

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 & Evidence	Draft Recommendations
1 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.	Undertake early comprehensive review of current bus network in terms of identifying potential improvements
2 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, unless 'congestion penalty' removed (see section 'v')	
3 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	
4 Improved interchange points are needed in the city centre	Need to improve quantity and quality of bus shelters	Cost to CYC's LTP2 / Capital programme, plus maintenance budgets (offset by any extra advertising income)	
5 Extending the Park & Ride service would improve access to York Hospital outside of peak hours	New P&R type service from Clifton Moor to hospital and then Station for interchange	Relief of congestion and parking problems at hospital	Examine potential for new self funding service
6 Need to increase use of taxis	Improved safety measures for taxis eg CCTV in Cars would encourage greater use and offer increased protection to drivers	Capital cost to taxi proprietors	Licensing & Regulatory Committee to pursue for whole fleet
7 Need to publicise and spread good practices by employers across the city i.e. Green Travel Plans as many well established businesses do not have travel plans	1) CYC to lead by example i.e. by implementing own Green Travel Plan 2) Publicity and promotion - low cost measure which could have significant benefit	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.	Implement CYC Green Travel Plan
8 Making tourism more sustainable	a tourist tax with monies collected being used in total to deal with accessibility issues	Possible impact on competitiveness - legality and basis for any such tax	
9 Additional mapping work is 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 & Evidence	Draft Recommendations
1 Road transport accounts for 49% of total emissions of Nitrogen Oxides. Mandatory EU limits for Nitrogen Dioxide (NO <sub>2</sub> ) & particulates (PM <sub>10</sub> ) are due to come into force in 2010			
2 The number, type and age of vehicles on York roads is relevant to the levels of pollutants recorded			
3 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	Understanding of potential problem	n/a
4 PM <sub>2.5</sub> which represent the most dangerous elements, 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.		
5 Rise in pollution in 2006 due to increased traffic believed to be linked to the closing of car parks and the differential between car park fees and bus fares			
6 There are five technical breach areas within York's city centre: Lawrence Street Fishergate Gillygate Nunnery Lane Holgate	Implement a Low Emission Zone		
	Introduce a local freight transshipment centre (see section iii)	Extra costs to businesses and operators from rerouting, and to Council in terms of scheme costs	
	Relocate queues using UTMC	transfers problem rather than solves it	
	Obtain modal shift to bring areas back within limits		
	Road Pricing	Improved AQ for residents in breach areas	
7 Balance shift from petrol to diesel engines in local car fleet	Await long term effect of vehicle stock turnover due to more lower emission vehicles	Leave local residents breathing unsafe air with consequential risks to health and quality of life	
8 Fulford Main Street is one area of concern outside of the city centre			
9 Air Quality threats: Current and future car parking policies Ongoing large scale developments i.e. Germany Beck, Derwenthorpe, York Northwest, University Campus 3 Dispersed retail, employment & other trip generators of very high car movements Proposed changes to CYC staff travel incentives Workplace parking in private sector Climate change policies Changes to local bus fleet & older buses 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 &amp; Evidence</b>	<b>Draft Recommendations</b>
1 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 a low priority at the moment, but is worth examination in the future and should not be dismissed.
2 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 and provide improved journey advice. Need to promote sustainable travel		
3 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	
4 Cycling's share of the travel market in York has remained largely static in recent years due to the perception of safety, lack of secure parking facilities and shower and changing facilities, and lack of confidence in York roads	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.	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
5 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	Providing good cycling facilities involves a trade off with other road users	
6 Gaps in City Centre cycle network identified by previous Cycling Scrutiny Panel still not addressed	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.		
7 Cycling facilities across York bridges are an issue in general			
8 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		
9 Use of mass transit systems e.g. conventional light rail, ultra light rail and guided systems are all seen as unaffordable in the York context	tram trains on existing rail lines, otherwise bus based solutions continue to be the only practicable option		

<b>Objective (iv) - CO<sub>2</sub> Emissions</b>			
<b>Issue/Findings</b>	<b>Identified Solutions</b>	<b>Possible Impacts &amp; Evidence</b>	<b>Draft Recommendations</b>
1 The transport sector, including aviation, produces about one quarter of the Uks total carbon emissions. Road transport accounts for 85% of this.	1. Reduce need to travel 2. Undertake more journeys by environmen-tally friendly modes 3. Undertake more shared journeys		
2 The biggest vehicle polluters are HGVs and buses, which account for 42% of the carbon emitted by transport	4. Improve vehicle engine efficiency & switch to lower / non-carbon based fuels 5. Improve driving standards (for fuel efficiency)		
3 By 2010 transport is expected to be the largest single contributor to EU greenhouse gas emissions	6. Reduce congestion delays and fuel wastage		

Objectives (v) - Journey Times & Reliability of Public Transport			
Findings	Identified Solutions	Possible Impacts & Evidence	Draft Recommendations
1 Need to improve the public's perception of bus reliability. Congestion is prime cause of delays along with bus boarding times and inappropriate timetabling. Potentially, 10% of fleet are required to deal with this	Timetables should be revised to more closely reflect actual journey times, particularly at peak times and on less frequent routes. Also, speed up the roll out of BLISS which is 4 yrs behind schedule.	Greater public confidence in timetables and use of bus services.. Cost of additional BLISS measures and delay to lower priority measures	First to revise timetables to provide more accurate and credible timings. Exec Member to review and accelerate BLISS roll out
2 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	Improved bus flow, greater reliability and increased bus usage.	City Strategy to undertake joint review of loading restrictions & enforcement on key routes with local bus operators and police
3 On street parking causes a problem	Review waiting restrictions on bus routes where operators have identified problems Seek better enforcement	Improved bus flow, greater reliability and increased bus usage.	City Strategy to undertake joint review of parking restrictions on key routes with local bus operators and police
4 Not all buses in York are BLISS enabled (cost of installing the BLISS system on a bus route is in the region of £10k)	Seek agreement with bus operators to convert all vehicles and roll out additional signs	Better public perception of signing system and bus operation, more informed choices and probable increased bus usage.	City Strategy to agree comprehensive programme for early roll out with local bus operators
5 Quality Bus Partnership not functioning as intended	Reinvigorate partnership, identify forward programme of measures and look at 'Quality Improvement Partnership	To bring focus to Council and operators actions and investment	Support City Strategy & bus operators in reinvigorating Bus Partnership
6 Limited scope for provision of additional bus lanes in York and operation of bus lanes is dependant on non-existent police enforcement			
7 Changes to Park & Ride Services should be made clearer to the public			
8 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			
9 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. Set traffic flow target for City @ free flow levels		
10 Identifying bottlenecks and re-locating bus stops would help to reduce congestion and improve bus reliability			
11 There are still a number of buses in operation that are not DDA compliant	See agreement to implement changes - use Council's own procurement process to drive change through Council funded services	Additional subsidy costs. Better disabled use and access	
12 Not all bus stops have timetables/shelters thus reducing the attractiveness of the bus package	Prioritise spending of LTP money over the next few yrs		
13 Dwell time - operators could do more to improve boarding times	Ask QIP to examine and action	Improved peak operation	Quality Improvement Partnership to examine and action

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