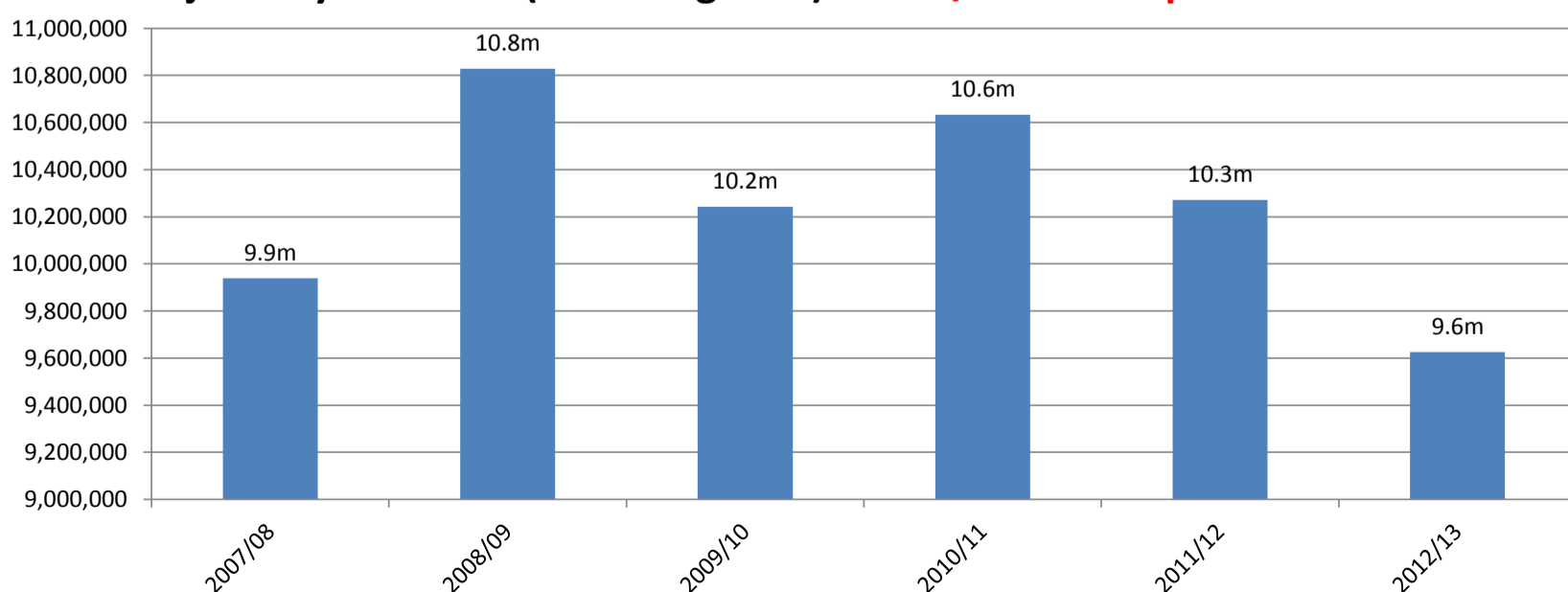


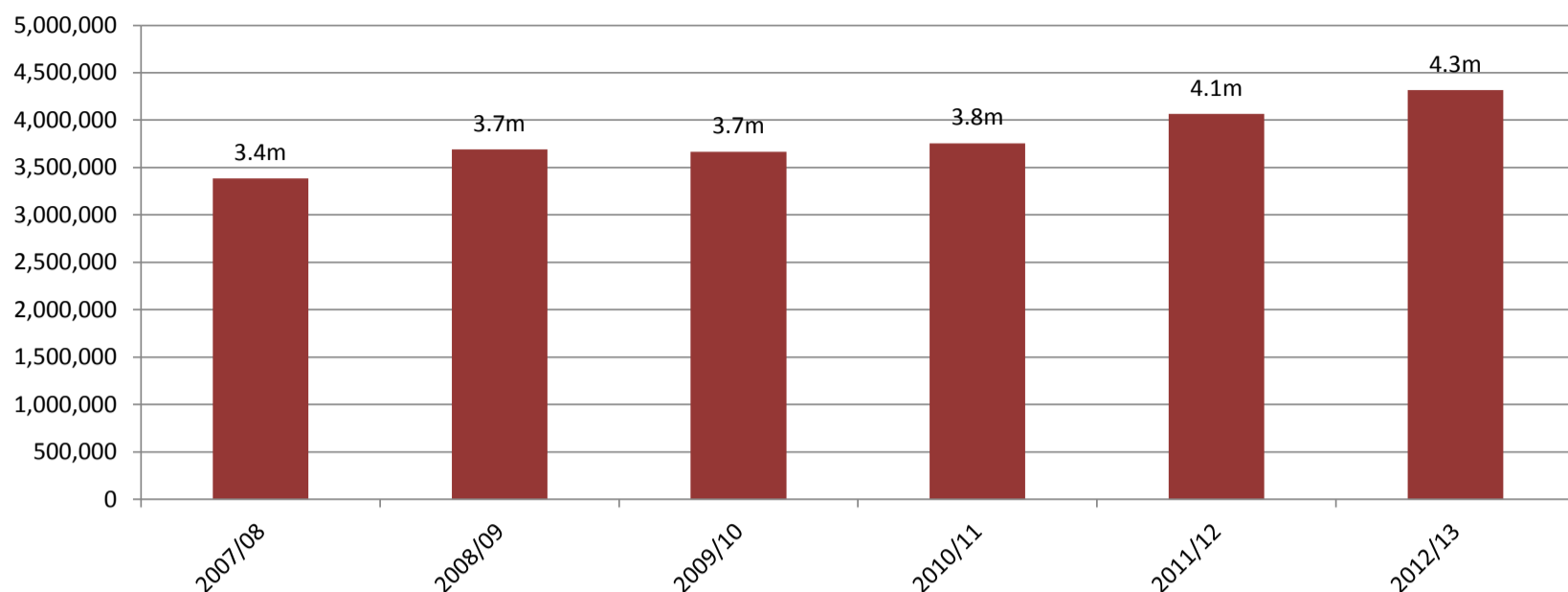
| Achievements/good performance | Areas in need of improvement/issues to watch |
|---|--|
| <p>Cycling activity continues to increase at peak times. In addition, more than 5,500 people got on their bikes and took to the traffic-free streets of York in September when the city staged its first Sky Ride in September.</p> <p>P&R bus journeys Provisional data at year end 2012/13 indicates a 6.2% increase in number of journeys compared to the same period the previous year.</p> | <p>Non P&R bus journeys Provisional numbers for 2012/13 show a continuing downward trend, showing a 6.29% decline on the same time previous year.</p> <p>Parking - downward trend following closure of two car parks.</p> <p>Bus services running on time - the excess waiting time has increased slightly from the previous year.</p> |

| | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | 13/14 | Trend |
|--|--------------------|--------|--------|--------|--------------------|------------------------|----------|
| Transport | | | | | | | |
| Local bus passenger journeys originating in the authority area (excluding P&R) | 10.82m | 10.24m | 10.63m | 10.27m | 9.6m (prov) | Avail Nov | Decrease |
| Bus journeys originating in the authority area (P&R only) | 3.7m | 3.7m | 3.8m | 4.1m | 4.3m (prov) | Avail Nov | Increase |
| Proportion of non frequent scheduled services on time Use DfT Figure | 63.3% | 67.7% | 74.0% | 81.0% | 82.0% | Annual | Increase |
| Bus Services Running on Time (The average excess waiting time) Use DfT fig | 1.5 | 2 | 1.4 | 0.8 | 0.9 | Annual | Increase |
| Traffic volume - 4 indicators | Data being cleaned | | | | | Avail late Oct | |
| Parking - number using off street car parks | 1.68m | 1.60m | 1.60m | 1.62m | 1.52m (774,464 Q2) | 743,500 Q2 | Decrease |
| Index of cycling activity (AM Peak) (Calendar year, baseline 2009) | n/a | 100% | 103% | 110% | 114% | Annual | Increase |
| Index of cycling activity (PM Peak) (Calendar year, baseline 2009) | n/a | 100% | 99% | 103% | 113% | Annual | Increase |
| Index of cycling activity (12 hour) (Calendar year, baseline 2009) | n/a | 100% | 102% | 111% | 117% | Annual | Increase |
| Road Maintenance | | | | | | | |
| % of road and pathway network that are grade 3 (poor condition) - roadways | 16% | 18% | 13% | 16% | 15% | Annual fig - Avail Nov | Stable |
| % of road and pathway network that are grade 3 (poor condition) - pathways | 8% | 7% | 3% | 5% | 5% | Annual fig - Avail Nov | Stable |

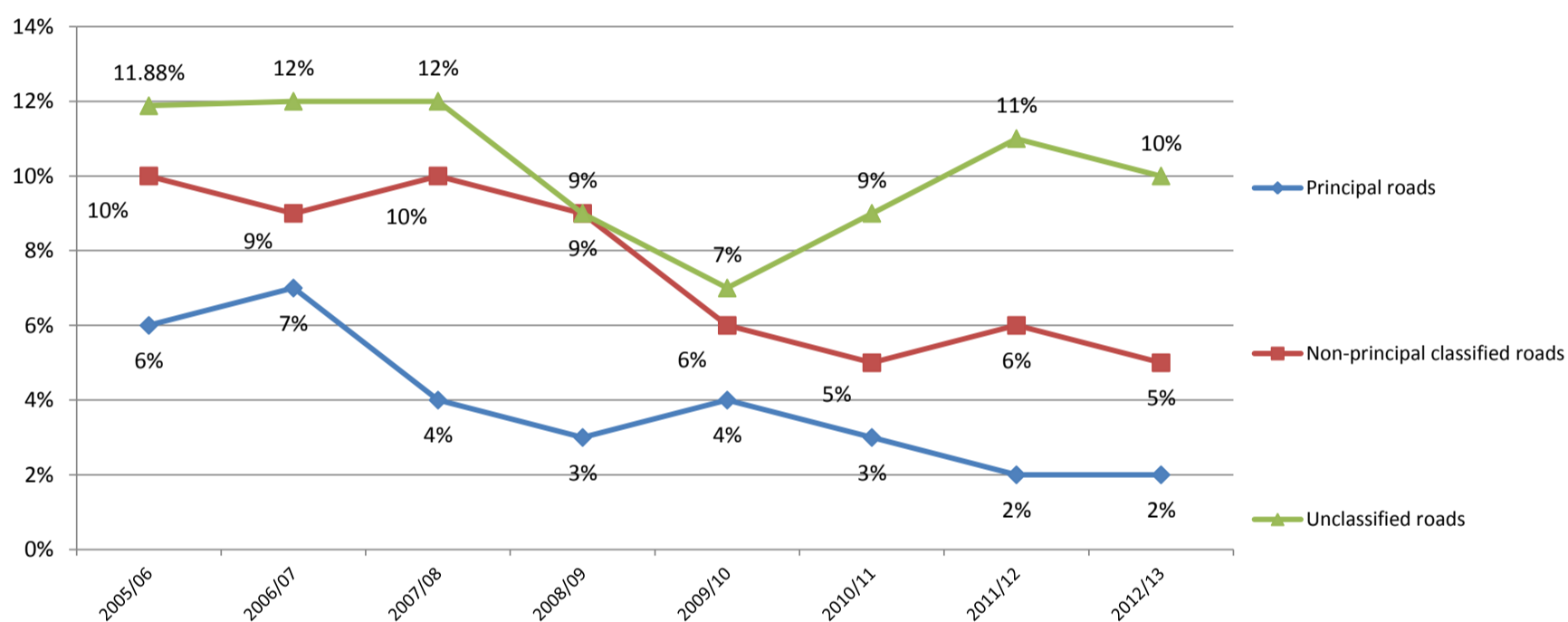
Bus journey numbers (excluding P&R) *2012/13 data is provisional



Park & Ride numbers *12/13 data is provisional



% of road network where maintenance should be considered (DfT)



Work Themes

Traffic

Lendal Bridge - The 6 month trial limiting access to Lendal Bridge between 10:30am and 5:00pm daily commenced on 27 August. DATA from the first month of the Lendal Bridge traffic trial has now been published. Overall it appears to demonstrate that the traffic network has responded well to the restriction.

Procurement of home to school bus services - York Pullman started delivering the services under the new contract from September. All buses on this contract are fitted with seatbelts, and are being painted with the new home to school livery, U2school. Transport Boards have been set up with the main schools, and a Twitter account set up to help share operational information and to aid in promoting the use of seat belts.

Trial of Danesgate transport models - The use of the internal vehicle fleet at Danesgate is continuing until April 2014, and continues to be successful in moving pupils to the internal fleet and reducing taxi costs. Work on the review of adult services and Applefields internal fleet transport is progressing, which will feed in to the final decisions on how Danesgate transport will be delivered.

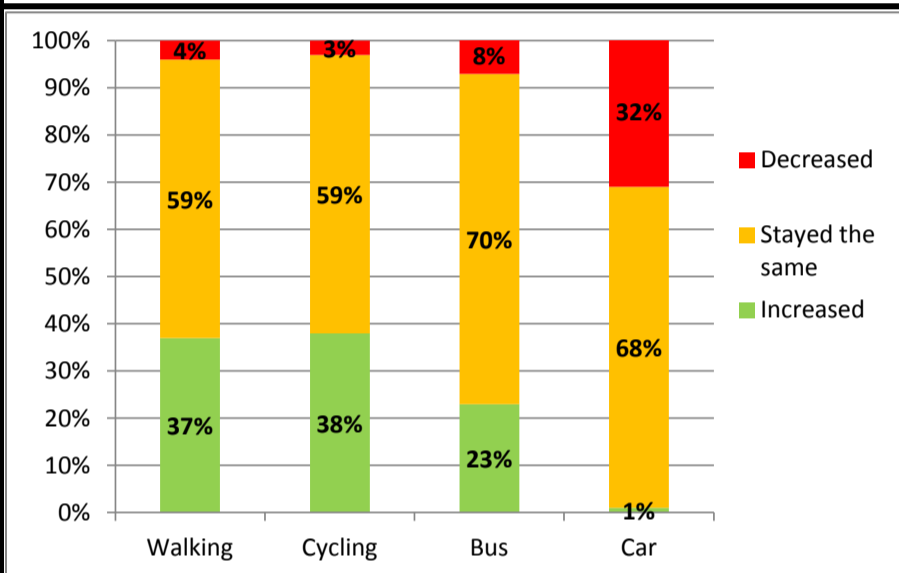
Phase 2 Access York - Access York Phase 2 will now be delivered as the £83.5m York Package in the West Yorkshire Transport Fund Programme. Delivery of this is dependent on the funding arrangements being confirmed. Initial development work is due to commence shortly and will continue into 2014/15.

Combined Authority - Ongoing discussions with CLG, Cabinet Office, Treasury and DfT and the next step is to produce a transport business case for November's Cabinet.

iTravel - Residents, visitors and businesses can now find instant help to get from A to B around York thanks to a new journey planner just launched by the council's i-Travel team. It is the region's first multi-modal journey planner and provides users with the best options for walking, cycling, public transport and driving routes by simply typing in a destination point. Integrating real-time and journey delay information, the planner automatically adapts to whatever device is being used - whether smartphone, tablet or a desktop PC - so is ideal for people on the move. Using the latest navigation advice, the planner also helps plan trips to/from anywhere in the UK to destinations within 15 miles of York. The planner is also the first in the UK to offer door-to-door journey planning incorporating Park & Ride in a single step and offers users comparative information on the time, distance, cost and CO2 emissions of their trip so they can make informed choices.

Workplace Personal Travel Planning - i-Travel York has undertaken a number of activities with employers, including establishing an Employer Travel Planning Network and hosting monthly forum meetings, establishing good contacts with over 80 employers in the City and purchasing iOnTravel software to support businesses with their travel plans.

Residential Personal Travel Planning - Over 2013 and 2014 this programme is targeting 12,500 households in the Northern Quadrant of York, with a target of at least 5,400 households participating in the programme.



Changes in levels of walking, cycling, bus and car use from a survey of participants in the 2013 Residential PTP engagement

In the summer of 2013, 6,003 households were approached in the Clifton / Rawcliffe areas, with 2,228 households participating in the programme. An after-care survey showed that 99% of households found the engagement "very useful" or "quite useful" whilst 97% were "very satisfied" or "quite satisfied" with the service they received.

Householders were asked whether they had made changes to their travel behaviour following their engagement in the project. The graph shows the results. 37% of respondents said they were walking more often, 38% said they were cycling more often and 23% said they were using the bus more often. In addition, 32% of respondents said they were using their car less, estimating an average 18 miles per week less driving.

Parking

There is a reduction in users from the same period last year of about 30,000, due to the loss of Peel Street & St Leonard's Place car parks (about 25,000). The remainder could in part be explained by the current economic climate and the rise in car park charges in April.

Bus Travel

Better Bus Area - York is one of only four areas across the country to get a share of the £16.5m new Better Bus Area funding from the DfT to drive up bus performance and passenger numbers. The council aims to increase bus passenger numbers in York by 18 per cent by 2015. It is working closely with local bus operators to improve service reliability and offer more incentives to travel by bus. These include First's recent bus fare reduction and the introduction of bus smartcards plus the council's full programme of planned improvements to bus stops and signage which will start shortly.

CYC has also been successful in winning two further sets of funding - A19 South Pinch Point Scheme, £1.93m for Bus priorities between Designer Outlet and Germany Beck Junction and the Green Bus Fund - £750k for 7 electric buses.

Network Bus Review - Slight delay - the brief was issued in Sept 2013 which will inform CYC & bus operator policy & business decisions by March 2014 .

Bus interchange facility In city centre, works on Stonebow, Piccadilly and at the Railway Station in progress. Reports submitted to Cabinet Member about works at Rougier Street and Museum Street for October decisions. Completion likely Spring 2014.

Upgrade of real time information equipment across city centre – in progress – completion end November 2013. Outside of city centre rolling upgrade programme for stops and shelters by route. Routes 1, 6, 4 and 44 complete. Routes 5 and 10 currently in progress. Completion likely Spring 2014.

Access York - Construction continues at Poppleton Bar and Askham Bar Park and Ride Sites and is scheduled for completion in May 2014.

Performance 2013/14 Quarter 2 Update for Priority: Get York Moving

Bus Passenger numbers - 2013/14 figures will be release following discussions with First and 2012/13 data remains provisional until final sign off after discussions with First (anticipated November 2013). 2012/13 figures show a decline in numbers and there are several possible reasons for this - First's introduced new ticket

Cycling -

Cycling activity has increased across the AM and PM peaks and the 12 hour period The council hopes that the success of Skyride in September has encouraged more residents to get on their bikes and ride for fun as it prepares to host the Tour de France next summer.

Cycle Routes - work has commenced on a new route between Haxby Road and Clifton Moor, providing an off road link between the residential and employment sites in the area.

Rail

HS2 York is set to benefit from the HS2 route which includes a York spur, with faster rail travel to London and key UK cities. A study is being commissioned to look at the benefits and implications of HS2 and work on the strategy for the city is about to start. Construction is planned to start in 2017 and will open to passengers in 2026.

ECML York is working collaboratively with other local authorities along the East Coast Mainline to press the business case for further investment to improve ECML capacity, reliability and connectivity. Project Manager is now in place and is finalising the project plan and communications strategy.

Actions and Priorities for 2013/14

- New access priorities removing private cars from Lendal Bridge during the day being trialled from August 2013 as a key step towards further improving public realm and movement in the City Centre.
- Feasibility work to commence on York's £83m package of improvements in the West Yorkshire Plus Transport Fund – which includes outer ring road, park and ride and city centre public transport enhancements
- Pushing ahead with the business case for further rail improvements, including spearheading collaborative local authority work along the ECML, supporting the Harrogate Line case and looking to realise HS2 opportunities
- Managing the transport implications of the Local Plan's growth agenda, working with site promoters to bring forward sustainable transport solutions and infrastructure improvements

Key contacts - Sophie Gibson, Performance & Service Improvement, CANS and CES