

Table of Issues/Findings, Identified Solutions, Possible Impacts &amp; Draft Recommendations

Objectives (i) - Accessibility to Services, Employment, Education & Health Services			
Issue/Findings	Identified Solutions	Possible Impacts	Draft Recommendations
Bus routes currently reviewed every five years (now due) but would benefit from more regular reviews to react to changes in the location of services, new businesses and housing developments, etc	Continued close working with the Quality Bus Partnership to encourage improvements in the bus service	Better bus service overall, with increased usage, but possible positive & negative effects in particular localities. Possible alterations in subsidy levels by CYC for socially necessary bus services in York.	
Extending the Park & Ride service would improve access to York Hospital outside of peak hours			
Many well established businesses do not have travel plans			
Gaps in bus services would be reduced if the number of buses in use during 'school run' times was increased	Continued close working with the Quality Bus Partnership to encourage improvements in the bus service	Better peak service but potentially substantial additional costs for extra vehicles, and demand for increased subsidy by CYC for the bus services in York.	
Improved safety measures for taxis eg CCTV in Cars would encourage greater use			
Need to publicise good practices by employers across the city i.e. Green Travel Plans	CYC to lead by example i.e. by implementing own Green Travel Plan	Influencing Council staff's travel to work mode, and public and employer attitudes to how the journey to work is undertaken, thereby spreading the benefit and achieving modal shift and reducing peak hours congestion.	
Sustainable Tourism – a tourist tax with monies collected being used in total to deal with accessibility issues			
Identifying under used bus services and implementing soft measures to encourage their use	Offer discounted tickets and look at extending frequency of services to make them more attractive	Possible costs to the Council but in the long term increased revenue for bus companies	
Improved interchange points are needed in the city centre	Need to improve quantity and quality of bus shelters		
Additional mapping work would be required over and above that which is already planned as part of LTP2 to show the positive effects on traffic congestion in York of the measures identified as a result of this review	Carry out additional mapping works	Clearer view of accessibility issues in the City, and better focus of future plans (bus services, cycle & walking routes, etc.) on where the most difference can be made. However any additional work would have an impact on staffing resources and other priorities.	

Objectives (ii) - Air Quality - in particular looking at the five hotspots identified in the LTP2			
Issue/Findings	Identified Solutions	Possible Impacts	Draft Recommendations
51-72% of emissions affecting air quality are from vehicles			
The number, type and age of vehicles on York roads is relevant to the levels of pollutants recorded			
York has 10 to 15 exceedences of PM <sub>10</sub> which is well below the government objective of 35 exceedences allowed per year	unless there are major changes in York the levels of PM <sub>10</sub> are at an acceptable level and therefore there is no solution required	n/a	n/a
PM <sub>2.5</sub> are measured at a national level and not by Local Authorities at present, and therefore there is no record of the level of PM <sub>2.5</sub> in York.	Officers confirmed that, if required, they could undertake a short term project at minimal cost to measure levels of PM <sub>2.5</sub> in the city.		
There are five technical breach areas within York's city centre: Lawrence Street Fishergate Nunnery Lane Holgate Gillygate			
Fulford Main Street is one area of concern outside of the city centre			
Air Quality threats: Current and future car parking policies Ongoing large scale developments ex York Northwest  Proposed changes to CYC staff travel incentives Workplace parking in private sector Climate change policies Changes to local bus fleet Lack of funding			

<b>Objective (iii) - Alternative Environmentally viable and financially practical methods of transport</b>			
<b>Issue/Findings</b>	<b>Identified Solutions</b>	<b>Possible Impacts</b>	<b>Draft Recommendations</b>
Reducing the environmental impact of freight transport in the City.	Provision of a transshipment centre outside the City, thus transferring the environmental impact outside of the city centre where it may be of lesser concern.	Reduction in the number of large delivery vehicles to, from and in the city centre, reducing congestion and air pollution and improving the pedestrian area, but there is significant evidence that it would not be self financing and would require substantial local authority subsidy, and may meet resistance from businesses.	The introduction of a transshipment centre is not a priority at the moment, but is worth examination in the future and should not be dismissed
York has a high level of short commuting trips (56% were less than 5km in 2001)	Campaigns needed to encourage modal shift - may need to review bus routes and timings		
Although buses are not the cleanest vehicles, continuing to try and keep fleets up to date, with low emissions and using optimum fuels is the best way forward	Continued close working with the Quality Bus Partnership to encourage improvements in the bus service	Increased subsidy by CYC for the bus services in York	
Cycling's share of the travel market in York has remained largely static in recent years	Additional soft measures should be introduced to encourage walking and cycling over an above those initiatives included in LTP2	Should achieve real modal shift and a reduction in traffic congestion and air pollution. Impact on resources and budget and other priorities. Providing good cycling facilities involves a trade off with other road users	To encourage cycle use in the City: a) Engage business community to ensure they incorporate cycling facilities into planning applications b) Re-invigorate the cycling strategy and improve planning processes to ensure care in design c) Support other initiatives under development for cyclists including relaunching the Cycling Forum with a view to giving stakeholders the opportunity to help shape future cycling policies and proposals and to encourage partnership d) Designate a 'Cycling Champion' for York e) Promote considerate behaviour in road users and provide separate facilities where space allows
It is at least 5 years since a cycling campaign was run in York. Further campaigns could be investigated if resources could be identified, including a 'Considerate Road User' campaign as suggested by the previous Cycling Scrutiny Panel	York could take advantage of future funding and technical advice to be made available by Cycle England in an effort to provide cycling facilities which are attractive to cyclists		
Gaps in City Centre cycle network identified by previous Cycling Scrutiny Panel still not addressed			
Cycling facilities across York bridges is an issue in general			
Cycling related target set as part of LTP2 regarding new developments over 0.4Ha to contribute either financially or physically to pedestrian, cycle or public transport networks	Threshold levels should be reviewed to bring them in line		

<b>Objective (iv) - CO<sub>2</sub> Emissions</b>			
<b>Issue/Findings</b>	<b>Identified Solutions</b>	<b>Possible Impacts</b>	<b>Draft Recommendations</b>

<b>Objectives (v) - Journey Times &amp; Reliability of Public Transport</b>			
<b>Findings</b>	<b>Identified Solutions</b>	<b>Possible Impact</b>	<b>Draft Recommendations</b>
Timetables need to more closely reflect actual journey times (particularly at peak times) in order to improve the public's perception of bus reliability	roll out of BLISS which is 4 yrs behind schedule		
Journey times are affected by delivery vehicles in the city centre	better 'policing' of delivery vehicles required. May need to look at current restrictions to see if improvements can be made. Also need to work with businesses to ensure that they direct their delivery vehicles to the correct/appropriate places		
Not all buses in York are BLISS enabled (cost of installing the BLISS system on a bus route is in the region of £10k)			
Changes to Park & Ride Services should be made clearer to the public			
Relative cheapness of the Park & Ride fares relative to local bus services creates a perverse incentive for local residents to drive to Park & Ride sites			
traffic flow is 8-10% lower during school holidays, making a significant difference to reliability	Encourage non car journeys to school - tighten parking restrictions. Need to look at how London offers free travel on buses to under 16yrs to see if this could be part of the solution		
There are still a number of buses in operation that are not DDA compliant			
Not all bus stops have timetables and shelters thus reducing the attractiveness of the bus package	Priorities spending of LTP money over the next few yrs		
Dwell time, cross town ticketing issues, congestion and money in the capital programme all lead to bus service unreliability			
Identifying bottlenecks and re-locating bus stops would help to reduce congestion and improve bus reliability			

<b>Objectives (vi) - Economic Performance</b>			
<b>Findings</b>	<b>Identified Solutions</b>	<b>Possible Impact</b>	<b>Draft Recommendations</b>
<b>Objectives (vii) - Quality of Life</b>			
<b>Findings</b>	<b>Identified Solutions</b>	<b>Possible Impact</b>	<b>Draft Recommendations</b>
<b>Objectives (viii) - Road Safety</b>			
<b>Findings</b>	<b>Identified Solutions</b>	<b>Possible Impact</b>	<b>Draft Recommendations</b>