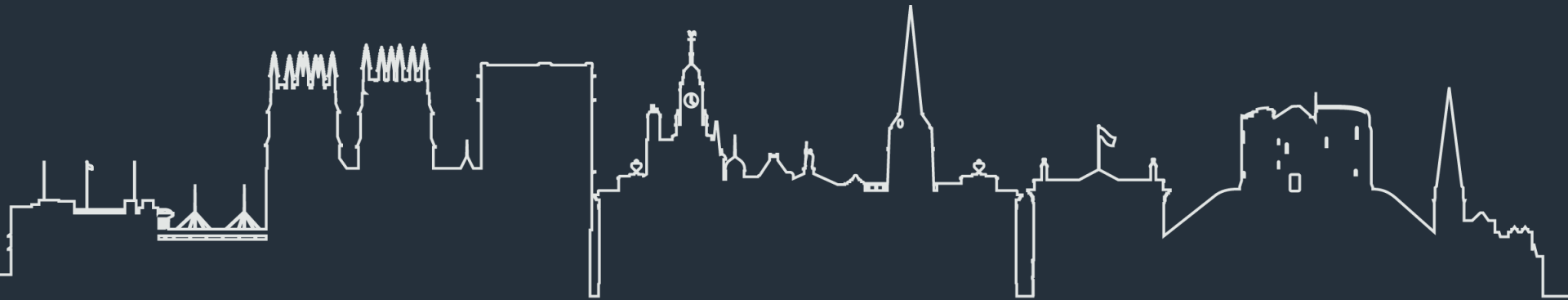


York Local Transport Strategy: an emerging picture



Content

- Why Local Transport Strategy?
- Trends and projects
- CYC's emerging policies
- National policies and devolution
- An emerging framework?
- Next steps

LTS not LTP?

- “Local Transport Plan” is a statutory document
- We know we will need to write one, but we await guidance on method, contents and timescale from DfT
- In the meantime we can set out our “Local Transport Strategy”
- This sets out what we will be looking to achieve with our LTP, **but it is not The LTP**

York: a stocktake as the pieces fall into place



- The LTS is written in a dynamic environment
- Trends and ongoing projects – inc. new like BSIP
- Local Plan Examination
- Carbon and Economic Strategies (Health?)
- Central government initiatives, policy and guidance
- Devolution
- We can't stop the clock whilst we work out what to do next
- Need to measure, evaluate, be flexible and adaptable

A dark silhouette of the York skyline, including various buildings, spires, and a clock tower, set against a light background.

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TRENDS, PROJECTS AND FORECASTS



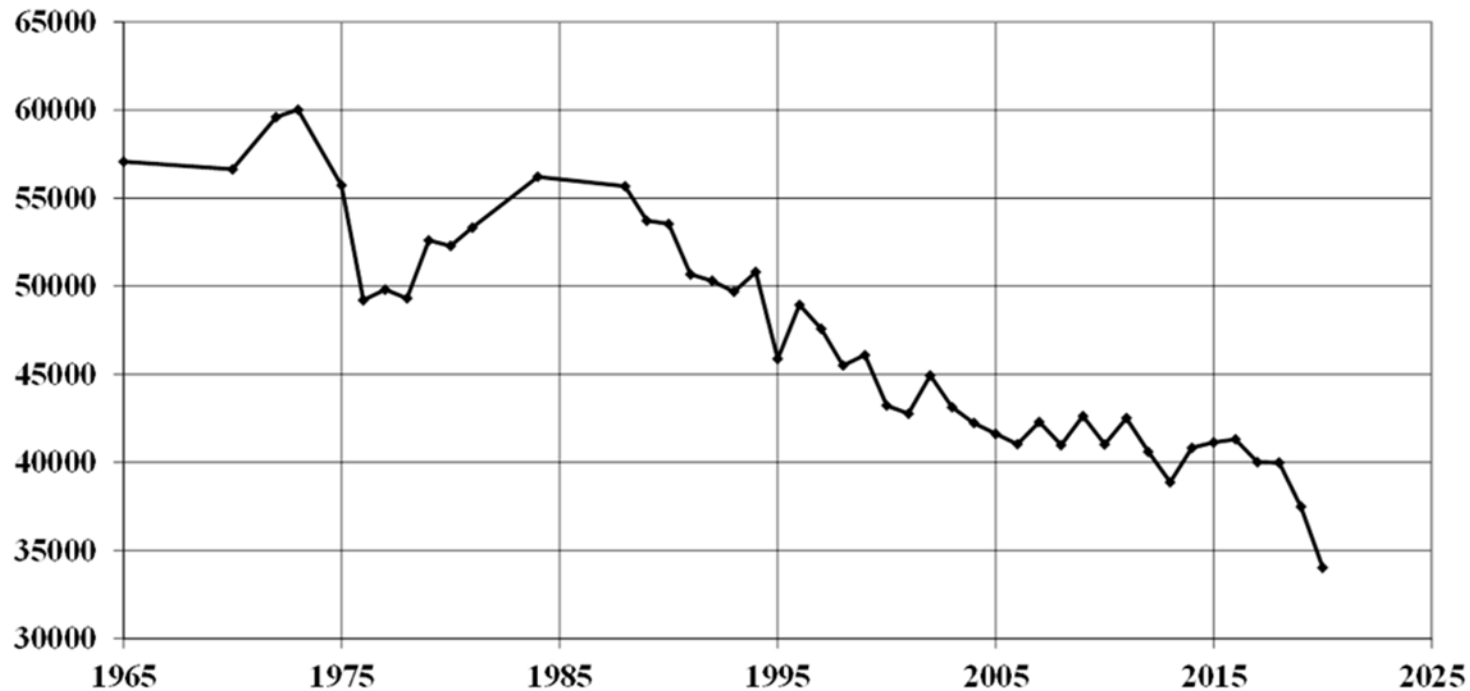
National trends (NCTD, 2018)

- Since the mid 1990s there has been a 20% reduction in commute trips per week;
- 18-30 year-old males travel 50% fewer miles than they did in 1995;
- In the 1990s 80% of people were driving by the age of 30, this is now by the age of 45;
- In the 1980s traffic grew by 50% whereas in the decade to 2016 it grew by 2%; and
- There are 16% fewer trips than 1996

In York?

City Centre Traffic has fallen

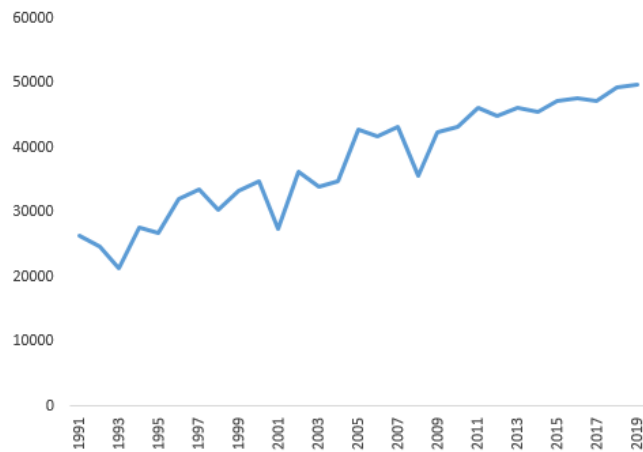
TRAFFIC CROSSING CITY CENTRE BRIDGES 12 HOURS 1965 - 2020



Orbital traffic has increased

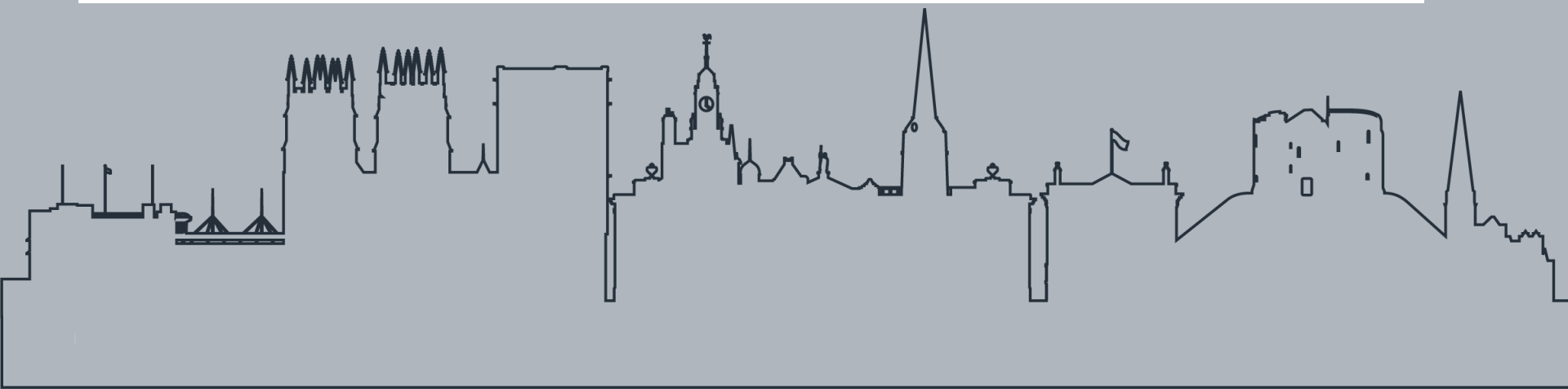
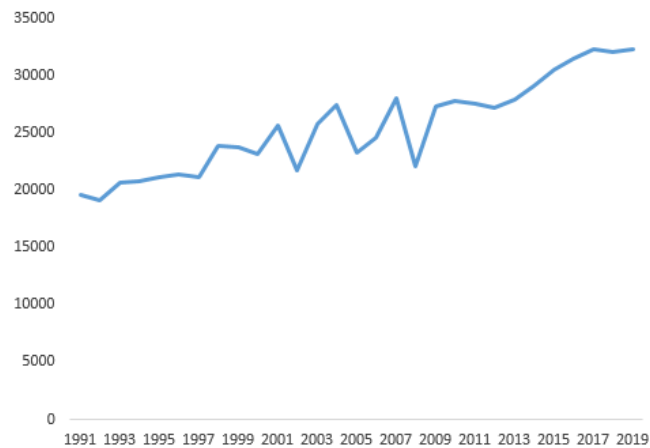
A64 Bishopthorpe Bridge 12 hr flows up 88% from 1991 to 2019

12 hour flows 8% increase between 2011 and 2019

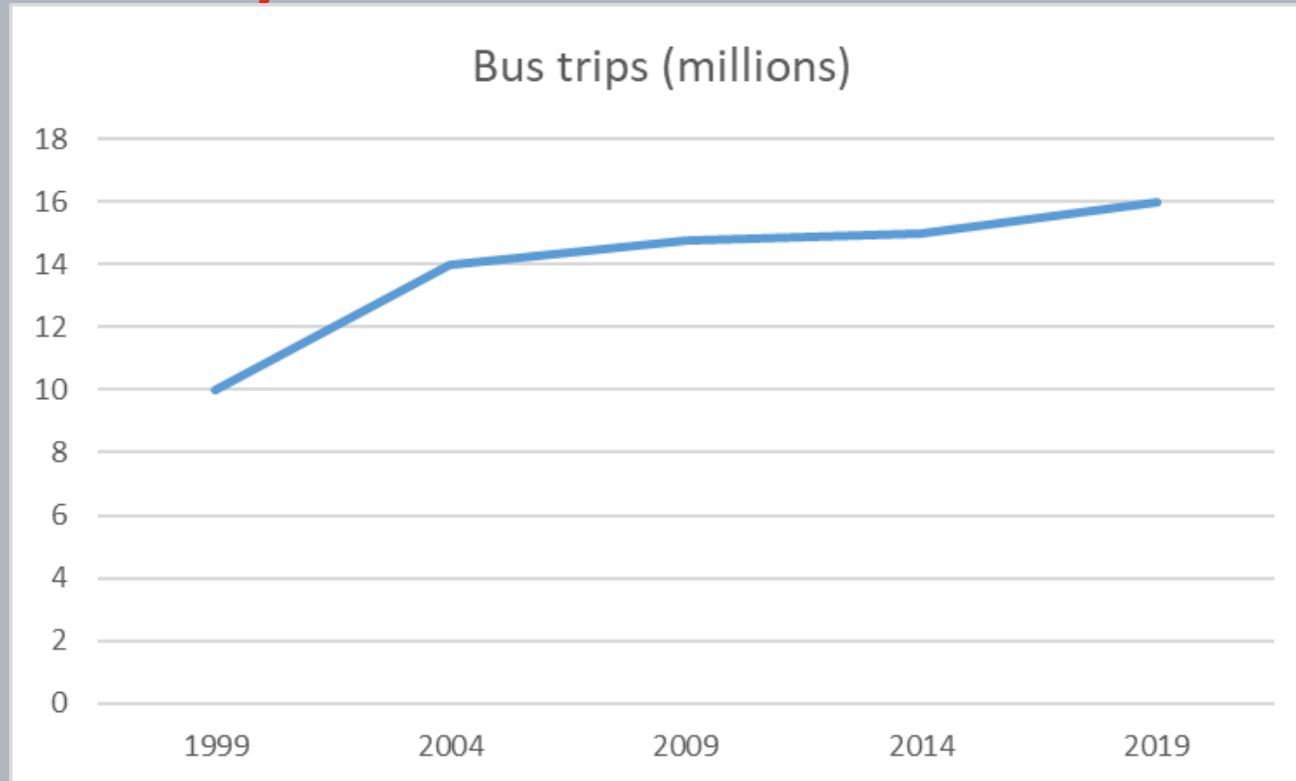


A1237 Rawcliffe Bridge 12 hour flows up 64% from 1991 to 2019

12 hour flows 17% increase between 2011 and 2019. Growth after 2011 post A59 junction upgrade



Transfer to buses (and other modes?)



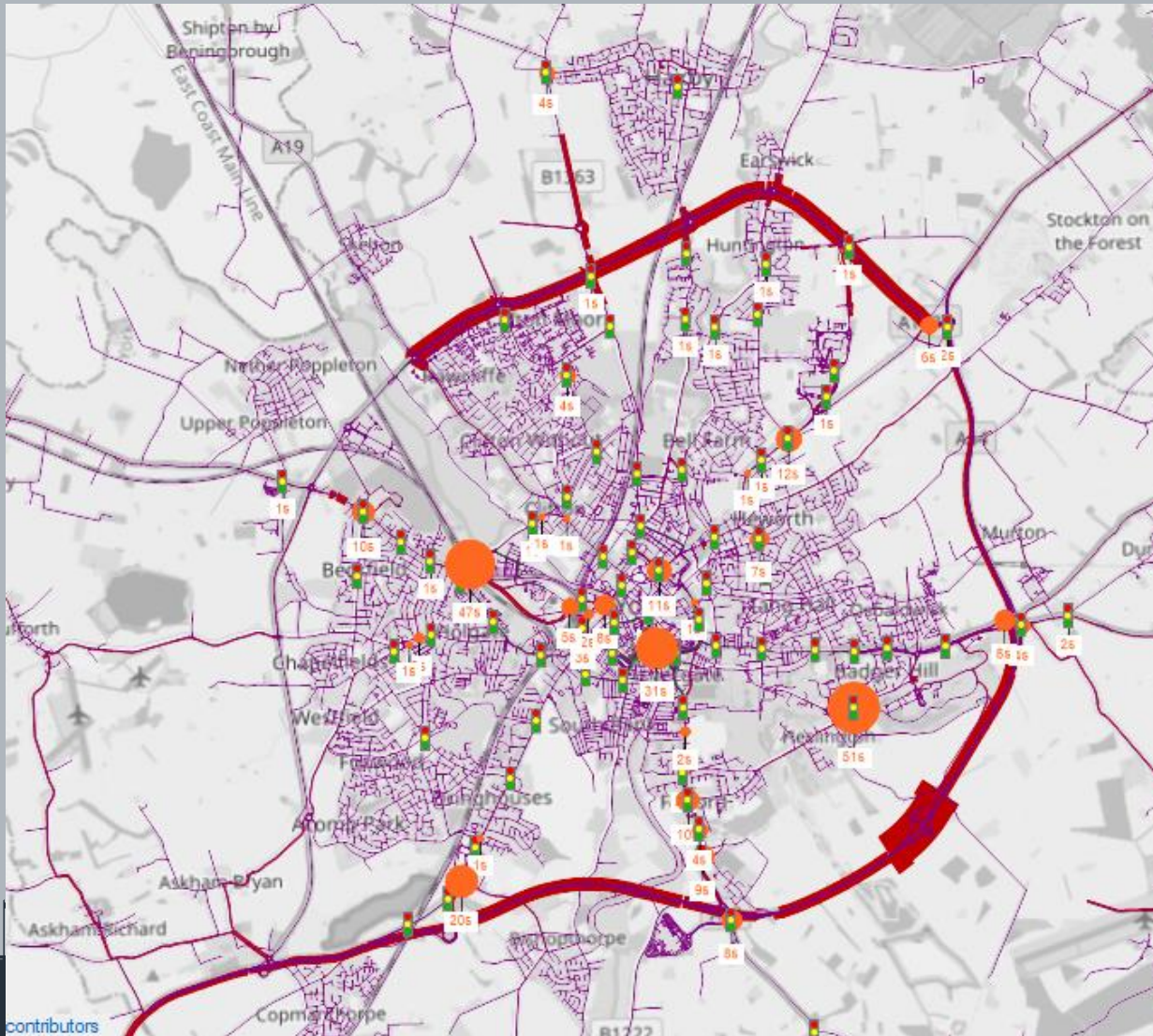
Covid

- Huge reduction in trip making March '20 to June '20, then slow recovery
- As of now local roads = about 95% 2019, NH = 103%, buses = 85%, rail = 70%. Active modes possibly more – hard to count.
- AM peak less, PM peak more/ similar
- Midweek days like 2019 Fridays/ Mondays
- Incremental change – models assume return to something like 2019 in short term
- Conclusion – covid changed things, but longer term trends??

Projects

- Committed/ funded:
 - Station frontage, York Central, Castle Gateway
 - Active Travel Fund schemes/ active mode schemes/ ZEBRA buses
 - A1237 dualling A19N to Hopgrove
- Schemes in the pipeline but funding not confirmed:
 - Bus Service Improvement Plan
 - A1237 Askham Bryan to A19N dualling
 - Haxby Station
 - A64 Hopgrove to Barton Hill dualling (not a CYC scheme)
 - Rail enhancements (of which many)

AM 2033 compared to AM 2019 Base



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Conclusions

- Transport plans are formulated in dynamic environments
- Long term trends away from car use esp in urban environments
- Increasing vehicle trips on orbital routes. Increasing use of non car modes
- We have a suite of projects in delivery and in a pipeline
- These can accommodate some growth on non-car modes, but there is still traffic growth



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POLICY ENVIRONMENT



Our policies

- LTP3 – nominally valid until 2031; much still appropriate though many of original set of projects complete.
- Local Plan – 20% growth to 2033, mix of urban edge, brownfield and stand-alone development, indicative allocations to 2038
- Carbon Strategy – 71% reduction sought from transport – car miles reduction, transfer to other modes. Electrification of the vehicle fleet is only half the answer. Implication – carbon reduction implies reduction EVERYWHERE. Not just centre. Network resilience to impacts of climate change.
- Economic Strategy: appreciation that shortcomings with transport shut some off from economic opportunity

National Policy

- Carbon – LTP guidance expected October (?)
- Transport – NBS/ Gearchange a level of micro-management which is new – what can we/ can't we do? Where would DfT step in?
- Levelling Up – London-style PT; York is in the north, but less deprived than many LTAs. Engine for growth?
- Devolution – where does the LTP sit in a new CA?

Implications

- York got there before DfT
- In the absence of DfT guidance there is a guidance gap – what is required? How will funding be allocated?
- Carbon & levelling up – transport more closely aligned to non-transport outcomes – not just about making the transport system work. (Health?)
- Devolution/ DfT prescription – not sure how much freedom of movement we will have in practice



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OUR NEW TRANSPORT STRATEGY



Themes for our LTS

- Delivery – get existing projects delivered
- Opportunity – levelling up but also equality (e.g. impairments, gender)
- Carbon reduction – mode change/ technology change/ infrastructure resilience
- Health and wellbeing
- Supporting growth
- Flexibility and adaptability to change (& measurement)



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Delivery

- Existing projects: deliver on time/ budget
- Integrate with existing infrastructure
- Maintain what we already have (TSAR etc)
- Develop the pipeline – more prescriptive approach (e.g. BSIP/ LCWIP)
- Seek out bidding opportunities in a decentralised funding environment (not just DfT anymore)
- Link to Local Plan development allocations

Opportunity

- Transport as an enabler of access to opportunity
- York a city where your opportunity is not affected by car ownership
- Access to York from more deprived areas of region – not just local links
- Gender and identity
- Accessible systems for mobility/ sensory impaired



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Carbon #1

- Carbon Strategy = 71% carbon reduction by 2030
- Gov seeks “quantified carbon reductions”
- Develop alternatives: walk/ cycle/ PT networks
- Reduction in driving = more shorter trips and implication for developing local centres/ wfh
- Question is not “do you do it?” but “how hard do you go?”
- You need to take people with you to make progress



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Carbon #2

- **Moving away from the car (25% miles/ 3% trip reduction)**
- Changes to parking supply including pricing
- More streets for “place”, fewer for movement
- Traffic signals measures – gating
- Modal filters
- Support for those giving up cars

Carbon #3

- **Minimising the impact of vehicle use which does take place**
- Electrifying the vehicle fleet (90% by 2030)
- Reducing the need to own a car – car share, taxi/ phv sector
- Trip interception – park and ride, freight strategies
- Orbital routes not through the city centre
- Green tourism – access York by rail/ bus/ cycle/ walk/ coach
- Parking strategy and enforcement

Health and wellbeing/ Carbon #4

- (a function of Carbon active mode package)
- Increase of 33% walking and cycling
- Increase of 25% bus, which includes walk trips
- Transport safety

Supporting growth

- **Plan new developments with sustainable travel at their hearts**
- Near existing networks
- Putting in new networks where they do not exist – and raising the funding to do it
- Modal targets for many new developments ambitious.

Adaptability/ flexibility

- Focus on M&E – what works, what doesn't
- Implication for the data we collect and how we review our plans
- Wider outcomes monitoring (e.g. air quality), not just measuring transport outcomes/ outputs
- Change course if targets not being met

THOUGHTS?



Next steps

- LTS can be progressed without LTP guidance
- LTS becomes an input to LTP formulation – the policy statement
- Statement of Principles: Summer
- Consultation: Autumn – for LTP incorporation