

Summary of LTP3 Stage 1 workshop consultation December 2009 – February 2010

The Stage 1 consultation period included workshop face to face consultation by City of York Council at:

- four stakeholder workshops
- one young persons focus group
- one bus partnership group (QBP) meeting

There were a large amount of groups and individuals invited to the four stakeholder workshops. The four sessions were grouped into attendee themes and these were:

- campaign, user groups and active transport organisations,
- government bodies (other than COYC) and environment organisations
- bus and rail operators, transport industry and tourism
- community organisations, business and development groups, emergency services, education/training and health departments

The list above is not exhaustive and other representatives attended that were not covered by the above descriptions. Participants were also free to come to whichever session they wanted to if it was more convenient to them. In addition multiple City of York Councillors attended the workshops.

The workshops were organised and attended by officers from City of York Council's transport planning unit and facilitated on the day by external consultants. They included a short presentation put together by the Council on the LTP policy background, context and the format of the group exercise.

Also explained to the participants was the timescale of the development of the LTP over the next 18 months and where the workshop fits into the programme. The workshops represent part of the Stage 1 consultation.

All participants were encouraged to provide any additional feedback from themselves and their peers to the COYC team via email and phone after or before the workshops, of which several did.

Purpose

The workshops, meetings and focus group offered the opportunity for the attendees to discuss the high level pressures and challenges that face transport in York now and in the future.

The aim was for the consultation to help shape and inform the LTP options to be taken forward.

The approach was structured around the following three questions which were presented to the group at each of the four workshops for discussion:

- What is the Context for York?
- What are the Transport challenges? How important are they?
- How do we tackle the challenges?

These three key questions were also posed to the residents of York in the city wide questionnaire distributed to all households in York in December 2009.

Summary

Below is a concise summary of the most common points and themes raised at the face to face consultation exercises listed above. In addition to these there were many more points raised and recorded.

Summary of discussion points:

1. Workshop participants were asked which of the five DaSTS strategic goals for transport they felt was the most important. The two with the most votes were **Economic Growth** and **Quality of Life**
2. It was felt that York's '**out of town**' car based/accessed **retail** contributes significantly to the **congestion** that is experienced in York.
3. A **lack of rail facilities** locally was a common theme. York is a rail city with excellent links to the rest of the country. However has no real local links, which is seen as a negative point.
4. York is a **Park and Ride leader** and should maximise on this.
5. Need to move away from small town York sentiment and look to **wider regional context** (e.g. potential in East Riding, N.Yorks and Selby connections).
6. High percentage of York residents have a **disability(17%)**. There are suppressed journeys for mobility impaired as unable to get on city buses.
7. **Public transport** needs to be more **community based** and owned. Anecdotal evidence of it being too expensive in relation to distance etc.
8. Need **leadership on the way forward** for York. LTP3 is the enabler.

Some important challenges for York:

1. **Increased connectivity** with Leeds is important for many reasons
2. York **cross-city journeys are difficult**
3. **Poor access to sport** and leisure facilities
4. **Different** solutions are needed for both **rural and urban** transport
5. Too many **dispersed centres** of employment. They also need PT to them.
6. Too many **visitors come to York by car**. Need to provide alternative modes for them. There is an increase in use of taxis rather than rail.
7. **Bus network** has too many different operators and is not customer focused. It is franchise focused currently.
8. Negativity expressed towards **First**.
9. **Taxi use** should be considered more in LTP3. Anecdotal evidence of an increase in short distance taxi journeys.
10. Congested roads are a **deterrent to cycling**.

11. **Pedestrians** and vulnerable users concerned that **Cycle City** status is of **detriment** to their needs.
12. Individual bus fares for short trips can seem quite unattractive. Bus season and day tickets are usually very good value
13. Tourist access to York should be positive and that way they will return. Good coach access is a solution.

Ways forward for York:

1. **Behaviour change programme** essential, including more communication with the public and more targeting of short distance car journeys.
2. **Engage** with the public more
3. Present the consequences of what people do as an effective deterrent and therefore **informed choices** can be made.
4. Communicate about positive aspects of sustainable transport.
5. Clear **presentation** for what LTP and COYC want to **achieve** and how we want to achieve it.
6. Make better **use of existing assets** such as river, strays, rail, PROW
7. **Identify problems** rather than solutions first.
8. Re-visit the transport and road hierarchy in order to implement the most effective order.
9. Connectivity between communities needs to be achieved as well as into city centre
10. Neighbourhood, school and workplace **travel plans** should be introduced/continued
11. More shared spaces, more dominating non-car surfaces
12. **Demand management** practices were supported (restricting car access to the city centre) yet have to go hand in hand with improvements to PT, cycling and walking
13. Longer operating hours and more bus operators to use **P&R sites**
14. Connect with the **sub region**. Connect different centres and key trip generators with affordable PT even in disadvantaged areas. Spatial planning and an area based approach is advocated.
15. Visible transport **funding prioritisation**
16. LTP3 should be **published in a concise way** aimed at a wide audience. Summary reports and concise progress reports are needed.
17. York has a good bus network and the aim should be to make the best use of this and to create conditions which encourage bus companies to up their investment. Maximise bus priority and bus patronage.
18. York should ensure it is a very coach friendly city
19. A transport focal point in the city centre is needed. Not necessarily an interchange but a place with information about transport.
20. Integrated ticketing needed.
21. Faster PT needed such as express buses and fewer bus stops

22. Cycle storage and end of trip facilities needed as not all employers provide.

Some of the additional comments to come out of the LTP3 feedback email address included the importance of coach measures for tourists and a lot of support for public transport systems including improvements such as integrated ticketing and cheaper fares.