



York Civic Trust

Transport Policy Workshop

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Promoting Heritage – Shaping Tomorrow

What type of transport system do we want for York?

- An opportunity for you to put forward your suggestions
- Based on what we hope is a logical structure
 - Which should help to justify the Trust's recommendations to the Council
- Background information in the Briefing Paper
- Short introductory presentations
- With most time allocated to group discussion
- Short report-back sessions
 - Which we will use for our draft summary report
 - Which we will circulate for further comment



A logical structure

Problems
and
Objectives

Strategy

Measures



Question 1

- **What are the main problems which York's transport system needs to overcome?**
 - Now and in the period to 2030
 - Bearing in mind likely proposals in the Local Plan
- Where, when and for whom are they most serious?



Local Transport Plans: expectations

- Required by government in 2010 to cover at least 2011-16
 - Within the context of a longer term strategy (e.g. to 2030)
- Consistent with Local Plans and Regional Strategies
- Reflecting the government's (then) objectives
 - Supporting economic growth
 - Reducing carbon emissions
 - Promoting equality of opportunity
 - Contributing to better safety, security and health
 - Improving quality of life; supporting a healthy natural environment



Local Transport Plans: the approach

- Prioritise national **objectives** in local context; add others as needed
- Identify **problems** and challenges to be tackled
- Propose an overall **strategy** to address these challenges
- Generate a wide range of **options** to contribute to that strategy
- Appraise those options against the strategy
- Select preferred options (**measures**) and decide on priorities
- Implement the agreed strategy



York's LTP: Vision and objectives

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.



Question 2

- **Are the objectives in York's LTP still the right objectives, and which are the most important?**
 - Think of objectives as desirable outcomes (e.g. better air quality)
 - Relate them to the problems which you identified
 - Add new objectives if you wish
- Try to avoid mixing objectives and strategy
 - E.g.: think of reducing car use not as an objective
 - But as a possible strategy to achieve your objectives



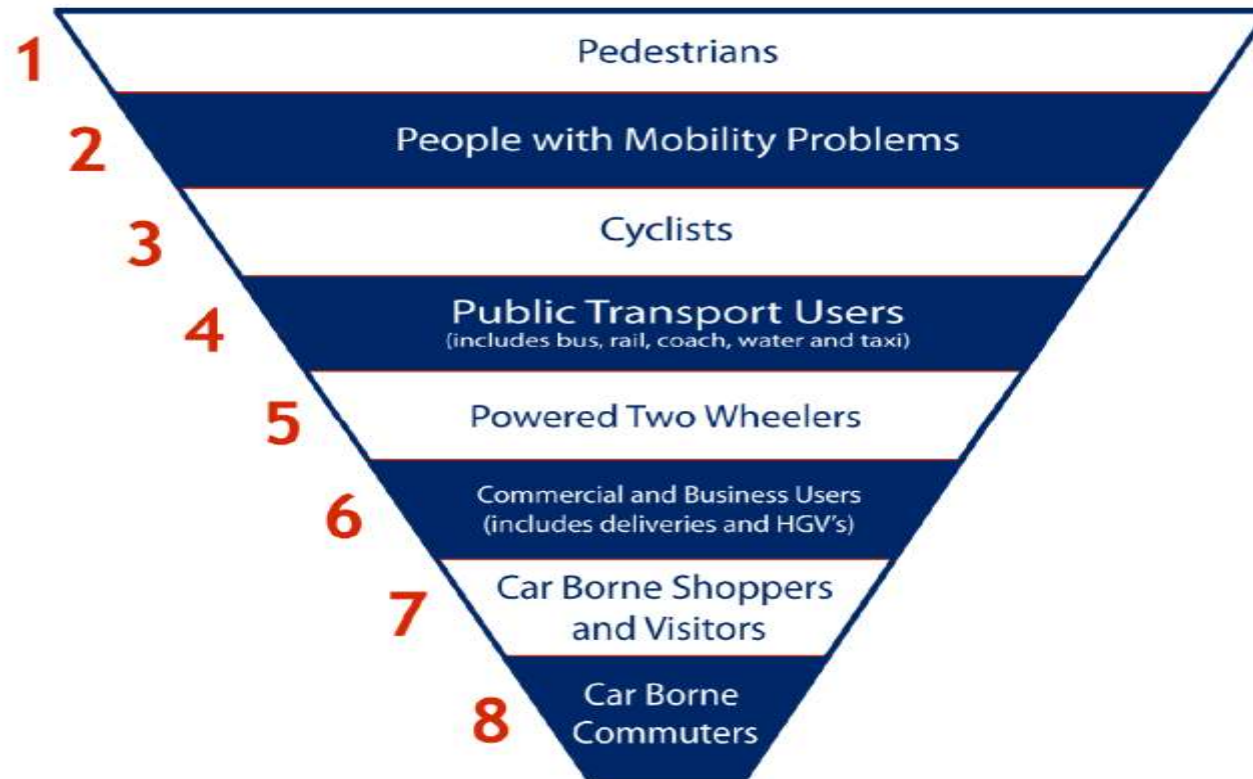
Possible strategies

- **The strategies in KonSULT**
 - Reducing the need to travel
 - Reducing car use
 - Improving the operation of the road network
 - Improving public transport
 - Improving walking and cycling
 - Improving freight



The hierarchy of users in York's LTP

Figure 1.2: Hierarchy of Transport Users



* Note: Pedestrians with mobility problems are given the highest priority



The five strategy elements in York's LTP

1. **Providing quality alternatives to the car**
2. **Improving strategic links**
3. **Supporting and implementing behavioural change**
4. **Tackling transport emissions**
5. **Enhancing public streets and spaces**



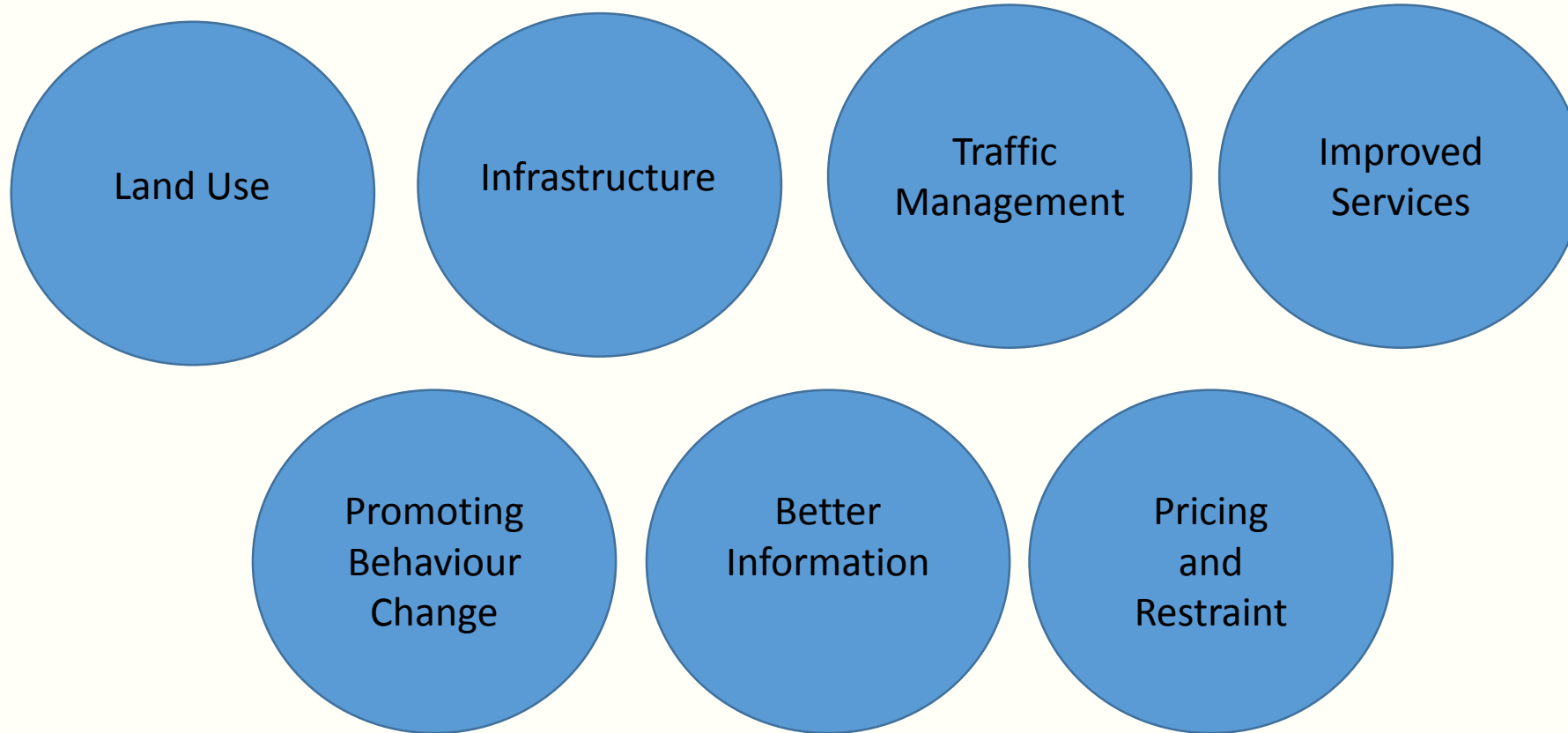
Possible Policy Measures

Local Transport Plan 3 Guidance Stated:

- An LTP should be based on the best evidence available and its development should consider a wide range of options, funded through either capital or revenue expenditure. It should compare policies and packages of options, which can often generate better results than individual schemes.
- To be effective, option generation needs to draw on a much wider set of schemes than might conventionally be considered. This requires particular skills if it is to be done well.



Possible Policy Measures



Possible Policy Measures



Specifying objectives using KonSULT

The screenshot shows a web browser window with the URL www.konsult.leeds.ac.uk/mog/. The page title is "KonSULT | Measure Option Generator". The main heading is "Measure Option Generator". Below the heading, there is a navigation menu with "HOME", "LINKS", and "GLOSSARY". A search bar is located in the top right corner. The left sidebar contains several links: "Measure Option Generator", "How to use the MOG", "Policy Instruments: A Policy Guidebook", "Transport Strategy: A Decision-Makers' Guidebook", "What is KonSULT?", "MOG Introduction", "PG Introduction", "DMG Introduction", and "Contact Us". The main content area contains the following text: "Please select objectives, problems or indicators." "You can assign weights (0 to 5) to indicate the relative importance of each category you have selected." "0 = do not use, 1 = low importance, 5 = high importance." Below this text is a table with three columns: Objectives, Problems, and Indicators. Each column has a list of items with a dropdown menu to select a weight from 0 to 5. The "Indicators" column has a checked checkbox next to its header. At the bottom of the table, there are two buttons: "Previous Screen" and "Continue".

Knowledgebase on Sustainable Urban Land use and Transport

KonSULT

HOME | LINKS | GLOSSARY

Search site. Go

Measure Option Generator

Please select objectives, problems or indicators.

You can assign weights (0 to 5) to indicate the relative importance of each category you have selected.

0 = do not use, 1 = low importance, 5 = high importance.

Objectives <input type="checkbox"/>	Problems <input type="checkbox"/>	Indicators <input checked="" type="checkbox"/>
0 Efficiency	0 Congestion	0 Congestion
0 Liveable streets	0 Community Impacts	0 Bus reliability
0 Protection of the environment	0 Environmental Damage	0 % of people who think it is easy and safe to walk in their area
0 Equity and Social Inclusion	0 Poor Accessibility	5 CO2 emissions
0 Safety	0 Social and Geographic disadvantaging	0 Local pollution
0 Economic Growth	0 Accidents	0 Energy efficiency (/ trip)
0 Finance	0 Suppression of Economic Activity	0 Accessibility to key services
		0 Average cost of journey
		0 Safety
		0 Regional GDP

Previous Screen

Continue

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Selecting strategies using KonSULT

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Transport Strategy:
A Decision-Makers' Guidebook

What is KonSULT?

MOG Introduction

PG Introduction

DMG Introduction

Contact Us

Please select policy **strategy/strategies**.

You can assign weights (0 to 5) to indicate the **relative importance of each strategy** you have selected.

0 = do not use, 1 = low importance, 5 = high importance.

Any Strategy

0	Reducing the need to travel
0	Reducing Car Use
0	Improving the Use of Road Space
0	Improving the use of Public Transport
0	Improving walking and cycling
0	Improving Freight

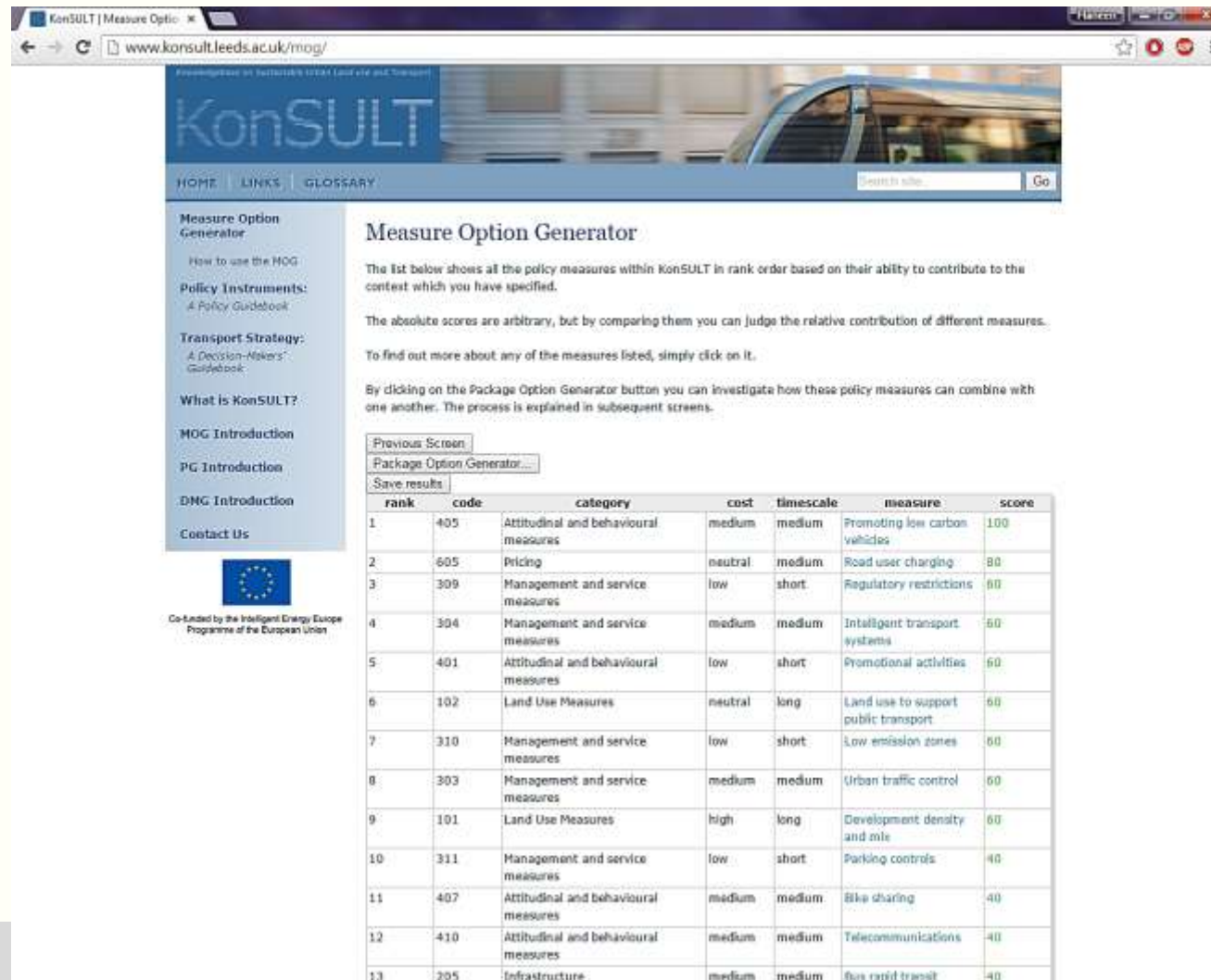
Previous Screen

Continue

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The ordered list of measures from KonSULT



The screenshot shows the KonSULT Measure Option Generator (MOG) interface. The page title is "Measure Option Generator". The main content area contains the following text:

The list below shows all the policy measures within KonSULT in rank order based on their ability to contribute to the context which you have specified.

The absolute scores are arbitrary, but by comparing them you can judge the relative contribution of different measures.

To find out more about any of the measures listed, simply click on it.

By clicking on the Package Option Generator button you can investigate how these policy measures can combine with one another. The process is explained in subsequent screens.

Navigation buttons: Previous Screen, Package Option Generator, Save results.

rank	code	category	cost	timescale	measure	score
1	405	Attitudinal and behavioural measures	medium	medium	Promoting low carbon vehicles	100
2	605	Pricing	neutral	medium	Road user charging	80
3	309	Management and service measures	low	short	Regulatory restrictions	80
4	304	Management and service measures	medium	medium	Intelligent transport systems	60
5	401	Attitudinal and behavioural measures	low	short	Promotional activities	60
6	102	Land Use Measures	neutral	long	Land use to support public transport	60
7	310	Management and service measures	low	short	Low emission zones	60
8	303	Management and service measures	medium	medium	Urban traffic control	60
9	101	Land Use Measures	high	long	Development density and mix	60
10	311	Management and service measures	low	short	Parking controls	40
11	407	Attitudinal and behavioural measures	medium	medium	Bike sharing	40
12	410	Attitudinal and behavioural measures	medium	medium	Telecommunications	40
13	205	Infrastructure	medium	medium	Bus rapid transit	40

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Question 3

- **Which strategies and measures might York adopt?**
 - Which strategies are most important?
 - Which measures would contribute best to those strategies?
- Do use KonSULT if you wish
 - To list and prioritise your problems or objectives
 - To specify your strategy (or prioritise your strategies)
- What does KonSULT suggest?
 - KonSULT is designed to suggest solutions – not to prescribe them!



What does KonSULT suggest?

- Based on the objectives and strategies which you have mentioned
- **[this list to be added once we have tested what we have heard]**



What did York's LTP propose?

- Measures listed for each of the five strategy themes
- With an implementation timescale
 - 2011-15
 - 2015-21
 - 2021-31
- Much of 2011-15 has been achieved, but there are some gaps



Theme 1 – Provide Quality Alternatives to the Car

Achieved

- Park and Ride Expansion
- I-Travel York (inc ticketing)
- Better bus information
- Green taxi partnership (2016)
- University partnership
- *Some stop/ line of route improvements*
- *Some Pedestrian improvements*
- *Some Cycle improvements*

Risks and Issues

- Subsidy to socially necessary services is declining
- Difficult trade offs with road space allocation
- Maintenance of facilities
- Limited measures post 2015



Theme 2 – Provide Strategic Links

Achieved

- Largely asset management in period to 2015 (funding)
- Road schemes planned for West Yorkshire Growth Fund (early in programme post 2016)
- Cycle network expanded

Risks and Issues

- Gaps in high quality cycling network
- No controls on demand to prevent benefits being eroded
- Pressure on asset management budgets



Theme 3 – Support and Implement Behaviour Change

Achieved

- I-Travel York personalised travel planning
- I-Travel York website and brand
- Safe Routes to Schools
- Cycle training
- 95 Alive Road Safety Partnership
- Workplace Travel Planning

Risks and Issues

- Funding for Officers
 - I-Travel York
 - School Travel Planning etc.
- Limited anticipation of changes in patterns of demand
- Growing costs of public transport operation



Theme 4 – Tackle Transport Emissions

Achieved

- Public Car Park Charge Points EV
- Electric buses P&R
- Upgrade buses towards Euro III
- Low emission strategy trailblazer

Risks and Issues

- Air Quality Agenda – failure of Euro Diesel Standards
- No consensus on limiting traffic for air quality (UKEZ)
- ULEZ pushing taxi renewal in London



Theme 5 – Improve Public Streets and Spaces

Achieved

- Urban realm improvements (Minster Piazza)
- Better wayfinding
- Road Safety Modifications
- Maintain/upgrade traffic signal control
- Increase in car club spaces

Risks and Issues

- Inner Ring Road unaddressed
- Freight and Delivery Strategy?
- Lendal Bridge Trial
- Tight funding environment for urban realm



The principal barriers

- Lack of finance – and restrictions on how finance can be used
- Public (un)acceptability
 - Particularly for any controls on travel demand
- Governance issues and split responsibilities
 - For public transport
 - For land use and the Local Plan
 - For new travel opportunities (e.g. Uber; internet shopping)



Question 4

- **What are the most appropriate measures? Where are they most needed? How can they best be implemented?**

[We may ask each group to consider a different theme]

- Which measures do you think would be most effective?
 - Would they be more effective as a package?
- Where and when are they needed?
- How can we tackle the barriers of finance, acceptability, governance?



The next steps

- We will collect the rapporteurs' summaries from both workshops
- We will produce a summary report answering each of the questions
- That report will be circulated for your comments (and additions ...) and then placed on the Civic Trust website
- We will present it to the City of York Council
- Subject to resources the Trust may then decide to develop some themes in more detail
- In the meantime thanks you for your contributions today!

