost to the individual, their families, the health service and the economy.

### *Employment growth*

- 2.12 York needs to sustain the employment sector to maintain a healthy economy.

- 2.13 York has visitor needs to consider too.

### *Location and extent of growth*

- 2.14 Significant proportions of journey to work trips are by car and these could transfer to a sustainable mode.
- 2.15 There are several major development sites in York, which include housing and employment sites. Effective land use planning, with high densities, mixed use sites and accessibility to key facilities, can reduce the adverse effects of new developments on the existing transport network.

## **Consultation**

- 2.16 The LTP3 Stage 1 consultation included a citywide questionnaire delivered to all households in York and a series of face-to-face workshops and meetings with stakeholders. The questionnaire was delivered in November 2009 and returned in December 2009. There were over 12,000 surveys returned, making a 14% response rate.
- 2.17 A summary of some of the main quantitative outcomes from the questionnaire survey respondents are listed below:
- Supporting the economy is the most important goal (71%), followed by safety security and health (68%).
  - Congestion is the most important transport challenge (81%), followed by travelling within and around York (75%) and travelling to/from York (70%). Access for visitors is least important (48%) with the impact of unhealthy lifestyles being next to least important (49%).
  - Improving public transport is the most important action (73%), followed by making better use of the transport networks and managing the amount of traffic entering the city (71%). Building new transport networks is the least important (47%) with technological improvements just above this (48%).
  - Highest proportion of all trips is a distance of between 3 and 5 miles (31%).

- 38% of all respondents use the car for their main mode of transport in and around York; Bus use is 23%, walk 16% and cycle 13%.
- For travel distances of 3 miles or more the car is the dominant mode (53% to 66%). Rail has very low use (0.49%).
- Cycling within York for commuting to work is relatively high at 23% of respondents.
- 53% of respondents use a car for their journey to work of between 3 and 5 miles distance.
- There were more respondents aged 55 and over (59%) than aged 18 to 34 (39%).
- 54% of respondents work, 1% is in full time education and 45% don't work.

2.18 Below is a concise summary of the most common points and themes raised at the face to face consultation exercises:

- Workshop participants were asked which of the five DaSTS strategic goals for transport they felt was the most important. The two with the most votes were Economic Growth and Quality of Life
- It was felt that York's 'out of town' car based and accessed retail contributes significantly to the congestion that is experienced in York.
- A lack of rail facilities locally was a common theme. York is a rail city with excellent links to the rest of the country. However has no real local links, which is seen as a negative point.
- York is a Park & Ride leader and should maximise on this.
- There is a need to move away from small town York sentiment and look to wider regional context (e.g. potential in East Riding, N.Yorks and Selby connections) and functional sub region context.
- High percentages of York residents have a disability (17%). There are suppressed journeys for mobility impaired as unable to get on all city buses.
- Public transport needs to be more community based and owned. Anecdotal evidence of it being too expensive in relation to distance and in comparison to travelling by car.
- Need leadership on the way forward for York. LTP3 is the enabler.
- There was support for managing the amount of traffic on the roads, including demand management. There was some disagreement about whether this would involve charges or not but restricting car access to the city centre was popular.
- A behaviour change programme is needed with positive communication and messages, with particular regard to reducing the use of the car.
- Increase active travel (cycling), particularly for children.
- The needs of pedestrians should be incorporated into LTP3, there is a concern that cycle city status may have a detrimental impact on vulnerable road users
- Broad support for vehicle speed reduction measures

- 2.19 As part of its investigations for identifying ways of reducing traffic congestion in York at present and minimising the impact of forecast increases in traffic, the Council's Traffic and Congestion Ad Hoc Scrutiny Committee commissioned the 'Tackling Traffic Congestion in York' city-wide consultation in summer 2010. This consultation sought information on how people travel and the barriers that prevent them from using more sustainable forms of transport
- 2.20 This consultation also asked people to pick their preference out of four options presented for tackling congestion
- 2.21 The LTP3 Stage 2 Framework consultation in October 2010 aimed to gather views on the types of measures that could be put in place to address transport issues in York. A large amount of measures were suggested and a wide range of opinions were gained through an on-line questionnaire, home based surveys and exhibitions around York. Some common themes within the responses were a preference for:
- 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).

### 3. The Vision

3.01 The transport vision for York is:

**To enable everyone to undertake their activities in the most sustainable way and to have a transport system that:**

- **Has people walking, cycling and using public transport more;**
- **Makes York easier to get around with reliable and sustainable links within its own area, to adjacent areas and cities and the rest of the UK**
- **Enables people to travel in safety, comfort and security, whatever form of transport they use;**
- **Provides equal access to opportunities for employment, education, training, good health and leisure for all, and**
- **Addresses the transport related climate change and local air quality issues in York.**

## 4. Transport Strategy

### The Transport Strategy

- 4.01 The LTP3 has been developed around five strategic themes. These are to:
- Provide Quality Alternatives to the Car
  - Provide Strategic Links
  - Implement Behavioural Change
  - Tackle Transport Emissions
  - Improve Public Streets and Spaces
- 4.02 In addition to these themes sustainable development and the support of the Local Development Framework will be a crosscutting theme throughout all of the strategy. This will be reflected in types of policy such as behaviour change, information, infrastructure, management practices and land use planning.
- 4.03 The LTP3 has come together through these themes and the list of supporting aims, objectives and measures illustrate the way forward for the next 4, 10 and 20 years for the life of this plan.
- 4.04 The LTP3 aims to continue the work from Access York, LTP2 and also build on the large amount of work that has been undertaken to develop cycling in York through Cycling City status. The LTP3 however has more emphasis on low emissions and public streets and spaces than LTP2.
- 4.05 The following are the aims and objectives we feel deliver the LTP in the best way. The priority measures that support and relate to these are shown in Chapter 5.

### Theme 1 - Provide Quality Alternatives

- 4.06 This theme is based around providing quality alternatives to the motorcar for suitable trips. The emphasis is on quality because in order to encourage people out of their car the alternative needs to be attractive.
- 4.07 Policies that fulfil this would include those that create a quality cycle and pedestrian network and a quality bus experience in order to make the shift away from private car usage for all trips more viable.
- 4.08 The key outcomes of this will be:
- Enhanced Park and Ride
  - Improved public transport
  - Comprehensive pedestrian and cycle network
- 4.09 Implementing this theme will be done through measures that target ticketing, safety measures, infrastructure, information and punctuality which will make the experience of using alternative modes to the car more attractive.

<b>Strategic Theme 1 – Provide Quality Alternatives</b>	
<b>Aims</b>	<b>Objectives</b>
<b>Q1. Expansion of Park &amp; Ride as a mass rapid transit system for York</b>	a. Increase the number of Park & Ride sites to seven to increase capacity to 5,350 spaces
	b. Associated junction improvements
	c. Associated bus priority measures <sup>1</sup>
<b>Q2. Ensuring quality adaptable local public transport services that meet the needs of passengers in a changing city</b>	a. Improve public transport service reliability, integration and attractiveness
	b. More accessible public transport information
	c. Better value fares and more ticketing products
<b>Q3. Having a comprehensive cycling and pedestrian network.</b>	a. Complete the urban cycle network
	b. Increase / improve cycle parking
	c. A safe attractive urban pedestrian network

## Theme 2 - Provide Strategic Links

- 4.10 This theme 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.
- 4.11 The key outcomes of this will be:
- Maintained, managed and improved transport network
  - Better local rail service
  - Strategic rail connections

<b>Strategic Theme 2 – Provide strategic links</b>	
<b>Aims</b>	<b>Objectives</b>
<b>S1. Ensuring the maintenance and selective improvement of York’s strategic networks to support the longer-distance movement of people, goods and information</b>	a. Improving journey time reliability on sections of the road network that experience high volumes of traffic and delay
	b. Strategic and selective improvements to the road network
	c. Expanding the public transport network to meet the demands of new commuter patterns
	d. Expanding the cycling and pedestrian network beyond the urban core
	e. Effective Management of the transport assets
<b>S2. Ensuring that the local rail network better serves the needs of passengers in a changing city</b>	a. Improve frequency, capacity and quality of services from Leeds, Harrogate, Scarborough and Selby
	b. Development of new stations
	c. Rail infrastructure upgrades
<b>S3. Ensuring that York is well connected to the UK National rail network</b>	a. Connectivity with High Speed Rail 2 (HS2)
	b. Upgrades to East Coast Main Line

### Theme 3 - Implement and Support Behavioural Change

- 4.12 This aim will 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. Some of the ways this will be done will be through partnership working with other organisation such as the health sector. It will also include travel plans, training and marketing campaigns.
- 4.13 The key outcomes will be:
- Sustainable transport promotion
  - Safety and training
  - More travel plans

<b>Strategic Theme 3 – Implement and support behavioural change</b>	
<b>Aims</b>	<b>Objectives</b>
<b>B1. Promoting active and sustainable forms of travel</b>	a. Appropriate awareness raising, advice and education.
	b. Programmes to encourage cycling
	c. Promoting the use of the Public Rights of Way network
<b>B2. Ensuring the effective delivery of road safety through education and training support</b>	a. Targeted road safety training and education and support
<b>B3. Effective travel planning</b>	a. Supporting the preparation of travel plans
	b. More effective requirements for and enforcement of travel plans

### Theme 4 - Tackle Transport Emissions

- 4.14 This theme alongside other policies will aim to reduce Carbon Dioxide (CO<sub>2</sub>) and Oxides of Nitrogen (NO<sub>x</sub>), particularly Nitrogen Dioxide (NO<sub>2</sub>), through the promotion of less polluting fuels, low emission zones and other technology developments as well as the reduction of vehicle numbers.
- 4.15 The key outcome will be:
- Reduced vehicle emissions
  - A healthier city

<b>Strategic Theme 4 – Tackle Transport Emissions</b>	
<b>Aims</b>	<b>Objectives</b>
<b>E1. Increasing the proportion of alternatively fuelled (low emission) vehicles running within or through York</b>	a. Having the infrastructure in place to support the use of electric or electrically assisted vehicles
	b. Encouraging the use of other lower emission vehicles
<b>E2. Meeting the EU legal requirements for air quality (by 2021?)</b>	a. Measures to discourage the use of more polluting vehicles
	b. Support York's Low Emission Strategy and Air Quality Action Plan

## Theme 5 - Improve Public Streets and Spaces

- 4.16 This theme is for transport to enable an attractive city to thrive and to improve public streets and spaces throughout York. Transport can support this through having fewer vehicles in the city centre, having an appropriate freight policy, and controlling vehicle speeds.
- 4.17 The key outcomes of this will be:
- Better public streets and spaces
  - Sustainable transport incorporated into developments
  - Less vehicles in the city centre
  - Improved access for active transport trips

<b>Strategic Theme 5 – Improve public streets and spaces</b>	
<b>Aims</b>	<b>Objectives</b>
<b>P1. Enhancing the character of public spaces, streets and corridors</b>	a. Reinvigorate the 'Footstreets' in the city centre
	b. More Accessible Streets and key destinations
	c. Safer Streets
	d. New development that is more sustainable
<b>P2. Reducing vehicle intrusion in the city centre and alterations to the inner ring road.</b>	a. Traffic management measures and controls in and around the city centre
	b. Encouraging more use of car clubs and car sharing
	c. Change the function and design of the Inner Ring Road and reduce its severance effects on the city centre
<b>P3. Reducing vehicle dominance and improving the environment (for walking and cycling) in residential areas.</b>	a. Improve access to villages
	b. Improving the environment for walking and cycling

## 5. Implementation Programme

### Setting the priority measures

- 5.01 The priority measures have been set to provide a balanced implementation programme over the short term and into the future, to best deliver the improvements necessary to achieve the objectives and aims established to, ultimately, realise the transport vision for York.

### Priority measures and timescale

- 5.02 The implementation programme is shown in Figures 5.1 to 5.5
- 5.03 The implementation programme predominantly contains capital funded measures. Although revenue funded measures are needed to support capital schemes to maximise their benefits, there are fewer in the programme. This is due to previous specific revenue grants for transport now being subsumed within the Council's overall revenue budget, the allocation of which the Council determines to best deliver its services for York. Therefore, it is not clear at the present time, how much revenue support will be given to transport, although there are some relatively 'fixed' revenue expenditure for transport, such as concessionary fares reimbursement the Council will have to commit to.



Figure 5.2

Strategic Theme 2 - Provide Strategic Links

Ref. Number	Priority measure or intervention	Timescale																
		Short term				Medium-term	Long-term											
		2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2021				2021-2031								
S1 a	Upgrades to the outer ring road - Access York Phase 2																	
	Improvements arising from A64 corridor study (to be confirmed)																	
S1 b	Completion of the James Street Link Road																	
S1 c	Reviewing the city centre bus routing structure (in advance of any considerations for extending the Footstreets)																	
	Review bus services beyond the eastern perimeter of York to meet the needs of changing commuting patterns																	
S1 d	Cycle routes to other towns and villages (e.g. Haxby to Clifton Moor, Strensall)																	
	Complete Rights of Way Improvement Plan (RoWIP)																	
	Complete missing / upgrade links in the Public Rights of Way network (in accordance with the Rights of Way Improvement Plan)																	
	Surface improvements along River Foss where needed (in accordance with the Rights of Way Improvement plan)																	
	Develop 'Greenways' network-longer distance cycle and pedestrian corridors																	
S1 e	Establish transport asset maintenance intervention criteria (whole life cycle)																	
	Complete the revised Transport Asset Management Plan																	
	Devise and implement Route Assessed Maintenance programme																	
S2 a	Make best advantage of opportunities in (national) negotiations for new rail franchises																	
	Tram-train (or other significant technological improvement in rolling stock) on York-Harrogate-Leeds (YHL) line <sup>2</sup>																	
S2 b	New Station at Haxby																	
S2 c	Make best advantage of opportunities for electrification of York-Leeds line																	
S3 a	Make best advantage of opportunities in Government's planning / procurement process for ensuring York's connectivity with (anticipated) HS2																	
S3 b	Make best advantage of opportunities for upgrades to infrastructure (and services) that benefit York																	

Figure 5.3

Strategic Theme 3 - Implement Behaviour Change

Ref. Number	Priority measure or intervention	Timescale					
		Short term				Medium-term	Long-term
		2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2021	2021-2031
B1 a	Publication and promotion of cycle, walking and public transport maps, leaflets and posters etc.						
	Establish and maintain an interactive active transport website						
	Continue the Safe Route to Schools programme and develop similar programmes for other places (e.g. safer routes to leisure centres and large employment centres)						
	Education and awareness on the effects of transport on the environment, health and safety						
B1 b	Maintain the electronic personalised cycling journey planner						
	Bike maintenance programmes						
	Establish and update a city wide Bicycle User Group						
	Guided cycle ride programme						
B1 c	Publication and promotion of Public Rights of Way maps and leaflets etc. (particularly showing connections with public transport)						
B2 a	Road safety training for three demographic groups, shown to have a higher risk factor						
	Adult and children cycle training						
	Bikeability and pedestrian training.						
	The provision of crossing patrols at schools						
	Continue to support and develop the 95 Alive Road Safety Partnership.						
B3 a	Tailored travel planning support service for assisting the preparation of travel plans						
B3 b	Completion and regular review of the School Travel Plan implementation programme						
	Travel plans in workplaces						
	Refreshed City of York council travel plan						
	Travel plans for all major development sites						
	Travel plans for all new residential sites						

Figure 5.4

Strategic Theme 4 - Tackle Transport Emissions

Ref. Number	Priority measure or intervention	Timescale																
		Short term				Medium-term				Long-term								
		2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2021				2021-2031								
E1 a	Recharge points at council car parks		■	■														
	Recharge points at other public car parks			■	■													
	Other recharging points(e.g. at taxi ranks)				■	■	■	■	■	■								
E1 b	Expand the emerging residents car parking low Vehicle Excise Duty band discount programme into Council		■	■	■													
	Upgrade the bus fleet to reduce the proportion that has an emission standard below Euro III			■	■	■	■	■	■	■								
	Introduce hybrid, electric or other alternatively fuelled vehicles to the bus and taxi fleets				■	■	■	■	■	■	■	■	■	■	■	■	■	■
	With renewal of P&R contract-all P&R fuelled by alternative fuels							■										
	Devise and implement an alternative fuel stratgey						■											
E2 a	Investigate Low Emission Zone for the City centre and implement if feasible	■	■	■	■							■	■	■	■			
E2 b	Other measures that support the delivery of York's Low Emission Strategy and Air Quality Action Plan	■	■	■	■	■	■	■	■	■	■	■	■	■	■			

Figure 5.5

Strategic Theme 5 - Improve public streets and spaces

Ref. Number	Priority measure or intervention	Timescale					
		Short term				Medium-term	Long-term
		2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2021	2021-2031
P1 a	Minster Piazza project						
	Extend the coverage of the Footstreets to include ..... <sup>3</sup>						
P1 b	Improve access and wayfinding to York Rail Station						
	Improve legibility and 'wayfinding' in Footstreets						
	Extend legibility and 'wayfinding' improvements to other streets / destinations						
	Dropped crossing programme						
P1 c	Pedestrianised areas at local centres out of city centre						
	Local Safety Scheme (LSS) programme.						
P1 d	Route assessment based safety improvements						
	Review and amend design standards for highway infrastructure in new developments (in line with Manual for Streets 2)						
P2 a	Rationalise the Footstreets hours of operation						
	Rationalise signing and lining within the Footstreets to improve clarity of parking provision and regulations						
	Review operation and restrict access across one or more of the city centre bridges						
	Review the availability and pricing of Council operated public car parking in and around the city centre						
	Devise and implement a freight and delivery strategy						
	Maintain and upgrade the Traffic Control and Management System (e.g. roll-out of 'freeflow')						
P2 b	Undertake an area-wide signing audit and rolling rationalisation programme including P&R on the radial roads into York and route specific signage						
	increase the number of car-club parking spaces						
P 2 c	Improve coverage of car share schemes						
	Undertake a fundamental review of the use, function and design of the Inner Ring Road (central traffic management)						
	Upgrade pedestrian crossings on the Inner Ring Road to give greater priority to pedestrians						
P3 a	Provide new pedestrian / cycle crossings on the Inner ring Road						
	Village safety and accessibility review / improvements						
P3 b	New cross-city centre cycle routes						
	New pedestrian / cycle bridges across rivers and rail lines						
	Review and change where appropriate vehicle speed limits						

**Notes to Figures 5.1 to 5.5**

- 1 Bus Priority measures associated with Park & Ride expansion could be included as part of general bus priority measures if MSB is not successful
- 2 Selected track dualling could be implemented in lieu of Tram-train to increase line capacity
- 3 The City Centre Movement and Accessibility Strategy Framework will inform which streets are to become 'Footstreets'
- 4 To be confirmed, or otherwise, in the City Centre Movement and Accessibility Strategy Framework
- 5 To be confirmed, or otherwise, in the City Centre Movement and Accessibility Strategy Framework

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