



York Civic Trust

York's Local Transport Strategy

Suggested Quick Wins

18th January 2024

We were invited by the Executive Members responsible to suggest Quick Wins (ideally to be achieved, at low cost or with existing funding, within 2024) for submission to the Local Transport Strategy Expert Panel for its meeting on 24th January.

We have listed below our proposals for each of the Council's ten Policy Focus Areas. We have drawn heavily on Section 8 of our 2022 Transport Strategy for York, in which we proposed measures for completion by December 2023. Several additional ideas are drawn from the draft LCWIP and City Centre Bus Access Study. The lack of progress in 2022 and 2023 makes it the more important that changes are achieved during 2024.

In our Transport Strategy for York we suggested that:

Early action on the ground needs to:

- *accord with the Council's own hierarchy of users*
- *be highly visible*
- *have an immediate impact*
- *reflect the public's desire to reduce carbon emissions, congestion and pollution*
- *be clearly affordable and*
- *demonstrate the benefits of sustainable transport.*

We fully appreciate that there will not be the resources to implement all of these, but we hope that our list demonstrates that there is much that can be done. We suggest that the next steps are to invite other suggestions, and then agree on which package of deliverable measures best satisfies the criteria above.

PFA 1 Accessibility

1. Immediate aim to provide alternative access for those who relied on the dial- a ride service by replacing with it demand responsive accessible services.
2. Trial free city centre shuttle bus (which fits the social model of disability) along spine route as recommended in Higgett Report with view to providing this as alternative to blue badge driver access (on Goodramgate) to Christmas Market for 2024.
3. Establish 'bike as mobility aid' access arrangements within city centre.
4. Take action to regulate and enforce restrictions on parking on pavements.
5. Modify pedestrian signals at all crossing points on what is now the inner ring road to meet the safety needs of wheelchair users and pedestrians with sight loss.

PFA 2 Walking wheeling and cycling

1. Speed up implementation of already funded schemes: Jubilee Terrace riverside path, city centre cycle parking, north-south cycle route through city centre.
2. Policy review to confirm far side pedestrian signals and longer pedestrian phases for all future traffic signal upgrades.
3. Update 2024 cycle map with all completed or committed schemes (Scarborough Bridge - Hospital, Tadcaster Rd, Navigation Rd, Coppergate, The Groves, Frederick Ho (Fulford Rd), Jubilee Terrace.
4. Station frontage to be 20mph from outset, two super crossings with countdown signals, and interaction points between pedestrians and cyclists designed to minimise conflict.
5. Provide additional Sheffield stands across the city, on-road cycle hangars in residential areas, and a trial secure indoor cycle parking facility in an empty shop in the city centre.
6. Provide single stage pedestrian crossings at all junctions on what is now called the inner ring road, with a maximum wait of 60s before a green man signal shows. [Note that Living Streets advocates 30s, but the current levels at most junctions are between 100s and 140s.]
7. Implement one high quality radial cycle corridor, using active travel funding obtained but not used for other schemes. We recommend Heworth Green/Monkgate, which is identified in the LCWIP as relatively simple to implement. Use that as a demonstrator for other schemes and assess its impact.
8. Renew markings on all on-carriageway cycle lanes/cycle boxes at junctions where markings have been eroded by motorised vehicles (see also PFA9).
9. Redesign Piccadilly to provide safe protected routes for cyclists and pedestrians along and across the whole length of the street. A safe crossing of the Tower St end of Piccadilly must be a priority.
10. As an extension of (8) implement measures to upgrade the Walls Walk between Baile Hill and Fishergate Postern as specified in LCWIP Key Walking Zone 2.

PFA 3 Shape Healthy Places

1. Redesign Front St Acomb through co-creation with the local community.
2. Work with developers to introduce exemplar community hubs at Derwenthorpe and Germany Beck.
3. Complete the Sustainable Transport Supplementary Planning Document, and a more detailed Design Guide which specifies Place-based designs of road layout and parking and servicing provision.
4. Ensure that all developers of strategic sites are aware that their outline and full applications should be in line with the documents at (3).
5. Introduce a bus gate in the Leeman Road Tunnel to coincide with it becoming single track for motorised vehicles, to ensure that the emphasis in Museum Square is on Place rather than Movement (this will also be a key contributor to PFA 6).
6. Close Castle Car Park other than for blue badge parking, and redesign to provide open space for leisure activities and direct footpaths linking Castlegate to the Castle Museum and the Foss walkway to Clifford's Tower.
7. Identify pilot sites for Home Zones, and implement designs based on co-creation.
8. Redesign Duncombe Place to reduce road space significantly to complement development of Queen Elizabeth II Square.

PFA 4 Public Transport

1. Complete the long-promised bus network review to ensure that the requirements of Policy Idea 4.1 are met. Resist any further reductions in service provision until that review is complete.

2. Ensure that all city centre bus services serve York Station and that the number of bus stops provided there and on the loop road is sufficient to ensure effective operation.
3. Provide a comprehensive public transport information hub at York Station.
4. Redesign a first P+R site as a public transport hub for longer distance and local services, using BSIP funds. Provide overnight parking as a trial in conjunction with hospitality industry.
5. Implement bus priority schemes in Tower St, Clarence St, Lawrence St, as in the City Centre Bus Access Study, to be funded by BSIP funds.
6. Revise the current Enhanced Partnership arrangements to reflect the much more inclusive and effective Partnerships in cities such as Leicester.

PFA 5 environment

1. Remove retrofitted Euro 6 diesel buses (now shown to be highly polluting) from Bus Clean Air Zone.
2. Include tour buses and road train in Bus CAZ.
3. Provide anti idling signage on variable message signs, lamp post banners, outside all schools, colleges, workplace car parks etc. in time for Clean Air Day on Jun 16th.
4. Reintroduce enforcement of anti-idling measures in Gillygate, Rougier St and Blossom St (the three air quality exceedance sites).
5. Campaign by i-travel to promote health benefits of increased active travel.
6. Identify pilot sites to break up roadside hard landscaping and replace with free-draining planters and community gardens, through co-creation with ward groups.
7. Mandate replacement by EVs for all CYC vehicles (where feasible).

PFA 6 Movement and place plan

1. Complete the Movement and Place Plan.
2. Fast track work to implement bus priority schemes on Micklegate, Pavement, Piccadilly and Tower St southbound to be in place by Nov 2024 (essential action to avert repeat of this year's city centre delays for bus services).
3. In conjunction with (2) redesign road layout within the city walls to provide access loops rather than through movement.
4. Redesign one way network in footstreets to prohibit through movement and discourage long loops outside footstreet hours.
5. Re-purpose what is now called the "inner ring road" to provide for local access only. Replace all "inner ring road" signs by ones directing longer distance traffic to outbound radials.
6. Identify one street to be an exemplar of the new focus on Place, and develop a new design through co-creation. Obtain funding for early implementation.
7. Introduce queue management on one trial radial road (e.g. Hull Road, where the facilities already exist).
8. Introduce a 20mph limit throughout the road network inside the outer ring road, with the exception of the outer lengths of radial roads which are wide enough to justify this.
9. Use traffic signal control to reduce congestion and standing traffic and encourage alternative routes. An initial focus should be on the route from Nunnery Lane to Gillygate past York Station.

PFA 7 Reduce car dependency

1. Complete a review of parking policy for all Council owned public parking within 400m of the city centre, to determine charges which will encourage use of sustainable modes, and the (reduced) parking capacity consistent with those charges. Implement that new charging structure.

2. Review provision for all privately owned public parking in the same area and commence negotiations to achieve similar charging structures.
3. Introduce an experimental car-free day within what is now called the inner ring road, with free bus services.
4. Social media promotions: 'average cost of motoring' combined with raising profile of car club/ car share options.
5. Renewed car club, e-scooter and car share promotion in partnership with developers, major business stakeholders and climate commission.
6. Limit residents' parking permits to two per property.

PFA 8 Freight and logistics

1. Complete the city centre transshipment hub using DEFRA funding.
2. Restrict the footstreet area to vehicles under 3T.
3. Clearly mark loading bays within city centre, and ban loading elsewhere.
4. Provide information to the logistics industry on last mile delivery options in York.
5. Sign recommended freight routes for vehicles over 7.5 tonnes within the outer ring road.
6. Pilot freight delivery plans with two major employers in the city.
7. Create a pilot delivery hub for online retail purchases in a community in outer York.
8. Permit cargo cycles in the footstreet area and promote their use throughout the city centre.
9. Extend the Bus Clean Air Zone to cover freight.

PFA 9 Maintenance and enforcement

1. Divert maintenance funds to prioritise strategic cycling and walking routes. Establish one or more demonstrator routes for high quality maintenance.
2. Renew markings on key on-road cycle lanes and advance boxes at stop lines.
3. Extend moving traffic offence enforcement powers to include ANPR enforcement of box junctions and adherence to red lights on radials and inner ring road.
4. Provide bus wardens at key congestion hot spots along bus routes.
5. Enforce existing restrictions in city centre, including Pavement and Piccadilly.

PFA 10 Monitoring the network

1. Specify a clear set of understandable performance metrics for each of the objectives of the transport strategy.
2. Collect and collate trend data for each metric, and make them readily available for the public to interpret.
3. Conduct a first annual public review of the performance of the transport system, based on that data.
4. Provide an online facility to enable all residents to identify locations where they experience problems as users (or would-be users) of the network, and the nature of those problems.
5. Conduct effective before and after studies for all quick win network interventions listed above, and review the implications for future policy.
6. Identify medium-term funding requirements and new sources (e.g. a tourist tax) and secure funding in advance of finalisation of the Mayor's transport budget.