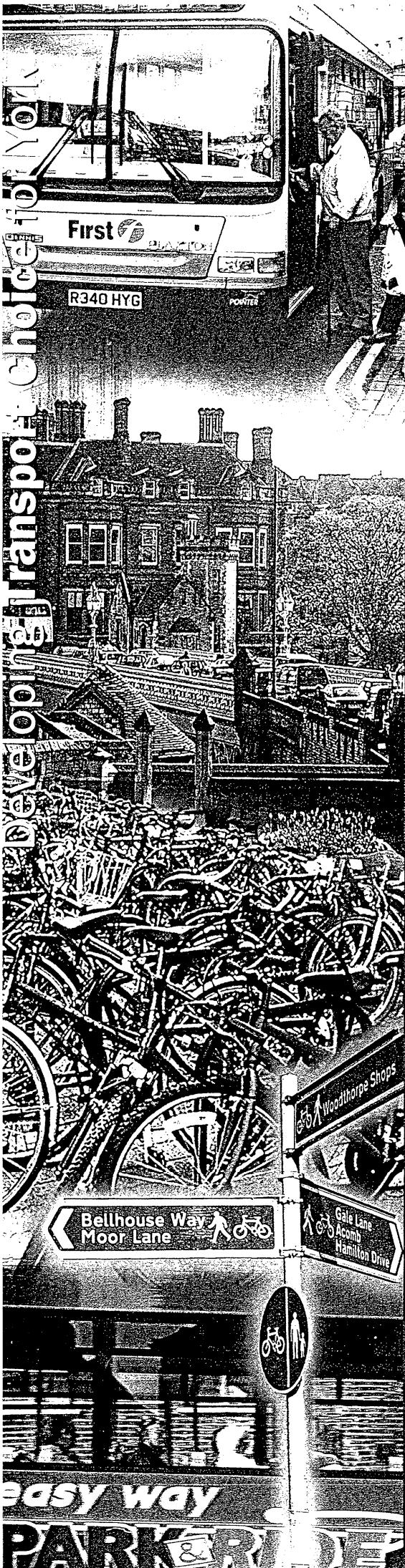


Developing transport choices for York



City of York Council is carrying out its biggest ever transport consultation. And we would like you to take part.

York is facing transport choices which will influence how the city develops over the next 10 years and beyond. Major decisions are involved which will affect you, your family and friends, and the wider community.

York citizens have been telling the council how important it is to tackle problems of congestion, road safety, lack of public transport options and pollution in our city.

We are seeking views on what further measures we should take to improve transport within the city. These views and comments will help shape the new Local Transport Plan which sets out the city's transport proposals for the next five years. It must be submitted to the Government by the end of July 2000.

### WHERE WE ARE NOW

We all need to move around and this makes transport an important part of our lives. Yet, transport has to be managed.

The council is responsible for making sure we have an efficient and safe transport system in the city. This includes responsibility for roads, Park and Ride, footpaths and cycle paths. We also seek to influence providers and make available facilities for public transport options, such as buses and suburban trains.

# WE MUST MOVE FORWARD ON TRANSPORT

## HERE'S HOW YOU CAN TAKE PART IN THE CITY'S BIGGEST EVER CONSULTATION

Over the last 10 years, we have worked hard to deal with transport by creating:

- one of the largest pedestrian zones in Europe
- one of the most comprehensive cycle networks in the country with over 40 miles of cycle paths and tracks
- three Park and Ride services which now attract more than one million passengers a year
- a recent partnership with local bus operators to improve bus services throughout the city
- 35 miles of traffic calming in residential areas which has reduced traffic speeds by around 11 mph and accidents by half
- city-wide road safety measures to cut accidents by one-third, meeting the Government's target seven years ahead of schedule.

These measures have been successful in getting the best out of our limited road network and traffic congestion would be worse without them. However many of our roads are still heavily congested for long periods throughout the day and traffic is still growing. Now, 6,000 more vehicles come into the city every day than in 1991 and this increase is predicted to continue in the future.

If we are to address this then more radical measures will almost certainly be necessary.

[www.york.gov.uk](http://www.york.gov.uk)



## WHY WE CAN'T STAND STILL

Our most recent Residents' Opinion Survey shows people believe traffic congestion is the biggest issue facing the city. And another recent survey shows a massive 78 per cent of people think the situation is getting worse.

This traffic congestion:

- has a severe impact on the environment
- deters businesses from investing in the city
- is harmful to our quality of life and health.

What's more, last year there were 660 casualties on York's roads. And air pollution is having an impact on people's health, particularly the young and the elderly.

We believe that if we do not tackle the transport problems we face, York's centre will become more polluted, residential streets will be much busier, which is likely to cause more accidents, and journey times will get longer. And if public transport is not improved, people without cars will have less access to the city and its attractions, and the environment will be damaged.

Overall, York's reputation as a vibrant place to live, work and visit could be eroded which will affect us all.

## HOW YOU CAN TAKE PART IN THE CONSULTATION

This leaflet is one of two which are being sent to all households in York to give people the opportunity to have a say on this important issue.

We really value your views and want to make sure everyone has the opportunity to fully engage in the debate. To have your say on our initial consultation, please answer the simple questions on the page opposite and return it to the freepost address by **31st March 2000**. You could win two standard class return rail tickets to London – courtesy of GNER (to enter, see overleaf).

A second leaflet will be distributed to all households in around four weeks' time which takes into account the feedback from this leaflet and which outlines various options and solutions which are available. It will ask for your views on these, and give a freepost address to which you can return them.

Your views will be taken into account before the proposals are drawn up and discussed by councillors in June.

You can also attend your local neighbourhood forum or parish council meeting between mid-March and the end of April to give your views.

Or visit one of our information displays which will be touring libraries and venues throughout the city. Please see the dates shown below or contact us for further details.

Information displays will be at the following locations:

**20/3/2000 – 27/3/2000**

York Central Library    Tang Hall Library    Huntington Library

**27/3/2000 – 3/4/2000**

Acomb Library    Dringhouses Library

**31/3/2000 – 1/4/2000**

St. Sampson's Square

**3/4/2000 – 10/4/2000**

Bishopthorpe Library    Haxby Library

**8/4/2000 – 9/4/2000**

McArthur Glen Designer Outlet

**10/4/2000 – 17/4/2000**

Clifton Library    Poppleton Library

## FURTHER INFORMATION

For more information or if you have any questions, please contact:

**Tim Carter or Mark Finer**  
 Transport Planning Unit, City of York Council, 9 St Leonard's Place,  
 York, YO1 7ET. Tel: (01904) 613161.



FOLD ALONG DOTTED LINE

NO  
STAMP  
REQUIRED

**Local Transport Plan Survey  
City of York Council  
Environment and Development Services  
FREEPOST (YO239)  
YORK  
YO1 1UT**

FOLD ALONG DOTTED LINE

**If you would like to enter the draw for the GNER rail tickets,  
please fill in your details below:**

**GNER**

Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_ Tel No. \_\_\_\_\_

Please cut off this sheet, fold it and stick it as per the instructions, and post it back to us by 31 March 2000. All responses with names and addresses will be entered into a free prize draw for two standard class return rail tickets to London – courtesy of GNER. No purchase is necessary and winners will be notified by post by 12 April 2000. The winners' names will be published in April. The council will not enter into any correspondence over the free prize draw.

**4. One way that traffic growth might be reduced is through greater use of public transport, in particular, buses. Using the list below, please let us know which three things, if any, would be most likely to get you to use the bus service?**

More frequent buses - 1719 (19.6%)

Lower fares - 1747 (19.9%)

Better reliability - 1600 (18.3%)

Modern buses - 653 (7.4%)

Better waiting facilities - 864 (9.9%)

Better travel information - 1222 (14.0%)

Other - 636 (7.3%)

As someone who doesn't use them, none of the above would make me any more likely to use buses - 263 (3.0%)

As a bus user there are no changes I would like to see - 33 (0.4%)

No answer given - 21 (0.2%)

This leaflet outlines options for tackling traffic congestion and developing an improved transport system for York, and asks for your views.

It is the second part of a two-stage consultation by City of York Council on the city's new five-year Local Transport Plan, which must be submitted to the Government in July.

If you want to influence transport in your city over the next five years and beyond, then please read the leaflet and return the questionnaire by 16 June 2000. You could win two standard class return rail tickets to London – courtesy of GNER (to enter, see page 6).

**CONSULTATION  
PART TWO**

# WE MUST MOVE FORWARD ON TRANSPORT

## PLEASE GIVE US YOUR VIEWS ON THE NEXT 5-YEAR PLAN

### THE BACKGROUND

In the last 10 years, and with the backing of residents, the council has taken effective action against traffic congestion in the city centre.

As a result, traffic crossing city centre bridges fell by 10 per cent from 1991-1999, over one million passengers a year use our Park and Ride services and seven times more people now cycle to work in York than on average nationally.

Despite this, overall traffic across the city has still increased by eight per cent since 1991 – which means that 6,000 more vehicles come into the city every day. Unless further radical measures are taken, it will increase by a further 11 per cent by 2006. This will particularly affect residential roads – such as, Gale Lane, Triton Avenue and Heslington Lane – where 'rat-running' will increase.

### WHAT YOU HAVE ALREADY TOLD US

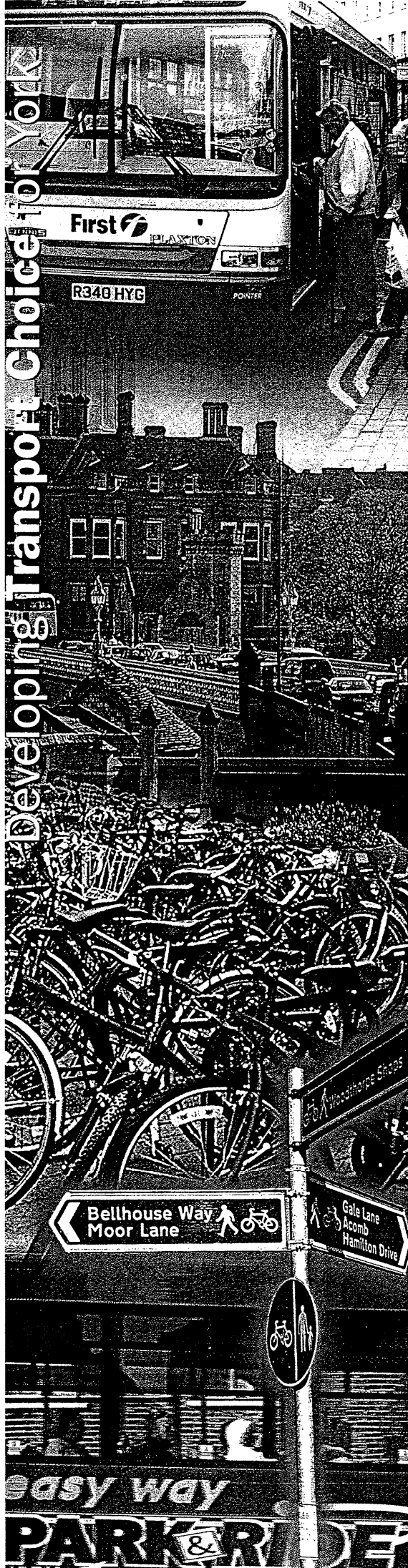
In the first part of the consultation earlier this year:

- nine out of 10 people said more action is needed to reduce traffic congestion in York
- seven out of 10 said they wanted the council to reduce traffic to 1991 levels or below by 2006.

Your top five suggestions for reducing traffic were:

- Ban cars within the city centre
- Open more Park and Ride sites
- Improve public transport
- More and safer cycle routes
- Lower fares on buses.

[www.york.gov.uk](http://www.york.gov.uk)



## Option One

**£3m a year – Likely to be fully funded by Government**

Two new Park and Ride services at Monks Cross and Naburn.

Two new rail stations at Haxby and Strensall with new local train services to York.

Bus lanes and priority at traffic lights for buses to and from Park and Ride sites at Rawcliffe Bar, Monks Cross and Naburn. This will include reallocation of road space from cars to buses, extra traffic signals and traffic calming measures.

Existing approach on cycling and walking (including pedestrianisation).

Safety improvements to outer ring road junctions.

Increases to city centre parking charges.

### Outcome

**Traffic will still increase by about 10-11 per cent by 2006 and there will be no widespread improvements to bus service efficiency and no travel choices for journeys which do not start or end in the city centre.**

## Option Two

**£5-£6m a year – Possibly fully funded by Government – Council may need to seek private sources of funding**

Three new Park and Ride sites at Monks Cross, Naburn and on the A59.

Three new rail stations at Haxby, Strensall and York District Hospital with new local train services to York.

Faster and more widespread introduction of bus lanes and priority at traffic lights for buses to and from Park and Ride sites at Rawcliffe Bar, Monks Cross, Naburn and the A59 site, and on local bus routes in and out of the city centre. This will include reallocation of road space from cars to buses, extra traffic signals and traffic calming measures.

Bus service improvements in partnership with bus companies.

Off-road cycle routes from the city across the outer ring road to outer villages and along the ring road to places such as Clifton Moor and Monks Cross.

Safety improvements to outer ring road junctions.

Higher increases to city centre parking charges.

### Outcome

**Traffic will increase by about 6-8 per cent by 2006, there will be substantial improvements to bus services (an estimated 30 per cent growth in bus use), but there will be no travel choices for journeys which do not start or end in the city centre.**

# The Questions



**1** HOW WOULD YOU PREFER US TO MEET THE GOVERNMENT'S TARGETS ON AIR QUALITY IN GILLYGATE, BOOTHAM, SALISBURY TERRACE, HOLGATE ROAD AND ANY OTHER AREAS WHERE POLLUTION LEVELS MAY BREAK THE LAW? (Please indicate order of preference, ie. 1, 2 and 3)

- A Allowing vehicle access to those who live or own a business there, and to those servicing businesses (outside peak traffic hours), plus emergency vehicles and 'low emission' public transport
- B Allowing vehicle access as in A above plus vehicles (including cars and mopeds/motorbikes) running on low or zero emission fuels such as electric power, compressed natural gas (CNG) or liquid petroleum gas (LPG)
- C Allowing vehicle access as in A and B above plus motorcycles and high occupancy vehicles (i.e. more than one passenger)

Do you have any other suggestions to help solve this problem? (Please write in the box)

**2** DO YOU AGREE WITH THE FOLLOWING PARTS OF THE OPTIONS? (Please tick one box per line)

	Yes	No	Unsure
New Park and Ride sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New bus priority measures – such as bus lanes and priority at traffic lights – likely to need the reallocation of road space from cars to buses and traffic calming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New rail stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety improvements to outer ring road junctions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New dedicated cycle routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3** WHICH OPTION DO YOU PREFER FOR THE NEXT FIVE-YEAR LOCAL TRANSPORT PLAN? (Please tick one box only)

- Option One – a 10-11 per cent increase in traffic by 2006
- Option Two – a 6-8 per cent increase in traffic by 2006
- Option Three – a 2-3 per cent increase in traffic by 2006

**4** IF THE COUNCIL DOES NOT GET THE LEVEL OF FUNDING TO DELIVER YOUR DESIRED OPTION, DO YOU AGREE TO THE COUNCIL INVESTIGATING LOCAL TRANSPORT CHARGES? (Please tick one box only)

[Note: It is likely to take several years to develop and introduce local transport charges, following any new Government legislation. Any such proposal would be the subject of extensive consultation before any decision to proceed was considered.]

**5** ANY OTHER COMMENTS? (Please write in the box)

It is useful to know in which area you live, so please indicate the area (e.g. Acomb, Heworth, Elvington) and, if you wish, your post code:

Area ..... Post code .....

Thank you for taking part in this consultation. We will be announcing the results in August.

3 Fold down top along line B. Seal by moistening gummed area

2 Fold up bottom of questionnaire along line A

1 Cut off questionnaire along dotted line

## 2ND LOCAL TRANSPORT PLAN SURVEY- FINAL RESULTS

**Total of 7771 survey forms entered**

### 1. How would you prefer us to meet the government's targets on air quality.

(\* In the responses, some people have ranked the responses whilst others have ticked their preference)

Of those who ranked their preference:

Method	Rated 1st	Rated 2nd	Rated 3rd
A	1482	557	735
B	539	1768	467
C	753	449	1572

Of those who ticked their preference:

Method	Ticked
A	1839
B	779
C	1383

### Do you have any other suggestions to help solve this problem? (Top five suggestions)

No answer given - 5352 (68.9%)

Fewer open top tourist buses - 329 (4.2%)

Stricter control on vehicle emissions - 285 (3.7%)

Encourage Park & Ride - 154 (2.0%)

Fewer traffic lights/Better synchronised lights - 141 (1.8%)

Allow access to residents/passholders/businesses - 113 (1.5%)

### 2. Do you agree with the following parts of the options?

	Yes	No	Unsure
New park and ride sites	74.0%	11.7%	14.3%
New bus priority measures	52.9%	29.5%	17.6%
New rail stations	77.0%	9.2%	13.8%
Safety improvements to ORR junctions	80.1%	5.4%	14.5%
New dedicated cycle routes	72.7%	14.4%	12.9%

### 3. Which option do you prefer for the next five-year LTP?

Option 1 - a 10-11% increase in traffic by 2006	13.8%
Option 2 - a 6-8% increase in traffic by 2006	25.3%
Option 3 - a 2-3% increase in traffic by 2006	51.9%
No option chosen	9.0%



# Traffic Congestion Ad-hoc Scrutiny Review

## Suggested Questions for Residents Survey

### PART 1

1. Current opinion on priorities for reference
2. Knowledge of future traffic and congestion levels
3. Knowledge of impact of different potential measures

*Include information on future traffic and congestion scenario, if continue on present basis*

4. Acceptability of above

### PART 2

*Include information on key strategic choice scenarios and combination options*

5. Data on:
  - Demographics (age, class, employment)
  - How individual gets about presently for different purposes, including origin and destination post codes
6. Willingness to use different forms of transport, including barriers to using and willingness to mix and match e.g.:
  - Buses (cost, frequency, journey time, need to change, walking distance from house, walking distance to destination, reliability, ability to access)
  - Cycling (own a bicycle, knowledge of safe routes, lack of off road safe routes, too far to cycle due to disability/age, distance and journey time, vulnerability to weather, no secure parking place for bicycle at destination, no available changing place at work etc)
  - Walking (journey time, unsafe road crossing on route, vulnerability to weather, hills – disability)
7. Potential solutions scenario acceptability